

# MAINE STATE LEGISLATURE

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MAINE PUBLIC DOCUMENTS

July 1, 1934 - June 30, 1936

**TWENTY-SECOND ANNUAL REPORT**

**of the**

**State Highway  
Commission**

**of the**

**STATE OF MAINE**

**From January 1, 1934, to December 31, 1934**

STATE OF MAINE

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OFFICE OF  
STATE HIGHWAY COMMISSION

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

We have the honor to present the twenty-second annual report of the State Highway Commission, from January 1, 1934, to December 31, 1934.

PAUL C. THURSTON  
STILLMAN E. WOODMAN  
*State Highway Commission*

Augusta, Maine  
December 31, 1936



## 1934

Work under the direction of the State Highway Commission has included the construction of state and Federal-aid highways, state aid highways, third class highways, work provided for under special resolves of the Legislature, maintenance of state and state aid highways, construction of bridges under the general bridge act, snow removal, and work provided for by grants made to the state by the Federal Government for road work.

State funds to provide for the construction of state and Federal-aid highways, and to provide for the construction of bridges under the general bridge act, for the past five years, have been made available through the proceeds of highway and bridge bond issues proposed by the Legislature and accepted by the people in 1929. As of December 31, 1934, there remained to be sold \$1,000,000 of highway bonds and \$750,000 of bridge bonds.

State funds for other activities of the State Highway Commission are provided for under the act creating the General Highway Fund. This act was passed by the Legislature in 1931, but was suspended by the Legislature in 1933 until July 1, 1935. A new General Highway Fund was set up by the Legislature (Chapter 175, P.L. 1933) to be in force during the period of suspension. This fund includes all fees received from the registration of motor vehicles and licensing of operators, the receipts from the tax on internal combustion engine fuels, all fines, forfeitures and costs accruing to the state under Section 118 of Chapter 29, R.S., as amended by Chapter 189, P.L. 1931, and all sums received on account of the State Highway Commission for permits to open highways, or from other sources, the disposition of which is not otherwise designated by law.

Disposition of the General Highway Fund is as follows:

1. Payment of such sums for interest and retirement as are necessary to meet the provisions of bond issues for state highway and bridge construction.
2. \$100,000 annually for payment of the expenses of registering motor vehicles and licensing the operators thereof.
3. \$155,000 annually for maintenance of the state police.
4. \$75,000 annually for the administration of the office and carrying out the duties of the State Highway Commission.
5. \$175,000 annually for the administration of the tax on internal combustion engine fuel, and for the payment of refunds on said tax, as provided by statute.

6. \$150,000 annually for expenditures authorized for the construction, maintenance and repair of roads, bridges and ferries in accordance with the terms of appropriate resolves of the Legislature in favor of towns.
7. \$1,000,000 annually for the construction of state aid roads.
8. \$700,000 annually for the construction of third class highways.
9. The remainder of the General Highway Fund to be used for the maintenance of state and state aid highways, the maintenance of interstate, intrastate and international bridges, and the removal of snow.

Apportionments of regular Federal-aid for the construction of Federal-aid highways, for the fiscal years 1917 to 1933, amounted to \$11,699,768.20. These funds have been matched by the state in accordance with the Federal requirements.

In 1931, the state was apportioned \$715,799 by the Federal Government, and in 1932 the sum of \$1,067,079. Both of these amounts were apportioned as emergency construction highway funds and were expended in connection with regular Federal-aid and state funds for the construction of Federal-aid highways.

No apportionments of Federal-aid highway funds to states were authorized for the fiscal years 1934 or 1935.

Under the provisions of the Hayden-Cartwright Act, approved June 18, 1934, additional Federal-aid appropriations were authorized to be made in the amount of \$125,000,000 for each of the fiscal years 1936 and 1937. The first of these appropriations was apportioned by the Secretary of Agriculture on December 27, 1934, for construction work in the fiscal year 1936. Of this fund, there was apportioned to Maine the sum of \$1,090,167.

Under the provisions of Section 204 of the National Industrial Recovery Act of June 16, 1933, there was apportioned to the State Highway Department the sum of \$3,369,917, as a grant, to be expended for road improvement in accordance with the provisions of the Federal Highway act, with some exceptions. Work on projects programmed for this fund was started during the 1933 season and has been continued during the present construction season.

During 1934, the sum of \$200,000,000 was apportioned to the states under the provisions of the Hayden-Cartwright Act, approved June 18, 1934. The apportionment to Maine was \$1,711,586. This was a grant and the rules and regulations were similar to those governing the expenditure of the grant under the National Industrial Recovery Act of 1933.

Some changes have been made in the provisions applying to Federal-aid highway funds for the fiscal years 1936 and

1937. Heretofore, Federal-aid has not been available for use in compact sections of towns and cities and Federal participation has been limited to \$15,000 per mile. Both restrictions have been removed. The state law, however, requiring that highway bond funds shall not be expended within the compact sections of towns and cities of over 5,000 population is still in effect.

Another provision of the Hayden-Cartwright Act requires the Secretary of Agriculture to withhold not to exceed one-third of Federal-aid apportionment to any state that applies a lesser amount of motor vehicle registration fees and gasoline tax funds to highway work than was required by state laws as of June 18, 1936.

## STATE HIGHWAY COMMISSION

## STATE HIGHWAY COMMISSION

## FINANCIAL STATEMENT

January 1, 1934—December 31, 1934

## ADMINISTRATION OF STATE HIGHWAY COMMISSION

## Credits

Balance January 1, 1934 .....	\$28,238.26
Apportionment 1934 .....	75,000.00
Apportionment 1934 on account Overdraft .....	19,029.02
Receipts Miscellaneous .....	3,603.15
Receipts Transfer Testing Laboratory to Towns .....	7,237.76
	<hr/>
	\$133,108.19

## Debits

Expenditures .....	\$106,197.88
Balance December 31, 1934 .....	26,910.31
	<hr/>
	\$133,108.19

## MAINTENANCE—STATE POLICE DEPARTMENT

## Credits

Balance January 1, 1934 .....	\$85,518.40
Receipts Sale of Supplies .....	1,417.22
Appropriation 1934 .....	155,000.00
	<hr/>
	\$241,935.62

## Debits

Balance July 1, 1932, lapsed to General Highway Fund .....	\$1,389.80
Expenditures .....	167,942.55
Balance December 31, 1934 .....	72,603.27
	<hr/>
	\$241,935.62

MAINTENANCE—MOTOR VEHICLE DEPARTMENT  
(SECRETARY OF STATE)

## Credits

Balance January 1, 1934 .....	\$54,090.38
Receipts .....	276.65
Appropriation 1934 .....	100,000.00
	<hr/>
	\$154,367.03

## Debits

Balance July 1, 1934, lapsed to General Highway Fund .....	\$15,514.03
Expenditures .....	89,653.46
Balance December 31, 1934 .....	49,199.54
	<hr/>
	\$154,367.03

**ADMINISTRATION AND REBATES—INTERNAL  
COMBUSTION ENGINE FUEL**

**Credits**

Balance January 1, 1934 .....	\$101,231.24
Check, cancelled .....	174.18
Appropriation 1934 .....	175,000.00
	\$276,405.42

**Debits**

Balance July 1, 1934, lapsed to General Highway Fund	\$27,417.75
Expenditures .....	157,886.77
Balance December 31, 1934 .....	91,100.90
	\$276,405.42

**ADMINISTRATION—NON-RESIDENT EXCISE TAX**

**Credits**

Transfer 1933 Deposit from General Highway .....	\$4,271.00
Receipts Collections 1934 .....	15,833.29
Receipts Collections 1934 for 1935 .....	194.66
Miscellaneous (Refund on Payrolls) .....	106.67
	\$20,405.62

**Debits**

Overdraft January 1, 1934 .....	\$1,197.20
Expenditures .....	12,230.55
Balance December 31, 1934 .....	6,977.87
	\$20,405.62

**CIVIL WORKS ADMINISTRATION**

**Credits**

Receipts .....	\$15.13
Overdraft December 31, 1934 .....	1,642.02
	\$1,657.15

**Debits**

Overdraft January 1, 1934 .....	\$843.72
Expenditures .....	813.43
	\$1,657.15

**CIVIL WORKS ADMINISTRATION SUPPLY ACCOUNT**

**Credits**

Apportionment by Council Order .....	\$11,700.00
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## STATE HIGHWAY COMMISSION

## Debits

Expenditures .....	\$7,239.17
Balance December 31, 1934 .....	4,460.83
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	\$11,700.00

## COMPENSATION FOR INJURIES TO STATE EMPLOYEES

## Credits

Balance January 1, 1934 .....	\$18,445.90
Apportionment 1934 on account of overdraft .....	17,452.28
Apportionment 1934 .....	75,000.00
Receipts Miscellaneous (Cancelled Checks) .....	2,800.53
Receipts on account Chester Worthy Lake .....	3,754.63
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	\$117,453.34

## Debits

Expenditures .....	\$76,640.18
Balance December 31, 1934 .....	40,813.16
	<hr/>
	\$117,453.34

## MAINTENANCE—STATE AND STATE AID HIGHWAYS

## Credits

Balance January 1, 1934 .....	\$342,374.85
Apportionment 1934 on account overdraft .....	510,030.37
Appropriation 1934 .....	2,900,000.00
Receipts Requisitions 1934 .....	245,129.71
Receipts Overpayment Requisitions 1934 .....	*1,811.20
Receipts Requisitions Previous 1934 .....	67,462.66
Receipts Overpayment Requisitions Previous 1934 .....	*5,373.68
Receipts Miscellaneous .....	86,498.72
Journal Transfer .....	521.00
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	\$4,159,202.19

## Debits

Supervision .....	\$68,263.75
Labor and Material .....	2,735,333.20
Refunds to Towns Overpayment Requisitions .....	*6,602.88
Adjustments on 1933 .....	2,195.73
Balance December 31, 1934 .....	1,346,806.63
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	\$4,159,202.19

\*Difference of \$582.00 on account refund not made until 1935.

## HIGHWAY LOAN FUND

## Credits

Balance January 1, 1934 .....	\$714,909.71
Transfer from Waldo-Hancock Bridge .....	98,359.73
Set Up for Councilor Apportionments .....	70,000.00
Receipts from Central Maine Power Company .....	19,100.00
Receipts from Bonding Company .....	20,074.70
Receipts from Federal Aid .....	18,736.75
Councilor Apportionments .....	8,125.00
Receipts Miscellaneous .....	38,302.66
Journal Transfer .....	8,673.07
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	\$996,281.62

## Debits

Engineering .....	\$43,723.34
Advertising .....	677.62
Right of Way .....	57,254.73
Labor and Material .....	300,531.48
Refund to General Highway (C.O. 56) .....	515,000.00
Miscellaneous .....	79,094.45
	<hr/>
	\$996,281.62

IMPROVEMENT OF STATE ROADS  
(STATE AID ROAD CONSTRUCTION)

## Credits

Balance January 1, 1934 .....	\$195,769.35
Adjustment on 1933 .....	1,591.60
Apportionment 1934 .....	1,000,000.00
Councilor Apportionments .....	41,535.00
Rescinded to Supervision from Town .....	1,050.00
Receipts Towns .....	510,859.17
Other Appropriations .....	13,997.09
Receipts Miscellaneous .....	958.25
	<hr/>
	\$1,765,760.46

## Debits

Supervision .....	\$35,963.82
Right of Way .....	2,477.32
Labor and Material .....	1,500,013.22
Amount Rescinded .....	1,050.00
Transfer to Compensation for Injuries .....	30,000.00
Miscellaneous .....	2,081.60
Balance December 31, 1934 .....	194,174.50
	<hr/>
	\$1,765,760.46

## CONSTRUCTION OF THIRD CLASS HIGHWAYS

## Credits

Balance January 1, 1934 .....	\$17,418.91
Apportionment 1933 .....	700,000.00
Apportionment 1934 .....	700,000.00
Councilor Apportionments .....	3,450.00
Received from Other Appropriations .....	4,387.15
Receipts Miscellaneous .....	4,067.67
Journal Transfer .....	3,355.72
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	\$1,432,679.45

## Debits

Supervision .....	\$18,208.21
Right of Way .....	887.36
Labor and Material .....	1,304,310.64
Apportionment to Other Appropriations .....	11,945.47
Journal Transfer .....	3,355.72
Balance December 31, 1934 .....	93,972.05
	<hr/>
	\$1,432,679.45

## SPECIAL RESOLVES

## Credits

Balance January 1, 1934 .....	\$57,713.72
Council Apportionments .....	17,000.00
Apportionments 1934 .....	150,000.00
Receipts Towns—Paid Special .....	2,000.00
Receipts Miscellaneous .....	4,248.97
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	\$230,962.69

## Debits

Supervision .....	\$1,779.57
Labor and Material .....	186,741.69
Transfer to Other Appropriations as Funds .....	16,617.81
Amount Lapsed .....	301.27
Miscellaneous Journals .....	3,505.91
Balance December 31, 1934 .....	22,016.44
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	\$230,962.69

## BRIDGE LOAN FUND

## Credits

Balance January 1, 1934 .....	\$190,497.11
Receipts Sale Bonds .....	253,172.50
Receipts Federal Aid .....	37,288.35
Receipts County and Town Share .....	219,105.92



## STATE HIGHWAY COMMISSION

11

Receipts Richmond-Dresden Appropriation .....	1,785.42
Received Other Appropriations .....	11,000.00
Receipts Miscellaneous .....	6,401.71
Journal Transfer .....	68.86

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 \$719,319.87
**Debits**

Engineering .....	\$57,355.03
Advertising .....	1,047.33
Right of Way .....	10,255.90
Labor and Material .....	493,213.06
County and Town Refunds .....	12,286.44
Journal Transfer .....	6.53
Balance December 31, 1934 .....	145,155.58

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 \$719,319.87
**BRIDGE MAINTENANCE****Credits**

Balance January 1, 1934 .....	\$10,370.41
Balance 1933 Apportionment .....	91,392.75
1934 Apportionment .....	150,000.00
Receipts Rental .....	2,330.00
Receipts Rental Pipe Line .....	500.00
Receipts Town's Share Toll Bridge .....	1,282.18
Receipts Miscellaneous .....	1,478.05

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 \$257,353.39
**Debits**

Supervision .....	\$17,297.11
Advertising .....	11.23
General Expense and Right of Way .....	1,687.75
Labor and Material .....	155,680.29
Lapsed June Balance to General Highway .....	23,223.64
Transfer to Bridge Loan .....	659.99
Balance December 31, 1934 .....	58,793.38

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 \$257,353.39
**REMOVAL OF SNOW FROM HIGHWAYS****Credits**

Balance January 1, 1934 .....	\$30,110.39
Balance 1933 Apportionment Set Up .....	175,800.78
1934 Apportionment .....	200,000.00
Receipts Towns' Share .....	500,781.89
Overdraft December 31, 1934 .....	53,554.63

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 \$960,247.69

**Debits**

Supervision .....	\$23,196.36
Labor and Material .....	937,051.33
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	\$960,247.69

**MOTOR TRANSPORT AND EQUIPMENT****Credits**

Balance January 1, 1934 .....	\$84,953.10
Receipts .....	467,695.71
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	\$552,648.81

**Debits**

Expenditures .....	\$446,640.76
Balance December 31, 1934 .....	106,008.05
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	\$552,648.81

**CARLTON BRIDGE****Credits**

Balance January 1, 1934 .....	\$121,116.84
Receipts Maine Central Railroad .....	8,470.98
Receipts Miscellaneous .....	136.55
Receipts Tolls .....	163,977.59
	<hr/>
	\$293,701.96

**Debits**

Expenditures .....	\$13,151.33
Reserve to Retire Bonds .....	50,000.00
Accrued Interest on Bonds .....	40,753.24
Balance December 31, 1934 .....	189,797.39
	<hr/>
	\$293,701.96

**RICHMOND-DRESDEN BRIDGE****Credits**

Balance January 1, 1934 .....	\$167.02
Receipts Miscellaneous .....	50.00
Receipts Tolls .....	6,116.75
Overdraft December 31, 1934 .....	1,992.55
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	\$8,326.32

**Debits**

Expenditures .....	\$8,326.32
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## WALDO-HANCOCK BRIDGE

## Credits

Balance January 1, 1934 .....	\$170,104.39
Receipts Miscellaneous .....	69.41
Receipts Tolls .....	77,209.25
	<hr/>
	\$247,383.05

## Debits

Expenditures .....	\$11,197.07
Transfer to Highway Loan—Advance Made Previously ..	98,359.73
Accrued Interest on Bonds .....	36,000.00
Balance December 31, 1934 .....	101,826.25
	<hr/>
	\$247,383.05

ACCRUED INTEREST AND RESERVE TO RETIRE HIGHWAY  
AND BRIDGE BONDS

## Credits

Transfer—From General Highway Fund .....	\$1,847,260.84
Interest .....	41.66
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	\$1,847,302.50

## Debits

Accrued Interest .....	\$999,327.50
Reserve to Retire .....	847,975.00
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	\$1,847,302.50

NATIONAL INDUSTRIAL RECOVERY ACT  
CONSTRUCTION—(N.R.H. PROJECTS)

## Credits

Miscellaneous .....	\$118.12
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## Debits

Overdraft January 1, 1934 .....	\$378,030.69
Engineering .....	56,979.50
Advertising .....	316.04
Right of Way .....	635.42
Labor and Material .....	1,071,701.23
Miscellaneous Adjustment on 1933 .....	61.20
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	\$1,507,724.08

NATIONAL INDUSTRIAL RECOVERY ACT  
CONSTRUCTION—(N.R.M. PROJECTS)

## Credits

Miscellaneous .....	\$1,391.85
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## STATE HIGHWAY COMMISSION

## Debits

Overdraft January 1, 1934 .....	\$170,828.73
Engineering .....	30,087.26
Advertising .....	125.79
Right of Way .....	17.39
Labor and Material .....	651,291.15
Adjustment 1933 .....	17.00
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	\$852,367.32

**NATIONAL INDUSTRIAL RECOVERY ACT  
CONSTRUCTION—(N.R.S. PROJECTS)**

## Credits

Miscellaneous .....	\$1,664.35
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## Debits

Overdraft January 1, 1934 .....	\$761,107.21
Engineering .....	10,408.92
Advertising .....	150.98
Right of Way .....	8.56
Labor and Material .....	132,882.14
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	\$904,557.81

**HAYDEN-CARTWRIGHT ACT  
CONSTRUCTION—N.R.H. PROJECTS (1935)**

## Debits

Engineering .....	\$8,402.49
Paid from State Funds .....	197,410.85
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	\$205,813.34

**HAYDEN-CARTWRIGHT ACT  
CONSTRUCTION—N.R.S. PROJECTS (1935)**

## Debits

Engineering .....	\$24,355.68
Right of Way .....	5.96
Labor and Material .....	369,176.40
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	\$393,538.04

NATIONAL INDUSTRIAL RECOVERY HIGHWAY  
TRUST FUND ACCOUNT

## Credits

Balance January 1, 1934 .....	\$1,559,055.79
Receipts Federal Aid .....	1,944,015.88
Receipts Federal Aid Advance .....	900,000.00
Receipts Miscellaneous .....	67,233.72
	<hr/>
	\$4,470,305.39

## Debits

Reimbursement to U. S. Treasury, Partial Advance .....	\$575,000.00
Balance December 31, 1934 .....	3,895,305.39
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	\$4,470,305.39

RECAPITULATION

1934

	Administration	Engineering	Supervision	Advertising	Right of Way	Labor and Material	Miscellaneous	Sub Total	Miscellaneous Transfers	Total
Administration Highway Commission	\$105,676.88							\$105,676.88	\$521.00	\$106,197.88
Administration State Highway Police							\$167,942.55	167,942.55		167,942.55
Administration Motor Vehicle Dept.							89,652.46	89,652.46		89,652.46
Adm. & Rebates Gasoline Tax							157,886.77	157,886.77		157,886.77
Adminis. Non-resident Excise Tax							12,230.55	12,230.55		12,230.55
Civil Works Administration		\$813.43						813.43	843.72	1,657.15
Civil Works Adminis. Supply Account		7,239.17						7,239.17		7,239.17
Compensation for Injuries to Employees										
Maintenance State & State Aid Hwys			\$68,263.75			\$2,735,333.20		2,803,596.95	8,798.61	2,812,395.56
State Highway Construction		43,723.34		\$677.62	\$57,254.73	300,531.48		402,187.17	594,094.45	996,281.62
State Aid Construction			35,963.82		2,477.32	1,500,013.22		1,538,454.36	33,131.60	1,571,585.96
Third Class Construction			18,208.21		887.36	1,304,310.64		1,323,406.21	15,301.19	1,338,707.40
Special Resolves			1,779.57			186,741.69		188,521.26	20,424.99	208,946.25
Bridge Loan Construction		57,355.03		1,047.33	10,255.90	493,213.06		561,871.32	12,292.97	574,164.29
Maintenance Bridges		17,297.11		11.23	1,687.75	155,680.29		174,676.38	23,883.63	198,560.01
Removal of Snow from Hwys. & Twnwys.			23,196.36			937,051.33		960,247.69		960,247.69
Motor Transport and Equipment							446,640.76	446,640.76		446,640.76
Carlton Bridge Operating							13,151.33	13,151.33		13,151.33
Richmond-Dresden Operating							8,326.32	8,326.32		8,326.32
Waldo-Hancock Bridge Operating							11,197.07	11,197.07	98,359.73	109,556.80
Reserve to Retire Carlton Bridge Bonds							50,000.00	50,000.00		50,000.00
Accrued Interest Carlton Bridge Bonds							40,753.24	40,753.24		40,753.24
Accrued Int. Waldo-Hancock B. Bonds							36,000.00	36,000.00		36,000.00
Reserve to Retire Highway & Bridge Bonds							847,975.00	847,975.00		847,975.00
Accrued Int. Hwy. & Bridge Bonds							999,327.50	999,327.50		999,327.50
	\$105,676.88	\$126,428.08	\$147,411.71	\$1,736.18	\$72,563.06	\$7,612,874.91	\$2,957,723.73	\$11,024,414.55	\$807,651.89	\$11,832,066.44

SUPERVISION CHARGES

Administration	\$105,676.88
Engineering	126,428.08
Supervision	147,411.71
Advertising	1,736.18
	\$381,252.85

Overhead Charges	.0472 on Net Expenditure
Overhead Charges	.0322 on Gross Expenditure
Labor and Material	\$7,612,874.91
Right of Way	72,563.06
	\$7,685,437.97

N. R. A. ACCOUNTS

	Engineering	Advertising	Right of Way	Labor and Material	Miscellaneous	Sub Total	Miscellaneous Transfers	Total
N. R. H.	\$56,979.50	\$316.04	\$635.42	\$1,071,701.23	\$378,091.89	\$1,507,724.08		\$1,507,724.08
N. R. M.	30,087.26	125.79	17.39	651,291.15	170,845.73	852,367.32		852,367.32
N. R. S.	10,408.92	150.98	8.56	132,882.14	761,107.21	904,557.81		904,557.81
N. R. H. (1935)	8,402.49			197,410.85		205,813.34		205,813.34
N. R. S. (1935)	24,355.68		5.96	369,176.40		393,538.04		393,538.04
Trust Fund							\$575,000.00	575,000.00
	\$130,233.85	\$592.81	\$667.33	\$2,422,461.77	\$1,310,044.83	\$3,864,000.59	\$575,000.00	\$4,439,000.59

## STATE HIGHWAYS

1934

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 cost of advertising, engineering, right of way expenses and labor and material.

## STATE HIGHWAY "A"

**Biddeford—Federal Aid Project No. E 101-E.** This project was completed in 1933. Expenditures carried over to 1934 amount to \$1697.48.

**Saco—State Project.** This project was started in 1932 and all mileage reported in 1932-1933. A small amount of work was done in 1934. Expenditures carried over to 1934 amount to \$3098.54.

