

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

**TWENTY-FIRST ANNUAL
REPORT**

of the

**State Highway
Commission**

of the

STATE OF MAINE

From January 1, 1933, to December 31, 1933

STATE OF MAINE

OFFICE OF

STATE HIGHWAY COMMISSION

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

We have the honor to present the twenty-first annual report of the State Highway Commission, from January 1, 1933, to December 31, 1933.

EDWARD E. FARNSWORTH
PAUL C. THURSTON
State Highway Commission

Augusta, Maine

December 31, 1934

STATE HIGHWAY COMMISSION
Financial Statement
January 1, 1933—December 31, 1933

STATE HIGHWAY LOAN FUND

Credits	
Balance, January 1, 1934	\$322,962.96
Receipts—Federal Aid	1,324,336.38
Receipts—Miscellaneous	54,038.32
Receipts—Counties—Land Damage	2,828.75
Receipts—Towns	6,374.90
Receipts—Sale of bonds	956,100.00
Transfer—State Aid funds	10,000.00
Transfer—N. R. H. Federal funds—charge made in error to this account	35,574.10
	\$2,712,215.41
Expenditures	
Expenditures	\$1,997,305.70
Balance, December 31, 1933	714,909.71
	\$2,712,215.41

BRIDGE LOAN FUNDS

Credits	
Balance, January 1, 1933	\$563,679.58
Receipts—Towns	47,190.22
Receipts—Federal Aid	112,528.82
Receipts—Counties	42,483.06
Receipts—Tolls	\$2,416.25
Receipts—Miscellaneous—Toll Bridges	272.55
Receipts—Miscellaneous	43,544.07
	\$812,114.55
Expenditures	
Expenditures	\$621,617.44
Balance, December 31, 1933	190,497.11
	\$812,114.55

NON RESIDENT EXCISE TAX ADMINISTRATION

Credits	
Receipts	\$1,932.41
Balance, over-drawn, December 31, 1933	1,197.20
	3,129.61
Expenditures	
Expenditures	\$3,129.61

MOTOR TRANSPORT & EQUIPMENT

Credits	
Balance, January 1, 1933	\$417,373.41
Receipts—Rental of equipment	373,985.49
Transfer—Stock	8,500.89
	\$799,859.79
Expenditures	
Expenditures	\$314,906.69
Transfer to General Fund	400,000.00
Balance, December 31, 1933	84,953.10
	\$799,859.79

CARLTON BRIDGE

Credits	
Balance, January 1, 1933	\$108,806.40
Receipts—Sale of tickets and payment by Maine Central Railroad for maintenance	147,499.01
Receipts—Miscellaneous	131.75
	\$256,437.16
Expenditures	
Expenditures	\$23,123.84
Accrued Interest	54,946.48
Reserve to retire	50,000.00
Land damage	7,250.00
Balance, December 31, 1933	121,116.84
	\$256,437.16

MAINE-KENNEBEC BRIDGE**(Richmond-Dresden)**

Credits	
Receipts—Tolls	\$4,018.85
Receipts—Rent	20.00
	\$4,038.85
Expenditures	
Expenditures	\$3,871.83
Balance, December 31, 1933	167.02
	\$4,038.85

This account—January 1, to June 30, 1933, included in Bridge Loan Account.

WALDO-HANCOCK BRIDGE

Credits	
Balance, January 1, 1933	\$143,497.93
Receipts—Tolls	76,777.94

Receipts—Sale of equipment	100.00
Receipts—Miscellaneous	77.88

\$220,453.75

Expenditures

Expenditures	\$14,749.36
Interest on bonds	35,600.00
Balance, Decembr 31, 1933	170,104.39

\$220,453.75

SPECIAL RESOLVES**Credits**

Balance, January 1, 1933	\$29,667.40
Receipts	2,712.50
Appropriation, 1933	150,000.00
Appropriation—Twp. 10, Hancock County	3,000.00
Appropriation—Greenville-Rockwood Road	10,000.00
Appropriation—Greenville-Rockwood Road (1934)	10,000.00

\$205,379.90

Expenditures

Expenditures	\$147,445.39
Lapsed to General Highway Fund	220.79
Balance, December 31, 1933	57,713.72

\$205,379.90

CIVIL WORKS ADMINISTRATION

Over-drawn, December 31, 1933	\$843.72
Expenditures	\$843.72

ADMINISTRATION—STATE HIGHWAY COMMISSION**Credits**

Balance, January 1, 1933	\$56,153.95
Receipts—Blueprints	2,375.73
Receipts—Miscellaneous (Testing Laboratory)	7,179.50
Appropriation—1933	75,000.00

\$140,709.18

Expenditures

Salary of Commissioners	\$9,368.83
Salary of Chief Engineer	4,667.02
Salary of Assistants	23,743.74
Salary of Stenographers and Clerks	24,828.61
Salary of Engineers	3,702.72
Salary of Traffic Manager	108.25
Commissioners' car	763.33
Down town drafting room	623.75

Drafting room supplies	6,405.48
Incidental expense	382.85
Expenses of Commission	2,954.71
Expenses of Chief Engineer	174.88
Expenses of Assistants	4,353.05
Expenses of Engineers	292.31
General printing	2,240.52
Material survey	81.65
Photostat machine	483.44
Office furnishings	168.40
Office stationery and supplies	2,403.08
Postage	2,831.42
Sanitary account	885.93
State map	61.04
Telephone and telegraph	4,557.60
Testing laboratory	3,885.87
Loadometers	58.58
1932 Jrs. in 1933	340.11

\$100,367.17

Appropriation balance lapsed June 30, 1933 \$12,103.75

\$112,470.92

Balance, December 31, 1933 28,238.26

\$140,709.18

MAINTENANCE—HIGHWAY POLICE

Credits

Balance, January 1, 1933	\$97,384.28
Receipts—Sale of supplies	393.21
Transfer—Error in posting	1,342.84
Appropriation—1933	155,000.00

\$254,120.33

Expenditures

Expenditures	\$137,852.05
Balance lapsed to General Highway Fund June 30, 1933	30,749.88
Balance, December 31, 1933	85,518.40

\$254,120.33

MAINTENANCE OF MOTOR VEHICLE DEPARTMENT

Office of Secretary of State

Credits

Balance, January 1, 1933	\$83,228.85
Receipts—Miscellaneous	261.27

Appropriation—1933.....	100,000.00
Transfer—Credit on automobiles.....	\$1,024.50

\$184,514.62

Expenditures

Expenditures.....	\$93,501.65
Balance lapsed to General Highway Fund June 30, 1933....	36,922.59
Balance, December 31, 1933.....	54,090.38

\$184,514.62

BRIDGE MAINTENANCE

Credits

Balance, January 1, 1933.....	\$92,002.15
Receipts—Rentals.....	581.25
Receipts—Miscellaneous.....	22,713.91
Transfer—Brooksville Special Resolve.....	1,000.00
Transfer—General Highway Fund.....	122,443.97
Appropriation—1933.....	58,607.25

\$297,348.53

Expenditures

Expenditures.....	\$164,626.40
Transfer—Highway maintenance.....	122,351.72
Balance—December 31, 1933.....	10,370.41

\$297,348.53

REMOVAL OF SNOW

Credits

Balance, January 1, 1933.....	\$175,800.78
Receipts—Towns.....	201,367.74
Appropriation, 1933.....	74,199.22

\$451,367.74

Expenditures

Expenditures.....	\$421,257.35
Balance, December 31, 1933.....	30,110.39

\$451,367.74

IMPROVEMENT OF STATE AID ROADS

Credits

Balance, January 1, 1933.....	\$112,172.21
Receipts—Miscellaneous.....	11,324.16
Receipts—Cities and towns.....	560,160.26
Appropriation—1933.....	\$1,000,000.00

\$1,683,656.63

Expenditures	
Expenditures	\$1,487,887.28
Balance—December 31, 1933.....	195,769.35
	\$1,683,656.63

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

Credits	
Transfer—General Highway Fund	\$1,904,412.50
Expenditures	
Accrued interest	\$1,045,775.00
Reserve to retire.....	858,637.50
	\$1,904,412.50

**ADMINISTRATION & REBATES ON INTERNAL
COMBUSTION ENGINE FUELS**

Credits	
Balance, January 1, 1933	\$94,901.96
Appropriation—1933.....	175,000.00
Checks cancelled	210.77
	\$270,112.73
Expenditures	
Expenditures	\$155,055.40
Balance lapsed to General Highway Fund, June 30, 1933...	13,826.09
Balance, December 31, 1933	101,231.24
	\$270,112.73

THIRD CLASS HIGHWAY FUND

Credits	
Balance, January 1, 1933	\$13,582.80
Transfers.....	26,414.88
	\$39,997.68
Expenditures	
Expenditures	\$22,578.77
Balance, December 31, 1933	17,418.91
	\$39,997.68

MAINTENANCE OF STATE AND STATE AID HIGHWAYS

Credits	
Balance, January 1, 1933	\$1,877,648.28
Receipts—Miscellaneous	112,142.85

Receipts—Cities and towns	196,128.35
Appropriation—1933	122,351.72

\$2,308,271.20

Expenditures

Expenditures	\$1,965,896.35
Balance, December 31, 1933	342,374.85

\$2,308,271.20

COMPENSATION FOR INJURIES

Credits

Balance—January 1, 1933	\$17,914.22
Transfer—General Highway Fund	75,000.00
Cancelled checks	2,788.14
Transfers—Third Class	4,000.00

\$99,702.36

Expenditures

Expenditures	\$81,256.46
Balance—December 31, 1933	18,445.90

\$99,702.36

MAINE HIGHWAYS MAGAZINE

Credits

Receipts—advertising	\$1,172.93
Balance overdrawn—December 31, 1933	5,422.50

\$6,595.43

Expenditures

Balance overdrawn—January 1, 1933	\$2,922.60
Expenditures	3,672.83

\$6,595.43

GENERAL HIGHWAY FUND

Credits

Balances— appropriations for State Highway Police Ad- ministration Gas Tax Law and Rebates and Motor Vehicle Department	\$93,602.31
Receipts—Auto fines	10,514.62
Receipts—Tax on gasoline	4,165,339.06
Receipts—checks on closed banks made good	7,769.46
Receipts—auto fees—1932	101,528.16
Receipts—auto fees—1933	2,543,496.92
Receipts auto fees—1934	297,999.74
Receipts—non resident excise tax	4,271.00
Receipts—Secretary of State	2,746.03
Receipts—Fines and penalties	280.18

Receipts—Checks on closed banks made good (Auto fees) ..	76,609.51
Transfer—State aid road fund (compensation)	30,000.00
Transfer—State aid fund—balances lapsed	31,336.75
Transfer—Third class highway fund (Saco)	2,326.62
Receipts—Miscellaneous	3,417.18
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	\$7,371,237.54

GENERAL HIGHWAY FUND

Expenditures

Balance overdrawn—January 1, 1933	\$2,967,905.55
Transfer—accrued interest—highway and bridge bonds ...	1,015,955.00
Transfer—Reserve to retire—highway and bridge bonds ...	858,637.50
Transfer—aeronautical fund	4,175.20
Apportionments—miscellaneous work (Council Orders) ...	4,275.58
Checks on closed banks (Gas tax)	10,316.15
Transfer—compensation for injuries	75,000.00
Transfer—checks on closed banks (Auto fees)	100,830.22
Apportionment—State aid road fund	998,794.43
Apportionment—Bridge maintenance	58,607.25
Apportionment—Administration—State Highway Com- mission	75,000.00
Apportionment—Special Resolves	150,000.00
Apportionment—No. 10 Twp., Hancock County (Special Resolve)	3,000.00
Apportionment—Greenville-Rockwood Road (Special Resolve)	10,000.00
Apportionment—Greenville-Rockwood Road 1934 Re- solve advanced	10,000.00
Apportionment—Maintenance, Motor Vehicle Department	100,000.00
Apportionment—Maintenance State Highway Police ...	155,000.00
Apportionment—Administration Gas Tax Law and Re- bates	175,000.00
Transfer—Third class highway fund for supervision ...	17,289.25
Transfer—Bridge Maintenance account	122,443.97
Transfer—To other accounts	90,766.50
Balance—December 31, 1933	368,240.94
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	\$7,371,237.54

Total Credits	\$20,019,055.79
Expenditures & Balances	\$17,435,248.29
Less overdrafts	7,463.42
	<hr/>
	\$17,427,784.87
Balances	2,591,270.92
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	\$20,019,055.79

The following statement refers to the grant of \$3,369,917.00 to the State under Section 204 of the National Industrial Recovery Act of 1933.

N. R. H. refers to expenditure on the Federal Highway system outside the corporate limits of municipalities.

N. R. M. refers to expenditures on the Federal highway system within the corporate limits of municipalities.

N. R. S. refers to expenditures on secondary or feeder roads not included in the Federal highway system.

NATIONAL INDUSTRIAL RECOVERY HIGHWAY FUND

Credit (NRH)

Overdrawn—December 31, 1933	\$378,030.69
Cancelled checks	6.68
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	\$378,037.37

Expenditures (NRH)

Expenditures—N.R.H. Projects	\$378,037.37
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NATIONAL INDUSTRIAL RECOVERY HIGHWAY FUND

Credits (N. R. M.)

Overdrawn—December 31, 1933	\$170,828.73
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Expenditures (N. R. M.)

Expenditures—N. R. M. Projects	\$170,828.73
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Credits (N. R. S.)

Overdrawn—December 31, 1933	\$761,107.21
Cancelled checks	1,150.87
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	\$762,258.08

Expenditures (N. R. S.)

Expenditures on N. R. S. projects	\$762,258.08
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NATIONAL INDUSTRIAL RECOVERY HIGHWAY FUND

TRUST ACCOUNT

Funds advanced by Federal Government	\$900,000.00
Reimbursements on project vouchers	657,636.07
Miscellaneous	1,419.72
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	\$1,559,055.79
Overdrafts—N. R. S.—N. R. M. and N. R. H. . . .	
Accounts	\$1,309,966.63
Balance—December 31, 1933	249,089.16
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	\$1,559,055.79

RECAPITULATION 1933

	Adminis- tration	Engineer- ing	Inspection and Supervision	Adver- tising	General Expense of Right of Way	Labor and Material	Miscel- laneous	Total
Administration	\$100,367.17							\$100,367.17
Maintenance of Roads			\$73,625.11			\$1,892,271.24		1,965,896.35
Maintenance Bridges			19,361.92			145,264.48		164,626.40
Highway Loan Construction		\$94,365.89		\$114.17	\$38,039.70	1,799,025.25	\$65,760.69	1,997,305.70
State Aid Construction			34,111.34	12.98	5,001.99	1,386,487.44	62,273.53	1,487,887.28
Third Class Construction			6,827.88			15,750.89		*22,578.77
Special Resolve			3,748.30			143,697.09		147,445.39
Motor Transport and Equipment						314,906.69		314,906.69
Bridge Loan Construction		68,465.48		581.08	15,111.28	533,638.25		617,796.09
Removal of Snow			14,685.44			406,571.91		421,257.35
Carlton Bridge Operating Account						23,123.84		23,123.84
Richmond-Dresden Bridge Operating Account						7,693.18		7,693.18
Waldo-Hancock Bridge Operating Account						14,749.36		14,749.36
Compensation for Injuries to State Employees							81,256.46	81,256.46
Maine Highway — Magazine							3,672.83	3,672.83
Administration Motor Vehicle Department							93,501.65	93,501.65
Administration State Police							137,852.05	137,852.05
Administration Gas Tax and Rebates							155,055.40	155,055.40
Administration Non-Resident Excise Tax							3,129.61	3,129.61
Administration Civil Works Inspection							843.72	843.72
	\$100,367.17	\$162,831.37	\$152,359.99	\$708.23	\$58,152.97	\$6,683,179.62	\$603,345.94	\$7,760,945.29

*1933 Appropriation of \$700,000.00 not set up until 1934.

SUPERVISION CHARGES

Administration	\$100,367.17
Engineering	162,831.37
Inspection and Supervision	152,359.99
Advertising	708.23
	\$416,266.76

LABOR AND MATERIAL

Maintenance of Roads	\$1,892,271.24
Maintenance of Bridges	145,264.48
Highway Loan — Construction	1,837,064.95
State Aid Construction	1,391,489.43
Third Class Construction	15,750.89
Special Resolves	143,697.09
Motor Transport and Equipment	314,906.69
Bridge Loan Construction	548,749.53
Removal of Snow from Highways	406,571.91
Carlton Bridge Operating Account	23,123.84
Richmond-Dresden Operating Account	7,693.18
Waldo-Hancock Operating Account	14,749.36

Supervision Charges .0617 on Net Expenditure
 Supervision Charges .0536 on Gross Expenditure

\$6,741,332.59

STATE HIGHWAYS**1933**

Brief descriptions of State Highways 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

York—State Project. This project begins at York Corner and extends towards York Harbor. Culverts were placed in 1932 and project completed in 1933. Total length of project was 0.91 miles all reported in 1933. The work was done by force account under the supervision of Arthur F. Rourke. Type of surface, bituminous macadam. Width of surface, 20 feet. Shoulders, 3 feet. Expenditures in 1933 amount to \$21,903.60.

Kennebunk—Federal Aid Project No. 101-D. This project was completed in 1932. Expenditures carried over to 1933 amount to \$2,164.08.

Biddeford—Federal Aid Project No. E-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, of which the equivalent of 0.23 miles was reported in 1932, leaving 0.53 miles which was completed in 1933. Type of surface, concrete. Width of surface, 30 feet. Shoulders, 4 feet. Contractor, Vito Mininni, Inc., Biddeford, Maine. Expenditures in 1933, \$29,568.97.

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, of which the equivalent of 1.74 miles was reported in 1932, leaving 1.10 miles which was completed in 1933. The project consists of placing new culverts, in reconstructing old State Aid pavement and in widening the concrete road built in 1916 with bituminous macadam base preparatory to placing a new surface. 0.22 miles of Bituminous Macadam Surface was constructed on the prepared base course at the underpass. Width of base, 30 feet. Shoulders, 3 feet. The work was done by force account under the supervision of Arthur F. Rourke. Expenditures in 1933 amount to \$13,194.37.

STATE HIGHWAY—A-SPUR

Kennebunk—Overhead Crossing—State Project. This highway crossing over the Boston and Maine Railroad near the Kennebunk Railroad Station, was constructed by the railroad. The Public Utilities Commission apportioned as the State's share of the cost to be paid by the State Highway Commission, the sum of \$6,459.21.

STATE HIGHWAY—B-S

Poland—State Project. This project was completed in 1932. Expenditures carried over to 1933 amount to \$1,100.19.

STATE HIGHWAY "D"

Edgecomb-Newcastle—Federal Aid Project No. 117-E. This project was started in 1932 and all mileage was reported in that year. Work was not completed in that year but was completed in 1933. Type of surface, bituminous treated gravel. Width of surface, 20 feet. Shoulders, 3 and 4 feet. Contractor, Lawton Construction Company of Providence, R.I. Expenditures in 1933 amount to \$22,609.10.

Damariscotta-Nobleboro—Federal Aid Project No. 117-F. This project was completed in 1932. Expenditures carried over to 1933 amount to \$33,406.65.

Warren-Waldoboro—Federal Aid Project No. E117-G. This project begins at the westerly end of Federal Aid Project 117-C and extends westerly largely over new right of way to

Route 220. Total length of project, 5.50 miles of which 2.28 miles is in Warren and 3.22 miles in Waldoboro. The equivalent of 2.09 miles in Waldoboro was reported in 1932, leaving 2.28 miles in Warren and 1.13 in Waldoboro to be completed in 1933. Type of surface, bituminous treated gravel. Width of surface, 20 feet with 3 and 4 foot shoulders. Contractor, Amos D. Bridge's Sons, Inc., Hazardville, Connecticut. Expenditures in 1933 amount to \$81,409.93.

Waldoboro—Federal Aid Project No. E-117-H. This project begins at Route 220 at the end of Federal Aid Project No. 117-G and extends westerly largely over new right of way to the Nobleboro line. Total length of project 3.52 miles. The equivalent of 1.20 miles was reported in 1932 leaving 2.32 miles which was completed in 1933. Type of surface, bituminous treated gravel. Width of surface, 20 feet with 3 and 4 foot shoulders. Contractor, W. H. Hinman, Inc., Skowhegan, Maine. Expenditures for 1933 amount to \$85,725.23.

Waldoboro—State Project. This project begins easterly of the Town of Waldoboro at the intersection of the highway through the town and the highway around the town, and replaces gravel road built in 1914. Total length of project 1.19 miles, of which the equivalent of 0.90 miles is reported for 1933. Work was done under the supervision of Bert D. Jewett. Type of surface, bituminous treated gravel. Width of surface, 20 feet with 3 and 4 foot shoulders. Expenditures in 1933 amount to \$6,866.30.

Lincolnton—Federal Aid Project No. 104-C. This project was started in 1932 and all mileage was reported in that year. Work was not finished in 1932, but was completed in 1933. Type of surface, bituminous macadam (emulsified asphalt type). Width of surface, 20 feet, with 3 foot shoulders. Contractor, Naugler Brothers, Inc., Brunswick, Maine. Expenditures in 1933 amount to \$16,105.70.

STATE HIGHWAY—D-SPUR

Edgcomb—State Project. This project was completed in 1932. Expenditures for 1933 amount to \$1,253.83.

STATE HIGHWAY—H

The Forks-Caratunk—State Project. This project begins southerly of the Forks-Caratunk line and extends northerly. Total length of project is 1.59 miles of which 0.31 miles is in Caratunk and 1.28 miles in The Forks. This project replaces gravel road built in 1924 and was built to relieve overflow conditions on the old road. The Central Maine Power Company participated in the cost of the project. The equivalent of 0.31 miles is reported for Caratunk and 0.55 miles is reported for The Forks. Type of surface, bituminous treated gravel. Width of surface, 18 feet with 3 foot shoulders. Contractor, Ford & Smiley, Skowhegan, Maine. Expenditures for 1933 amount to \$12,471.83.

Jackman—State Project. This project begins about 1.3 miles south of the railroad crossing and extends southerly. Length of project 0.31 miles all of which is reported in 1933. This project replaces gravel road built in 1923-6. Type of surface, gravel. Width of surface, 18 feet. Shoulders, 3 feet. This project was constructed by force account under the supervision of Sanford E. Bailey. Expenditures for 1933 amount to \$2,578.19.

STATE HIGHWAY—I

Benton—Federal Aid Project No. E-143-A. This project begins at the easterly end of the easterly bridge over the Kennebec River and extends easterly. Total length of project is 1.88 miles of which the equivalent of 0.23 miles was reported for 1932, leaving 1.65 miles which was completed in 1933. Type of surface, concrete. Width of surface, 20 feet with 3 foot shoulders. Contractor, Amos D. Bridge's Sons, Inc., Hazardville, Connecticut. Expenditures for 1933 amount to \$61,948.76.

Benton—Federal Aid Project No. E-142-B. This project begins at the easterly end of Federal Aid Project No. E-143-A and extends northerly to the Clinton line. Total length of project, 3.36 miles, of which the equivalent of 1.00 mile was reported in 1932, leaving 2.36 miles which was completed in 1933. Type of surface, concrete. Width of surface, 20 feet with 3 foot shoulders. Contractor, Amos

D. Bridge's Sons, Inc., Hazardville, Connecticut. Expenditures for 1933 amount to \$103,649.44.

Clinton—Federal Aid Project No. 140-A. This project was completed in 1932. Expenditures carried over to 1933 amount to \$3,261.83.

Burnham-Pittsfield—Federal Aid Project No. E-140-C. This project consists of reconstruction of gravel road built in 1916-17. The project begins at the Clinton line and extends easterly to Federal Aid Project No. 137-A. Total length of project, 5.92 miles of which 2.46 miles is in Burnham and 3.46 miles in Pittsfield. The project was completed in 1933. Type of surface, concrete. Width of surface, 20 feet with 3 foot shoulders. Contractor, D. M. Susi, Pittsfield, Maine. Expenditures for 1933 amount to \$200,590.36.

Etna—Federal Aid Project No. E-110-I. This project begins at the Plymouth line and extends easterly to the Carmel line. Total length of Project, 4.47 miles. An equivalent of 0.45 miles was reported in 1932 leaving 4.02 miles which was completed in 1933. Type of surface, concrete. Width of surface, 20 feet with 3 foot shoulders. Contractor, Joseph McCormick, Jr., of East Providence, R. I., who was unable to complete the work. The project was completed by his bondsmen, The Maryland Casualty Company, who sublet the work to B. Perini & Sons, Inc., of Framingham Massachusetts. Expenditures in 1933 amount to \$183,309.64.

Carmel-Hermon—Federal Aid Project No. 110-G. This project was completed in 1932. Expenditures carried over to 1933 amount to \$11,405.25.

STATE HIGHWAY—J

Dexter—State Project. This project was completed in 1932. Expenditures in 1933 amount to \$3,768.54.

Dover-Foxcroft—State Project. This project begins at the end of the concrete pavement in Monument Square and extends towards Guilford. The project replaces stage construction of 1932 and reconstruction of a gravel surface built in 1920. Length of project 0.57 miles which was completed in 1933. Type of surface, bituminous macadam. Width of surface, 20 feet, Shoulders, 3 feet. The work was done by force

account under the supervision of Arthur F. Rourke. Expenditures in 1933 amount to \$12,717.56.

Abbot—State Project. This project consists of two sections, the first beginning at the Monson town line and extending southerly and the second section filling in a gap between the two sections of Federal Aid Project No. 111-A, making a total of 0.72 miles of which an equivalent of 0.60 miles was constructed in 1933. Type of surface, bituminous treated gravel. Width of surface, 18 feet with 3 foot shoulders. Work was done by force account under the supervision of A. C. Dutton. Expenditures for 1933 amount to \$5,763.29.

