

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, 1932--JUNE 30, 1934

TWENTIETH ANNUAL REPORT

of the

**State Highway
Commission**

of the

STATE OF MAINE

From January 1, 1932, to December 31, 1932

STATE OF MAINE

OFFICE OF
STATE HIGHWAY COMMISSION

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, 1932, to December 31, 1932.

EDWARD E. FARNSWORTH
PAUL C. THURSTON

State Highway Commission

Augusta, Maine
December 31, 1934

STATE HIGHWAY COMMISSION
FINANCIAL STATEMENT
January 1, 1932—December 31, 1932
STATE HIGHWAY LOAN FUND

Credits

Balance, January 1, 1932.....	\$282,315.12
Receipts—Federal Aid.....	1,297,643.09
Receipts—Miscellaneous.....	107,577.30
Receipts—Towns.....	23,462.00
Transfer—State Aid.....	9,506.47
Receipts—Property sold.....	1,800.00
Receipts—Sale of bonds.....	3,029,836.34
Receipts—Hiram Ricker & Sons.....	3,600.00
	\$4,755,740.32

Expenditures

Expenditures.....	\$4,432,777.36
Balance—December 31, 1932.....	322,962.96
	\$4,755,740.32

BRIDGE LOAN FUND

Credits

Balance, January 1, 1932.....	\$349,241.58
Receipts—Towns.....	58,915.04
Receipts—Federal Aid.....	205,931.95
Receipts—Counties.....	71,918.13
Receipts—Tolls.....	6,543.95
Receipts—Miscellaneous.....	18,764.93
Receipts—Public Utilities.....	2,109.03
Receipts—Subscriptions.....	4,285.50
Receipts—Sale of bonds.....	1,514,918.66
	\$2,232,628.77

Expenditures

Expenditures.....	\$1,668,949.19
Balance, December 31, 1932.....	563,679.58
	\$2,232,628.77

MOTOR TRANSPORT & EQUIPMENT

Credits

Balance, January 1, 1932.....	\$393,263.24
Receipts—Rentals.....	650,398.77

STATE HIGHWAY COMMISSION

Transfer—Stock	14,145.81
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	\$1,057,807.82

Expenditures

Expenditures	\$494,694.41
Transfer to Gen. Highway Fund, loan on shovels	145,740.00
Balance, December 31, 1932	417,373.41
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	\$1,057,807.82

CARLTON BRIDGE**Credits**

Balance, January 1, 1932	\$92,076.53
Receipts—Tickets	136,345.15
Maine Central R.R.—Maintenance Account	8,108.74
	<hr/>
	\$236 530.42

CARLTON BRIDGE**Expenditures**

Expenditures	\$37,505.83
Transfer—Principal Account	4,618.19
Accrued Interest	38,760.00
Reserve to retire bonds	46,840.00
Balance—December 31, 1932	108,806.40
	<hr/>
	\$236,530.42

STATE TOPOGRAPHICAL MAPPING FUND**Credits**

Appropriation	\$10,000.00
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Expenditures

Balance, December 31, 1932	\$10,000.00
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WALDO-HANCOCK BRIDGE**Credits**

Balance, January 1, 1932	\$185,893.68
Receipts—Tolls	76,180.09
Receipts—Federal Aid	60,803.93
Receipts—Miscellaneous	486.00
	<hr/>
	\$323,309.70

Expenditures

Expenditures	\$179,811.77
Balance—December 31, 1932	143,497.93
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	\$323,309.70

SPECIAL RESOLVES**Credits**

Balance, January 1, 1932	\$17,664.59
Receipts	8,095.92
Transfer, General Highway Fund, Greenville-Rockwood Road	7,500.00
Appropriation—1932	150,000.00
Appropriation—Eustis-Woburn Road	5,000.00
Appropriation—Greenville-Rockwood Road	7,500.00
Appropriation—Phippsburg	12,000.00
Appropriation—Castle Hill	5,000.00
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	\$212,760.51

Expenditures

Expenditures	\$174,788.30
Transfer—Greenville-Rockwood Road to General Highway Fund	7,500.00
Balances lapsed and transferred	804.81
Balance, December 31, 1932	29,667.40
	<hr/>
	\$212,760.51

ADMINISTRATION OF STATE HIGHWAY COMMISSION**Credits**

Balance, January 1, 1932	\$85,633.75
Receipts—Blueprints	7,778.28
Receipts—Miscellaneous	3,068.36
Appropriation—1932	165,000.00
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	\$261,480.39

Expenditures

Salaries of Commissioners	\$10,500.12
Salary of Chief Engineer	5,967.00
Salaries of Assistants	28,481.24
Salaries of Stenographers & Clerks	37,067.72
Salaries of Engineers	9,581.94
Salary of Traffic Manager	994.24
Biddeford traffic signal	448.91

Commission car	2,625.03	
Down town drafting room	839.62	
Drafting room supplies	11,353.94	
Incidental expenses	995.98	
Expenses of Commissioners	2,374.57	
Expenses of Chief Engineer	614.78	
Expenses of Assistants	6,435.88	
General printing	9,090.91	
Material survey	1,089.18	
Photostat machine	685.94	
Office furnishings	437.48	
Office stationery and supplies	4,981.70	
Postage	6,106.78	
Sanitary account	224.31	
State House drive	123.50	
State map	2,630.65	
Telephone and Telegraph	7,724.05	
Testing Laboratory	3,815.30	
Expenses and Wages	1,021.11	
	<u>\$156,211.88</u>	
Balances lapsed, June 30, 1932, to General Highway Fund	9,114.56	
Transfer—Bureau of Accounts and Control	40,000.00	
	<u>\$205,326.44</u>	
Balance, December 31, 1932	56,153.95	\$261,480.39

MAINTENANCE OF STATE HIGHWAY POLICE

Credits

Balance, January 1, 1932	\$79,569.43
Receipts—Sale of supplies	742.08
Transfer—Error in charging bill—Maine Development Comm.	880.02
Appropriation—1932	160,000.00
	<u>\$241,191.53</u>

Expenditures

Expenditures	\$142,324.41
Balance, June 30, 1932, lapsed	1,482.84
Balance, December 31, 1932	97,384.28
	<u>\$241,191.53</u>

**MAINTENANCE OF MOTOR VEHICLE DEPARTMENT
(SECRETARY OF STATE)**

Credits

Balance, January 1, 1932.....	\$71,754.38
Appropriation—1932.....	160,000.00
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	\$231,754.38

Expenditures

Expenditures.....	\$135,418.19
Balance, June 30, lapsed to General Highway Fund	13,107.34
Balance, December 31, 1932	83,228.85
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	\$231,754.38

BRIDGE MAINTENANCE

Credits

Balance, January 1, 1932.....	\$82,942.85
Receipts.....	3,578.11
Appropriation—1932.....	150,000.00
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	\$236,520.96

Expenditures

Expenditures.....	\$144,518.81
Balance, December 31, 1932	92,002.15
	<hr/>
	\$236,520.96

REMOVAL OF SNOW

Credits

Balance, January 1, 1932.....	\$212,869.99
Receipts—Towns.....	223,659.12
Transfers.....	1,782.10
Appropriation—1932.....	200,000.00
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	\$638,311.21

Expenditures

Expenditures.....	\$462,510.43
Balance—December 31, 1932.....	175,800.78
	<hr/>
	\$638,311.21

IMPROVEMENT OF STATE AID ROADS

Credits

Balance, January 1, 1932.....	\$94,903.73
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STATE HIGHWAY COMMISSION

Receipts—Miscellaneous	8,897.15
Receipts—Cities and Towns	976,233.77
Receipts—Special Resolves	1,000.00
Appropriation—1932	2,700,000.00
	<hr/>
	\$3,781,034.65
Expenditures	
Expenditures	\$3,668,862.44
Balance—December 31, 1932	112,172.21
	<hr/>
	\$3,781,034.65

**ACCRUED INTEREST & RESERVE TO RETIRE HIGHWAY &
BRIDGE BONDS**

Credits

Transfer—From General Highway Fund	\$1,705,291.11
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Expenditures

Accrued interest and reserve to retire	\$1,705,291.11
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**ADMINISTRATION & REBATES—INTERNAL COM-
BUSTION ENGINE FUELS**

Credits

Balance, January 1, 1932	\$69,538.89
Canceled checks	251.93
Refund of refused check	32.51
Appropriation—1932	190,000.00
	<hr/>
	\$259,823.33

Expenditures

Expenditures	\$164,921.37
Balance, December 31, 1932	94,901.96
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	\$259,823.33

THIRD CLASS HIGHWAYS

Credits

Balance, January 1, 1932	\$26,576.75
Receipts—Miscellaneous	2,150.35
Appropriation—1932	700,000.00
Transfers	7,769.64
	<hr/>
	\$736,496.74

Expenditures

Expenditures	\$722,913.94
Balance, December 31, 1932.....	13,582.80
	<hr/>
	\$736,496.74

MAINTENANCE OF STATE AND STATE AID HIGHWAYS**Credits**

Balance, January 1, 1932.....	\$1,597,715.33
Receipts—Towns.....	250,111.27
Receipts—Miscellaneous.....	93,247.95
Appropriation—1932.....	2,800,000.00
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	\$4,741,074.55

Expenditures

Expenditures.....	\$2,863,426.27
Balance, December 31, 1932.....	1,877,648.28
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	\$4,741,074.55

COMPENSATION FOR INJURIES**Credits**

Balance, January 1, 1932.....	\$33,157.82
Receipts—Canceled checks.....	571.70
Receipts—Subrogation Procedure.....	1,000.00
Appropriation—1932.....	60,000.00
	<hr/>
	\$94,729.52

Expenditures

Expenditures.....	\$76,815.30
Balance—December 31, 1932.....	17,914.22
	<hr/>
	\$94,729.52

MAINE HIGHWAYS MAGAZINE**Credits**

Council order.....	\$2,000.00
Receipts—Advertising.....	3,248.83
Overdrawn, December 31, 1932.....	2,922.60
	<hr/>
	\$8,171.43

Expenditures

Expenditures.....	\$8,171.43
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GENERAL HIGHWAY FUND

Credits

Receipts—Auto fines	\$12,781.95
Receipts—Gas tax	4,479,569.09
Receipts—Auto fees, 1931	1,689.35
Receipts—Auto fees, 1932	2,717,690.31
Receipts—Auto fees, 1933	248,783.10
Receipts—Secretary of State	10,626.19
Receipts—Fines and Penalties	560.93
Transfer—Greenville-Rockwood Road, Special Resolve	7,500.00
State Aid & Third Class balance, lapsed	1,595.77
Transfer—Norway Third Class highway fund	1,982.85
Receipts—Miscellaneous	678.21
Special Resolves—lapsed	323.70
Appropriation—Mill Tax Highway	757,289.79
Appropriation (State Aid Roads)	300,000.00
Transfer—Motor Transport—Loan on shovels	145,740.00
Balances, June 30, lapsed	14,590.18
Overdrawn, December 31, 1932	2,967,905.55
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	\$11,669,306.97

Expenditures

Overdrawn—January 1, 1932	\$2,477,900.87
Transfer—Accrued Interest	877,910.28
Transfer—Reserve to retire bonds	827,000.00
Transfer—Greenville-Rockwood road (Special Resolve)	7,500.00
Transfer—Fines	865.19
Transfer—Aeronautical Fund	3,623.75
Payment—Protested Check	6.88
Appropriations—Improvement of State Aid roads	2,700,000.00
Appropriation—Third Class highways	700,000.00
Appropriation—Administration, State Highway Comm.	1 65,000.00
Appropriation—State Highway Police	160,000.00
Appropriation—Motor Vehicle Department	60,000.00
Appropriation—Bridge Maintenance	150,000.00
Appropriation—Maintenance of State & State Aid Roads	2,800,000.00
Appropriation—Removal of Snow	200,000.00
Appropriation—Compensation for Injuries	60,000.00
Appropriation—State Topographical Mapping	10,000.00
Appropriation—Special Resolves (Regular)	150,000.00
Appropriation—Special Resolves (Extra)	29,500.00
Appropriation—Administration Gas Tax Collections and Rebates	190,000.00
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	\$11,669,306.97

Total Credits.....\$30,352,968.66

STATE HIGHWAY COMMISSION

Total Expenditures & Balances....	\$29,107,019.65	
Less Overdrafts.....	<u>2,970,828.15</u>	
	\$26,136,191.50	
Balance.....	4,216,777.16	\$30,352,968.66

RECAPITULATION — 1932

	Adminis- tration	Engineer- ing	Inspection and Supervision	Adver- tising	General Expense and Right of Way	Labor and Material	Miscel- laneous	Total
Administration Highway Depart.	\$156,211.88							\$156,211.88
Maintenance of Roads			80,851.05			2,782,575.22		2,863,426.27
Maintenance of Bridges			28,013.33			116,495.48		144,518.81
Highway Loan Construction		420,523.92		656.49	105,107.23	3,906,489.72		4,432,777.36
State Aid Construction			47,813.10		843.25	3,620,206.09		3,668,862.44
Third Class Construction			12,581.35			710,332.59		722,913.94
Special Resolves			1,406.63			173,381.67		174,778.30
Motor Transport and Equipment						494,694.41		494,694.41
Bridge Loan Construction		104,201.71		1,880.47	17,464.75	1,545,402.26		1,668,949.19
Removal of Snow			4,433.17			458,077.26		462,510.43
Carlton Bridge Operating Account						37,505.83		37,505.83
Waldo-Hancock Bridge Construction						179,811.77		179,811.77
Compensation for Injuries to State Employees							76,815.30	76,815.30
Maine Highways — Magazine							8,171.43	8,171.43
Administration Motor Vehicle Department							135,418.19	135,418.19
Administration State Police							142,324.41	142,324.41
Administration Gas Tax and Rebates							164,921.37	164,921.37
	\$156,211.88	\$524,725.63	\$175,098.63	\$2,536.96	\$123,415.23	\$14,024,972.30	\$527,650.70	\$15,534,611.33

SUPERVISION CHARGES

Administration	\$156,211.88
Engineering	524,725.63
Inspection and Supervision	175,098.63
Advertising	2,536.96
	\$858,573.10

LABOR AND MATERIAL

Maintenance of Roads	\$2,782,575.22
Maintenance of Bridges	116,495.48
Highway Loan Construction	4,011,596.95
State Aid — Construction	3,621,049.34
Third Class Construction	710,332.59
Special Resolve	173,381.67
Motor Transport and Equipment	494,694.41
Bridge Loan Construction	1,562,867.01
Removal of Snow	458,077.26
Carlton Bridge	37,505.83
Waldo-Hancock Construction	179,811.77

Supervision Charges .0606 on Net Expenditure
 Supervision Charges .0552 on Gross Expenditure

Does not include interest and retirement reserves for bonds.

\$14,148,387.53

STATE HIGHWAYS**1932**

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"

Kittery—State Project. This project is located between the bridges on Badgers Island. Length 0.09 miles. Type of surface, concrete. Width of surface, inside curb, 28 feet. Contractor, Angelo Susi & Company of Roslindale, Mass. Expenditures, \$11,158.89.

York—State Project. This project begins at York Corner and extends towards York Harbor. Culverts were placed in the fall of 1932 as a preliminary to future construction. The work was done by force account. No mileage is reported for 1932. Expenditures in 1932 amount to \$3,072.76.

Wells—Federal Aid Projects Nos. 87-E and 101-C. These projects were completed in 1931. Expenditures in 1932 for Project 87-E amount to \$10,006.32. Expenditures in 1932 for Project 101-C amount to \$5,655.13.

Kennebunk—Federal Aid Project No. 101-D. This project is in two sections. The first section begins at the East end of the first section of Federal Aid Project No. 101-B and extends easterly to Kennebunk Village. Length 0.94 miles.

The second section begins on the easterly side of Kennebunk Village and extends easterly to the second section of Federal Aid Project No. 101-B. Length 0.33 miles. Total length of project, 1.27 miles. The work was completed in 1932. Type of surface, concrete. Width of surface, 30 feet with 3 foot shoulders. Contractor, John F. Rooney & Company, Milford, Mass. Expenditures in 1932 amount to \$59,231.06.

Biddeford—Federal Aid Project No. 101-E. This project begins at the easterly end of Federal Aid Project No. 101-A and extends easterly to "Five Corners" in Biddeford. Total length of project 0.76 miles. The equivalent of 0.23 miles is reported in 1932. Type of surface, concrete. Width of surface, 30 feet. Shoulders, 4 feet. Contractor, Vito Mininni, Inc., Biddeford, Maine. Expenditures in 1932 amount to \$12,537.35.

Saco—State Project. This project begins near Stockman Avenue at the easterly edge of the City of Saco and extends easterly to the Cascade Road. Total length of project, 2.84 miles. The equivalent of 1.74 miles is reported in 1932. The project consists in placing new culverts, in reconstructing old State Aid pavement and in widening the concrete road built in 1916 with a bituminous macadam base preparatory to placing a new surface. Type of surface, bituminous macadam. Width of surface, 30 feet. Shoulders, 3 feet. The surface was placed for two thousand feet on the westerly end of the project and at the B. & M. R.R. underpass in 1932. The work was done by force account under the supervision of Arthur F. Rourke. Expenditures in 1932 amount to \$114,942.17.

STATE HIGHWAY "B"

Fryeburg—Federal Aid Project No. 130-A. This Project begins West of the Saco River and extends easterly across land subject to overflow. Total length of project as advertised was 1.64 miles of which 0.94 miles was reported in 1931. Due to a change in design a trestle was built in place of a bridge which shortened the length of the highway project by 0.04 of a mile. The project was completed in 1932 and 0.66 miles is reported for that year. Type of surface, bituminous ma-

cadam. Width of surface, 20 feet with 3 and 4 foot shoulders. Contractor, Hagan-Thibodeau Construction Company, Eden Park, Rhode Island. Expenditures in 1932 amount to \$30,-352.33.

STATE HIGHWAY "B-S"

Naples—State Project. This project begins at State Highway "B" and extends easterly to the Crooked River Bridge at the Casco Town line. Length of project, 1.30 miles all of which was built in 1932. Type of surface, bituminous macadam. The surface consisted of a three-inch emulsified asphalt penetration top on a gravel base. Width of surface, 20 feet. Shoulders, 3 feet. The work was done by force account under the supervision of Arthur F. Rourke. Expenditures in 1932 amount to \$28,257.50.

Casco—State Project. This project consists of the construction of a three-inch bituminous macadam pavement (emulsified asphalt type) on the base constructed in 1931 between Webbs Mills and the Poland line. The project was completed in 1932. Length of project, 2.19 miles. Width of surface, 20 feet. Shoulders, 3 feet. The work was done by force account under the supervision of Arthur F. Rourke. Expenditures in 1932 amount to \$19,615.62.

Poland—State Project. This project consists of the construction of a three-inch bituminous macadam (emulsified asphalt type) surface on the base constructed in 1931 between the Casco line and Tripp Pond. The project was completed in 1932. Length of project, 2.09 miles. Width of surface, 20 feet. Shoulders, 3 feet. The work was done by force account under the supervision of Arthur F. Rourke. Expenditures in 1932 amount to \$19,214.82.

STATE HIGHWAY "D"

Woolwich—State Project. This project was completed in 1931. Expenditures carried over to 1932 amount to \$9,604.-26.

Wiscasset—State Project. This project was completed in 1931. Expenditures carried over to 1932 amount to \$20,-727.16.

Edgecomb-Newcastle—Federal Aid Project No. 117-E. This is a reconstruction project of gravel road built from 1917 to 1922. The project begins at the easterly end of Federal Aid Project No. 63 and extends easterly to Newcastle Village. Total length of project 5.62 miles, of which 1.05 miles is in Edgecomb and 4.57 miles is in Newcastle. All mileage is reported in 1932 although a small amount of work remains to be done in 1933. Contractor, Lawton Construction Company of Providence, Rhode Island. Type of surface, bituminous treated gravel. Width of surface, 20 feet, with 3 and 4 foot shoulders. Expenditures in 1932 amount to \$114,909.94.

Damariscotta-Nobleboro—Federal Aid Project No. 117-F. This project begins in Damariscotta Village at the junction with the road to Bristol and extends easterly partly over new right of way to the Waldoboro town line. The project covers reconstruction of work done between the years 1916 and 1918. Total length of project, 7.34 miles of which 3.21 miles is in Damariscotta and 4.13 miles is in Newcastle. The work was completed in 1932. Contractor, W. H. Hinman, Inc., Skowhegan, Maine. Type of surface, bituminous treated gravel. Width of surface, 20 feet with 3 and 4 foot shoulders. Expenditures in 1932 amount to \$151,764.43.

Warren-Waldoboro—Federal Aid Project No. 117-G. This project begins at the westerly end of Federal Aid Project No. 117-C and extends westerly largely over new right of way to Route No. 220. Total length of project 5.50 miles of which 2.28 miles is in Warren and 3.22 miles is in Waldoboro. This project replaces gravel road built in 1914. The equivalent of 2.09 miles in Waldoboro is reported for 1932. Contractor Amos D. Bridge's Sons, Inc., Hazardville, Connecticut. Type of surface bituminous treated gravel. Width of surface, 20 feet with 3 and 4 foot shoulders. Expenditures in 1932 amount to \$36,945.20.

Waldoboro—Federal Aid Project No. 117-H. This project begins at Route No. 220 at the end of Federal Aid Project No. 117-G and extends westerly largely over new right of way to the Nobleboro line. This project replaces gravel road built in 1914. Total length of project 3.52 miles. The

equivalent of 1.20 miles is reported for 1932. Contractor, W. H. Hinman, Inc., Skowhegan, Maine. Type of surface, bituminous treated gravel. Width of surface, 20 feet with 3 and 4 foot shoulders. Expenditures in 1932 amount to \$27,538.80.

Lincolnton—Federal Aid Project No. 104-C. This project begins at the Northport line and extends southerly to the Camden line. This project replaces gravel road built in 1916. Length of project, 3.99 miles all of which is reported in 1932. A small amount of work remains to be done in 1933. Contractor, Naugler Bros., Inc., Brunswick, Maine. Type of surface, bituminous macadam (emulsified asphalt type.) Width of surface, 20 feet. Shoulders, 3 feet. Expenditures in 1932 amount to \$125,569.12.

STATE HIGHWAY "D-SPUR"

Edgecomb—State Project. This project begins at the end of the 1930 construction and extends northerly to an intersection with State Highway "D" near the easterly end of Federal Aid Project No. 63 together with a connection for east bound traffic. The work consists of grading, drainage, culverts and base for a future bituminous macadam surface. Part of the base was treated with bituminous material. The total length of the project is 3.94 miles, 3.66 miles is reported as stage construction. The balance 0.28 miles is the easterly connection above described and is reported as gravel construction. The work was done by force account under the supervision of Arthur F. Rourke. Expenditures in 1932 amount to \$89,539.80.

STATE HIGHWAY "F-O"

Wilton-Dixfield—Federal Aid Project No. 109-F. This project was completed in 1930. Expenditures carried over to 1932 amount to \$507.50.

STATE HIGHWAY "G"

Waterville-Oakland—Federal Aid Project No. 136-A. This is a reconstruction project over gravel road built in Waterville in 1917 and over bituminous macadam road built

in Oakland in 1917. The project begins at the Messalonskee River bridge in Waterville and extends to the Messalonskee River bridge in Oakland. Total length of project, 3.24 miles of which 1.84 miles is in Waterville and 1.40 miles is in Oakland. This mileage is reported as stage construction. The work consists of grading culverts and base for a future 20 foot pavement with 3 and 4 foot shoulders. The base was surface treated. Contractor, Amos D. Bridge's Sons, Inc., Hazardville, Connecticut. Expenditures in 1932 amount to \$59,397.99.