## STATE HIGHWAY "B"

**Westbrook—State Project.** This project begins 200 ft. northerly of the Presumpscot River Bridge and extends northerly. Total length of project is 0.15 miles and mileage 0.15 reported for 1934. The project consists of a 20' reinforced concrete road with 3 ft. shoulders over bituminous macadam constructed in 1920-21, F. A. P. 26. Contractor, Cook & Co., Inc., Portland, Maine. Expenditures in 1934 amount to \$11,673.69.

## STATE HIGHWAY "C"

**Brunswick—State Project.** This project begins at the intersection of Harpswell St. and Bath St. and extends toward Bath. Total length of project 0.21 miles completed and reported in 1934. The project consists of widened S. A. concrete road constructed in 1919 from 18 ft. to 30 ft. with concrete base and surfacing with 2" bituminous concrete surface. Width of surface 30 ft. This work was done by force account under supervision of Arthur F. Rourke. Expenditures in 1934 amount to \$12,620.20.

## STATE HIGHWAY "D"

**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 2.16 miles of which 0.90 miles was reported in 1933 and 1.26 miles is reported for 1934. 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 1934 amount to \$11,187.79.

**Brooks—State Project.** This project begins about 0.30 miles southerly of the railroad tracks at Brooks and extends southerly 0.38 miles. It consists of a cut off for old road. Completed and reported for 1934. The work was done by force account under the supervision of Arthur Payson. Type of surface, gravel. Width of surface, 18 feet, 3 foot shoulders. Expenditures in 1934 amount to \$3,462.50.

## STATE HIGHWAY "G"

**Oakland—State Project.** This work consists of additional drainage system, driveways and patching of road surface of Project N. R. H. 136-A. The work was done by force account under the supervision of Charles H. Folsom. Expenditures in 1934 amount to \$4,775.00.

**Waterville—State Project.** This work consists of additional drainage system, driveways, and patching surface of road of Project N. R. M. 136-A. The work was done by force account under the supervision of Charles H. Folsom. Expenditures in 1934 amount to \$10,642.59.

## STATE HIGHWAY "H"

**The Forks and Caratunk—State Project.** This project was started in 1933 and completed in 1934 and begins southerly of The Forks—Caratunk line and extends northerly; also the removal of ledge obstruction to increase line of sight on inside of a curve near the West Forks line. No mileage is reported for this work, but cost is included in total amount for 1934. This was constructed by force account under the supervision of J. B. Pooler. Total length of project is 1.59 miles of which 0.31 miles is in Caratunk and reported in 1933 and 1.28 miles in The Forks of which 0.55 miles was reported in 1933 and 0.73 miles is reported for 1934. The Central Maine Power Co. participated in the cost of the project. Type of surface, bituminous treated gravel. Width of surface, 18 feet with 3 foot shoulders. Contractor, Ford & Smiley, Skowhegan, Maine. Expenditures for 1934 amount to \$18,072.22.



**Jackman—State Project.** This project begins 0.20 miles southerly of the 1933 construction and extends southerly over S. H. gravel road constructed in 1923-26. Total length of project is 0.30 miles, all of which is reported in 1934. Type of surface, gravel. Width of surface, 18 feet with 3 foot shoulders. This project was constructed by force account under the supervision of H. P. McKenney. Expenditures for 1934 amount to \$2,405.04.

**Moose River.—State Project.** This project begins at the Dennistown line and extends southerly. Total length of project, 0.28 miles, all of which is reported for 1934. This project replaces State Highway construction in 1924-26. Type of surface, gravel. Width of surface, 18 feet. Shoulders, 3 feet. This project was constructed by force account under the supervision of Charles Lambert. Expenditures for 1934 amount to \$2,549.49.

### STATE HIGHWAY "I"

**Burnham-Pittsfield—Federal Aid Project No. E 140-C.** This project was completed in 1933. Expenditures carried over to 1934 amount to \$2,445.51.

**Etna—Federal Aid Project No. E 110-I.** This project was completed in 1933. Expenditures carried over to 1934 amount to \$31,622.82.

### STATE HIGHWAY "J"

**Abbot—State Project.** This project consists of two sections, the first beginning at the Monson 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 0.71 miles of which the equivalent of 0.60 miles was reported in 1933 and 0.11 miles is reported for 1934. 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 1934 amount to \$2,522.94.

**Monson—State Project.** This project begins 0.50 miles from the southerly end of Federal Aid Project No. 71 constructed in 1923-24 and extends northerly over the Federal Aid project. Total length of project, 0.48 miles, all reported in 1934. Width of surface, 18 feet. Type of surface, gravel, with 3 foot shoulders. This project was constructed by force account under the supervision of A. C. Dutton. Expenditures for 1934 amount to \$11,705.76.

**Shirley—State Project.** This project begins 0.10 miles from the Greenville line and consists of the strengthening of

.05 miles of Federal Aid Project No. 88-B. No mileage is to be reported for this construction. This project was built by force account under the supervision of A. C. Dutton. Expenditures for 1934 amount to \$962.85.

### STATE HIGHWAY "J-K"

**LaGrange—State Project.** This project consists of two sections; the first section beginning about 700 feet westerly of the Bangor & Aroostook crossing and extending easterly; second section beginning about 1.40 miles easterly of the railroad crossing and extending easterly. Total length of original project, 1.02 miles. An addition of 1.10 miles was made in 1934, making total length of project 2.12 miles. The equivalent of 0.81 miles was reported in 1933 and the equivalent of 1.10 miles is reported for 1934, leaving 0.21 miles to be constructed in 1935. Type of surface, gravel. Width of surface, 18 feet with 3 foot shoulders. This project was constructed by force account under the supervision of H. C. Edgerley. Expenditures for 1934 amount to \$14,465.16.

### STATE HIGHWAY "K"

**Veazie—State Project.** This project consists of the construction of concrete approaches from the new highway to the old highway thru the village. Contractor, Bridge Construction Corporation, Hazardville, Conn. No mileage is to be reported. Expenditures in 1934 amount to \$8,867.32.

**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 original length of project, 1.33 miles, and in 1934 an addition of 0.33 miles was made, making total length 1.66 miles of which the equivalent of 0.30 miles was reported in 1933 and 1.36 miles is reported for 1934. Type of surface, bituminous treated gravel. Width of surface, 18 feet with 3 foot shoulders. Work was done by force account under supervision of J. F. Campbell. Expenditures for 1934 amount to \$7,579.32.

### STATE HIGHWAY "L-Y"

**Stockton Springs—State Project.** This project consists of the construction of two culverts. No mileage to be reported. Work was done by force account under the supervision of E. W. Axtell. Expenditures in 1934 amount to \$3,953.05.

### STATE HIGHWAY "M"

**Holden-Dedham—Federal Aid Project No. 103-E.** This project was completed in 1933. Expenditures carried over to 1934 amount to \$12,822.32.

**Dedham—Federal Aid Project No. E 103-C.** This project was completed in 1933. Expenditures carried over to 1934 amount to \$4,841.66.

**Dedham-Ellsworth—Federal Aid Project No. E 103-B.** This project was completed in 1933. Expenditures carried over to 1934 amount to \$6,825.67.

**Dedham-Ellsworth—Federal Aid Project No. E 103-G.** This project was completed in 1933. Expenditures carried over to 1934 amount to \$30,659.40.

### 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 was reported in 1933 and 0.59 miles is reported for 1934. Type of surface, gravel. Width of surface, 18 feet. Width of shoulders, 3 feet. The work was done by force account under the supervision of E. C. Hanna. Expenditures in 1934 amount to \$5,443.42.

**Weston—Federal Aid Project No. E 139-B.** This project was completed in 1933. Expenditures carried over to 1934 amount to \$4,125.18.

### STATE HIGHWAY "N-SPUR"

**Lamoine—State Project.** This project begins at the State Park and extends northwesterly. Total length of project, 0.42 miles completed and reported in 1934. Type of surface, gravel. Width of surface, 18 feet with 3 foot shoulders. The work was done by force account under the supervision of E. F. Walker. Expenditures in 1934 amount to \$5,333.34.

**Eastport—State Project.** This project begins at the railroad crossing and extends northwesterly to U. S. P. W. Project No. N. R. M. 115-B. Total length of project, 0.30 miles completed in 1934. Type of surface, bituminous treated gravel. Width of surface, 18 feet. Shoulders, 3 feet. Contractor, Lane Construction Corp., Meriden, Conn. Expenditures in 1934 amount to \$9,316.67.

### STATE HIGHWAY "O-SPUR"

**Rumford—State Project.** This project begins about 1.8 miles from Highway "O" and extends southeasterly. Total length of project, 0.50 miles, all of which is reported in 1934. Type of surface, gravel. Width of surface, 18 feet with 3 foot shoulders. The project was constructed by force account under the supervision of R. W. Thurston. Expenditures in 1934 amount to \$5,284.25.

## STATE HIGHWAY "T"

**Grafton—State Project.** This project begins at the Upton line and extends southerly. Total length of project 0.27 miles of which 0.07 miles was reported in 1933 and 0.20 miles in 1934. 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 1934 amount to \$2,589.76.

## STATE HIGHWAY "Y"

**Orrington—State Project.** This project consists of the construction of a culvert about 800 ft. southerly of U. S. P. W. Project No. N. R. H. 91-F so that surplus excavation could be disposed of advantageously. Work was done by force account under the supervision of E. L. Bartlett. Expenditures in 1934 amount to \$2,497.70.

## STATE HIGHWAY "Z"

**Lewiston—State Project.** This project begins about 1.40 miles from the junction with Highway "E" and extends southeasterly. Total length of project, 0.71 miles completed and mileage reported in 1934. Type of surface, Bituminous Macadam (Standard Penetration Method). Width of surface, 20 feet with 3 foot shoulders. Work was done by force account under the supervision of Thomas Calcagni. Expenditures in 1934 amount to \$17,045.25.

## STATE HIGHWAY "PEQUAKET TRAIL"

**Brownfield—State Project.** This project begins at the end of 1933 construction and extends southerly over old State Aid construction. Total length of project, 0.45 miles of which 0.28 miles was reported in 1933 and 0.17 miles reported for 1934. Type of surface, gravel. Width of surface, 18 feet with 3 foot shoulders. The work was done by force account under the supervision of W. H. Seavey. Expenditures for 1934 amount to \$1,009.99.

## STATE HIGHWAY "126"

**Jefferson—State Project.** This project begins at the end of N. R. S. project (1934) and extends southerly. Total length of project, 0.15 miles. No mileage reported in 1934. Type of surface, gravel. Width of surface, 18 feet with 3 foot shoulders. The work was done by force account under the supervision of B. D. Jewett. Expenditures in 1934 amount to \$2,237.94.

**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 was reported in 1933 and 0.24 miles is reported in 1934. Type of surface, gravel. Width of surface, 18 feet with 3 foot shoulders. The work was done by force account under the supervision of A. W. Damm. Expenditures in 1934 amount to \$9,791.03.

#### STATE HIGHWAY "134"

**Mt. Vernon—State Project.** This project begins about 1.20 miles from Readfield line and extends northerly over old State Aid construction. Total length of project, 0.70 miles completed and mileage reported in 1934. Type of surface, gravel. Width of surface, 18 feet with 3 foot shoulders. The work was done by force account under the supervision of T. A. Schofield. Expenditures in 1934 amount to \$4,699.51.

**Vienna—State Project.** This project begins about 3 miles from the Mt. Vernon line and extends northerly over old State Aid construction. Total length of project, 0.46 miles completed and mileage reported in 1934. Type of surface, gravel. Width of surface, 18 feet with 3 foot shoulders. The work was done by force account under the supervision of T. A. Schofield. Expenditures in 1934 amount to \$4,266.19.

#### STATE HIGHWAY "150"

**Athens—State Project.** This project begins at the end of the 1933 construction and extends southerly over 1921 State Aid Construction. Total length of project, 0.22 miles completed and mileage reported in 1934. Type of surface, gravel. Width of surface, 18 feet with 3 foot shoulders. The work was done by force account under the supervision of W. R. Tibbetts. Expenditures in 1934 amount to \$5,928.16.

#### STATE HIGHWAY "203"

**Newfield—State Project.** This project begins at the northerly end of 1933 construction and extends northerly. Total length of project, 0.58 miles. The equivalent of 0.38 miles is reported for 1934. Type of surface, gravel. Width of surface, 18 feet with 3 foot shoulders. The work was done by force account under the supervision of H. H. McLeod. Expenditures in 1934 amount to \$4,766.45.

**Shapleigh.—State Project** This project begins at the end of 1933 construction and extends northerly. Total length of project, 0.75 miles of which the equivalent of 0.59 miles is reported for 1934. Type of surface, gravel. Width of surface, 18 feet with 3 foot shoulders. The work was done by force account under the supervision of W. Wentworth. Expenditures in 1934 amount to \$7,078.54.

#### HARRISON TO NORWAY—ROUTE 117

**Harrison—Otisfield and Norway-Federal Aid Project No. E 141-A.** This project was completed in 1933. Expenditures carried over to 1934 amount to \$2,823.63.

## STATE HIGHWAY SUMMARY

1914 to 1934—Inclusive

With corrections due to Reconstruction 1925 to 1934 Inclusive.

Type	Original Mileage	Reconstruction Mileage		Net Mileage
		Add	Deduct	
Gravel*****	1103.84	37.58	167.19	974.23
Macadam	2.10		2.10	
Sand Clay	6.75		6.75	
Gravel & Macadam	6.68		6.68	
Bituminous Macadam	309.82*	101.91**	30.61***	381.12
Bituminous Concrete	2.45	5.84		8.29
Concrete	130.60	116.91	17.16****	230.35
	1562.24	262.24	230.49	1593.99

The above tables include N. R. A. Projects as follows.

Type	Original Mileage	Reconstruction Mileage		Net Mileage
		Add	Deduct	
Gravel*****	22.88	5.04	21.69	6.23
Bituminous Macadam	15.38	18.33	1.67	32.04
Bituminous Concrete	2.24	5.84		8.08
Concrete	5.15	.91	7.36	-1.30
	45.65	30.12	30.72	45.05

\* Includes 0.30 B. M. in Presque Isle not reported in 1933.

\*\* Includes .05 not reported in 1931 constructed by Maintenance.

\*\*\* A deduction of .05 B. M. is made for error in 1922 report for Belfast.

\*\*\*\* A deduction of .05 in So. Portland is made for replacement in 1931 not reported.

\*\*\*\*\* Includes 0.83 Gravel N. R. S. not reported in 1933-34.

## STATE HIGHWAYS

## Mileage by Counties—1914 to 1934 Inclusive.

County	Original Mileage	Reconstruction Mileage		Net Mileage
		Add	Deduct	
Androscoggin .....	84.45	18.92	19.01	84.36
Aroostook .....	177.48	18.54	19.89	176.13
Cumberland .....	136.82	35.19	37.25	134.76
Franklin .....	70.58	1.67	1.75	70.50
Hancock .....	87.17	27.54	25.18	89.53
Kennebec .....	127.48	25.50	24.67	128.31
Knox .....	39.17	17.80	9.42	47.55
Lincoln .....	66.16	19.16	19.12	66.20
Oxford .....	89.04	7.00	7.00	89.04
Penobscot .....	156.77	25.42	19.51	162.68
Piscataquis .....	68.90	3.49	3.50	68.89
Sagadahoc .....	37.67	6.34	6.59	37.42
Somerset .....	140.48	19.75	21.32	138.91
Waldo .....	73.90	7.44	7.72	73.62
Washington .....	103.33	1.34	1.34	103.33
York .....	102.84	27.14	7.22	122.76
Total .....	1562.24	262.24	230.49	1593.99

1934

**STATE HIGHWAYS**  
**Construction and Reconstruction**

County	Highway	Town	Type of Construction		Length Miles
			Contract	Force Acct.	
Androscoggin .....	Z	Lewiston .....		Bit. Mac.	0.71
Aroostook .....	K	1 R 5 .....		Gravel	1.36
Cumberland .....	B C	Westbrook .....	Concrete	Bit. Conc.	0.11
		Brunswick .....			
Hancock .....	N Spur N	Lamoine .....		Gravel	0.42
		Sullivan .....			
Kennebec .....	134 134	Mt. Vernon .....		Gravel	0.70
		Vienna .....			
Knox .....	126	Washington .....		Gravel	0.24
Lincoln .....	D	Waldoboro .....		Gravel	1.26
Oxford .....	O Spur T Peq. Trail	Rumford .....		Gravel	0.50
		Grafton .....			
		Brownfield .....			
Penobscot .....	J-K	LaGrange .....		Gravel	1.10
Piscataquis .....	J J	Abbot .....		Gravel	0.11
		Monson .....			
Somerset .....	H H H 150	Jackman .....	Gravel	Gravel	0.30
		The Forks .....			
		Moose River .....			
		Athens .....			
Waldo .....	D	Brooks .....		Gravel	0.38
Washington .....	N Spur	Eastport .....		Gravel	0.30
York .....	203 203	Newfield .....		Gravel	0.38
		Shapleigh .....			

## SUMMARY

Gravel .....	10.77
Bit. Mac. ....	.71
Bit. Concrete ..	0.21
Concrete .....	0.11
	11.80

## STATE HIGHWAYS

## Projects carried over to 1935.

County	Highway	Town	Type	Total Length	Length 1934	Carried Over
Lincoln .....	126	Jefferson .....	Gravel	0.15		0.15
Penobscot .....	J-K	LaGrange .....	Gravel	1.31	1.10	0.21
York .....	203 203	Newfield .....	Gravel	0.58	0.38	0.20
		Shapleigh .....	Gravel	0.75	0.49	0.26

SUMMARY: Gravel—0.82 Miles.



## STATE HIGHWAY REPLACEMENT TABLES

Mileage previously reported, replaced by State Highway  
Construction in 1934

County	Highway	Town	Original Type	Work Done	Replacement Type	Length Replaced Miles
Androscoggin	E	Auburn	Conc.	1922-23	Bit. Mac.	0.12
	E	Auburn	Conc.	1922-23	Concrete	0.23
	Z	Lisbon	Gravel	1917	Bit. Mac.	0.50
Aroostook	K	1 R 5	Gravel	1923	Gravel	1.36
	K	New Limerick	Gravel	1914-15	Bit. Mac.	1.35
	K	Houlton	Gravel	1914-15	Bit. Mac.	0.16
	K	Van Buren	Gravel	1920	Gravel	0.14
Cumberland	A	So. Portland	Conc.	1915	Bit. Mac.	0.71
	B	Westbrook	Bit. Mac.	1920-21	Concrete	0.11
	E	Falmouth	Conc.	1921	Bit. Conc.	4.44
	E	Cumberland	Conc.	1921	Bit. Conc.	1.40
Franklin	F	Sandy River	Gravel	1915-6-7	Gravel	1.08
Hancock	Y	Bucksport	Gravel	1926-7	Bit. Mac.	0.59
	N	Sullivan	Gravel	1920	Gravel	0.48
Kennebec	G	Waterville	Gravel	1917	Bit. Mac.	0.37
	G	Oakland	Bit. Mac.	1917	Bit. Mac.	0.29
Knox	D	Camden	Gravel	1918	Bit. Mac.	0.63
Lincoln	D	Waldoboro	Gravel	1914	Gravel	1.26
Oxford	B	Fryeburg	Gravel	1914	Bit. Mac.	0.94
	S	Bethel	Gravel	1916	Bit. Mac.	0.17
	S	Woodstock	Gravel	1915-20	Bit. Mac.	0.10
Penobscot	K	Veazie*	Conc.	1922-3	Conc.	0.05
Piscataquis	J	Dover-Foxcroft	Gravel	1914-5	Bit. Mac.	0.16
	J	Abbot	Gravel	1923	Gravel	0.07
	J	Monson	Gravel	1915-24	Gravel	1.98
Sagadahoc	D	Woolwich	Gravel	1914	Gravel	0.87
Somerset	H	Fairfield	Gravel	1922-3	Bit. Mac.	1.99
	H	Fairfield	Bit. Mac.	1923	Conc.	0.55
	H	The Forks	Gravel	1918-24	Gravel	0.73
	H	Jackman	Gravel	1923-6	Gravel	0.30
	H	Moose River	Gravel	1924-6	Gravel	0.28
Waldo	D	Northport	Gravel	1914	Bit. Mac.	0.49
Washington	N	Whiting	Gravel	1914	Gravel	1.34

## SUMMARY

Gravel	17.94 Miles
Bit. Mac.	0.66 "
Concrete	7.00* "
	<hr/> 25.60 "

\*Includes 0.05 miles Conc. replaced by Maintenance 1931 in So. Portland.

## STATE HIGHWAY COMMISSION

## STATE AID REPLACEMENT TABLES

Mileage previously reported, replaced by State Highway  
Construction in 1934

County	Highway	Town	Original Type	Replacement Type	Length Replaced Miles
Androscoggin	E	Auburn	Gr. Block	Concrete	0.11
	F	Auburn	Bit. Mac.	Bit. Conc.	0.02
	Z	Lewiston	Bit. Mac.	Bit. Mac.	0.71
Aroostook	K	Houlton	Gravel	Bit. Mac.	0.48
	K	Van Buren	Gravel	Gravel	0.16
Cumberland	C	Brunswick	Conc.	Bit. Conc.	0.15
Franklin	F	Sandy River	Gravel	Gravel	0.97
Hancock	Y	Bucksport	Gravel	Bit. Mac.	0.34
	Y	Ellsworth	Bit. Mac.	Bit. Mac.	0.32
	N	Sullivan	Gravel	Gravel	0.11
Kennebec	Q	Hallowell	Gr. Block	Bit. Conc.	0.03
	Q	Hallowell	Bit. Mac.	Bit. Conc.	0.40
	134	Mt. Vernon	Gravel	Gravel	0.70
	134	Vienna	Gravel	Gravel	0.46
Oxford	O	Mexico	Gravel	Bit. Mac.	0.87
	O	Hanover	Gravel	Bit. Mac.	0.12
	Peq. Trail	Brownfield	Gravel	Gravel	0.17
Penobscot	Y	Brewer	Bit. Mac.	Conc.	0.39
	Y	Orrington	Gravel	Bit. Mac.	2.32
Piscataquis	J	Guilford	Gravel	Bit. Mac.	0.58
Somerset	H-I	Skowhegan	Gravel	Gravel	0.31
	150	Athens	Gravel	Gravel	0.22
Waldo	D	Belfast	Bit. Mac.	Bit. Conc.	0.26
Washington	N	Machias	Gravel	Gravel	1.03
	N	Machias	Gravel	Bit. Mac.	0.07
	N Spur	Eastport	Gravel	Gravel	1.71
York	A	Biddeford	Bit. Mac.	Bit. Conc.	0.09
	Oss. Tr.	Limington	Gravel	Gravel	2.03

## SUMMARY

Granite Block	0.14 Miles
Concrete	0.15 Miles
Bit. Mac.	2.19 Miles
Gravel	12.65 Miles
	15.13 Miles

**SPECIAL RESOLVE REPLACEMENT TABLES**  
**Mileage previously reported, replaced by State**  
**Highway Construction**

County	Highway	Town	Original Type	Replacement Type	Length Replaced Miles
Hancock .....	Y	Bucksport.....	Gravel	Bit. Mac.	0.47
Washington .....	N	Indian Township.....	Gravel	Gravel	0.20

SUMMARY

Gravel .....0.67 miles

**THIRD CLASS REPLACEMENT TABLES**  
**Mileage previously reported, replaced by State Highway**  
**Construction**

County	Highway	Town	Original Type	Replacement Type	Length Replaced Miles
Hancock .....	Y	Bucksport.....	Gravel	Bit. Mac.	0.17
Oxford .....	117	Norway.....	Gravel	Gravel	0.45