STATE HIGHWAY—J-K

LaGrange—State Project. This project consists of two sections, the first section beginning about 700 feet westerly of the Bangor and Aroostook Railroad crossing and extending easterly, and the second section beginning about 1.40 miles easterly of the railroad crossing and extending easterly. Total length of project, 1.02 miles. The equivalent of 0.81 miles was completed in 1933. Type of surface, bituminous treated gravel. Width of surface, 18 feet with 3 foot shoulders. Work was done by force account under the supervision of H. C. Edgerley. Expenditures in 1933 amount to \$8,258.93.

STATE HIGHWAY—K

T-1-R-5—State Project. This project begins at the Silver Ridge town line and extends southerly and consists of the reconstruction of a gravel road built in 1923. Total length of project, 1.33 miles. The equivalent of 0.30 miles was completed in 1933. Type of surface, bituminous treated gravel. Width of surface, 18 feet with 3 foot shoulders. Work was done by force account under the supervision of J. F. Campbell. Expenditures for 1933 amount to \$10,107.03.

Presque Isle—Federal Aid Project No. 92-H. This project was completed in 1932. Expenditures carried over to 1933 amount to \$14,251.75.

Presque Isle—State Project. This project was completed in 1932. Expenditures carried over to 1933 amount to \$7,221.33.

Fort Kent—Federal Aid Project No. 108-G. This project was completed in 1932. Expenditures carried over to 1933 amount to \$5,013.91.

STATE HIGHWAY—K-1

Westfield-Mars Hill—State Project. This project was completed in 1932. Expenditures carried over to 1933 amount to \$5,248.41.

Presque Isle—State Project. This project consists of resurfacing of a gravel road. The project starts at the concrete at Highway "K" and extends southerly to the bituminous macadam. Total length of project, 0.30 miles, is reported in 1933. Type of surface, bituminous macadam. Width of surfacing, variable from 20 feet to 49 feet. Contractor, Boone & Brewer Construction Company, Presque Isle, Maine. Expenditures in 1933 amount to \$11,588.35.

STATE HIGHWAY—M

Brewer—Federal Aid Project No. E-103-H. This project consists in part of the reconstruction of a gravel road built in 1917 and 1921. This project begins at the easterly end of the Bangor-Brewer Bridge, and extends easterly to the Holden line. Total length of project, 3.32 miles, of which 2.15 miles is bituminous macadam (penolithic method) and 1.17 miles is concrete. Work was started in 1932, but all mileage is reported in 1933. Contractor, The Littleton Construction Company, Littleton, N. H. Expenditures in 1933 amount to \$112,227.90.

Holden-Dedham—Federal Aid Project No. 103-E. This project begins at the Brewer line and extends easterly to the end of the Federal Aid Project No. 103-D. Total length of project, 5.89 miles of which 5.35 miles is in Holden and 0.54 miles is in Dedham. Total mileage was reported in 1932. The contractor, The Portland Contracting Company, Inc., of Portland, Maine, was unable financially to complete the work, so that 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 with 3 foot shoulders. Expenditures in 1933 amount to \$50,572.73.

Dedham-Ellsworth—Federal Aid Project No. E-103-G.

This project consists of the reconstruction of a gravel road built previous to 1920 and 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 No. 103-B and No. 103-C. The third section begins at the southerly end of Federal Aid Project No. 103-B and extends southerly to Federal Aid Project No. 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 was reported in 1932, leaving 3.17 miles which was completed in 1933. The 2.46 miles in Dedham was completed and reported in 1933. Type of surface bituminous macadam (penolithic method). Width of surface, 20 feet with 3 foot shoulders. Contractor, Wyman & Simpson, Inc., Augusta, Maine. Expenditures in 1933 amount to \$201,608.05.

Dedham-Ellsworth—Federal Aid Project No. E-103-B.

This project consists principally of resurfacing Federal Aid Project No. 103-B which was a gravel road built in 1927. This project begins at the southerly end of Federal Aid Project No. E-103-G, and extends southerly to section three of Federal Aid Project No. E-103-G in Ellsworth. Total length of project is 1.44 miles, of which 0.73 is in Dedham and 0.71 miles is in Ellsworth. All mileage is reported in 1933. Type of surface, bituminous macadam (penolithic method). Width of surface, 20 feet with 3 foot shoulders. Contractor, Wyman & Simpson, Inc. of Augusta, Maine. Expenditures in 1933 amount to \$23,217.00.

Dedham—Federal Aid Project No. E-103-C. This project consists principally of resurfacing Federal Aid Project No. 103-C, which was constructed of gravel in 1928. This project fills in the gap between first and second section of Federal Aid Project No. E-103-G. Total length of project 0.47 miles which is reported in 1933. Type of surface bituminous macadam (penolithic method). Width of surface, 20 feet with 3 foot shoulders. Contractor, Wyman & Simpson, Inc. of Augusta, Maine. Expenditures in 1933 amount to \$7,288.21.

Ellsworth—Federal Aid Project No. 103-F. This pro-

ject was completed in 1932. Expenditures carried over to 1933 amount to \$34,284.08.

Ellsworth—State Project. This project was completed in 1932. Expenditures carried over to 1933 amount to \$2,322.-71.

STATE HIGHWAY—N

Sullivan—State Project. This project begins about 0.30 miles west of the Gouldsboro line and extends westerly. Total length of project, 0.79 miles. The equivalent of 0.20 miles is reported for 1933. Type of surface, gravel. Width of surface, 18 feet. Shoulders, 3 feet. The work was done by force account under the supervision of E. C. Hanna. Expenditures in 1933 amount to \$1,700.47.

Baileyville-Baring-Calais—Federal Aid Project No. 132-B. This project was completed in 1932. Expenditures carried over to 1933 amount to \$5,366.39.

Indian Township—State Project. This project begins about 0.20 miles north of the Princeton line and extends north-erly. Total length of project, 1.23 miles, all of which is reported in 1933. Type of surface, gravel. Width of surface, 18 feet with 3 foot shoulders. This project was constructed by force account under the supervision of Richard Lawler. Expenditures in 1933 amount to \$12,730.58.

Weston—Federal Aid Project No. E-139-B. This project begins approximately three miles north of the Danforth line and extends southerly to the junction of the road to Danforth Village and the direct road to Calais. Total length of project, 2.20 miles. The equivalent of 1.50 miles was reported in 1932, leaving 0.70 miles which was completed in 1933. Type of surface, bituminous treated gravel. Width of surface, 18 feet with 3 foot shoulders. Contractor, Sawyer & Carlisle Construction Company, Inc., Ellsworth, Maine. The contractor was financially unable to complete the work. The project was taken over by the State Highway Commission and completed by force account under the supervision of W. B. Horsman. Expenditures in 1933 amount to \$31,820.56.

Weston—State Project. This project begins at the south-erly end of Federal Aid Project No. E-139-B and extends southerly via the Danforth Villiage road. It was a part of the

contract under which Project E-139-B was constructed. Total length of project, 0.88 miles. The equivalent of 0.25 miles was completed in 1932, leaving 0.63 miles which was completed in 1933. Type of surface, bituminous treated gravel. Width of surface, 18 feet with 3 foot shoulders. Contractor, Sawyer & Carlisle Construction Company, Inc. of Ellsworth, Maine. The contractor was financially unable to complete the work. The project was taken over by the Commission and completed by force account under the supervision of W. B. Horsman. Expenditures in 1933 amount to \$3,858.15. Length of project, 3.27 miles of which the equivalent of 0.56 miles was reported in 1932 leaving 2.71 miles which was completed in 1933. Type of surface, concrete. Width of surface, 20 feet with 3 foot shoulders. Contractor, Amos D. Bridge's Sons, Inc. of Hazardville, Connecticut. Expenditures in 1933 amount to \$110,622.03.

Topsham—Federal Aid Project No. E-1-A. This project consists of the reconstruction of the southerly end of Federal Aid Project No. 1, built in 1918 and 1919. The project begins at the northerly end of Federal Aid Project No. E-128-B and extends northerly. Total length of project 0.26 miles of which the equivalent of 0.08 miles was reported in 1932, leaving 0.18 miles which was completed in 1933. Type of surface, concrete. Width of surface, 20 feet with 3 foot shoulders. Contractor, Amos D. Bridge's Sons, Inc. of Hazardville, Connecticut. Expenditures in 1933 amount to \$6,474.33.

STATE HIGHWAY—S

Poland—Federal Aid Project No. 80-E. This project was completed in 1932. Expenditures carried over to 1933 amount to \$19,697.11.

Oxford—Federal Aid Project No. 80-D. This project was completed in 1932. Expenditures carried over to 1933 amount to \$5,834.13.

STATE HIGHWAY—T

Grafton—State Project. This project begins at the Upton town line and extends southerly. Total length of project, 0.27 miles of which the equivalent of 0.07 miles was completed in

1933. Type of surface, gravel. Width of surface, 18 feet with 3 foot shoulders. This work was done by force account under the supervision of Bert Brown. Expenditures in 1933 amount to \$2,837.18.

STATE HIGHWAY—X

Dover-Foxcroft—Federal Aid Project No. E-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 and constructed as a state project in 1924 and 1925). Total length of project, 2.82 miles. The equivalent of 2.00 miles was reported in 1932 leaving 0.82 miles which was completed in 1933. Type of surface, bituminous treated gravel. Width of surface, 18 feet with 3 foot shoulders. Contractor, Hector J. Cyr & Company, Inc. of Waterville, Maine. Expenditures in 1933 amount to \$20,032.-71.

STATE HIGHWAY—Y

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

This project was completed in 1932. Expenditures carried over to 1933 amount to \$9,896.58.

STATE HIGHWAY—OSS�PEE TRAIL

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 and Pequaket Trails. Total length of Federal Aid Project, 8.66 miles. An additional 0.04 miles was constructed in Gorham for bridge approaches, making the total length of construction, 8.70 miles, of which 5.65 miles is in Gorham and 3.05 miles is in Standish. The equivalent of 5.25 miles in Gorham and 3.05 miles in Standish was reported in 1932, leaving 0.40 miles in Gorham which was completed in 1933. Type of surface, concrete. Width of surface 20 foot concrete with 3 foot shoulders. Contractor, Amos D. Bridge's Sons, Inc., Hazardville, Connecticut. Expenditures in 1933 amount to \$30,453.53.

Porter—Federal Aid Project No. E-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 equivalent of 2.10 miles was reported in 1932, leaving 0.46 miles which was constructed in 1933. Type of surfacing bituminous treated gravel. Width of surfacing 20 feet. Shoulders 3 feet. Contractor, James E. Watkins Company, Inc. of Amesbury, Massachusetts. Expenditures in 1933 amount to \$13,848.28.

STATE HIGHWAY—PEQUAKET TRAIL

Brownfield—State Project. This project begins about 2.30 miles from the Hiram line and extends northwesterly. Total length of project 0.28 miles. This project was started and completed in 1932. Type of surface, gravel. Width of surface, 18 feet with 3 foot shoulders. This work was done by force account under the supervision of Willis H. Seavey. Expenditures in 1933 amount to \$4,988.89.

STATE HIGHWAY—121

Oxford—Federal Aid Project No. 106-F. This project was completed in 1931. Expenditures carried over to 1933 amount to \$2,457.80.

Minot-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 Hackett Mills. Total length of project 0.33 miles of which 0.15 miles is in Poland and 0.18 miles is in Minot. The equivalent of 0.10 miles in Poland and 0.10 miles in Minot was reported in 1932, leaving 0.05 miles in Poland and 0.08 miles in Minot which was completed in 1933. The work in 1933 consisted of placing a bituminous macadam surface (emulsified asphalt method) over entire project. Width of surface, 20 feet. Shoulders, 3 feet. The work was done by force account under the supervision of Arthur F. Rourke. Expenditures in 1933 in Poland amount to \$4,847.91 and in Minot, \$5,235.39.

STATE HIGHWAY—126

Washington—State Project. This project begins at the junction with route No. 220 and extends westerly. Total

length of project is 2.04 miles. The equivalent of 1.80 miles is reported in 1933. Type of surface, gravel. Width of surface, 18 feet. Shoulders, 3 feet. The work was done by force account under the supervision of A. W. Damm. Expenditures in 1933 amount to \$7,934.18.

STATE HIGHWAY—134

Mount Vernon—State Project. This project consists of three sections, the first section beginning about 1.30 miles south of Vienna line and extending southerly, the second section beginning about 2.25 miles south of the Vienna line and extending southerly, and the third section beginning about 5.65 miles southerly of the Vienna line and extending southerly. Total length of project, 0.96 miles. The work was begun and finished in 1933. Type of surface, gravel. Width of surface, 18 feet. Shoulders, 3 feet. This work was done by force account under supervision of Forest Luce. Expenditures in 1933 amount to \$7,808.93.

STATE HIGHWAY—150

Athens—State Project. This project begins about 1.50 miles south of the Cornville line and extends northerly. Total length of project, 0.44 miles. The work was started and completed in 1933 and mileage reported for 1933. Type of surface, gravel. Width of surface, 18 feet. Shoulders, 3 feet. This work was done by force account under the supervision of C. D. Tewksbury. Expenditures in 1933 amount to \$3,606.25.

STATE HIGHWAY—203

Shapleigh—State Project. This project begins about 0.40 miles south of the Newfield line and extends southerly. This work consists of a cut-off on old road. Total length of project, 0.95 miles. The equivalent of 0.85 miles was completed in 1933. Type of surface, gravel. Width of surface, 18 feet. Shoulders, 3 feet. The work was done by force account under the supervision of L. F. Hersom. Expenditures in 1933 amount to \$6,167.27.

Newfield—State Project. This project begins about 2.00 miles north of the Shapleigh line and extends northerly. The work consists of construction of an unimproved section of

road. Total length of project 0.50 miles. The work was started and completed in 1933. Type of surface, gravel. Width of surface, 18 feet. Shoulders, 3 feet. The work was done by force account under the supervision of H. H. McLeod. Expenditures in 1933 amount to \$5,783.60.

STATE HIGHWAY—214

Berwick—State Project. This project was completed in 1932. Expenditures carried over to 1933 amount to \$839.89.

STATE HIGHWAY—226

Randolph—State Project. This project begins at the Chelsea line and extends southwesterly. The work consists of the reconstruction of an old State Aid gravel road. Total length of project, 0.47 miles. The project was completed in 1933. Type of surface, gravel. Width of surface, 18 feet. Shoulders, 3 feet. The work was done by force account under the supervision of E. E. Jones. Expenditures in 1933 amount to \$4,757.17.

HARRISON TO NORWAY—ROUTE 117

Harrison-Otisfield and Norway—Federal Aid Project No. E-141-A. This project consists of two sections, the first beginning in Harrison Village and extending northeasterly about two and one-half miles, and the second beginning 700 feet west of Crooked River and extending easterly and northerly to the improved State Aid Road 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 equivalent of 2.00 miles in Harrison, 0.20 miles in Otisfield and 0.8 miles in Norway was reported in 1932, leaving 0.67 miles in Harrison, 1.08 miles in Otisfield and 0.89 miles in Norway which was completed in 1933. Type of surface, bituminous treated gravel. Width of surface, 18 feet. Shoulders, 3 feet. Contractor, Ralph E. Bull and D. D. Snyder of Gardner, Massachusetts. 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 Otisfield. Expenditures in 1933 amount to \$65,092.45. This project is not on the State Highway System.

STATE HIGHWAY SUMMARY
Mileage 1914 to 1933 Inclusive

With Corrections Due to Reconstruction 1925 to 1933 Inclusive.

Type	Original Mileage	Reconstruction Mileage		Net Mileage
		Add	Deduct	
Gravel.....	**1084.53	27.93	*149.85	962.61
Macadam.....	2.10	.....	2.10	.....
Sand Clay.....	6.75	.....	6.75	.....
Gravel & Macadam.....	6.68	.....	6.68	.....
Bituminous Macadam.....	295.71	93.34	29.61	359.44
Bituminous Concrete.....	0.13	.....	.....	0.13
Concrete.....	128.51	115.29	10.16	233.64
	1524.41	236.56	205.15	1555.82

*A deduction of 2.87 miles replaced by State Aid in 1930-1-2-3.

A deduction of 0.08 miles of gravel in Thomaston 1930 reported in error. Correction is made on this report.

*A deduction of 1.81 miles replaced in Woolwich in 1931, but not reported.

**Includes 0.47 miles for mileage in Fort Kent 1921-22, but not reported.

The above table includes N. R. A. Projects as follows:

	Original Mileage	Replaced Mileage	Replacement Mileage
Gravel.....	9.73	8.82	0.33
Concrete.....	2.38	0.36	0.08
Bit. Concrete.....	0.13	.....	.....
Bit. Macadam.....	2.48	1.12	9.56

STATE HIGHWAYS
Mileage by Counties—1914-1933—Inclusive

County	Original Mileage	Reconstruction Mileage		Net Mileage
		Add	Deduct	
Androscoggin.....	82.62	18.07	18.16	82.53
Aroostook.....	174.36*	15.53	*16.88	173.01
Cumberland.....	135.56	28.53	30.54	133.55
Franklin.....	69.10	0.61	0.67	69.04
Hancock.....	84.18	26.47	24.11	86.54
Kennebec.....	125.52	24.84	24.01	126.35
Knox.....	38.34	17.17	8.79	46.72
Lincoln.....	65.44	17.90	17.86	65.48
Oxford.....	85.69	5.79	5.79	85.69
Penobscot.....	150.45	24.69	19.46	155.68
Piscataquis.....	67.60	1.28	1.29	67.59
Sagadahoe.....	37.54	5.69	***5.72	37.51
Somerset.....	139.02	15.90	**17.47	137.45
Waldo.....	73.00	6.95	7.18	72.77
Washington.....	98.29	.....	.....	98.29
York.....	97.70	27.14	7.22	117.62
	1524.41	236.56	205.15	1.555.82

*Corrections for 1.33 miles made for replacement by S. A. Construction in 1930-1-2-3. 0.47 miles gravel constructed in 1921 not reported.

**A deduction of 1.54 miles made for replacement by S. A. Construction in 1930-1-2.

***A deduction of 1.81 miles gravel replaced in Woolwich in 1931, but not reported 0.08 miles of gravel in Thomaston in 1930 reported in error as replaced. Corrections made in this report.

1933

STATE HIGHWAYS
CONSTRUCTION AND RECONSTRUCTION

County	Highway	Town	Type of Construction		Length Miles
			Contract	Force Aect.	
Androscoggin . . .	121	Minot		Bit. Mac.	0.08
	121	Poland		Bit. Mac.	0.05
Aroostook	K	1-R-3		Gravel	0.30
	N	Weston	Gravel		1.33
Cumberland	Ossipee Tr.	Gorham	Concrete		0.40
		Harrison*	Gravel		0.67
		Otisfield*	Gravel		1.08
Hancock	M	Ellsworth	Bit. Mac.		3.88
	M	Dedham	Bit. Mac.		3.66
	N	Sullivan		Gravel	0.20
	N-Spur	Ellsworth		Gravel	0.28
	N-Spur	Lamoine		Gravel	0.24
Kennebec	I	Benton	Concrete		4.01
	134	Mt. Vernon		Gravel	0.96
	226	Randolph		Gravel	0.47
Knox	D	Warren	Gravel		2.28
	126	Washington		Gravel	1.80
Lincoln	D	Waldoboro	Gravel	Gravel	4.35
Oxford	O	Mexico		Gravel	0.57
	T	Grafton		Gravel	0.07
	Ossipee Tr. Pequaket Tr.	Porter	Gravel		0.46
		Brownfield	Gravel	Gravel	0.28
		Norway*	Gravel		0.89
Penobscot	I	Etna	Concrete		4.02
	J-K	LaGrange		Gravel	0.81
	M	Brewer	Concrete		1.17
	M	Brewer	Bit. Mac.		2.15
Piscataquis	J	Abbot		Gravel	0.60
	J	Dover-Foxcroft		Bit. Mac.	0.57
	X	Dover-Foxcroft	Gravel		0.82
Sagadahoc	Q	Topsham	Concrete		2.89

County	Highway	Town	Type of Construction		Length Miles
			Contract	Force Acct.	
Somerset	H	Jackman		Gravel	0.31
	H	The Forks	Gravel		0.55
	H	Caratunk	Gravel		0.31
	I	Pittsfield	Concrete		3.46
	150	Athens		Gravel	0.44
Waldo	I	Burnham	Concrete		2.46
Washington	N	Indian Township		Gravel	1.23
York	A	Biddeford	Concrete		0.53
	A	Saco		Bit. Mac.	1.10
	A-Spur	York		Bit. Mac.	0.91
	203	Newfield		Gravel	0.50
	203	Shapleigh		Gravel	0.85

SUMMARY

Gravel	22.65 miles
Bituminous Macadam	12.40 "
Concrete	18.94 "
	53.99 "

*Federal Aid Project not on State Highway System.

STATE HIGHWAYS

Projects Carried over to 1934

County	Highway	Town	Type	Total Length	Length 1933	Carried Over
Aroostook	K	1-R-5	Gravel	1.33	0.30	1.03
Hancock	N	Sullivan	Gravel	0.79	0.20	0.59
Knox	126	Washington	Gravel	2.04	1.80	0.35
Lincoln	D	Waldoboro	Gravel	1.19	0.90	0.29
Oxford	T	Grafton	Gravel	0.14	0.07	0.07
	113	Brownfield	Gravel	0.45	0.28	0.17
Penobscot	J-K	LaGrange	Gravel	1.02	0.81	0.21
Piscataquis	J	Abbot	Gravel	0.72	0.60	0.12
Somerset	H	The Forks	Gravel	1.28	0.55	0.73
York	203	Shapleigh	Gravel	0.95	0.85	0.10

SUMMARY

Gravel...3.66 Miles

STATE HIGHWAY REPLACEMENT TABLES

Mileage previously reported, replaced by State Highway
Construction in 1933.

County	Highway	Town	Original Type	Work Done	Replacement Type	Length Replaced Miles
Aroostook.....	K	Houlton.....	Gravel	1914-15	Bit. Mac.	2.55
	K	New Limerick	Gravel	1914-15	Bit. Mac.	0.98
Cumberland....	K	1-R-5.....	Gravel	1923	Gravel	0.30
	E	Falmouth.....	Con.	1921	Bridge	0.28
Hancock.....	M	Ellsworth.....	Gravel	1915-25-27	Bit. Mac.	4.05
	M	Dedham.....	Gravel	1927-28	Bit. Mac.	3.82
Kennebec.....	G	Waterville.....	Gravel	1917	Bit. Mac.	1.47
	G	Oakland.....	Bit. Mac.	1915-16	Bit. Mac.	1.12
Knox.....	I	Benton.....	Gravel	1917-18	Concrete	0.79
	D	Camden.....	Gravel	1918	Bit. Mac.	1.17
Lincoln.....	D	Warren.....	Gravel	1914	Gravel	2.81
	D	Waldoboro.....	Gravel	1914	Gravel	2.31
Oxford.....	D	*Thomaston...	Concrete			0.08
	B	Fryeburg.....	Gravel	1914	Bit. Mac.	0.36
Penobscot.....	S	Woodstock.....	Gravel	1915-20	Bit. Mac.	0.60
	I	Etna.....	Gravel	1914-15	Concrete	2.63
Piscataquis....	K	Veazie.....	Concrete	1922-23	Concrete	0.08
	M	Brewer.....	Gravel	1915-21	Bit. Mac.	1.77
Sagadahoc.....	J	Abbot.....	Gravel	1923	Gravel	0.39
	J	Dover-Foxcroft	Gravel	1920	Bit. Mac.	0.26
Somerset.....	Q	Topsham.....	Bit. Mac.	1919-20-21	Concrete	0.47
	H	Fairfield.....	Gravel	1922-23	Bit. Mac.	0.87
Waldo.....	H	Caratunk.....	Gravel	1924	Gravel	0.31
	H	The Forks.....	Gravel	1918-24	Gravel	0.51
York.....	H	Jackman.....	Gravel	1923-26	Gravel	0.31
	I	Pittsfield.....	Gravel	1917	Concrete	3.43
Waldo.....	I	Northport.....	Gravel	1914	Bit. Mac.	0.49
	D	Burnham.....	Gravel	1916	Concrete	2.53
York.....	A	Saco.....	Concrete	1916	Bit. Mac.	0.68

SUMMARY—STATE HIGHWAY

Replacement Table—1933

Replaced State Highway Mileage 1925 to 1933 Inclusive

Macadam.....	2.10	miles	
Gravel.....	149.52	"	**
Gravel & Macadam.....	6.68	"	
Sand Clay.....	6.75	"	
Bit. Macadam.....	29.61	"	
Concrete.....	10.16	"	*
Total.....	204.82	"	

*0.08 miles concrete in Thomaston 1916 carried as State Highway should be credited to State Aid.

**Includes 2.87 miles replaced by State Aid 1930-1-2-3. Includes 2.18 miles replaced by State Highway in 1927-31 not reported.