STATE HIGHWAY "H"

Solon—Federal Aid Project No. 105-F. This project was reported in 1931. The work was completed in 1932. Expenditures in 1932 amount to \$4,294.76.

STATE HIGHWAY "H-I"

Palmyra-Newport—Federal Aid Project No. 120-C. This project was completed in 1931. Expenditures carried over to 1932 amount to \$6,061.15.

Canaan—Federal Aid Project No. 120-D. All mileage on this project was reported in 1931. The work was completed in 1932. Expenditures in 1932 amount to \$7,823.19.

Canaan—State Project. This is an extension easterly of Federal Aid Project No. 120-D. All mileage was reported in 1931. The work was completed in 1932. Expenditures in 1932 amount to \$600.38.

STATE HIGHWAY "I"

Benton—Federal Aid Projects Nos. 142-B and 143-A A contract for the construction of these two projects was awarded to Amos D. Bridge's Sons, Inc. of Hazardville, Connecticut. This contract begins at the easterly end of the easterly bridge over the Kennebec River and extends to the Clinton line. Project 143-A is 1.88 miles long and Project 142-B is 3.36 miles long making the total length of the contract 5.24 miles. The equivalent of 1.23 miles is reported for 1932. Type of surface, concrete. Width of surface, 20 feet. Shoul-

ders, 3 feet. Expenditures in 1932 amount to \$19,625.58 for Project 142-B and to \$12,168.98 for Project 143-A.

Clinton—Federal Aid Project No. 140-A. This project consists of the reconstruction of the gravel road built in 1916. The project begins at the Benton line and extends easterly to the Burnham line. The work was completed in 1932. Total length of project 4.88 miles. Type of surface, Concrete. Width of Surface, 20 feet. Shoulders 3 feet. Contractor, Dominic Susi, of Pittsfield, Maine. Expenditures in 1932 amount to \$175,814.98.

Pittsfield—Federal Aid Project No. 140-B. This project consists of the reconstruction of the gravel road built in 1917. This project begins about three and one half miles from the Burnham line and extends to the road crossing in Pittsfield Village. The project was completed in 1932. Length of project, 3.03 miles. Type of surface, concrete. Width of surface, 20 feet with 3 foot shoulders except in the compact portion of the village. In the compact portion the pavement was constructed from curb to curb, the extra width being a State Aid Project. Contractor, Amos D. Bridge's Sons, Inc. of Hazardville, Connecticut. Expenditures in 1932 amount to \$104,615.34.

Pittsfield-Detroit-Palmyra—Federal Aid Project No. 137-A. This project consists of the reconstruction of the gravel road built in 1916 and 1917. The project begins two hundred feet east of the Seabasticook River Bridge in Pittsfield and extends easterly to a point in Palmyra a short distance East of Hurds Corner. Total length of project, 4.09 miles of which 0.95 miles is in Pittsfield, 2.77 miles is in Detroit and 0.37 miles is in Palmyra. The work was completed in 1932. Type of surface, concrete, width of surface, 20 feet, shoulders, 3 feet. Contractor, Amos D. Bridges Sons, Inc., Hazardville, Connecticut. Expenditures in 1932 amount to \$136,695.24.

Palmyra—State Project. This reconstruction project is located at Goodwin Corner and consists of 0.15 miles of bituminous macadam (emulsified asphalt type) road, constructed on a new location to give an easy curve. Width of surface 20 feet, shoulders, 3 feet. Contractor, Amos D. Bridge's Sons, Inc. of Hazardville, Connecticut. Expenditures in 1932 amount to \$7,175.46.

Newport and Plymouth—Federal Aid Project No. 110-H. This project consists of two sections. The first section begins at the East end of Federal Aid project 110-D and extends easterly to Federal Aid Project No. 110-F. The second section begins at the easterly end of Federal Aid Project 110-F and extends easterly to the Etna line. 0.98 miles in Newport is reconstruction of a gravel road built in 1914. Total length of project, 1.67 miles of which 1.56 miles is in Newport and 0.11 miles is in Plymouth. A contract for this project and the following State Project was awarded to Wyman & Simpson, Inc., of Augusta, Maine. The work was completed in 1932. Type of surface, concrete. Width of surface, 20 feet. Shoulders, 3 feet. Expenditures in 1932 amount to \$89,583.80.

Newport—State Project. This project consists in placing a concrete Surface on Federal Aid Project No. 110-F built as stage construction in 1931. Length 2.00 miles. Width of surface, 20 feet. Shoulders, 3 feet. This work was included as a part of the contract for Federal Aid Project No. 110-H awarded to Wyman & Simpson, Inc., of Augusta, Maine. The work was completed in 1932. This project eliminates two grade crossings at East Newport from the State Highway System. Expenditures in 1932 amount to \$28,802.46.

Etna—Federal Aid Project No. 110-I. This project consists of the reconstruction of a gravel road built in 1914-1915. The project begins at the Plymouth town line and extends easterly to the Carmel town line. Total length of Project, 4.47 miles. An equivalent of 0.45 miles is reported for 1932. Type of surface, concrete. Width of surface, 20 feet. Shoulders, 3 feet. Contractor, Joseph McCormick, Jr. of East Providence, Rhode Island. Expenditures in 1932 amount to \$20,980.34.

Carmel & Hermon—Federal Aid Project No. 110-G. This project consists of the reconstruction of a gravel road built in 1914-1915. The project consists of two sections. The first section is in Carmel and begins at the Etna Town line and extends easterly over the project graded in 1931 by Richard Kennedy & Company, and the Carmel overpass project to the easterly end of Federal Aid Project No. 110-E. The second section is in Hermon and begins at the B. & A. R.R.

overhead crossing near Northern Maine Junction at the westerly end of Federal Aid Project No. 110-A and extends westerly over the project graded in 1929 to the beginning of Federal Aid Project No. 110-C near Hermon Corner. Total length of project 5.54 miles of which 3.20 miles is in Carmel and 2.34 miles is in Hermon. All work was completed in 1932. Type of surface, concrete. Width of surface, 20 feet. Shoulders, 3 feet. Contractor, Manzie I. Rogers of Bangor, Maine. Expenditures in 1932 amount to \$192,096.89.

Hermon—State Project. This project consists of placing a concrete surface where previously omitted on Miller Hill. Length of project 0.30 miles. Width of surface, 20 feet. Shoulders, 3 feet. Contractor, Manzie I. Rogers of Bangor, Maine. Expenditures in 1932 amount to \$8,349.22.

STATE HIGHWAY “J”

Dexter—State Project. This project is located in Dexter Village between the first and second sections of Federal Aid Project No. 16. Length of project, 1.43 miles, all of which was built in 1932. Type of surface, concrete. Width of Surface, 20 feet. Shoulders, 3 feet. Contractor, Wyman & Simpson, Inc., Augusta, Maine. Expenditures in 1932 amount to \$77,526.22.

Dover-Foxcroft—State Project. This project begins at the end of the concrete pavement in Monument Square and extends towards Guilford. The work consists of grading and base for future pavement. 0.25 miles is reported as stage construction for 1932. The work was done by force account under the supervision of Merle Brackett. Expenditures in 1932 amount to \$5,533.98.

STATE HIGHWAY “K”

Old Town and Milford—Federal Aid Project No. 138-A. This project begins at the Old Town end of the Bridge across the Penobscot river and extends northerly to the beginning of Federal Aid Project No. 48. Total length of project, 0.94 miles of which 0.03 miles is in Old Town and 0.91 miles is in Milford. The work was completed in 1932. Type of surface, concrete. Width of surface, 20 feet. Shoulders, 3 feet. Con-

tractor, Wyman & Simpson, Inc., Augusta, Maine. Expenditures in 1932 amount to \$38,697.87.

Presque Isle—Federal Aid Project No. 92-H. This project begins at the Caribou line and extends southerly, except for a section at the Aroostook River, to the compact section of Presque Isle Village. The work was completed in 1932. Length of project, 5.82 miles. Type of surface, bituminous macadam. Width of surface, 20 feet. Shoulders, 3 feet. Contractor, Boone & Brewer Construction Company, Inc., Presque Isle, Maine. Expenditures in 1932 amount to \$151,627.33.

Presque Isle—State Project. This project consists of the reconstruction of a gravel road built in 1915. It consists of two sections, one at the Aroostook River where a section was omitted from Federal Aid Project No. 92-H and the other extending southerly from the end of Federal Aid Project No. 92-H to the railroad crossing. The total length of this project is 0.72 miles, 0.42 miles at the bridge and 0.30 miles in the village. This work was done by Boone & Brewer Construction Company, Inc., of Presque Isle as an extension to their contract for the construction of Project 92-H. The work was completed in 1932. Type of surface, bituminous macadam. Width of surface, 20 feet. Shoulders, 3 feet. Expenditures in 1932 amount to \$21,163.35.

Caribou—Federal Aid Project No. 92-G. This project consists of the reconstruction of a gravel road built in 1915. The project begins at the southerly end of Caribou village and extends southerly to the Presque Isle town line. The project was begun and completed in 1931 except for laying the pavement on Prestile Hill. All mileage was reported in 1931. The project was completed in 1932. Contractor, Amos D. Bridge's Sons, Inc., Hazardville, Connecticut. Type of surface, bituminous macadam. Width of surface, 20 feet. Shoulders, 3 feet. Expenditures in 1932 amount to \$22,415.24.

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 project was completed, except for surface treatment, in

1931 and the total length of 7.78 miles was reported for that year. The work was completed in 1932. Contractor, P. A. Cyr and Theophile Soucy of Lille, Maine. Type of surface bituminous treated gravel. Width of surface, 18 feet. Shoulders, 3 feet. Expenditures in 1932 amount to \$38,170.08.

Fort Kent—Federal Aid Project No. 108-G. This project begins at the end of Federal Aid Project No. 108-C and extends westerly to the International Bridge. Type of surface, concrete. Width of surface, 20 feet. Shoulders, surface treated gravel and of variable width. Length of project 1.00 miles of which 0.40 miles was reported in 1931 leaving 0.60 miles which was completed in 1932. Contractor, J. P. McCabe, Inc., South Boston, Massachusetts. Expenditures in 1932 amount to \$42,999.17.

STATE HIGHWAY—K-I

Westfield-Mars Hill—State Project. This project begins at the southerly end of the improved State Aid road in Westfield and extends to Mars Hill village. Total length of project, 4.68 miles, of which 2.18 miles is in Westfield and 2.50 miles is in Mars Hill. The work was begun in 1931 and the equivalent of 0.40 miles in Westfield was reported for that year leaving 1.78 miles in Westfield and 2.50 miles in Mars Hill which is reported for 1932. The work was completed in 1932. 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 1932 amount to \$115,421.21.

STATE HIGHWAY—K-SPUR

Fort Fairfield—Federal Aid Project No. 125-A. This project was completed in 1931. Expenditures carried over to 1932 amount to \$675.00.

Fort Fairfield—State Project. This project was completed in 1931. Expenditures carried over to 1932 amount to \$30.00.

STATE HIGHWAY—L

Hampden—Federal Aid Project No. 84-F. This project was completed in 1928. Additional expenditures to reim-

burse the Street Railroad Company for raising their tracks and for other property damage where made to the amount of \$9,731.00.

STATE HIGHWAY—L-Y

Stockton Springs-Prospect—Federal Aid Project No. 127-B. This project was completed in 1931. Expenditures carried over to 1932 amount to \$16,881.82.

Verona—Federal Aid Project No. 127-C. This project was completed in 1931. Expenditures carried over to 1932 amount to \$2,973.67.

STATE HIGHWAY—M

Brewer—Federal Aid Project No. 103-H. This project consists in part of the reconstruction of a gravel road built in 1917 and 1921. The project begins at the easterly end of the Bangor-Brewer bridge and extends easterly to the Holden line. A contract was awarded for the construction of 1.17 miles of concrete and 2.15 miles of bituminous macadam (penolithic method) to the Littleton Construction Company of Littleton, N. H. Some work was done, but no mileage is reported for 1932. Expenditures in 1932 amount to \$1,377.84.

Holden-Dedham—Federal Aid Project No. 103-E. Part of this project consists of the reconstruction of a gravel road built in 1915-1916. The project begins at the Brewer town line and extends easterly to the end of Federal Aid Project No. 103-D in Dedham. Total length of project 5.89 miles of which 5.35 miles is in Holden and 0.54 miles is in Dedham. A contract for the construction of this project was awarded to the Portland Contracting Company, Inc., of Portland, Maine. This Company became financially unable to finish the work so the project was taken over and completed by the Commission by force account. Type of surface, bituminous macadam (penolithic method). Width of surface, 20 feet. Shoulders, 3 feet. Expenditures in 1932 amount to \$125,479.98 in Holden and to \$58,892.55 in Dedham.

Dedham-Ellsworth—Federal Aid Project No. 103-G. This project consists of the reconstruction of a gravel road built previous to 1920. The project consists of three sections. The first section begins at the southerly end of Federal Aid

Project No. 103-A and extends southerly to Federal Aid Project No. 103-C. The second section connects Federal Aid Projects 103-C and 103-B (the surfacing of which is included in the contract with 103-G). The third section begins at the southerly end of Federal Aid Project 103-B and extends southerly to Federal Aid Project 103-F. The total length of the project is 6.13 miles of which 2.46 miles is in Dedham and 3.67 miles is in Ellsworth. The equivalent of 0.50 miles in Ellsworth is reported for 1932. Type of surface, bituminous macadam (Penolithic method). Width of surface, 20 feet. Shoulders, 3 feet. Contractor, Wyman & Simpson, Inc. of Augusta, Maine. Expenditures in 1932 amount to \$3,312.00.

Ellsworth—Federal Aid Project No. 103-F. This project consists in part of the reconstruction of a gravel road built between 1915 and 1922. The project begins at the southerly end of Federal Aid Project 103-G and extends southerly to Main Street. Length of project 6.16 miles. All work was completed in 1932. Type of surface, bituminous macadam (Penolithic Method). Width of surface, 20 feet. Shoulders, 3 feet. Contractor, Louis Longhi & Son of Torrington, Connecticut. Expenditures in 1932 amount to \$169,597.55.

Ellsworth—State Project. This project begins at Main Street and extends southerly to Federal Aid Project 102-A. Total length of project 0.23 miles. The work was completed in 1932. Contractor, Sawyer & Carlisle Construction Co., Inc., Ellsworth, Maine. Type of surface, concrete. Width of surface, 20 feet. Shoulders, 3 feet. Expenditures in 1932 amount to \$17,980.45.

Bar Harbor—Federal Aid Project No. 113-C. This project was completed in 1931. Expenditures carried over to 1932 amount to \$1,570.82.

STATE HIGHWAY—M-SPUR

Bar Harbor—Federal Aid Project No. 112-B. This project was completed in 1930. Expenditures carried over to 1932 amount to \$5,208.44.

Bar Harbor—Federal Aid Project No. 112-C. This project was completed in 1931. Expenditures carried over to 1932 amount to \$11,357.21.

STATE HIGHWAY—N

Baileyville—Federal Aid Project No. 132-A. This project was completed in 1931. Expenditures carried over to 1932 amount to \$2,834.34.

Baileyville-Baring & Calais—Federal Aid Project No. 132-B. This project begins at the southerly end of Federal Aid Project No. 132-A in Baileyville and extends southerly to Main Street in Calais. Total length of project, 8.21 miles of which 3.15 miles is in Baileyville, 2.63 miles is in Baring and 2.43 miles is in Calais. Type of surface, bituminous treated gravel. Width of surface, 18 feet. Shoulders, 3 feet. A contract for the construction of this project was awarded to the Tucker Construction Company, Inc., of Bristol, N. H. The contractor became financially unable to finish the work so the project was taken over and completed by the Commission by force account. Expenditures in 1932 amount to \$150,-170.88.

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. The work was begun in 1931 and completed that year except for surface treatment which was done in 1932. Length of project 5.68 miles all of which was reported in 1931. Contractor, Charles E. Horne, Millbury, Massachusetts. Expenditures in 1932 amount to \$30,365.47.

Amity & Orient—Federal Aid Project No. 139-A. This project begins about three miles south of North Amity and extends southerly. Total length of the project is 5.21 miles of which 1.43 miles is in Amity and 3.78 miles is in Orient. The work was completed in 1932. Type of surface, bituminous treated gravel. Width of surface, 18 feet. Shoulders, 3 feet. Contractor, W. H. Hinman, Inc., Skowhegan, Maine. Expenditures in 1932 amount to \$51,932.63.

Weston—Federal Aid Project No. 139-B. This project begins approximately three miles north of the Weston-Danforth town line and extends southerly to the junction of the road to Danforth Village and the direct road to Calais. The project was begun in 1932 but not completed. Total length of project, 2.20 miles. The equivalent of 1.50 miles is reported

for 1932. Type of surface, bituminous treated gravel. Width of surface, 18 feet. Shoulders, 3 feet. Contractor, Sawyer & Carlisle Construction Company, Inc., Ellsworth, Maine. Expenditures in 1932 amount to \$11,980.79.

Weston—State Project. This project begins at the southerly end of Federal Aid Project No. 139-B and extends southerly via the Danforth Village road. It is a part of the contract under which Project No. 139-B is being constructed. Total length of project 0.88 miles. The work was begun in 1932 and the equivalent of 0.25 miles is reported for that year. Type of surface, bituminous treated gravel. Width of surface, 18 feet. Shoulders, 3 feet. Contractor, Sawyer & Carlisle Construction Company, Inc., Ellsworth, Maine. Expenditures in 1932 amount to \$4,868.20.

STATE HIGHWAY—P

Washington—State Project. This project begins at the end of the 1931 force account project and extends easterly to the project built by Vito Mininni, Inc., in 1931. Length of project, 3.63 miles, all of which was built in 1932. Type of surface, bituminous treated gravel. Width of surface, 18 feet. Shoulders, 3 feet. This project was built by force account under the supervision of W. S. Barton. Expenditures in 1932 amount to \$58,307.37.

Rockland—State Project. This project is located at Blackington Corners and consists of a relocation to eliminate two right angle turns. Length of project, 0.14 miles. Type of surface, bituminous treated gravel. Width of surface, 20 feet. Shoulders, 3 feet. The work was done by force account under the supervision of W. C. Washburn. Expenditures in 1932 amount to \$3,112.03.

STATE HIGHWAY—Q

Topsham—Federal Aid Project 128-B. This project begins about three-quarters of a mile south of the Cathance River (overlapping Federal Aid Project 28 withdrawn, constructed as a State project in 1920–1921) and extends northerly to Federal Aid Project No. 1-A. Total length of project, 3.27 miles of which the equivalent of 0.56 miles is reported in 1932.

Type of surface, concrete. Width, of surface, 20 feet. Shoulders, 3 feet. Contractor, Amos D. Bridge's Sons, Inc. of Hazardville, Connecticut. Expenditures in 1932 amount to \$11,846.18.

Topsham—Federal Aid Project No. 1-A. This project consists of the reconstruction of the southerly end of Federal Aid Project No. 1 built in 1918–1919. The project begins at the northerly end of Federal Aid Project No. 128-B and extends northerly. Total length of project 0.26 miles of which the equivalent of 0.08 miles is reported in 1932. Type of surface, concrete. Width of surface, 20 feet. Shoulders, 3 feet. Contractor, Amos D. Bridge's Sons, Inc. of Hazardville, Connecticut. Expenditures in 1932 amount to \$1,868.97.

STATE HIGHWAY—R

Palermo—State Project. This project begins at the end of the 1931 construction and extends easterly to the Liberty line. The work was begun and completed in 1932. Length, 1.25 miles. Type of surface, bituminous treated 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 Palermo in 1932 amount to \$33,142.77 which includes the final estimate \$9,246.45 paid on Charles E. Horne's 1931 contract.

Liberty—State Project. This project consists of three sections. The first section begins at the Palermo town line and extends easterly to the westerly end of Georges Lake, the second section begins at the easterly end of Georges Lake and extends easterly to a point about one-quarter mile east of Clark's Corner, the third section begins in Liberty Village and extends to the Montville town line. The total length of the project is 4.31 miles all of which was built in 1932. Type of surface, bituminous treated 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 1932, including expenditures in the town of Montville amount to \$79,802.28:

Montville—State Project. This is an extension of the Liberty Project above described and completes the gap left

for a bridge at the Montville-Liberty line when the Montville project was constructed in 1928. Length, 0.04 miles. Expenditures are included with those for the Liberty Project.

STATE HIGHWAY—S

Poland—Federal Aid Project No. 80-E. This project begins at the end of Federal Aid Project 80-C at the Mechanic Falls-Poland line and extends southerly to Federal Aid Project 80-B at the New Gloucester line. The work was begun and completed in 1932. Length of project, 7.21 miles. Type of surface, bituminous macadam (emulsified asphalt method). Width of surface, 20 feet. Shoulders, 3 feet. Contractor, Wyman & Simpson, Inc., Augusta, Maine. Expenditures in 1932 amount to \$175,385.70.

Oxford—Federal Aid Project No. 80-D. This project begins at the end of Federal Aid Project No. 80-C at the Mechanic Falls-Oxford line and extends northerly to Federal Aid Project No. 34. The work was begun and completed in 1932. Length of project, 3.75 miles. Type of surface, bituminous macadam. Width of surface, 20 feet. Shoulders, 3 feet. Contractor, John F. Rooney & Company, Milford, Massachusetts. Expenditures in 1932 amount to \$87,089.46.

STATE HIGHWAY—V

Mercer and Norridgewock—Federal Aid Project No. 131-A. This project was completed in 1931. Expenditures carried over to 1932 amount to \$4,307.01.

STATE HIGHWAY—X

Kenduskeag and Corinth—Federal Aid Project No. 85-F. This project was completed in 1931. Expenditures carried over to 1932 amount to \$3,168.51.

Charleston—Federal Aid Project No. 85-G. This project was completed in 1931. Expenditures carried over to 1932 amount to \$7,670.93.

Dover-Foxcroft—Federal Aid Project No. 85-H. This project begins at the corner of Pleasant and Main Streets and extends southeasterly to the beginning of Federal Aid Project No. 85-A (withdrawn) constructed as a force account State Highway Project in 1924-1925. Total length of project, 2.82

miles. Work was begun in 1932 and the equivalent of 2.00 miles is reported. Type of surface, bituminous treated gravel. Width of surface, 18 feet. Shoulders, 3 feet. Contractor, Hector J. Cyr & Company, Inc. of Waterville, Maine. Expenditures in 1932 amount to \$27,319.26.

STATE HIGHWAY—Y

Bucksport and Orland—Federal Aid Project No. 129-B.

This project begins at the easterly end of Federal Aid Project No. 127-D in Bucksport Village and extends easterly to the beginning of Federal Aid Project No. 129-A. The work was begun and completed in 1932. Total length of project 4.58 miles of which 1.04 miles is in Bucksport and 3.54 miles is in Orland. Type of surface, bituminous treated gravel. Width of surface, 18 feet. Shoulders, 3 feet. Contractor, Littleton Construction Co., Inc., Littleton, New Hampshire. Expenditures in 1932 amount to \$96,512.50.