SUMMARY

Gravel .....0.72 miles

Highway  
CONSTRUCTION AND RECONSTRUCTION  
January 1, 1934 to

F.A.P. No.	Highway	Town	ENGINEERING AND ADVERTISING					Total	Grading	Base
			Surveys	Plans and Computations	Engineering and Inspection	Advertising	General Expense Right of Way			
83A	A	Kittery	13.10	5.71				18.81		
87C	A	Kittery	13.10	54.39				67.49		
	A	Kittery	78.50	373.52			141.45	593.47		
101D	A	Kennebunk								
101E	A	Biddeford			27.51			27.51	278.19	
	A	Biddeford		12.68	30.80			43.48		
118A	A	Saco-Scarboro					58.86	97.34		
	A	Saco					35.00	35.00		
118B	A	Scarboro					106.99	539.31	187.53	
	A	Scarboro					25.78	25.78		
	A	So. Portland	694.18	22.69			23.36	740.23		
	A	So. Portland	149.82	125.93	44.36			320.11		
	A-Spur	York							1.00	
	A-Spur	Wells	570.48					570.48		
	A2	Sanford					57.16	57.16		
	B	Westbrook	695.61	408.04	790.17	14.75	10.13	1,918.70	1,153.96	1,356.62
	B	Bridgton	334.56	16.00				350.56		
	B	Fryeburg	207.57		247.98		89.19	547.87		32.50
	B-S	Poland					5.19	5.19		
121E	C	Yarmouth-Freepport							5.25	
121D	C	Brunswick						2,063.44	254.87	4,677.80
	C	Brunswick	1,369.17	525.69	159.08	9.50		3,626.63		
	C	Bath	1,229.68	370.84	11.23	7.69	2,007.19	10,979.61		
	D	Woolwich	1.20		81.20			121.40	66.60	
	D	Wiscasset			83.80			703.51	543.52	
117E	D	Edgecomb-Newcastle					5.19	9.84		
	D	Edgecomb			4.65			2.97		
	D	Newcastle				0.38	54.95	81.08	12.30	
117F	D	Damar'c'tta-Nobleboro			26.13		2.59	2.59		
	D	Damariscotta					0.38	0.38		
	D	Nobleboro						128.93	12.30	
117G	D	Waldoboro-Warren			128.93		225.78	288.86		
117H	D	Waldoboro			63.08		69.50	206.14	4,414.62	2,478.16
	D	Waldoboro			136.64		16.36	223.88		
	D	Warren	18.00	171.99	17.14	0.39	18.88	272.03		
	D	Thomaston	27.92	208.07	17.16			1,110.02		
	D	Camden	223.15	208.00	92.02	14.43	572.42	0.78		
104C	D	Lincolnvile							1,092.36	
	D	Lincolnvile							211.32	
	D	Northport	214.76	720.32	177.65	19.90	2,483.62	3,618.25		
	D	Belfast		281.21	30.80			312.01		
	D	Brooks			12.00			12.00	1,701.51	764.73
	D-Spur	Waldoboro			75.43		128.75	204.18	7.14	
	E	Portland	260.81	446.61	255.62		50.00	1,043.04		
	E	Falmouth			100.07		9.00	232.71		
	E	Cumberland		15.14				115.21		
	E	Gray		250.28				250.28		
	E	Auburn	12.00	182.74	22.00	12.63	402.60	631.07	94.48	222.00
	E	Greene	95.21	206.75	13.18		504.01	870.15		
	E	Winthrop		28.94				28.94		
	E	Augusta	159.69	635.12				793.81		
	F	Auburn			13.20			13.20		
	F	Turner	157.93	37.50	13.18			208.61		
	F	Farmington			22.00			22.00		
	F	Avon			12.70			12.70		
	F	Phillips			6.53			6.53		
	F	Madri			405.46		548.07	953.53	6.35	
	F	Sandy River	195.92	357.02	130.71	48.88	813.02	1,545.55	56.00	
136A	F	Augusta			389.43			390.48		
	G	Waterville-Oakland					72.68	72.68		
	G	Waterville	37.62	50.19	486.02	9.74	1,621.01	2,204.58	1,490.08	1,338.81
	G	Oakland		20.08	130.68	4.44	956.24	1,114.44	908.38	326.31
	H	Augusta			117.59			117.59	123.83	
	H	Waterville	220.44	349.15	13.20		63.54	646.33		
	H	Fairfield	483.54	384.98	1.55	10.81	7.59	888.47		
	H	Skowhegan					3.85	3.85		
	H	Norridgewock	208.22	75.00	4.00		5.19	292.41		
	H	Madison	165.39	403.29	14.63			583.31	50.00	514.51
105C	H	Solon					70.76	70.76		
	H	Solon-Bingham					0.75	0.75		
	H	Bingham	77.51	42.80				120.31		
	H	Saratunk			19.10			19.10		
	H	The Forks		4.76	716.51		65.57	786.84	7,897.15	1,664.64
	H	Jackman			0.00		150.75	156.75	911.92	996.25

STATE HIGHWAY COMMISSION

Loan Fund

EXPENDITURES ON STATE HIGHWAYS

December 31, 1934

LABOR AND MATERIALS						Grand Total	Federal Aid Credits	Miscellaneous Credits
Culverts	Bridges	Surfacing	Guard Rail	Detours	Total			
						18.81		
						67.49		
						593.47		
22.00					22.00	22.00		
1,286.38		105.40			1,669.97	1,669.48		
	98.00				98.00	195.34		
						35.00		
2,371.70					2,559.23	3,098.54		
39.93					39.93	65.71		
						740.23		
						320.11		
		679.16			680.16	680.16		
						570.48		
						57.16		
1,215.95		6,020.69	7.77		9,754.99	11,673.69		
			6.60		39.10	350.56		
						586.97		
						5.19		
						5.25		
		500.00			500.00	500.00		
64.98		5,559.13			10,556.76	12,620.20		
1.00					1.00	3,627.63		
						10,979.61		
38.98					105.58	226.98		
36.09					579.61	1,283.12		Credit Transfer 78.90
1.20					1.20	11.04		
						2.97		
						93.38		
						2.59		
32.40					32.40	32.78		
					12.30	141.23		R. of W. 49.18
						288.86		
1,315.17		2,598.26	175.44		10,981.65	11,187.79		
21.60					21.60	245.48		
						272.03		
		6.60			6.60	1,116.62		
						0.78		
					1,092.36	1,092.36		
					211.32	3,827.57		
78.50					78.50	390.51		
796.80		187.46			3,450.50	3,462.50		
						211.32		
			5.60		5.60	1,045.64		
			69.81	37.46	107.27	339.98		
			39.21	37.47	76.68	191.89		
						250.28		
		2.64	27.90		347.02	978.99		
						879.15		
						28.94		
						794.81		
						13.20		
						208.61		
						22.00		
						12.70		
						6.53		
					6.35	959.88		
					56.00	1,601.55		
						389.48		
45.12					45.12	117.80		
4,583.44		1,025.68			8,438.01	10,642.59		
1,579.90	1.57	847.40			3,663.56	4,775.00		
					123.83	241.42		
						646.33		
		1,610.95	75.45		1,686.40	2,574.87		
						3.85		
						292.41		
24.36					588.87	1,172.18		
						70.76		
						0.75		
						120.31		
						19.10		
530.43		3,098.79	4,094.37		17,285.38	18,072.22		C. M. P. Co. 19,100.00
335.02		4.20			2,248.29	2,405.04		Rt. of Way 300.00

Highway  
CONSTRUCTION AND RECONSTRUCTION  
January 1, 1934 to

F.A.P. No.	Highway	Town	ENGINEERING AND ADVERTISING					Total	Grading	Base
			Surveys	Plans and Computations	Engineering and Inspection	Advertising	General Expense Right of Way			
	H	Moose River	70.12					70.12	504.30	1,161.00
	H	Sandy Bay	39.60	30.98			9.44	80.02		
	H-I	Skowhegan	195.86	199.49		11.31	2.59	409.25		
142B		Benton			19.60		14.50	34.10		
143 A	I	Benton			50.43		887.60	938.03		
	I	Benton					2.90	2.60		
140A	I	Clinton					183.59	188.59		
	I	Clinton								
140C	I	Burnham-Pittsfield			158.83		996.95	1,155.78	170.30	303.10
	I	Burnham					232.59	232.59		
140B	I	Pittsfield-Detroit								
	I	Newport					10.00	10.00		
110I	I	Etna	3.56		207.89		1,060.79	1,272.24	12,317.16	6,750.80
	I	Etna							115.86	
110E	I	Carmel					0.78	0.78		
110G	I	Carmel								
	I	Carmel					5.19	5.19		
	J	Bangor	8.04					8.04		
	J	Corinna			5.00			5.00		
	J	Dover-Foxcroft	326.56	383.12	100.97	14.43	55.38	880.46		
	J	Guilford	9.20		17.60		87.85	114.65		1.25
	J	Abbot							354.48	816.11
	J	Monson	510.03	469.56	36.00	4.07	807.79	1,827.45	4,389.83	3,352.07
	J	Shirley							226.80	718.35
	J-K	Dover-Foxcroft	5.00					5.00		
	J-K	LaGrange	8.00		86.91		141.98	236.89	5,682.72	5,627.43
	K	Bangor	98.48	70.54				169.02		
	K	Veazie	2.50		6.21		5,309.22	5,309.22	248.75	174.26
	K	1 R 4	745.54					745.54		
	K	1 R 5	203.13					203.13	2,447.23	2,386.73
	K	New Limerick	141.14	365.35	197.42	39.60	382.86	1,126.37	10.00	
	K	Houlton			48.40		263.56	311.96		
	K	Littleton	27.50					27.50		
92H	K	Presque Isle			26.40			34.21		
	K	Presque Isle	7.81		124.62	9.82		363.18		
	K	Caribou		228.74			4.25	4.25		
	K	Conor					119.14	556.31		
	K	Van Buren	423.97		13.20		101.25	101.25		
	K-1	Mars Hill					3.20	3.20		
	K-1	Westfield					16.95	16.95		
	K-Spur	Fort Fairfield			39.47			39.47		
	L	Hampden						78.62		
	L	Prospect	73.88	4.79				59.31		
	L	Stockton Springs	16.20	43.11				0.39		
127B	L-Y	Bucksport				0.39		26.43		
	L-Y	St'ckt'n Spr'gs-Prospect						26.43		
	L-Y	Stockton Springs			89.70			89.70	68.57	275.45
	L-Spur	Prospect					5.19	5.19		
103H	M	Brewer		14.24	290.28		163.64	468.16	25.20	
	M	Brewer		34.64			20.75	55.39		
103E	M	Holden-Dedham			26.45		158.20	184.65	11,172.95	1,219.72
103C	M	Dedham			55.01			55.01	2,966.84	676.11
103B	M	Dedham-Ellsworth					3.75	3.75	2,301.96	2,363.49
103G	M	Dedham-Ellsworth			773.22		1,017.51	1,790.73	5,584.53	15,633.65
	M	Dedham		22.40			7.78	30.18		
103F	M	Ellsworth			233.15		126.81	359.96		
	M	Ellsworth		17.60			210.38	227.98		
	M	Mt. Desert	204.50					204.50		
	M Spur	Bar Harbor	204.50				10.38	214.88		
	N	Sullivan	19.24				6.35	25.59	2,186.56	2,153.12
98A	N	Steuben					75.78	75.78		
	N	Steuben					7.79	7.79		
98G	N	Millbridge					100.00	100.00		
	N	Millbridge	128.96				5.20	134.16		
	N	Cherryfield	125.94					125.94		
	N	Harrington	128.95					128.95		
	N	Jonesboro			4.40			4.40		
	N	Machias			19.80		555.82	575.61	1.60	
	N	Whiting	22.00	227.83	144.57	14.41	374.39	783.20		
	N	Edmunds	729.22	113.59				842.81		
	N	Dennysville					633.35	633.35	24.62	
	N	Perry	114.88	74.48				189.36		
	N	Calais			13.20		1,087.39	1,100.59	78.90	

Loan Fund

EXPENDITURES ON STATE HIGHWAYS—Continued

December 31, 1934

LABOR AND MATERIALS						Grand Total	Federal Aid Credits	Miscellaneous Credits
Culverts	Bridges	Surfacing	Guard Rail	Detours	Total			
255.94		558.13			2,479.37	2,549.49		
						80.02		
						409.25		
5.25					5.25	39.35	2,411.02	
						938.03	1,354.79	
16.20					16.20	18.80		
39.84					39.84	228.43		
19.01					19.01	19.01		
316.33		322.75	177.25		1,289.73	2,445.51		
						232.59		
						10.00		S. A. Transfer 2,999.43
6,965.71		237.41	4,079.50		30,350.58	31,622.82	9,963.89	
						115.86		
						0.78		
56.83					56.83	56.83		
						5.19		
						8.04		
						5.00		
						880.46		
175.55					176.80	291.45		
		786.43	565.92		2,522.94	2,522.94		
234.52		1,609.63	292.26		9,878.31	11,705.76		
		17.70			962.85	962.85		
						5.00		
506.85		2,111.86	299.41		14,228.27	14,465.16		Council Apportionment 3,500.00
						169.02		
161.36		2,936.73	37.00		3,558.10	8,867.32		
						745.54		
120.59	337.90	1,784.37	137.17	162.20	7,376.19	7,579.32		Cancel Check 2.20
			33.20		43.20	1,169.57		
			90.80		90.80	402.76		
						27.50		
						34.21		S. A. Trans 5,584.70
						363.18		3rd Class Trans. 747.30
						4.25		
			85.59		85.59	641.90		
						101.25		
						3.20		
						16.95		
						39.47		
						78.62		
						59.31		
						0.39		
3,198.51		320.82			3,863.35	3,953.05		
						26.43		
						5.19		
			244.90		270.10	738.26		
						55.39		
		235.00	10.00		12,637.67	12,822.32		Vito Mininni 118.63
243.57	73.04	757.55	69.54		4,786.65	4,841.66	220.98	
888.37		1,086.10	182.00		6,821.92	6,825.67		
3,902.00		2,697.89	1,050.60		28,868.67	30,659.40	2,923.51	
						30.18		
129.36		126.90	10.00		266.26	626.22		Sale of Sewer Supplies 101.40
						227.98		
						204.50		
						214.88		
42.25		735.53	300.37		5,417.83	5,443.42		
						75.78		
						7.79		
						100.00		
						134.16		
						125.94		
						128.95		
						4.40		
			19.10		20.70	596.51		
						783.20		
54.36					78.98	842.81		
						712.33		
						189.36		
			28.51		107.41	1,208.00		

Highway  
CONSTRUCTION AND RECONSTRUCTION  
January 1, 1934 to

F.A.P. No.	Highway	Town	ENGINEERING AND ADVERTISING						Total	Grading	Base
			Surveys	Plans and Computations	Engineering and Inspection	Advertising	General Expense Right of Way				
132B	N	Bail'ville-Baring-Calais					226.40	226.40	165.50	50.00	
	N	Princeton	22.89	13.09		50.43	86.41	86.41			
	N	Indian Township	138.95	138.92		72.49	350.36	350.36	18.70		
136B	N	Weston			14.27		3,157.87	3,157.87	178.12	221.42	
	N	Weston									
139A	N	Amity-Orient					27.80	27.80			
	N	Houlton	63.80	125.32			189.12	189.12			
	N-Spur	Ellsworth							39.61		
	N-Spur	Lamoine	48.62				48.62	48.62	1,540.04	1,965.32	
	N-Spur	Eastport	2.48	78.42	406.92		629.66	1,117.48	2,188.48	1,337.49	
	N-Spur	Jonesport									
	O	Mexico			7.25		584.14	591.39	14.80		
	O	Rumford			26.40		487.70	514.10	7.05	27.59	
	O	Hanover					100.98	100.98			
94A	O	Gilead	59.20	33.53			92.73	200.09			
	O	Gilead	23.07	152.91	24.11		200.09	200.09			
	O-Spur	Rumford	215.22	113.93			329.15	329.15	1,707.72	1,213.65	
	P	Augusta	9.91				9.91	9.91			
	P	Washington					2.59	2.59			
128B	Q	Topsham		34.28	38.38			72.66	23.80		
	Q	Topsham	134.66	171.80	9.18		12.00	327.64			
	Q	Bowdoin	745.02	1,470.40	96.04	113.16	58.71	2,483.33			
	Q	Bowdoinham	1,072.05	1,120.60	13.17	9.21	29.18	2,244.21			
	Q	Richmond	276.26	537.29	10.67	9.11	22.38	855.71			
	R	Palermo					50.00	50.00			
	R	Liberty									
80C	S	Mechanic Falls					20.75	20.75			
80D	S	Oxford			27.00			27.00			
	S	Oxford	8.66					8.66			
	S	Norway				41.51	10.00	51.51			
	S	Woodstock	87.23		11.12		120.20	218.55			
	S	Bethel	150.49	228.97	110.80	99.49	2,465.57	3,055.32			
	S	Grafton	111.25	125.94	12.72	20.66	5.19	275.76	999.05	753.57	
85F	T	N. Kennebunkport									
	X	Kenduskeag-Corinth									
	X	Kenduskeag	199.64	282.48	1.20			483.32			
	X	Corinth			8.80			8.80			
85G	X	Charleston									
85H	X	Dover-Foxcroft			38.07			38.07			
	Y	Brewer		177.58	273.76		73.36	524.70		81.03	
	Y	Orrington	631.08	283.44	13.85	22.06	127.81	1,078.24		21.45	
129B	Y	Bucksport-Orland			12.82		515.26	528.08	19.20		
	Y	Bucksport	610.29	213.16	144.71	10.85	1,389.19	2,368.20	715.00		
	Y	Ellsworth		97.01	29.52	10.85	17.10	154.48			
	Z	Topsham	841.12	388.56	245.02			1,474.70	55.44		
	Z	Lisbon			352.74		0.75	353.49			
	Z	Lewiston	42.31	234.73	263.66	2.10		542.80	331.52	5,070.99	
121		Auburn	272.81	355.14				627.95			
106F	121	Minot				0.38		0.38			
	121	Oxford					100.75	100.75			
	126	West Gardiner					2.60	2.60			
	126	Jefferson					400.00	400.00	212.69	322.51	
	126	Washington		45.43			302.34	347.77	1,967.95	3,247.72	
	132	Waldoboro					15.57	15.57			
	134	Mt. Vernon	80.91	90.89			171.80	1,239.80	2,937.78		
	134	Vienna	116.93	91.84	3.35		212.12	1,544.90	1,751.89		
	137	Brooks						34.40			
	150	Athens	164.41	83.22	7.13		273.79	528.55	3,516.88	513.35	
	150	Cornville					80.19	80.19			
	203	Newfield	196.04	81.61			111.73	389.38	3,051.47		
	203	Shapleigh	98.83					98.83	5,414.81	57.00	
	214	Berwick							37.50		
	226	Randolph							10.55		
126B	So. Tr.	Porter			6.53			6.53			
	So. Tr.	Saco	4.80					4.80			
	Peg. Tr.	Brownfield					5.19	5.19	143.76	418.58	
	Oss. Tr.	Westbrook					19.60	19.60	140.05		
	Oss. Tr.	Limington					1,807.91	1,807.91	261.85		
135B	Oss. Tr.	Gorham-Standish									
141A		Har's'n-Otisfi'd-Norw'y			90.86				90.86	2,600.77	
		Grand Total	19,252.25	16,145.54	10,535.77	714.49	51,709.08	98,357.08	100,541.23	77,976.31	



Loan Fund

EXPENDITURES ON STATE HIGHWAYS—Concluded

December 31, 1934

LABOR AND MATERIALS						Grand Total	Federal Aid Credits	Miscellaneous Credits
Culverts	Bridges	Surfacing	Guard Rail	Detours	Total			
19.00		65.00			299.50	525.90		Cancel Check . . . . . 5.70
77.60					96.30	86.41		Maryland Casualty Co. . . . . 20,074.70
		543.67	24.10		967.31	4,125.18	1,239.95	
			33.00		33.00	33.00		
						27.30		
						189.12		
		118.95			158.56	158.56		
974.38		790.43	14.55		5,284.72	5,333.34		
4,032.10		570.88	70.24		8,199.19	9,316.67		
			6.60		6.60	6.60		
214.42			19.65		248.87	340.26		
1.17		281.60	12.75		330.16	344.26		
			17.85		17.85	118.83		
						92.73		
						200.09		
890.35		726.83	416.55		4,955.10	5,284.25		
						9.91		
						2.59		
45.07					68.87	141.53		
24.49					24.49	352.13		
						2,483.33		
						2,244.21		
						855.71		
						50.00		
						20.75		Dynamite sold . . . . . 40.00
12.64					12.64	39.64		
179.00					179.00	187.66		
						51.51		
						218.55		
		511.68	49.70		2,314.00	3,055.32		
19.80					19.80	2,589.76		
456.35					456.35	19.80		
						456.35		
						483.32		
						8.80		
						38.07		Rt. of Way . . . . . 250.00
			4.00		85.03	609.73		
1,331.51			66.50		1,419.46	2,497.70		
					19.20	647.28		
			64.25		779.25	3,147.45		
						154.48		
42.23					97.67	1,572.37		
1,993.62		9,106.32			16,502.45	17,045.25		
		13.50			13.50	627.95		
						13.88		
						100.75		
						2.60		
1,196.93		105.81			1,837.94	2,237.94		Council Apportionment 1,775.00
1,397.64		2,829.95			9,443.26	9,791.03		
						15.37		
346.83			3.30		4,527.71	4,699.51		
413.00		344.28			4,054.07	4,266.19		
						34.40		
333.69		883.74	151.95		5,399.61	5,928.16		
						80.19		
889.54			436.06		4,377.07	4,766.45		Council Appor. . . . . 500.00
1,147.69		360.21			6,979.71	7,078.54		Council Appor. . . . . 350.00
								Council Order . . . . . 2,000.00
10.00					47.50	47.50		Gravel sold . . . . . 37.50
					10.55	10.55		
						6.53		
						4.80		
		302.62	139.84		1,004.80	1,009.99		Rt. of Way . . . . . 75.00
					140.05	159.65		
			44.22		306.07	2,113.98		
		350.80			350.80	350.80		
		132.00			2,732.77	2,823.63		
47,803.28	510.51	56,609.43	13,790.38	237.13	297,468.27	395,825.35	18,736.75	57,689.64

### FEDERAL GRANTS

#### National Industrial Recovery Act of June 16, 1933

Under Title II, Section 204, of the National Industrial Recovery Act of 1933, the sum of \$400,000,000 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 fifty 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 twenty-five 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 twenty-five per cent of such funds be applied to secondary or feeder roads, classified as N. R. S. projects.

The allotment of this fund in 1933 to the above classes of work was as follows:

1. N. R. H. projects .....	48%, or .....	\$1,617,560.00
2. N. R. M. projects .....	27%, or .....	909,878.00
3. N. R. S. projects .....	25%, or .....	842,479.00

The rules and regulations for funds apportioned under the Act of June 16, 1933, required that projects be undertaken in at least seventy-five per cent of the counties. In the program submitted by the Commission and approved, projects were provided in all sixteen counties. Work was started under the above provisions in 1933 and was continued in 1934.

#### Hayden-Cartwright Act—June 18, 1934

Under the Hayden-Cartwright Act of June 18, 1934, the sum of \$200,000,000 was made available for apportionment to the several state highway departments for the construction of public highways and related projects on the Federal-aid highway system and on extensions of the same into and through municipalities and on secondary or feeder roads. This fund was apportioned by the Secretary of Agriculture on June 19, 1934, and the rules and regulations were issued by the Secretary on July 7, 1934, and approved by the Special Board of Public Works on July 13, 1934. The apportionment from this fund to Maine was \$1,711,586.

Under the rules and regulations governing the expenditure of this apportionment, it was required that:

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

The rules and regulations for funds apportioned under the Act of June 18, 1934, required that projects be provided in at least fifty per cent of the counties. The program submitted by the Commission and approved provided for projects in all sixteen counties.

The allotment of this fund was as follows:

1. N. R. H. projects	.....46.4%, or	.....	\$793,644.00
2. N. R. M. projects	.....28.6%, or	.....	490,045.00
3. N. R. S. projects	.....25%, or	.....	427,897.00

Following are statements and descriptions of work undertaken on each class of projects during 1934:

The letters N.R.H., N.R.M., and N.R.S. with project numbers refer to projects undertaken with funds apportioned under the Act of June 16, 1933.

The letters N.R.H.-1935, N.R.M.-1935, and N.R.S.-1935 with project numbers refer to projects undertaken with funds apportioned under the Act of June 18, 1934.