**A correction for 0.08 miles gravel in 1930 in Thomaston reported replaced in error.

STATE AID REPLACEMENT TABLES

Mileage previously reported, replaced by State Highway
Construction—1933

County	Highway	Town	Original Type	Replacement Type	Length Replaced Miles
Androscoggin	121	Minot	Gravel	Bit. Mac.	0.11
	121	Poland	Gravel	Bit. Mac.	0.05
Aroostook	K	Van Buren	Gravel	Gravel	1.31
	N	Weston	Gravel	Gravel	1.33
Cumberland	C	Brunswick	Bit. Mac.	Concrete	0.36
	Ossipee Tr.	Westbrook	Bit. Mac.	Concrete	0.76
	Ossipee Tr.	Gorham	Gravel	Concrete	0.40
	117	Otisfield	Gravel	Gravel	0.16
	117	Harrison	Gravel	Gravel	0.55
Hancock	N	Sullivan	Gravel	Gravel	0.11
	Y	Bucksport	Gravel	Bit. Mac.	0.26
Kennebec	134	Mt. Vernon	Gravel	Gravel	0.84
	226	Randolph	Gravel	Gravel	0.47
Oxford	0	Mexico	Gravel	Gravel	0.57
	0	Hanover	Gravel	Bit. Mac.	0.33
	Ossipee Tr.	Porter	Gravel	Gravel	0.46
	113	Brownfield	Gravel	Gravel	0.28
Penobscot	J-K	LaGrange	Gravel	Gravel	0.23
	M	Brewer	Gravel	Con. & Bit. Mac.	1.12
Piscataquis	J	Dover-Foxcroft	Gravel	Bit. Mac.	0.31
	X	Dover-Foxcroft	Gravel	Gravel	0.76
Sagadahoc	Q	Topsham	Gravel	Concrete	2.98
Somerset	H	The Forks	Gravel	Gravel	0.05
	150	Athens	Gravel	Gravel	0.10
Waldo	D	Belfast	Bit. Mac.	Bit. Con.	0.13
York	A	Biddeford	Bit. Mac.	Concrete	0.52
	A	Saco	Bit. Mac.	Bit. Mac.	0.42
	A-Spur	York	Gravel	Bit. Mac.	0.92
	Ossipee Tr.	Limington	Gravel	Gravel	3.45

THIRD CLASS REPLACEMENT TABLE

Mileage Previously Reported, Replaced by State Highway
Construction—1933

County	Highway	Town	Original Type	Replacement Type	Length Replaced Miles
Cumberland	117	Otisfield	Gravel	Gravel	0.92
Hancock	N-Spur	Ellsworth	Gravel	Gravel	0.33
Oxford	117	Norway	Gravel	Gravel	0.07

STATE HIGHWAYS

Mileage Previously Reported, Replaced by State Aid
Construction—1933

County	Highway	Town	Original Type	Work Done	Replacement Type	Length Replaced Miles
Aroostook	K	Silver Ridge	Gravel	1923-24	Gravel	*0.32
	K	Silver Ridge	Gravel	1923-24	Gravel	**0.55
	K	Silver Ridge	Gravel	1923-24	Gravel	***0.20
	K	Silver Ridge	Gravel	1923-24	Gravel	0.26
Somerset	H	Dennistown	Gravel	1924-25	Gravel	*0.10
	H	Dennistown	Gravel	1924-25	Gravel	**0.10
	H	Dennistown	Gravel	1924-25	Gravel	***0.19
	H	Dennistown	Gravel	1924-25	Gravel	0.30
	H	West Forks	Gravel	1924	Gravel	*0.11
	H	West Forks	Gravel	1922	Gravel	**0.08
	H	West Forks	Gravel	1924	Gravel	***0.15
	H	West Forks	Gravel	1924	Gravel	0.11
	H	Jackman	Gravel	1923-26	Gravel	0.40

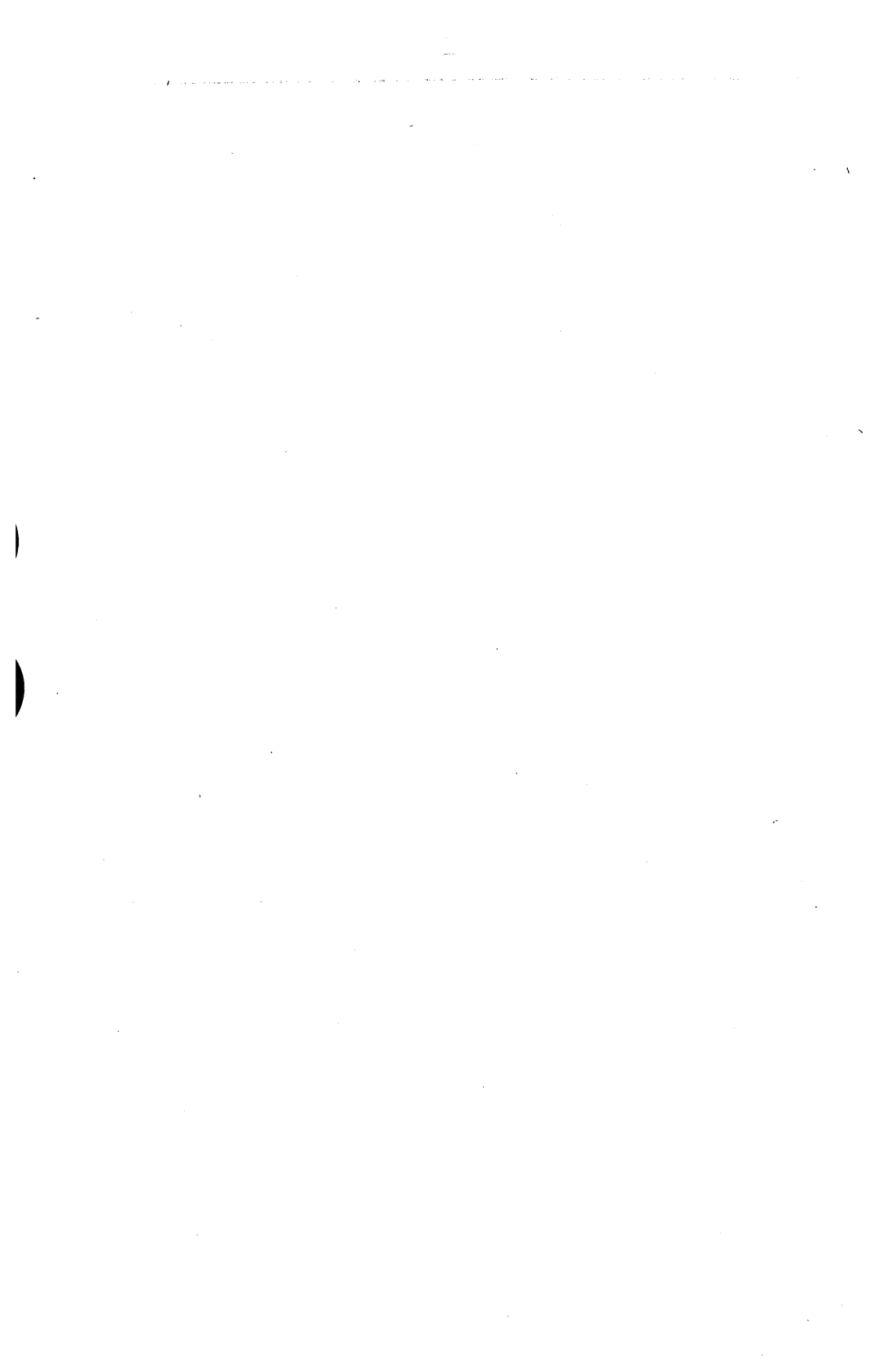
*Not Reported in 1930 0.53 Miles

**Not Reported in 1931 0.73 "

***Not Reported in 1932 0.54 "

Not Reported in 1933 1.07 "

2.87 "



HIGHWAY CONSTRUCTION AND RECONSTRUCTION

January 1, 1933

FAP. No.	Highway	Town	ENGINEERING AND RIGHT OF WAY					Total	Grading
			Surveys	Plans and Computations	Advertising	Engineering and Inspection	General Expense Right of Way		
E101E	A A	Biddeford Biddeford				1,778.95	1,778.95	163.21	
101D	A	Kennebunk		18.33	0.38	77.74	96.45		
118A	A	Saco				113.81	113.81	925.67	
118B	A	Saco-Scarboro					1,361.11		
87E	A	Scarboro					501.73		
101C	A	Wells					0.75		
	A	Wells					0.22		
	A-Spur	York			0.22				
	A-Spur	Berwick		10.00				10.00	
	A-Spur	Kennebunk							
130A	A-Spur	York	13.50	50.00		91.29	154.79	2,072.59	
	A-2	Sanford					9.00		
	B	Fryeburg				76.00	76.00	49.50	
	B-S	Casco					87.34	22.15	
	B-S	Naples				20.00	36.55	28.63	
	B-S	Poland				7.00	11.75	12.50	
	C	Bath	48.20		2.74		50.94		
	C	Brunswick	25.13		2.74		27.87		
121C	C	Cumberland-Yarmouth						207.16	
	C	Yarmouth							
121E	C	Yarmouth-Freeport						46.59	
68B	D	Belfast				11.56	11.56		
	D	Camden	34.62	1,245.90		126.00	1,406.52		
117F	D	Damariscotta-Nobleboro				1,470.98	3,483.25	15,826.76	
104D	D	Edgecomb				12.00	12.00		
63	D	Edgecomb					97.50		
	D	Edgecomb					7.65	4.80	
117E	D	Edgecomb-Newcastle		110.00		1,953.82	945.25	3,009.07	
104C	D	Lincolnton				1,015.10	424.87	1,439.97	
	D	Lincolnton	3.13			40.00		43.13	
104E	D	Northport				12.00	12.00		
	D	Northport	1,631.23			102.00	104.49	1,837.72	
	D	Waldoboro	51.81			1.00		52.81	
E117H	D	Waldoboro				3,645.96	3,154.90	6,800.86	
E117G	D	Waldoboro-Warren				4,547.02	2,974.88	7,521.90	
	D	Warren	9.00					9.00	
	D	Wiscasset	12.00			24.00	140.46	176.46	
	D	Woolwich		181.80		28.00	407.50	617.30	
	D-Spur	Edgecomb					210.66	210.66	
	D-Spur	Waldoboro	4.00			72.00		76.00	
	E	Augusta	54.42					54.42	
	E	Cumberland		57.13				57.13	
	E	Manchester	57.61					57.61	
	E	Winthrop	65.41					65.41	
119B	E	Portland				196.00		196.00	
	F	Avon							
	F	Letter E Plant	44.41	416.00		3.00		463.41	
	F	Madrid	117.86	643.00		53.00		813.86	
	F	Phillips	85.48	1,103.72		2.00		1,191.20	
	F	Rangeley	8.25					8.25	
	F	Rangeley Plant		25.00				25.00	
	F	Sandy River Plant	273.08	591.07		44.00		908.15	
136A	G	Oakland-Waterville				152.30	996.65	1,148.95	
	H	Bingham					4.58	4.58	
	H	Caratunk	144.28	48.33				192.61	
105C	H	Jackman				1.20	35.00	36.20	
105F	H	Solon-Bingham					2.75	2.75	
	H	Solon							
	H	The Folks	412.85	380.66	26.41	596.44	356.84	1,773.20	
E142B	I	Benton				2,211.00	900.00	3,111.00	
E143A	I	Benton		12.48	77.14	2,177.17	16.20	2,282.99	

AN FUND
EXPENDITURES ON STATE HIGHWAYS
December 31, 1933

LABOR AND MATERIALS							Grand Total	Federal Aid Credits	Miscellaneous Credits
Base	Culverts	Surfacing	Bridges	Guard Rail	Detours	Total			
26.00						26.00	26.00		
803.52	645.19	28,069.80				29,681.72	31,460.67	34,947.07	Sack Credit 1,879.20 Cement sold 12.50 Cancel check 25.00
124.18	1,298.67	2,092.63 151.97	10,567.92	12.15		2,092.63 13,080.56	2,189.08 13,194.37		
	121.47					121.47	1,361.11 501.75		
		7.15				7.15	121.47 0.75		County share land damage 2,828.75
023.72	2,062.96	15,589.54	6,459.21			6,459.21 21,748.81	6,459.21 21,903.60		
		0.40		48.30		48.30 97.80	48.30 173.80		Cancel check R-W 50.00 Sale of Material 3.62
				23.05		23.05 51.68	23.05 108.23		Cancel check R-W 3.20
	13.44	1,055.50				1,081.44	1,100.19		
		256.68				256.68	50.94		
		51.33				51.33	27.87		
		149.93				149.93	463.84		
							51.33		
							196.52		Trans. from Maint. 150.63
095.33	3,168.36	1,731.63		878.52	101.82	28,802.42	33,756.65	16,154.20	Cancel check R-W 350.00
							12.00		
							97.50		
							4.80		
689.80	5,216.52	2,634.63		1,962.18		19,600.03	22,609.10	20,417.42	Trans. from bridge Fund 974.90
377.80	4,267.81	1,461.39		894.68		14,715.73	16,155.70	8,098.54	Cancel check 50.00
							43.13		
							12.00		
792.60	427.57	1,016.40				6,848.12	1,837.72		Cancel check R-W 34.63
075.23	5,081.93	12,027.39		4,768.00		79,500.67	86,301.53	73,865.35	Cancel check 576.30
711.09	7,523.36	10,507.85		6,932.36		73,913.03	81,434.93	50,974.88	Cancel check 25.00
							9.00		
							176.46		
		1.17		16.91		1,043.17	617.30		
							1,253.83		
							76.00		
							54.42		
							57.13		
							57.61		
							65.41		
							196.00		Cancel check 150.00
							463.41		
							813.86		
							1,191.20		
							8.22		
							25.00		
							908.15		
				64.35	47.67	130.94	1,279.88	1,568.89	Cancel check 500.00
							4.55		
936.28	160.71	833.29				2,541.99	192.61		
		54.72				54.72	2,578.19		
312.50	1,274.12					10,526.82	54.72		C.M.P. Co. 5,400.00 Cancel check 20.80
							12,300.02		
695.00	10,439.02	76,533.64		2,922.88		104,592.54	107,703.54	88,575.44	Sack credit 4,054.10
452.00	6,073.41	41,349.57		1,428.49		64,507.07	66,790.06	48,792.14	Sale of Bldg. 500.00 Cancel ck. 660.00 Sack cr. 4,181.30

CONSTRUCTION AND RECONSTRUCTIVE

January 1, 19

FAP. No.	High-way	Town	ENGINEERING AND RIGHT OF WAY						Total	Grading
			Surveys	Plans and Computations	Adver-tising	Engineer-ing and Inspection	General Expense Right of Way			
E140C	I	Burnham-Pittsfield		23.82	.98	5,777.05	4,026.60	9,828.45	17,268	
	I	Benton				2.22		2.22		
	I	Burnham	63.95			38.41		102.36		
110E	I	Carmel		26.79				26.79		
110G	I	Carmel-Hermon		60.50		154.95	1,956.51	2,171.96	17	
140A	I	Clinton		5.08		174.90		179.98		
E110I	I	Etna	49.32	60.70		7,248.45	1,278.91	8,637.38	37,969	
110H	I	Newport-Plymouth				117.76		118.14		
140B	I	Pittsfield				141.45		141.45		
137A	I	Pittsfield-Detroit-Palm- yra				195.55	3.33	198.88		
	I	Etna				35.00		35.00		
	I	Palmyra . . . . .					.75	.75	
	I	Pittsfield				20.00		20.00		
	I	Winslow								
	J	Abbot	31.08	36.74		82.47		150.29	3,777	
	J	Dexter				159.25		159.25	496	
	J	Dover-Foxcroft	4.88	7.00	.22	125.78		137.88	2,464	
	J-K	Dover-Foxcroft					3.34	3.34		
	J-K	Howland	24.02	774.94				798.96	62	
	J-K	LaGrange	38.91	389.51		133.03		561.45	4,147	
92G	K	Caribou				27.50		27.50		
92F	K	Connor-Cyr				27.50		27.50		
108E	K	Frenchville					21.67	21.67		
108G	K	Fort Kent				74.65		74.65	1,379	
	K	Houlton		648.02				648.02		
	K	New Limerick	258.36	301.63		6.67		566.66		
	K	1-R-5	135.89				27.81	163.70	3,473	
	K	Old Town	293.77	264.47			8.96	567.20		
138A	K	Old Town-Milford		45.83		23.25		69.08		
92H	K	Presque Isle				725.75		726.14	3,166	
	K	Presque Isle				30.00		30.00	1,726	
	K	Van Buren		833.84				833.84	17	
108I	K	Van Buren				55.90		55.90		
	K	Veazie	124.24	427.15		26.12	.56	578.07		
	K-1	Mars Hill					1.50	1.50		
	K-1	Presque Isle				364.35		364.35	2,019	
	K-1	Westfield				556.55	608.00	1,164.55	1,565	
	L	Belfast	25.00					25.00		
	L	Prospect					3.00	3.00		
	L	Searsport	344.05	622.14				966.19		
84A	L	Frankfort					150.00	150.00		
84E	L	Hampden		13.62		10.00		275.00	298.62	
	L-Spur	Prospect					470.39	470.39		
	L-Y	Stockton Springs	208.33	879.65		16.74	1.20	1,105.92	142	
127B	L-Y	Stockton Springs-Prosp- ect					25.00	25.00		
127C	L-Y	Verona								
E103H	M	Brewer	96.83	345.55	0.97	4,604.93	479.00	5,527.08	10,798	
E103G	M	Dedham-Ellsworth				10,209.74	527.87	10,737.61	43,021	
E103B	M	Dedham-Ellsworth				142.50		142.50	360	
103F	M	Ellsworth				1,928.39	639.30	2,567.69	2,696	
E103C	M	Dedham				7.21		7.21		
	M	Dedham					28.05	1,331.84	1,359.89	
	M	Ellsworth							748	
	M	Holden								
103E	M	Holden-Dedham		105.90		500.46	809.35	1,415.71	17,871	
112B	M-Spur	Bar Harbor								
112C	M-Spur	Bar Harbor							14	
	M-Spur	Bar Harbor								
139A	N	Amity-Orient				212.99	22.50	235.49	1,196	
132B	N	Baileyville-Baring-Calais Danforth				945.36	915.25	1,861.00	503	
133A	N	Danforth	186.81	291.16			36.00	513.97		
	N	Dennysville					450.00	450.00		
	N	East Machias							15	
	N	Indian Township	82.50			1.38		83.88	1,584	
	N	Sullivan	110.89			2.66		113.55	1,344	
	N	Weston				12.00		12.00	2,767	
E139B	N	Weston		50.34		2,300.08	25.00	2,375.42	8,127	
	N	Whiting	3.20	1,354.32			25.00	1,382.52		
	N-Spur	Eastport				44.00	103.17	147.17		
	N-Spur	Ellsworth							277	
	N-Spur	Lamoine	62.09			2.15		64.24	1,107	
	N-Spur	Whiting		75.00				75.00		
	O	Mexico				22.27		22.27	1,906	

AN FUND
EXPENDITURES ON STATE HIGHWAYS—Continued
December 31, 1933

LABOR AND MATERIALS									
Base	Culverts	Surfacing	Bridges	Guard Rail	Detours	Total	Grand Total	Federal Aid Credits	Miscellaneous Credits
614.51	13,635.03	127,255.57		5,286.24		200,059.57	209,888.02	188,946.48	Stock refund 649.86 Cancel ck. 75.00 Sack cr. 8,572.80
		611.07				611.52	613.74		
		21.75				21.75	124.11		
							26.79		Can. check 5.00
958.24	1,015.94	6,733.60		508.51		9,233.29	11,455.25	11,380.46	Cancel check 50.00
	56.65	3,000.00			25.20	3,081.85	3,261.83		
606.40	12,359.01	117,608.56		124.04	1,565.39	181,692.56	190,329.94	166,840.38	Can. check 14.40 Sack cr. 7,005.90
	8.00					8.00	118.14	25,065.00	Maint. trans.
	34.97					34.97	149.45	6,249.76	200.00
							198.88		
		1,440.00				1,440.00	69.97		
							.75		
							45.45		
374.72	192.25			268.24		5,613.00	5,763.29		
945.51	1,411.43	754.56		.88		3,609.29	3,768.54		
702.43	406.91	9,005.89				12,579.68	12,717.56		
							3.34		
1,851.38	698.46					62.73	861.69		
						7,697.48	8,258.93		
							27.50		
							27.50		
112.19	927.26	2,408.84		111.51		4,939.26	5,013.91	3,448.36	
							21.67		
1,147.65	321.85					9,943.33	648.02		
							566.66		
2,891.00	164.15	2,485.81		145.14	4,672.79	13,525.61	14,251.75	4,190.52	
2,492.82	2,181.59	608.16		182.00		7,191.33	7,221.33		
						17.48	851.32		
							55.90		
							578.07		
							10.50		
2,137.65	3,226.13	3,840.69		9.00		9.00	11,224.00		
446.65	718.95	1,075.45		277.46		4,083.86	5,248.41		Cancel ck. 31.00
							25.00		
							3.00		
							966.19		
							150.00		
							298.62		
							470.39		Cancel ckeek
									R-W 300.00
626.79				90.45		769.37	1,875.29		Cancel ck. 7.70
						90.45	115.45		
	26.76					26.76	26.76		
2,711.66	15,939.23	45,785.05		3,311.22		108,545.55	114,072.63	93,905.51	Sack cr. 1 833.80
2,036.22	13,171.67	35,190.45		7,450.15		190,870.44	201,608.05	190,829.26	Can. ck. 10.00
0,440.00	612.00	10,173.00		1,489.50		23,074.50	23,217.00	14,610.93	Fgt. ref. 0.93
8,318.53	2,860.96	7,162.99		404.24	280.90	31,724.37	34,292.06	13,968.83	Cancel ck. 7.98
3,737.70		2,915.10		628.20		7,281.00	7,288.21	4,490.92	
				18.75		18.75	18.75		
	6.34	219.38		23.90		998.05	2,357.94		Cement sold 35.23
237.50		237.50				475.00	475.00		
2,136.56	7,150.99	12,395.42				49,554.12	50,969.83	12,822.20	Cancel cks. 397.10
		728.91				728.91	728.91		
						14.00	14.00		
165.00				169.63		1,530.68	1,766.17	2,345.41	Sale of land 100.00
	65.60	592.44		2,364.10		3,525.89	5,386.89	13,575.61	Ref. W.U. 1.06
				2.19		2.19	2.19		Cancel ck. 20.00
							513.97		
							450.00		
7,467.40	652.22	2,971.53				12.25	12.25		Cancel ck. 29.68
	246.52					12,676.38	12,760.26		
997.65		81.00				1,586.92	1,700.47		
8,032.18	1,675.54	8,941.70		2,668.67		3,846.15	3,858.15		
						29,445.14	31,820.56	7,362.18	
							1,382.52		
							147.17		
566.36	2.52	150.80				994.08	994.08		
839.95	146.85	15.20				2,109.60	2,173.84		
							75.00		
	85.98	207.81		84.24		2,287.72	2,309.99		

HIGHWAY
CONSTRUCTION AND RECONSTRUCTION
January 1, 1933

FAP. No.	Highway	Town	ENGINEERING AND RIGHT OF WAY					Total	Grading
			Surveys	Plans and Computations	Advertising	Engineering and Inspection	General Expense Right of Way		
E1A E128B	P	Augusta		759.65				759.65	
	P	Chelsea					20.00	57.50	18.69
	P	Jefferson					20.00	20.00	
	P	Rockland							9.00
	P	Somerville							115.24
	P	Washington	9.41	34.28		20.00	625.78	689.47	
	Q	Topsham						393.43	646.76
	Q	Topsham				3,229.42	959.57	4,248.59	13,610.92
	Q	Topsham		59.60					
	R	Belmont						20.00	94.46
	R	Liberty						10.00	
	R	Palermo						6.00	6.00
80D	R	Searsmont						279.88	1,292.42
80E	S	Oxford			38	129.50	150.00	1,120.53	6,475.92
	S	Poland			39	1,108.23	11.91	801.00	571.44
	S	Woodstock	70.44					140.17	2,393.64
	T	Grafton	138.97			1.20		52.38	68.33
122B	V	Farmington						120.71	235.82
131A	V	Mercer-Norridgewock						450.00	450.00
85B	X	Bangor						250.00	250.00
85G	X	Charleston						200.00	1,435.36
E85H	X	Dover-Foxcroft				1,235.36		68.15	3,830.72
	X	Dover-Foxcroft							7.00
	Y	Bucksport							
91A	Y	Bucksport							
129B	Y	Bucksport-Orland	3.22			245.71	715.00	963.93	2,145.23
91C	Y	Orrington					185.00	185.00	200.00
	Y	Norington							131.88
	Z	Lewiston	131.88						137.00
	Z	Lisbon				136.00	1.00		6.00
	Z	Topsham							574.13
	Oss. Tr.	Cornish	240.15	333.98					
135A	Oss. Tr.	Gorham							
135B	Oss. Tr.	Gorham-Standish		76.14		1,046.17	28.00	1,150.31	3,599.40
	Oss. Tr.	Limington	221.90	1,682.59		36.00	34.28	1,974.77	
126B	Oss. Tr.	Porter				134.00	200.00	334.00	
E126C	Oss. Tr.	Porter				1,447.39	282.12	1,729.51	3,049.84
	Oss. Tr.	Standish							
	Oss. Tr.	Westbrook	58.34	475.34					533.68
	Peq. Tr.	Baldwin	53.57	37.34					90.91
	Peq. Tr.	Brownfield	84.95	14.50		2.13	75.00	176.58	3,402.47
	Peq. Tr.	Standish	53.56	37.34					90.90
	Sok. Tr.	Dayton					11.00		11.00
	Sok. Tr.	Hollis					27.79		27.79
	Sok. Tr.	Lyman					220.00		220.00
	121	Minot	4.80	69.89	22		168.58	243.49	801.03
106E	121	Mechanic Falls					25.00		25.00
106F	121	Oxford					55.00		55.00
	121	Poland			22	54.90	388.16	443.28	785.11
	126	Jefferson					.78		.78
	126	Pittston					135.00		135.00
	126	Randolph	7.53						7.53
	126	Wales				20.00	147.37		167.37
	126	Webster	.40						.40
	126	Whitefield							2.22
	126	Washington	139.23	45.22		6.00	360.39	550.84	3,787.27
	127	Dresden					191.67		191.67
	132	Waldoboro					200.00		200.00
	134	Mt. Vernon	134.02			12.65		146.67	2,301.07
	137	Freedom					345.73		345.73
	150	Athens	83.56	55.97		2.15	100.00	241.68	1,198.12
	174	Ellsworth	361.69					361.69	
129A	174	Orland					2.01		2.01
	203	Newfield	68.45					68.45	3,436.74
	203	Shapleigh				41.00		41.00	2,382.07
	214	Berwick					166.16		166.16
	226	Randolph	30.20			13.00		43.20	1,836.47
E141A		Harrison-Otisfield-Norway	104.00			3,460.04	331.88	3,895.92	25,229.92
		Expense of issuing bonds							
85F	X	Kenduskeag-Corinth							
Totals			7,240.46	16,218.96	114.17	70,977.57	38,426.48	132,977.64	390,608.16