STATE HIGHWAY—Y-SPUR

Orland—In connection with the construction of Federal Aid Project No. 129-B it was necessary to build a new approach to the road leading to Castine. This was built as a part of Project 129-B and the expenditures are included with that project. Length 0.09 miles.

OSSIPEE TRAIL

Gorham—Federal Aid Project No. 135-A. This project was completed in 1931. Expenditures carried over to 1932 amount to \$14,770.58.

Gorham-Standish—Federal Aid Project No. 135-B. This project begins at the end of Federal Aid Project No. 135-A in Gorham Village and extends westerly to the junction of the Ossipee & Pequaket Trails. Total length constructed, 8.70 miles of which 8.66 is the length of Federal Aid Project and 0.04 miles was constructed at bridges located on but not a part of Federal Aid Project No. 135-B. Total mileage in Gorham, 5.65 miles and 3.05 miles in Standish. The equivalent of 5.25 miles in Gorham and 3.05 miles in Standish is reported for 1932. Type of surface, concrete. Width of surface, 20 feet.

Shoulders, 3 feet. Contractor, Amos D. Bridge's Sons, Inc., Hazardville, Conn. Expenditures in 1932 amount to \$309,-289.56.

Porter—Federal Aid Project No. 126-B. This project begins at the westerly end of Federal Aid Project No. 126-A in Kezar Falls Village and extends westerly. The work was begun and completed in 1932. Length of Project, 3.15 miles. Type of surface, bituminous treated gravel. Width of surface, 20 feet. Shoulders, 3 feet. Contractor, R. G. Watkins & Sons, Amesbury, Massachusetts. Expenditures in 1932 amount to \$37,303.69.

Porter—Federal Aid Project No. 126-C. This project begins at the westerly end of Federal Aid Project No. 126-B and extends westerly to the New Hampshire line. Total length of project, 2.56 miles. The work was begun in 1932 and the equivalent of 2.10 miles is reported for that year. Type of surface, bituminous treated gravel. Width of surface, 20 feet. Shoulders, 3 feet. Contractor, James E. Watkins Co., Inc., of Amesbury, Massachusetts. Expenditures in 1932 amount to \$12,637.10.

SOKOKIS TRAIL

Dayton-Hollis and Lyman—State Project. This project begins at the end of the previously surface treated road in Dayton and extends northerly to improved road in Lyman. Total length of the project is 2.71 miles of which 1.07 miles is in Dayton. 1.21 miles is in Hollis and 0.43 miles is in Lyman. The work was done by force account under the supervision of L. B. Titcomb. Type of surface, gravel. Width of surface, 18 feet. Shoulders, 3 feet. Expenditures in 1932 for Dayton amounted to \$400.72, for Hollis amounted to \$24,745.80 and for Lyman amounted to \$325.22.

Waterboro—State Project. This project was completed in 1931. Expenditures carried over to 1932 amount to \$5,-753.74.

STATE HIGHWAY—121

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. The project was completed, except for surfacing on new location, in 1931

and all mileage was reported that year. The project was completed in 1932. Type of surface, bituminous macadam. Width of surface, 20 feet. Shoulders, 3 feet. Contractor, W. H. Hinman, Inc., Skowhegan, Maine. Expenditures in 1932 amount to \$15,215.42.

Minot and Poland—State Project. This project begins at the end of Federal Aid Project No. 106-C and extends westerly to Federal Aid Project No. 106-A. It consists of the approaches to the new bridge over the Little Androscoggin River at Hacketts Mills. Total length of project, 0.33 miles of which 0.18 miles is in Minot and 0.15 miles in Poland. The equivalent of 0.10 miles in Minot and 0.10 miles in Poland is reported for 1932. The work in 1932 consisted of grading and base for a future bituminous macadam (emulsified asphalt type) surface. Width of surface, 20 feet. Shoulders, 3 feet. The work was done by force account under the supervision of Arthur F. Rourke. Expenditures in 1932 in Minot amount to \$5,753.46, and in Poland amount to \$4,769.85.

STATE HIGHWAY—126

Wales—State Project. This project was completed in 1931. Expenditures carried over to 1932 amount to \$41,412.48.

West Gardiner—State Project. This project was completed in 1931. Expenditures carried over to 1932 amount to \$10,526.31.

Pittston—State Project. This project is located adjacent to the Whitefield town line. Total length of project 0.74 miles of which 0.20 miles was reported in 1931 leaving 0.54 miles which was built in 1932. The work was done by force account under the supervision of W. S. Barton. Type of surface, gravel. Width of surface, 18 feet. Shoulders, 3 feet. Expenditures in 1932 amount to \$12,808.06.

Jefferson—State Project. This project was begun in 1931 and all mileage was reported that year. The work was completed in 1932. 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 1932 amount to \$5,656.26.

STATE HIGHWAY—127

Dresden—State Project. This project was completed in 1931. Expenditures carried over to 1932 amount to \$1,775.22.

STATE HIGHWAY—134

Readfield—State Project. This project consists of two sections, the first section begins at Kents Hill and extends to the foot of the hill toward Farmington. The second section begins a quarter of a mile north of the end of the first section. The total length of the project is 1.00 mile. Type of surface, gravel. Width of surface, 18 feet. Shoulders, 3 feet. The work was done by force account under the supervision of E. W. Edgerly. Expenditures in 1932 amount to \$10,879.29.

STATE HIGHWAY—150

Cornville—State Project. This project was completed in 1931. Expenditures carried over to 1932 amount to \$714.87.

Athens—State Project. This project was completed in 1931. Expenditures carried over to 1932 amount to \$1,440.20.

Harmony—State Project. This project was completed in 1931. Expenditures carried over to 1932 amount to \$1,380.77.

Parkman—State Project. This project was completed in 1931. Expenditures carried over to 1932 amount to \$2,434.36.

STATE HIGHWAY—174

Orland—Federal Aid Project No. 129-A. This project was completed in 1931. Expenditures carried over to 1932 amount to \$12,837.01.

Ellsworth—State Project. This project is located adjacent to the Orland line and consists of the removal of a dangerous vertical curve. The work was done by force account under the supervision of Earl Bartlett. Length, 0.22 miles. Type of surface, gravel. Width of surface, 18 feet. Shoulders, 3 feet. Expenditures in 1932 amount to \$2,012.33.

STATE HIGHWAY—214

Berwick—State Project. This project begins at the North Berwick town line and extends southerly to the South Berwick town line. The work was done by force account under the supervision of Miles Hagerman. Length, 3.00 miles. Type of surface, bituminous treated gravel. Width of surface, 18 feet. Shoulders, 3 feet. Expenditures in 1932 amount to \$31,303.56.

STATE HIGHWAY—226

Chelsea—State Project. This project begins at the Randolph town line and extends northerly to State Highway "P". Length of project, 3.69 miles. The work was done by force account under the supervision of W. S. Barton. Type of surface, Gravel. Width of surface, 18 feet. Shoulders, 3 feet. Expenditures in 1932 amount to \$54,967.46.

HARRISON TO NORWAY—ROUTE 117

Harrison, Otisfield and Norway—Federal Aid Project No. 141-A. This project consists of two sections, the first section begins in Harrison Village and extends northeasterly about two and one half miles, the second begins seven hundred feet west of Crooked River and extends easterly and northerly to the improved State Aid work in Norway. The total length of the project is 5.64 miles of which 2.67 miles is in Harrison, 1.28 miles is in Otisfield and 1.69 miles is in Norway. The work was begun but not completed in 1932. The equivalent of 2.00 miles in Harrison, 0.20 miles in Otisfield and 0.80 miles in Norway is reported for 1932. Type of surface, bituminous treated gravel. Width of surface, 18 feet. Shoulders, 3 feet. Contractor, R. E. Bull and D. D. Snyder of Gardner, Massachusetts. This project is not on the State Highway System. As it is an Emergency Federal Aid Project, the State is to be reimbursed for the largest part of the cost by the United States. The balance of the cost is to be taken from the State Aid fund for the towns of Harrison and Norway and from the third class fund for the town of Otisfield. Expenditures in 1932 amount to \$37,014.67.

STATE HIGHWAY SUMMARY

1914 to 1932—Inclusive

With Corrections Due to Reconstruction 1925 to 1932 Inclusive

Type	Original Mileage	Reconstruction Mileage		Net Mileage
		Add	Deduct	
Gravel.....	1,058.62*	20.66	110.21	969.07
Macadam.....	2.10		2.10	
Sand Clay.....	6.75		6.75	
Gravel and Macadam.....	6.68		6.68	
Bituminous Macadam.....	291.08	73.53	28.02	336.59
Concrete.....	116.97	105.43	9.04	213.36
	1,482.20	196.62	162.80	1,519.02

*In 1917-18, "J" Dexter was reported 2.26 miles gravel road. This should have been reported 1.73 miles gravel road. A deduction is made on this summary to correct this error.

STATE HIGHWAYS

Mileage by Counties 1914-1932 Inclusive

County	Original Mileage	Reconstruction Mileage		Net Mileage
		Add	Deduct	
Androscoggin.....	82.29	18.07	18.16	82.20
Aroostook.....	169.61	11.75	11.72	169.64
Cumberland.....	131.44	28.53	30.26	129.71
Franklin.....	69.10	0.61	0.67	69.04
Hancock.....	82.12	18.93	16.24	84.81
Kennebec.....	120.87	21.46	20.63	121.70
Knox.....	36.54	13.72	4.81	45.45
Lincoln.....	61.81	15.59	15.55	61.85
Oxford.....	82.73	4.83	4.83	82.73
Penobscot.....	145.29*	20.21	14.98	150.52
Piscataquis.....	66.26	0.63	0.64	66.25
Sagadahoc.....	36.90	3.44	3.44	36.90
Somerset.....	137.99	10.14	10.17	137.96
Waldo.....	72.40	4.00	4.16	72.24
Washington.....	97.06			97.06
York.....	91.04	26.46	6.54	110.96
	1,483.45	198.37	162.80	1,519.02

*1917-18 "J" Dexter was reported 2.26 miles gravel road. This should have been 1.73 miles gravel road. A deduction is made on this summary to correct this error.

STATE HIGHWAYS—1932
CONSTRUCTION AND RECONSTRUCTION

County	Highway	Town	Type of Construction		Length Miles
			Contract	Force Acct.	
Androscoggin	B-S	Poland		Bit. Mac.	2.09
	S	Poland	Bit. Mac.		7.21
	121	Poland		Bit. Mac.	0.10
	121	Minot		Bit. Mac.	0.10
	126	Wales		Gravel	2.97
Aroostook	K-1	Westfield	Bit. Mac.		1.78
	K-1	Mars Hill	Bit. Mac.		2.50
	K	Fort Kent	Concrete		0.60
	K	Presque Isle	Bit. Mac.		6.54
	N	Amity	Gravel		1.43
	N	Orient	Gravel		3.78
Cumberland	N	Weston	Gravel		1.75
	B-S	Casco		Bit. Mac.	2.19
	B-S	Naples		Bit. Mac.	1.30
	Ossipee Trail	Gorham	Concrete		5.25
	Ossipee Trail	Standish	Concrete		3.05
Hancock	117	Harrison	Gravel		2.00
	117	Otisfield	Gravel		0.20
	M	Dedham	Bit. Mac.		0.54
	M	Ellsworth	Bit. Mac.		6.68
	M	Ellsworth	Concrete		0.23
Y-Spur	Y	Bucksport	Gravel		1.04
	Y	Orland	Gravel		3.54
	Y-Spur	Orland	Gravel		0.09
	174	Ellsworth		Gravel	0.22
	Kennebec	I	Clinton	Concrete		4.88
I		Benton	Concrete		1.23
126		Pittston		Gravel	0.54
134		Readfield		Gravel	1.00
226		Chelsea		Gravel	3.69
Knox	P	Washington		Gravel	3.63
	P	Rockland		Gravel	0.14
Lincoln	D	Edgecomb	Gravel		1.05
	D	Newcastle	Gravel		4.57
	D	Damariscotta	Gravel		3.21
	D	Nobleboro	Gravel		4.13
	D	Waldoboro	Gravel		3.29
D-Spur	Edgecomb		Gravel	0.28	
Oxford	B	Fryeburg	Bit. Mac.		0.66
	S	Oxford	Bit. Mac.		3.75
	Ossipee Trail	Porter	Gravel		5.25
	117	Norway	Gravel		0.80
Penobscot	I	Hermon	Concrete		2.64
	I	Carmel	Concrete		3.20
	I	Newport	Concrete		3.56
	I	Plymouth	Concrete		0.11
	I	Etna	Concrete		0.45
	J	Dexter	Concrete		1.43
	K	Old Town	Concrete		0.03
	K	Milford	Concrete		0.91
	M	Holden	Bit. Mac.		5.35
Piscataquis	X	Dover-Foxcroft	Gravel		2.00
Somerset	I	Pittsfield	Concrete		3.98
	I	Detroit	Concrete		2.77
	I	Palmyra	Concrete		0.37
	I	Palmyra	Bit. Mac.		0.15
Sagadahoc	Q	Topsham	Concrete		0.64
Waldo	D	Lincolnton	Bit. Mac.		3.99
	R	Palermo		Gravel	1.25
	R	Liberty		Gravel	4.31
	R	Montville		Gravel	0.04

STATE HIGHWAYS—1932
CONSTRUCTION AND RECONSTRUCTION—Concluded

County	Highway	Town	Type of Construction		Length Miles
			Contract	Force Acct.	
Washington.....	N	Baileyville.....	Gravel		3.15
	N	Baring.....	Gravel		2.63
	N	Calais.....	Gravel		2.43
York.....	A	Kittery.....	Concrete		0.09
	A	Kennebunk.....	Concrete		1.27
	A	Biddeford.....	Concrete		0.23
	A	Saco.....		Bit. Mac.	1.74
	Sokokis Trail	Hollis.....		Gravel	1.21
	Sokokis Trail	Dayton.....		Gravel	1.07
	Sokokis Trail	Lyman.....		Gravel	0.43
	214	Berwick.....		Gravel	3.00

SUMMARY

Concrete	36.92 miles
Bit. Mac.....	46.67 miles
Gravel.....	70.12 miles
Total.....	153.71 miles

1932 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
Kennebec.....	G	Waterville.....	Contract	1.84
	G	Oakland.....	Contract	1.40
Lincoln.....	D-Spur	Edgecomb.....	Force Account	3.66
Piscataquis	J	Dover-Foxcroft.....	Force Account	0.25
			Total.....	7.15

STATE HIGHWAYS

Projects carried over to 1933

County	Highway	Town	Type	Total Length	Length 1932	Carried Over
Androscoggin.....	121	Poland.....	Bit. Mac.	0.15	0.10	0.05
	121	Minot.....	Bit. Mac.	0.18	0.10	0.08
Aroostook.....	N	Weston.....	Gravel	3.08	1.75	1.33
Cumberland.....	Ossipee Trail	Gorham.....	Concrete	5.65	5.25	0.40
		Harrison.....	Gravel	2.67	2.00	0.67
		Otisfield.....	Gravel	1.28	0.20	1.08
Hancock.....	M	Dedham.....	Bit. Mac.	3.66		3.66
	M	Ellsworth.....	Bit. Mac.	4.38	0.50	3.88
Kennebec.....	I	Benton.....	Concrete	5.24	1.23	4.01
Knox.....	D	Warren.....	Gravel	2.28		2.28
Lincoln.....	D	Waldoboro.....	Gravel	6.74	3.29	3.45
Oxford.....	Ossipee Trail	Porter.....	Gravel	5.71	5.25	0.46
		Norway.....	Gravel	1.69	0.80	0.89
Penobscot.....	I	Etna.....	Concrete	4.47	0.45	4.02
	M	Brewer.....	Concrete	1.17		1.17
	M	Brewer.....	Bit. Mac.	2.15		2.15
Piscataquis.....	X	Dover-Foxcroft....	Gravel	2.82	2.00	0.82
Sagadahoc.....	Q	Topsham.....	Concrete	3.53	0.64	2.89
Somerset.....	I	Pittsfield.....	Concrete	3.46		3.46
Waldo.....	I	Burnham.....	Concrete	2.46		2.46
York.....	A	Biddeford.....	Concrete	0.76	0.23	0.53
	A	Saco.....	Bit. Mac.	2.84	1.74	1.10
	A-Spur	York.....	Bit. Mac.	0.87		0.87

SUMMARY

Type	Total Length	Length—1932	Carried Over
Gravel.....	26.27	15.29	10.98
Bituminous Macadam.....	14.23	2.44	11.79
Concrete.....	26.74	7.80	18.94
Totals.....	67.24	25.53	41.71

STATE HIGHWAY REPLACEMENT TABLE

Mileage Previously Reported, Replaced by State Highway Construction—1932

County	Highway	Town	Original Type	Work Done	Replacement Type	Length Replaced Miles
Androscoggin...	S	Poland.....	Mac.	1915-16	Bit. Mac.	2.10
	S	Poland.....	Gravel	1915	Bit. Mac.	3.65
Aroostook.....	K	Presque Isle...	Gravel	1915	Bit. Mac.	6.02
Cumberland....	C Ossipee Trail	*Brunswick....	Bit. Mac.	1914-15	Concrete	1.66
		Standish.....	Gravel	1927-28	Concrete	0.13
Hancock.....	M	Dedham.....	Gravel	1915-16	Bit. Mac.	0.54
	M	Ellsworth....	Gravel	1915-22	Bit. Mac.	4.74
Kennebec.....	I	Clinton.....	Gravel	1916	Concrete	4.89
	E	*Manchester...	Bit. Mac.	1921	Gravel	0.59
	E	*Augusta.....	Bit. Mac.	1921	Gravel	0.28
Lincoln.....	D	Damariscotta..	Gravel	1916	Gravel	3.19
	D	Nobleboro....	Gravel	1917-18	Gravel	3.30
	D	Waldoboro....	Gravel	1914	Gravel	0.35
	D	Edgecomb....	Gravel	1917	Gravel	1.06
	D	Newcastle....	Gravel	1917-18-22	Gravel	3.71
Oxford.....	B	Fryeburg.....	Gravel	1914	Bit. Mac.	0.12
	S	Oxford.....	Sand Clay	1915	Bit. Mac.	3.77
Penobscot.....	I	Carmel.....	Gravel	1914-15	Concrete	3.50
	I	Hermon.....	Gravel	1914-15	Concrete	1.17
	I	Newport.....	Gravel	1914	Concrete	0.98
	I	Etna.....	Gravel	1914-15	Concrete	0.45
	M	Holden.....	Gravel	1915-16	Concrete	3.67
Sagadahoc.....	Q	Topsham.....	Bit. Mac.	1918-19	Concrete	0.08
Somerset.....	I	Pittsfield....	Gravel	1917	Concrete	3.55
	I	Detroit.....	Gravel	1916	Concrete	2.85
	I	Palmyra.....	Bit. Mac.	1925-26	Concrete	0.31
	I	Palmyra.....	Bit. Mac.	1925-26	Bit. Mac.	0.15
Waldo.....	D	Lincolnville..	Gravel	1916	Bit. Mac.	3.50
	R	Montville....	Gravel	1929	Gravel	0.01
York.....	A	Saco.....	Concrete	1916	Bit. Mac.	1.74

*Omitted from 1930 and 1931 report.

**In 1931, 3.98 miles reported replaced in "D" Wiscasset should have been reported 3.94 miles. Error of 0.04 miles is corrected in 1932 Summary.

SUMMARY

REPLACED STATE HIGHWAY MILEAGE—1925-1932 INCLUSIVE

Macadam.....	2.10 miles
Gravel.....	110.21 miles
Gravel and Macadam.....	6.68 miles
Sand Clay.....	6.75 miles
Bituminous Macadam.....	28.02 miles
Concrete.....	9.04 miles
Total.....	162.80 miles

STATE AID REPLACEMENT TABLE

Mileage Previously Reported, Replaced by State Highway Construction—1932

County	Highway	Town	Original Type	Replacement Type	Length Replaced Miles
Androscoggin	B-S	Poland.....	Gravel	Bit. Mac.	0.25
	S	Poland.....	Gravel	Bit. Mac.	1.49
	121	Minot.....	Gravel	Bit. Mac.	0.10
	121	Poland.....	Gravel	Bit. Mac.	0.10
Aroostook	N	Weston.....	Gravel	Gravel	1.75
	N	Amity.....	Gravel	Gravel	3.03
	N	Orient.....	Gravel	Gravel	0.37
Cumberland	B-S	Naples.....	Gravel	Bit. Mac.	1.34
	Ossipee Tr.	Gorham.....	Gravel	Concrete	5.25
	Ossipee Tr.	Standish.....	Gravel	Concrete	2.92
	117	Harrison.....	Gravel	Gravel	1.74
	117	Otisfield.....	Gravel	Gravel	0.20
Hancock	M	Ellsworth.....	Gravel	Bit. Mac.	1.30
	Y	Bucksport.....	Gravel	Gravel	1.04
	Y	Orland.....	Gravel	Gravel	3.03
	174	Ellsworth.....	Gravel	Gravel	0.22
Knox	P	Washington.....	Gravel	Gravel	0.38
	P	Rockland.....	Gravel	Gravel	0.06
Lincoln	D	Newcastle.....	Gravel	Gravel	0.96
	D	Nobleboro.....	Gravel	Gravel	0.98
Oxford.....	Ossipee Tr.	Porter.....	Gravel	Gravel	5.24
Penobscot	I	Hermon.....	Gravel	Concrete	1.70
	K	Milford.....	Gravel	Concrete	0.94
	M	Holden.....	Gravel	Bit. Mac.	1.65
Piscataquis	X	Dover-Foxcroft....	Gravel	Gravel	1.90
Waldo	R	Palermo.....	Gravel	Gravel	0.25
	R	Liberty.....	Gravel	Gravel	3.31
Washington.....	N	Baring.....	Gravel	Gravel	2.80
	N	Baileyville.....	Gravel	Gravel	3.12
York.....	A	Kennebunk.....	Bit. Mac.	Concrete	1.27
	A	Biddeford.....	Concrete	Concrete	0.19
	A	Biddeford.....	Bit. Mac.	Concrete	0.04
	Sokokis Tr.	Dayton.....	Gravel	Gravel	0.20
	Sokokis Tr.	Hollis.....	Gravel	Gravel	0.07
	214	Berwick.....	Gravel	Gravel	0.25

3rd CLASS REPLACEMENT TABLE

Mileage Previously Reported, Replaced by State Highway Construction—1932

County	Highway	Town	Original Type	Replacement Type	Length Replaced Miles
Androscoggin	126	Wales.....	Gravel	Gravel	2.93
Oxford.....	117	Norway.....	Gravel	Gravel	0.80

SPECIAL RESOLVES REPLACEMENT TABLE

Mileage Previously Reported, Replaced by State Highway Construction—1932

County	Highway	Town	Original Type	Replacement Type	Length Replaced Miles
Aroostook	N	Amity	Gravel	Gravel	0.03
	N	Orient	Gravel	Gravel	0.96
Cumberland	117	Harrison	Gravel	Gravel	0.24
Washington.....	N	Calais.....	Gravel	Gravel	0.16
York.....	214	Berwick.....	Gravel	Gravel	0.30