**UNITED STATES PUBLIC WORKS PROJECTS**

**Federal grants under the National Industrial Recovery Act of 1933 and under the Hayden-Cartwright Act of 1934**

**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 F. A. P. No. 130-A, and the second section beginning at the easterly end of F. A. P. 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 reported in 1933 and 0.94 miles is reported for 1934. Type of surface, bituminous macadam (emulsified asphalt penetration method). Width of surface, 20 feet. Shoulders, 3 feet. Contractor, The Lewiston Crushed Stone Company, Inc., Lewiston, Maine. Expenditures for 1934 amount to \$26,057.03.

**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 is 0.65 miles. Work was started in 1933. Total mileage of 0.65 miles is reported in 1934. Type of surface, bituminous treated gravel designed for a future pavement. Width of surface, 20 feet. Shoulders, 3 feet. Contractor, General Contracting Co. of Bath, Maine. Expenditures in 1934 amount to \$38,442.62.

**Woolwich—U. S. P. W. Project No. N. R. H. 116-B.** This project consists of the construction of two bridges. Expenditures in 1934 amount to \$74,630.89.

**Wiscasset—U. S. P. W. Project No. N. R. H. 116-C.** This project begins at the Wiscasset Bridge and extends northwesterly. The project consists of the reconstruction of an old gravel road. Total length of project, 0.23 miles. Work was started in 1933, but no mileage reported. Total mileage of 0.23 miles is reported for 1934. 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 So. Boston, Mass. Expenditures in 1934 amount to \$7,125.82.

**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 the 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 reported in 1933 and 0.69 miles is reported for 1934. Type of surface, bituminous macadam (emulsified asphalt penetration method). Width of surface, 20 feet. Shoulders, 3 feet. Contractor, Amos D. Bridge's Sons, Inc., Hazardville, Conn. Expenditures in 1934 amount to \$31,441.25.

**Camden—U. S. P. W. Project No. N. R. H. 104-F (1935).** This project begins at the northerly end of U. S. P. W. Project No. N. R. H. 104-D and extends northeasterly to the Lincolnville line. This project consists of the reconstruction of a gravel road constructed in 1918. Total length of project, 1.17 miles. The equivalent of 0.53 miles is reported for 1934. Type of surface, bituminous macadam (emulsified asphalt penetration method). Width of surface, 20 feet. Shoulders, 3 feet. Contractor, Bridge Construction Corp. of Hazardville, Conn. Expenditures in 1934 amount to \$28,826.44.

**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 constructed in 1914. The total length of the project is 0.98 miles. The equivalent of 0.49 miles was reported in 1933 and 0.49 miles is reported in 1934. Type of surface, bituminous macadam (emulsified asphalt penetration method). Width of surface, 20 feet. Shoulders, 3 feet. Contractor, Amos D. Bridge's Sons, Inc., Hazardville, Conn. Expenditures in 1934 amount to \$23,836.08.

#### 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 and 0.15 miles is reported for 1934. 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, Conn. Expenditures in 1934 amount to \$10,908.13.

**STATE HIGHWAY "E"**

**Falmouth—U. S. P. W. Project No. N. R. H. 9.** This project consists of two sections; first section beginning at the Portland line and extending northerly to (F. A. P. E 9-B) the combined bridge and grade crossing Project over the Presumpscot River and tracks of the M. C. R. R. Co. and consists of a 30 ft. pavement; the second section extends from F. A. Project E 9-B to the Cumberland line and consists of a 22 foot pavement. This project consists of resurfacing and widening an 18 foot concrete road constructed in 1921. Total length of project, 4.44 miles. This project was started and completed in 1934. Type of surface, bituminous concrete (Warcolite, 1½" thick). Width of surface, 1st section, 30 feet; second section, 22 feet. Shoulders, 3 feet. Contractor, Warren Bros. Roads Co., Cambridge, Mass. Expenditures in 1934 amount to \$81,892.54.

**Cumberland—U. S. P. W. Project No. N. R. H. 10.** This project begins at the Falmouth line and extends to Morrison's Hill. This project consists of the resurfacing and widening of a concrete road constructed in 1921. Length of Project, 1.40 miles. The construction was begun and finished in 1934. Type of surface, bituminous concrete (Warcolite, 1½" thick). Width of surface, 22 feet. Shoulders, 3 feet. Contractor, Warren Bros. Roads Co., Cambridge, Mass. Expenditures in 1934 amount to \$21,374.14.

**STATE HIGHWAY "F"**

**Phillips—U. S. P. W. Project No. N. R. H. 119-E.** This project consists of the construction of two bridges over the Sandy River. Expenditures in 1934 amount to \$12,709.48.

**Madrid and Sandy River Plant—U. S. P. W. Project No. N. R. H. 146-B.** This project consists of the construction of two bridges over the Sandy River. Expenditures in 1934 amount to \$9,213.87.

**Madrid-Sandy River Plant—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, 1.81 miles. Work was started late in 1933, but no mileage reported. 1.81 miles is reported in 1934. Type of surface, bituminous treated gravel. Width of surface, 18 feet. Shoulders, 3 feet. This contract was awarded to Kerr & Small of Rumford, Maine who were unable to complete the project. The work was taken over by the Bonding Company who awarded a contract for the completion of the project to W. H. Hinman, Inc. of Skowhegan, Maine. Expenditures in 1934 amount to \$41,776.95.

**Sandy River—U. S. P. W. Project No. N. R. H. 146-C (1935).** This project begins at the end of the second section of U. S. P. W. Project No. N. R. H. 146-A and extends westerly to beginning of third section of U. S. P. W. Project N. R. H. 146-A. Total length of project, 0.54 miles. The equivalent of 0.19 miles is reported in 1934. Type of surface, bituminous treated gravel. Width of surface, 18 feet. Shoulders, 3 feet. Contractor, W. H. Hinman, Inc., Skowhegan, Maine. Expenditures in 1934 amount to \$16,693.28.

### 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 reported in 1933 and 0.28 miles is reported for 1934. Type of surface, bituminous macadam (emulsified asphalt penetration method). Width of surface, 20 feet. Shoulders, 3 feet. Contractor, Amos D. Bridge's Sons, Inc., Hazardville, Conn. Expenditures in 1934 amount to \$10,695.55.

### 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 reported in 1933 and 1.78 miles is reported for 1934. 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 1934 amount to \$52,815.03.

**Fairfield—U. S. P. W. Project No. N. R. H. 150-D (1935).** This project begins at the southerly end of U. S. P. W. Project No. N. R. H. 150-A and extends southerly and consists of the reconstruction of a gravel road. Total length of project, 0.85 miles. The equivalent of 0.21 miles is reported in 1934. 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 1934 amount to \$4,809.94.

### STATE HIGHWAY "H-I"

**Skowhegan—U. S. P. W. Project No. N. R. H. 120-E (1935).** This project begins about 4.5 miles easterly of the junction with Highway "H" and extends easterly and consists

of the reconstruction of a gravel road. Total length of project, 0.59 miles. The equivalent of 0.31 miles is reported in 1934. Type of surface, bituminous treated gravel. Width of surface, 18 feet. Shoulders, 3 feet. Contractor, Ralph Giovannucci of Pittsfield, Maine. Expenditures in 1934 amount to \$213.38.

#### STATE HIGHWAY "I"

**Fairfield—U. S. P. W. Project No. N. R. H. 143-B.** This project consists of the construction of a bridge over the Kennebec River. Expenditures in 1934 amount to \$117,811.96

#### STATE HIGHWAY "J"

**Dover-Foxcroft—U. S. P. W. Project No. N. R. H. 134-B (1935).** This project begins at the southerly end of Federal Aid Project No. 134-A and extends southerly. The work consists of the reconstruction of a gravel road constructed in 1914-15. Total length of project, 0.32 miles. The equivalent of 0.16 miles is reported in 1934. Type of surface, bituminous macadam (emulsified asphalt penetration method). Width of surface, 20 feet. Shoulders, 3 feet. Contractor, J. R. Cianchette & Co. of Pittsfield, Maine. Expenditures in 1934 amount to \$10,371.18.

**Monson—U. S. P. W. Project No. N. R. H. 88-C.** This project begins 715 feet from the Shirley line and extends southerly over an old gravel road. Length of project 1.50 miles. This project was started and completed in 1934 and all mileage is reported for 1934. Type of surface, bituminous treated gravel. Width of surface, 18 feet. Shoulders, 3 feet. Contractor, Hector J. Cyr Co. Inc. of Waterville, Maine. Expenditures in 1934 amount to \$39,150.63.

**Guilford—U. S. P. W. Project No. N. R. H. 111-B.** This project begins about 0.50 miles easterly of the Piscataquis River Bridge and extends westerly over an old gravel road. This project was begun and completed in 1934. Total length of project, 0.64 miles. Type of construction, bituminous macadam (standard Penetration Method). Width of surface, 20 feet. Shoulders are of varying width. Contractor, W. H. Hinman, Inc. of Skowhegan, Maine. Expenditures in 1934 amount to \$19,565.71.

#### 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 800 feet northerly of the grade crossing. Total length of project, 0.97 miles. The equivalent of 0.24 miles was reported in 1933 and 0.73



miles is reported in 1934. Type of surface, concrete. Width of surface, 20 feet. Shoulders, 3 feet. Contractor, Hughes Brothers of Bangor, Maine. Expenditures in 1934 amount to \$42,521.53.

**New Limerick—U. S. P. W. Project No. N. R. H. 148-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 and 0.25 miles is reported in 1934. 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, Conn. Expenditures in 1934 amount to \$16,034.74.

**New Limerick—U. S. P. W. Project No. N. R. H. 145-C (1935).** This project begins at the easterly end of U. S. P. W. Project No. 145-B and extends westerly. The work consists of the reconstruction of a gravel road built in 1914-15. Total length of project, 1.80 miles. The equivalent of 1.10 is reported for 1934. Type of surface, bituminous macadam (emulsified asphalt penetration method). Width of surface, 20 feet. Shoulders, 3 feet. Contractor, Bridge Construction Corp. of Hazardville, Conn. Expenditures in 1934 amount to \$20,857.20.

**Houlton—U. S. P. W. Project No. N. R. H. 145-A.** This project begins at the junction of Highway "K" and Highway "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 reported in 1933 and 0.63 miles is reported for 1934. Type of surface, bituminous macadam (emulsified asphalt penetration method). Width of surface, 20 feet. Shoulders, 3 feet. Contractor, J. P. McCabe, Inc. of So. Boston, Mass. Expenditures in 1934 amount to \$35,522.27.

**Caribou—U. S. P. W. Project No. N. R. H. 92-J (1935).** This project begins at end of U. S. P. W. Project No. N. R. H. 92-I and extends to Federal Aid Project 92-A. This project consists of two sections; first section is 0.21 miles of concrete surface from 30 to 54 feet wide, second section is 0.35 miles of bituminous macadam (emulsified asphalt penetration method) 23 feet wide with no shoulders. The equivalent of 0.10 miles of concrete and 0.17 miles of bituminous macadam is reported for 1934. Contractor, Joseph P. McCabe, Inc. of So. Boston, Mass. Expenditures in 1934 amount to \$11,571.61.

**Caribou—U. S. P. W. Project No. N. R. H. 92-I.** This project begins at the end of Federal Aid Project 92-G and extends northerly. This project was started and completed in 1934. Total length of project, 0.30 miles. Type of surface, bituminous macadam (standard penetration method). Width of surface, 20 feet. Shoulders, 4 feet. Contractor, Cyr & Soucy of Lille, Maine. Expenditures in 1934 amount to \$16,344.00.

**Connor—U. S. P. W. Project No. N. R. H. 92-C.** This project consists of the construction of two bridges. Expenditures in 1934 amount to \$31,085.54.

**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 reported in 1933 and 0.17 miles is reported in 1934. Type of surface, concrete. Width of surface, 20 feet. Shoulders, varying widths. Contractor, J. P. McCabe, Inc. of So. Boston, Mass. Expenditures in 1934 amount to \$22,135.61.

**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 1.80 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 and 1.50 miles is reported for 1934. Type of surface, bituminous treated gravel. Width of surface, 18 feet. Shoulders, 3 feet. Contractor, Cyr & Soucy of Lille, Maine. Expenditures in 1934 amount to \$27,200.37.

#### STATE HIGHWAY "L"

**Winterport—U. S. P. W. Project No. N. R. H. 84-C (1935).** This project consists of the construction of a bridge. Expenditures in 1934 amount to \$4,369.74.

#### STATE HIGHWAY "N"

**Machias—U. S. P. W. Project No. N. R. H. 99-F.** This project consists of two sections. First section, 18 foot bituminous treated gravel surface with 3 foot shoulders, begins at the easterly end of Federal Aid Project 99-A and extends easterly to Federal Aid Project 99-E. The second section consists of bituminous macadam (standard penetration method) with 20 to 35 foot surface, begins at the easterly end of Federal Aid Project 99-E and extends easterly to within 100 feet of the junction with Highway 1-A. Total length of gravel, 0.83 miles. Total length of bituminous macadam,

0.33 miles. The project was started and completed in 1934 and mileage reported in 1934. Contractor, Ralph Giovanucci of Pittsfield, Maine. Expenditures in 1934 amount to \$35,739.49.

**Whiting—U. S. P. W. Project No. N. R. H. 99-G (1935).** This project begins about 0.90 miles from the East Machias line and extends easterly over a gravel road constructed in 1914. Total length of project, 1.79 miles. The equivalent of 1.34 miles is reported in 1934. Type of surface, bituminous treated gravel. Width of surface, 18 feet. Shoulders, 3 feet. Contractor, Lane Construction Corp. of Meriden, Conn. Expenditures in 1934 amount to \$31,858.14.

**Indian Township—U. S. P. W. Project No. N. R. H. 259-A (1935).** This project begins at the bridge near Princeton line and extends northerly to 1933 State Highway construction. Total length of project, 1.10 miles. The equivalent of 0.48 miles is reported in 1934. Type of surface, bituminous treated gravel. Width of surface, 18 feet. Shoulders, 3 feet. The work was done by force account under the supervision of L. L. Alden. Expenditures in 1934 amount to \$12,266.94.

**Houlton—U. S. P. W. Project No. N. R. H. 139-C.** This project begins 400 feet from Highway "K-Spur" and extends southerly. Total length of project, 0.25 miles. The work was started and completed in 1934 and 0.25 miles reported in 1934. Type of surface, bituminous macadam (emulsified asphalt penetration method). Width of surface, 33 feet with 2 foot concrete curb and gutter. Contractor, Amos D. Bridge's Sons, Inc. of Hazardville, Conn. Expenditures in 1934 amount to \$19,690.47.

### 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 an old State Aid gravel road. Total length of project, 0.87 miles. Work was started in 1933, no mileage reported, and completed in 1934. 0.87 miles is reported for 1934. Type of surface, bituminous macadam (standard penetration method). Width of surface, 20 feet. Shoulders, 3 feet. Contractor, D. D. Snyder, Inc. of Gardner, Mass. Expenditures in 1934 amount to \$26,372.51.

**Rumford—U. S. P. W. Project No. N. R. H. 148-C.** This project begins at the end of U. S. P. W. Project N. R. H. 148-B and extends westerly. The work consists of the reconstruction of a gravel road. Total length of project, 0.30 miles. The equivalent of 0.11 miles was reported in 1933 and

0.19 miles is reported in 1934. Type of surface, bituminous macadam (standard penetration method). Width of surface, 20 feet. Shoulders, 3 feet. This project was done by force account under the supervision of W. T. Welch in 1933 and under the supervision of A. F. Rourke in 1934. Expenditures in 1934 amount to \$10,988.84.

**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 reconstruction of a gravel road. Length of project, 0.45 miles. The equivalent of 0.33 miles was reported in 1933 and 0.12 miles is reported in 1934. 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 1934 amount to \$10,537.32.

### STATE HIGHWAY "S"

**Woodstock—U. S. P. W. Project No. N. R. H. 93-B.** This project begins about 1.0 miles easterly of Bryant Pond and extends westerly. The work consists of the reconstruction of a gravel road built in 1915-20. Length of project, 0.70 miles. The equivalent of 0.60 miles was reported in 1933 and 0.10 miles is reported in 1934. 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 1934 amount to \$16,129.04.

**Bethel—U. S. P. W. Project No. N. R. H. 93-C (1935).** This project begins at the C. P. R. R. crossing and extends easterly. The work consists of the reconstruction of a gravel road built in 1916. Length of project, 0.87 miles. The equivalent of 0.43 miles is reported for 1934. Type of surface, bituminous macadam (emulsified asphalt penetration method). Width of surface, 20 feet. Shoulders, 3 feet. Contractor, R. E. Bull of Fitchburg, Mass. Expenditures in 1934 amount to \$17,122.63.

### STATE HIGHWAY "T"

**Grafton—U. S. P. W. Project No. N. R. H. 258-A (1935).** This project begins at the southerly end of 1933-34 State Highway construction and extends southerly. Length of project, 0.25 miles. The equivalent of 0.18 miles is reported in 1934. Type of surface, bituminous treated gravel. Width of surface, 18 feet. Shoulders, 3 feet. This project was constructed by force account under the supervision of A. F. Rourke. Expenditures in 1934 amount to \$3,037.46.

## 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 129-B and extends northerly. The work consists of the reconstruction of a gravel road. Length of project, 1.68 miles. The equivalent of 0.25 miles was constructed in 1933 and 1.43 miles is reported in 1934. 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 1934 amount to \$61,278.16.

**Bucksport—U. S. P. W. Project No. N. R. H. 91-G (1935).** This project begins at the end of U. S. P. W. Project No. N. R. H. 91-D and extends northerly. Length of project, 0.72 miles. The equivalent of 0.37 miles is reported in 1934. 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 1934 amount to \$15,068.62.

**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 a State Aid road. Length of project, 1.99 miles. Construction was started in 1933 but no mileage reported. 1.99 miles is reported in 1934. 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, Conn. Expenditures in 1934 amount to \$76,665.41.

**Orrington, U. S. P. W. Project No. N. R. H. 91-H (1935).** This project begins at the end of U. S. P. W. Project No. N. R. H. 91-F and extends southerly. The work consists of the reconstruction of a gravel road. Length of project, 0.69 miles. The equivalent of 0.37 miles is reported for 1934. Type of surface, bituminous macadam (emulsified asphalt penetration method). Width of surface, 20 feet. Shoulders, 3 feet. Contractor, Bridge Construction Corp. of Hazardville, Conn. Expenditures in 1934 amount to \$20,252.30.

## 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 the reconstruction of a gravel road built in 1917. Length of project, 0.93 miles. Work was started in 1933 but no mileage reported. 0.93 miles is reported for 1934. Type of surface, bituminous macadam (emulsified asphalt penetration method). Width of surface, 20 feet. Shoulders,

3 feet. Contractor, Ralph E. Bull of Fitchburg, Mass. Expenditures in 1934 amount to \$23,730.74.

### STATE HIGHWAY—OSS�PEE TRAIL

**Limington—U. S. P. W. Project No. N. R. H. 144-A.** This project begins at the westerly end of the Saco River Bridge and extends northwesterly. The work consists of the reconstruction of a State Aid gravel road built in 1921-22. Length of project, 5.48 miles. The equivalent of 3.45 miles was reported in 1933 and 2.03 miles is reported for 1934. Type of surface, bituminous treated gravel. Width of surface, 20 feet. Shoulders, 3 feet. Contractor, D. M. Susi of Pittsfield, Maine. Expenditures in 1934 amount to \$32,385.76.

### HARRISON TO NORWAY—ROUTE 117

**Norway—U. S. P. W. Project No. N. R. H. 141-C (1935).** This project begins at old route No. 118 and extends southerly. The work consists of the reconstruction of a 3rd class gravel road. Length of project, 0.91 miles. The equivalent of 0.45 miles is reported in 1934. Type of surface, bituminous treated gravel. Width of surface, 18 feet. Shoulders, 3 feet. Contractor, Charles E. Horne of Millbury, Mass. Expenditures in 1934 amount to \$7,524.98.

## N. R. M. PROJECTS

### STATE HIGHWAY "A"

**Biddeford—U. S. P. W. Project No. N. R. M. 101-F.** This project begins at the end of Federal Aid Project E 101-E and consists of two sections. First section consists of 24 foot concrete surface with variable bituminous macadam shoulders. Second section consists of a bituminous concrete surface varying from 25 to 45 feet wide. This work consists of resurfacing and widening a bituminous macadam section and a concrete section. This project was started and completed in 1934 and 0.32 miles of concrete and 0.64 miles of bituminous concrete is reported for 1934. Contractor, Lane Construction Corp. of Meriden, Conn. Expenditures in 1934 amount to \$35,606.79.

**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 1934 amount to \$33,599.34.

**Biddeford—U. S. P. W. Project No. N. R. M. 118-D.** This project begins at the end of U. S. P. W. Projects No. N. R. M. 101-F and extends to U. S. P. W. Project No. N. R. M. 118-C. The work consists of resurfacing a concrete

section and a bituminous macadam section of road. Length of Project, 0.43 miles started, completed, and mileage reported in 1934. Type of surface, bituminous concrete. Width of surface, 30 to 47 feet. Contractor, Lane Construction Corp. of Meriden, Conn. Expenditures in 1934 amount to \$35,359.86.

**So. Portland—U. S. P. W. Project No. N. R. M. 118-E.** This project begins at Lincoln St. and extends westerly. The work consists of resurfacing a concrete road built in 1915. Length of project, 0.71 miles. This project was started and completed in 1934. 0.71 miles is reported for 1934. Type of surface, bituminous macadam (standard penetration method). Width of surface, 30 feet. Shoulders, 4 feet. Contractor, Ralph E. Bull of Fitchburg, Mass. Expenditures in 1934 amount to \$11,087.29.

### STATE HIGHWAY "C"

**Brunswick—U. S. P. W. Project No. N. R. M. 121-F.** This project was completed in 1933. Expenditures carried over to 1934 amount to \$3,990.51.

**Bath—U. S. P. W. Project No. N. R. M. 116-D.** This project begins at the Carlton Bridge and extends westerly over Vine St. to the M. C. R. R. crossing. Length of project, 0.13 miles. This project was started, completed, and mileage reported in 1934. Type of surface, concrete. Width of surface, 40 feet with 3½ to 5½ foot concrete sidewalks. Contractor, Stewart & Williams of Augusta, Maine. Expenditures in 1934 amount to \$18,359.30.

### STATE HIGHWAY "D"

**Belfast—U. S. P. W. Project No. N. R. M. 68-B.** This project begins about 500 feet north of Church St. and extends northerly to junction of State Highway D & R. Length of project, 0.39 miles. The equivalent of 0.13 miles was reported in 1933 and 0.26 miles is reported in 1934. Type of surface, bituminous concrete (2" Warrenite Bitulithic) on a bituminous macadam (emulsified asphalt penetration method) base. Width of surface, mostly 20 feet with about 300 feet of widened area varying from 47 to 52 feet. Shoulders, 5 to 8 feet. Contractor, Warren Bros. Roads Co. of Cambridge, Mass. Expenditures in 1934 amount to \$18,842.29.

### 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. Length of project, 1.70 miles.

The equivalent of 0.65 miles was reported in 1933 and 1.05 miles is reported in 1934. Type of surface, bituminous macadam (emulsified asphalt penetration method). Width of surface, 30 feet. Shoulders, 3 feet. Contractor, R. E. Bull of Fitchburg, Mass. Expenditures in 1934 amount to \$43,-649.55.

**Auburn—U. S. P. W. Project No. N. R. M. 13.** This project begins at the end of concrete road at Danville Jct. and extends westerly. There are two sections. The first section extends to the underpass and consists of bituminous macadam surface (emulsified asphalt penetration method) varying from 20 to 30 feet wide with 3 foot shoulders. The second section consists of 22 foot concrete surface with 3 foot shoulders. Length of project, 0.35 miles. The work was started and completed in 1934 and 0.23 miles of concrete and 0.12 miles of bituminous macadam is reported in 1934. Contractor, Bickford's Garage, Inc. of Lisbon Falls, Maine. Expenditures in 1934 amount to \$27,772.48.