AN FUND
EXPENDITURES ON STATE HIGHWAYS—Concluded
December 31, 1933

LABOR AND MATERIALS							Grand Total	Federal Aid Credits	Miscellaneous Credits
Base	Culverts	Surfacing	Bridges	Guard Rail	Detours	Total			
						18.69	759.65		
				26.80		26.80	76.19		
	10.20					10.20	26.80		
				135.00		144.00	30.20		
				158.00		273.24	144.00		
		611.07				611.07	962.71		Posts sold 6.25
1,003.77	175.89	3,803.04		451.44		6,080.90	6,474.33	7,986.62	
2,120.77	3,595.03	79,268.45		3,450.66		112,045.84	116,294.43	106,244.14	Sack cr. 5,532.40
				22.50		22.50	22.50		Cancel ck.
	8.89	3.70		141.72		248.77	268.77		140.00
				19.04		19.04	29.04		
							6.00		
2,334.78	486.05	1,135.88		305.12		5,554.25	5,834.13	5,928.03	
7,035.68	2,942.90	1,517.98		604.10		18,576.58	19,697.11	6,142.17	
							871.44		
	287.87			15.50		2,697.01	2,837.18		
		443.23				443.23	563.94	4,494.84	Cancel ck. 25.00
						235.82	450.00		
3,331.00	2,011.35	7,962.28		1,462.00		18,597.35	20,032.71	8,480.88	
		.82				7.82	75.97		
	9.39					9.39	9.39		
2,651.11	3,038.54	1,175.44		472.33		9,482.65	10,446.58	1,949.12	Cancel ck. 550.00
						200.00	200.00		
							185.00		
							131.88		
							137.00		
							6.00		
							574.13		
3,792.99	7,430.91	11,496.22		48.30		48.30	48.30		Cancel ck. 2.10
				3,652.20		29,971.72	31,122.03	18,331.03	Sack Cr. 668.50
							1,974.77		
1,239.11	131.65	5,070.31		2,348.03		131.65	465.65		Cancel ck. 5.00
	411.48					12,118.77	13,848.28	8,900.44	Cancel ck. 1.00
							533.68		Cancel ck. 2.00
1,264.39	145.45					4,812.31	4,988.89		
							90.91		
	26.64					12.30	228.06		
		4,541.44		119.43		5,461.90	5,705.39		Cancel check
							25.00		R/W 470.00
16.00	496.48	2,887.46		34.40		2,402.80	2,457.80		
				219.58		4,404.63	4,847.91		
	40.00					104.22	105.00		
		1.68				40.00	175.00		
						59.38	66.91		
							167.37		
							40		
3,353.05	243.02					2.22	2.22		
						7,383.34	7,934.18		
	13.33			97.65		110.98	191.67		
4,031.02	230.35	692.16		407.66		7,662.26	7,808.93		
	6.16					6.16	351.89		
1,114.62	242.13	643.85		165.85		3,364.57	3,606.25		
							361.69		
							2.01		
1,293.22	272.67	413.86		298.66		5,715.15	5,783.60		
2,956.83	49.17	711.96		26.24		6,126.27	6,167.27		
				73.73		673.73	839.89		
2,423.71	118.67	335.12				4,713.97	4,757.17		
8,245.20	6,289.83	15,275.67		6,175.91		61,216.53	65,112.45	52,453.37	Cancel ck. 20.00
							583.30		
									Trans. from
									Maint. 395.48
97,376.96	157,099.77	737,778.52	17,027.13	66,514.28	6,693.77	1,763,098.59	1,896,659.53	1,324,336.38	49,595.18

**WORK UNDER NATIONAL INDUSTRIAL
RECOVERY ACT**
of June 16, 1933 (Public No. 67, 73rd Congress)

Under Title II, Section 204, of the National Industrial Recovery Act of 1933, the sum of \$400,000,000.00 was made available for grants to the highway departments of the several states, to be expended by such departments in accordance with the provisions of the Federal Highway Act, approved November 9, 1921, and rules and regulations approved by the Secretary of Agriculture and the Special Board of Public Works.

Under the provisions of this Act there was apportioned to Maine the sum of \$3,369,917.00. The Rules and Regulations required:

1. That not more than 50 per cent of the funds apportioned to any State be applied to projects on the Federal-aid highway system outside of the corporate limits of municipalities, classified as N. R. H. projects.
2. That not less than 25 per cent of such funds be applied to projects on extensions of the Federal-aid highway system into and through municipalities, classified as N. R. M. projects, and
3. That not more than 25 per cent of such funds be applied to secondary or feeder roads, classified as N. R. S. projects.

The allotment of this fund to the above classes of work was as follows:

1. N. R. H. projects—48 per cent, or	\$1,617,560.00
2. N. R. M. projects—27 per cent, or	909,878.00
3. N. R. S. projects—25 per cent, or	842,479.00
Total	\$3,369,917.00

Following are statements of work undertaken on each class of project during 1933.

**UNITED STATES PUBLIC WORK PROJECTS
N. R. H. PROJECTS**

STATE HIGHWAY—B

Fryeburg—U. S. P. W. Project No. N. R. H. 130-B. This project consists of two sections, the first section beginning about 4 miles easterly of the New Hampshire line and extending easterly to the westerly end of Federal Aid Project No. 130-A, and the second section beginning at the easterly end of Federal Aid Project No. 130-A and extending easterly. The work consists of the reconstruction of a gravel road constructed in 1914. The total length of the project is 1.30 miles. The equivalent of 0.36 miles was constructed in 1933. Type of surface, bituminous macadam (emulsified asphalt penetration method). Width of surface, 20 feet. Shoulders, 3 feet. Contractor, the Lewiston Crushed Stone Company of Lewiston, Maine. Expenditures in 1933 amount to \$9,394.98.

STATE HIGHWAY—D

Woolwich—U. S. P. W. Project No. N. R. H. 116-A. This project begins about 0.10 miles from the Carlton Bridge near the end of a concrete road and extends easterly over new location to the westerly end of concrete road constructed in 1930. Total length of project, 0.65 miles. Work was started in 1933 but no mileage was reported for that year. Type of surface, bituminous treated gravel designed for a future pavement. Width of surface, 20 feet. Shoulders, 3 feet. Contractor, General Contracting Company of Bath, Maine. Expenditures in 1933 amount to \$9,668.55.

Wiscasset—U. S. P. W. Project No. N. R. H. 116-C. This project begins at the Wiscasset Bridge and extends north-westerly. The work consists of reconstruction of an old gravel road. Total length of project 0.23 miles. Work began in 1933 but no mileage was reported. Type of construction, bituminous macadam (standard penetration method). Width of surface, 20 feet. Through the village square the area from pavement to curbs was constructed of bituminous treated gravel. The rest of the project had gravel shoulders varying from 3 feet to 10 feet. Contractor, J. P. McCabe, Inc. of South

Boston, Massachusetts. Expenditures in 1933 amount to \$4,906.68.

Camden—U. S. P. W. Project No. N. R. H. 104-D. This project begins at the end of concrete in Camden and extends northeasterly. The work consists of reconstruction of old bituminous macadam and gravel road built in 1918. Total length of project, 1.86 miles. The equivalent of 1.17 miles was completed in 1933. Type of surface, bituminous macadam (emulsified asphalt penetration method). Width of surface, 20 feet. Shoulders, 3 feet. Contractor, Amos D. Bridge's Sons, Inc. of Hazardville, Connecticut. Expenditures in 1933 amount to \$31,395.31.

Northport—U. S. P. W. Project No. N. R. H. 104-E. This project begins at the Lincolnville line and extends northeasterly. This work consists of the reconstruction of a gravel road built in 1914. The total length of this project is 0.98 miles. The equivalent of 0.49 miles was constructed in 1933. Type of surface, bituminous macadam (emulsified asphalt penetration method). Width of surface, 20 feet. Shoulders, 3 feet. Contractor, Amos D. Bridge's Sons, Inc. of Hazardville, Connecticut. Expenditures for 1933 amount to \$18,241.27.

STATE HIGHWAY—D-SPUR

Waldoboro—U. S. P. W. Project No. N. R. H. 117-I. This project begins at Highway "D" and extends southerly to Waldoboro Village. Total length of project, 0.52 miles. The equivalent of 0.37 miles was constructed in 1933. Type of surface, bituminous macadam (standard penetration method). Width of surface, 20 feet. Shoulders, 3 feet. Contractor, Amos D. Bridge's Sons, Inc. of Hazardville, Connecticut. Expenditures in 1933 amount to \$14,874.47.

STATE HIGHWAY—F

Phillips—U. S. P. W. Project No. N. R. H. 119-E. This project consists of the construction of two bridges. Expenditures in 1933 amount to \$13,889.64. For additional data see report on bridge construction.

Madrid—U. S. P. W. Project No. N. R. H. 146-B. This project consists of the construction of a bridge. Expenditures

in 1933 amount to \$8,006.88. For additional data see report on bridge construction.

Madrid-Sandy River—U. S. P. W. Project No. N. R. H. 146-A. This project consists of three sections for approaches to new bridges and the elimination of curvature. Total length of project is 1.81 miles. Work was started late in 1933 but no mileage reported. Type of surface, bituminous treated gravel. Width of surface, 18 feet. Shoulders, 3 feet. Contractor, Kerr & Small of Rumford, Maine. Expenditures in 1933 amount to \$735.43.

STATE HIGHWAY—G

Oakland—U. S. P. W. Project No. N. R. H. 136-A. This project begins at the Waterville line and extends westerly to the Messalonskee Bridge. The work consists of surfacing Federal Aid Project No. 136-A. Total length of project is 1.40 miles. The equivalent of 1.12 miles was completed in 1933. Type of surface, bituminous macadam (emulsified asphalt penetration method). Width of surface, 20 feet. Shoulders, 3 feet. Contractor, Amos D. Bridge's Sons, Inc. of Hazardville, Connecticut. Expenditures in 1933 amount to \$13,760.54.

STATE HIGHWAY—H

Fairfield—U. S. P. W. Project No. N. R. H. 150-A. This project begins at the end of Federal Aid Project No. 20 and extends southerly. The work consists of the reconstruction of a gravel road built in 1922-23. Total length of project is 2.65 miles. The equivalent of 0.87 miles was constructed in 1933. Type of surface, bituminous macadam (emulsified asphalt penetration method). Width of surface, 20 feet. Shoulders, 3 feet. Contractor, Wyman & Simpson, Inc. of Augusta, Maine. Expenditures in 1933 amount to \$20,544.90.

STATE HIGHWAY—K

Veazie—U. S. P. W. Project No. N. R. H. 42. This project begins 400 feet southerly of the overhead crossing and extends northerly over new location to a point about 800 feet northerly of the grade crossing. Total length of project, 0.97 miles. The equivalent of 0.24 miles was completed in 1933.

Type of surface, concrete. Width of surface, 20 feet. Shoulders, 3 feet. Contractor, Hughes Brothers, Bangor, Maine. Expenditures in 1933 amount to \$11,954.94.

Houlton—U. S. P. W. Project No. N. R. H. 145-A. This project begins at the junction of Highway "K" and "K-Spur" and extends westerly to the New Limerick line. The work consists of the reconstruction of a gravel road built in 1914-15. Total length of project, 3.13 miles. The equivalent of 2.50 miles was completed in 1933. Type of surface, bituminous macadam (emulsified asphalt penetration method). Width of surface, 20 feet. Shoulders, 3 feet. Contractor, J. P. McCabe, Inc. of South Boston, Massachusetts. Expenditures in 1933 amount to \$29,348.89.

New Limerick—U. S. P. W. Project No. 145-B. This project begins at the Houlton line and extends westerly. The work consists of the reconstruction of a gravel road built in 1914-15. Total length of project 1.23 miles. The equivalent of 0.98 miles was constructed in 1933. Type of surface, bituminous macadam (emulsified asphalt penetration method). Width of surface, 20 feet. Shoulders, 3 feet. Contractor, Amos D. Bridge's Sons, Inc. of Hazardville, Connecticut. Expenditures in 1933 amount to \$8,899.27.

Van Buren—U. S. P. W. Project No. N. R. H. 108-H. This project begins at the B. & A. Railroad Crossing and extends northerly. Total length of project, 0.87 miles. The equivalent of 0.70 miles was constructed in 1933. Type of surface, concrete. Width of surface, 20 feet. Shoulders, varying widths. Contractor, J. P. McCabe, Inc. of South Boston, Massachusetts. Expenditures in 1933 amount to \$44,530.79.

Van Buren—U. S. P. W. Project No. N. R. H. 108-I. This project consists of two sections. The first section begins at the northerly end of U. S. P. W. Project No. N. R. H. 108-H and extends northwesterly. The second section begins about 1.8 miles northerly of the end of the first section and extends northwesterly. Total length of project, 3.75 miles. The equivalent of 2.25 miles was completed in 1933. Type of surface, bituminous treated gravel. Width of surface, 18 feet. Shoulders, 3 feet. Contractor, Cyr & Soucy, Lille, Maine. Expenditures in 1933 amount to \$35,130.88.

STATE HIGHWAY—O

Mexico—U. S. P. W. Project No. N. R. H. 148-A. This project begins at the easterly end of the Swift River Bridge and extends southeasterly. The work consists of the reconstruction of old State Aid gravel road. Total length of project is 0.87 miles. Work was started in 1933, but no mileage reported. Type of surface, bituminous macadam (standard penetration method). Width of surface, 20 feet. Shoulders, 3 feet. Contractor, D. D. Snyder, Inc. of Gardner, Massachusetts. Expenditures in 1933 amount to \$2,560.63.

Rumford—U. S. P. W. Project No. N. R. H. 148-C. This project begins at U. S. P. W. Project No. N. R. M. 148-B and extends westerly. The work consists of the reconstruction of an old gravel road. Total length of project, 0.30 miles. The equivalent of 0.11 miles was completed in 1933. Type of surface bituminous macadam (standard penetration method). Width of surface, 20 feet. Shoulders, 3 feet. The work was done by force account under the supervision of W. T. Welch. Expenditures in 1933 amount to \$6,145.23.

Hanover—U. S. P. W. Project No. N. R. H. 148-D. This project begins about 3.2 miles westerly of the Rumford line and extends westerly. The work consists of straightening and reconstructing the old gravel road. Length of project, 0.45 miles. The equivalent of 0.33 miles was constructed in 1933. Type of surface, bituminous macadam (emulsified asphalt penetration method). Width of surface, 20 feet. Shoulders, 3 feet. Contractor, W. H. Hinman, Inc. of Skowhegan, Maine. Expenditures in 1933 amount to \$11,251.13.

STATE HIGHWAY—S

Woodstock—U. S. P. W. Project No. N. R. H. 93-B. This project begins about 1.0 mile easterly of Bryant Pond and extends westerly. The work consists of the reconstruction of a gravel road built in 1915-20. Total length of project, 0.70 miles. The equivalent of 0.60 miles was constructed in 1933. Type of surface, bituminous macadam (emulsified asphalt penetration method). Width of surface, 20 feet. Shoulders, 3 feet. Contractor, W. H. Hinman, Inc. of Skowhegan, Maine. Expenditures in 1933 amount to \$26,173.74.

STATE HIGHWAY—Y**Bucksport—U. S. P. W. Project No. N. R. H. 91-D.**

This project begins at the end of Federal Aid Project No. 129-B and extends northerly. The work consists of reconstructing an old gravel road. Total length of project, 1.68 miles. The equivalent of 0.25 miles was constructed in 1933. Type of Surface, bituminous macadam (emulsified asphalt penetration method). Width of surface, 20 feet. Shoulders, 3 feet. Contractor, Wyman & Simpson, Inc., Augusta, Maine. Expenditures in 1933 amount to \$8,207.91.

Orrington—U. S. P. W. Project No. N. R. H. 91-F.

This project begins at the Brewer line and extends southerly. The work consists of the reconstruction of old State Aid gravel road. Total length of project, 1.99 miles. Construction was started late in 1933 and no mileage was reported. Type of surface, bituminous macadam (emulsified asphalt penetration method). Width of surface, 20 feet. Shoulders, 3 feet. Contractor, Amos D. Bridge's Sons, Inc. of Hazardville, Connecticut. Expenditures in 1933 amount to \$1,685.51.

STATE HIGHWAY—Z**Lisbon—U. S. P. W. Project No. N. R. H. 147-A.**

This project begins at the Topsham line and extends northwesterly. This work consists of reconstruction of a gravel road built in 1917. Total length of project 0.93 miles. Work was started in 1933, but no mileage reported. Type of surface, bituminous macadam (emulsified asphalt penetration method). Width of surface, 20 feet. Shoulders, 3 feet. Contractor, R. E. Bull of Fitchburg, Massachusetts. Expenditures in 1933 amount to \$4,361.39.

STATE HIGHWAY—OSSIPEE TRAIL**Limington—U. S. P. W. Project No. N. R. H. 144-A.**

This project begins at the westerly end of Saco River Bridge and extends northwesterly. The work consists of reconstruction of a State Aid gravel road built in 1921-22. Total length of project, 5.48 miles. The equivalent of 3.45 miles was constructed in 1933. Type of surface, bituminous treated gravel. Width of surface, 20 feet. Shoulders, 3 feet. Contractor, D. M. Susi of Pittsfield, Maine. Expenditures in 1933 amount to \$35,812.33.

**UNITED STATES PUBLIC WORKS PROJECTS
N. R. M. PROJECTS**

STATE HIGHWAY—A

Biddeford-Saco—U. S. P. W. Project No. N. R. M. 118-C. This project consists of the construction of a bridge over the Saco River. Expenditures in 1933 amount to \$20,016.29. For additional data see bridge construction report.

STATE HIGHWAY—C

Brunswick—U. S. P. W. Project No. N. R. M. 121-F. This project begins at the junction of Highway "Q" and "C" and extends westerly to concrete built in 1930. The work consists of the reconstruction of State Aid bituminous macadam built in 1918. Total length of project, 0.56 miles. Work was completed in 1933. Type of surface, concrete. Width of surface, 40 feet to Union Street and 20 feet to end of project. Shoulders vary from 8 to 10 feet. Contractor Amos D. Bridge's Sons, Inc. of Hazardville, Connecticut. Expenditures in 1933 amount to \$27,875.84.

STATE HIGHWAY—D

Belfast—U. S. P. W. Project No. N. R. M. 68-B. This project begins about 500 feet north of Church Street and extends northerly to junction of State Highways "D" and "R." Total length of project 0.39 miles. Work was started in 1933 and the equivalent of 0.13 miles constructed. Type of surface, bituminous concrete (2" Warrenite Bitulithic) on a bituminous macadam (emulsified asphalt method) base. Width of surface, mostly 20 feet with about 350 feet of widened area varying in width from 47 feet to 52 feet. Shoulders, 5 and 8 feet. Contractor, Warren Brothers Roads Company of Cambridge, Massachusetts. Expenditures in 1933 amount to \$4,873.75.

STATE HIGHWAY—E

Portland—U. S. P. W. Project No. N. R. M. 9-B. This project begins at Allen's Corner and extends northerly to the Falmouth line. The work consists of the reconstruction of a bituminous macadam road. Total length of project is 1.70

miles. Work was started in 1933 and the equivalent of 0.65 miles was completed. Type of surface, bituminous macadam (emulsified asphalt penetration method). Width of surface, 30 feet. Shoulders, 3 feet. Contractor, Ralph E. Bull of Fitchburg, Mass. Expenditures in 1933 amount to \$20,701.79.

Auburn—U. S. P. W. Project No. N. R. M. 13-B. This project begins at end of bituminous macadam surface and extends northerly to High Street. The work consists in reconstruction of city pavement. Total length of project 0.55 miles. Work was started in 1933 and the equivalent of 0.20 miles is reported for that year. Type of surface, concrete. Width of surface, 30 feet with concrete curb. Contractor, J. H. Simonds Company of Portland, Maine. Expenditures in 1933 amount to \$7,427.00.

STATE HIGHWAY—G

Waterville—U. S. P. W. Project No. N. R. M. 136-A. This project begins at the Messalonskee Bridge and extends westerly to the Oakland line. The work consists of surfacing a part of Federal Aid Project No. 136-A which was completed in 1932. Total length of project, 1.84 miles. The work was started in 1933 and the equivalent of 1.47 miles reported for 1933. Type of surface, bituminous macadam (emulsified asphalt penetration method). Width of surface, 20 feet. Shoulders, 3 feet. Contractor, Amos D. Bridge's Sons, Inc. of Hazardville, Connecticut. Expenditures in 1933 amount to \$19,736.09.

STATE HIGHWAY—H

Augusta—U. S. P. W. Project No. N. R. M. 151-A. This project consists of surfacing the old car track area from Myrtle Street northerly. Type of surface, concrete. Width of surface, 9 feet. The work was completed in 1933. Length of project, 0.26 miles. No mileage is included in the tables as it has been reported previously as State Aid Construction when the rest of the pavement was built. Contractor, Stewart & Williams, Inc. of Augusta, Maine. Expenditures in 1933 amount to \$5,679.33.

Madison—U. S. P. W. Project No. N. R. M. 152-A. This project begins at H. & W. Street and extends northeasterly to

Main Street. Length of project 0.70 miles. The equivalent of 0.52 miles is reported in 1933. Type of surface, bituminous macadam (standard penetration method). Width of surface, 20 feet. Shoulders 8 feet. Contractor, W. H. Hinman Inc. of Skowhegan, Maine. Expenditures in 1933 amount to \$11,519.63.

STATE HIGHWAY—N

Calais—U. S. P. W. Project No. N. R. M. 132-C. This project begins at the end of Federal Aid Project No. 132-B. and extends northeasterly to Chandler Street. Total length of project, 1.69 miles. Work was started in 1933 but no mileage is reported. Type of surface, bituminous macadam. Width of surface, 20 feet. Shoulders, 3 and 8 feet. Contractor, J. P. McCabe, Inc. of South Boston, Massachusetts. Expenditures in 1933 amount to \$8,278.83.

STATE HIGHWAY—N-SPUR

Eastport—U. S. P. W. Project No. N. R. M. 115-B. This project begins about 1400 feet northerly of the M. C. R. R. crossing and extends northerly. Total length of project, 1.41 miles. Work was started but no mileage is reported for 1933. Type of surface, bituminous treated gravel. Width of surface, 18 feet. Shoulders, 3 feet. Contractor, The Lane Construction Corporation of Meriden, Connecticut. Expenditures in 1933 amount to \$1,064.33.

STATE HIGHWAY—O

Rumford—U. S. P. W. Project No. N. R. M. 148-B. This project begins at the Mexico-Rumford bridge and extends southeasterly to U. S. P. W. Project N. R. H. 148-C at the Village Corporation line. Length of project 0.66 miles. The equivalent of 0.25 miles is reported for 1933. Type of surface, bituminous macadam (standard penetration method). Width of surface, 20 feet. Shoulders, variable. The work was done by force account under the supervision of W. T. Welch. Expenditures in 1933 amount to \$5,991.81.

STATE HIGHWAY—OSSIPEE TRAIL

Westbrook—U. S. P. W. Project No. N. R. M. 135-C.

This project begins southerly of the Gorham line and extends northerly to the Gorham line. Total length of project, 0.76 miles. Work was completed and mileage is reported for 1933. Type of surface, concrete. Width of surface, 20 feet. Shoulders, 3 feet. Contractor, Amos D. Bridge's Sons, Inc. of Hazardville, Connecticut. Expenditures in 1933 amount to \$31,976.59.

1933

UNITED STATES PUBLIC WORKS PROJECTS

N. R. H. Projects

County	Highway	Town	Type of Construction		Length Miles
			Contract	Force Acct.	
Aroostook	K	Houlton.....	Bit. Mac.		2.50
		New Limerick....	Bit. Mac.		0.98
		Van Buren.....	Concrete		0.70
		Van Buren.....	Gravel		2.25
Hancock	Y	Bucksport.....	Bit. Mac.		0.25
Kennebec	G	Oakland.....	Bit. Mac.		1.12
Knox	D	Camden.....	Bit. Mac.		1.17
Lincoln.....	D-Spur	Waldoboro.....	Bit. Mac.		0.37
Oxford.....	B	Fryeburg.....	Bit. Mac.		0.36
		Rumford.....	Bit. Mac.		0.11
		Hanover.....	Bit. Mac.		0.33
		Woodstock.....	Bit. Mac.		0.60
Penobscot.....	K	Veazie.....	Concrete		0.24
Somerset.....	H	Fairfield.....	Bit. Mac.		0.87
Waldo.....	D	Northport.....	Bit. Mac.		0.49
York.....	Ossipee Trail	Limington.....	Gravel		3.45

SUMMARY N. R. H. PROJECTS

Gravel.....	5.70 Miles
Bit. Macadam.....	9.15 "
Concrete.....	0.94 "
	<hr/> 15.79 "

1933

**UNITED STATES PUBLIC WORKS PROJECTS
N. R. M. PROJECTS**

County	Highway	Town	Type of Construction		Length Miles
			Contract	Force Acct.	
Androscoggin	E	Auburn	Concrete		0.20
Cumberland,	C	Brunswick	Concrete		0.56
	E	Portland	Bit. Mac.		0.65
	Ossipee Trail	Westbrook	Concrete		0.76
Kennebec	G	Waterville	Bit. Mac.		1.47
	H	Augusta*	Concrete		
Oxford	O	Rumford	Bit. Mac.		0.25
Somerset	H	Madison	Bit. Mac.		0.52
Waldo	D	Belfast	Bit. Concrete		0.13

SUMMARY N. R. M. PROJECTS

Bit. Macadam	2.89	Miles
Bit. Concrete	0.13	"
Concrete	1.52	"
	<u>4.54</u>	"

*State Aid Project widened for 0.26 miles but no mileage reported.