CONSTRUCTION AND RECONSTRUCTION

January 1, 1932

P. O.	Highway	Town	ENGINEERING AND ADVERTISING					Total	Grading
			Surveys	Plans and Computations	Engineering and Inspection	Advertising	General Expense Right of Way		
1A	A	Kittery				.26	0.26		
	A	Kittery	48.86	53.35	332.10		434.31	2,283.85	
	A	York			4.00		4.00		
17E	A	Wells			452.32		1,998.00	2,450.32	
	A	Wells			181.68		225.08	406.76	
1C	A	Wells			21.00			21.00	
	A	Wells			21.00			21.00	
1D	A	Kennebunk		4.80	2,853.86	2.95	12.82	2,874.43	
	A	Kennebunk		403.83				403.83	
	A	Saco	71.06	904.89	1,908.23	9.75	700.00	3,593.93	
1E	A	Biddeford			905.12	1.49		906.61	
	A	Biddeford	243.15	192.50				435.65	
18B	A	Scarboro					1,767.14	1,767.14	
	A-Spur	Wells							
30A	A-Spur	York	134.51	137.33	119.90			391.74	
	A-Spur	No. Berwick	40.15					40.15	
17E	B	Fryeburg		36.00	1,206.15	2.80		1,244.95	
	B	Fryeburg		54.00				54.00	
	B	Casco							
	B	Naples							
	B-S	Casco	4.00		163.50		79.00	246.50	
21C	B-S	Naples	27.00	132.25	171.40		295.84	626.49	
	B-S	Poland	10.04		291.73		23.25	325.02	
	C	Cumberland-Yarmouth			25.00		1,136.97	1,161.97	
21E	C	Yarmouth-Freeport			100.00			100.00	
	C	Brunswick		15.00	40.00		70.00	125.00	
21D	D	Woolwich	191.27	91.00	284.71		3,839.30	4,406.28	
	D	Wiscasset			283.60		3,624.35	3,907.95	
17E	D	Edgecomb-Newcastle	3.36		4,491.24	35.31	2,132.76	6,662.67	
	D	Edgecomb	124.55	386.20	60.00		553.06	1,123.81	
17F	D	Newcastle	548.45	1,744.44	21.67		57.66	2,372.22	
	D	Damariscotta-Nobleboro		25.19	8,924.39	78.30	14,680.83	23,708.71	
17G	D	Damariscotta	676.70	1,778.75	21.66		57.65	2,534.76	
	D	Nobleboro	563.45	1,682.39	21.67		62.69	2,330.20	
17H	D	Warren-Waldoboro		17.50	3,330.69	47.49	2,618.98	6,014.66	
	D	Waldoboro			2,774.48	45.19	3,163.15	5,982.82	
17C	D	Waldoboro	1,523.04	1,421.57	34.96		18.21	2,997.78	
	D	Warren			76.24			76.24	
17B	D	Thomaston-Warren					10.00	10.00	
	D	Warren	56.91	459.67	60.09		368.02	944.69	
04C	D	Rockland					225.00	225.00	
	D	Camden	1,016.88					1,016.88	
19C	D	Lincolnton		13.19	5,299.42	26.82	1,540.56	6,879.99	
	D	Lincolnton	286.52	1,172.66	67.56	15.79		1,542.53	
96A	D-Spur	Belfast							
	D-Spur	Edgecomb	834.41	819.66	653.11		1,939.83	4,247.01	
97D	D-Spur	Boothbay					50.77	50.77	
	D-Spur	Boothbay Harbor	44.00					44.00	
97E	D-Spur	Thomaston	20.31	37.50				57.81	
	D-Spur	St. George	.85					.85	
19B	E	Cumberland			10.00			10.00	
	E	Winthrop	849.94					849.94	
19C	E	Manchester	350.17					350.17	
	E	Augusta	281.96				650.00	931.96	
97D	F	Jay					19.24	19.24	
	F	Farmington			2.10		23.00	23.00	
97E	F	Farmington			2.20			2.10	
	F	Avon					35.00	37.20	
19C	F	Avon					553.75	553.75	
	F	Phillips	891.66		47.10			47.10	
97D	F	Madrid	465.27					891.66	
	F	Letter E Plant	305.73					465.27	
97E	F	Sandy River Plant	977.40					305.73	
	F	Rangeley	1.50					977.40	
97E	F-O	Wilton-Dixfield					1.50	15.20	
	F-O	Waterville-Oakland		76.05	2,822.07	2.81	507.50	507.50	
36A	G	Oakland		244.76	8.36		669.46	3,670.39	
	G	Waterville	399.41	257.09	12.19		20.00	253.12	
							688.69	53.06	

EXPENDITURES ON STATE HIGHWAYS
to December 31, 1932

LABOR AND MATERIALS									
Base	Culverts	Bridges	Surfacing	Guard Rail	Detours	Total	Grand Total	Federal Aid Credits	Miscellaneous Credits
978.50	724.83		6,737.40			10,724.58	11,158.89		
2,788.07	377.22	194.89	202.08	197.58		7,556.00	10,006.32	17,192.51	
1,645.16	1,018.65		430.53	75.89		5,248.37	5,655.13	3,724.44	
4,483.94	4,835.37		42,508.59	561.40		56,356.73	59,231.16	19,005.00	
44,205.72	15,895.75	308.36	18.75			111,348.24	114,942.17		
2,661.51	3,266.62		3,866.61	1,269.91		11,630.74	12,537.35	3,021.00	Trans. f Bridges
	747.00					747.00	1,182.65		20
	4.10					4.10	1,771.24		
	2,663.77		3.80			33.75	3,072.76		
8,911.28	5,328.28		8,771.07	5,471.22		29,107.38	30,352.33	15,904.52	
	94.76		3.19	31.50		31.50	85.50		
	1,594.66		846.55			880.22	97.95		
			13,184.33	2,423.78		19,369.12	19,615.62		Trans f main. 2
7,665.60	844.99		7,675.44	675.84		27,641.06	28,267.55		Materi sold 1
317.61	1,157.54		13,946.97	1,513.91		18,889.80	19,214.82		Yarmo 33
					64.80	64.80	164.80		Barrels sold
641.45	512.65	3,262.33	359.17	212.10		5,197.98	125.00		
2,998.09	1,344.28		1,387.27	292.00		16,819.21	9,604.26		
20,221.20	10,392.76		11,260.64	6,800.00		108,247.27	20,727.16		
			617.67			618.62	114,909.94	38,730.97	
25,191.92	19,349.37		16,198.51	6,826.32	2,992.57	128,055.72	1,742.43		
							2,372.22		
8,937.50	7,581.54		3.80			30,930.54	2,534.76		
1,869.52	6,710.56		3.80			21,555.98	2,330.20	28,655.98	
		10,977.16				10,980.66	27,538.80	5,849.63	
							13,978.44		
							76.24		
							10.00		
							944.69		
							225.00		
43,127.70	17,250.27		34,108.12	1,921.50	35.61	118,689.13	1,016.88		
							125,569.12	51,301.46	
25,438.92	4,398.07		9,472.16	3,624.54		85,292.79	1,542.53		
							.90		
							90.77		Crushed Stone so 100
							32.03		Materia sold to R nolds C 50
							76.03		Crushed stone s 755
				13.50		13.50	57.81		
							.85		
							23.50		
							849.94		
							350.17		
							931.96		
				62.90		62.90	82.14		
				113.99		113.99	136.99		
							2.10		
							37.20		
							553.75		
							47.10		
							891.66		
							465.27		
							305.73		
							977.40		
							16.70		
							507.50		
27,461.69	5,601.81		5,627.72	2,008.16	1,789.65	55,827.60	59,397.99	19,681.53	
			52.12			74.89	328.01		
	8.29				717.20	778.55	1,467.24		

CONSTRUCTION AND RECONSTRUCTION

January 1, 1932

FAP. No.	Highway	Town	ENGINEERING AND ADVERTISING					Total	Grading
			Surveys	Plans and Computations	Engineering and Inspection	Advertising	General Expense Right of Way		
105F	H	Solon			381.09			381.09	1,360.10
	H	Solon	4.00					4.00	
105C	H	Solon-Bingham					50.00	50.00	
105E	H	Bingham			9.00			9.00	
124C	H	Bingham-Moscow			54.67			54.67	133.00
	H	Caratunk							71.88
120C	H-I	Palmyra-Newport			241.17		442.95	684.12	
	H-I	Palmyra		60.25				60.25	
	H-I	Pittsfield		537.01				537.01	
120D	H-I	Canaan			340.53			340.53	3,685.08
	H-I	Canaan							169.00
	H-Spur	Winslow	441.60	444.91	20.00			906.51	
142B	I	Benton	3.60		1,097.86	8.87	236.49	1,346.82	5,535.60
143A	I	Benton	10.60		316.03	8.88	8,605.78	8,941.29	1,620.00
	I	Benton	1,003.56	818.76	22.41	5.65	18.34	1,868.72	
140A	I	Clinton		30.00	7,643.25	3.28		7,676.53	9,703.48
	I	Clinton	61.39	797.33				858.72	
140C	I	Burnham-Pittsfield		26.66	659.52	8.06	978.12	1,672.36	
	I	Burnham	415.72	626.16	81.11		18.35	1,141.34	
140B	I	Pittsfield			2,933.79	3.28	212.25	3,149.32	5,759.47
137A	I	Pittsfield-Detroit-Palmyra			4,078.45	3.03	1,670.36	5,751.84	7,783.15
	I	Pittsfield	369.09	376.74	81.10		81.28	908.21	665.48
	I	Palmyra			81.35		100.00	181.35	1,656.50
	I	Detroit		55.00				55.00	
110F	I	Newport			69.66		350.33	419.99	
110H	I	Newport-Plymouth			2,935.03	2.95	228.10	3,166.08	4,926.76
	I	Newport		200.50				200.50	1,593.60
110I	I	Etna	49.50	111.06	1,230.89	3.47		1,394.92	7,821.74
	I	Etna	1,108.42		1,026.05			2,134.47	
110G	I	Carmel-Hermon	198.55	91.00	6,841.71		151.50	7,286.04	11,407.16
110C	I	Hermon-Carmel					411.06	411.06	
	I	Carmel		642.14	681.18		760.77	2,084.09	13,096.19
	I	Carmel Overhead			39.72			239.72	1,083.32
	I	Hermon		321.33	12.80		200.00	334.13	146.90
134A	J	Dover-Foxcroft			14.00			14.00	
	J	Dover-Foxcroft	135.39	46.00	3.01			184.40	2,071.14
	J-K	Dexter	408.71	561.65	2,216.35	5.79	6,261.43	9,453.93	5,279.87
	J-K	Howland	379.40		12.95			392.35	
	K	LaGrange	197.15					197.15	
	K	Veazie	315.85					315.85	
138A	K	Old Town-Milford	1.69		1,349.37		25	1,351.31	3,518.71
	K	Old Town	5.00					5.00	
	K	Milford	4.00					4.00	
	K	New Limerick	915.83					915.83	
	K	Houlton	673.01					673.01	
	K	Littleton							
92H	K	Presque Isle		20.00	3,245.33	2.69		3,268.02	11,012.28
	K	Presque Isle	4.00	1,219.50	377.81	15.00		1,616.31	3,510.00
92G	K	Caribou		30.00	415.97			445.97	5,344.73
	K	Caribou							
92F	K	Connor-Cyr			830.94			830.94	13,368.02
	K	Van Buren	910.91	97.50				1,008.41	
108E	K	Frenchville			15.00			15.00	
	K	Frenchville			15.00			15.00	
108G	K	Fort Kent			1,355.13	25		1,355.38	1,596.26
	K-I	Mars Hill	8.00		36.08		7.50	51.58	
	K-1	Westfield			4,252.08	26	1,551.40	5,803.74	21,684.95
	K-2	Fort Fairfield							
125A	K-Spur	Fort Fairfield			15.00			15.00	211.00
	K-Spur	Fort Fairfield			30.00			30.00	
84F	L	Hampden					375.00	375.00	9,356.00
	L	Hampden					.77	.77	5.40
	L	Searsport	257.75					257.75	
127B	L-Y	StocktonSprings-Prospect			325.50		58.76	384.26	8,842.64
	L-Y	Stockton Springs	1,252.77				1.03	1,253.80	120.78
127C	L-Y	Verona			97.47			97.47	1,052.14
	L-Y	Verona	4.00					4.00	
	L-Spur	Prospect					566.09	566.09	132.43
103H	M	Brewer	9.80	17.17	569.66	8.06	251.23	855.92	4.80
	M	Brewer	567.55	729.33	47.00	10.00	.75	1,354.63	
103E	M	Holden-Dedham	45.50	192.49	9,298.05	27.70	3,784.25	13,347.99	33,085.23
103C	M	Dedham			181.24			181.24	

EXPENDITURES ON STATE HIGHWAYS—Continued
to December 31, 1932

LABOR AND MATERIALS									
Base	Culverts	Bridges	Surfacing	Guard Rail	Detours	Total	Grand Total	Federal Aid Credits	Miscellaneous Credits
1,365.37	398.53		724.87	39.20	25.60	3,913.67	4,294.76	3,321.81	
							4.00		
							50.00		
							9.00		
							133.00		
							87.58		
3,110.19	690.91		1,107.32	396.73		5,377.03	6,061.15	6,164.99	
							60.25		
							537.01		
341.58	683.38		2,603.32	169.30		7,482.66	7,823.19	5,321.57	
120.90	19.16		264.12	27.20		600.38	600.38		
			12.66			12.66	919.17		
8,331.70	4,407.66		3.80			18,278.76	19,625.58		
1,350.00	257.69					3,227.69	12,168.98		
			12.67			12.67	1,881.39		
36,323.18	12,628.75		103,006.11	3,594.35	2,882.58	168,138.45	175,814.98	73,320.00	
							858.72		
5.00			11.40			16.40	1,688.76		
18.00			16.27			34.27	1,175.61		
18,685.93	4,373.09		68,992.50	1,899.20	1,755.83	101,466.02	104,615.34	39,215.24	S.A. trans
20,472.82	7,203.34		92,326.23	864.50	2,293.36	130,943.40	136,695.24	61,350.00	fer 3,105.
48.00	80.05		1,492.67			2,236.20	3,194.41		
3,696.25	163.38		1,382.90	95.08		6,994.11	7,175.46		
							55.00		
	142.10					142.10	562.09		
11,641.44	2,902.76		65,303.78	999.10	643.88	86,417.72	89,583.80		
46.86	4.81	43.30	26,893.38	20.01		28,601.96	28,802.46		
5,253.63	3,627.85		2,596.18	28.70	257.32	19,585.42	20,980.34		
	1,082.68					1,082.68	3,217.15		
20,680.54	9,807.01		133,221.09	4,612.74	5,082.31	184,810.85	192,096.89	71,704.54	
			12.22			12.22	423.28		
6,397.56	1,150.20			81.90		20,725.85	22,809.94		
7.17	1.00			1,264.23		2,355.72	2,595.44		
1,674.00			4,837.99	1,356.20		8,015.09	8,349.22		
							14.00		
2,971.72	234.72		72.00			5,349.58	5,533.98		
8,365.10	17,293.42		37,125.10	8.80		68,072.29	77,526.22		
							392.35		
							197.15		
							315.85		
3,277.50	2,185.35		27,663.41	701.59		37,346.56	38,697.87	14,085.00	
							5.00		
	11.52					11.52	15.52		
			7.60			7.60	915.83		
			8.40			8.40	680.61		
79,442.38	13,697.94		41,596.35	2,610.36		148,359.31	151,627.33	73,616.36	
7,891.49	2,875.95		4,711.95	557.65		19,547.04	21,163.35		
9,326.40	1,925.42		4,710.72	662.00		21,969.27	22,415.24	12,139.00	S.A. trans
	61.90					61.90	61.90		9,506.
5,903.95	1,840.50		13,425.66	2,801.01		37,339.14	38,170.08	18,226.42	
							1,008.41		
							15.00		
1,020.24	4,334.77		33,727.00	965.52		41,643.79	42,999.17	8,130.91	
							51.58		
43,508.68	8,808.81		31,739.51	3,833.94		109,565.89	115,369.63		
772.20						772.20	772.20		
270.17	16.38		150.82	11.63		660.00	675.00	4,165.08	
							30.00		
						9,356.00	9,731.00		
						5.40	6.17		
							257.75		
2,328.85	1,500.81		2,380.75	1,444.51		16,497.56	16,881.82	9,434.46	
	696.38			89.21		906.37	2,160.17		
400.00	400.00		879.70	144.36		2,876.20	2,973.67	1,362.61	
			30.69			30.69	84.69		
			7.60			132.43	698.52		
						521.92	1,377.84		
							1,354.63		
41,175.29	23,634.95		68,240.41	4,888.66		171,024.54	184,372.53	64,934.02	
							181.24		

CONSTRUCTION AND RECONSTRUCTION

January 1, 1932

		ENGINEERING AND ADVERTISING								
FAP. No.	Highway	Town	Surveys	Plans and Computations	Engineering and Inspection	Advertising	General Expense Right of Way	Total	Grading	
103G	M	Dedham			842.06	47.75	173.34	1,063.15	36.00	
103B	M	Dedham-Ellsworth			201.23			201.23	-	
	M	Holden	5.68	1,060.89	6.12	5.75		1,078.44		
	M	Dedham	819.75	827.25		5.75		1,652.75		
103F	M	Ellsworth	3.36	33.00	9,030.40	22.45	300.70	9,389.91	23,601.45	
	M	Ellsworth	784.63	2,106.43	749.91			3,640.97	1,336.96	
102B	M	Trenton					200.00	200.00		
113B	M	Bar Harbor								
113C	M	Bar Harbor	32.85		278.08		207.25	518.18		
	M	Bar Harbor							419.09	
	M	Mt. Desert							41.32	
112B	M-Spur	Bar Harbor			3.00		24.00	27.00		
112C	M-Spur	Bar Harbor	50.18		981.74		1,261.28	2,293.20	8,632.15	
	M-Spur	Bar Harbor					255.99	255.99		
98F	N	Sullivan	6.30	22.00	65.00			93.30		
98G	N	Millbridge	21.60	55.00	139.00			215.60		
99A	N	Jonesboro-Whitneyville	Machias							
	N	Whiting	1,247.26	15.00				1,262.26	1.00	
	N	Dennysville					300.77	300.77	380.70	
100D	N	Perry			12.00			12.00		
	N	Perry			6.00			6.00		
132B	N	Baileyville-Baring-Calais	90.01		6,532.86	2.69	1,622.56	8,248.12	38,150.26	
	N	Calais	4.00	395.17				399.17		
	N	Baring		325.17				325.17		
	N	Baileyville		561.16				561.16	896.75	
132A	N	Baileyville			66.00		86.54	152.54	1,335.57	
133B	N	Topsfield		30.00	898.60		103.48	1,032.08	15,717.27	
	N	Topsfield	4.00					4.00		
133A	N	Danforth			113.78			113.78		
139B	N	Weston	7.00		2,129.52	4.61	2.25	2,143.38	6,501.06	
	N	Weston	623.19	220.50			1,069.00	1,912.69	1,064.77	
139A	N	Amity-Orient	27.60		3,030.92	1.46	1,521.50	4,581.48	22,899.55	
	N	Orient	4.00	487.33				491.33		
	N	Amity	32.00	441.83				473.83		
	N	Cary	55.50					55.50		
	N	Houlton	180.97					180.97		
114B	N-Spur	Columbia Falls-Addison	13.50	11.00	81.00			105.50		
	N-Spur	Jonesport	42.60					42.60		
94E	O	Gilead							4,771.85	
	P	Augusta	787.53					787.53		
	P	Chelsea			4.00			4.00	33.72	
	P	Jefferson							10.00	
	P	Somerville					1,932.31	3,423.80	25,014.37	
	P	Washington	447.45	481.84	562.20		8.02	80.02	2,495.56	
	P	Washington-Union			72.00		85.77	94.77	542.63	
	P	Union		9.00						
	P	Rockport					278.56	301.12	717.54	
128B	Q	Rockland	22.56		890.53	19.80	1,186.88	2,120.20	5,704.20	
1A	Q	Topsham	22.99		137.00			137.00	1,507.70	
	Q	Topsham	470.82	648.00	30.00	40.00	2,015.00	3,203.82		
	R	Augusta	175.91		102.50			278.41		
	R	China			82.50			82.50		
	R	Palermo		261.84	316.38		107.70	685.92	12,254.63	
	R	Liberty	112.16	425.41	853.76		2,993.13	4,384.46	35,890.40	
80E	S	Poland		56.25	6,239.54	2.70	153.76	6,452.25	28,542.65	
	S	Poland	113.07	1,521.51	53.80	.26		1,688.64		
80C	S	Mechanic Falls					105.75	108.55		
	S	Mechanic Falls		59.00				59.00		
80D	S	Oxford	4.00	47.00	2,910.49	2.70		2,964.19	11,541.90	
	S	Oxford		302.00				302.00		
	U	Lebanon					.75	.75		
122B	V	Farmington			637.65		20.00	657.65	1,396.00	
	V	Farmington							31.77	
131A	V	Mercer-Norridgewock			26.61			26.61	3,090.34	
	W	Rome								
85B	X	Bangor								
85F	X	Kenduskeag-Corinth			352.00			352.00	1,075.84	
85D	X	Corinth								
	X	Corinth								
85G	X	Charleston			346.45		325.20	671.65	3,727.10	
85H	X	Dover-Foxcroft			1,215.44	5.37		1,220.81	7,799.40	
	X	Dover-Foxcroft		403.34				403.34		
	Y	Brewer	10.93					10.93		
129B	Y	Bucksport-Orland			5,022.11	80.16	6,030.01	11,132.28	26,260.30	
	Y	Bucksport		404.50				404.50		