**Auburn—U. S. P. W. Project No. N. R. M. 13-B.** This project begins at the end of bituminous macadam road and extends northerly to High Street. The work consists in the reconstruction of city pavement. Length of project, 0.55 miles. The equivalent of 0.20 miles was reported in 1933 and 0.35 miles is reported in 1934. Type of surface, concrete. Width of surface, 30 feet with concrete curb. Contractor, J. H. Simonds Co. of Portland, Maine. Expenditures in 1934 amount to \$30,592.30.

#### STATE HIGHWAY "F"

**Auburn—U. S. P. W. Project No. N. R. M. 95-B.** This project begins at Court St. and extends to Turner St. The work consists of resurfacing granite block pavement. Length of project, 0.34 miles. This project was started, completed and mileage reported in 1934. Type of surface, 2" bituminous concrete. Width of surface, variable from 47 to 56 feet. Contractor, Lane Construction Corp. of Meriden, Conn. Expenditures in 1934 amount to \$21,645.70.

**Farmington—U. S. P. W. Project No. N. R. M. 97-F.** This project begins at Junction of State Highway F & V and extends northerly. The work consists of the reconstruction of a bituminous macadam road. Length of project, 0.54 miles. The work was started, finished and mileage reported in 1934. Type of surface, bituminous macadam (emulsified asphalt penetration method). Width of surface, 20 to 56 feet. Shoulders, 8 foot bituminous treated gravel. Contractor, W. H. Hinman, Inc. of Skowhegan, Maine. Expenditures in 1934 amount to \$26,913.18.



**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 resurfacing a part of Federal Aid Project 136-A which was completed in 1932. Length of project, 1.84 miles. The work was started in 1933 and the equivalent of 1.47 miles reported and 0.37 miles is reported in 1934. 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, Conn. Expenditures in 1934 amount to \$9,394.74.

**Augusta—U. S. P. W. Project No. N. R. M. 256-A.**

This project begins at Bond St. and extends northerly over a gravel road. Length of project 0.37 miles. Work was started and practically completed and mileage reported in 1934. Type of surface, bituminous macadam (emulsified asphalt penetration method). Width of surface, 32 feet with 5 foot gravel sidewalks. Contractor, Stewart & Williams, Inc. of Augusta, Maine. Expenditures in 1934 amount to \$42,794.62.

**STATE HIGHWAY "H"****Fairfield—U. S. P. W. Project No. N. R. M. 150-B.**

This project begins 1840 feet from the Waterville line and extends northeasterly. The work consists of the reconstruction of a bituminous macadam road. Total length of project, 0.55 miles. Work started, completed, and mileage reported in 1934. Type of surface, concrete. Width of surface, 20 feet. Shoulders, 6 to 8 feet bituminous treated gravel. Contractor, Wyman & Simpson, Inc. of Augusta, Maine. Expenditures in 1934 amount to \$40,221.57.

**Madison—U. S. P. W. Project No. N. R. M. 152-A.**

This project begins at H & W Street and extends northeasterly to Main St. Length of project, 0.70 miles. The equivalent of 0.52 miles was reported in 1933 and 0.18 miles is reported for 1934. 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 1934 amount to \$7,655.10.

**STATE HIGHWAY "M"**

**Bangor-Brewer—U. S. P. W. Project No. N. R. M. 103-I.** This project consists of the construction of a bridge. Expenditures in 1934 amount to \$14,176.30.

## 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 St. Total length of project, 1.23 miles. The work was started in 1933, but no mileage reported. 1.23 miles is reported in 1934. Type of surface, bituminous macadam (emulsified asphalt penetration method). Width of surface, 20 feet. Shoulders, 3 and 8 feet. Contractor, J. P. McCabe, Inc. of So. Boston, Mass. Expenditures in 1934 amount to \$51,864.75.

**Calais—U. S. P. W. Project No. N. R. M. 132-D.** This project begins at the end of U. S. P. W. Project No. N. R. M. 132-C and extends northeasterly to Main St. Length of project, 0.46 miles. The work was started, completed, and 0.46 miles reported in 1934. Type of surface, bituminous macadam (emulsified asphalt penetration method). Width of surface, 20 feet. Shoulders, variable. Contractor, J. P. McCabe, Inc. of So. Boston, Mass. Expenditures in 1934 amount to \$20,659.52.

## 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. Work was started in 1933 but no mileage reported. Length of project, 1.41 miles which is reported for 1934. Type of surface, bituminous treated gravel. Width of surface, 18 feet. Shoulders, 3 feet. Contractor, Lane Construction Corp. of Meriden, Conn. Expenditures in 1934 amount to \$24,075.18.

## STATE HIGHWAY "O"

**Rumford—U. S. P. W. Project No. N. R. M. 148-B.** This project begins at the end of concrete section in Rumford and extends to U. S. P. W. Project No. N. R. H. 148-C. Length of project, 0.66 miles. The equivalent of 0.25 miles was reported in 1933 and 0.41 miles in 1934. 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 in 1933 and under the supervision of A. F. Rourke in 1934. Expenditures in 1934 amount to \$27,795.35.

## STATE HIGHWAY "Q"

**Hallowell—U. S. P. W. Project No. N. R. M. 40-B.** This project begins near the M. C. R. R. overhead and extends southerly. This project consists of resurfacing a macadam

road. Length of Project, 0.44 miles. The work was started, completed and mileage reported in 1934. Type of surface, 2" bituminous concrete. Width of surface, 20 to 54 feet. Contractor, Lane Construction Corp. of Meriden, Conn. Expenditures in 1934 amount to \$24,547.28.

### STATE HIGHWAY "Y"

**Brewer—U. S. P. W. Project N. R. M. 91-E.** This project consists of two sections; first section beginning at Burr St. and extending southerly 0.33 miles to State Aid concrete; second section beginning at southerly end of State Aid concrete and extending southerly 0.69 miles. Total length of project, 1.02 miles. This project was started, completed and 1.02 miles reported in 1934. Type of surface, concrete. Width of surface, 1st section, 28 feet. Second section, 20 to 28 feet. Shoulders, 1st section, 8 foot bituminous treated gravel; second section, 3 to 8 foot bituminous treated gravel. Contractor, Manzie I. Rogers of Bangor, Maine. Expenditures in 1934 amount to \$69,223.38.

**Ellsworth—U. S. P. W. Project No. N. R. M. 129-C.** This project consists of two parts. First part consists of a highway section and the second section, a sidewalk section.

Highway section begins at the Union River Bridge and extends easterly to the Junction of Highway M & Y. Length of project, 0.30 miles. Type of surface, bituminous concrete (2" Warrenite-Bitulithic). Width of surface, varies from 35 to 50 feet with concrete curb. Contractor, Warren Bros. Roads Co. of Cambridge, Mass.

Sidewalk section begins at the Union River Bridge and extends to School St. Length of project, 0.19 miles. Type of sidewalk, bituminous concrete. Width of sidewalk, 7 ft. 6 inches. Contractor, Wyman & Simpson, Inc. of Augusta, Maine.

The sections were started, completed and 0.30 miles of bituminous concrete reported in 1934. Total expenditures for both sections in 1934 amount to \$33,873.03.

### STATE HIGHWAY "OSS�PEE TRAIL"

**Westbrook—U. S. P. W. Project No. N. R. M. 135-C.** This project was completed in 1933. Expenditures carried over to 1934 amount to \$5,853.83.

1934

## UNITED STATES PUBLIC WORKS PROJECTS

## N. R. H. Projects

County	Highway	Town	Type of Construction		Length Miles
			Contract	Force Account	
Androscoggin .....	Z	Lisbon .....	Bit. Mac.		0.93
Aroostook .....	K	New Limerick .....	Bit. Mac.		1.35
		Houlton .....	Bit. Mac.		0.63
		Caribou .....	Bit. Mac.		0.47
		Caribou .....	Conc.		0.10
		Van Buren .....	Gravel		1.50
		Van Buren .....	Conc.		0.17
Cumberland .....	E	Houlton .....	Bit. Mac.		0.25
		Falmouth .....	Bit. Conc.		4.44
Cumberland .....	E	Cumberland .....	Bit. Conc.		1.40
Franklin .....	F	Madrid .....	Gravel		0.94
		Sandy River .....	Gravel		1.06
Hancock .....	Y	Bucksport .....	Bit. Mac.		1.80
Kennebec .....	G	Oakland .....	Bit. Mac.		0.28
Knox .....	D	Camden .....	Bit. Mac.		1.22
Lincoln .....	D D-Spur	Wiscasset .....	Bit. Mac.		0.23
		Waldoboro .....	Bit. Mac.		0.15
Oxford .....	B O O S S T	Fryeburg .....	Bit. Mac.		0.94
		Mexico .....	Bit. Mac.		0.87
		Rumford .....	Bit. Mac.		0.19
		Hanover .....	Bit. Mac.		0.12
		Woodstock .....	Bit. Mac.		0.10
		Bethel .....	Bit. Mac.		0.43
		Grafton .....	Gravel	Gravel	0.18
*Norway .....	Gravel		0.45		
Penobscot .....	K Y	Veazie .....	Conc.		0.73
		Orrington .....	Bit. Mac.		2.36
Piscataquis .....	J J J	Dover-Foxcroft .....	Bit. Mac.		0.16
		Guilford .....	Bit. Mac.		0.64
		Monson .....	Gravel		1.50
Sagadahoc .....	D	Woolwich .....	Gravel		0.65
Somerset .....	H H-I	Fairfield .....	Bit. Mac.		1.99
		Skowhegan .....	Gravel		0.31
Waldo .....	D	Northport .....	Bit. Mac.		0.49
Washington .....	N N N N	Machias .....	Bit. Mac.		0.33
		Machias .....	Gravel		0.83
		Whiting .....	Gravel		1.34
		Indian Township .....	Gravel	Gravel	0.48
York .....	Oss. Tr.	Limington .....	Gravel		2.03

\*Federal Aid Project not on State Highway System.

## SUMMARY OF N. R. H. PROJECTS

Gravel .....	11.27
Bit. Macadam .....	15.93
Bit. Concrete .....	5.84
Concrete .....	1.00
	<hr/>
	34.04

1934

## UNITED STATES PUBLIC WORKS PROJECTS

## N. R. M. Projects

County	Highway	Town	Type of Construction		Length Miles
			Contract	Force Account	
Androscoggin	E	Auburn	Conc.		0.58
	E	Auburn	Bit. Mac.		0.12
	F	Auburn	Bit. Conc.		0.34
Cumberland	A	So. Portland	Bit. Mac.		0.71
	E	Portland	Bit. Mac.		1.05
Franklin	F	Farmington	Bit. Mac.		0.54
Hancock	Y	Ellsworth	Bit. Mac.		0.30
Kennebec	G	Augusta	Bit. Mac.		0.37
	G	Waterville	Bit. Mac.		0.37
	Q	Hallowell	Bit. Conc.		0.44
Oxford	O	Rumford	Bit. Mac.		0.41
Penobscot	Y	Brewer	Conc.		1.02
Sagadahoc	C	Bath	Conc.		0.13
Somerset	H	Fairfield	Conc.		0.55
	H	Madison	Bit. Mac.		0.18
Waldo	D	Belfast	Bit. Conc.		0.26
Washington	N	Calais	Bit. Mac.		1.69
	N-Spur	Eastport	Gravel		1.41
York	A	Biddeford	Conc.		0.32
	A	Biddeford	Bit. Conc.		1.07

## SUMMARY OF N.R.M. PROJECTS

Gravel	1.41
Bit. Macadam	5.74
Bit. Concrete	2.11
Concrete	2.60

11.86

## STATE HIGHWAY COMMISSION

## UNITED STATES PUBLIC WORKS PROJECTS

Carried over to 1935

## N. R. H. Projects

County	Highway	Town	Type	Total Length	Length 1934	Carried Over
Androscoggin .....	E	Greene .....	Gravel	0.43		0.43
Aroostook .....	K	New Limerick .....	Bit. Mac.	1.80	1.10	0.70
		Caribou .....	Bit. Mac.	0.35	0.17	0.18
		Caribou .....	Conc.	0.21	0.10	0.11
Franklin .....	F	Sandy River .....	Gravel	0.54	0.19	0.35
Hancock .....	Y	Bucksport .....	Bit. Mac.	0.72	0.37	0.35
Knox .....	D	Camden .....	Bit. Mac.	1.17	0.53	0.64
Oxford .....	S	Bethel .....	Bit. Mac.	0.87	0.43	0.44
		*Grafton .....	Gravel	0.25	0.18	0.07
		*Norway .....	Gravel	0.91	0.45	0.46
Penobscot .....	Y	Orrington .....	Bit. Mac.	0.69	0.37	0.32
Piscataquis .....	J	Dover-Foxcroft .....	Bit. Mac.	0.32	0.16	0.16
Somerset .....	H-I	Fairfield .....	Bit. Mac.	0.85	0.21	0.64
		Skowhegan .....	Gravel	0.59	0.31	0.28
Waldo .....	D	Northport .....	Gravel	0.40		0.40
Washington .....	N	Whiting .....	Gravel	1.79	1.34	0.45
		Indian Township .....	Gravel	1.10	0.48	0.62

\*Federal Aid Project not on State Highway System.

## SUMMARY OF N. R. H. PROJECTS

		1933-4 Funds	1935 Funds
Gravel .....	3.06	0.43	2.63
Bit. Macadam .....	3.43		3.43
Concrete .....	0.11		0.11
	<u>6.60</u>		

UNITED STATES PUBLIC WORKS PROJECTS

Carried over to 1935

N. R. M. Projects

County	Highway	Town	Type	Total Length	Length 1934	Carried Over
Penobscot .....	Y	Brewer .....	Conc.	0.72	.....	0.72

SUMMARY N. R. M. PROJECTS

Concrete ..... 0.72

NATIONAL INDUSTRIAL RE  
CONSTRUCTION AND RECONSTRUCTION

January 1, 1934 to

U. S. P. W.—

(Funds Apportioned Under Acts of

N.R.H No.	High- way	Town	ENGINEERING AND RIGHT OF WAY					Total	Grading	Base
			Surveys	Plans and Compu- tations	Engineer- ing and Inspection	Adver- tising	General Expense Right of Way			
130B	B	Fryeburg	4.00	16.59	1,847.62			1,868.21	4,590.12	6,864.10
116A	D	Woolwich	2.44		2,553.17			2,566.31	22,406.06	3,700.08
116B	D	Woolwich	2.80	378.15	6,309.24	196.01	10.30	6,886.20		
116C	D	Wiscasset			384.99	0.27		385.26	350.00	2,100.00
104D	D	Camden			1,387.10	0.35		1,387.45	3,215.38	2,427.44
104F	(1935)D	Camden			1,058.94			1,058.94	9,995.63	10,211.87
104E	D	Northport	2.00	34.28	1,009.62	0.27		1,046.17	6,149.48	4,073.68
104G	(1935)D	Northport			66.08			66.08		
117I	D-Spur	Waldoboro			691.13			691.13	772.19	1,462.21
9	E	Falmouth			3,415.12	0.20		3,415.32	6,721.51	7,921.37
10	E	Cumberland			1,118.57	0.21		1,118.78	1,549.75	1,328.75
11	E	Gray		79.71				79.71		
119E	F	Phillips			870.85	34.28		905.13		
146B	F	Madrid			698.94			698.94		
146A	F	Sandy River-Madrid	3.85	58.00	2,729.11	0.40		2,791.36	21,777.40	6,821.50
146C	(1935)F	Sandy River			637.03			637.03	14,371.88	
136A	G	Oakland			316.75	0.18		316.93	741.50	2,323.51
150A	H	Fairfield			1,890.52			1,890.52	2,637.81	23,398.01
150D	(1935)H	Fairfield	105.11		89.20			194.31	2,310.00	1,509.38
143B	I	Fairfield	94.02	1,060.14	4,064.94	43.04		5,262.14		
120E	(1935)HI	Skowhegan			213.38			213.38		
134B	(1935)J	Dover-Foxcroft			607.61			607.61	3,289.62	2,187.50
88C	J	Monson			1,753.43	0.41		1,753.84	20,963.70	6,603.47
111B	J	Guilford		38.07	692.68			730.75	3,222.30	8,485.10
42	K	Veazie	1.00	136.46	2,221.21			2,970.67	7,370.75	3,208.91
145B	K	New Limerick			447.78	0.35		448.13	543.75	899.28
145C	(1935)K	New Limerick			964.33			964.33	4,684.74	11,910.94
145A	K	Houlton	5.00		1,427.66		13.12	1,445.78	1,468.15	748.12
92J	(1935)K	Caribou			334.27			334.27	3,407.53	1,207.85
92I	K	Caribou		211.99	716.24	15.89		944.12	3,726.82	4,414.95
92C	K	Connor		79.61	1,128.45			1,208.06		
108H	K	Van Buren		23.61	834.07			857.68	2,705.00	1,999.26
108I	K	Van Buren			1,408.81			1,408.81	2,072.64	4,358.39
84C	(1935)L	Winterport			408.72			408.72		
99F	N	Machias	3.70	73.13	1,592.90	8.78		1,678.51	7,393.52	10,149.88
99G	(1935)N	Whiting			1,065.58			1,065.58	24,092.50	3,298.75
259A	(1935)N	Indian Township			410.32			410.32	3,480.75	7,611.95
139C	N	Houlton	17.15		577.95	8.86		603.96	4,520.83	6,187.65
148A	O	Mexico			2,053.49			2,053.49	4,880.96	7,439.24
148C	O	Rumford		19.64	328.74	1.94		350.32	1,504.32	2,895.89
148D	O	Hanover			385.43	0.27		385.70	2,990.23	1,069.00
1	(1935)Q	B'd'n-B'd'nh'm-R'm'nd			1,115.29			1,115.29	18.03	
93C	(1935)S	Bethel		7.95	641.19			649.14	10,402.00	2,977.14
93B	S	Woodstock	6.00	39.28	925.89			971.17	5,935.16	1,113.98
253A	(1935)T	Grafton			78.98			78.98	2,373.61	454.75
91E	Y	Brewer			47.70			47.70		
91F	(1935)Y	Orrington	10.80	86.88	2,380.03	0.41		2,428.12	17,526.50	25,875.48
91H	(1935)Y	Orrington			390.26			390.26	14,758.25	1,799.00
91D	Y	Bucksport			2,708.02	0.27		2,708.29	9,177.82	25,063.37
91G	(1935)Y	Bucksport			473.21			473.21	5,147.25	4,647.95
147A	Z	Lisbon			1,352.53	0.27		1,352.53	5,042.66	5,496.97
144A	Oss. Tr.	Limington		48.68	2,106.82	0.35		2,155.85	7,658.33	3,940.04
141C	(1935)	Norway			376.23			376.23	3,006.50	2,603.12
		Total	257.87	2,392.17	63,257.97	313.41	635.42	66,856.84	281,552.93	232,979.53



COVERY HIGHWAY FUND  
EXPENDITURES ON STATE HIGHWAYS

December 31, 1934

N. R. H. Projects

(June 16, 1933 and June 18, 1934)

LABOR AND MATERIALS						Grand Total	Miscellaneous Credits
Culverts	Bridges	Surfacing	Guard Rail	Detours	Total		
123.97		11,838.71	771.92		24,188.82	26,057.03	
7,101.33		1,238.26	1,430.58		35,876.31	38,442.62	Right of Way 9,035.00
	67,744.69				67,744.69	74,630.89	
1,831.81		2,458.75			6,740.56	7,125.82	
7,156.72		16,946.88	307.38		30,053.80	31,441.25	
7,560.00					27,767.50	28,826.44	
1,384.98		9,895.25	1,286.52		22,789.91	23,836.08	Right of Way 350.00
						66.08	
3,648.54		4,259.67	74.39		10,217.00	10,908.13	
3,954.55		57,540.71	2,139.60	199.48	78,477.22	81,892.54	
454.69		16,399.22	482.08	40.87	20,255.36	21,374.14	
						79.71	
	11,804.35				11,804.35	12,709.48	
	8,514.93				8,514.93	9,213.87	
6,431.69		2,555.00	1,400.00		38,985.59	41,776.95	
1,684.37					16,056.25	16,693.28	
2,090.68		5,222.93			10,378.62	10,695.55	Trans. to H. L. Fund 349.09
3,368.35		19,504.32	2,016.02		50,924.51	52,815.03	
796.25					4,615.63	4,809.94	
	112,549.82				112,549.82	117,811.96	
						213.38	
4,286.45					9,763.57	10,371.18	
5,439.87		2,282.01	2,107.74		37,396.79	39,150.63	Trans. to H. L. Fund 802.43
1,754.70		5,372.86			18,834.96	19,565.71	
4,026.94		23,776.83	1,167.43		39,550.86	42,521.53	Right of Way 4,316.00
460.97		11,783.01	1,909.60		15,586.61	16,034.74	
3,297.19					19,892.87	20,857.20	
3,961.45		23,695.49	4,203.28		34,076.49	35,522.27	
6,621.96					11,237.34	11,571.61	
3,893.51		3,364.60			15,399.88	16,344.00	
	29,877.48				29,877.48	31,085.54	
8,936.56		7,497.95	139.16		21,277.93	22,135.61	
6,656.95		9,513.38	3,190.20		25,791.56	27,200.37	
	3,961.02				3,961.02	4,369.74	
9,216.12		7,012.87	288.59		34,060.98	35,739.49	
2,801.31					30,792.56	31,868.14	
763.92					11,856.62	12,266.94	
4,207.33		4,170.70			19,086.51	19,690.47	
4,608.29		7,132.23	258.30		24,319.02	26,372.51	
1,577.61	126.08	4,199.89	334.73		10,638.52	10,988.84	
436.69		4,802.70	853.00		10,151.62	10,537.32	
						18.03	
3,094.35					16,473.49	17,122.63	
3,996.41		3,360.44	751.88		15,157.87	16,129.04	Trans. to H. L. Fund 87.23
117.62		12.50			2,958.48	3,037.46	
						47.70	
13,590.63		15,779.93	1,464.75		74,237.29	76,665.41	
2,908.41			396.38		19,862.04	20,252.30	
10,834.56		12,530.41	963.71		58,569.87	61,278.16	
4,600.21					14,595.41	15,068.62	
2,692.58		9,056.93	89.25		22,378.09	23,730.74	
1,949.50		12,163.33	4,518.71		30,229.91	32,385.76	
1,539.13					7,148.75	7,524.98	
165,859.15	234,578.37	315,367.76	32,545.20	240.35	1,263,123.29	1,329,980.13	14,939.75

N R M No.	Highway	Town	ENGINEERING AND RIGHT OF WAY					Total	Grading	Base
			Surveys	Plans and Computations	Engineering and Inspection	Advertising	General Expense Right of Way			
101F	A	Biddeford		214.19	1,588.44	4.49		1,807.12	2,683.65	1,363.8
118C	A	Biddeford-Saco			1,839.38			1,839.38		
118D	A	Biddeford		242.80	1,972.92	4.50		2,220.22	5,150.76	2,659.6
118E	A	So. Portland	1.50		620.91			622.41	644.97	159.0
121F	C	Brunswick							642.08	
116D	C	Bath		32.30	814.84			847.14	1,781.46	1,357.5
68B	D	Belfast		2.50	601.45	0.27		604.22	759.17	600.4
9B	E	Portland		1.43	2,514.45	0.02	0.25	2,516.15	1,052.53	19,236.1
13	E	Auburn		187.76	886.23	16.34	17.14	1,107.47	6,953.94	4,744.5
13B	E	Auburn		63.33	864.90	0.27		928.50	695.13	1,477.7
13C	E	Auburn								
95B	F	Auburn			910.81	4.13		914.94	1,090.00	
96C	F	Farmington		34.28				34.28		
97F	F	Farmington		185.51	658.40	8.77		852.98	5,237.40	10,604.6
256A	G	Augusta			2,257.08	8.85		2,265.93	12,844.13	9,158.2
136A	G	Waterville			227.95			227.95	532.55	1,230.0
251A	H	Augusta		4.62				4.89		
150C	H	Waterville	47.51	14.37		0.17		62.05		
150B	H	Fairfield		69.03	1,016.49	7.69		1,093.21	5,848.13	3,493.2
152A	H	Madison		6.27	590.28			596.55	435.02	1,519.5
105I	M	Bangor-Brewer		140.52	173.13			313.65		
132C	N	Calais			1,894.71	0.27		1,894.98	8,554.28	18,152.9
132D	N	Calais			655.32	0.41		655.73	4,131.51	7,759.8
115B	N-Spur	Eastport	0.50		1,020.94			1,021.44	12,106.27	5,173.8
148B	O	Rumford		15.86	954.68	1.94		972.48	2,441.98	7,064.2
40B	Q	Hallowell		20.74	1,133.40	16.72		1,170.86	1,327.30	1,195.2
91E	Y	Brewer	39.92	441.95	2,848.47	16.34		3,346.68	8,592.51	5,813.4
129C	Y	Ellsworth	16.22	185.66	1,957.25	13.43		2,172.56	3,690.03	3,145.9
135C	Oss. Tr.	Westbrook		4.62	98.63	0.35		103.60	463.78	1,167.1
148C	O	Rumford			(To correct	error in	1933 N. R. M. table)			
		Total	105.65	1,868.04	28,101.06	105.23	17.39	30,197.37	87,663.68	107,677.4