STATE HIGHWAYS

United States Public Works Projects Carried Over to 1934
N. R. H. PROJECTS

County	Highway	Town	Type	Total Length	Length 1933	Carried Over
Androscoggin.....	Z	Lisbon.....	Bit. Mac.	0.93		0.93
Aroostook.....	K	Houlton.....	Bit. Mac.	3.13	2.50	0.63
	K	New Limerick....	Bit. Mac.	1.23	0.98	0.25
	K	Van Buren.....	Concrete	0.87	0.70	0.17
	N	Houlton.....	Bit. Mac.	0.35	2.25	1.50
Cumberland.....	E	Falmouth.....	Bit. Con.	4.44		4.44
	E	Cumberland.....	Bit. Con.	1.40		1.40
Franklin.....	F	Madrid.....	Gravel	0.94		0.94
	F	Sandy River	Gravel	0.87		0.87
Hancock.....	Y	Bucksport.....	Bit. Mac.	1.68	0.25	1.43
Kennebec.....	G	Oakland.....	Bit. Mac.	1.40	1.12	0.28
Knox.....	D	Camden.....	Bit. Mac.	1.86	1.17	0.69
Lincoln.....	D	Wiscasset.....	Bit. Mac.	0.23		0.23
	D-Spur	Waldoboro.....	Bit. Mac.	0.52	0.37	0.15
Oxford.....	B	Fryeburg.....	Bit. Mac.	1.30	0.36	0.94
	O	Hanover.....	Bit. Mac.	0.45	0.33	0.12
	O	Mexico.....	Bit. Mac.	0.87		0.87
	O	Rumford.....	Bit. Mac.	0.30	0.11	0.19
	S	Woodstock.....	Bit. Mac.	0.70	0.60	0.10
Penobscot.....	K	Veazie.....	Concrete	0.97	0.24	0.73
	Y	Orrington.....	Bit. Mac.	1.99		1.99
Piscataquis.....	J	Guilford	Bit. Mac.	0.64		0.64
	J	Monson.....	Gravel	1.50		1.50
Sagadahoc.....	D	Woolwich.....	Gravel	0.65		0.65
Somerset.....	H	Fairfield.....	Bit. Mac.	2.65	0.87	1.78
Waldo.....	D	Northport.....	Bit. Mac.	0.98	0.49	0.49
York.....	Oss. Tr.	Limington.....	Gravel	5.48	3.45	2.03

SUMMARY

Gravel..... 7.49 Miles
 Bit. Macadam..... 12.06 "
 Bit. Concrete..... 5.84 "
 Concrete..... 0.90 "

26.29 "

STATE HIGHWAYS

United States Public Works Projects Carried Over to 1934
N. R. M. PROJECTS

County	Highway	Town	Type	Total Length	Length 1933	Carried Over
Androscoggin.....	E	Auburn	Concrete	0.55	0.20	0.35
Cumberland.....	A	So. Portland	Bit. Mac.	0.71		0.71
	E	Portland	Bit. Mac.	1.70	0.65	1.05
Kennebec.....	G	Augusta	Bit. Mac.	0.37		0.37
	G	Waterville.....	Bit. Mac.	1.84	1.47	0.37
Oxford.....	O	Rumford	Bit. Mac.	0.66	0.25	0.41
Somerset.....	H	Madison.....	Bit. Mac.	0.70	0.52	0.18
Waldo.....	D	Belfast.....	Bit. Con.	0.39	0.13	0.26
Washington.....	N	Calais.....	Bit. Mac.	1.69		1.69
	N-Spur	Eastport.....	Gravel	1.41		1.41

SUMMARY

Gravel.....	1.41	Miles
Bit. Macadam.....	4.78	"
Bit. Concrete.....	0.26	"
Concrete.....	0.35	"
	<u>6.80</u>	"

NATIONAL INDUSTRIAL CONSTRUCTION AND RECONSTRUCTION

August 1, 1933

U. S. P. W. N. R. H.

FAP. No.	High-way	Town	ENGINEERING AND RIGHT OF WAY					Total	Grading
			Surveys	Plans and Computations	Adver-tising	Engineer-ing and Inspection	General Expense Right of Way		
130B	B	Fryeburg.....	93.24	256.10	56.55	785.78	1,191.67	5,430.38	
104D	D	Camden.....	12.54	71.05	2.76	1,060.13	1,048.79	9,202.73	
104E	D	Northport.....	109.40	270.76	3.55	397.83	1,131.54	11,237.51	
116C	D	Wiscasset.....	117.91	100.86	53.98	446.18	718.93	2,296.88	
116A	D	Woolwich.....	65.17	133.35	41.04	380.82	9,048.17	9,668.55	
116B	D	Woolwich.....	1.92	461.17	87.52	543.22	1,093.83	360.94	
117I	D	Waldoboro.....	71.79	142.33	4.30	526.23	744.65	2,518.43	
10	E	Cumberland.....		336.42	21.82	2.70	685.07	328.68	
9	E	Falmouth.....		660.54	21.83	2.70	685.07	328.68	
11	E	Gray.....	310.79	17.89			1,054.56	773.47	
119E	F	Phillips.....		94.83	38.48	921.25	773.47	53.03	
146B	F	Madrid.....		6.35	37.34	729.78	53.03	735.43	
119D	F	Phillips.....		53.03			53.03	550.51	
146A	F	Sandy River-Madrid.....	238.97	258.54	39.29	198.63	1,408.28	1,701.42	
136A	G	Oakland.....		20.08	1.61	528.82	216.94	5,050.07	
150A	H	Fairfield.....	344.58	256.97	2.28	804.45	216.94		
143B	H	Fairfield.....		216.94			216.94		
111B	J	Guilford.....	266.01	361.67	5.26	36.61	669.55		
88C	J	Monson.....	396.10	488.26	3.66	123.14	1,011.16	24.32	
88C	J	Shirley.....	24.32				24.32		
92C	K	Connor.....		142.21	51.85		194.06		
92I	K	Caribou.....	195.75	134.35			330.10		
145A	K	Houlton.....	2.20	54.84	2.67	1,539.54	2,754.40	4,353.65	
145B	K	New Limerick.....	19.90	123.17	2.77	596.56	742.40	2,311.93	
108H	K	Van Buren.....	2.02	9.58	2.66	1,476.89	1,491.15	5,821.79	
108I	K	Van Buren.....		9.58	25.67	1,470.74	1,505.99	7,294.00	
42	K	Veazie.....	334.85	88.61	4.29	537.91	3,785.27	4,750.93	
139C	N	Houlton.....	119.33	196.11	1.22		316.66		
99F	N	Machias.....	418.38	843.36			1,261.74		
148D	O	Hanover.....	113.01	154.68	3.55	278.86	550.10	7,870.63	
148A	O	Mexico.....	185.39	187.30	8.31	368.29	749.29	739.38	
148C	O	Rumford.....		60.67	23.57	224.85	309.09	1,879.15	
93B	S	Woodstock.....	355.30	209.41	63.21	687.25	10.50	1,325.67	
91E	Y	Brewer.....	39.28	23.04			62.32		
91D	Y	Bucksport.....	318.95	507.82	51.14	648.78	1,526.69	3,470.53	
91F	Y	Orrington.....	657.05	923.46	2.82	68.85	33.33	1,685.51	
147A	Z	Lisbon.....	220.72	285.01	44.67	490.62	5.00	1,046.02	
144A	Oss. Tr.	Limington.....	80.45	63.55	38.91	1,646.81		1,829.72	
Totals.....			\$5,115.32	\$8,223.89	\$748.58	\$17,524.22	\$16,488.98	\$48,100.99	\$119,277.53

RECOVERY HIGHWAY FUND
EXPENDITURES ON STATE HIGHWAYS

December 31, 1933

OBJECTS

LABOR AND MATERIALS							Grand Total	Miscellaneous Credits
Base	Culverts	Surfacing	Bridges	Guard Rail	Detours	Total		
1,782.99	989.94					8,203.31	9,394.98	
2,194.25	8,330.54	19.00				29,746.52	31,395.31	
4,039.88	1,832.34					17,109.73	18,241.27	
1,575.00	315.87					4,187.75	4,906.68	
							9,668.55	
							1,093.83	
7,198.01	3,447.38	966.00				14,129.82	14,874.47	
							360.94	
							685.07	
							328.68	
			12,835.08			12,835.08	13,889.64	
			7,233.41			7,233.41	8,006.88	
							53.03	
							735.43	
6,597.73	15.95	4,894.93				13,210.03	13,760.54	
8,645.00	5,441.55					19,136.62	20,544.90	
							216.94	
							669.55	
							1,011.16	
							24.32	
							194.06	
							330.10	
8,662.50	3,898.04					24,997.44	29,351.09	Refund 2.20
4,395.64	1,449.30					8,156.87	8,899.27	
3,937.50	4,427.19	28,853.16				43,039.64	44,530.79	
0,794.44	15,536.45					33,624.89	35,130.88	
35.00	4,203.83	6.59			4.38	7,204.01	11,954.94	
							316.66	
							1,261.74	
2,275.00	555.40					10,701.03	11,251.13	
703.15	368.81					1,811.34	2,560.63	
870.27	3,086.72					5,836.14	6,145.23	
3,051.56	3,681.32					24,848.07	26,173.74	
							62.32	
2,126.25	1,084.44					6,681.22	8,207.91	
							1,685.51	
357.00	572.25					3,315.37	4,361.39	
1,000.94	6,421.39					33,982.61	35,812.33	
0,242.11	65,658.71	34,739.68	20,068.49		4.38	329,990.90	378,091.89	2.20

NATIONAL INDUSTRIAL
CONSTRUCTION AND RECONSTRUCTION

August 1, 1933

U. S. P. W. N. R. M.

FAP. No.	High-way	Town	ENGINEERING AND RIGHT OF WAY					Total	Grading
			Surveys	Plans and Computations	Adver-tising	Engineer-ing and Inspection	General Expense Right of Way		
118C	A	Biddeford-Saco.....		16.77	29.64	1,163.65		1,210.09	
118D	A	Biddeford.....	276.07	162.38		8.00		446.45	
101F	A	Biddeford.....	261.88	211.00		8.00		480.88	
118E	A	So. Portland.....	66.96	139.98	2.77			209.71	
116D	C	Bath.....	427.68	171.81			10.13	609.62	
121F	C	Brunswick.....	326.05	172.19	9.50	925.99		1,433.73	2,288.50
65B	D	Belfast.....	100.54	266.94	3.55	475.89		846.92	1,067.50
13	E	Auburn.....	113.72					113.72	
13B	E	Auburn.....	528.51	215.75	28.10	489.08		1,261.44	2,718.81
13C	E	Auburn.....		39.51				39.51	
9B	E	Portland.....	259.52	397.90	45.20	754.63	50.00	1,507.25	10,214.18
95B	F	Auburn.....		144.67				144.67	
96C	F	Farmington.....	31.61					31.61	
97F	F	Farmington.....	136.06	139.72				275.78	
256A	G	Augusta.....	172.29	245.17	1.23			418.69	
136A	G	Waterville.....	23.82	24.87	1.19	808.57		858.45	2,090.88
151A	H	Augusta.....	15.52	55.73	3.56	149.93		224.74	613.00
150B	H	Fairfield.....	186.26	322.34	2.08			510.68	
152A	H	Madison.....	151.85	200.95	24.73	378.66		756.19	1,968.75
150C	H	Waterville.....	94.66	9.69	.59			104.94	
103I	M	Bangor-Brewer.....		237.93	11.77			249.70	
132C	N	Calais.....	384.01	583.85	62.32	671.99		1,702.17	1,807.14
132D	N	Calais.....			3.04			3.04	
115B	N-Spur	Eastport.....	386.01	272.49	30.41	369.42		1,058.33	
148B	O	Rumford.....	219.49	219.11	11.68	190.83		641.11	1,680.44
148C	O	Rumford.....							1.00
40B	Q	Hallowell.....	91.25	234.67				325.92	
91E	Y	Brewer.....	371.98	877.32				1,249.30	
129C	Y	Ellsworth.....	61.59	344.94				406.53	.70
135C	Oss. Tr.	Westbrook.....	8.28	10.41	2.61	909.53		930.83	3,058.41
Totals.....			\$4,695.61	\$5,718.09	\$273.97	\$7,304.20	\$60.13	\$18,052.00	\$27,509.31

RECOVERY HIGHWAY FUND
 EXPENDITURES ON STATE HIGHWAYS
 to December 31, 1933
 PROJECTS

LABOR AND MATERIALS							Grand Total	Miscellaneous Credits
Base	Culverts	Surfacing	Bridges	Guard Rail	Detours	Total		
			18,806.20			18,806.20	4.80	To be transferred to Administrat
							20,016.29	in 1934
							446.45	
							480.88	
							209.71	
							609.62	
735.00	1,049.48	22,369.13				26,442.11	27,875.84	
1,302.00	1,657.33					4,026.83	4,873.75	
							113.72	
2,952.37	494.38					6,165.56	7,427.00	
							39.51	To be transferred to "F" Auburn
5,259.00	3,720.86	.50				19,194.54	20,701.79	L. Fund in 1934
							144.67	
							31.61	
							275.78	
							418.69	
10,210.12	535.49	6,041.15				18,877.64	19,736.09	
20.32		4,821.27				5,454.59	5,679.33	
							510.68	
8,436.31	358.38					10,763.44	11,519.63	
							104.94	
							249.70	
1,506.79	3,148.73	114.00				6,576.66	8,278.83	
							3.04	
							6.00	
1,695.84	1,974.42					5,350.70	5,991.81	
	78.20					79.20	79.20	To be transferred to NRH in 1934
							325.92	Credit
							1,249.30	
							407.23	
4,562.26	3,608.91	19,591.87		224.31		31,045.76	31,976.59	
36,680.01	16,632.18	52,937.92	18,806.20	224.31		152,789.93	170,846.73	

CONSTRUCTION
U. S. PUBLIC WORKS N. R. S. PROJECTS 1933
EXPENDITURES TO DECEMBER 31, 1933

County	Highway	Project No. NRS	Town	Cost Right of Way	Cost Advertising	Cost Engineering and Supervision	Cost Labor and Material	Total***	Federal Credits	Project Length Miles	Type of Surface	Length Carried Over to 1934 Miles	Length Completed in 1933 Miles	
Androscoggin . . .	S.A.	202	Durham			274.12	7,325.95	7,600.07	5,164.81	0.84	Gravel		0.84	
	S.A.	173	Greene			172.30	5,331.34	5,503.64	4,663.44	0.37	Gravel		0.37	
	S.A.	153	Leeds			276.76	7,785.90	8,062.66	5,460.55	1.09	Gravel		1.09	
	S.A.	155	Livermore Falls		21.16	188.66		209.82			Bridge			
	S.A.	201	Mechanic Falls }			252.55	7,188.94	7,441.49	4,681.14	0.33	Gravel		0.33	
	T.C.	201	Minot }							0.24	Gravel		0.24	
	S.A.	203	Wales }							0.24	Gravel		0.24	
							319.39	5,106.59	5,425.98	515.85				
							176.41	5,423.99	5,600.40	1,343.31	0.28	Gravel		0.28
							90.77	4,705.48	4,796.25	4,671.66	0.65	Gravel		0.65
Aroostook	S.A.	174-2	Caribou							0.50	Gravel	0.12	0.38	
	S.A.	205	Castle Hill }							0.32	Gravel		0.32	
	S.A.	205	Mapleton }			122.31	7,211.42	7,333.73	4,535.15					
	S.A.	204	Eagle Lake }			187.99	5,449.73	5,637.72	4,186.55	0.32	Gravel		0.32	
	S.A.	174-1	Ft. Fairfield }			182.44	14,281.41	14,463.85	10,161.39	0.46	Gravel		0.46	
	T.C.	207-1	Ft. Kent }			201.11	7,872.43	8,073.54		1.53	Gravel	0.22	1.31	
	S.A.	170	Reed Plantation }			470.00	16,904.42	17,377.67	4,884.94	0.47	Gravel		0.47	
	S.A.	206	St. Francis }	3.25		209.66	7,186.80	7,396.46	7,344.22	1.97	Gravel	0.41	1.56	
	S.A.	207-2	Wallagrass }							0.75	Gravel		0.75	
							358.27	3,831.46	4,189.73	0.43	Gravel	0.05	0.38	
Cumberland	S.A.	207-2	Wallagrass }								Bridge			
	S.A.	211	Bridgton }			127.96	2,794.56	2,922.52	1,988.12	0.29	Gravel		0.29	
	S.A.	156	Brunswick }								Bridge			
	S.A.	156	Harpwell }		22.08	212.61		234.69			Bridge			
	S.A.	157	Cape Elizabeth }			165.00	6,082.92	6,247.92	2,529.13	0.25	Gravel	0.02	0.23	
	S.A.	157	Scarboro }											
	S.A.	209	Casco }			122.66	5,477.15	5,599.81	1,921.98	0.09	Gravel	0.02	0.07	
	T.C.	208	Gorham }			247.29	8,285.29	8,532.58	3,551.68	0.47	Gravel		0.47	
	S.A.	208	Standish }							0.09	Gravel		0.09	
	S.A.	182	Harrison }			234.56	13,501.04	13,735.60	5,291.76	1.01	Gravel		1.01	
S.A.	182	Naples }							*1.75	Gravel		1.75		
S.A.	185	North Yarmouth }		4.22	494.34	16,697.85	17,196.41	7,470.36	0.43	Gravel		0.43		
									1.94	Gravel		1.94		

CONSTRUCTION
U. S. PUBLIC WORKS N. R. S. PROJECTS 1933
EXPENDITURES TO DECEMBER 31, 1933—Continued

County	Highway	Project No. NRS	Town	Cost Right of Way	Cost Advertising	Cost Engineering and Supervision	Cost Labor and Material	Total	Federal Credits	Project Length Miles	Type of Surface	Length Carried Over to 1934 Miles	Length Completed in 1933 Miles	
Franklin	S.A.	210	Portland			31.74	15,801.63	15,833.37		0.16	Granite Blk		0.16	
	S.A.	181	Standish			174.36	9,565.22	9,739.58	5,076.88	0.88	Gravel		0.88	
	S.A.	168	Industry							0.06	Gravel		0.06	
						282.24	6,638.63	6,920.87	3,871.18					
	S.A.	168	Starks							0.54	Gravel		0.54	
	S.A.	212	Jay							0.60	Gravel		0.60	
						272.61	9,642.42	9,915.03	6,062.41					
Hancock	S.A.	212	Wilton							0.24	Gravel		0.24	
	S.A.	160	Lang Plantation			266.83	9,114.97	9,381.80	7,532.88	0.95	Gravel		0.95	
	S.A.	169-1	New Vineyard							0.65	Gravel		0.65	
						436.68	9,406.36	9,843.04	6,986.05					
	S.A.	169-2	New Portland							0.27	Gravel		0.27	
	S.A.	172	Weld			426.41	6,701.11	7,127.52	4,810.89	0.91	Gravel	0.04	0.87	
	T.C.	158	Bar Harbor			222.60	13,952.49	14,175.09		**0.77	Gravel		0.77	
	S.A.	214	Mariaville	3.25		181.01	7,626.41	7,810.67	5,774.92	0.61	Gravel		0.61	
	T.C.	216	Mt. Desert			205.52	7,665.69	7,871.21	4,077.96	0.49	Gravel		0.49	
	"Y"	213	Orland			213.75	7,265.74	7,479.49	5,048.08	1.06	Gravel		1.09	
Kennebec	S.A.	215	Sedgwick			197.26	7,360.08	7,557.34	3,047.19	0.63	Gravel		0.63	
	T.C.	163	Albion		18.60	373.71		392.31			Bridge			
	T.C.	164	Gardiner			113.49	6,898.62	7,012.11	6,570.32	0.46	Gravel		0.46	
	S.A.	165	Litchfield			149.79	6,445.47	6,595.26	5,184.62	0.78	Gravel		0.78	
	T.C.	222	Monmouth			138.99	2,204.00	2,342.99	2,076.21	0.15	Gravel		0.15	
	S.A.	217	Pittston			336.26	5,568.03	5,904.29	2,879.93	0.54	Gravel		0.54	
	T.C.	190	Readfield			119.47	8,692.74	8,812.21	6,236.56	0.84	Gravel		0.84	
	T.C.	218	Wayne			124.22	2,698.08	2,822.30	2,493.16	0.28	Gravel		0.28	
	T.C.	194	West Gardiner			94.57	5,450.12	5,544.69	5,324.49	0.46	Gravel		0.46	
	T.C.	220	Windsor			82.30	1,802.16	1,884.46	351.87	0.24	Gravel		0.24	
	S.A.	219	Winslow		3.25	222.79	7,867.27	8,093.31	5,098.54	0.80	Gravel		0.80	
	S.A.	221	Winthrop			203.14	4,695.49	4,898.63	2,381.96	0.43	Gravel		0.43	
	Knox	S.A.	189	Appleton			195.30	7,157.08	7,352.38	4,797.36	0.77	Gravel		0.77
		S.A.	225	Hope			154.76	4,046.66	4,201.42	2,159.08	0.27	Gravel		0.27
S.A.		224	Vinal Haven			244.93	5,461.06	5,705.99	2,736.48	0.22	Gravel		0.22	
T.C.		223	Washington			179.06	7,671.52	7,850.58	4,341.53	0.49	Gravel		0.49	
Lincoln	S.A.	227	Bristol			169.22	5,334.75	5,503.97	3,604.11	0.35	Gravel		0.35	
	S.A.	229	Dresden			104.13	3,704.54	3,808.67	2,775.11	0.36	Gravel		0.36	
	S.A.	230	Edgecomb			156.85	3,697.70	3,854.55	2,655.80	0.27	Gravel		0.27	
	"196"	226	Jefferson			346.23	7,583.95	7,930.18	3,054.34	1.22	Gravel		1.22	
	S.A.	228	Somerville			141.72	1,802.05	1,943.77	1,790.65	0.18	Gravel		0.18	
	S.A.	184	Whitefield			175.74	5,832.82	6,008.56	5,100.53	0.64	Gravel		0.64	

CONSTRUCTION
U. S. PUBLIC WORKS N. R. S. PROJECTS 1933
EXPENDITURES TO DECEMBER 31, 1933—Continued

County	Highway	Project No. NRS	Town	Cost Right of Way	Cost Advertising	Cost Engineering and Supervision	Cost Labor and Material	Total	Federal Credits	Project Length Miles	Type of Surface	Length Carried Over to 1934 Miles	Length Completed in 1933 Miles	
Oxford	S.A.	167	Albany			616.33	10,068.21	10,684.54	8,867.72		Bridge			
	S.A.	167	Albany							1.26	Gravel	0.04	1.22	
	S.A.	231	Brownfield	3.25		216.04	9,230.55	9,446.84	3,805.83	0.80	Gravel		0.80	
	S.A.	254	Buckfield			212.74	3,602.35	3,815.09	1,237.61	0.28	Gravel		0.28	
	S.A.	191	Greenwood			278.15	7,607.80	7,885.95	7,257.36	0.80	Gravel	0.10	0.70	
	S.A.	232	Hartford									Bridge		
	S.A.	232	Hartford	25.00		361.42	7,312.36	7,698.78	3,904.27			Bridge		
	S.A.	232	Hartford								0.79	Gravel	0.04	0.75
	S.A.	255	Paris			162.30	7,156.19	7,318.49	2,153.42	0.67	Gravel		0.67	
	S.A.	161	Waterford			387.32	8,971.07	9,358.39	7,632.55	0.60	Gravel		0.60	
Penobscot	S.A.	233	Charlestown	1.50		270.23	11,462.00	11,733.73	4,152.03	1.05	Gravel		1.05	
	S.A.	236	Dixmont	1.50	14.90	278.66	9,760.78	10,055.84	4,401.11	1.25	Gravel		1.25	
	S.A.	177	Eddington	3.25		137.21	7,173.92	7,314.38	4,590.10	0.83	Gravel		0.83	
	S.A.	178	Enfield			149.94	7,214.99	7,364.93	5,890.51	0.75	Gravel		0.75	
	S.A.	180	Hudson	1.50		188.23	7,459.13	7,648.86	5,187.32	0.67	Gravel		0.67	
	S.A.	237	Millinocket								0.39	Gravel		0.39
	S.A.	237	Indian Purchase			302.81	4,715.30	5,018.11	3,329.75			Gravel		
	S.A.	234	Newport			180.56	7,516.92	7,497.48	4,004.83	0.17	Gravel		0.17	
	S.A.	179	Old Town			226.76	7,504.14	7,730.90	3,321.53	0.61	Gravel		0.61	
	S.A.	238	Patten			166.56	4,546.71	4,713.27	4,030.06	0.25	Gravel		0.25	
Piscataquis	S.A.	235	Prentiss			350.06	10,011.74	10,361.80	7,731.42	0.62	Gravel		0.62	
	S.A.	183	Atkinson	1.50		202.15	8,368.99	8,572.64	3,952.76	0.64	Gravel		0.64	
	S.A.	239	Brownville	1.75		211.05	7,281.82	7,494.62	3,168.37	0.51	Gravel		0.51	
	S.A.	175	Greenville								0.30	Gravel		0.30
	S.A.	175	Greenville		4.25	269.34	13,101.67	13,375.26	6,635.16			Gravel		0.75
Somerset	T.C.	175	Greenville							0.75	Gravel		0.75	
	T.C.	196	Canaan							0.29	Gravel		0.29	
Somerset	T.C.	196	Hartland							0.57	Gravel		0.57	
	S.A.	243	Concord	3.25		165.38	6,424.46	6,593.09	3,549.98	0.15	Gravel	0.15		
	S.A.	243	Embden			333.99	4,984.14	5,318.13	1,494.23					
	S.A.	245	Harmony							0.20	Gravel	0.03	0.17	
	S.A.	241	Jackman	1.50		199.31	5,183.17	5,383.98	1,425.75	0.66	Gravel		0.66	
	S.A.	176	Madison			245.60	4,582.32	4,827.92	4,486.32	0.33	Gravel		0.33	
	S.A.	244	Mercer	3.25		341.26	8,031.74	8,373.00	5,889.71	0.87	Gravel		0.87	
	S.A.	244	Mercer			206.98	6,742.16	6,952.39	3,167.50	0.72	Gravel		0.72	
	S.A.	169-2	New Portland		SEE NEW	204.45	6,392.56	FRANKLIN COUNTY	6,597.01	0.73	Gravel		0.73	
	S.A.	197	Pittsfield		SEE NEW	259.83	4,739.69	FRANKLIN COUNTY	5,002.77	0.52	Gravel		0.52	
Somerset	T.C.	188	Skowhegan	3.25					4,212.34					
	S.A.	168	Starks		SEE IN									
Sagadahoc	S.A.	154	Arrowsic								Bridge			
	S.A.	154	Georgetown		71.34	326.01		397.35			Bridge			