EXPENDITURES ON STATE HIGHWAYS
to December 31, 1932

LABOR AND MATERIALS									
Base	Culverts	Bridges	Surfacing	Guard Rail	Detours	Total	Grand Total	Federal Aid Credits	Miscellaneous Credits
	1,585.55		627.30			2,248.85	3,312.00		
							201.23		
			2,179.49	4.64		2,184.13	3,262.57		
						12.00	1,664.75		
63,578.34	28,043.74	1,795.20	38,412.90	4,366.96	452.25	160,250.84	169,640.75	70,142.85	Margaret Stanley 43.2
1,416.12	3,503.50		8,057.90	25.00		14,339.48	17,980.45		
							200.00		Material sold to S. W. Harbor 104.
	529.30		510.02	13.32		1,052.64	1,570.82	1,819.33	
1,944.22	460.30		1,346.33	66.90		4,236.84	4,236.84		
			30.30	1.25		72.87	72.87		
1,482.17	2,942.29			281.42		5,181.44	5,208.44		
	365.50		4.81	44.30	17.25	9,064.01	11,357.21	2,697.20	Town of Bar Harbor 23,462.
			12.60	349.56		362.16	618.15		
							93.30		
							215.60	3,336.52	
								10,658.87	
						1.00	1,263.26		
153.18	230.40		94.95	61.35		920.58	1,221.35		
				56.10		56.10	68.10		
							6.00		
39,714.07	18,398.45	14.03	37,875.14	7,770.81		141,922.76	150,170.88	44,327.07	
							399.17		
							325.17		
5,704.79	1,341.00		2,528.50			10,471.04	11,032.20		
966.27	85.13			294.83		2,681.80	2,834.34	14,343.88	
1,647.63	360.46		10,467.50	1,140.53		29,333.39	30,365.47	15,840.15	
							4.00		
	117.90					117.90	231.68		
2,496.60	832.15		7.60			9,837.41	11,980.79	4,866.33	
272.70	1,618.04					2,955.51	4,868.20		
6,312.80	2,207.51	15.75	6,690.74	9,224.80		47,351.15	51,932.63	20,468.33	
				62.10		62.10	553.43		
							473.83		
							55.50		
							180.97		
							105.50		
	47.46					47.46	90.06		
1,200.68	710.17		1,247.71	684.50		8,614.91	8,614.91		
							787.53		
	6.67		2.00			42.39	46.39		
3.60	112.55		61.60	326.08		503.83	503.83		
10.00				80.79		100.79	100.79		
15,253.92	2,890.03		9,362.87	2,362.38		54,883.57	58,307.37		Culverts sold 25.0
1,391.77	61.20		865.82	472.92		5,287.27	5,367.29		
							542.63	637.40	
	355.28					355.28	355.28		
606.57	563.75		622.97	300.08		2,810.91	3,112.03		
270.00	3,736.58		15.20			9,725.98	11,846.18		
108.00	116.27					1,731.97	1,868.97		
							3,203.82		
2.40			17.44			19.84	298.25		
	19.00			41.85		60.85	143.35		
10,514.84	3,770.30		4,910.66	1,006.42		32,456.85	33,142.77		
16,755.28	10,399.12		8,618.24	3,762.78		75,425.82	79,810.28		Material sold S. O. H. Ricker 3,600.0
58,363.80	14,596.11		61,940.03	5,490.86		168,933.45	175,385.70	82,907.30	
							1,688.64		
							108.55		
							59.00		
40,402.63	5,515.63		22,991.11	3,674.00		84,125.27	87,089.46	38,907.03	
							302.00		
							75		
2,574.72	733.80		7,146.08	438.76		12,289.36	12,947.01	8,511.90	
	155.20					186.97	186.97		
157.38	726.80		42.00	263.88		4,280.40	4,307.01		
	53.43					53.43	53.43		
								270.00	
162.14	57.04		965.70	501.77	54.02	2,816.51	3,168.51	2,506.69	
	10.45					10.45	10.45		
				9.45		9.45	9.45		
1,638.51	612.78		253.49	767.40		6,999.28	7,670.93	2,835.95	
13,467.24	3,808.22		1,023.59			26,098.45	27,319.26	27,014.45	
							403.34		
							10.93		
16,539.72	26,615.05	259.57	11,423.76	4,281.82		85,380.22	96,512.50	37,033.27	
							404.50		

CONSTRUCTION AND RECONSTRUCTION

January 1, 1932

AP No.	Highway	Town	ENGINEERING AND ADVERTISING						
			Surveys	Plans and Computations	Engineering and Inspection	Advertising	General Expense Right of Way	Total	Grading
	Y	Orland	4.00	983.99				987.99	
	Y	Ellsworth							298.82
	Sok. Tr.	Saco							2.40
	Sok. Tr.	Dayton	41.67	167.70	142.70			352.07	16.72
	Sok. Tr.	Hollis	154.21	161.90	107.90	.35	115.46	539.82	9,181.10
	Sok. Tr.	Lyman	139.21	130.39	55.62			325.22	
	Sok. Tr.	Waterboro			589.77		563.25	1,153.02	1,775.12
	Sok. Tr.	Limerick			18.60			18.60	
	Peq. Tr.	Standish	24.42					24.42	
	Peq. Tr.	Baldwin	11.40					11.40	
	Oss. Tr.	Westbrook	261.02					261.02	
135A	Oss. Tr.	Gorham			85.00		1,100.77	1,185.77	3,317.16
135B	Oss. Tr.	Gorham-Standish		56.33	10,432.39	3.29	1,260.31	11,752.32	36,903.81
	Oss. Tr.	Gorham	75.00	805.33			50.00	930.33	
	Oss. Tr.	Standish	86.10	383.00				469.10	
	Oss. Tr.	Limington	1,539.37					1,539.37	
	Oss. Tr.	Cornish	455.10					455.10	
126B	Oss. Tr.	Porter		173.67	2,099.38	3.96	156.22	2,433.23	10,331.92
126C	Oss. Tr.	Porter			1,736.33	4.44	439.59	2,180.36	5,240.50
	Oss. Tr.	Porter	191.22	971.91	36.58		2.38	1,202.09	
	121	Minot	40.21	78.91	13.37		2,164.16	2,296.65	2,357.71
	121	Poland	26.40	69.75	10.37			106.52	3,035.19
106F	121	Oxford	14.94	17.50	764.82			797.26	1,983.44
	121	Oxford			12.00			12.00	2,000.00
	126	Webster	24.18	37.45				61.63	
	126	Wales	60.96	753.25	737.83		66.50	1,618.54	13,214.76
	126	Monmouth			30.00			30.00	
	126	West Gardiner			124.72			124.72	2,404.44
	126	Pittston			34.11			34.11	7,518.16
	126	Jefferson					15.00	15.00	714.66
	127	Pittston							2.20
	127	Dresden					675.75	675.75	15.78
	132	Jefferson							
	132	Waldoboro							
	134	Winthrop							
	134	Readfield	151.49	48.00	15.22	.35		215.06	4,352.28
	134	Mt. Vernon							100.00
	137	Freedom							456.83
	150	Cornville							
	150	Athens			1.23		151.50	152.73	126.01
	150	Harmony					10.75	10.75	
129A	150	Parkman			83.00			83.00	
	174	Orland			44.00		821.20	865.20	6,278.00
	174	Orland		21.00				21.00	
	174	Ellsworth			22.80			22.80	1,502.49
	214	No. Berwick			4.90			4.90	1.36
	214	Berwick	529.19	318.30	392.00		120.56	1,360.05	7,503.22
	157	Medway					50.00	50.00	
	226	Chelsea	912.16	254.99	286.31			1,453.46	23,433.01
141A		Harrison-Otisfield-Norway	78.14	4.96	1,942.45	7.01	861.47	2,894.03	21,633.40
		1-2-3 R7							
		Knox, 3rd. Class							129.00
		Expense of Issuing Bonds							
	K-1	Presque Isle			131.68			131.68	2,340.00
Totals			31,798.64	36,863.81	158,644.07	653.36	102,099.13	330,059.01	938,747.27

EXPENDITURES ON STATE HIGHWAYS
to December 31, 1932

LABOR AND MATERIALS

Base	Culverts	Bridges	Surfacing	Guard Rail	Detours	Total	Grand Total	Federal Aid Credits	Misc lane Crec
				25.65		25.65	1,013.64		
	1.92					300.74	300.74		
	86.50					88.90	88.90		
			31.93			48.65	400.72		
7,742.48	829.55		5,349.79	1,103.06		24,205.98	24,745.80		
							325.22		
1,000.86	245.49		1,379.82	199.43		4,600.72	5,753.74		
							18.60		
							24.42		
							11.40		
							261.02		
715.96	1,045.37		8,053.62	452.70		13,584.81	14,770.58	13,934.17	
40,178.37	16,323.82	78	199,278.37	4,829.90	22.19	297,537.24	309,289.56	111,508.97	
							930.33		
							469.10		
							1,539.37		
							455.10		
3,681.50	9,055.54		7,280.30	4,521.20		34,870.46	37,303.69	15,120.41	
3,330.99	1,847.25		38.00			10,456.74	12,637.10	8,324.92	
			13.71			3,456.81	5,753.46		
627.43	457.96		6.22	35.05		4,663.33	4,769.85		
1,197.40	2,278.35		3,593.11	2,185.66		14,418.16	15,215.42	2,965.64	
4,377.60	2,250.00		750.00			5,000.00	5,012.00		
							61.63		
12,524.22	4,273.48	331.20	8,149.83	1,300.45		39,793.94	41,412.48		
							30.00		
3,989.61	786.94		2,916.12	304.48		10,401.59	10,526.31		
1,713.46	553.75		2,093.65	894.93		12,773.95	12,808.06		
1,173.35	67.00		2,960.26	725.99		5,641.26	5,656.26		
						2.20	2.20		
	1,020.50			63.19		1,099.47	1,775.22		
			1.00			1.00	1.00		
			1,035.74			1,035.74	1,035.74		
			5.70			5.70	5.70		
2,805.51	1,623.27		1,851.57	31.60		10,664.23	10,879.29		
						100.00	100.00		
			27.20			484.03	484.03		
			714.87			714.87	714.87		
			1,161.46			1,287.47	1,440.20		
			1,370.02			1,370.02	1,380.77		
			2,337.86	13.50		2,351.36	2,434.36		
1,920.47	839.54		1,955.42	978.38		11,971.81	12,837.01	12,145.77	
							21.00		
84.27			332.41	70.36		1,989.53	2,012.33		
						1.36	6.26		
7,433.29	4,412.65	448.10	8,497.39	1,648.86		29,943.51	31,303.56		
							50.00		
17,388.37	2,981.12		8,147.60	1,563.90		53,514.00	54,967.46		
7,444.97	5,034.67		7.60			34,120.64	37,014.67	19,557.18	
	60.00	680.33	325.53	804.19		1,999.05	1,999.05		Stone sold
							2,029.01		Gen. way
3,120.97	452.76		428.34	82.32		6,424.39	6,556.07		Tras 2.00
1,003,369.74	436,545.24	18,331.00	1,493,880.26	138,351.88	19,086.42	4,048,311.81	4,380,399.83	1,297,643.09	45.11

STATE AID ROAD WORK
Including Expenditures from January 1, 1932
to December 31, 1932

The total expenditure on account of State Aid road work for the year beginning January 1, 1932 and ending December 31, 1932 amounted to \$3,452,946.98. Of this total expenditure the sum of \$2,549,109.84 was paid from State appropriations and \$903,837.14 was paid by cities, towns and counties.

Of this total cost \$14,273.12 was paid for engineering and \$3,438,673.86 was paid for labor and material. Of the cost of engineering shown above \$11,523.02 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 \$71,928.92.

The cost of new construction work is divided as follows: 1932 gravel \$2,264,064.68, 1930 and 1931 base completed in 1932 \$66,089.81, unfinished (grading and base) \$138,958.75, gravel reconstruction \$473,224.26, concrete construction \$28,931.76, concrete reconstruction \$29,680.63, widening previously built concrete road \$4,649.45, granite block construction \$58,124.45, bituminous macadam construction \$62,888.33, bituminous macadam reconstruction \$20,233.95, warrenite reconstruction \$94,832.96, warrenite reconstruction \$11,541.83, retread construction \$3,264.28, retread reconstruction \$3,241.53, bituminous surface treatment \$132,388.65, grading only \$6,865.17, reconstruction unfinished (grading and base) \$7,722.30, bridge and culverts \$18,107.59, engineering \$2,000.99, unclassified miscellaneous work \$26,135.61. The above work totals \$3,452,946.98.

Of the total amount paid from State funds \$2,445,514.03 was paid from 1932 apportionments, which includes \$393.95 to take care of overdrafts in Sherman, No. 10 So. Div. and Stacyville; \$69,751.98 was paid from unexpended balances of State Aid apportionments brought over from previous years; \$16,261.25 was paid from Special Legislative appropriations; \$13,488.84 was paid from Highway Loan funds; \$421.80 from Bridge Loan; \$618.53 from miscellaneous credits and \$3,053.41 from town money on deposit with the State. The above construction and miscellaneous work do not include transfers to other appropriations, reimbursements to towns for work re-

ported in previous years, transfer (overdrawn town account 1931) and overpayment to towns in 1932, a total of \$72,285.44. Of this amount \$65,506.23 was paid from 1932 apportionments, \$6,779.21 from unexpended balances carried forward from 1931.

Transfers made from State Aid fund to General Highway Fund amounted to \$13,468.36, transfer to Highway Loan \$8,163.49, transfer to Bridge Loan \$918.75; reimbursement to towns for work done in previous years amounted to \$48,212.85; transfer (overdrawn 1931 town account) \$225.76; lapsed balances \$1,294.39; and overpayment to towns in 1932 \$1.84. The above totals added to the expenditure on State Aid roads make a total expenditure on State Aid of \$2,621,395.-28. Adding to above total the general supervision expenditure of \$71,928.92, and transfer of \$21,000.00 for compensation insurance makes a grand total of \$2,714,324.20.

Applications for State Aid apportionments were received from 517 towns including cities and townships. Of this number apportionments for 3 towns have been carried forward to 1933.

134 towns increased their appropriations in 1932 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 118 had received additional State Aid under the Five Times provision in previous years and 16 towns made appropriation under this provision for the first time.

254 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 12 towns raising money under Section 32 of this chapter and 4 towns raising money under Special Act of the Legislature.

The total appropriations made by the towns for State Aid purposes amounted to \$1,126,154.01. Appropriations were scaled $12\frac{1}{2}\%$ so that all the towns were required to use to match the State's apportionment was \$985,384.75. To this was added \$1.00 appropriated by town of Whiting to cover the 1931 over expenditure, making the total \$985,385.75.

The total State apportionments amounted to \$2,972,010.47. Apportionments scaled $12\frac{1}{2}\%$ amounted to \$2,600,509.14.

Special apportionment to town of Whiting of \$225.76 makes the total \$2,600,734.90.

The fund available for State Aid road apportionment in 1932 was \$2,700,000.00 as provided in Chapter 251, P. L. 1931. This fund being insufficient to match town appropriations, a scaledown of $12\frac{1}{2}\%$ was made which resulted in an apportionment of \$2,600,734.90, the balance being set up and used for engineering, surveying, supervision, inspection, and for compensation insurance.

400 towns built 302.65 miles of gravel road at an average cost of \$1.42 per linear foot or \$7480.80 per mile.

In 62 towns 35.57 miles of gravel road that was graded and based in 1930 and 1931 was surfaced and reported completed in 1932 at a cost of \$1,858.02 per mile.

In 53 towns a part or whole of the fund was expended in grading and base, same to be surfaced and reported complete in 1933. 19.85 miles was reported incomplete and the average cost of this work amounted to \$7004.44 per mile.

In 129 towns a part or whole of the fund was expended in reconstructing previously accepted State Aid construction. 65.62 miles was rebuilt at an average cost of \$7211.58 per mile.

In 2 towns reinforced concrete pavement was constructed, a total of 0.49 miles, 10,403 sq. yds., cost \$2.78 per sq. yd.

In 2 towns reinforced concrete pavement replaced old State Aid construction and 0.61 miles was rebuilt, 7519 sq. yds., cost \$3.95 per sq. yd.

In 1 town a part of fund was expended in constructing granite block pavement on a concrete base. Mileage amounted to 0.75 miles, 17,595 sq. yds., cost \$3.30 per sq. yd.

In 3 towns bituminous macadam pavement was constructed, mileage 1.64 miles, 30,956 sq. yds., cost \$2.03 per sq. yd.

In 2 towns 1.08 miles of old State Aid was reconstructed with bituminous macadam, 13,500 sq. yds., cost \$1.50 per sq. yd.

In 1 town part of the fund was expended in constructing warrenite pavement. 1.06 miles was built, 24,657 sq. yds., cost \$3.85 per sq. yd.

In 1 town fund was expended in reconstruction of 0.19 miles of old State Aid, 5347 sq. yds. of warrenite pavement at a cost of \$2.16 per sq. yd. was built.

In 1 town 0.28 miles of retread pavement was built, 3333 sq. yds., cost \$0.98 per sq. yd.

In 1 town 0.28 miles of retread pavement was built replacing old State Aid construction, 3333 sq. yds., cost \$0.97 per sq. yd.

4 towns spent their funds in preparing grade, 1.53 miles cost \$4,486.32 per mile.

6 towns spent a whole or part of their funds in reconstructing old State Aid 1.18 miles of grading and base was built at a cost of \$6,544.32 per mile.

In complying with Chapter 271, P. L. 1931, bituminous surface treatment was applied in 66 towns. 164.33 miles was given surface treatment at a cost of \$805.62 per mile.

MILEAGE SUMMARY FOR 1932

Gravel road entirely built in 1932.....	302.65	miles
Gravel road graded and based, 1930 and 1931, completed 1932.....	35.57	"
Total reported gravel mileage for 1932.....	338.22	"
Concrete pavement.....	0.49	"
Granite Block pavement on concrete base.....	0.75	"
Bituminous Macadam.....	1.64	"
Warrenite pavement.....	1.06	"
Bituminous.....	0.28	"
Total added mileage for 1932.....	342.44	"
Gravel reconstruction.....	65.62	"
Concrete reconstruction.....	0.61	"
Bituminous reconstruction.....	1.08	"
Warrenite reconstruction.....	0.19	"
Retread reconstruction.....	0.28	"
Total constructed mileage in 1932.....	410.22	"
Gravel road graded and based (not surfaced).....	19.85	"
Gravel road graded and based, reconstruction (not surfaced).....	1.18	"
Graded only.....	1.53	"

MILEAGE BUILT ON STATE HIGHWAYS

Gravel construction.....	6.75	miles
Gravel reconstruction.....	4.82	"
Bituminous Macadam reconstruction.....	0.34	"

Retread reconstruction.....	0.28	"
Reinforced concrete reconstruction.....	0.46	"
Reinforced concrete.....	0.02	"
Warrenite reconstruction.....	0.19	"
	<hr/>	
Total.....	12.86	"

Apportionment of State Aid as follows:—

Apportionments Sec. 21, Chap. 28, R. S. 1930.....	\$578,754.02
Additional apportionments Sec. 22, Chap. 28, R. S. 1930.....	510,879.70
Apportionments Secs. 26-34, Chap. 28, R. S. 1930.....	1,882,376.75
	<hr/>
	2,972,010.47
Pro rata scale-down of 12½%.....	371,501.33
	<hr/>
	2,600,509.14
Special apportionment (Town of Whiting).....	225.76
	<hr/>
	2,600,734.90
Unexpended balance from State appropriations.....	94,067.51
	<hr/>
Total amount available from apportionments.....	2,694,802.41
1932 Compensation Insurance.....	21,000.00
1932 General Supervision Fund.....	68,380.31
Town money paid in.....	3,053.41
Transferred from other funds.....	30,171.89
Miscellaneous credits.....	618.53
	<hr/>
Totals.....	\$2,818,026.55

JOINT FUND

1932 Apportionment.....	\$2,600,734.90
Balance State Funds.....	92,944.19
	<hr/>
	\$2,693,679.09
1932 Town appropriations.....	\$985,384.75
Previous appropriations.....	10,201.82
	<hr/>
	\$3,689,266.66

**STATEMENT OF FUNDS AVAILABLE FROM STATE
AID APPORTIONMENTS**

Expenditures Made and Balances for 1932

Year	Funds Available 1932	Balances Lapsed	Expenditures 1932	Balances Dec. 31, 1932
1927 Unexpended Balance.....	\$ 5.40	\$5.40	\$.....	\$.....
1928 Unexpended Balance.....	480.76	38.58	442.18	.....
1929 Unexpended Balance.....	2,446.18	1,250.41	145.77	1,050.00
1930 Unexpended Balance.....	14,878.23	.....	7,575.20	7,303.03
1931 Unexpended Balance.....	74,671.62	.....	*271.02	.....
1931 General Supervision.....	1,123.32	.....	66,611.65	7,788.95
1931 Town Money Paid In.....	462.00	.....	1,123.32	.....
			462.00	.....
1931 Unexpended Working Bal.....	\$94,067.51	\$1,294.39	\$76,631.14	\$16,141.98
1931 Compensation Insurance Overdrawn.....	\$9,658.03	.....	.....	.....
1931 Overdrawn Town Acct.....	226.76	.....	.....	.....
	\$84,182.72	.....	.....	.....
1932 Compensation Transfer.....	9,658.03	.....	.....	.....
1932 Transfer to take care of over- draft.....	226.76	.....	.....	.....
1932 Balance for expenditure.....	94,067.51	.....	.....	.....
1932 State Aid Apportionment.....	2,600,734.90	.....	\$2,511,020.26	\$89,714.64
1932 Compensation Fund.....	21,000.00	.....	21,000.00	.....
1932 Town Money Paid In.....	3,053.41	.....	3,053.41	.....
1932 Trans* from Spec. Res.....	16,261.25	.....	16,261.25	.....
1932 Trans. from Highway Loan.....	13,488.84	.....	13,488.84	.....
1932 Trans. from Bridge Loan.....	421.80	.....	421.80	.....
1932 Miscellaneous Credits.....	618.53	.....	618.53	.....
Totals.....	\$2,749,646.24	\$1,294.39	\$2,642,495.23	\$105,856.62
1932 General Supervision.....	68,380.31	.....	70,534.58	2,154.27
	\$2,818,026.55	\$1,294.39	\$2,713,029.81	\$103,702.35
Overdrawn Town Accounts.....	.....	.....	.....	393.95
Overdrawn Supervision Account.....	.....	.....	.....	2,154.27
Unexpended Working Balance.....	.....	.....	.....	\$106,250.57

*Reduction of 1931 apportionment to Rangeley Plt., \$271.02, was expended for General Supervision in addition to \$70,534.58.