PROJECTS

LABOR AND MATERIALS						Grand Total	Miscellaneous Credits
Culverts	Bridges	Surfacing	Guard Rail	Detours	Total		
2,863.58		26,888.58			33,799.67	35,606.79	Trans. to Administration . . . . . 4.80
	31,759.96				31,759.96	35,599.34	
9,095.56		15,909.18	324.52		33,139.64	35,359.86	
		9,660.87			10,464.88	11,087.29	
5.20		3,343.23			3,990.51	3,990.51	Trans. to H. L. Fund . . . . . 507.74
564.72		13,808.78			17,512.16	18,359.30	Trans. to H. L. Fund . . . . . 522.51
3,614.69		13,263.79			18,238.07	18,842.29	
2,830.47		17,821.97	191.80		41,133.40	43,649.55	Right of Way . . . . . 50.00
2,996.95		11,531.36	433.39		26,665.01	27,772.48	
295.02		27,195.89			29,663.80	30,592.30	
							Trans. to N. R. M. 13 . . . . . 39.51
84.00		19,556.76			20,730.76	21,645.70	Trans. to H. L. Fund . . . . . 144.67
						34.28	
1,174.05		9,044.73			26,060.20	26,913.18	
10,055.98		6,627.84	1,842.49		40,528.69	42,794.62	
127.86		7,276.38			9,166.79	9,394.74	Trans. to H. L. Fund . . . . . 49.88
						4.89	Trans. to H. L. Fund . . . . . 123.83
						62.05	
9,591.78		20,195.25			39,128.36	40,221.57	
1,397.57		3,706.42			7,058.55	7,655.10	
	13,862.65				13,862.65	14,176.30	
10,199.28		12,603.06	460.25		49,969.77	51,864.75	
3,619.14		4,493.25			20,003.79	20,659.52	
1,996.41		2,658.82	1,118.40		23,053.74	24,075.18	Right of Way . . . . . 56.00
5,793.32		10,867.99	55.35		26,822.87	27,795.35	
453.75		20,373.34	28.75		23,376.42	24,547.28	
5,899.93		45,156.51	414.31		65,876.70	69,223.38	
4,133.23		19,914.56		813.75	31,700.47	33,873.03	
982.14		3,100.44	36.76		5,750.23	5,853.83	
							Trans. to N. R. M. 148C . . . . . 79.20
77,774.63	45,622.61	324,999.00	4,906.02	813.75	649,457.09	679,654.46	1,578.14

CONST

U. S. PUBLIC WORKS N.

Expenditures to  
(National Industrial Re

Project No. N.R.S.	Location	Cost Right of Way	Cost Advertising	Cost of Engineering and Supervision	Cost of Labor and Materials	Total Cost for 1934	Expenditures for 1933
<b>ANDROSCOGGIN COUNTY</b>							
202	Durham			35.23	488.90	524.13	7,600.07
173	Greene			4.78	4.85	9.63	5,503.64
153	Leeds			9.19	118.11	127.30	8,062.66
155	Livermore Falls			407.96	6,570.67	6,978.63	209.82
201	Mechanic Falls			57.04		57.04	*7,426.99
201	Minot						
203	Wates			38.58	197.27	235.85	5,425.98
203	Webster						
<b>AROOSTOOK COUNTY</b>							
242	Ashland			2.08	202.83	204.91	5,600.40
174-2	Caribou			37.54	1,163.70	1,201.24	4,796.25
174-1	Fort Fairfield			56.70	1,720.61	1,777.31	14,463.85
205	Castle Hill			33.28	92.04	125.32	*7,225.30
205	Mapleton						
204	Eagle Lake			23.94	4.30	28.24	5,637.72
207-1	Fort Kent			32.53	34.58	67.11	8,073.54
207-2	Wallagrass		40.94	533.14	9,553.32	10,132.40	4,189.73
207-2	Wallagrass						
170	Reed Plantation			64.70	8,754.48	8,819.18	17,377.67
206	Saint Francis			26.53	7.97	34.50	*7,360.04
<b>CUMBERLAND COUNTY</b>							
211	Bridgton			33.56	20.96	54.52	2,922.52
156	Brunswick			882.65	11,045.66	11,928.31	234.69
156	Harpwell						
157	Cape Elizabeth			136.93	1,605.61	1,742.54	6,247.92
157	Scarboro						
209	Casco			24.58	67.68	92.26	5,599.81
208	Gorham			18.14		18.14	*8,516.27
208	Standish						
182	Harrison			109.14	467.65	576.79	13,735.60
182	Naples						
185	North Yarmouth			93.21	3,127.09	3,220.30	17,196.41
210	Portland			6.35	32.83	39.18	15,833.37
181	Standish			63.81	314.06	377.87	9,739.58
<b>FRANKLIN COUNTY</b>							
168	Industry			11.93	55.47	67.40	6,920.87
168	Starks						
212	Jay			42.85	42.01	84.86	9,915.03
212	Wilton						
160	Lang Plantation			17.67	49.92	67.59	9,381.80
169-1	New Vineyard				155.08	155.08	9,843.04
169-2	New Portland						
172	Weid		40.25	493.65	8,217.98	8,751.88	7,127.52
<b>HANCOCK COUNTY</b>							
158	Bar Harbor			144.08	852.58	996.66	14,175.09
214	Mariaville				111.21	111.21	7,810.67
216	Mount Desert			65.84	1,554.61	1,620.45	7,871.21
213	Orland			16.94	157.98	174.92	7,479.49
215	Sedgwick			9.51	60.20	69.71	7,557.34
<b>KENNEBEC COUNTY</b>							
163	Albion			606.93	4,266.04	4,872.97	392.31
164	Gardiner			7.45	8.75	16.20	*6,880.98
165	Litchfield			12.69	78.13	90.82	6,595.26
222	Monmouth			10.42	2.30	12.72	2,342.99
217	Pittston			5.71	168.24	173.95	5,904.29
190	Readfield				58.11	58.11	8,812.21
218	Wayne			2.25		2.25	2,822.30
194	West Gardiner			2.86		2.86	*5,541.06
220	Windsor			2.86		2.86	*1,882.22
219	Winslow			7.96	151.53	159.49	8,083.31
221	Winthrop				20.92	20.92	4,898.63

STATE HIGHWAY COMMISSION

RUCTION

R. S. PROJECTS 1933-1934

December 31, 1934

covery Act—June 16, 1933)

Expenditures to Dec. 31, 1934	Federal Credits			Type of Surface	Class of Highway	Length Completed in 1934	Length Completed in 1933	Total Length of Project	State Credits
	1934	1933	Total to Dec. 31, 1934						
8,124.20	2,103.19	5,164.81	7,268.00	Gravel	S.A.		0.84	0.84	
5,513.27	849.83	4,663.44	5,513.27	Gravel	S.A.		0.37	0.37	
8,189.96	2,729.41	5,460.55	8,189.96	Gravel	S.A.		1.09	1.09	
7,188.45				Bridge	S.A.				
7,484.03	2,802.89	4,681.14	7,484.03	Gravel	S.A.		0.33	0.33	
				Gravel	T.C.		0.24	0.24	
5,661.83	5,140.26	515.85	5,656.11	Gravel	S.A.		0.24	0.24	
				Gravel	S.A.		0.28	0.28	
5,805.31	4,462.00	1,343.31	5,805.31	Gravel	S.A.		0.65	0.65	
5,997.49	122.19	4,671.66	4,793.85	Gravel	S.A.	0.12	0.38	0.50	
16,241.16	4,250.29	10,161.39	14,411.68	Gravel	S.A.	0.22	1.31	1.53	
7,350.62	2,815.47	4,535.15	7,350.62	Gravel	S.A.		0.32	0.32	
				Gravel	S.A.		0.32	0.32	
5,665.96	1,479.41	4,186.55	5,665.96	Gravel	S.A.		0.46	0.46	
8,140.65	8,069.34		8,069.34	Gravel	T.C.		0.47	0.47	
14,322.13	3,175.43		3,175.43	Gravel	S.A.	0.05	0.38	0.43	
				Bridge	S.A.				2.62
26,196.85	19,722.53	4,884.94	24,607.47	Gravel	S.A.	0.41	1.56	1.97	
7,394.54	50.32	7,344.22	7,394.54	Gravel	S.A.		0.75	0.75	
2,977.04	988.92	1,988.12	2,977.04	Gravel	S.A.		0.29	0.29	
12,163.00				Bridge	S.A.				4,163.00
				Gravel	S.A.				
7,990.46	5,390.57	2,529.13	7,919.70	Gravel	S.A.	0.02	0.23	0.25	
				Gravel	S.A.	0.02	0.07	0.09	41.80
5,692.07	3,770.09	1,921.98	5,692.07	Gravel	S.A.		0.47	0.47	
8,534.41	4,982.73	3,551.68	8,534.41	Gravel	T.C.		0.09	0.09	
				Gravel	S.A.		1.01	1.01	
14,312.39	8,498.70	5,291.76	13,790.46	Gravel	S.A.		1.75	*1.75	
				Gravel	S.A.		0.43	0.43	
20,416.71	10,529.64	7,470.36	18,000.00	Gravel	S.A.		1.94	1.94	
15,872.55	15,872.55		15,872.55	Granite Bl.	S.A.		0.16	0.16	
10,117.45	5,040.57	5,076.88	10,117.45	Gravel	S.A.		0.88	0.88	
6,988.27	3,117.09	3,871.18	6,988.27	Gravel	S.A.		0.06	0.06	
				Gravel	S.A.		0.54	0.54	
9,999.89	3,937.48	6,062.41	9,999.89	Gravel	S.A.		0.60	0.60	
9,449.39	1,916.51	7,532.88	9,449.39	Gravel	S.A.		0.24	0.24	
9,998.12	3,012.07	6,986.05	9,998.12	Gravel	S.A.		0.95	0.95	
				Gravel	S.A.		0.65	0.65	
15,879.40	2,968.21	4,810.89	7,779.10	Gravel	S.A.	0.04	0.27	0.27	
				Gravel	S.A.		0.87	0.91	
15,171.75	14,470.05		14,470.05	Gravel	T.C.		0.77	***0.77	
7,921.88	2,146.96	5,774.92	7,921.88	Gravel	S.A.		0.61	0.61	
9,491.66	4,044.49	4,077.96	8,122.45	Gravel	T.C.		0.49	0.49	
7,654.41	2,606.33	5,048.08	7,654.41	Gravel	S.H.		1.09	1.09	
7,627.05	4,579.86	3,047.19	7,627.05	Gravel	S.A.		0.63	0.63	
5,265.28				Bridge	T.C.				3,437.13
6,897.18	326.86	6,570.32	6,897.18	Gravel	T.C.		0.46	0.46	
6,686.08	1,501.46	5,184.62	6,686.08	Gravel	S.A.		0.78	0.78	
2,355.71	279.50	2,076.21	2,355.71	Gravel	T.C.		0.15	0.15	
6,078.24	3,198.31	2,879.93	6,078.24	Gravel	S.A.		0.54	0.54	
8,870.32	2,633.76	6,236.56	8,870.32	Gravel	T.C.		0.84	0.84	
2,824.55	331.39	2,493.16	2,824.55	Gravel	T.C.		0.28	0.28	
5,543.92	219.43	5,324.49	5,543.92	Gravel	T.C.		0.46	0.46	
1,885.08	1,533.21	351.87	1,885.08	Gravel	T.C.		0.24	0.24	
8,252.80	2,901.46	5,098.54	8,000.00	Gravel	S.A.		0.80	0.80	
4,919.55	2,537.59	2,381.96	4,919.55	Gravel	S.A.		0.43	0.43	

CONST

U. S. PUBLIC WORKS N. R. S.

Expenditures to  
(National Industrial Recovery)

Project No. N.R.S.	Location	Cost Right of Way	Cost Advertising	Cost of Engineering and Supervision	Cost of Labor and Materials	Total Cost for 1934	Expenditures for 1933
<b>KNOX COUNTY</b>							
189	Appleton .....			8.42	131.61	140.03	7,352.38
225	Hope .....			2.07	20.88	22.95	4,201.42
224	Vinalhaven .....			8.57	12.73	21.30	5,705.99
223	Washington .....			25.74	41.54	67.28	7,850.58
<b>LINCOLN COUNTY</b>							
227	Bristol .....			21.97	59.04	81.01	5,503.97
229-1	Dresden .....			49.01	59.39	108.40	3,808.67
230	Edgecomb .....			2.07	19.30	21.37	3,854.55
226	Jefferson .....			2.85	119.06	121.91	7,930.18
228	Somerville .....			2.86		2.86	*1,935.08
184	Whitefield .....			13.93	56.92	70.85	6,008.56
<b>OXFORD COUNTY</b>							
167	Albany } .....		34.56	407.22	5,704.75	6,146.53	10,684.54
167	Albany } .....						
231	Brownfield .....			46.45	566.21	612.66	9,449.84
254	Buckfield .....			4.57	148.97	153.54	3,815.09
191	Greenwood .....			17.76	786.38	804.14	7,885.95
232	Hartford } .....		31.48	418.45	4,001.21	4,451.14	7,698.78
232	Hartford } .....						
255	Paris .....			30.49	903.09	933.58	7,318.49
161	Waterford .....			16.03	113.88	129.91	9,358.39
<b>PENOBSCOT COUNTY</b>							
233	Charleston .....			3.86	87.90	91.76	11,733.73
236	Dixmont .....			28.25	179.51	207.76	10,055.84
177	Eddington .....			4.61	.66	5.27	*7,304.63
178	Enfield .....			8.41	10.11	18.52	7,364.93
180	Hudson .....			2.07	233.82	235.89	7,648.86
237	Millinocket						
	Township No. 3 } .....			27.26	133.74	161.00	5,018.11
	Indian Purchase } .....						
237	Newport .....			58.51	18.26	76.77	7,497.48
179	Old Town .....			1.78	470.84	472.62	7,730.90
238	Patten .....			5.71		5.71	*4,577.67
235	Prentiss .....			9.21	268.09	277.30	10,361.80
<b>PISCATAQUIS COUNTY</b>							
183	Atkinson .....			47.50	116.46	163.96	8,572.64
239	Brownville .....			87.06		87.06	*7,482.20
175	Greenville } .....			67.67	125.54	193.21	13,375.26
175	Greenville } .....						
<b>SOMERSET COUNTY</b>							
196	Canaan } .....			37.61	95.52	133.13	6,593.09
196	Hartland } .....						
243	Concord } .....			142.50	3,277.71	3,420.21	5,318.13
243	Embden } .....						
245	Harmony .....			121.56	2,415.84	2,537.40	5,383.98
241	Jackman .....			3.98	77.86	81.84	4,827.92
176	Madison .....			96.39	1,260.58	1,356.97	8,373.00
244	Mercer .....			10.32	105.91	116.23	6,952.39
169-2	New Portland — See New Vineyard—New Portland—Franklin County						
197	Pittsfield .....			40.65	74.27	114.92	6,597.01
188	Skowhegan .....			3.98		3.98	*4,998.31
168	Starks — See Industry—Starks Franklin County						
<b>SAGADAHOC COUNTY</b>							
154	Arrowsic } .....		3.75	3,144.44	24,499.72	27,647.91	397.35
154	Georgetown } .....						
240	Bowdoinham .....			2.08		2.08	*4,678.72
166	Phippsburg .....			20.02	69.37	89.39	5,854.67
229-2	Richmond .....				15.66	15.66	4,881.58

RUCTION

PROJECTS 1933-1934—Continued

December 31, 1934

Act—June 16, 1933)

Expenditures to Dec. 31, 1934	Federal Credits			Type of Surface	Class of Highway	Length Completed in 1934	Length Completed in 1933	Total Length of Project	State Credits
	1934	1933	Total to Dec. 31, 1934						
7,492.41	2,695.05	4,797.36	7,492.41	Gravel	S.A.		0.77	0.77	.....
4,224.37	2,065.29	2,159.08	4,224.37	Gravel	S.A.		0.27	0.27	.....
5,727.29	2,990.81	2,736.48	5,727.29	Gravel	S.A.		0.22	0.22	.....
7,917.86	3,576.33	4,341.53	7,917.86	Gravel	T.C.		0.49	0.49	.....
5,584.98	1,980.87	3,604.11	5,584.98	Gravel	S.A.		0.35	0.35	.....
3,917.07	1,141.96	2,775.11	3,917.07	Gravel	S.A.		0.36	0.36	.....
3,875.92	546.51	2,655.80	3,202.31	Gravel	S.A.		0.27	0.27	.....
8,052.09	4,676.88	3,054.34	7,731.22	Gravel	S.H.		1.22	1.22	.....
1,937.94	147.29	1,790.65	1,937.94	Gravel	S.A.		0.18	0.18	.....
6,079.41	978.88	5,100.53	6,079.41	Gravel	S.A.		0.64	0.64	.....
16,831.07	1,655.34	8,867.72	10,523.06	Bridge	S.A.				4,992.87
10,062.50	2,560.88	3,805.83	6,366.71	Gravel	S.A.		0.80	0.80	.....
3,968.63	2,731.02	1,237.61	3,968.63	Gravel	S.A.	0.04	1.22	1.26	.....
8,690.09	1,432.73	7,257.36	8,690.09	Gravel	S.A.		0.28	0.28	.....
12,149.92	3,260.20	3,904.27	7,164.47	Gravel	S.A.	0.10	0.70	0.80	.....
8,252.07	5,754.54	2,153.42	7,907.96	Gravel	S.A.	0.04	0.75	0.79	2.63
9,488.30	1,855.75	7,632.55	9,488.30	Gravel	T.C.		0.67	0.67	.....
11,825.49	7,673.46	4,152.03	11,825.49	Gravel	S.A.		0.60	0.60	.....
10,263.60	5,862.49	4,401.11	10,263.60	Gravel	S.H.		1.05	1.05	.....
7,309.90	2,719.80	4,590.10	7,309.90	Gravel	S.A.		1.25	1.25	.....
7,383.45	1,492.94	5,890.51	7,383.45	Gravel	S.A.		0.83	0.83	.....
7,884.75	2,697.43	5,187.32	7,884.75	Gravel	S.A.		0.75	0.75	.....
5,179.11	1,495.70	3,329.75	4,825.45	Gravel	S.A.		0.67	0.67	.....
7,574.25	3,569.42	4,004.83	7,574.25	Gravel	S.A.		0.39	0.39	.....
8,203.52	4,881.99	3,321.53	8,203.52	Gravel	S.A.		0.17	0.17	.....
4,583.38	553.32	4,030.06	4,583.38	Gravel	S.A.		0.64	0.64	.....
10,639.10	2,570.88	7,731.42	10,302.30	Gravel	S.A.		0.61	0.61	.....
8,736.60	4,783.84	3,952.76	8,736.60	Gravel	S.A.		0.25	0.25	.....
7,569.26	4,400.89	3,168.37	7,569.26	Gravel	S.A.		0.62	0.62	.....
13,568.47	6,921.88	6,635.16	13,557.04	Gravel	S.A.		0.64	0.64	.....
				Gravel	T.C.		0.51	0.51	.....
				Gravel	S.A.		0.30	0.30	11.43
				Gravel	T.C.		0.75	0.75	.....
6,726.22	3,176.24	3,549.98	6,726.22	Gravel	T.C.		0.29	0.29	.....
8,738.34	4,055.62	1,494.23	5,549.85	Gravel	T.C.		0.57	0.57	.....
7,921.38	6,495.63	1,425.75	7,921.38	Gravel	S.A.	0.15	0.15	0.15	.....
4,909.76	423.44	4,486.32	4,909.76	Gravel	S.A.	0.03	0.17	0.20	.....
9,729.97	3,840.26	5,889.71	9,729.97	Gravel	S.A.		0.66	0.66	.....
7,068.62	3,635.86	3,167.50	6,803.36	Gravel	S.H.		0.33	0.33	.....
6,711.93	6,711.93		6,711.93	Gravel	S.A.		0.87	0.87	.....
5,002.29	789.95	4,212.34	5,002.29	Gravel	S.A.		0.72	0.72	.....
				Gravel	T.C.		0.73	0.73	.....
				Gravel	T.C.		0.52	0.52	.....
28,045.26				Bridge	S.A.				23,886.21
4,680.80	1,321.64	3,359.16	4,680.80	Bridge	S.A.				.....
5,944.06	2,282.73	3,661.33	5,944.06	Gravel	S.A.		0.40	0.40	.....
4,897.24	906.08	3,991.16	4,897.24	Gravel	S.A.		0.66	0.66	.....
				Gravel	S.A.		0.25	0.25	.....

## STATE HIGHWAY COMMISSION

CONST  
U. S. PUBLIC WORKS N. R. S.  
Expenditures to  
(National Industrial Recovery

Project No. N.R.S.	Location	Cost Right of Way	Cost Advertising	Cost of Engineering and Supervision	Cost of Labor and Materials	Total Cost for 1934	Expenditures for 1933
	<b>WALDO COUNTY</b>						
247	Jackson .....			3.75	293.44	297.19	8,030.95
159	Knox .....			37.17	770.66	807.83	10,932.31
246	Liberty .....			2.00	197.49	199.49	10,015.20
246	Montville } .....						
186	Waldo .....	8.56		103.66	2,111.31	2,223.53	7,980.60
187	Searsmont .....			2.86	47.12	49.98	7,713.79
	<b>WASHINGTON COUNTY</b>						
248	Baileyville .....			36.08	322.80	358.88	7,651.22
162	Cherryfield .....			358.85	6,917.26	7,276.11	133.08
253	Columbia Falls .....			5.25	163.49	168.74	3,001.39
249	Cutler .....			102.57	4,590.74	4,693.31	5,630.66
171	Kossuth .....			45.69	1,036.44	1,082.13	11,318.41
198	Milbridge .....			12.69	293.46	306.15	7,875.94
	<b>YORK COUNTY</b>						
199	Acton .....			45.08	888.73	933.81	3,934.83
195	Berwick .....			60.21	238.09	298.30	8,009.90
252	Eliot .....			75.31	2,545.08	2,620.39	7,583.63
252	So. Berwick } .....						
200	Hollis .....			89.76	916.01	1,005.77	8,643.64
250	Kittery .....			11.45	86.58	98.03	9,241.03
193	Lyman .....			7.56	172.04	179.60	9,316.88
251	No. Kennebunkport } .....			91.22	1,153.53	1,244.80	9,403.65
251	No. Kennebunkport } .....						
192	Wells .....			59.81	110.67	170.48	7,102.56
	Error—Credits to offset. ....			60.16	596.95	657.11	.....
	<b>Grand Totals—Net</b> .....	<b>8.56</b>	<b>150.98</b>	<b>10,458.21</b>	<b>131,345.50</b>	<b>141,963.25</b>	<b>758,689.78</b>
	Miscellaneous Charges deductible .....			32.14	2,024.24	2,056.38	492.36
	Gross Total per Controllers Report .....			10,490.35	133,369.74	144,019.63	759,182.14

\*This Figure is Less than amount shown in the Report of 1933, due to miscellaneous credits received after December 31, 1933.