CONSTRUCTION
U. S. PUBLIC WORKS N. R. S. PROJECTS 1933
EXPENDITURES TO DECEMBER 31, 1933—Concluded

County	Highway	Project No NRS	Town	Cost Right of Way	Cost Advertising	Cost Engineering and Supervision	Cost Labor and Material	Total	Federal Credits	Project Length Miles	Type of Surface	Length Carried Over to 1934 Miles	Length Completed in 1933 Miles
Waldo	S.A.	240	Bowdoinham			119.28	4,568.22	4,687.50	3,359.16	0.40	Gravel		0.40
	S.A.	166	Phippsburg			170.18	5,684.49	5,854.67	3,661.33	0.66	Gravel		0.66
	S.A.	229-2	Richmond			107.00	4,774.58	4,881.58	3,991.16	0.25	Gravel		0.25
	"D"	247	Jackson	2.00		266.40	7,762.55	8,030.95	3,128.96	0.47	Gravel		0.47
	T.C.	159	Knox			207.25	10,725.06	10,932.31	7,219.28	0.92	Gravel		0.92
	S.A.	246	Liberty							0.18	Gravel		0.18
Washington	S.A.	246	Montville			209.64	9,805.56	10,015.20	5,453.17				
	S.A.	186	Waldo			198.64	7,781.96	7,980.60	5,588.18	0.54	Gravel		0.54
	T.C.	187	Searsmont			153.87	7,559.92	7,713.79	6,382.29	0.68	Gravel		0.68
	S.A.	248	Baileysville			178.64	7,472.58	7,651.22	4,016.99	0.70	Gravel		0.70
	S.A.	162	Cherryfield		22.09	110.99		133.08		0.54	Bridge		0.54
	S.A.	253	Columbia Falls			142.78	2,858.61	3,001.39	1,618.14	0.27	Gravel		0.27
York	S.A.	249	Cutler			211.05	5,419.61	5,630.66	2,435.04	0.45	Gravel	0.13	0.32
	S.A.	171	Kossuth	1.75		329.18	10,987.48	11,318.41	6,795.99	0.72	Gravel		0.72
	S.A.	198	Midbridge			327.73	7,548.21	7,875.94	3,077.14	0.76	Gravel		0.76
	S.A.	199	Acton			93.55	3,841.28	3,934.83	2,210.26	0.58	Gravel	0.07	0.51
	T.C.	195	Berwick			167.99	7,841.91	8,009.90	3,578.96	0.63	Gravel		0.63
	S.A.	252	Eliot							0.24	Gravel		0.24
T.C. & S.A.	S.A.	252	So. Berwick			179.51	7,404.12	7,583.63		0.76	Gravel		0.76
	S.A.	200	Hollis		1.55	191.93	8,450.16	8,643.64	4,836.26	1.04	Gravel		1.04
	S.A.	250	Kittery			229.65	9,011.38	9,241.03	2,003.93	0.36	Gravel		0.36
	T.C.	193	Lyman			207.30	9,109.58	9,316.88	3,531.22	0.75	Gravel		0.75
	T.C. & S.A.	251	No. Kennebunkport			255.83	9,147.82	9,403.65	1,862.74	T.C. 0.94 S.A. 0.28	Gravel	S.A. 0.07	T.C. 0.94 S.A. 0.21
	T.C.	192	Wells			134.85	6,967.71	7,102.56	4,109.35	0.95	Gravel		0.95
Grand Totals Net				\$64.00	\$180.19	\$23,468.75	\$735,469.20	\$759,182.14	\$402,606.22				

Miscellaneous Credits Received \$3,906.63
Gross Total per Controllers Report 763,088.77

*1.02 Miles consists of construction of gravel surface only.
**0.77 Miles consists of grading and base only.
***Total on completed and uncompleted projects do not show total cost, as additional charges were made after December 31, 1933.

SUMMARY

Gravel Surface	167.01 miles
Grading and Base	0.77 "
Granite Block	0.16 "
Bridges (8)	
Total Mileage	67.94 "
†Includes 4.36 Constructed on State Highways	
Mileage carried over to 1934	1.51 "

STATE AID ROAD WORK**Including Expenditures from January 1, 1933
to December 31, 1933**

The total expenditure on account of State Aid road work for the year beginning January 1, 1933 and ending December 31, 1933 amounted to \$1,300,624.50. Of this total expenditure the sum of \$840,639.09 was paid from State appropriations and \$459,985.41 was paid by cities, towns and counties.

Of this total cost \$5,107.51 was paid for engineering and \$1,295,516.99 was paid for labor and material. Of the cost of engineering shown above \$4,721.69 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 \$41,168.49.

The cost of new construction work is divided as follows: 1933 gravel \$893,259.92, 1931 and 1932 base completed in 1933 \$20,955.60, unfinished (grading and base) \$75,168.53, gravel reconstruction \$153,819.87, concrete construction \$18,928.75, bituminous macadam construction \$11,163.07, bituminous macadam surface (based in 1932) \$6,029.69, bituminous macadam (widening only) \$7,628.20, warrenite construction \$52,576.38, bituminous surface treatment \$49,654.34, culvert and bridge work \$5,365.56, unclassified miscellaneous work \$6,074.59. The above work totals \$1,300,624.50.

Of the total amount paid from State funds \$759,225.56 was paid from 1933 apportionments, \$70,478.00 was paid from unexpended balances of State Aid apportionments brought over from previous years; \$9,688.97 was paid from Special Legislative appropriations; \$163.33 was paid from Highway Loan funds; \$213.92 was paid from Maintenance funds; \$780.53 from miscellaneous credits and \$88.78 from town money on deposit with the State. The above construction and miscellaneous work does not include reimbursements to towns for work reported in previous years, lapsed balances and overpayment to towns in 1933, a total of \$11,689.42. Of this amount \$11,316.10 was paid from 1933 apportionments, \$106.96 from transfers and money paid in and \$266.36 from unexpended balances carried forward from 1932.

Reimbursement made to towns for work done in previous years amounted to \$11,599.39; lapsed balances \$73.03 and

overpayment to towns in 1933 \$17.00. The above totals added to the expenditure on State Aid roads make a total expenditure on State Aid of \$852,328.51. Added to above total the general supervision expenditure of \$41,168.49, and transfer of \$30,000.00 for compensation insurance makes a grand total of \$923,497.00.

Applications for State Aid apportionments were received from 493 towns including cities and townships. In addition to these 1 town (Nobleboro) received an apportionment by order of Governor and Council. Of this number apportionments for 65 towns have been carried forward to 1934.

338 towns increased their appropriations in 1933 and applied for State Aid under the provisions of Section 3, Chap. 175, Public Laws of 1933.

The total appropriations made by the towns for State Aid purposes amounted to \$488,061.67. To this was added \$600.00 appropriated by the town of Windham to match an additional apportionment made by order of Governor and Council from unapportioned balance, making the total \$488,661.67.

The total State apportionments amounted to \$906,969.90. To this was added, by order of Governor and Council \$24,000.00 and by Commission Record dated October 4, 1933 \$5,000.00, from unapportioned balance making the total \$935,969.90.

The fund available for State Aid road apportionment in 1933 was \$1,000,000.00 as provided by Section 1, Chapter 22, Public Laws 1933. The balance after apportioning \$935,969.90 was set up and used for engineering, surveying, supervision, inspection and for compensation insurance.

384 towns built 131.73 miles of gravel road at an average cost of \$1.284 per linear foot or \$6,780.99 per mile.

In 44 towns 12.81 miles of gravel road that was graded and based in 1931 and 1932 was surfaced and reported completed in 1933 at an average cost of \$1,635.87 per mile.

In 52 towns a part or whole of the fund was expended in grading and base, same to be surfaced and reported complete in 1934, 12.74 miles were reported incomplete and the average cost of this work amounted to \$5,900.02 per mile.

In 76 towns a part or whole of the fund was expended in reconstructing previously accepted State Aid construction.

28.02 miles were rebuilt at an average cost of \$5,489.64 per mile.

In 1 town reinforced concrete pavement was constructed, mileage 0.32 miles, 6944 sq. yds., costing \$2.727 per sq. yd.

In 2 towns bituminous macadam pavement was constructed, mileage 0.39 mile, 4921 sq. yds., cost \$2.268 per sq. yd.

In 2 towns bituminous macadam surface was constructed on gravel base built in 1932, mileage 0.74 mile, 8460 sq. yds., cost \$0.713 per sq. yd.

In 1 town bituminous macadam pavement was constructed to widen present pavement, 3766 sq. yds., cost \$2.026 per sq. yd.

In 1 town warrenite pavement was constructed, 0.65 mile, 12,974 sq. yds., cost \$4.05 per sq. yd.

In 38 towns bituminous surface treatment was applied on 59.41 miles at an average cost of \$835.79 per mile.

MILEAGE SUMMARY FOR 1933

Gravel road entirely built in 1933	131.73	miles
Gravel road graded and based, 1931 and 1932, completed 1933	12.81	"
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Total reported gravel mileage 1933	144.54	"
Concrete pavement	0.32	"
Bituminous Macadam pavement	0.39	"
Bituminous Macadam pavement on 1932 gravel base	0.74	"
Warrenite pavement	0.65	"
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Total added mileage for 1933	146.64	"
Gravel reconstruction	28.02	"
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Total constructed mileage in 1933	174.66	"
Gravel road graded and based (not surfaced)	12.74	"

Mileage Built on State Highways

Gravel construction	2.49	"
Gravel reconstruction	2.20	"
Graded and based	1.14	"

Apportionment of State Aid as follows:

Apportionments Sec. 21, Chap. 28, R. S. 1930	\$542,023.30
Additional apportionments, Sec. 3, Chap. 175, P. L. 1933	364,946.60
	<hr/>
	906,969.90
Additional apportionment by Council orders from 1933 un- apportioned balance	24,000.00
	<hr/>
	930,969.90

Additional apportionment by Commission Record 10-4-33	
from 1933 unapportioned balance.....	5,000.00
	935,969.90
Unexpended balance from State appropriations.....	106,250.57
Total amount available from apportionments.....	1,042,220.47
1933 Compensation Insurance.....	30,000.00
1933 General Supervision credits.....	1,778.40
1933 General Supervision.....	34,030.10
1933 Town appropriations paid in.....	900.00
1933 Additional town money paid in.....	181.36
Transferred from other funds.....	10,851.21
Miscellaneous credits.....	896.41
Totals.....	\$1,120,857.95

JOINT FUND

1933 Apportionment.....	\$935,969.90
Balance State Funds.....	106,250.57
	\$1,042,220.47
1933 Town Appropriations.....	\$488,661.67
Previous Appropriations.....	15,625.31
Total.....	\$1,546,507.45

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

Expenditures made and Balances for 1933.

Year	Funds Available 1933	Bal. Lapsed	Expenditures 1933	Balances Dec. 31, '33
1929 Unexpended Balance.....	\$1,050.00			\$1,050.00
1930 Unexpended Balance.....	7,303.03	\$73.03	\$600.00	6,630.00
1931 Unexpended Balance.....	7,788.95		1,069.44	6,719.51
1932 Unexpended Balance.....	89,714.64		68,607.94	21,106.70
1932 Overdrawn Town Account....	393.95		393.95	
1932 Unexpended Working Bal....	106,250.57	73.03	70,671.33	35,506.21
1933 State Aid Apportionment....	935,969.90		770,541.66	165,428.24
1933 Compensation Fund.....	30,000.00		30,000.00	
1933 Town Appropriations Paid In..	900.00		11.05	888.95
1933 Addi. Town Money Paid In....	181.36		181.36	
1933 Trans. from Spec. Res.....	10,249.00		9,688.97	560.03
1933 Trans. from Bridge Loan.....	221.63		221.63	
1933 Trans. from Maint. S. A.....	213.92		213.92	
1933 Trans. from Gen. High.....	163.33		163.33	
1933 Trans. Motor Transport and Equipment.....	3.33		3.33	
1933 Miscellaneous Credits.....	896.41		780.53	115.88
Totals.....	\$1,085,049.45	73.03	882,255.48	202,720.94
1932 Overdrawn Supr. Acct.....	2,154.27		2,154.27	
1933 General Supervision.....	31,875.83		37,235.82	5,359.99
1933 General Supervision Cred....	1,778.40		1,778.40	
	\$1,120,857.95	\$73.03	\$923,423.97	\$197,360.95
Overdrawn Supervision Acct.....				5,359.99
Unexpended Working Balance....				\$202,720.94

STATEMENT OF EXPENDITURES

1933 State Aid

Engineering and inspection paid by cities.....	\$4,721.69	
Engineering and inspection paid by State.....	385.82	
Labor and material.....	1,295,516.99	
		<hr/>
Cost charged to work.....	1,300,624.50	
Paid by towns.....	\$459,985.41	
Paid by State.....	840,639.09	
		<hr/>
		\$1,300,624.50
General engineering and supervision.....	41,168.49	
Reimbursement to towns.....	50,262.28	
Balances lapsed.....	73.03	
Overpayment to town (St. Albans).....	17.00	
Compensation Insurance.....	30,000.00	
		<hr/>
		\$1,422,145.30
Paid by towns.....	\$498,648.30	
Paid by State.....	923,497.00	
		<hr/>
		\$1,422,145.30

REIMBURSEMENTS

Auburn.....	1932.....	\$3026.17
Greene.....	1931-1932.....	145.30
Leeds.....	1932.....	83.49
Livermore Falls.....	1932.....	2517.48
Turner.....	1932.....	23.30
Wales.....	1932.....	112.01
Castle Hill.....	1932.....	143.08
Haynesville.....	1932.....	59.52
Hersey.....	1932.....	9.52
Hodgdon.....	1932.....	229.40
Sherman.....	1932.....	91.93
Baldwin.....	1932.....	503.59
Harpwell.....	1930.....	1450.26
Standish.....	1932.....	365.97
Westbrook.....	1929.....	8524.00
Windham.....	1929-1932.....	1123.67
Rangeley.....	1930.....	3456.00
Aurora.....	1929-1932.....	181.59
Bucksport.....	1932.....	3.33
Dedham.....	1932.....	860.44
Franklin.....	1932.....	569.63
Gouldsboro.....	1931.....	3198.00
Lamoine.....	1932.....	375.99
No. 10 So. Div.....	1932.....	11.70

STATE HIGHWAY COMMISSION

151

Surry	1932	4.20
Belgrade	1932	1050.69
China	1931	1780.43
Gardiner	1932	1133.39
Winthrop	1932	1109.24
Camden	1930	1520.36
Owls Head	1932	649.13
Southport	1932	1082.84
Dixfield	1929	522.27
Lovell	1932	1161.77
Roxbury	1932	187.50
Upton	1932	483.78
Dexter	1932	1034.30
Stacyville	1932	290.32
Sebec	1932	333.13
Willimantic	1931	697.09
Bath	1931	4653.79
Perkins	1931	50.25
Richmond	1932	160.03
Bingham	1931	1580.75
Cambridge	1931	349.29
Fairfield	1931	1040.11
Mayfield	1932	191.80
St. Albans	1932	66.97
Belfast	1932	413.83
Saco	1931	1649.65
Total Reimbursements		\$50,262.28

1933 STATE AID COUNTY TABLE, SHOWING MILES CONSTRUCTED AND TOTAL COSTS

County	Miles Gravel	Miles 31 & 32 Base Surface 1933	Miles Bit. Mac.	Miles Concrete	Miles Warrenite	Total Miles Constructed	Miles Grading and Base	Miles Reconstructed	Miles Surface Treated	Total Cost	Paid by Town	Paid by State
Androscoggin	2.51	0.37				2.88	0.28	0.38	9.60	\$26,465.56	\$8,718.10	\$17,747.46
Aroostook	17.87	0.42				18.29	0.30	4.30	1.50	151,090.50	45,206.71	105,883.79
Cumberland	6.97	1.30			0.65	8.92	2.80	1.37	13.50	134,399.89	67,670.29	66,729.60
Franklin	4.15	0.76				4.91	0.50	2.81		50,467.18	14,220.59	36,246.59
Hancock	10.86	1.61				12.47	2.31	2.68		132,944.34	52,519.47	80,424.87
Kennebec	6.31	0.87	*0.40			7.58	1.38	0.56	6.57	59,198.83	16,347.00	42,851.83
Knox	3.00	0.75				3.75	0.37	0.50	10.05	43,836.30	13,476.84	30,359.46
Lincoln	3.24	0.13				3.37	0.30		0.50	51,263.71	30,345.67	20,918.04
Oxford	5.89	0.08				5.97	0.35	3.10	6.29	59,760.70	18,473.24	41,287.46
Penobscot	19.47	2.11		0.32		21.90	1.17	3.36	0.20	152,424.10	52,783.15	99,640.95
Piscataquis	5.21	0.63				5.84	0.02	2.45	0.25	50,779.43	15,097.67	35,681.76
Sagadahoc	2.58	0.10	†0.34			3.17		0.50	0.60	34,579.91	13,820.84	20,759.07
Somerset	13.48	2.43	0.15			15.91	0.02	2.91	0.85	100,289.73	30,991.44	69,298.34
Waldo	10.19					10.19	0.28	0.26		56,844.16	18,235.92	38,608.24
Washington	15.15	1.06				16.21	2.57	2.84	0.30	134,973.36	34,971.95	100,001.41
York	4.85	0.19	0.24			5.28	0.09		3.60	61,306.75	27,106.53	34,200.22
Totals.....	131.73	12.81	1.13	0.32	0.65	146.64	12.74	28.02	59.41	\$1,300,624.50	\$459,985.41	\$840,639.09

*Surface only, based 1932

STATE HIGHWAY COMMISSION

THIRD CLASS HIGHWAYS**January 1, 1933 to December 31, 1933**

Apportionments from the third class highway fund for 1933 were made to 478 towns, which was figured on a total of 14,595.86 miles at \$46.00 per mile, making a total of \$671,409.56, also, \$3,945.47 was apportioned to reimburse the General Highway Fund for the 1932 apportionment made to Skowhegan; also, \$3,355.72 was apportioned to Sanford as a 1932 apportionment due to State valuation reduction for that year. In addition to the above, \$4,000.00 was apportioned for Workmen's Compensation Insurance, and \$17,289.25 was apportioned for Supervision. As per Council Order dated September 29, 1933, all towns were notified of their apportionments and allowed to proceed with the work on condition that the financing would be done by the towns and reimbursement made when State finances would permit. The apportionment of \$17,289.25 for Supervision was set up to pay supervision charges on work being financed by towns. The apportionments for Workmen's Compensation Insurance and to towns were not set up and no charges against these apportionments were made during the calendar year ending December 31, 1933.

Unexpended balances from previous years apportionments amounting to \$11,356.86 which includes \$103.11 overpayment to Greenbush in 1932, were carried forward to 1933, plus \$357.88 unexpended balance set up for supervision in 1932 and \$17,289.25 set up for supervision in 1933 made a total of \$29,003.99 available for expenditure in 1933.

The work done in 1933 is briefly as follows: 2 towns built gravel surfaced roads and 12 towns expended funds on previously reported mileage. In addition to the above, many towns financed and expended 1933 apportionments on work that will be reported in the year when reimbursement is made.

The total expenditure on account of third class highways was \$5,487.01. Of this total expenditure \$4,527.07 was paid from 1932 balances, \$103.11 was paid from money paid in to cover 1932 overpayment to Greenbush and \$856.83 was paid by towns. In addition to the above, \$6,954.90 was paid by the State for supervision.

A total of 0.49 mile was reported in 1933, all of which was constructed with a gravel surface.

STATEMENT OF THIRD CLASS HIGHWAY FUND
From January 1, 1933 to December 31, 1933

STATE HIGHWAY COMMISSION

	Funds Available	Expenditures	Balances
1932 Unexpended Balance	\$11,253.75	\$4,527.07	\$6,726.68
Reimbursement (1932) Overdrawn Account)	103.11	103.11	.....
1932 General Supervision Balance.....	357.88	357.88	.....
1933 General Supervision Apportionment.....	17,289.25	6,597.02	10,692.23
Totals.....	\$29,003.99	\$11,585.08	\$17,418.91
Cost of Supervision.....		6,954.90	
Paid by State — 1933 Construction.....		4,630.18	
Paid by Towns — 1933 Construction		856.83	
Total Cost of 1933 Construction		\$5,487.01	

SUMMARY OF EXPENDITURES ON THIRD CLASS HIGHWAYS
January 1, 1933 to December 31, 1933

Type of Road	Length Miles	Cost of Labor and Material	Total Cost	Paid by Towns	Paid by State Third Class	Total Paid by State	Cost per Mile
Gravel .....	.49	\$4,985.63	\$4,985.63	\$856.83	\$4,128.80	\$4,128.80	\$10,174.76
Gravel	Previously Reported	501.38	501.38	.....	501.38	501.38	.....
Totals		\$5,487.01	\$5,487.01	\$856.83	\$4,630.18	\$4,630.18	
Expenditure for Supervision						*6,954.90	
		Total State	Expenditu	res.....		\$11,585.08	

*Includes cost of supervision on third class work authorized and expended in 1933. To be reported and paid for by State in 1934.

THIRD CLASS HIGHWAYS

County	Gravel	Total Miles Constr.	Total Cost	Paid by Town	Paid by State
Androscoggin			\$ 1.00		\$ 1.00
Aroostook					
Cumberland			5.30		5.30
Franklin			312.16		312.16
Hancock .....	.09	.09	224.62		224.62
Kennebec			44.90		44.90
Knox			53.90		53.90
Lincoln .....			.50		.50
Oxford			41.50		41.50
Penobscot					
Piscataquis					
Sagadahoc					
Somerset .....	.40	.40	4,802.30	\$856.83	3,945.47
Waldo					
Washington					
York .....			.83		.83
Totals.....	.49	.49	\$5,487.01	\$856.83	\$4,630.18

SPECIAL RESOLVES**Including Expenditures, January 1, 1933
to December 31, 1933.
Available Funds**

Chapter 215 Resolves of 1933 provided \$150,000.00, subdivided into 184 resolves, for expenditure in 1933 to aid 179 towns in the construction and repair of roads and bridges.

Chapter 189 Resolves of 1933 provided \$10,000.00 for expenditure in 1933 on the Greenville-Rockwood road.

Chapter 200 Resolves of 1933 provided \$3,000.00 for expenditure in 1933 on Black's Woods road in Township No. 10 Hancock County.

In addition to the above appropriations, the Governor and Council authorized the expenditure, on the Greenville-Rockwood road, of \$10,000.00 from the General Highway fund, this amount to be reimbursed when the additional \$10,000.00 provided by Chapter 189 Resolves of 1933 becomes available.

The unexpended balance brought forward from 1932 in addition to the above amounts made a fund of \$191,297.58 available for expenditure in 1933.

WORK DONE IN 1933

The resolves under Chapter 215 Resolves of 1933, balances under Chapter 104 Resolves of 1931 and balances under Chapter 148 Resolves of 1929 were expended as follows: 80 resolves were expended in construction work, 4 resolves were expended in base work to be completed later, 2 resolves were expended in grading work to be completed later, 1 resolve was expended in bituminous surface treatment, 28 resolves were expended in repair work, 3 resolves were expended in culvert and bridge work, 1 resolve was expended in survey work, 14 resolves were transferred to state aid accounts, 6 resolves were transferred to the bridge loan fund and 45 resolves were laid over for expenditure in 1934. In addition to the above 1 balance from Chapter 148 Resolves of 1929 was expended in repair work and from Chapter 104 Resolves of 1931 one balance was expended in construction work, 1 balance was expended in bituminous surface treatment, 4 balances were expended in repair work, 3 balances were expended in supervision

charges and 2 balances were transferred to state aid joint funds.

The fund appropriated for the Greenville-Rockwood road under Chapter 189 Resolves of 1933 was expended in construction work on 4.76 miles which completed the road to the East Outlet and in grading 4.9 miles from the East Outlet to Rockwood.

The fund appropriated for the Black's Woods road in Township No. 10 Hancock County was laid over to be expended in 1934.

The Orient International Bridge resolve balance was not expended.

Part of the Eustis-Woburn resolve balance was expended in Maintenance work and the remainder carried forward to 1934.

The Sourdnhunk-Togue Pond road balance was expended in repair work.

The Castle Hill resolve balance was not expended.

Part of the Phippsburg Route No. 217 resolve balance was expended for supervision and the remainder carried forward to 1934.

The Greenville-Rockwood resolve balance was expended in construction work.

Old balances from Chapter 112 Resolves of 1927 amounting to \$10.69 and Chapter 104 Resolves of 1931 amounting to \$148.43 were lapsed to the General Highway Fund.

The total State expenditure from special resolve appropriations was \$133, 424.74. The towns in addition expended the sum of \$5,989.45. A balance of \$57,713.72 is available for expenditure in 1934.

In addition to bridge, culvert and miscellaneous work, 21.18 miles of gravel roads were constructed, 0.68 mile was based, 4.65 miles were bituminous surface treated and 40.82 miles were repaired.