STATEMENT OF EXPENDITURES

1932 State Aid

Engineering and inspection paid by cities.....	\$11,523.02
Engineering and inspection paid by State.....	2,750.10
Labor and material.....	3,438,673.86
Cost charged to work.....	3,452,946.98
Paid by towns.....	\$903,837.14
Paid by State.....	2,549,109.84
	3,452,946.98
General engineering and supervision.....	71,928.92
Reimbursements to towns.....	158,312.93

Transfer (overdrawn 1931 account).....		226.76
Transfers to Highway Loan.....		12,611.92
Transfers to General Highway Fund.....		20,157.74
Transfers to Bridge Loan.....		10,566.65
Balances lapsed.....		1,294.39
Overpayment to towns.....		1.84
Compensation Insurance.....		21,000.00
		<hr/>
		3,749,048.13
Paid by towns.....	\$1,034,723.93	
Paid by State.....	2,714,324.20	
	<hr/>	
Total expenditures.....		\$3,749,048.13

REIMBURSEMENTS

Auburn.....	1931.....	\$7,019.04
Livermore.....	1931.....	661.84
Livermore Falls.....	1931.....	1,408.23
Castle Hill.....	1931.....	1,586.33
Macwahoc.....	1931.....	234.45
Sherman.....	1931.....	1,247.11
Brunswick.....	1931.....	3,080.27
Pownal.....	1931.....	137.09
Standish.....	1931.....	8,682.55
Westbrook.....	1930.....	21,791.00
Windham.....	1931.....	1,044.72
Dallas.....	1931.....	279.62
Rangeley.....	1930.....	8,951.25
Aurora.....	1931.....	119.72
Franklin.....	1930.....	2,902.90
Gouldsboro.....	1931.....	9,545.19
Lamoine.....	1931.....	385.35
Southwest Harbor.....	1931.....	203.38
Belgrade.....	1931.....	538.80
Benton.....	1931.....	612.95
Pittston.....	1931.....	525.85
Waterville.....	1930.....	12,589.19
Winthrop.....	1931.....	325.47
Camden.....	1930.....	6,413.75
Friendship.....	1931.....	413.98
Hope.....	1931.....	2,006.70
Owls Head.....	1931.....	1,964.17
Warren.....	1931.....	344.88
Washington.....	1931.....	299.27
Boothbay Harbor.....	1931.....	1,090.11
Edgecomb.....	1931.....	227.64
Southport.....	1931.....	1,494.57
Waldoboro.....	1931.....	1,557.64

Dixfield.....	1926-1929.....	5,622.76
Hebron.....	1931.....	641.82
Hiram.....	1931.....	549.91
Newry.....	1931.....	215.92
Rumford.....	1931.....	1,475.33
Carroll.....	1931.....	826.86
Dexter.....	1931.....	4,693.97
Edinburg.....	1931.....	205.64
Mattawamkeag.....	1931.....	122.59
Old Town.....	1927-1930.....	9,590.63
Orrington.....	1931.....	574.47
Guilford.....	1931.....	884.39
Sangerville.....	1930.....	322.66
Bath.....	1930-1931.....	10,395.21
Phippsburg.....	1929-1930-1931.....	2,251.09
Richmond.....	1931.....	791.93
Woolwich.....	1931.....	36.53
Bingham.....	1931.....	1,293.17
Moscow.....	1930.....	5,078.59
Palmyra.....	1931.....	791.26
Smithfield.....	1931.....	369.77
Lincolnton.....	1931.....	9,332.71
Waldc.....	1931.....	150.91
Parsonsfield.....	1931.....	2,409.79
		<hr/>
		\$158,312.93

TRANSFERS TO GENERAL HIGHWAY FUND

Harrison.....	\$10,473.35
Norway.....	9,684.39
<hr/>	
\$20,157.74	

TRANSFERS TO HIGHWAY LOAN

Presque Isle.....	9,506.47
Pittsfield.....	3,105.45
<hr/>	
12,611.92	

TRANSFERS TO BRIDGE LOAN

Stow.....	1,181.25
Bath.....	4,692.70
Phippsburg.....	4,692.70
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\$10,566.65	

SUMMARY OF EXPENDITURES ON STATE AID ROADS

January 1, 1932, to December 31, 1932

58

STATE HIGHWAY COMMISSION

No. of Towns	Type of Road	Square Yards	Cost per Square Yard	Linear Feet	Cost per Linear Foot	Miles	Cost per Mile	Cost of Engineering	Cost of Inspection	Cost of Labor and Material	Total Cost
400	Gravel			1,597,943.00	\$1.416	302.65	\$7,480.80	\$817.72	\$1,679.80	\$2,261,567.16	\$2,264,064.68
62	1930-31 Base, surfaced 1932			187,820.00	0.352	35.57	1,558.02			66,089.81	66,089.81
53	Grading and Base			104,792.00	1.326	19.85	7,000.44		78.39	138,380.36	138,958.77
129	Reconstruction (Gravel)			346,495.00	1.360	65.62	7,211.58		230.63	472,993.63	473,224.26
2	Concrete	10,403	2.781	2,582.80	11.203	0.49	59,044.40		1,067.76	27,858.72	28,931.76
2	Concrete Reconstruction	7,519	3.947	3,200.00	9.275	0.61	48,656.77		714.10	28,615.07	29,680.63
1	Concrete, widening, adds no mileage.									4,649.45	4,649.45
1	Granite Block	17,595	3.303	3,946.00	14.730	0.75	77,499.26		4,095.55	54,008.90	58,124.45
3	Bituminous Macadam	30,956	2.031	8,686.40	7.239	1.64	38,346.54		314.99	62,514.69	62,888.33
2	Bituminous Macadam Reconstruction	13,500	1.498	5,720.00	3.537	1.08	18,735.14			20,233.95	20,233.95
1	Warrenite	24,657	3.846	5,615.00	16.889	1.06	89,465.05		2,921.51	91,873.00	94,832.96
1	Warrenite Reconstruction	5,347	2.158	1,995.00	11.599	0.19	60,746.47		38.45	11,541.83	11,541.83
1	Retread	3,333	0.979	1,500.00	2.176	0.28	11,658.14			3,264.28	3,264.28
1	Retread Reconstruction	3,333	0.972	1,500.00	2.160	0.28	11,576.89			3,241.53	3,241.53
66	Surface Treatment					164.33	805.62		48.63	132,340.02	132,388.65
4	Grading only			8,065.00	.851	1.53	4,486.32		34.01	6,831.16	6,865.17
6	Grading and Base, reconstruction.			6,215.00	1.242	1.18	6,544.32			7,722.30	7,722.30
	Bridge and Culvert cost.									18,107.59	18,107.59
	Engineering									2,000.99	2,000.99
	Miscellaneous									26,135.61	26,135.61
								\$9,931.63	\$2,545.30	\$3,440,470.05	\$3,452,946.98

	Total Cost	Paid by Town	Paid by State
400 Towns constructed in 1932	302.65 miles of gravel		
62 Towns completed 1930 and 1931 base	35.57		
1932 added gravel mileage	338.22 miles of gravel		
2 Towns built	.49 miles of Concrete		
1 Town built	.75 miles of Granite Block		
3 Towns built	1.64 miles of Bit. Mac.		
1 Town built	1.06 miles of Warrenite		
1 Town built	0.28 miles of Retread		
1932 Total added mileage	342.44		
1932 Gravel Reconstruction	65.62		
1932 Concrete Reconstruction	0.61		
1932 Bit. Mac. Reconstruction	1.08		
1932 Warrenite Reconstruction	.19		
1932 Retread Reconstruction	.28		
Total constructed in 1932	410.22		
Bituminous surface treatment	164.53 miles		
Grading and Base, not surfaced	19.85 miles		
Reconstruction, Grading and Base, not surfaced	1.18 miles		
Grading only	1.53 miles		
Cost of work	\$3,452,946.98	\$903,837.14	\$2,549,109.84
General Engineering and Supervision			71,928.92
Reimbursements to towns			158,312.93
Transfers (overdrawn 1931 account)			226.76
Transfers to Highway Loan			1,611.92
Transfers to Bridge Loan			10,566.65
Balances Lapsed			1,294.39
Transfers to General Highway Fund			20,157.74
Overpayment to towns			1.84
Compensation Insurance			21,000.00
Total Expenditures	\$3,749,048.13	\$903,837.14	\$2,845,210.99

1932 STATE AID COUNTY TABLE, SHOWING MILES CONSTRUCTED AND TOTAL COSTS

County	Miles Gravel	Miles '30 & '31 Base Surface 1932	Miles Bit. Mac.	Miles Concrete	Miles Gr. Blk.	Miles Warren-ite	Miles Re-tread	Total Miles Constructed	Miles Grading and Base	Miles Recon-structed	Miles Surface Treated	Total Cost	Paid by Town	Paid by State
Androscoggin ..	5.44	2.43	1.19					9.06	0.39	1.55	6.68	\$124,267.15	\$50,675.50	\$ 73,591.65
Aroostook	55.56	1.58	***0.34					57.14	0.17	11.14	11.92	510,716.04	118,971.95	391,744.09
Cumberland	15.24	2.40			0.75	1.06		19.45	1.61	5.33	24.94	359,950.14	133,641.72	226,308.42
Franklin	9.54							9.54	0.32	4.62	1.17	116,608.58	26,173.37	90,435.21
Hancock	27.74	2.33					0.28	30.35	0.60	9.45	28.51	323,708.69	78,480.42	245,228.27
Kennebec	19.16	5.86					***0.28	25.02	5.36	1.42	12.79	235,799.58	72,708.52	163,091.06
Knox	10.34	0.69		***0.46				11.03	0.77	0.85		106,059.96	20,887.54	85,172.42
Lincoln	9.36	2.81						12.17	2.17	2.07	22.10	161,988.78	41,378.85	120,609.93
Oxford	11.83	0.97		0.02				12.82	0.63	8.48	21.56	183,638.83	44,631.02	139,007.81
Penobscot	42.12	1.54	0.05	0.47				44.18	1.85	5.02	3.68	348,022.16	83,541.09	264,481.07
Piscataquis	8.72	0.99						9.71	0.53	1.51	6.89	93,246.97	21,325.91	71,921.06
Sagadahoc	2.55	2.59	0.40					5.54	0.82	2.68	3.09	75,849.68	14,154.63	61,695.05
Somerset	21.54	1.95						23.49	1.52	3.40	10.00	213,117.94	50,888.58	162,229.36
Waldo	17.98	2.44						20.42		0.96	1.20	127,985.05	28,316.99	99,668.06
Washington	28.99	6.36				***0.19		35.35	1.43	4.35		275,301.69	54,940.10	220,361.59
York	16.54	0.63	***0.74	***0.15				17.17	1.68	2.79	10.00	196,685.74	63,120.95	133,564.79
Totals	302.65	35.57	***1.08	***0.61	0.75	1.06	0.28	342.44	19.85	*1.18	164.53	\$3,452,946.98	\$903,837.14	\$2,549,109.84

*Graded and based, not surfaced
 **Graded only
 ***Reconstruction; mileage in Reconstruction Cost

STATE HIGHWAY COMMISSION

THIRD CLASS HIGHWAYS

January 1, 1932 to December 31, 1932.

Apportionments from the third class highway fund for 1932 were made to 442 towns, and apportionment was made to one town (Skowhegan) from the General Highway fund, this apportionment to be transferred from 1933 third class funds, 1931 balances were carried forward in 24 towns not entitled to apportionment in 1931. The total amount available for third class highways on April 15, 1932, when the apportionment was made, was \$700,000.00. From this amount \$2,326.62 was deducted to cover an apportionment made to the city of Saco in 1931 to be taken from 1932 third class funds which left the net amount available \$697,673.38. The rate of apportionment was \$48.50 per mile of third class roads.

Unexpended balances from 1931, amounting to \$17,161.71, were carried forward to 1932; \$11,109.40 transferred from Special Resolve appropriations; \$9,415.04 unexpended general supervision balance; miscellaneous credits of \$8.25 from town of Hartford, \$300.00 from town of Phippsburg, \$66.77 from town of Brooks, \$184.80 from town of Searsmont; \$3,945.47 a 1932 apportionment to the town of Skowhegan to be taken from 1933 third class fund. The total amount available for third class expenditure was \$739,864.82; of this amount, \$401.38 of the 1930 unexpended apportioned balances was lapsed to the General Highway Fund.

The work done in 1932 is briefly as follows:—406 towns built gravel surfaced roads; 1 town (Portland) built a bituminous macadam road; 16 towns expended part of fund and 15 towns expended all of fund in uncompleted work; 6 towns expended part of fund and 8 towns expended all of fund in rebuilding gravel; 14 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 \$738,426.21. Of this total expenditure, \$673,296.56 was paid from third class highway apportionments; \$559.82 was paid from miscellaneous refunds; \$11,109.40 was paid from special resolves and \$53,460.43 was paid by cities and towns. In addition to the above \$11,921.76 was paid by the State for super-

vision and \$4000.00 was paid by the State for Compensation Insurance; Also, in addition to the above, the town of Greenbush was overpaid \$103.11 which amount was returned and credited in 1933.

Reimbursements were made to 2 towns reported in 1928; 4 towns reported in 1929; 3 towns reported in 1930; 5 towns reported in 1931; total amount of reimbursements, \$22,748.78.

A total of 119.06 miles was reported in 1932, of which 118.87 miles were constructed with gravel surface and 0.19 mile of bituminous macadam. In addition to the above mileage, 2.93 miles were reported as Rebuilt Gravel and 7.18 miles were reported as Uncompleted Work.

STATEMENT OF THIRD CLASS HIGHWAY FUND

From January 1, 1932 to December 31, 1932

	Funds Available	Lapsed to General Highway Fund	Expenditures	Balances
1931 Unexpended Balance.....	\$17,161.71	\$401.38	\$16,410.59	\$ 349.74
1931 General Supervision Balance.....	9,415.04		9,415.04	
1932 General Supervision Apportionment	2,864.60		2,506.72	357.88
1932 Workmen's Compensation Apport.	4,000.00		4,000.00	
1932 Construction Apportionment.....	690,808.78		683,747.13	7,061.65
1932 Transferred from Spec. Res.	11,109.40		11,109.40	
1932 Town Money Paid to State.....	551.57		551.57	
1932 Miscellaneous Refunds.....	8.25		8.25	
1932 Apportionment to Skowhegan from General Highway Fund.....	3,945.47			3,945.47
	\$739,864.82	\$401.38	\$727,748.70	\$11,714.74
Cost of Supervision and Compensation Insurance			15,921.76	
State Expenditure on Third Class Roads.....			711,826.94	
Transfers and Reimbursements			26,861.16	
Paid by State 1932 Construction.....			684,965.78	
Paid by Towns 1932 Construction.....			53,460.43	
Total Cost of 1932 Construction			\$738,426.21	
Over Payment to town of Greenbush			*103.11	*103.11
			\$738,529.32	\$11,611.63

*Over payment to Greenbush returned January, 1933.

COUNTY TABLE—1932
THIRD CLASS HIGHWAYS

	Gravel	Bit. Mac.	Total Miles Constructed	*Rebuilt	*Uncom- pleted Work	Total Cost	Paid by Town	Paid by State
Androscoggin.....	3.42	.....	3.42	.....	.88	\$35,956.67	\$1,263.99	\$34,692.68
Aroostook.....	10.15	.....	10.15	.24	.23	58,653.19	3,530.53	55,122.66
Cumberland.....	7.56	0.19	7.75	.68	2.58	70,164.20	9,802.95	60,361.25
Franklin.....	5.61	.....	5.61	.30	.07	36,972.56	1,257.70	35,714.86
Hancock.....	5.86	.....	5.86	.....	.25	34,449.65	5,427.89	29,021.76
Kennebec.....	8.65	.....	8.65	.90	.71	54,875.12	3,226.31	51,648.81
Knox.....	3.63	.....	3.63	.....	.32	23,511.26	1,116.33	22,394.93
Lincoln.....	3.53	.....	3.53	.10	.68	24,069.96	1,440.97	22,628.99
Oxford.....	10.20	.....	10.20	.55	.28	72,256.55	1,162.82	71,093.73
Penobscot.....	12.87	.....	12.87	.....	.11	69,450.51	4,618.43	**64,728.97
Piscataquis.....	4.19	.....	4.19	.....	.....	31,171.03	3,065.76	28,105.27
Sagadahoc.....	3.06	.....	3.06	.....	.07	15,783.26	214.94	15,568.32
Somerset.....	9.98	.....	9.98	.12	.09	56,082.59	6,286.89	49,795.70
Waldo.....	11.05	.....	11.05	.....	.28	48,857.36	1,427.31	47,430.05
Washington.....	6.19	.....	6.19	.04	.03	31,042.98	1,693.58	29,349.40
York.....	12.92	.....	12.92	.....	.60	75,232.43	7,924.03	67,308.40
Totals.....	118.87	0.19	119.06	2.93	7.18	\$738,529.32	\$53,460.43	\$684,965.78
								**Over Payment to Greenbush..... 103.11
General Engineering and Inspection Costs.....						15,921.76		\$685,068.89
						\$754,451.08		

*Columns not included in *total miles constructed*

SUMMARY OF EXPENDITURES ON THIRD CLASS HIGHWAYS

January 1, 1932 to December 31, 1932

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 *	Paid by State Special Resolve	Total State Aid Paid	Cost Per Mile
406	Gravel	118.87	\$717.44	\$678,398.25	\$679,115.69	\$46,075.28	\$621,827.90	\$ 11,109.40	\$632,937.30	\$ 5,713.10
1	Bituminous Macadam	0.19		8,078.94	8,078.94	2,109.56	5,969.38		5,969.38	42,520.74
1	Repairs			81.70	81.70	1.68	80.02		80.02	
14	Rebuilt Gravel		12.00	15,567.48	15,579.48	175.02	15,404.46		15,404.46	
31	Uncompleted Work		30.81	35,642.70	35,673.51	5,098.89	30,574.62		30,574.62	
453	Totals (1932 Work) ..	119.06	760.25	737,769.07	738,529.32	53,460.43	673,856.38	11,109.40	684,965.78	
	Expenditures for Supervision and Compensation Insurance								15,921.76	
14	Reimbursements								22,748.78	
2	Transfers to General Highway Fund								4,112.38	
	Total State Expenditures for 1932 Work								727,748.70	
							Over Payment to Greenbush		103.11	
	Total State Expenditures								\$727,851.81	

6 Laid Overs to 1933
 1 Reported Mileage Previously

476 5 towns expended 1931 Balance only
 1 town reported construction and part of fund transferred (Knox)
 6 towns reported construction and reconstruction
 16 towns reported construction and uncompleted work
 34 6 towns reported construction and were reimbursed

442 Towns received apportionment in 1932.
 Rate of apportionment \$48.50 per mile of Third Class Roads.

STATE HIGHWAY COMMISSION

SPECIAL RESOLVES**Including Expenditures, Jan. 1, 1932 to Dec. 31, 1932.
Available Funds**

Chapter 104 P. L. 1931 provided \$150,000 for expenditure to aid 180 towns in the construction and repairs of roads and bridges.

Chapter 109 P. L. 1931 provided \$7,500.00 to be expended in the construction of a road from Greenville to Rockwood, an additional amount of \$2000.00 was transferred from the General Highway fund plus \$99.96 credit received from cancelled checks which increased said fund to \$9,599.96.

Chapter 112 P. L. 1931 provided \$5,000.00 for expenditure on the road between Eustis, Maine and Woburn, Canada, which was used for patrol work and graveling.

Chapter 125 P. L. 1931 provided \$12,000.00 to be expended in the construction of the highway leading from Small Point Turn where it intersects Route No. 216 at Ashdale, over Route No. 216 as far as Bartlett's Corner, in the town of Phippsburg.

Chapter 142 P. L. 1931 provided \$5,000.00 to be expended in the improvement of a road either over or around Haystack Mountain in the town of Castle Hill.

The unexpended balances brought forward from 1930 in addition to above amounts made a fund of \$201,519.40. Of this amount, the sum of \$363.88 was lapsed to General Highway Fund leaving the amount of \$201,155.52 available for expenditure in 1932.

Work Done In 1932

The resolves under Chapter 104 P. L. 1931 and balances under Chapter 112 P. L. 1927, Chapter 148 P. L. 1929, Chapter 104 P. L. 1931 were expended as follows:

In 19 towns fund was transferred to state aid account, in 10 towns fund was transferred to third class account, in 1 town fund was transferred to state highway account, in 2 towns fund was transferred to bridge loan fund, 25 towns built on state aid highway, 8 towns built on third class highway, 53 towns built on special resolve highway, 6 towns reconstructed state aid highway, 4 towns only graded and based work on state aid highway, 4 towns only graded and based work on special

resolve highway, 21 towns expended fund in repairs on special resolve highway, 1 town expended fund in repairs on third class highway, 1 town expended fund in repairs on state aid highway, 1 town expended fund in construction of concrete culvert, 1 town expended fund in repairing bridge, 1 town expended fund on third class highway in 1931, 8 towns expended fund on state aid highways in 1931 and 13 towns expended fund on special resolve highways in 1931.

The fund appropriated for the Greenville-Rockwood road was expended in completing the clearing of the right of way and constructing a narrow road as far as funds would permit.

The Phippsburg resolve was expended in construction of this state aid highway under the regular state aid specifications.

The Orient International Bridge resolve balance was not expended.

The Sourdnahunk-Togue Pond road resolve balance was not expended.

The Castle Hill resolve balance was partly expended in making a new survey but no construction work was done.

Old balances from Chapter 120 P. L. 1931 amounting to \$4.78, Chapter 152, P. L. 1929 amounting to \$136.63, Chapter 148 P. L. 1929 amounting to \$74.48 and Chapter 104 P. L. 1931 amounting to \$147.99 were lapsed to the General Highway Fund.

The total State expenditure from special resolve appropriations amounted to \$180,857.94. \$2,000.00 appropriated by towns was also expended by State. The towns in addition expended the sum of \$8,427.65. A balance of \$18,297.58 is available for expenditure in 1933.

In addition to constructing 1 concrete culvert and other miscellaneous work, 20.5 miles of gravel road was constructed, 1.27 miles were reconstructed, 2.10 miles were graded and based and 18.42 miles were repaired.

TABULAR STATEMENT OF EXPENDITURES UNDER SPECIAL LEGISLATIVE RESOLVES

Expenditures from January 1, 1932 to December 31, 1932

	Cost of Supervision	Cost of Labor and Material	Total Cost	Paid by Towns	Paid by State 1932 Resolves	Paid by State Town Funds	Paid by State Chap. 112 Res. 1927	Paid by State Chap. 148 Res. 1929	Paid by State Chap. 112 Res. 1931	Paid by State Chap. 104 Res. 1931	Paid by State Chap. 142 Res. 1931	Receipts	Total Paid By State
Road Construction	\$578.13	\$79,999.01	\$80,577.14	\$6,656.91	\$67,977.89	\$1,000.00	\$62.32	\$357.91		\$4,947.82			\$74,345.94
Road Reconstruction	25.74	6,666.88	6,692.62	149.54	6,500.00					43.08			6,543.08
Road Repairs	77.24	17,752.10	17,829.34	601.55	16,760.86			26.63		440.27			17,227.76
Road Based, Not Surfaced	49.89	7,533.08	7,582.97	757.97	6,525.00								6,525.00
Bridge and Culvert Work		1,294.50	1,294.50	144.50	1,150.00								1,150.00
Surfacing		1,241.99	1,241.99		1,241.12					.87			1,241.99
Mileage in S. A. & T. C.	7.02	3,955.64	3,962.66	50.90	4,799.98					17.22			4,817.20
Expended in 1931 .....	.48	1,009.88	1,010.36	9.88	15,430.21	1,000.00				.48			16,430.69
Uncompleted Work	1.98	444.24	446.22		446.22								446.22
Miscellaneous	45.77	167.37	213.14	56.37	46.82					109.95			156.77
Supervision on Transfers and laid overs	89.66		89.66		27.57			14.75		47.34			89.66
Sub-totals	875.91	120,064.69	120,940.60	8,427.65	120,905.67	2,000.00	62.32	399.29		5,607.03			128,974.31
Greenville-Rockwood	71.49	9,064.70	9,136.19		9,136.19								9,136.19
Phippsburg	21.27	11,927.62	11,948.89		11,948.89							108.24	12,057.13
Eustis-Woburn	60.24	2,268.91	2,329.15		1,478.07				851.08				2,329.15
Castle Hill	199.42	15.14	214.56								214.56		214.56
Totals	\$1,228.33	\$143,341.06	\$144,569.39	\$8,427.65	143,468.82	\$2,000.00	\$62.32	\$399.29	\$851.08	\$5,607.03	\$214.56	\$108.24	\$152,711.34
Special Resolves transferred to State Aid					14,027.50			225.10		2,008.65			16,261.25
Special Resolves transferred to Third Class					10,109.40					1,000.00			11,109.40
Special Resolves transferred to State Highway					781.50								781.50
Special Resolves transferred to Bridge Loan Fund					1,994.45								1,994.50
Totals					\$170,381.67	\$2,000.00	\$62.32	\$624.39	\$851.08	\$8,615.68	\$214.56	\$108.24	\$182,857.94
Paid from town funds													2,000.00
Total paid from state funds													\$180,857.94

STATE HIGHWAY COMMISSION

STATEMENT OF SPECIAL LEGISLATIVE APPROPRIATIONS

Expenditures from January 1, 1932 to December 31, 1932 and Balances on December 31, 1932