\*\*1.02 Miles consists of construction of gravel surface only.

\*\*\*0.77 Miles consists of grading and base only.



STATE HIGHWAY COMMISSION

RUCTION  
 PROJECTS 1933-1934—Concluded  
 December 31, 1934  
 Act—June 16, 1933)

Expenditures to Dec. 31, 1934	Federal Credits			Type of Surface	Class of Highway	Length Completed in 1934	Length Completed in 1933	Total Length of Project	State Credits
	1934	1933	Total to Dec. 31, 1934						
8,328.14	5,199.18	3,128.96	8,328.14	Gravel	S.H.		0.47	0.47	
11,740.14	4,020.12	7,219.28	11,239.40	Gravel	T.C.		0.92	0.92	
10,214.69	4,259.71	5,453.17	9,712.88	Gravel	S.A.		0.18	0.18	
				Gravel	S.A.		0.54	0.54	
10,204.13	1,980.05	5,588.18	7,568.23	Gravel	S.A.		0.68	0.68	
7,763.77	1,381.48	6,382.29	7,763.77	Gravel	T.C.		0.70	0.70	
8,010.10	3,491.21	4,016.99	7,508.20	Gravel	S.A.		0.54	0.54	
7,409.19				Bridge	S.A.				2,409.19
3,170.13	1,110.13	1,618.14	2,728.27	Gravel	S.A.		0.27	0.27	
10,323.97	4,691.64	2,435.04	7,126.68	Gravel	S.A.	0.13	0.32	0.45	
12,400.54	5,604.55	6,795.99	12,400.54	Gravel	S.A.		0.72	0.72	
8,182.09	5,104.95	3,077.14	8,182.09	Gravel	S.A.		0.76	0.76	
4,868.64	1,660.62	2,210.26	3,870.88	Gravel	S.A.	0.07	0.51	0.58	
8,308.20	4,729.24	3,578.96	8,308.20	Gravel	T.C.		0.63	0.63	
10,204.02	9,977.37		9,977.37	Gravel	S.A.		0.24	0.24	
				Gravel	S.A.		0.76	0.76	
9,649.41	4,812.95	4,836.26	9,649.21	Gravel	S.A.		1.04	1.04	
9,339.06	7,335.13	2,003.93	9,339.06	Gravel	S.A.		0.36	0.36	
9,496.48	5,965.26	3,531.22	9,496.48	Gravel	T.C.		0.75	0.75	
10,648.45	8,137.26	1,862.74	10,000.00	Gravel	T.C.		0.94	0.94	
				Gravel	S.A.	0.07	0.21	0.28	
7,273.04	3,163.69	4,109.35	7,273.04	Gravel	T.C.		0.95	0.95	
657.11									657.11
900,653.03	377,046.64	402,606.22	779,652.86			1.51	67.94	69.45	39,603.99
2,548.74									
903,201.77									

SUMMARY

Gravel Surface	67.01 miles	1933	1.51 miles	1934
Grading and Base	0.77 miles			
Granite Block	0.16 miles			
Bridges (8)				
Total Mileage			*69.45 miles	

\*Includes 4.36 miles constructed on State Highways.

## CONSTRUCTION

## U. S. PUBLIC WORKS N. R. S. PROJECTS (1935)

Expenditures to December 31, 1934

(Hayden-Cartwright Act—June 18, 1934)

Project No. N.R.S. (1935)	Location	Class of Highway	Cost of Advertising	Cost of Engineering and Supervision	Cost of Labor and Materials	*Total Cost for 1934	Type of Surface	Length Completed in 1934 Miles	Length Carried over to 1935 Miles	Total Length of Project Miles
ANDROSCOGGIN COUNTY										
202B	Durham	S.A.	1.42	594.40	8,146.82	8,742.64	Gravel	0.65	0.11	0.76
203B	Webster	S.A.		518.52	9,561.66	10,080.18	Gravel	0.18		0.18
203B	Wales	S.A.					Gravel	0.62		0.62
AROSTOOK COUNTY										
242B	Ashland	S.A.		368.93	4,672.59	5,041.52	Gravel	0.62		0.62
260	Forkstown	S.A.		380.81	7,777.89	8,158.70	Gravel	0.68	0.10	0.78
174B	Fort Fairfield	S.H.		221.87	5,037.63	5,259.50	Gravel	0.41		0.41
205B	Mapleton	S.A.					Gravel	0.21		0.21
205B	Castle Hill	S.A.		295.19	7,758.78	8,053.97	Gravel	0.21		0.21
205B	Wade	S.A.					Gravel	0.09		0.09
205B	Washburn	S.A.					Gravel	0.09		0.09
261	Merrill	S.A.		559.56	4,970.14	5,529.70	Gravel	0.44	0.10	0.54
261	Merrill	S.A.					Bridge			
277	Reed	S.A.	1.82	395.15	7,620.16	8,017.13	Gravel	0.84		0.84
207B	Wallagrass**	S.A.		585.54	8,385.69	8,971.23	Gravel	0.49	0.15	0.64
CUMBERLAND COUNTY										
280	Bridgton	T.C.	1.42	363.13	7,705.04	8,069.59	Gravel	0.80		0.80
282	Falmouth	S.A.	1.42	481.86	10,093.81	10,577.09	Gravel	0.50	0.14	0.64
185B	North Yarmouth	S.A.		505.60	8,120.26	8,625.86	Gravel	1.12		1.12
283	Sebago	S.A.		267.82	7,115.95	7,383.77	Gravel	0.55	0.20	0.75
281	Cape Elizabeth	S.A.		111.51		111.51				
FRANKLIN COUNTY										
272	Carthage	S.A.		348.11	8,468.90	8,817.01	Gravel	0.71		0.71
168B	Anson	S.A.					Gravel	0.08	0.14	0.22
168B	Industry	S.A.		399.40	5,514.08	5,913.48	Gravel	0.27		0.27
160B	Lang	S.H.	0.76	278.89	2,321.30	2,600.95	Gravel	0.27	0.46	0.73
HANCOCK COUNTY										
262	Gouldsboro	S.A.		502.87	9,717.02	10,219.89	Gravel	0.66		0.66
214B	Mariaville	S.A.		532.85	10,123.36	10,656.21	Gravel	0.62		0.62
278	Penobscot	S.H.		511.82	8,601.60	9,113.42	Gravel	0.98		0.98
KENNEBEC COUNTY										
263	Belgrade	S.A.		401.68	6,844.67	7,246.35	Gravel	0.81		0.81
264	Gardiner	S.A.		431.29		431.29	Gravel		0.78	0.78
219B	Vassalboro	S.A.		239.63		239.63	Bridge			
284	Vassalboro	S.A.		59.25	25.40	84.65	Bridge			
265	Wayne	S.A.		386.03	7,216.00	7,602.03	Gravel	0.94		0.94
KNOX COUNTY										
189B	Appleton	S.A.		506.72	7,797.05	8,303.77	Gravel	0.72		0.72
266	South Thomaston	S.A.		412.75	7,686.34	8,099.09	Gravel	0.52	0.13	0.65
LINCOLN COUNTY										
267	Alna	S.A.		262.84	315.00	577.84	Bridge			
226B	Jefferson	S.H.		346.66	6,474.03	6,820.69	Gravel	0.34		0.34
276	Newcastle	S.A.		566.19	9,180.31	9,746.50	Gravel	0.63	0.12	0.75
276	Edgecomb	S.A.					Gravel		0.18	0.18
OXFORD COUNTY										
167B	Albany	S.A.		502.32	8,369.00	8,871.32	Gravel	0.63	0.08	0.71
167B	Albany	S.A.					Bridge			
231B	Brownfield	S.A.		232.73	3,618.88	3,851.61	Gravel	0.54		0.54
279	Buckfield	S.A.		430.84	4,486.15	4,916.99	Gravel	0.34		0.34
273	Denmark	S.A.		221.99	4,357.91	4,579.90	Gravel	0.44		0.44
191B	Greenwood	S.A.	1.80	88.07	2,304.41	2,394.28	Gravel	0.25		0.25
161B	Waterford	S.A.		288.10	7,020.44	7,308.54	Gravel	0.74		0.74

STATE HIGHWAY COMMISSION

CONSTRUCTION--Continued

U. S. PUBLIC WORKS N. R. S. PROJECTS (1935)

Expenditures to December 31, 1934

(Hayden-Cartwright Act-June 18, 1934)

Project No. N.R.S. (1935)	Location	Class of Highway	Cost of Advertising	Cost of Engineering and Supervision	Cost of Labor and Materials	*Total Cost for 1934	Type of Surface	Length Completed in 1934 Miles	Length Carried over to 1935 Miles	Total Length of Project Miles
PENOBSCOT COUNTY										
236B	Dixmont	S.H.	1.80	878.66	15,635.94	16,516.40	Gravel	0.81	0.33	1.14
236B	Jackson	S.H.					Gravel	0.48		0.48
268	Garland	S.A.	0.76	548.87	10,730.81	11,280.44	Gravel	0.78		0.78
274	Howland	S.H.		451.93	7,154.72	7,606.65	Gravel	0.81		0.81
292	Medway	S.A.		289.92	1,917.28	2,207.20	Gravel	0.20	0.21	0.41
235B	Prentiss	S.A.	1.82	418.75	11,313.51	11,734.08	Gravel	1.32	0.15	1.47
PISCATAQUIS COUNTY										
269	Milo	S.A.		413.31	5,673.44	6,086.75	Gravel	0.33		0.33
270	Monson	S.A.		147.21		147.21	Bridge			
275	Parkman	S.A.		512.88	6,444.19	6,957.07	Gravel	0.62		0.62
271	Sangerville	S.A.		133.21		133.21	Bridge			
SAGADAHOE COUNTY										
166B	Phippsburg	S.A.		452.40	5,664.98	6,117.38	Gravel	0.46		0.46
285	Richmond	S.A.		344.60	9,866.29	10,210.89	Gravel	0.44		0.44
SOMERSET COUNTY										
168B	Industry — See	Anson	Industry	Franklin	County					
243B	Concord	S.A.		391.51	5,255.22	5,646.73	Gravel	0.35	0.02	0.37
286	Cornville	S.H.		571.30	5,218.63	5,789.93	Gravel	0.42	0.11	0.53
241B	Jackman	S.H.		336.90		336.90	Gravel		0.17	0.17
287	Ripley	S.A.		620.86	6,167.92	6,788.78	Gravel	0.39		0.39
WALDO COUNTY										
159B	Brooks	S.A.	0.76	620.60	14,575.61	15,196.97	Gravel	0.29		0.29
159B	Knox	T.C.					Gravel	0.76		0.76
236B	Jackson — See Dixmont — Jackson —	Penobscot	County				Gravel			
WASHINGTON COUNTY										
248B	Baileysville	S.A.		576.02	8,913.15	9,489.17	Gravel	0.64	0.07	0.71
249B	Cutler	S.A.		497.02	7,967.89	8,464.91	Gravel	0.41		0.41
171B	Kossuth	S.A.		691.57	9,396.94	10,088.51	Gravel	0.42		0.42
YORK COUNTY										
288	Alfred	S.A.		369.97	6,176.77	6,546.74	Gravel	0.86		0.86
289	Buxton	S.A.		348.34	6,448.91	6,797.25	Gravel	0.70		0.70
250B	Kittery	S.A.		363.50	2,545.07	2,908.57	Gravel	0.12	0.14	0.26
290	Sanford	S.H.		328.63	4,828.18	5,156.81	Gravel	0.25	0.05	0.30
291	South Berwick	S.A.		438.51	7,898.96	8,337.47	Gravel	0.33		0.33
Grand Totals Net			13.78	24,347.39	377,202.68	401,563.85		31.15	3.94	35.09
Miscellaneous Charges deductible						1,164.51				
Gross Total per Controller's Report						402,728.36				

\*Totals on completed and uncompleted projects do not show total cost, as additional charges were made after December 31, 1934.

SUMMARY

Gravel Surface	***31.15 miles
Bridges (7)	
Total Mileage	31.15 miles
Mileage carried over to 1935	3.94 miles

\*\*\*Includes 4.74 miles constructed on State Highways

\*\*Credited with \$1,000.00 Transfer from General Highway Fund.

1934

## BRIDGE CONSTRUCTION

In 1934, forty bridges were placed under construction. Of this number eleven were U. S. Public Works Projects, financed wholly or in part from Federal funds and ten were financed in part from CWA and ERA Federal funds.

The State's portion of the cost of construction was paid from the bond issue authorized in 1929. Bonds having a value of two hundred fifty thousand dollars were issued in 1934, leaving seven hundred fifty thousand dollars available for future work.

The following bridges were placed under construction in 1934:

Town and County	Contractor	Est. Cost	Description
Albany Oxford	Sweetser Brothers	\$6,200	Bird Bridge; U. S. Public Works Project NRS 167; concrete T-beam span; clear span length along roadway 23 ft. 1 in., 30° skew; concrete abutments; 22 ft. roadway, concrete surface.
Alna Lincoln	J. R. Partridge	7,000	Averill Bridge; U. S. Public Works Project NRS 267 (1935); concrete slab span; clear span length 15 ft.; reinforced concrete abutments; mass concrete wings; 22 ft. roadway, concrete surface.
Amherst Hancock	Walter V. Mitton Inc.	13,000	Sumner Bridge; steel I-beam span, length center to center of bearings 52 ft. 5¼ in.; concrete abutments; treated wood strip floor, asphalt plank surface; 21 ft. roadway.
Augusta Kennebec	Force Account	\$28,000	Bond Brook No. 1 Bridge; part of labor cost from CWA and ERA funds; steel I-beam span, distance center to center of bearings 34 ft. 4 in.; old stone abutments capped and extended with concrete, one old stone wing capped with concrete, three new concrete wings, all new work on pile foundation; concrete slab and wearing surface; 32 ft. roadway; 6 ft. sidewalk.
Aurora Hancock	Force Account	11,500	Bog Bridge; steel I-beam span, distance center to center of bearings 57 ft.; concrete abutments, pile foundation; concrete slab and wearing surface; 21 ft. roadway.
Bangor-Brewer Penobscot	Force Account	14,500	Bangor-Brewer Bridge; U. S. Public Works Project NRM 103-1; replacement of old truss span at Bangor end of Bangor-Brewer Bridge with two steel I-beam spans, distance center to center of bearings of one span 27 ft., of other span varying from 23 ft. to 31 ft. 6 in.; one concrete pier and steel trestle bent, old stone abutment capped with concrete; wood strip floor with asphalt plank wearing surface; variable roadway width, 30 ft to 65 ft; 9 ft. sidewalk.

Town and County	Contractor	Est. Cost	Description
Belfast Waldo	Force Account	12,500	Dog Island Bridge; part of labor cost from ERA funds; concrete T-beam span, clear span length 25 ft.; concrete abutments; 22 ft. roadway, concrete surface.
Biddeford York	Force Account	34,300	Swan Pond Bridge; part of labor cost from ERA funds; three steel I-beam spans, distance center to center of bearings 50 ft., 64 ft., 50 ft., respectively, 35° skew; two column type concrete piers and two column type concrete abutments, pile foundation; concrete slab and wearing surface; 22 ft. roadway; new location.
Bowdoinham Sagadahoc	Ellis C. Snodgrass	\$32,300	Two Bridges; two concrete T-beam spans with causeway between clear span of West Bridge 21 ft., of East Bridge 22 ft.; concrete abutments resting on timber grillage with pile foundation; 22 ft. roadway, concrete surface; 5 ft. sidewalk.
Canton Oxford	Edmond Cyr & Co. Substructure & Floor	54,300	Gilbertville Bridge; two steel thru truss spans, distance center to center of end pins 228 ft. 9 in. each; old stone pier capped with concrete, two old stone abutments capped with concrete and concrete wings added; concrete slab and wearing surface; 21 ft. roadway.
Crawford Washington	Force Account	6,100	East River Bridge; steel I-beam span, distance center to center of bearings 35 ft. 6 in., 30° skew; log crib abutments; wood strip floor, asphalt plank surface; 21 ft. roadway.
East Machias Washington	H. L. Goodrich	29,000	Lower Bridge; three T-beam spans, clear span lengths 50 ft. each; two concrete piers, two concrete abutments; 21 ft. roadway, concrete surface; 5 ft. sidewalk.
Fairfield Somerset	Force Account	10,400	Fish Brook Bridge; part of labor cost from ERA funds; concrete slab span, clear span length along roadway 20 ft., 25° skew; concrete abutments, pile foundation; 22 ft. roadway; new location.
Fairfield-Benton Somerset— Kennebec	Cyr Brothers Co. Substructure & Floor	130,600	Kennebec River Bridge; U. S. Public Works Project NRH 143-B; three separate bridges described as follows:—West Bridge—two steel pony truss spans, distance center to center of end pins 96 ft. each; concrete pier, concrete abutments. Center Bridge—two steel thru truss spans, distance center to center of end pins 138 ft. 9 1-8 in. and 142 ft. 10 1-8 in. respectively; old stone pier and abutments capped and extended with concrete. East Bridge—three steel thru truss spans, distance center to center of end pins 102 ft. 7 in., 129 ft. 1½ in. and 109 ft. 11¾ in. respectively; two old stone piers and abutments capped and extended with concrete. All three bridges have concrete slabs and wearing surface; 22 ft. roadway; 6 ft. sidewalk.
Harpwell Cumberland	Force Account	29,000	Orr's Island Bridge; part of labor cost from ERA funds; steel I-beam span, distance center to center of bearings 60 ft., 20° skew; concrete abutments, stone faced; concrete slab and wearing surface; 24 feet roadway.
Hartford Oxford	Clinton S. Thurlow & Arthur E. Cole	3,900	Sparrow Brook Bridge; U. S. Public Works Project NRS 232; concrete slab span, clear span length 16 ft.; concrete abutments on concrete floor slab; 21 ft. roadway.

## STATE HIGHWAY COMMISSION

Town and County	Contractor	Est. Cost	Description
Jonesboro ..... Washington .....	Ralph Giovannucci .....	45,000	Chandler River Bridge; two concrete T-beam spans, clear span length along roadway 50 ft. each, 35° skew; concrete pier and abutments; 24 ft. roadway, concrete surface; 5 ft. sidewalk; new location.
Kennebunk-Wells ... York .....	George W. Crane .....	10,800	Branch Brook Bridge; concrete slab span, clear span length 15 ft.; concrete abutments, pile foundation; 22 ft. roadway, concrete surface; new location.
Medway ..... Penobscot .....	Ellis C. Snodgrass ..... Substructure & Floor Lackawanna Steel Const. Corp. .... Steel Superstructure	53,000	Penobscot River Bridge; three steel I-beam approach spans, distance center to center of bearings 50 ft., 59 ft. 7 in. and 60 ft. respectively; one steel thru truss, distance center to center of end pins 210 ft.; three concrete piers and abutments, one abutment and one pier on pile foundation; concrete slab and wearing surface; 20 ft. roadway; new location.
Monson ..... Piscataquis .....	H. L. Goodrich .....	6,800	Goodall Bridge; U. S. Public Works Project NRS 270 (1935); concrete slab span, clear span length 15 ft.; concrete abutments; bridge 34 ft. 5¼ in. wide providing for 26 ft. roadway on fill.
New Gloucester ... Cumberland .....	Ellis C. Snodgrass .....	15,700	Cobb's Bridge; three concrete T-beam spans, clear span lengths along roadway 25 ft., 40 ft. and 25 ft. respectively, 40° skew; two concrete diaphragm piers, two column type concrete abutments, pile foundations; 21 ft. roadway, concrete surface; new location.
Newport ..... Penobscot .....	Force Account .....	1,800	Durham Bridge; part of labor cost from ERA funds; two steel I-beam spans, distance center to center of bearings 24 ft. 3 in. each; used old stone pier and abutments; wood strip floor, 21 ft. roadway.
New Sharon ..... Franklin .....	Force Account .....	11,400	Tannery Bridge; concrete box culvert 10 ft. by 10 ft., 20° skew; culvert length 53 ft. 8 in. providing a 25 ft. roadway on fill.
Nobleboro ..... Lincoln .....	Force Account .....	4,800	Jones Bridge; part of labor cost from ERA funds; concrete slab span, clear span length 12 ft.; concrete abutments; 22 ft. roadway.
Orland ..... Hancock .....	Force Account .....	20,600	Upper Falls Bridge; four corrugated metal plate culverts, each having a diameter of 12 ft. 6 in. overall length 72 ft. 3 in. to provide a 26 ft. roadway on fill. New location.
Patten ..... Penobscot .....	Force Account .....	8,800	Fish Stream Bridge; part of labor cost from ERA funds; concrete T-beam span, clear span length 30 ft.; concrete abutments; 21 ft. roadway, concrete surface; 5 ft. sidewalk.
Pleasant Ridge Pl. .... Somerset .....	Force Account .....	7,000	Houston Brook Bridge; steel I-beam span, distance center to center of bearings 41 ft.; log crib abutments; wood strip floor, asphalt plank surface; 21 ft. roadway; new channel location.
Portland-Westbrook ... Cumberland .....	Cook & Co., Inc. ....	52,400	Pride's Bridge; U. S. Public Works Project NRM 86-B (1935); two steel I-beam spans, distance center to center of bearings 70 ft. 4 in. each; concrete pier, old stone abutments capped and extended with concrete, four concrete retaining walls; concrete slab and wearing surface; 32 ft. roadway; 5 ft. sidewalk.

Town and County	Contractor	Est. Cost	Description
Rumford .....	Force Account .....	60,000	Morse Bridge; part of labor cost from ERA funds; steel bowstring arch span, distance center to center of end pins 230 ft. $\frac{3}{4}$ in.; one concrete abutment, one old stone abutment underpinned and capped with concrete; concrete slab and wearing surface; 24 ft. roadway, two 6 ft. sidewalks.
Oxford .....	Substructure & Floor Pittsburgh-Des Moines Steel Co. .... Steel Superstructure		
Starks .....	Force Account .....	5,600	Joshua Brook Bridge; part of labor cost from ERA funds; concrete slab span, clear span length 18 ft.; concrete abutments on concrete floor slab; 22 ft. roadway; new location.
Somerset .....			
Taunton-Raynham ..	Force Account .....	17,200	West Outlet Bridge; thru steel truss span, distance center to center of end pins 120 ft.; concrete abutments; wood strip floor, asphalt plank wearing surface; 20 ft. roadway; new location.
Somerset .....	Substructure & Floor Pittsburgh-Des Moines Steel Co. .... Steel Superstructure		
Twp. 1, Range 7 ....	Walter V. Mitton, Inc. .	9,750	Mattamiscontis Bridge; three steel I-beam spans, distance center to center of bearings 24 ft., 41 ft. and 24 ft. respectively; two pile bent piers, two pile bent abutments, all timber creosoted; treated wood strip floor, asphalt plank wearing surface; 21 ft. roadway.
Penobscot .....			
Twp. 2, Range 6 (Chain of Ponds) ...	J. R. Partridge .....	10,900	Dead River Bridge; steel I-beam span, distance center to center end bearings 70 ft., 39° skew; concrete abutments; concrete slab and wearing surface; 24 ft. roadway; new location.
Franklin .....			
Vassalboro .....	J. R. Partridge .....	4,900	Gully Brook Bridge; U. S. Public Works Project NRS 284-B (1935); concrete box culvert 10 ft. by 8 ft.; culvert length 47 ft. 9 in. to provide a 25 ft. roadway on fill.
Kennebec .....			
Wallagrass .....	Boone & Brewer	11,400	Wallagrass Bridge; U. S. Public Works Project NRS 207; concrete T-beam span, clear span length along roadway 46 ft. $2\frac{3}{4}$ in., 30° skew; concrete abutments; 21 ft. roadway, concrete surface.
Aroostook .....	Construction Co. ....		
Washington .....	Force Account .....	14,900	Branch Bridge; concrete T-beam span, clear span length along roadway 30 ft., 30° skew; concrete abutments, pile foundation; 25 ft. roadway, concrete surface; new location.
Knox .....			
Webster .....	Sweetser Brothers .....	8,000	Bryant Bridge; three concrete slab spans; clear span length 18 ft. each; two concrete piers, concrete abutments; 20 ft. roadway; concrete surface.
Androscoggin ...			
Weld .....	Cook & Co., Inc. ....	7,800	Foster Bridge; U. S. Public Works Project NRS 172; concrete T-beam span, clear span length 30 ft.; concrete abutments; 22 ft. roadway, concrete surface.
Franklin .....			
Winterport .....	Hector J. Cyr Co., Inc.	11,400	Cove Bridge; U. S. Public Works Project NRH 84-C (1935); concrete T-beam span, clear span length along roadway 45 ft. $7\frac{1}{4}$ in., 17° 50' skew; one stone abutment jacketed and extended with concrete, one stone abutment underpinned, capped and extended with concrete, 4 concrete wings; 25 ft. roadway, concrete surface.
Waldo .....			
York .....	Ellis C. Snodgrass .....	21,000	Sewall's Bridge; creosoted timber pile trestle, 13 spans at 17 ft. each; one steel I-beam span at 30 ft.; treated wood strip floor, asphalt plank wearing surface; 22 ft. roadway.
York .....			