TABULAR STATEMENT OF EXPENDITURES UNDER SPECIAL LEGISLATIVE RESOLVES
Expenditures from January 1, 1933 to December 31, 1933

	Cost of Supervision and Engineering	Cost of Labor and Material	Total Cost	Paid by Towns	Paid by State Chap. 215 Res. 1933	Paid by State Chap. 189 Res. 1933	Paid by State Chap. 148 Res. 1929	Paid by State Chap. 104 Res. 1931	Paid by State Chap. 109 Res. 1931	Paid by State Chap. 112 Res. 1931	Paid by State Chap. 120 Res. 1931	Paid by State Chap. 125 Res. 1931	Total Paid by State
Road Construction	\$857.31	\$65,924.82	\$66,782.13	\$3,917.18	\$60,788.78	.....	\$389.52	\$1,686.65	.....	.....	.....	.....	\$62,864.95
Road Based Only	58.04	2,951.02	3,009.06	31.40	2,977.66	.....	.....	.....	.....	.....	.....	.....	2,977.66
Road Graded Only	28.04	624.71	652.75	21.04	631.71	.....	.....	.....	.....	.....	.....	.....	631.71
Road Bit. Surface Treated	8.00	3,858.33	3,866.33	901.38	2,491.83	.....	.....	473.12	.....	.....	.....	.....	2,964.95
Road Repairs	206.22	20,344.69	20,550.91	1,003.94	19,352.62	.....	11.25	183.10	.....	.....	.....	.....	19,546.97
Bridge and Culvert Work	16.39	1,996.61	2,013.00	114.51	1,898.49	.....	.....	.....	.....	.....	.....	.....	1,898.49
Survey (Wilson's Mills-Quosoc)	1,849.66	.....	1,849.66	.....	1,849.66	.....	.....	.....	.....	.....	.....	.....	1,849.66
Transferred and Laid Over funds	352.35	.....	352.35	.....	330.32	.....	4.58	17.45	.....	.....	.....	.....	352.35
Sub-totals	\$3,376.01	\$95,700.18	\$99,076.19	\$5,989.45	\$90,321.07	.....	\$405.35	\$2,360.32	.....	.....	.....	.....	\$93,086.74
Eustis-Woburn	52.66	1,627.49	1,680.15	.....	.....	.....	.....	.....	.....	\$1,680.15	.....	.....	1,680.15
Twp. 1R9, 2R9 and 3R10 .....	.....	8.34	8.34	.....	.....	.....	.....	.....	.....	.....	\$8.34	.....	8.34
Greenville-Rockwood	453.63	18,096.76	18,550.39	.....	.....	*\$18,086.62	.....	.....	.....	\$463.77	.....	.....	18,550.39
Phippsburg Route No. 217	3.50	.....	3.50	.....	.....	.....	.....	.....	.....	.....	.....	\$3.50	3.50
Totals	\$3,885.80	\$115,432.77	\$119,318.57	\$5,989.45	\$90,321.07	*\$18,086.62	\$405.35	\$2,360.32	\$463.77	\$1,680.15	\$8.34	\$3.50	\$113,329.12
Special Resolves transferred to State Aid .....	.....	.....	.....	.....	10,188.30	.....	.....	60.70	.....	.....	.....	.....	10,249.00
Special Resolves transferred to Bridge Loan Fund .....	.....	.....	.....	.....	9,846.62	.....	.....	.....	.....	.....	.....	.....	9,846.62
Totals .....	.....	.....	.....	.....	\$110,355.99	*\$18,086.62	\$405.35	\$2,421.02	\$463.77	\$1,680.15	\$8.34	\$3.50	\$133,424.74

*Includes \$10,000.00 from General Highway Fund, advanced by order of Governor and Council to be paid back in 1934 when balance of fund provided by Chapter 189 Resolves 1933 becomes available.

STATEMENT OF SPECIAL LEGISLATIVE APPROPRIATIONS
Expenditures from January 1, 1933 to December 31, 1933 and Balances on December 31, 1933

	Appropriations	Lapsed to General Highway Fund	Expenditures	Balances
Chapter 133, Resolves 1923, Orient Int. Bridge, Balance.....	\$327.79			\$327.79
Chapter 112, Resolves 1927, Little Deer Isle, Balance.....	10.69	\$10.69		
Chapter 112, Resolves 1931, Eustis-Woburn, Balance.....	3,526.93		\$1,680.15	1,846.78
Chapter 120, Resolves 1931, Twp. 1R9, 2R9 and 3R10 (Sourdnhunk Road), Balance.....	8.34		8.34	
Chapter 142, Resolves 1931, Castle Hill, Balance.....	9,597.44			9,597.44
Chapter 125, Resolves 1931 Phippsburg (Rt. 217), Balance.....	51.11		3.50	47.61
Chapter 109, Resolves 1931, Greenville-Rockwood, Balance.....	463.77		463.77	
Chapter 148, Resolves 1929, Road Resolves, Balance.....	1,617.39		405.35	1,212.04
Chapter 104, Resolves 1931, Road Resolves, Balance.....	2,694.12	148.43	2,421.02	124.67
Total Balances Brought Forward from 1932.....	18,297.58	159.12	4,982.13	13,156.33
Chapter 215, Resolves 1933, (1933-1934).....	150,000.00		110,355.99	39,644.01
Chapter 189, Resolves 1933, Greenville-Rockwood.....	10,000.00		8,086.62	1,913.38
Chapter 200, Resolves 1933, Township No. 10.....	3,000.00			3,000.00
Chapter 189, Resolves 1933, Greenville-Rockwood (Rec d. from General Highway Fund).....	10,000.00		10,000.00	
Totals.....	\$191,297.58	\$159.12	\$133,424.74	\$57,713.72
Special Resolves paid from Highway Funds (Greenville-Rockwood).....			\$10,000.00	
Miscellaneous Resolves paid from Balances.....			4,921.43	
Resolves transferred to State Aid Account.....			10,249.00	
Resolves transferred to Bridge Loan Fund.....			9,846.62	
Sub Totals to Deduct from Total Expenditures.....			35,017.05	
Paid by State on 1933 Road Resolves.....			98,407.69	
Paid by Town on 1933 Road Resolves.....			5,989.45	
Total Cost 1933 Road Resolves.....			\$104,397.14	

SPECIAL RESOLVES

	Gravel Construction		Base		Graded		Bituminous Surface Treatment		Repairs		Cost of all Other Work	Total Cost	Paid by Town	Paid by State
	Miles	Cost	Miles	Cost	Miles	Cost	Miles	Cost	Miles	Cost				
Androscoggin . . .	0.57	2,901.07	0.19	\$748.53					0.50	\$666.65		\$4,316.25	\$268.21	\$4,048.04
Aroostook . . .	1.88	6,988.82							5.99	2,995.24		9,984.06	112.65	9,871.41
Cumberland . . .	1.51	6,561.23			0.09	\$291.71	4.65	\$3,866.33			2.70	10,721.97	1,446.34	9,275.63
Franklin . . .	0.42	1,604.98								1,680.15	2.88	3,288.01		3,288.01
Hancock . . .	0.40	2,300.96	0.07	311.67					0.70	246.71	21.49	2,880.83	11.67	2,869.16
Kennebec . . .	0.80	5,040.80									28.03	5,068.83	63.39	5,005.44
Knox . . .	0.86	4,947.11	0.20	714.59								5,661.70	1,449.70	4,212.00
Lincoln . . .	0.59	2,071.27							2.00	513.88	55.67	2,640.82	85.15	2,555.67
Oxford . . .	0.63	2,261.31							2.38	2,482.53	1,871.03	6,614.87	79.35	6,535.52
Penobscot . . .	2.40	7,798.32							3.24	3,100.46	1,086.30	11,985.08	368.40	11,616.68
Piscataquis . . .	5.60	14,641.09	0.18	1,144.94					23.50	6,002.40		21,788.43	36.42	21,752.01
Sagadahoc . . .	0.43	2,342.54	0.04	89.33						1,299.95	5.92	3,737.74	834.25	2,903.49
Somerset . . .	1.13	4,172.61			4.84	9,064.91			0.21	637.14	493.04	14,367.70	971.21	13,396.49
Waldo . . .	2.08	6,498.35							0.37	501.88	11.55	7,011.78	101.63	6,910.15
Washington . . .	0.65	1,509.46							1.46	1,611.48	536.60	3,657.54	137.71	3,519.83
York . . .	1.25	4,988.73							0.47	500.93	103.30	5,592.96	23.37	5,569.59
Totals	21.18	\$76,628.65	0.68	\$3,009.06	4.93	\$9,356.62	4.65	\$3,866.33	40.82	\$22,239.40	\$4,218.51	\$119,318.57	\$5,989.45	\$113,329.12

STATE HIGHWAY COMMISSION

1933 REPORT

BRIDGE CONSTRUCTION

In 1933 the volume of bridge construction decreased from previous years. Forty-nine bridges were placed under construction. Of this number thirteen were U. S. Public Works projects, financed wholly or in part from Federal funds.

No State bridge bonds were issued in 1933 and of the issue authorized in 1929, one million dollars remains available for future work.

The following bridges were placed under construction in 1933:

Town and County	Contractor	Est. Cost	Description
Albion Kennebec	Wyman & Simpson, Inc.	\$4,800	Puddle Dock Bridge, U. S. Public Works Project NRS 163; two steel I-beam spans, one 60 ft. 4 in. and the other 20 ft. 4 in. center to center of bearings; concrete caps on existing stone pier and abutments; steel pier bent; wood strip floor; 18 ft. roadway, asphalt plank wearing surface.
Andover Oxford	Force Account	\$3,300	East Andover Bridge; one steel I-beam span, length center to center of bearings 49 ft.; concrete caps on existing stone abutments; wood strip floor; 17 ft. 6 in. roadway; asphalt plank wearing surface.
Arrowsic-Georgetown. Sagadahoc	Green & Wilson, Inc. Substructure & Floor ... Pittsburgh-Des Moines Steel Co. Steel Super- structure	\$51,000	Back River Bridge, U. S. Public Works Project NRS 154; two steel I-beam spans each 30 ft. center to center of bearings, two steel I-beam tower spans each 10 ft. center to center bearings, two steel deck truss spans one 110 ft. and the other 210 ft. center to center bearings; concrete abutments and piers, one pier faced with ashlar masonry; wood strip floor; 20 ft. roadway, asphalt plank wearing surface; new location.
Biddeford-Saco..... York	Cyr Brothers Co.....	\$54,600	Elm Street Bridge; U. S. Public Works Project NRM 118C; five steel I-beam spans, each 61 ft. center to center of bearings; one existing stone abutment capped with concrete, one concrete abutment, concrete piers; concrete floor slab; 32 ft. roadway, concrete wearing surface; 8 ft. sidewalk.

Town and County	Contractor	Est. Cost	Description
Big Squaw Twp.- Sapling Twp..... Piscataquis.....	Force Account..... Substructure & Floor.... N. E. Structural Steel Co Steel Superstructure....	\$27,000	East Outlet Bridge; three steel I-beam spans each 55 ft. center to center of bearings, one thru steel truss span, length center to center of bearings 170 ft.; stone filled log crib abutments and piers, pile foundation; wood strip floor; 20 ft. roadway, asphalt plank wearing surface. New location.
Bremen- Damariscotta..... Lincoln.....	Force Account.....	\$1,400	Narrows Bridge; Steel I-beam span, length center to center of bearings 18 ft.; rubble stone masonry abutments, concrete caps; wood strip floor; 21 ft. roadway, asphalt plank wearing surface.
Brunswick- Harpwell..... Cumberland.....	Walter V. Mitton, Inc...	\$11,300	Gurnet Bridge, U. S. Public Works Project NRS 156; two steel I-beam spans, one 51 ft. and the other 46 ft. center to center of bearings; existing stone abutments and pier capped with concrete; concrete floor slab; 20 ft. roadway, concrete wearing surface.
Camden..... Knox.....	Cyr Brothers Co.....	\$6,000	Spring Brook Bridge; concrete slab span, clear span length 10 ft. 6 in.; concrete abutments on a concrete floor slab; 39 ft. between curbs to provide for a 28 ft. roadway on fill; new location.
Camden..... Knox.....	Force Account.....	\$15,500	Bakery Bridge; Town's share of Joint Fund from CWA funds; two concrete slab spans, clear span along centerline of road 20 ft. each, 40° skew; concrete abutments, concrete pier; 30 ft. roadway, concrete wearing surface; two 5 ft. sidewalks.
Cape Elizabeth..... Scarboro..... Cumberland.....	Cook & Company, Inc.	\$6,600	Spurwink Bridge; steel I-beam span, distance center to center of bearings 36 ft.; pile bulkhead abutments; wood strip floor; 22 ft. roadway, asphalt plank wearing surface; new location.
Cherryfield..... Washington.....	Hector J. Cyr Co., Inc..	\$6,300	Upper Tunk Bridge, U. S. Public Works Project NRS 162; concrete T-Beam span, clear span length along centerline of roadway 25 ft., 15° skew; concrete abutments; 22 ft. roadway, concrete wearing surface. New location.
Chesterville..... Franklin.....	Reed & Reed.....	\$13,000	North Chesterville Bridge; two concrete T-beam spans, clear span length along centerline of road 45 ft., 30° skew; concrete abutments, pile foundation, one abutment, concrete pier; 21 ft. roadway, concrete wearing surface.

Town and County	Contractor	Est. Cost	Description
Connor Aroostook	Naugler & McEachern..	\$8,000	Halfway Brook Bridge, U. S. Public Works Project NRH 92C; concrete T-beam span, clear span length 35 ft.; concrete abutments; 22 ft. roadway, concrete wearing surface.
Connor Aroostook	Naugler & McEachern.. Substructure & Floor Slab Lackawanna Steel Con- struction Corp..... Steel Superstructure....	\$24,500	Madawaska Bridge, U. S. Public Works Project NRH 92C; steel pony truss span; length center to center of bearings 100 ft.; concrete abutments; 22 ft. roadway, concrete wearing surface.
Crystal Aroostook	Ralph Giovannucci.....	\$15,600	Crystal Brook Bridge; concrete T-beam span, clear span length 35 ft.; concrete abutments; 21 ft. roadway, concrete wearing surface; new location.
Dexter Penobscot	H. L. Goodrich.....	\$10,000	North Dexter Bridge; concrete T-beam span, clear span length 45 ft.; concrete abutments; 22 ft. roadway, concrete wearing surface.
Embden Somerset	Force Account.....	\$5,800	Boyington Bridge; concrete T-beam span, clear span length along centerline 32 ft., 21° skew; existing stone abutments capped and extended with concrete; four concrete wings; 21 ft. roadway, concrete wearing surface.
Eustis Franklin	Walter V. Mitton, Inc....	\$6,000	Tim Brook Bridge; concrete T-beam span, clear span length along centerline of road 40 ft., 21° skew; concrete abutments; 21 ft. roadway.
Frenchville Aroostook	Nadeau & Daigle.....	\$4,900	Bourgoin Brook Bridge; concrete slab span, clear span length 10 ft.; concrete abutments; 22 ft. roadway; 5 ft. sidewalk.
Gardiner Kennebec	Force Account.....	\$2,400	Main Avenue Bridge; widening concrete T-beam span, clear span length 49 ft.; widened portion replaces former street railway bridge and provides a 32 ft. roadway on the completed structure.
Garland Penobscot	Wyman & Simpson, Inc.	\$5,500	Holts Mill Bridge; concrete slab span, clear span length along centerline of road 11 ft. 6½ in., 30° skew; concrete abutments on a concrete floor slab; 21 ft. roadway.
Gorham Cumberland	Force Account.....	\$2,750	Little River Bridge; concrete wing for existing stone abutment; pile foundation.
Hodgdon Aroostook	Force Account.....	\$7,950	Hodgdon Mills Bridge; concrete T-beam span, clear span length 25 ft.; concrete abutments; 21 ft. roadway, concrete wearing surface.

Town and County	Contractor	Est. Cost	Description
Jefferson Lincoln	Force Account	\$3,400	Hotel Bridge; steel I-beam span, length center to center of bearings 34 ft.; concrete caps on existing stone abutments; wood strip floor; 22 ft. roadway, asphalt plank wearing surface.
Jefferson Lincoln	Force Account	\$10,000	Mill Bridge; concrete slab span, clear span length along centerline of road 20 ft., 15° skew, concrete abutments; 22 ft. roadway, concrete wearing surface; 5 ft. sidewalk.
Knox Waldo	Force Account	\$3,300	Abbot No. 3 Bridge; concrete slab span, clear span length 10 ft.; concrete abutments; 22 ft. roadway.
Knox Waldo	Force Account	\$1,100	Raven Brook Bridge; 4 ft. by 4 ft. concrete culvert; 26 ft. between curbs to provide for 24 ft. roadway on fill.
Limington York	Force Account	\$3,200	Hamlin Brook Bridge; widening concrete slab span, clear span length 18 ft.; existing concrete abutments extended, four concrete wings, pile foundation, 24 ft. roadway.
Limington York	Force Account	\$1,600	Whaleback Bridge; widening concrete slab span, clear span length 9 ft. 10 in.; existing concrete abutments extended, two concrete wings, timber grillage foundation; 24 ft. roadway.
Lincoln Penobscot	Walter V. Mitton, Inc.	\$10,000	Mattanawcook Bridge; concrete T-beam span, clear span length 40 ft.; capped and extended existing stone abutments with concrete, four concrete wings; 24 ft. roadway, concrete wearing surface; 5 ft. sidewalk.
Livernore Falls Androscoggin	Wyman & Simpson, Inc.	\$8,900	Shy Brook Bridge, U. S. Public Works Project N R S 155; concrete slab span, clear span length 10 ft.; concrete abutments on concrete floor slab; 38 ft. between curbs to provide a 26 ft. roadway on fill.
Lowell Penobscot	George W. Crane	\$10,000	Wakefield Mill Bridge; two concrete slab bridges, one bridge with a clear span length of 12 ft., the other bridge with a clear span length of 15 ft.; both bridges have concrete abutments; 21 ft. roadway; new location.
Lubec Washington	Kennebec Construction Corporation	\$7,200	Mill Hill Bridge; timber stringer span, clear span length 10 ft.; pile bulkhead abutments; wood strip floor, 20 ft. roadway, asphalt plank wearing surface. New location.
Lyman York	Force Account	\$3,000	Cousins Bridge; culvert of corrugated metal plate; 11 ft. 3 in. diameter; overall length 65 ft. to provide a 25 ft. roadway under fill.

Town and County	Contractor	Est. Cost	Description
Maawahoc Pl. Aroostook.....	Edmond Cyr & Co.....	\$14,700	Jordan Mill Bridge; concrete T-beam span, clear span length along centerline of roadway 45 ft., 45° skew; concrete abutments; 22 ft. roadway, concrete wearing surface; new location.
Madrid Franklin.....	Naugler Bros. Co., Inc...	\$8,100	Weymouth Bridge, U. S. Public Works Project N. R. H. 146-B; concrete T-beam span, clear span length along centerline of roadway 45 ft., 30° skew; concrete abutments; 22 ft. roadway, concrete wearing surface; new location.
Norway Oxford.....	Sweetser Brothers.....	\$3,800	Lombard Bridge; concrete slab span, clear span length 15 ft.; concrete abutments, pile foundation; 22 ft. roadway.
Old Town Penobscot.....	Force Account.....	\$37,000	Mud Pond Inlet Bridge; City's portion of joint fund from C W A funds; timber pile trestle, overall length 1400 ft.; fill over timber stringers; 18 ft. 6 in. roadway.
Phillips Franklin.....	Hector J. Cyr Co., Inc... Substructure & Floor... Lackawanna Steel Construction Corporation... Steel Superstructure....	\$17,900	Meeting Place Bridge, U. S. Public Works Project N. R. H. 119E; steel pony truss span, length center to center of bearings 84 ft. 10½ in., 30° skew; concrete abutments; concrete floor slab; 22 ft. roadway, concrete wearing surface; new location.
Phillips Franklin.....	J. R. Partridge.....	\$10,200	Wing Bridge, U. S. Public Works Project N. R. H. 119E; steel I-beam span, length center to center of bearings 62 ft. 5 in., 35° skew; concrete abutments; concrete floor slab; 22 ft. roadway, concrete wearing surface; new location.
Plymouth Penobscot.....	Stewart & Williams.....	\$20,500	Tannery Bridge; three steel I-beam spans, two spans, length center to center of bearings 26 ft. 10 in. each, one span length center to center of bearings 63 ft. 7 in., 20° skew; concrete abutments; concrete piers; 21 ft. roadway, concrete wearing surface; new location.
Rumford Oxford.....	Force Account.....	\$2,800	Mount Zircon Bridge; Town's share of Joint Fund from Emergency Relief Funds; concrete slab span, clear span length 20 ft.; concrete abutments; 21 ft. roadway, concrete wearing surface; new location.
Rumford Oxford.....	Force Account.....	\$2,300	Thurston Brook Bridge; Town's share of Joint Fund from Emergency Relief Funds; concrete slab span, clear span length along center line of roadway 11 ft. 6½ in.; 30° skew; concrete abutments; 21 ft. roadway.

Town and County	Contractor	Est. Cost	Description
Salem Franklin	Sweetser Brothers	\$12,000	Twin Bridge; two concrete slab bridges; one bridge with a clear span length of 20 ft.; concrete abutments; the other bridge with a clear span length along the centerline of roadway of 27 ft. 9½ in., 40° skew; existing stone abutments capped and extended with concrete, four concrete wings; both bridges have 21 ft. roadway.
Sandy River Plt. Franklin	Ralph Giovannucci	\$11,300	Lower Bridge; U. S. Public Works Project N. R. H. 146-B; two concrete slab spans, clear span length along centerline of roadway 16 ft. 11½ in. each, 45° skew; concrete abutments; concrete pier; 25 ft. roadway, concrete wearing surface.
Southport Lincoln	Edmond Cyr & Co.	\$17,400	Thompson Bridge; four steel I-beam spans, length center to center of bearings 42 ft. 10 in. each; pile bent piers; pile bulkhead abutments; wood strip floor; 21 ft. roadway, asphalt plank surface.
The Forks Plt. Somerset	Sweetser Brothers	\$5,500	Holly Brook Bridge; concrete T-beam span, clear span length along centerline of roadway 30 ft., 30° skew; concrete abutments; 22 ft. roadway, concrete wearing surface; new location.
Waterville Kennebec	City of Waterville	\$42,000	Gilman Street Bridge; City's share of Joint Fund from C W A. funds; three I-beam spans, length center to center bearings 42 ft. 10 in. each, 45° skew; concrete piers; concrete abutments; pile foundation; concrete floor slab; 24 ft. roadway; concrete wearing surface; 5 ft.
Woolwich Sagadahoc	Reed & Reed Substr. & Floor Lackawanna Steel Construction Corp. Steel Superstructure	\$97,000	N. R. H. Overhead Bridges; U. S. Public Works Project N. R. H. 116-B. Structure at Station 23-0 is a grade crossing alteration, three steel I-beam spans, two spans with length center to center of bearings 34 ft. each, one span with length center to center of bearings 53 ft. 6 in., 24° skew; concrete piers; concrete abutments; concrete floor slab; 24 ft. roadway, concrete wearing surface. Structure at Station 46+0 is a grade crossing elimination; seventeen steel I-beam spans; eight tower spans each 25 ft. center to center of bearings; four spans each 60 ft. 4 in. center to center of bearings; two spans each 50 ft. center to center of bearings; one span 55 ft. center to center of bearings; one span 40 ft. 4 in. center to center of bearings. one span 40 ft. center to center of bearings; concrete abutments; concrete piers; pile foundation piers No. 9 to No. 32 inclusive; concrete floor slab; 24 ft. roadway, concrete wearing surface. Both structures are on new highway location.

The total expenditures from the Bridge Loan Fund for bridge construction in 1933 amounted to \$575,424.94, of which \$66,008.30 was for engineering, advertising and inspection, \$500,088.34 for labor and material, and \$9,328.30 for right of way and property damage.

In addition, \$45,123.18 was expended for bridge construction from Federal funds advanced to the State of Maine.