	Appropriations	Lapsed to General Highway Fund	Expenditures	Balance
Chapter 133, Resolves 1923 Orient International Bridge Balance.....	\$327.79			\$327.79
Chapter 112, Resolves 1927 Little Deer Isle, Balance.....	73.01		62.32	10.69
Chapter 112, Resolves 1931 Eustis-Woburn, Balance.....	851.08		851.08	
Chapter 152, Resolves 1929 Sourdnhunk-Togue Pond, Balance.....	136.63	136.63		
Chapter 120, Resolves 1931 Sourdnhunk-Togue Pond, Balance.....	13.12	4.78		8.34
Chapter 142, Resolves 1931 Castle Hill, Balance.....	4,812.00		214.56	4,597.44
Chapter 148, Resolves 1929 Road Resolves Balance.....	2,316.26	74.48	624.39	1,617.39
Chapter 104, Resolves 1931 Road Resolves Balance.....	9,276.31	147.99	8,615.68	512.64
Total Balances brought forward from 1931.....	17,806.20	363.88	10,368.03	7,074.29
Chapter 104, Resolves (1931) 1932-1933.....	150,000.00		147,818.52	2,181.48
Easton.....	1,000.00		1,000.00	
Kennebunkport.....	1,000.00		1,000.00	
Chapter 109, Resolves 1931 Greenville-Rockwood Road.....	9,599.96		9,136.19	463.77
Chapter 112, Resolves 1931 Eustis-Woburn.....	5,000.00		1,473.07	3,526.93
Chapter 125, Resolves 1931 Phippsburg.....	12,000.00		11,948.89	51.11
Chapter 142, Resolves 1931 Castle Hill.....	5,000.00			5,000.00
Receipts to Chapter 112 (1931) Eustis-Woburn.....	5.00		5.00	
Receipts to Chapter 125 (1931) Phippsburg.....	108.24		108.24	
Totals.....	\$201,519.40	\$363.88	\$182,857.94	\$18,297.58
Paid by towns of Easton and Kennebunkport.....			2,000.00	
Credit to Phippsburg Resolve.....			108.24	
Miscellaneous Resolves paid from Highway Fund.....			9,136.19	
Miscellaneous Resolves paid from Old Balances.....			10,368.03	
Resolves Transferred to State Aid Account.....			14,027.50	
Resolves Transferred to Third Class Account.....			10,109.40	
Resolves Transferred to State Highway Account.....			781.50	
Resolves Transferred to Bridge Loan Fund.....			1,994.45	
Sub Totals to Deduct from Total Expenditure.....			48,525.31	
Paid by State on 1931 Road Resolves.....			134,332.63	
Paid by Town on 1931 Road Resolves.....			10,427.65	
Total Cost 1931 Road Resolves.....			\$144,760.28	

STATE HIGHWAY COMMISSION

SPECIAL RESOLVES

	Gravel Construction		Gravel Reconstruction		Grading & Base		Repairs		Cost of all Other Work	Total Cost	Paid by Town	Paid by State
	Miles	Cost	Miles	Cost	Miles	Cost	Miles	Cost				
Androscoggin.....	0.94	\$6,478.46			0.23	1,016.35	.....	1,003.25	553.37	9,051.43	446.04	8,605.39
Aroostook.....	2.51	10,676.76					2.16	1,706.19	3,859.06	16,242.01	408.45	15,833.56
Cumberland.....	1.53	6,182.22			0.22	737.91	.....	.....	759.44	7,679.57	1,368.13	6,311.44
Franklin.....	0.38	2,182.04	0.80	4,678.84			.....	.....	5,071.14	11,932.02	137.61	11,794.41
Hancock.....	1.36	7,502.16					1.14	599.68	.....	8,101.84	784.97	7,316.87
Kennebec.....	1.05	3,532.79	0.04	500.94			1.60	839.42	.....	4,873.15	755.61	4,117.54
Knox.....	0.80	3,688.65					0.47	1,004.27	126.38	4,819.30	192.92	4,626.38
Lincoln.....	0.34	1,514.89			0.04	300.00	0.68	3,975.38	1,507.79	7,298.06	790.27	6,507.79
Oxford.....	0.20	2,047.98					4.10	2,285.18	1,604.50	5,937.66	83.16	5,854.50
Penobscot.....	1.70	7,182.15			0.50	1,500.00	2.09	1,052.24	2,400.00	12,134.39	363.40	11,770.99
Piscataquis.....	4.33	15,895.12					0.38	903.04	1,508.36	18,306.52	15.15	18,291.37
Sagadahoc.....	0.81	12,168.56			0.17	1,419.18	4.29	1,875.30	464.57	15,927.61	30.61	15,897.00
Somerset.....	0.76	3,663.22					.....	.....	5,791.08	9,454.30	108.71	9,345.59
Waldo.....	1.71	7,179.45					0.77	783.07	1,000.00	8,962.52	186.40	8,776.12
Washington.....	0.38	1,512.22	0.43	1,512.84			0.74	1,295.24	2,405.44	6,725.74	27.24	6,698.50
York.....	1.70	10,489.50			0.94	2,609.53	.....	507.08	86.76	13,692.87	2,728.98	10,963.89
Totals.....	20.50	\$101,896.17	1.27	\$6,692.62	2.10	\$7,582.97	18.42	\$17,829.34	\$27,137.89	\$161,138.99	\$8,427.65	\$152,711.34

1932 REPORT

BRIDGE CONSTRUCTION

During 1932 eighty-seven bridges were placed under construction. Although this number is practically the same as for the previous year, in general the structures were smaller, and the expenditures for 1932 were about twenty-five per cent less than for the previous 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 1932, leaving one million dollars available for future work.

The following work was undertaken in 1932:

Town and County	Contractor	Est. Cost	Description
Albion Kennebec	Force Account	\$3,400	Meadow Brook Bridge; concrete slab span, clear span length 14 ft. along centerline of road, 45° skew; concrete abutments; 20 ft. roadway, new location.
Amity Aroostook	W. H. Hinman, Inc.	\$3,400	Greenleaf Brook No. 2 Bridge; concrete slab span, clear span length 16 ft. along centerline of road, 20° skew; concrete abutments; 22 ft. roadway; new location.
Anson Somerset	Hector J. Cyr Co., Inc... Substructure and floor, Lackawanna Steel Construction Corporation, Steel superstructure.	\$49,000	North Anson Bridge; one steel thru truss span, 147 ft. c. to c. of bearings; concrete abutments; concrete floor slab; one concrete T-beam span, clear span length 50 ft.; existing stone abutments jacketed and capped with concrete, 4 new wings added; causeway 178 ft. in length between the bridges widened and paved with concrete; both spans have 24 ft. roadway, concrete surface; 5 ft. sidewalk.
Athens Somerset	Green & Wilson	\$9,200	Gilman Bridge; concrete T-beam span, clear span length 35 ft. along centerline of road, 30° skew; concrete abutments; 24 ft. roadway; new location.
Belfast Waldo	James Frederick & Co... ..	\$11,500	White Bridge; concrete T-beam span, clear span length 45 ft. along centerline of road, 25° skew; concrete abutments; 24 ft. roadway, concrete surface; new location.
Bradley Penobscot	Ralph Giovannucci	\$11,300	Nichols Stream Bridge; two concrete T-beam spans, clear span length 50 ft. each; concrete pier, concrete abutments; 20 ft. roadway; new location.

Town and County	Contractor	Est. Cost	Description
Brooks Waldo	Force Account	\$4,000	Lamphier Bridge; concrete slab span, clear span length 12 ft.; concrete abutments on concrete floor slab; 20 ft. roadway.
Bucksport Hancock	Hector J. Cyr Co., Inc. . . .	\$6,600	Main Street Bridge; concrete T-beam span, clear span length 40 ft.; concrete abutments; 32 ft. roadway, concrete surface; two 5 ft. sidewalks.
Burnham Waldo	Cyr Brothers Co.	\$6,500	Johnson Brook Bridge; concrete slab span, clear span length 19 ft. 6 in. along centerline of road, 35° skew; concrete abutments; 24 ft. roadway, concrete surface; new location.
Byron Oxford	James H. Kerr	\$5,800	First Mill Brook Bridge; concrete T-beam span, clear span length 25 ft.; concrete abutments; 20 ft. roadway.
Calais Washington	George W. Crane	\$9,800	Maguerrewock Bridge; concrete slab span, clear span length 15 ft.; concrete abutments, pile foundation includes provision for a dam at upstream end; 22 ft. roadway.
Cambridge Somerset	Force Account	\$5,300	Ike Brook Bridge; concrete slab span, clear span length 12 ft.; concrete abutments; 22 ft. roadway.
Carmel Penobscot	Force Account	\$1,200	Cheese Factory Bridge; extension of concrete slab span, clear span length 16 ft.; concrete abutments; original structure built in 1923; provides improved alignment for new concrete paved highway; 26 ft. roadway.
Chelsea Kennebec	Force Account	\$4,200	Trask Bridge; concrete slab span, clear span length 12 ft. along centerline of road, 15° skew; concrete abutments; 22 ft. roadway.
Clinton Kennebec	Force Account	\$2,100	Cain Bridge; widening two concrete slab spans; clear span length 19 ft. 6 in. each; original structure built in 1927; provides for improved alignment for new concrete paved highway; 25 ft. roadway; 5 ft. sidewalk.
Clinton Kennebec	Green & Wilson	\$11,000	Decker Bridge; concrete slab span, clear span length 10 ft.; concrete abutments on concrete floor slab; 20 ft. roadway.
Codyville Plt. Washington	Walter V. Mitton, Inc. . . .	\$4,700	Little Tomah Bridge; concrete slab span, clear span length 20 ft.; concrete abutments; 20 ft. roadway.
Dixfield-Wilton Oxford-Franklin . . .	Ralph Giovannucci	\$4,500	Hall Bridge; concrete slab span, clear span length 20 ft.; concrete abutments; 22 ft. roadway; new channel location.

Town and County	Contractor	Est. Cost	Description
Dixmont Penobscot.....	Force Account	\$5,000	Center Bridge; concrete slab span, clear span length 10 ft.; concrete abutments; 31 ft. 8 in. between curbs providing for 26 ft. roadway on fill.
Ellsworth..... Hancock.....	Cyr Brothers Co.....	\$39,500	Ellsworth Falls Bridge; three steel girder deck spans, center span 70 ft. 7½ in. c. to c. of bearings, two approach spans each 57 ft. c. to c. of bearings; concrete piers; concrete abutments; concrete floor slab; 24 ft. roadway, concrete surface; 5 ft. sidewalk.
Falmouth..... Cumberland.....	Green & Wilson, Inc..... Substructure and floor, Lackawanna Steel Con- struction Corporation, ... Steel superstructure.....	\$145,000	Presumpscoot River Bridge, Federal Aid Project E-9; also provides crossing over tracks of the Maine Central Railroad Co.; six steel I-beam tower spans each 24 ft. c. to c. of bearings, two steel I-beam spans each 45 ft. c. to c. of bearings, three steel I-beam spans each 61 ft. c. to c. of bearings, two steel deck truss spans at the river crossing each 120 ft. c. to c. of bearings, two thru steel plate girder spans crossing the railroad tracks having a total length of 118 ft.; concrete piers, concrete abutments; concrete railway collision walls; all abutments and piers havetimberpile foundation; concrete floor slab; 32 ft. roadway, concrete surface; new location.
Gorham..... Cumberland.....	Tidewater Construction Co.....	\$5,900	Davis Mill Bridge; concrete T-beam span, clear span length 30 ft.; one existing stone abutment capped with concrete, one concrete abutment; 24ft. roadway, concrete surface.
Gorham..... Cumberland.....	Frank W. Fleming.....	\$5,900	Higgins Bridge; concrete slab span, clear span length 15 ft.; concrete abutments, pile foundation; 24 ft. roadway, concrete surface.
Grafton..... Oxford.....	James H. Kerr.....	\$7,800	Mother Walker Bridge; concrete T-beam span, clear span length 40 ft. along centerline of road, 45° skew; concrete abutments; 22 ft. roadway, concrete surface; new location.
Guilford..... Piscataquis.....	Force Account	\$11,000	Salmon Stream Bridge; concrete slab span, clear span length 15 ft.; concrete abutments; 46 ft. between curbs providing for 26 ft. roadway on fill; new location.
Hamlin Plt..... Aroostook.....	J. R. Partridge.....	\$12,300	Martin Brook Bridge; concrete T-beam span, clear span length 25 ft.; concrete abutments; 37 ft. between curbs providing for 26 ft. roadway on fill.
Hampden..... Penobscot.....	Wyman & Simpson, Inc.	\$4,400	Cold Brook Bridge; concrete slab span, clear span length 15 ft.; concrete abutments; 21 ft. roadway.

STATE HIGHWAY COMMISSION

Town and County	Contractor	Est. Cost	Description
Harrison Cumberland	Reed & Reed	\$6,500	Woodsum Bridge; concrete T-beam span, clear span length 40 ft. along center line of road, 45° skew; concrete abutments, pile foundation; 21 ft. roadway, concrete surface; new location.
Harrison-Otisfield Cumberland	Walter V. Mitton, Inc.	\$10,000	West Twin Bridge, Federal Aid Project 141-B; steel I-beam span, clear span length 60 ft.; concrete abutments; concrete floor slab; 22 ft. roadway, concrete surface; new location.
Hodgdon..... Aroostook.....	Ralph Giovannucci	\$6,100	Maduskeag Bridge; concrete slab span, clear span length 15 ft. along center line of road, 45° skew; concrete abutments; 22 ft. roadway; new channel location.
Hollis-Dayton	Stewart & Williams.....	\$6,900	Bruce Bridge; concrete slab span, clear span length 20 ft.; concrete abutments; 22 ft. roadway.
Indian Twp..... Washington	James Frederick & Co.	\$9,000	Huntley Brook Bridge; concrete T-beam span, clear span length 30 ft. along centerline of road, 45° skew; concrete abutments; 22 ft. roadway, concrete surface; new location.
Island Falls..... Aroostook.....	W. H. Hinman, Inc.	\$28,000	Iron Bridge, Federal Aid Project 107-D; 4 concrete T-beam spans, clear span length 50 ft. each; concrete piers, concrete abutments; 24 ft. roadway, concrete surface; 5 ft. sidewalk.
Jefferson	Reed & Reed	\$5,100	Gerry Bridge; concrete slab span, clear span length 16 ft. along centerline of road, 30° skew; concrete abutments, pile foundation; 21 ft. roadway; new location.
Jefferson	Walter V. Mitton, Inc.	\$3,200	Meadow Brook Bridge; concrete slab span, clear span length 12 ft.; concrete abutments on concrete floor slab on timber grillage; 22 ft. roadway.
Kenduskeag..... Penobscot.....	Ralph Giovannucci	\$15,400	Village Bridge; steel thru truss span, distance c. to c. of bearings 110 ft.; concrete abutments; concrete floor slab; 21 ft. roadway, concrete surface; 5 ft. sidewalk.
Kennebunk-Kennebunkport..... York.....	Force Account	\$44,000	Dock Square Bridge; steel thru plate girder center bearing swing span, length c. to c. of end bearings 88 ft.; one stone faced concrete abutment, concrete cap on existing stone pivot pier, concrete cap on existing stone abutment; wood strip floor; 22 ft. roadway, asphalt plank surface; 5 ft. sidewalk.
Kennebunk-North.... Kennebunkport.... York.....	Force Account	\$13,500	Days Mill Bridge; concrete T-beam span, clear span length 26 ft.; existing stone abutments jacketed, underpinned and capped with concrete; 22 ft. roadway, concrete surface; new approach location.

Town and County	Contractor	Est. Cost	Description
Knox Waldo	Force Account	\$200	Abbot No. 1 Bridge; wood stringer span, clear span length 8 ft.; repaired existing stone abutments; plank floor; 14 ft. roadway.
Knox Waldo	Force Account	\$200	Harding Bridge; wood stringer span, clear span length 8 ft.; repaired existing stone abutments; plank floor; 14 ft. roadway.
Knox Waldo	James Frederick & Co.	\$2,600	Knox Station Bridge; concrete slab span, clear span length 10 ft.; concrete abutments; 21 ft. roadway.
Lexington Somerset	Walter V. Mitton, Inc.	\$8,200	A. J. Albee Bridge; concrete T-beam span, clear span length 35 ft. along centerline of road, 20° skew; concrete abutments; 22 ft. roadway, concrete surface; New approach location.
Liberty Waldo	James Frederick & Co.	\$5,300	Sucker Mill Bridge; concrete slab span, clear span length 20 ft.; concrete abutments; 22 ft. roadway.
Limestone Aroostook	C. W. McEachern	\$8,000	Village Bridge; steel I-beam span, clear span length 30 ft. along centerline of road, 22°-30° skew; concrete abutments; concrete floor slab; 32 ft. roadway, concrete surface; 5 ft. sidewalk.
Limington York	W. H. Hinman, Inc.	\$9,600	Webster Mill Bridge; concrete slab span, clear span length 20 ft.; concrete abutments; 21 ft. roadway.
Lincolnton Waldo	Force Account	\$39,000	Duck Trap Bridge; due to raising highway grade about 18 ft., three concrete T-beam spans were constructed on top of existing concrete bridge. Center span has clear span length of 59 ft., and the two approach spans have a clear span length of 25 ft. each; concrete abutment and pier columns on existing concrete bridge; 24 ft. roadway, concrete surface; 4 ft. sidewalk.
Lubec Washington	James Frederick & Co.	\$4,700	Kelly Bridge; concrete slab span, clear span length 18 ft. along centerline of road, 30° skew; concrete abutments; 22 ft. roadway.
Machias Washington	Hector J. Cyr Co., Inc.	\$60,000	Covered Bridge, Federal Aid Project 99-E; 4 concrete T-beam spans and 1 steel deck plate girder span, clear spans 45 ft. for 1 and 38 ft. for three T-beams, distance c. to c. of bearings girder span 80 ft. 6 concrete abutments; 2 concrete piers; concrete floor slab, 24 ft. roadway, flared to meet approach curves, concrete surface; causeways between bridges 260 ft. in length paved with concrete; new location.

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Town and County	Contractor	Est. Cost	Description
Macwahoc Pk. Aroostook	Edmond Cyr & Co.	\$29,500	Molunkus Bridge; two steel girder deck spans, length c. to c. of bearings 80 ft. each along centerline of road, 15° to 28° skew; concrete pier; concrete abutments, pile foundation one abutment; concrete floor slab; 24 ft. roadway, concrete surface; new location.
Mayfield Pk. Somerset	James Frederick & Co.	\$4,600	Mayfield Bridge; concrete slab span, clear span length 23 ft. 6 in. along centerline of road, 40° skew; concrete abutments; 21 ft. roadway; new location.
Medway Penobscot	Force Account'	\$5,000	Little Salmon Stream; wood stringer span, clear span length 14 ft. along centerline of road, 15° skew; stone filled log crib abutments; plank floor; 22 ft. roadway; new location.
Minot-Poland Androscoggin	Tidewater Construction Co.	\$20,000	Hackett's Mills Bridge; two concrete T-beam spans, clear span length along centerline of road 57 ft. each, 15°-37' skew; concrete pier, concrete abutments; 24 ft. roadway, concrete surface; 5 ft. sidewalk; new location.
Monticello Aroostook	Nadeau & Dumond	\$13,200	Meduxnekeag Bridge; widening three concrete T-beam spans, clear span length 51 ft. 9 in. each; original structure built in 1918; concrete piers, concrete abutments; provides 22 ft. roadway, concrete surface; 6 ft. sidewalk.
Newcastle Lincoln	Wyman & Simpson, Inc.	\$29,000	Marsh Bridge; dam and spillway, earth fill dam with steel sheet piling cut-off wall; spillway has two concrete slab spans, clear span length 20 ft. each; stone faced concrete pier and stone faced concrete abutments on stone paved concrete floor slab, pile foundation; 24 ft. roadway, concrete surface.
Newfield York	A. Michelini & Sons, Inc.	\$4,300	Goodrich Bridge; concrete slab span, clear span length 10 ft.; concrete abutments on concrete floor slab; 22 ft. roadway.
Oakland Kennebec	Cyr Brothers Co.	\$17,600	Dunn Edge Bridge; center span steel deck girder span, length c. to c. of bearings 82 ft. 6 in., concrete floor; two concrete slab approach spans, clear span length 16 ft. each; concrete piers; concrete caps on existing stone abutments; 24 ft. roadway, concrete surface; 5 ft. sidewalk.
Orient Aroostook	W. H. Hinman, Inc.	\$3,500	Skagrook Bridge; concrete slab span, clear span length 14 ft. along centerline of road, 30° skew; concrete abutments; 22 ft. roadway; new approach location.
Orland Hancock	Hector J. Cyr Co., Inc.	\$5,400	Meadow Brook Bridge; concrete slab span, clear span length 12 ft.; concrete abutments; 22 ft. roadway.

Town and County	Contractor	Est. Cost	Description
Orland..... Hancock.....	W. H. Hinman, Inc.....	\$25,400	Orland River Bridge; concrete T-beam span, clear span length 55 ft.; concrete abutments; 24 ft. roadway, concrete surface; 5 ft. sidewalk.
Oxford..... Oxford.....	Green & Wilson..... Substructure and floor slab..... Lackawanna Steel Construction Corporation... Steel superstructure.....	\$57,100	Little Androscoggin River Bridge, Federal Aid Project 34-B; center span deck truss steel span, length c. to c. of bearings 110 ft.; two steel I-beams approach spans, length c. to c. of bearings 45 ft. each; concrete piers; concrete abutments, pile foundation one abutment; concrete floor slab; 24 ft. roadway, concrete surface; new location.
Oxford..... Oxford.....	Ulric Metivier.....	\$15,300	Welchville Bridge; two concrete T-beam spans, clear span length 40 ft. each along centerline of road 8°-30' skew; concrete pier; concrete abutments; 24 ft. roadway, concrete surface; 5 ft. sidewalk.
Penobscot..... Hancock.....	W. H. Hinman, Inc.....	\$5,900	Clement Brook Bridge; concrete slab span, clear span length 16 ft.; concrete abutments; 24 ft. roadway, concrete surface.
Phippsburg-Bath..... Sagadahoc.....	F. W. Carlton.....	\$40,000	Winnegance Bridge; dam and spillway, earth fill dam about 500 ft. in length; spillway is concrete slab span, clear span length 18 ft.; stone faced concrete abutments with stone dam and timber gates; 20 ft. roadway, 5 ft. sidewalk.
Pittsfield..... Somerset.....	Force Account.....	\$2,500	Farnham Bridge; concrete slab span, clear span length 13 ft.; concrete abutments on concrete floor slab on timber grillage; 41 ft. 4 in. between curbs providing for a 28 ft. roadway on fill.
Pittsfield..... Somerset.....	Force Account.....	\$800	Osborne Bridge; extension of existing structure consisting of two 6 ft. concrete slab spans with concrete pier and abutments on timber grillage to provide for concrete paved highway.
Pittsfield..... Somerset.....	Force Account.....	\$1,100	South of Village Bridge; extension of existing structure consisting of two 6 ft. concrete slab spans with concrete pier and abutments on timber grillage to provide for concrete paved highway.
Poland..... Androscoggin....	Force Account.....	\$3,500	Middle Range Bridge; existing stone abutments extended with concrete on concrete floor slab; existing concrete T-beam span widened with concrete slab span, clear span length 14 ft. 9 in.; 25 ft. roadway, concrete surface.

STATE HIGHWAY COMMISSION

Town and County	Contractor	Est. Cost	Description
Presque Isle Aroostook	Edmond Cyr & Co. Substructure and floor slab Pittsburgh-Des Moines Steel Co. Steel superstructure.	\$44,100	Covered Bridge; two thru truss steel spans distance 135 ft. c. to c. of bearings, two pony truss steel spans, distance 70 ft. 6 in. c. to c. of bearings, reconstruction of a concrete arch approach span, clear span length 18 ft.; existing concrete abutments reconstructed with concrete, existing concrete piers capped with concrete; 22 ft. roadway, concrete surface.
Readfield Kennebec	Green & Wilson	\$8,800	Dead Stream Bridge; concrete slab span, clear span length 15 ft.; concrete abutments, 22 ft. roadway; new approach location.
Reed Plt. Aroostook	Reynolds Contracting Co.	\$7,000	Wytopitlock Stream Bridge; concrete T-beam span, clear span length 25 ft.; concrete abutments; 21 ft. roadway, concrete surface; new approach location.
Saco York	Force Account	\$1,600	Cascade Bridge; extension of two stone slab spans, stone pier and abutments, clear span length 7 ft. each, with concrete to provide a clear roadway width of 35 ft.
Saint George Knox	Force Account	\$9,800	Mill Brook Bridge; concrete slab span, clear span length 10 ft.; coursed rubble stone masonry abutments with concrete caps; 22 ft. roadway.
Scarboro Cumberland	Kennebec Construction. Corporation	\$11,700	Causeway Bridge; steel I-beam span, distance c. to c. of bearings 21 ft.; pile bulkhead abutments; plank floor; 22 ft. roadway, asphalt plank surface.
Skowhegan Somerset	Force Account	\$25,300	Smith Pond Bridge; concrete T-beam span, clear span length 40 ft. along centerline of road, 50° skew; concrete abutments; 24 ft. roadway, concrete surface, new location.
Stow Oxford	Sapelli Bros. & Hertz	\$5,800	Cold River Bridge; concrete T-beam span, clear span length 35 ft.; concrete abutments; 21 ft. roadway, concrete surface, new location.
The Forks-W. Forks Somerset	Tidewater Construction Co. Substructure and floor slab Lackawanna Steel Con- struction Corp. Steel superstructure.	\$32,000	The Forks Bridge; thru truss steel span, distance c. to c. of bearings 163 ft.; concrete abutments; concrete floor slab; 22 ft. roadway, concrete surface; 5 ft. sidewalk; new location.
Thorndike Waldo	Force Account	\$5,300	Burleigh Ward Bridge; concrete slab span, clear span length 8 ft.; concrete abutments; 44 ft. between curbs to provide 25 ft. roadway on fill.
Topsham Sagadahoc	Force Account	\$4,500	Branch Bridge; two wood stringer spans, clear span length 9 ft. each; stone filled log crib abutments on timber grillage; plank floor; 21 ft. roadway.

Town and County	Contractor	Est. Cost	Description
Trescott..... Washington.....	James Frederick & Co..	\$3,400	Rice Bridge; concrete slab span, clear span length 12 ft. along centerline of roadway, 30° skew; concrete abutments; 21 ft. roadway; new approach location.
Turner..... Androscoggin.....	Force Account..... Substructure and floor. Lackawanna Steel Construction Corp..... Steel superstructure.	\$17,500	Turner Bridge; thru truss steel span, distance c. to c. of bearings 110 ft. 10 in.; reconstructed existing stone abutments one of which had been previously jacketed with concrete; wood strip floor; 21 ft. roadway, asphalt plank surface, 5 ft. sidewalk.
Waldoboro..... Lincoln.....	Force Account.....	\$23,500	New Medomak Bridge; two concrete T-beam spans, clear span length 55 ft. each, along centerline of road, 45° skew; concrete pier; concrete abutments, 24 ft. roadway, concrete surface; new location.
Washington..... Knox.....	Reed & Reed.....	\$7,800	Bowman Bridge; concrete T-beam span, clear span length 30 ft.; concrete abutments, pile foundation; 22 ft. roadway, concrete surface.
Waterville-Oakland... Kennebec.....	Cyr Brothers Co.....	\$13,800	Marston Bridge; steel I-beam span, distance c. to c. of bearings 60 ft.; concrete abutments, pile foundation one abutment; 21 ft. roadway, concrete surface.
Westfield..... Aroostook.....	Ralph Giovannucci.....	\$5,900	Young Brook Bridge; concrete slab span, clear span length 17 ft. 4 in. along centerline of road, 30° skew; concrete abutments; 24 ft. roadway, concrete surface; new location.
Willimantic..... Piscataquis.....	Force Account.....	\$3,700	Goodell Bridge; steel I-beam span, clear span length 34 ft.; concrete caps on existing stone abutments; wood strip floor; 19 ft. roadway, asphalt plank surface.
Windham-Standish... Cumberland.....	Thomas Mulcare Inc....	\$10,700	Eel Weir Bridge; steel I-beam span, distance c. to c. of bearings 61 ft.; concrete abutments; concrete floor; 21 ft. roadway, concrete surface.
York..... York.....	Kennebec Construction Corporation.....	\$53,500	Rice's Bridge; seven steel I-beam spans distance c. to c. of bearings 41 ft.-each; creosoted timber pile bents for piers and abutments; concrete floor slab; 32 ft. roadway, concrete surface.

The total expenditures for bridge construction in 1932 amounted to \$1,582,513.85, of which \$134,010.24 was for engineering, advertising and inspection, \$1,426,061.58 for labor and material, and \$22,442.03 for right of way and property damage.

MAINE KENNEBEC BRIDGE

In 1932 the balance of the construction fund, \$2,885.71, was expended. Total amount expended, \$260,000.00.

BRIDGE MAINTENANCE

Maintenance was continued on the bridges taken over in 1931, and in addition, on April 7, 1932, the State of Maine, acting with the City of Dover, New Hampshire, purchased one half of the interstate bridge known as the Eliot Toll Bridge, between South Berwick, Maine and Dover, New Hampshire, as authorized by Chapter 115, P. & S. L. 1931. The State of Maine's share of the cost was \$5,558.50.

The total expenditures from the bridge maintenance funds in 1932 were \$146,115.61. Credits of \$4,565.50 were received, making net expenditures \$141,550.11.

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

1927 Resolves

Norridgewock, Covered Bridge, \$5,000.00. Applied as part of Town's share of cost of bridge under State and County Aid law. Entire amount expended.

1929 Resolves

Salem, Mill Pond Bridge, \$1,303.95. Applied as Town's share of cost of bridge under State and County Aid law. Entire amount expended.

1931 Resolves

Wellington, Bog Bridge, \$2,000.00. Applied as Town's share of cost of bridge under State and County Aid law. Total amount expended, \$1,447.46.

Reed Plt., Wytovitlock Bridge, \$1,750.00.

Dixmont, Center Bridge, \$1,000.00.

Amounts appropriated by two above resolves applied as towns' portions of cost of bridges under State and County Aid law. For descriptions see another part of this report. Accounts not closed in 1932.

Rumford and Mexico, Ridlonville, Sidewalk Bridge. Expended to December 31, 1932, \$17,892.38.

The following table shows the bridge accounts closed during 1932, with final cost and distribution of cost:

Town	County	Bridge	Total Cost	Paid by State	Paid by County	Paid by Town
Addison	Wash.	Main River	\$36,199.05	\$22,423.46	\$10,859.71	\$2,915.88
Anson	Som.	Pelton Stream	6,493.90	1,623.48	1,948.17	2,922.25
Athens	Som.	Johnson	5,939.15	5,939.15		
Avon	Fra.	Valley Brook	8,849.56	8,849.56		
Bangor	Pen.	Washington St.	155,655.61	62,262.25	46,696.68	46,696.68
Bingham	Som.	Austin	19,218.36	19,218.36		
Bingham	Som.	Pierce	8,319.95	5,823.97	2,495.98	
Bowdoin	Sag.	Plank	9,155.97	4,120.19	2,746.79	2,288.99
Bradley	Pen.	Collins	8,553.90	3,584.08	2,566.17	2,403.65
Bradley	Pen.	Great Works	7,277.33	2,925.49	2,183.20	2,168.64
Byron	Oxf.	Mort.	11,131.23	6,010.86	3,339.37	1,781.00
Canaan	Som.	New	17,896.68	9,270.48	5,369.00	3,257.20
Carthage	Fra.	Webb River	20,897.83	12,693.31	6,269.35	1,935.17
Charleston	Pen.	Creamery	5,582.03	5,582.03		
China	Ken.	Branch Mills	4,721.00	4,721.00		
Clinton	Ken.	Manley Holt	30,618.13	15,462.15	9,185.44	5,970.54
Codyville	Pl.	Jim Brown	6,584.85	3,555.82	1,975.45	1,053.58
Dover-						
Foxcroft	Pisc.	Robinson	6,670.81	1,667.70	2,001.24	3,001.87
Dover-						
Foxcroft	Pisc.	Sias	2,547.20	636.80	764.16	1,146.24
Farmington	Fra.	Gower Farm	11,250.62	11,250.62		
Farmington	Fra.	North Twin	10,962.20	2,740.55	3,288.66	4,932.99
Ft. Fairfield	Aro.	Puddle Dock	*17,692.85	2,617.64	3,141.16	4,711.74
Freeport	Cum.	Collins Mill	12,347.99	3,395.70	3,704.40	5,247.89
Frenchville	Aro.	Hypolite Gagnon	8,377.36	5,864.15	2,513.21	
Fryeburg	Oxf.	Canal	54,574.85	31,544.26	16,372.46	6,658.13
Fryeburg	Oxf.	Charles River	20,488.86	11,822.07	6,146.66	2,520.13
Fryeburg	Oxf.	Toll	25,345.90	14,624.58	7,603.77	3,117.55
Gorham	Cum.	Getchell	6,918.64	1,729.66	2,075.59	3,113.39
Hartland	Som.	Withee	3,114.19	778.55	934.25	1,401.39
Hermon	Pen.	Hermon Center	7,809.96	5,466.97	2,342.99	
Island						
Falls	Aro.	Cold Brook	7,604.71	5,323.30	2,281.41	
Island						
Falls	Aro.	Dyer Brook	6,253.55	4,377.49	1,876.06	
Island						
Falls	Aro.	Sly Brook	6,157.15	4,310.01	1,847.14	
Jefferson	Lin.	Davis	5,386.30	5,386.30		
Limington	York		69,555.96	48,689.17	Y 5,855.93	
Standish	Cum.	Ea. Limington			C. 15,010.80	
Limerick-						
Waterboro	York	Stimson	26,618.31	26,618.31		
Machias-						
port	Wash.	Foster	5,768.10	2,336.08	1,730.43	1,701.59
Milo	Pisc.	Canal	15,044.01	15,044.01		
Monmouth	Ken.	Jock Stream	16,364.96	5,629.55	4,909.49	5,825.92
Monmouth	Ken.	Tacoma Lake	9,555.02	9,555.02		
Newport	Pen.	Main Street	45,570.88	31,899.62	13,671.26	
Norridge-						
wock	Som.	Covered	233,170.56	155,151.83	69,951.17	8,067.56
Oakfield	Aro.	Village	12,812.64	6,316.63	3,843.79	2,652.22
Old Town	Pen.	Lancaster	35,428.83	10,947.51	10,628.65	13,852.67
Old Town	Pen.	Mud Pond Inlet	26,127.28	8,125.59	7,838.18	10,163.51
Orrington	Pen.	Bunker	11,765.04	11,765.04		
Oxford	Oxf.	Baker	10,981.47	10,981.47		
Oxford	Oxf.	Minister Brook	9,805.22	9,805.22		
Palmyra	Som.	Palmyra	4,395.76	4,395.76		
Passadum-						
keag	Pen.	Covered	34,053.02	23,837.11	10,215.91	
Presque Isle	Aro.	Joseph Mosher	7,774.02	1,943.51	2,332.21	3,498.30
Presque Isle	Aro.	Keirstead	4,150.33	1,037.58	1,245.10	1,867.65
Salem	Fra.	Mill Pond	19,997.88	12,694.57	5,999.36	1,303.95
Searsmont	Wal.	No. Searsmont	9,235.26	6,464.68	2,770.58	

STATE HIGHWAY COMMISSION

Town	County	Bridge	Total Cost	Paid by State	Paid by County	Paid by Town
Southwest Hbr. Tremont...	Han.	Marsh	10,379.33	10,379.33		
Standish...	Cum.	Aaron Nason	9,247.85	2,607.89	2,774.36	3,865.60
Standish...	Cum.	Jose Brook	2,040.20	575.34	612.06	852.80
Standish...	Cum.	Rich Mill Brook	5,330.68	1,332.67	1,599.20	2,398.81
Standish...	Cum.	Watchic Brook	3,554.47	1,002.36	1,066.34	1,485.77
Topsfield...	Wash.	Flood Brook	7,519.87	3,932.89	2,255.96	1,331.02
T. 2, R. 7.	Pen.	Hay Brook	7,561.89	2,871.69	2,268.57	1,421.63
T. 17, R. 5.	Aro.	Thoroughfare	**16,665.04	7,703.06	4,148.86	1,977.62
Wales...	And.	Frost	4,664.35	4,664.35		
Washington	Knox.	Sid Mill	4,063.83	4,063.83		
Washington Union	Knox.	Medomak	15,103.79	15,103.79		
Waterville...	Ken.	Cedar	14,840.92	3,710.23	4,452.28	6,678.41
Wayne...	Ken.	North Wayne	7,206.56	2,839.38	2,161.97	2,205.21
Weld...	Fra.	Batchelder Brook	8,513.66	3,260.73	2,554.10	2,698.83
Wellington...	Pisc.	Bog	5,698.66	2,541.60	1,709.60	1,447.46
Wells...	York.	Capell	12,967.60	12,967.60		
W. Gardiner...	Ken.	Cold Stream	9,710.20	9,710.20		
Windham-Gorham	Cum.	So. Windham	36,456.85	9,843.35	10,937.05	W.7,204.44 G.8,472.01
Woolwich-Wiscasset	Lin.	Montsweag Farm	7,792.69	7,792.69		
Yarmouth-Yarmouth-Freepoort.	Cum.	E. Br. Cousins River	41,152.77	28,806.94	12,345.83	
			42,029.81	29,420.87	12,608.94	
			1,447,215.43	876,971.04	370,026.51	200,217.88

* \$7,222.31 Federal Aid, Project 125-B

** \$2,835.50 paid by International Paper Company

1932

BRIDGE LOAN FUND

Credits

Balance Jan. 1, 1932.....		\$349,241.58
Received from sale of bonds.....		1,514,918.66
Transferred from Highway Loan Fund:		
Woolwich		1,774.37
Transferred from Bridge Maintenance Fund:		
Dixmont.....		1,000.00
Transferred from Improvement State Roads, J. F.:		
Phippsburg-Bath.....	\$9,385.40	
Stow.....	1,181.25	10,566.65
Transferred from Special Resolves:		
Harrington.....		1,000.00
Received from Federal Aid:		
Brunswick-Topsham.....	94,788.75	
Wiscasset-Edgecomb.....	111,143.20	205,931.95
Received from International Paper Company:		
T17-R5.....		2,835.50
Received from Fund for the Elimination of Grade Crossings:		
Woolwich.....		2,109.03

Received from tolls, Richmond-Dresden	7,412.25
“ “ other credits, Richmond-Dresden	30.00
“ “ counties	76,798.37
Received from cities and towns	63,364.26
Miscellaneous credits	14,024.89
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	\$2,251,007.51

Expenditures

Engineering, advertising and inspection	\$134,010.24
Labor and materials	1,426,061.58
Right of way and property damage	22,442.03
Temporary charges for Highway Loan Fund	1,774.37
Operation—Richmond-Dresden Bridge	8,187.52
Refund to counties	74,230.63
Refund to cities and towns	19,932.11
Refund to Improvement of State Roads, J. F.:	
T2-R7	169.57
Balance, December 31, 1932	*564,199.46
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	\$2,251,007.51

*Balance shown in financial statement \$563,679.58 Journal adjustments amounting to \$519.88 not made until 1933.

**1932
BRIDGE MAINTENANCE**

Credits

Balance Jan. 1, 1932	\$82,942.85
Transferred from General Highway Fund	150,000.00
Received from rentals of buildings	2,902.75
Transferred from Special Resolves—Brooksville	1,000.00
Miscellaneous credits	662.75
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	\$237,508.35

Debits

Engineering and Supervision	\$22,476.39
Labor and Material	123,639.22
Balance Dec. 31, 1932	91,392.74
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	\$237,508.35

**CARLTON BRIDGE
BATH-WOOLWICH**

Toll Collections, January 1—December 31, 1932

Passengers,	368,638	.05	\$18,431.90
Automobile,	169,610	.50	84,805.00
Automobile, with trailer,	312	.75	234.00
Truck, two tons or less,	5,109	.50	2,554.50
Truck, over 2 to 3½ tons,	679	.75	509.25
Truck, over 3½ to 5 tons,	560	1.00	560.00

Truck, over 5 to 10 tons,.....	10	1.50	15.00
One horse vehicle,.....	1,031	.15	154.65
Two horse vehicle,.....	130	.20	26.00
Bus, 16 passenger or less,.....	58	.75	43.50
Bus, over 16 passenger,.....	164	1.00	164.00
Motorcycle,.....	376	.15	56.40
Horses, cows, and oxen,.....	21	.15	3.15
Commutation tickets:			
Passenger, 25 trips,.....	1,996	1.00	1,996.00
Auto or 2 ton truck, 20 trips,.....	5,262	3.50	18,417.00
Auto or 2 ton truck, 200 trips,.....	283	20.00	5,660.00
Truck over 2 to 3½ tons, 20 trips,....	145	6.00	870.00
Truck over 3½ to 5 tons, 20 trips,....	183	9.00	1,647.00
One horse vehicle, 20 trips,.....	37	2.00	74.00
School ticket, one month,.....	41	.25	10.25

 \$136,231.60

**WALDO-HANCOCK BRIDGE
PROSPECT-VERONA**

Toll collections, January 1—December 31, 1932

Pedestrian or passenger,.....	220,635	.05	\$11,031.75
Automobile or 2 ton truck,.....	115,003	.50	57,501.50
Truck, over 2 to 3½ tons,.....	501	.75	375.75
Truck, over 3½ to 5 tons,.....	216	1.00	216.00
Truck, over 5 to 10 tons,.....	5	1.50	7.50
One or two horse vehicle,.....	153	.15	22.95
Bus, 16 passenger or less,.....	9	.75	6.75
Bus, over 16 passenger,.....	26	1.00	26.00
Motorcycle,.....	253	.15	37.95
Live stock,.....	2	.05	.10

Commutation tickets:

Pedestrian or passenger,..... 25 trips	124	\$1.00	124.00
Auto or 2 ton truck,..... 20 trips	255	5.00	1,275.00
Auto or 2 ton truck,..... 100 trips	53	17.50	927.50
Truck over 2 to 3½ tons,.... 20 trips	24	8.00	192.00
Truck over 3½ to 5 tons,.... 20 trips	29	12.00	348.00
One or two horse vehicle,.... 20 trips	12	2.00	24.00
School ticket, 1 month,.....	35	.25	8.75

 \$72,125.50

**MAINE KENNEBEC BRIDGE
RICHMOND-DRESDEN**

Toll Collections, October 1—December 31, 1931

Pedestrian,.....	1765	.05	88.25
Automobile or 2-ton truck,.....	6613	.25	\$1,653.25
Truck over 2 to 3½ tons,.....	12	.35	4.20
Truck over 3½ to 5 tons,.....	14	.50	7.00
One or two horse vehicle,.....	277	.15	41.55

Bus—16 passenger or less,.....	—	.50	—
Bus—over 16 passenger,.....	3	.75	2.25
Commutation tickets:			
Pedestrian or passenger,	25 trips	19 \$1.00	19.00
Auto or 2-ton truck,.....	20 trips	14 4.00	56.00
Auto or 2-ton truck,.....	100 trips	8 15.00	120.00
Truck over 2 to 3½ tons,.....	20 trips	— 5.50	—
Truck over 3½ to 5 tons,.....	20 trips	— 7.50	—
One or 2 horse vehicle,.....	20 trips	1 2.00	2.00
School ticket,	1 month	— .25	—
Live stock,	6	.05	.30
Vehicle more than 2 horses,	—	.25	—
Push cart or wheelbarrow,.....	3	.05	.15
Motorcycle,	—	.15	—
Roller or well drill,.....	—	1.00	—
Truck or tractor over 5 tons,...	1	1.00	1.00
Extra passenger,.....	10,288	.05	514.40
			<hr/>
			\$2,509.35

MAINE, KENNEBEC BRIDGE

RICHMOND-DRESDEN

Toll collection, January 1—December 31, 1932

Pedestrian,.....	7,023	.05	\$ 351.15
Automobile or 2-ton truck,.....	19,075	.25	4,768.75
Truck over 2 to 3½ tons,.....	42	.35	14.70
Truck over 3½ to 5 tons,.....	45	.50	22.50
One or two horse vehicle,.....	821	.15	123.15
Bus—16 passenger or less,.....	2	.50	1.00
Bus—over 16 passenger,.....	3	.75	2.25
Commutation tickets:			
Pedestrian or passenger,.....	25 trips	156 \$1.00	156.00
Auto or 2-ton truck,.....	20 "	54 4.00	216.00
Auto or 2-ton truck,.....	100 "	23 15.00	345.00
Truck over 2 to 3½ tons,....	20 "	— 5.50	—
Truck over 3½ to 5 tons,....	20 "	— 7.50	—
One or 2 horse vehicle,.....	20 "	— 2.00	—
School ticket,	1 month	4 .25	1.00
Live stock,.....	39	.05	1.95
Push cart or wheel barrow,...	—	.05	—
Vehicle more than 2 horses,..	—	.25	—
Motorcycle,.....	19	.15	2.85
Roller or well drill,.....	—	1.00	—
Truck or tractor over 5 tons,..	—	1.00	—
Extra passenger,.....	27,659	.05	1,382.95
			<hr/>
			\$7,389.25

MAINTENANCE WORK FOR 1932

Maintenance work during 1932 was performed generally by patrol maintenance. 461 patrolmen were employed in caring for 5698.38 miles of road in 531 towns. Of this mileage 2143.15 miles was improved State Highway, 3084.25 miles was improved State Aid Highway and the balance or 470.98 miles was unimproved road. There was also maintained by special arrangement with the towns 292.20 miles of improved State Aid road and 3.16 miles of improved State Highway.

A total expenditure for labor and material of \$2,695,554.53 was made on this work, including \$14,008.97 furnished by the state for road machine work. The State also furnished supervision and inspection for the work amounting to \$80,964.79 making a total gross expenditure chargeable to maintenance of \$2,776,519.32, of this amount the State furnished \$2,508,-114.60 and the cities and towns furnished \$268,404.72. The average expenditure per mile was \$463.24.

On the 2143.15 miles of State Highway, the expenditure for labor, material and supervision was \$1,597,493.67 or an average expenditure per mile of \$745.40.

The expenditure on the 3555.23 miles of other road under patrol was for labor, material and supervision \$1,149,710.36 or an average expenditure per mile of \$323.38.

SNOW REMOVAL 1932-1933

Number of towns in which snow removal work was done by towns 469
 Number of towns in which snow removal work was done by State 1

	State Highways	State Aid Highways	Town Roads	Total
				470
Number of miles on which towns applied for state aid	2027.51	3513.93	5984.82	11,526.26
Number of miles accepted	1998.93	3445.55	5312.81	10,757.29
Number of miles plowed by State Indian Township				10.90
Total number of miles				10,768.19
Paid by towns for snow removal				\$200,469.44
Paid by State for snow removal				\$200,772.61
Paid by State for snow removal (Supervision)				—
Total paid by State for snow removal				—
Total Cost				\$401,242.05
Average cost per mile				37.26
Snow fence erected by State		20,650	Linear feet	
Snow fence erected by towns	1,798,682		Linear feet	