The following table shows the bridge construction accounts closed during 1933, with final cost and distribution of cost:

Town	Co.	Bridge	Total Cost	Paid by State	Paid by County	Paid by Town
Alna	Lincoln	Carleton	\$10,417.45	\$5,583.75	\$3,125.24	\$1,708.46
Amity	Aroos.	Greenleaf Brk No. 2	3,317.70	3,317.70		
Auburn	And.	Oakdale	77,170.47	77,170.47		
Bangor	Penob.	Franklin St.	34,704.34	8,876.09	10,411.30	15,616.95
Bucksport	Hanc.	Main St.	6,656.80	6,656.80		
Burnham	Waldo	Johnson Brk.	7,000.45	7,000.45		
Carmel	Penob.	Cheese Fac.	1,192.56	1,192.56		
Carthage	Fra.	Newman	30,392.97	19,266.79	9,117.89	2,008.29
Chelsea	Kenn.	Trask	4,161.61	4,161.61		
Codyville Plt.	Wash.	Little Tomah	4,689.62	2,344.81	1,406.89	937.92
Dresden	Line.	Upper	38,336.41	38,336.41		
Farmington	Fra.	Fairbanks	91,328.60	63,930.02	27,398.58	
Fort Kent	Aroos.	Main St.	12,563.88	12,563.88		
Fryeburg	Oxf.	Eddy Flat	11,152.88	11,152.88		
Fryeburg	Oxf.	Jsgood	20,826.28	20,826.28		
Fryeburg	Oxf.	Shortridge	8,036.52	8,036.52		
Gorham	Cumb.	Davis Mill	5,851.47	5,851.47		
Gorham	Cumb.	Higgins	5,889.01	5,889.01		
Grafton	Oxf.	Mother				
		Walker	7,715.15	7,715.15		
Grand Isle	Aroos.	M. Soucy	6,052.08	6,052.08		
Hollis-Dayton	York	Bruce	6,830.14	6,830.14		
Island Falls	Aroos.	Randall	18,897.17	8,276.96	5,669.15	4,951.06
Jefferson	Line.	Gerry	5,045.29	1,558.99	1,513.59	1,972.71
Jefferson	Line.	Meadow Brk.	3,075.68	3,075.68		
Liberty	Waldo	Sucker Mill	5,281.01	5,281.01		
Lincolnville	Waldo	Wiley	5,197.09	1,637.08	1,559.13	2,000.88
Lyman	York	Bartlett	3,495.56	3,495.56		
Mayfield Plt.	Som.	Mayfield	4,582.57	2,332.53	1,374.77	875.27
Mexico-Peru	Oxf.	And. River	*123,841.88	45,778.54	19,619.37	
Minot-						
Poland	And.	Hackett Mills	20,749.65	20,749.65		
Mt. Vernon	Kenn.	Grist Mill	8,308.36	8,308.36		
Mt. Vernon	Kenn.	Telephone	6,112.71	6,112.71		
New Sharon-						
Chesterville	Fra.	McGurdy Pd	25,036.82	25,036.82		
Orient	Aroos.	Skagrock	3,425.20	3,425.20		
Orland	Hanc.	Meadow Brk.	5,338.07	5,338.07		
Orland	Hanc.	Toddy Pond	13,186.40	13,186.40		
Palermo	Waldo	Sheepscoot	22,359.50	22,359.50		
Palmyra	Som.	Iron	31,239.95	31,239.95		
Penobscot	Hanc.	Clement Brk.	5,860.40	5,860.40		
Pittsfield	Som.	Farnham	2,472.10	2,472.10		
Pittsfield	Som.	Osborne	769.32	769.32		
Pittsfield	Som.	So. of Village	1,067.00	1,067.00		
Poland	And.	MiddleRange	3,466.12	3,466.12		
Portland	Cum.	Mill Creek	9,620.63	2,405.16	2,886.19	4,329.28
Portland	Cum.	Stroudwater	9,844.66	2,461.16	2,953.40	4,430.10
Presque Isle	Aroos.	Hanson	4,424.40	1,106.11	1,327.29	1,991.00
Readfield	Kenn.	Torsey Pond	6,575.45	6,575.45		
St. George	Knox	Mill Brook	11,293.30	11,293.30		
Saco	York	Cascade	1,592.84	1,592.84		

Town	Co.	Bridge	Total Cost	Paid by State	Paid by County	Paid by Town
Searsmont	Waldo	Mill	12,779.41	6,159.68	3,833.82	2,785.91
Shirley	Pisc.	Shirley Mills	5,619.15	2,714.05	1,685.74	1,219.36
Skowhegan	Som.	Smith Pond	25,963.28	25,963.28		
Stow	Oxf.	Cold River	5,740.02	2,697.81	1,722.01	1,320.20
Thorndike	Waldo	B. Ward	5,306.73	2,939.93	1,592.02	774.78
Thorndike	Waldo	G. Ward	4,089.95	2,265.83	1,226.99	597.13
Thorndike	Waldo	Knox Sta.	3,150.93	1,745.62	945.28	460.03
Thorndike	Waldo	Rich.	5,952.68	3,297.78	1,785.81	869.09
Waldo	Waldo	Dutton	16,102.76	10,345.63	4,830.83	926.30
Waldo	Waldo	Luce	5,201.28	3,341.70	1,560.38	299.20
Waldo	Waldo	Levanseller	4,845.68	3,113.23	1,453.70	278.75
Waldo	Waldo	Senborn	4,062.11	2,609.81	1,218.63	233.67
Wallagrass	Aroos.	Strip	11,874.52	6,459.74	3,562.36	1,852.42
Warren- Thomaston	Knox	South Warren	72,538.92	50,777.24	21,761.68	
Wells	York	Donnells	10,413.99	10,413.99		
Westfield	Aroos.	Young Brk.	5,855.20	5,855.20		
West Gard- Litchfield	Kenn.	Babcock	32,154.70	32,154.70		
Willimantic	Pisc.	Arnold	15,995.59	9,437.40	4,798.68	1,759.51
Willimantic	Pisc.	Goodell	3,674.96	1,484.68	1,102.49	1,087.79
			1,007,767.38	\$752,594.14	\$141,443.21	\$55,286.06

*Federal Aid \$58,443.97 Project 109-G

BRIDGE MAINTENANCE

By Chapter 137, P. L. 1933, the State took over for maintenance ten additional intrastate bridges on the State highway system, and by Chapters 63 and 69, P. & S. L. 1933, assumed control of two additional international bridges at Calais.

The total expenditures from bridge maintenance funds in 1933, after deducting credits, amounted to \$139,636.12.

1933

BRIDGE LOAN FUND

Credits

Balance, January 1, 1933	\$564,199.46
Received from sale of bonds	
Transferred from Highway Loan Fund, Newcastle	645.33
Transferred from Bridge Maintenance Fund Durham	2,095.41
Transferred from Special Resolves	
Chesterville	\$2,300.00
Garland	1,299.50
Lubec	3,000.00
Lyman	500.00
Plymouth	1,250.00
Salem	1,497.12
	<hr/> 9,846.62

Transferred from Third Class Highway Fund		
Plymouth.....		911.60
Transferred from Highway Maintenance Fund		
Plymouth.....		2,897.51
Received from Federal Aid		
Wiscasset-Edgecomb.....	\$17,374.86	
Falmouth.....	76,712.18	
Brunswick-Topsham ..	18,441.78	112,528.82
Received from tolls — Richmond-Dresden		6,396.65
Received from other credits — Richmond-Dresden.....		331.00
Received from counties.....		67,834.55
Received from cities and towns.....		41,336.02
		<hr/>
		\$809,022.97

Expenditures

Engineering, advertising and inspection.....		\$66,008.30
Labor and materials.....		500,088.34
Right of way and property damage.....		9,328.30
Operation, Richmond-Dresden		7,693.18
Refund to counties.....		28,275.93
Refund to cities and towns,.....		6,680.83
Refund to Improvement of State Roads Joint Fund		
Oakfield.....		221.63
Balance, December 31, 1933		190,726.46*
		<hr/>
		\$809,022.97

* Balance shown in financial statement \$190,497.11. Balance of \$190,726.46 includes \$167.02 shown in financial statement as balance of Maine-Kennebec Bridge Account, and journal adjustment of \$62.33 not made in financial statement until 1934.

1933

BRIDGE MAINTENANCE

Credits

Balance January 1, 1933.....		\$91,392.74
Transferred from General Highway Fund.....		58,607.26
Received from rentals of buildings.....		2,295.00
		<hr/>
		\$152,295.00

Debits

Engineering and Supervision.....		\$19,151.30
Labor and Materials.....		120,683.41
Right of Way and Land Damage.....		1.00
Transferred to Bridge Loan Fund-Special Resolve		
Durham.....		2,095.41
Balance December 31, 1933.....		10,363.88*
		<hr/>
		\$152,295.00

* Balance shown in financial statement \$10,370.41. This includes journal adjustment of \$6.53 not shown in financial statement until 1934.

CARLTON BRIDGE

BATH-WOOLWICH

Toll collections, January 1 — December 31, 1933

Passengers	398,147	.05	\$19,907.35
Automobile or 2 ton truck	190,101	.50	95,050.50
Automobile and trailer	68	.75	51.00
Truck, over 2 to 3½ tons	758	.75	568.50
Truck, over 3½ to 5 tons	626	1.00	626.00
Truck, over 5 to 10 tons	35	1.50	52.50
One horse vehicle	796	.15	119.40
Two horse vehicle	91	.20	18.20
Bus, 16 passenger or less	459	.75	344.25
Bus, over 16 passenger	443	1.00	443.00
Motorecycle	411	.15	61.65
Horses, cows and oxen	34	.15	5.10
Roller or well drill	1	1.00	1.00

Commutation tickets:

Passenger 25 trips	2483	\$1.00	\$2,483.00
Auto or 2 ton truck 20 trips	5040	3.50	17,640.00
Auto or 2 ton truck 200 trips	264	20.00	5,280.00
Truck over 2 to 3½ tons 20 trips	137	6.00	822.00
Truck over 2 to 3½ tons 200 trips	26	30.00	780.00
Truck over 3½ to 5 tons, or bus 20 trips	329	9.00	2,961.00
One horse vehicle 20 trips	22	2.00	44.00
Two horse vehicle 20 trips	5	2.50	12.50
School ticket, 1 month	37	.25	9.25

\$147,280.20

WALDO-HANCOCK BRIDGE

PROSPECT-VERONA

Toll collections, January 1 — December 31, 1933

Pedestrian or passenger	224,486	.05	\$11,224.30
Automobile or 2 ton truck	122,324	.50	61,162.00
Truck, over 2 to 3½ tons	617	.75	462.75
Truck, over 3½ to 5 tons	353	1.00	353.00
Truck, over 5 to 10 tons	18	1.50	27.00
One or two horse vehicle	129	.15	19.35
Bus, 16 passenger or less	2	.75	1.50
Bus, over 16 passenger	27	1.00	27.00
Motorecycle	191	.15	28.65
Live stock	4	.05	.20

Commutation tickets:

Pedestrian or passenger.....	25 trips	106	\$1.00	\$106.00
Auto or 2 ton truck	20 trips	220	5.00	1,100.00
Auto or 2 ton truck	100 trips	14	17.50	245.00
Auto or 2 ton truck	100 trips	84	10.00	840.00
Truck over 2 to 3½ tons.....	20 trips	2	8.00	16.00
Truck over 2 to 3½ tons.....	20 trips	88	6.00	528.00
Truck over 2 to 3½ tons.....	100 trips	3	15.00	45.00
Truck over 3½ to 5 tons.....	20 trips	3	12.00	36.00
Truck over 3½ to 5 tons.....	20 trips	32	9.00	288.00
School ticket	1 month	51	.25	12.75
				\$76,522.50

MAINE KENNEBEC-BRIDGE**RICHMOND-DRESDEN****Toll collection, January 1—December 31, 1933**

Pedestrian.....	6,440	.05	\$322.00	
Automobile or 2-ton truck	16,078	.25	4,019.50	
Truck over 2 to 3½ tons	35	.35	12.25	
Truck over 3½ to 5 tons	67	.50	33.50	
One or two horse vehicle	673	.15	100.95	
Bus—16 passenger or less.....	2	.50	1.00	
Bus—over 16 passenger	2	.75	1.50	
Commutation tickets:				
Pedestrian or passenger.....	25 trips	132	\$1.00	132.00
Auto or 2-ton truck	20 "	35	4.00	140.00
Auto or 2-ton truck	100 "	6	15.00	90.00
Auto or 2-ton truck	100 "	37	10.00	370.00
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	30	.05	1.50	
Trailer	5	.10	.50	
Vehicle more than 2 horses.....	—	.25	—	
Push cart or wheelbarrow.....	—	.05	—	
Motor cycle.....	14	.15	2.10	
Roller or well drill	—	1.00	—	
Truck or tractor over 5 tons	—	1.00	—	
Extra passenger	23,233	.05	1,161.65	
				\$6,389.45

MAINTENANCE WORK FOR 1933

Maintenance work during 1933 was performed generally by patrol maintenance. 424 patrolmen were employed in caring

for 6088.76 miles of road in 539 towns. Of this mileage 2177.35 miles was improved State Highway, 3564.30 miles was improved State Aid Highway and the balance or 347.11 miles was unimproved road. There was also maintained by special arrangement with the towns 261.91 miles of improved State Aid road and 5.95 miles of improved State Highway.

A total expenditure for labor and material of \$1,842,293.27 was made on this work, including \$12,414.99 furnished by the State for road machine work. The State also furnished supervision and inspection for the work amounting to \$73,569.44, making a total gross expenditure chargeable to maintenance of \$1,915,862.71; of this amount the State furnished \$1,641,485.19 and the cities and towns furnished \$274,377.52. The average expenditure per mile was \$301.40.

On the 2216.96 miles of State Highway, the expenditure for labor, material and supervision was \$1,004,979.69 or an average expenditure per mile of \$453.31.

The expenditure on the 3871.80 miles of other road under patrol was for labor, material and supervision \$900,126.82 or an average expenditure per mile of \$232.48.

SNOW REMOVAL 1933-1934

Number of towns in which snow removal work was done by towns.	466
Number of towns in which snow removal work was done by State.	1
	467

	State Highways	State Aid Highways	Town Roads	Total
Number of miles on which towns applied for state aid	2041.61	3547.41	5649.07	11,238.09
Number of miles accepted	2001.28	3417.12	5306.51	10,724.91
Number of miles plowed by State (Indian Township—10.9				
Total number of miles				10,724.91
Paid by towns for snow removal				\$512,671.04
Paid by State for snow removal				411,646.55
Paid by State for snow removal (Supervision)				23,521.88
Total paid by State for snow removal				435,168.43
Total Cost				947,839.47
Average cost per mile (less Supervision)				86.18
Snow fence erected by State	11,650	Linear Feet		
Snow fence erected by towns	1,856,900	Linear Feet		
Average Cost per mile for supervision		\$2.19		

**STATEMENT OF RECEIPTS AND EXPENDITURES WITH BALANCES OF THE MAINE STATE HIGHWAY
COMMISSION FOR THE PERIOD ENDING JUNE 30, 1934.**

HIGHWAY LOAN FUND

Expenditures	Jan.-May	June	Balance	Receipts	Jan.-May	June	Overdraft
Expenditures	\$154,142.96	\$34,853.84		Balance to January 1, 1934	\$714,909.71		
Transfer to General Hwy. Fund C. O.	515,000.00			Receipts — Miscellaneous	21,358.35	\$348.30	
Balance to July 1, 1934			\$90,531.01	Receipts — C.M.P. Co.	19,100.00		
Bal. of this acct. June 1 was				Receipts Federal Aid	18,736.75		
\$104,961.85				Receipts Bonding Co.		20,074.70	

BRIDGE LOAN FUND

Expenditures	\$126,888.31	\$44,404.99		Balance to January 1, 1934	\$190,497.11		
Balance to July 1, 1934			\$137,120.04	Receipts — Miscellaneous	14,367.13	\$281.92	
Bal. of this acct. June 1 was				Receipts Towns	65,978.83		
\$181,243.11				Receipts Federal Aid	37,288.35		

NON-RESIDENT EXCISE TAX ADMINISTRATION

Overdraft Jan. 1, 1934	\$1,197.20			Receipts	\$14,329.12	\$1,831.98	
Expenditures	5,745.35	\$2,262.88		Transfer	46.89		
Balance to July 1, 1934			\$7,002.56				
Bal. of this acct. June 1, 1934 was							
\$7,433.46							

ADMINISTRATION OF STATE HIGHWAY COMMISSION

Expenditures	\$39,549.79	\$13,240.37		Balance to January 1, 1934	\$28,238.26		
				Receipts — Blueprints & Specifications ..	1,824.72	\$3,698.16	
				Transfer — General Highway Overdraft.			
				July 1, 1934		19,029.02	
				Balance overdrawn June 30, 1934			
				\$9,486.81			

CARLTON BRIDGE

Expenditures	Jan.-May	June	Balance	Receipts	Jan.-May	June	Overdraft
Expenditures	\$5,025.60	\$1,138.85		Balance to January 1, 1934	\$121,116.84		
Accrued Interest	17,560.00	5,673.24		Receipts — Tickets	32,309.14	\$17,198.10	
Balance to July 1, 1934			\$149,697.37	Receipts	8,470.98		
Balance of this acct. June 1, was \$139,311.36							

RICHMOND-DRESDEN BRIDGE

Expenditures	\$4,222.97	\$728.43		Balance to January 1, 1934	\$167.02		
				Receipts — Tolls	1,396.60	\$821.45	
				Balance overdrawn July 1, 1934			\$2,566.33
				Bal. overdrawn June 1, 1934 . \$2,659.35			

WALDO-HANCOCK BRIDGE

Expenditures	\$3,868.35	\$1,572.80		Balance to January 1, 1934	\$170,104.39		
Accrued Interest	13,880.00	4,000.00		Receipts - Tolls	9,448.26	\$7,488.80	
Balance to July 1, 1934			\$163,720.30				
Bal. of this acct. June 1, was \$161,804.30							

SPECIAL RESOLVES

Expenditures	\$24,071.71	\$2,904.31		Balance to January 1, 1934	\$57,713.72		
Balance to July 1, 1934			\$38,387.03	Receipts	512.21	\$137.12	
Bal. of this acct. June 1, was \$34,154.22				Transfer		7,000.00	

REMOVAL OF SNOW FROM HIGHWAYS AND TOWNWAYS

Expenditures	\$59,430.53	\$70,103.26		Balance to January 1, 1934	\$30,110.39		
Balance to July 1, 1934			\$110,437.98	Receipts — Town	13,587.40	\$20,397.21	
Bal. of this acct. June 1, 1934 was \$160,144.03				Transfer	175,876.77		

IMPROVEMENT OF STATE ROADS J. F.

Expenditures	Jan.-May	June	Balance	Receipts	Jan.-May	June	Overdraft
Expenditures	\$160,483.61	\$6,880.87		Balance to January 1, 1934.....	\$195,769.35		
Balance to July 1, 1934.....			\$94,973.55	Receipts — Miscellaneous	1,591.60	\$15.55	
Bal. of this acct. June 1, 1934 was				Receipts — Cities and Towns	61,661.53	3,300.00	
\$98,538.87							

GENERAL HIGHWAY FUND

Transfer — Reserve to Retire.....	\$284,000.00			Balance to January 1, 1934.....	\$368,240.94		
Transfer — Accrued Interest.....	478,555.00	\$38,377.50		Receipts — Auto Fines.....	2,784.94	\$774.89	
Transfer — Special Res. Greenville Rockwood and Mapleton.....		7,137.12		Receipts — Gas Tax.....	1,127,369.76	257,234.65	
Transfer — Aeronautical.....	940.03	2.40		Receipts — Auto Fees 1933.....	2,345.44		
Transfer — Third Class 1933 Appro.	700,000.00			Receipts — Auto Fees 1934.....	2,230,509.22	245,905.96	
Transfer — Bridge Maint. 1933 Appro.				Receipts — Fines and penalties.....	372.86	75.00	
Balance.....	91,392.75			Receipts — Miscellaneous.....	301.27	670.27	
Transfer — Snow Removal 1933				Receipts — Auto Fee — Refunds and Rebates.....	2,553.17	365.02	
Appro. Balance.....	175,800.78			Refund — Comp. for Inj. Third Class...	4,000.06		
Transfer — Maine Highways Over-				Refund — Advance.....	4,136.83		
draft.....	5,422.50			Transfer — Highway Loan C.O.....	515,000.00		
Transfer — Excise Tax to Acct.....	4,271.00			Gas Tax refunds rebated.....		7.59	
Transfer — C.O. 90 — CWA Sup-				Checks made good on Auto Fees.....		14,274.37	
plies Acct.....	2,500.00	9,200.00		Balance Motor Police lapsed.....		1,389.80	
Refunds & Rebates — Auto Fees.....	3,796.63	2,447.88		Balance Gas Tax Admin.....		27,417.75	
Transfer — Eustis Tim Brook Bridge	2,500.00			Balance Motor Vehicle Dept.....		15,514.03	
Transfer — Bureau of Accounts.....		45,000.00		Balance Bridge Maint.....		23,223.64	
Special Res. Ch. 225—Chas. Springer				Balance Admin. & Collection unregistered vehicles.....		23,293.70	
Com.....	250.00						
Transfer — Admin. overdraft June 30, 1934.....		19,029.02					
Transfer — Maint. of roads June 30, 1934.....		510,030.37					
Transfer — Comp. for Injuries June 30, 1934.....		17,452.28					
Balance to July 1, 1934.....			\$2,469,655.84				
Bal. of this acct. June 1, was							
\$2,508,185.74							

CIVIL WORKS ADMINISTRATION

Expenditures	Jan.-May	June	Balance	Receipts	Jan.-May	June	Overdraft
Balance Overdrawn Jan. 1, 1934.....	\$843.72			Receipts.....	\$15.13		
Expenditures.....	804.18	\$9.25		Bal. Overdrawn to July 1, 1934.....			\$1,642.02
				Bal. Overdrawn to June 1, \$1,632.77...			

ACCRUED INTEREST AND RESERVE TO RETIRE HIGHWAY AND BRIDGE BONDS

Accrued Interest.....	\$762,555.00	\$38,377.50		Transfer General Highway Fund.....	\$762,555.00	\$38,377.50	
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ADMINISTRATION AND REBATE ON INTERNAL COMBUSTION ENG. FUEL (GAS TAX)

Expenditures.....	\$52,081.30	\$21,856.27		Balance to January 1, 1934.....	\$101,231.24		
Balance to July 1, 1934 lapsed to Gen. Hwy. Fund.....		27,417.75		Check Cancelled.....	119.13	\$4.95	
Balance of this acct. June 1, was \$49,269.07							

THIRD CLASS HIGHWAY FUND

Expenditures.....	\$409,718.36	\$9,018.30		Balance to January 1, 1934.....	\$17,418.91		
Balance to July 1, 1934.....			\$302,060.24	Appro. 1933.....	700,000.00		
Balance of this acct. June 1, was \$311,078.54				Receipts — Miscellaneous.....	3,377.99		

MAINTENANCE OF STATE AND STATE-AID HIGHWAYS

Expenditures.....	\$450,599.08	\$480,575.35		Balance to January 1, 1934.....	\$342,374.85		
				Receipts — Miscellaneous.....	16,652.01	\$1,621.97	
				Receipts — Cities and Towns.....	60,445.23		
				Receipts — Donations Roadside beauti- fication.....	50.00		
				Balance overdrawn transferred General Highway Fund.....		510,030.37	
				Bal. of this acct. overdrawn June 1,	\$31,076.99		

STATE HIGHWAY COMMISSION

COMPENSATION FOR INJURIES

Expenditures	Jan.-May	June	Balance	Receipts	Jan.-May	June	Overdraft
Expenditures	\$36,537.01	\$4,875.47		Balance to January 1, 1934.....	\$18,445.90		
				Receipts — Cancelled Checks	\$1,190.00	\$4,324.30	
				Transfer—Gen. Hwy. Fund June 30, 1934		17,452.28	
				Bal. overdrawn to July 1, 1934			
				Bal. overdrawn to June 1, 1934,			
				\$16,901.11			

MOTOR TRANSPORT AND EQUIPMENT

Expenditures	\$141,363.52	\$29,700.61		Balance to January 1, 1934.....	\$84,953.10		
Balance to July 1, 1934.....			\$75,446.09	Receipts — Rental.....	100,241.82	41,775.01	
Bal. of this acct. June 1, was				Transfer — Stock.....	19,540.29		
\$63,371.69							

MAINTENANCE HIGHWAY POLICE DEPARTMENT

Expenditures	\$56,269.90	\$28,998.44		Balance to January 1, 1934.....	\$85,518.40		
Balance to July 1, lapsed Gen. Hwy.				Receipts — Sale of Supplies.....	1,108.05	31.69	
Fund		1,389.80					
Bal. of this acct. June 1, was							
\$30,356.55							

MAINTENANCE OF MOTOR VEHICLE DEPARTMENT

Expenditures	\$31,659.75	\$6,959.75		Balance to January 1, 1934.....	\$54,090.38		
Balance lapsed Gen. Hwy. Fund				Receipts.....	43.15		
July 1		15,514.03					
Bal. of this acct. June 1, 1934 was							
\$22,473.78							

BRIDGE MAINTENANCE

Expenditures	\$63,134.65	\$17,583.05		Balance to January 1, 1934.....	\$10,370.41		
Balance lapsed to June 30 to General				Receipts — Rental.....	808.43	\$378.12	
Highway Fund		\$23,223.64		Receipts — Miscellaneous	902.46	89.17	
Bal. of this acct. June 1, was				Transfer.....	91,392.75		
\$40,339.40							

MAINE HIGHWAY MAGAZINE

Expenditures	Jan.-May	June	Balance	Receipts	Jan.-May	June	Overdraft
Balance overdrawn Jan. 1, 1934	\$5,422.50			Transfer from Gen. Hwy. Fund	\$5,422.50		

CIVIL WORKS ADMINISTRATION — SUPPLIES ACCOUNT

Expenditures	\$1,275.16	\$122.07		Apportionment	\$2,500.00	\$9,200.00	
Balance to July 1, 1934			\$10,302.77				
Balance to June 1, was \$1,224.84							
Total Expenditures			\$6,434,820.89	Total Receipts		\$10,079,947.32	
Less Overdraft			4,208.35			6,430,612.54	
			\$6,430,612.54	Balance		\$ 3,649,334.78	

**NATIONAL INDUSTRIAL RECOVERY HIGHWAY FUND
N. R. H.**

Bal. overdrawn to Jan. 1, 1934	\$378,030.69			Bal. overdrawn July 1, 1934			\$642,956.93
Expenditures	89,107.47	\$175,818.77		Bal. overdrawn June 1, \$467,138.16			

N. R. M.

Bal. overdrawn Jan. 1, 1934	\$170,828.73			Transfer	\$78.20		
Expenditures	79,048.95	\$107,308.78		Bal. overdrawn July 1, 1934			\$357,108.26
				Bal. overdrawn June 1, \$249,799.48			

N. R. S.

Bal. overdrawn Jan. 1, 1934	\$761,107.21			Transfer	\$90.82		
Expenditures	51,541.01	\$37,830.72		Bal. overdrawn July 1, 1934			850,388.12
				Bal. overdrawn June 1, \$812,557.40			

NATIONAL INDUSTRIAL RECOVERY HIGHWAY FUND TRUST ACCOUNT

Expenditures—Reimb. to U.S. Treas.	\$400,000.00			Bal. to Jan. 1, 1934	\$1,559,055.79		
Bal. to July 1, 1934			\$1,892,172.46	Receipts — Fed. Aid.	637,316.96	81,824.71	
Bal. to June 1, was \$1,810,298.69				Receipts — Miscellaneous	13,925.94	49.06	

STATE HIGHWAY COMMISSION