The total expenditures from the Bridge Loan Fund for bridge construction in 1934 amounted to \$558,820.85 of which \$56,472.11 was for engineering, advertising and inspection, \$492,092.84 for labor and material and \$10,255.90 for right of way and property damage.

In addition \$346,170.18\* was expended for bridge construction from Federal funds advanced to the State of Maine for U. S. Public Works Projects.

\*Expenditures included in tables of highway projects.  
(N. R. H.—N. R. M.—N. R. S.)

The following table shows the bridge construction accounts closed during 1934, with final cost and distribution of cost:

Town	Co.	Bridge	Total Cost	Paid by State	Paid by County	Paid by Town
Andover	Oxford	East Andover	\$3,287.15	\$838.22	\$986.15	\$1,462.78
Anson	Som.	North Anson	49,437.70	49,437.70		
Athens	Som.	Gilman	9,161.71	9,161.71		
Bangor	Penob.	Six Mile Falls	9,678.12	9,678.12		
Belfast	Waldo	White	11,218.36	11,218.36		
Bradley	Penob.	Nichols	11,343.36	5,172.57	3,403.01	2,767.78
Byron	Oxford	First Mill B.	5,944.34	2,674.95	1,783.30	1,486.09
Cambridge	Som.	Ike Brook	5,545.20	5,545.20		
Camden	Knox	Main Street	15,492.07	15,492.07		
Clinton	Ken.	Cain	2,077.52	2,077.52		
Dexter	Penob.	North Dexter	9,869.40	2,467.35	2,960.82	4,441.23
Dixfield	Oxford	Hall	4,555.29	1,138.82	O. 855.20 F. 511.39	D. 677.73 W. 1,372.15
Wilton	Penob.	Center	4,974.03	2,029.40	1,492.21	1,452.42
Dixmont	Han.	Ellsworth Fls.	38,773.53	38,773.53		
Ellsworth	Oxford	Walker	61,319.20	61,319.20		
Fryeburg	Ken.	Maine Avenue	2,367.45	591.86	710.24	1,065.35
Gardiner	Penob.	Holt's Mill	3,455.90	1,047.14	1,036.77	1,371.99
Garland	Aroos.	Martin Brook	12,395.19	12,395.19		
Hamlin Pl.	Penob.	Cold Brook	4,354.89	1,088.72	1,306.47	1,959.70
Hampden	Wash.	Huntley Brook	8,779.93	8,779.93		
Indian Twp.	Penob.	Village	15,903.81	9,303.73	4,771.14	1,828.94
Kenduskeag	Penob.		15,872.57	3,968.14	4,761.77	K. 6,382.31 N. 760.35
Kennebunk	York	Days Mills				
N. Kennebunkport	Waldo	Abbot No. 1	181.12	115.45	54.34	11.33
Knox	Waldo	Abbot No. 2	3,357.52	2,140.27	1,007.26	209.99
Knox	Waldo	Abbot No. 3	3,592.24	2,289.91	1,077.67	224.66
Knox	Waldo	Harding	184.16	117.39	55.25	11.52
Knox	Waldo	Knox Center	7,097.28	4,524.22	2,129.18	443.88
Knox	Waldo	Knox Station	2,564.20	1,634.57	769.26	160.37
Knox	Waldo	Kenney	3,846.93	2,452.26	1,154.08	240.59
Knox	Waldo	Raven	1,076.34	686.12	322.90	67.32
Knox	Waldo	Sweet	5,771.87	3,679.32	1,781.56	360.99
Knox	Waldo	Weed	7,263.32	4,630.06	2,179.00	454.26
Lexington	Som.	A. J. Allbee	7,923.17	4,397.36	2,376.95	1,148.86
Limestone	Aroos.	Bridge Street	7,991.52	7,991.52		
Limington	York	Hamlin	3,177.75	3,177.75		
Limington	York	Webster Mill	9,773.56	3,860.55	2,932.07	2,980.94
Limington	York	Whaleback	1,520.43	1,520.43		
Lincoln	Penob.	Mattaceunk	9,960.19	9,960.19		
Lubec	Wash.	Kelly	4,734.02	4,734.02		
Lubec	Wash.	Mill Hill	7,270.53	1,883.07	2,181.16	3,206.30
Macwahoc	Aroos.	Jordan Mill	10,584.56*	5,281.39	2,685.45	984.66
Macwahoc	Aroos.	Molunkus	28,973.13	28,973.13		
Madison	Som.	Canal	26,173.77	26,173.77		



## STATE HIGHWAY COMMISSION

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Town	Co.	Bridge	Total Cost	Paid by State	Paid by County	Paid by Town
Medway	Penob.	Little Salmon Str.	5,526.90	5,526.90		
Monticello	Aroos.	Meduxnekeag	12,677.32	12,677.32		
Naples	Cum.	Crockett	20,233.52	10,258.39	6,070.06	3,905.07
Newfield	York	Goodrich	4,474.21	4,474.21		
Norway	Oxford	Lombard	3,695.25	923.81	1,108.58	1,662.86
Oakland	Ken.	Dunn Edge	17,508.37	17,508.37		
Orland	Han.	Orland River	25,490.03	25,490.03		
Oxford	Oxford	Welchville	15,254.45	15,254.45		
Plymouth	Penob.	Tannery	20,230.57	11,976.50	6,069.17	2,184.90
Presque Isle	Aroos.	Covered	44,031.86	44,031.86		
Reed Pl.	Aroos.	Wytopitlock	7,339.14	3,720.94	2,201.74	1,416.46
Rumford	Oxford	Mt. Zircon	3,515.84	878.96	1,054.75	1,582.13
Rumford	Oxford	Thurston	3,412.50	853.13	1,023.75	1,535.62
Solon	Som.	Main Street	9,613.54	9,613.54		
Southport	Linc.	Thompson	18,441.70	6,731.22	5,532.51	6,177.97
The Forks Pl.	Som.	Holly Brook	6,017.82	6,017.82		
W. Forks Pl.	Som.	The Forks	33,182.23	33,182.23		
Topsham	Sag.	Branch	4,460.44	1,115.11	1,338.13	2,007.20
Trescott	Wash.	Rices	3,409.45	1,602.44	1,022.84	784.17
Turner	And.	Turner	17,438.18	17,438.18		
Washington	Knox	Bowman	7,700.60	7,700.60		
Wells	York	Buffam	15,770.59	15,770.59		
Windham	York	Rice's	10,955.37	2,738.84	3,286.61	W. 2,671.29 S. 2,258.63
Standish	Cum.	Eel Weir				
York	York	Rice's	55,712.37	55,712.37		
			\$824,916.58	\$685,619.99	\$73,942.74	\$63,720.79

\*\$1,633.06 paid from State Aid Funds.

**BRIDGE MAINTENANCE**

Maintenance was continued on bridges taken over prior to 1934 and seven other bridges were taken over during the year due to the designation of additional State highways.

The total expenditures from bridge maintenance funds in 1934, after deducting credits, amounted to \$169,739.61.

1934

**BRIDGE LOAN FUND****Credits**

Balance, January 1, 1934 .....		\$190,726.46
Received from sale of bonds .....		253,172.50
Transferred from General Highway Fund,		
Eustis .....	\$2,500.00	
New Sharon .....	3,000.00	
		<hr/>
		5,500.00
Transferred from Special Resolve,		
Lyman .....		500.00
Transferred from Bridge Maintenance,		
Arrowsic-Georgetown .....		653.40
Transferred from State Aid Joint Fund,		
Machiasport .....	\$5,000.00	
Lowell .....	2,781.48	
Crystal .....	1,750.00	
Macwahoc .....	2,617.72	
		<hr/>
		12,149.20
Transferred from Federal Aid,		
Falmouth .....		37,288.35
Transferred from Maine Kennebec Bridge—operation ..		1,576.31
Received from counties .....		144,260.52
Received from cities and towns .....		70,436.13
		<hr/>
		\$716,262.87

**Expenditures**

Engineering, advertising and inspection .....	\$56,472.11
Labor and materials .....	492,092.84
Right of way and property damage .....	10,255.90
Refund to counties .....	9,125.41
Refund to cities and towns .....	3,161.03
Balance, December 31, 1934 .....	145,155.58
	<hr/>
	\$716,262.87

1934

## BRIDGE MAINTENANCE

## Credits

Balance, January 1, 1934 .....	\$10,363.88
Transferred from General Highway Fund .....	241,392.75
Received from rental of buildings .....	2,830.00
	<hr/>
	\$254,586.63

## Debits

Engineering and Supervision .....	\$17,308.34
Labor and Materials .....	152,920.12
Right of Way and Land Damage .....	1,687.75
Transferred to General Highway Fund .....	23,223.64
Transferred to Bridge Loan Fund—Special Resolve Arrowsic .....	653.40
Balance, December 31, 1934 .....	58,793.38
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	\$254,586.63

## CARLTON BRIDGE

## BATH-WOOLWICH

## Toll Collections, January 1—December 31, 1934

Passengers .....	444,739	\$ .05	\$22,236.95
Automobile or 2-ton truck .....	208,022	.50	104,011.00
Truck, over 2 to 3½ tons .....	874	.75	655.50
Truck, over 3½ to 5 tons .....	582	1.00	582.00
Truck, over 5 to 10 tons .....	342	1.50	513.00
One horse vehicle .....	679	.15	101.85
Two horse vehicle .....	35	.20	7.00
Bus, 16 passengers or less .....	13	.75	9.75
Bus, over 16 passenger .....	80	1.00	80.00
Motorcycle .....	379	.15	56.85
Horses, cows and oxen .....	25	.15	3.75
Commutation tickets:			
Passenger .....	25 trips	3,054 1.00	3,054.00
Auto or 2 ton truck .....	20 trips	4,921 3.50	17,223.50
Auto or 2 ton truck .....	50 trips	452 5.00	2,260.00
Auto or 2 ton truck .....	200 trips	262 20.00	5,240.00
Truck, over 2 to 3½ tons .....	20 trips	153 6.00	918.00
Truck, over 2 to 3½ tons .....	200 trips	28 30.00	840.00
Truck, over 3½ to 5 tons or bus .....	20 trips	467 9.00	4,203.00
Truck over 5 to 10 tons .....	20 trips	35 15.00	525.00
One horse vehicle .....	20 trips	16 2.00	32.00
School ticket, one month .....	46	.25	11.50
			<hr/>
			\$162,564.65

## WALDO-HANCOCK BRIDGE

## PROSPECT-VERONA

## Toll collections, January 1—December 31, 1934

Pedestrian or passenger .....	228,619	.05	\$11,430.95	
Automobile or 2 ton truck .....	121,449	.50	60,724.50	
Truck, over 2 to 3½ tons .....	542	.75	406.50	
Truck, over 3½ to 5 tons .....	250	1.00	250.00	
Truck, over 5 to 10 tons .....	65	1.50	97.50	
One or two horse vehicle .....	199	.15	29.85	
Bus, 16 passenger or less .....	11	.75	8.25	
Bus, over 16 passenger .....	104	1.00	104.00	
Motorcycle .....	240	.15	36.00	
Commutation tickets:				
Pedestrian or passenger .....	25 trips	316	1.00	\$316.00
Auto or 2 ton truck .....	20 trips	21	5.00	105.00
Auto or 2 ton truck .....	20 trips	630	3.50	2,205.00
Auto or 2 ton truck .....	100 trips	69	10.00	690.00
Auto or 2 ton truck .....	100 trips	2	17.50	35.00
Auto or 2 ton truck .....	50 trips	55	5.00	275.00
Truck over 2 to 3½ tons .....	20 trips	34	6.00	204.00
Truck over 2 to 3½ tons .....	100 trips	6	15.00	90.00
Truck over 3½ to 5 tons, or bus	20 trips	24	9.00	216.00
Truck over 5 to 10 tons .....	20 trips	2	15.00	30.00
School ticket, 1 month .....		29	.25	7.25
			\$77,260.80	

## MAINE KENNEBEC BRIDGE

## RICHMOND-DRESDEN

## Toll collections, January 1—December 31, 1934

Pedestrian .....	5,737	.05	\$286.85	
Automobile or 2-ton truck .....	15,361	.25	3,840.25	
Truck over 2 to 3½ tons .....	64	.35	22.40	
Truck over 3½ to 5 tons .....	75	.50	37.50	
One or two horse vehicle .....	424	.15	63.60	
Bus, 16 passenger or less .....	2	.50	1.00	
Bus, over 16 passenger .....	5	.75	3.75	
Commutation tickets:				
Pedestrian or passenger .....	25 trips	129	1.00	129.00
Auto or 2-ton truck .....	20 trips	32	4.00	128.00
Auto or 2-ton truck .....	50 trips	24	5.00	120.00
Auto or 2-ton truck .....	100 trips	31	10.00	310.00
Auto or 2-ton truck .....	100 trips	3	15.00	45.00
Truck over 2 to 3½ tons .....	20 trips	—	5.50	—
Truck over 3½ to 5 tons .....	20 trips	—	7.50	—

## STATE HIGHWAY COMMISSION

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One or 2 horse vehicle .....	20 trips	4	2.00	8.00
School ticket, 1 month .....		2	.25	.50
Live stock .....		21	.05	1.05
Vehicle more than 2 horses .....		—	.25	—
Push cart or wheelbarrow .....		—	.05	—
Motorcycle .....		24	.15	3.60
Roller or well drill .....		—	1.00	—
Truck or tractor over 5 tons .....		—	1.00	—
Extra passenger .....	22,329		.05	1,116.45
				<hr/>
				\$6,116.95

**STATE AID ROAD WORK****Including Expenditures from January 1, 1934  
to December 31, 1934**

The total expenditure on account of State Aid road work for the year beginning January 1, 1934 and ending December 31, 1934 amounted to \$1,477,451.88. Of this total expenditure the sum of \$957,329.41 was paid from State appropriations and \$520,122.47 was paid by cities, towns and counties.

Of this total cost \$1,624.99 was paid for local engineering and \$1,475,826.89 was paid for labor and material. The State paid from the General State Aid Supervision account the amount of \$41,268.41.

The cost of new construction work is divided as follows: Gravel \$1,000,900.94, completing grading and base built in previous years \$21,328.37, bituminous macadam \$2,378.45, concrete \$14,330.31, "Warrenite" on a concrete base \$14,625.65, granite block on a concrete base \$23,985.35, grading and base, not surfaced, \$95,333.68, gravel reconstruction \$180,891.97, bituminous macadam reconstruction \$13,748.45, grading and base reconstruction \$15,368.86, grading only \$8,167.57, surfacing only \$385.12, surfacing of base, reconstruction \$552.00, bridge and culvert construction \$8,810.05, bituminous surface treatment \$60,561.83, miscellaneous costs \$16,083.28, making a total cost of \$1,477,451.88.

Of the total amount paid from State funds \$763,412.02 was paid from 1934 apportionments, \$143,257.42 was paid from unexpended balances of State Aid apportionments brought over from previous years; \$11,730.66 was paid from Special Legislative appropriations; \$32,429.79 was paid from Highway Loan funds; \$6,398.88 was paid from General Highway fund; \$39.14 was paid from Motor Transport and Equipment fund; \$44.07 from miscellaneous credits and \$17.43 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, transfers to other State appropriations and overpayment to towns in 1934, a total of \$32,982.49. Of this amount \$18,051.18 was paid from 1934 apportionments, and \$14,931.31 from unexpended balances carried forward from 1933.

Reimbursement made to towns for work done in previous years amounted to \$20,139.50; overpayment to towns in 1934, \$105.96. Transfers from State Aid fund to Highway Loan fund amounted to \$2,353.33; transfer to Bridge Loan fund amounted to \$10,349.20; and the transfer to Special Resolve appropriation amounted to \$34.50. The above totals added to the expenditure on State Aid roads make a total expendi-

ture on State Aid of \$990,311.90. Added to above total the general supervision expenditure of \$41,268.41 and transfer of \$30,000.00 for compensation insurance makes a grand total of \$1,061,580.31.

Applications for State Aid apportionments were received from 513 towns including cities and townships. Of this number apportionments for 47 towns have been carried forward to 1935.

334 towns increased their appropriations in 1934 and applied for State Aid under the provisions of Section 3, Chapter 175, Public Laws of 1933.

The total appropriations made by towns for State Aid purposes amounted to \$480,374.33.

The total State apportionments amounted to \$908,453.35. To this was added, by order of Governor and Council \$57,935.00, \$15,200.00 from unapportioned balance, \$8,385.00 from General Highway Fund, \$34,350.00\* from Highway Loan Fund, making a total of \$966,388.35.

\*(Transferred from General Highway Fund to Highway Loan Fund from which apportionments were made for state aid projects).

The fund available for State Aid road apportionment in 1934 was \$1,000,000.00 as provided by Section 1, Chapter 175, Public Laws 1933. After apportioning to towns \$923,653.35, \$30,000.00 for compensation insurance and \$45,546.65 for engineering, surveying, inspection and supervision left an unapportioned balance of \$800.00.

369 towns constructed 138.38 miles of gravel at an average cost of \$7,232.99 per mile or \$1.37 per linear foot.

44 towns surfaced 16.03 miles of road graded and based in previous years at an average cost of \$1,330.52 per mile, or \$0.25 per linear foot.

2 towns constructed 0.26 miles of concrete at a cost of \$55,116.57 per mile.

1 town constructed 3,265 sq. yds. of "Warrenite" pavement on a concrete base at a cost of \$4.48 per sq. yd.

1 town constructed 6,762 sq. yds. of granite block pavement on a concrete base at a cost of \$3.55 per sq. yd.

1 town constructed 0.05 miles of bituminous macadam.

91 towns reconstructed 23.46 miles of worn out State Aid at an average cost of \$7,710.65 per mile, or \$1.46 per linear foot.

3 towns used all or part of funds in making heavy fills at a cost of \$8,167.57.

1 town constructed 0.73 miles of bituminous macadam at a cost of \$18,833.49 per mile, or \$3.57 per lin. foot.

1 town used part of fund to surface reconstructed base at a cost of \$1,254.54 per mile, or \$0.24 per lin. foot.

5 towns constructed 1.66 miles of grading and base "reconstruction" at a cost of \$8,782.21, or \$1.66 per lin. ft.

65 towns constructed 14.14 miles of grading and base at an average cost of \$6,742.13, or \$1.28 per lin. foot.

1 town used part of fund in surfacing 0.38 miles at a cost of \$1,013.48 per mile, or \$0.20 per linear foot.

55 towns expended part of fund in surface treatment at an average cost of \$737.66 per mile.

#### MILEAGE SUMMARY FOR 1934

	Miles
Gravel road entirely built in 1934 .....	138.38
Gravel road, completed base of previous years .....	16.03
	<hr/>
Total reported gravel mileage 1934 .....	154.41
Concrete pavement .....	0.26
Warrenite pavement .....	0.12
Granite Block pavement .....	0.28
Bituminous Macadam pavement .....	0.05
	<hr/>
Total added mileage for 1934 .....	155.12
Gravel reconstruction .....	23.46
Bituminous Macadam reconstruction .....	0.73
	<hr/>
Total constructed mileage in 1934 .....	179.31
Grading only .....	0.06
Base surfaced, reconstruction .....	0.44
Grading and base, reconstruction .....	1.75
Grading and base .....	14.14
Surfacing only .....	0.38
Surface treatment .....	82.10

#### State Aid Built on State Highways

	Miles
Gravel construction .....	1.51
Gravel reconstruction .....	2.29
Bituminous Macadam reconstruction .....	0.19
Graded and based .....	0.22

#### Apportionment of State Aid as follows:

Apportionments Sec. 21, Chap. 28, R. S. 1930 .....	\$557,500.47
Additional apportionments, Sec. 3, Chap. 175, P. L. 1933 .....	350,952.88
	<hr/>
	\$908,453.35



STATE HIGHWAY COMMISSION

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Additional apportionments by Council orders from 1934 unapportioned balance .....	15,200.00	
		<hr/>
		\$923,653.35
Unexpended balance from State appropriations and other credits .....	202,720.94	
		<hr/>
Total amount available from apportionments and other credits .....	\$1,126,374.29	
1934 Compensation Insurance .....	30,000.00	
1934 General Supervision credits .....	33.47	
1934 General Supervision .....	45,546.65	
1934 Additional town money paid in .....	17.43	
Transferred from other funds .....	54,504.80	
Miscellaneous credits .....	144.17	
		<hr/>
Totals .....	\$1,256,620.81	

TOWN FUNDS

Original set-up .....	\$479,041.66	
Additional: Meeting August 1, 1934 (Houlton) .....	1,332.67	
		<hr/>
		\$480,374.33

JOINT FUND

State:		
1934 Apportionment, including transfers from other funds	\$966,388.35	
Balance State Funds .....	202,720.94	
		<hr/>
		\$1,169,109.29
Towns:		
1934 Town appropriations .....	\$480,374.33	
Previous appropriations .....	79,707.86	560,082.19
		<hr/>
		\$1,729,191.48

## STATE HIGHWAY COMMISSION

**Statement of Funds Available from State Aid Apportionments  
Expenditures made and Balances for 1934**

YEAR	Funds Available 1934	Expenditures 1934	Balances Dec. 31, 1934
1929 Unexpended Balance.....	\$1,050.00		\$1,050.00
1930 Unexpended Balance.....	6,630.00		6,630.00
1931 Unexpended Balance.....	6,719.51	\$732.14	5,987.37
1932 Unexpended Balance.....	21,106.70	11,207.69	9,899.01
1933 Unexpended Balance.....	166,325.78	145,359.95	20,965.83
1933 Town Appropriations paid to State .....	888.95	888.95	
1933 Unexpended Working Balance .....	\$202,720.94	\$158,188.73	\$44,532.21
1934 State Aid Apportionment.....	908,453.35	768,119.62	140,333.73
1934 Unobligated State Aid .....	15,200.00	13,343.58	1,856.42
1934 Compensation Fund .....	30,000.00	30,000.00	
1934 Additional Town Money paid to State .....	17.43	17.43	
1934 Trans. from Motor Transport & Equip. ....	39.14	39.14	
1934 Trans. from Spec. Res. ....	11,730.66	11,730.66	
1934 Trans. from Gen. High. (C.O. No. 256) .....	1,200.00	1,200.00	
1934 Trans. from Gen. High. (C.O. Nos. 448 & 449) ..	7,185.00	5,198.88	1,986.12
1934 Trans. from High. Loan (C.O. No. 280) .....	34,350.00	32,429.79	1,920.21
1934 Miscellaneous Credits .....	144.17	44.07	-100.10
Totals .....	\$1,211,040.69	\$1,020,311.90	\$190,728.79
1933 Overdrawn Supr. Acct. ....	5,359.99	5,359.99	
1934 General Supervision .....	40,186.66	35,874.95	4,311.71
1934 General Supervision credits .....	33.47	33.47	
	\$1,256,620.81	\$1,061,580.31	\$195,040.50

## STATEMENT OF EXPENDITURES

## 1934 State Aid

Engineering and inspection paid by cities .....		\$1,624.99
Labor and material .....		1,475,826.89
Cost charged to work .....		\$1,477,451.88
Paid by towns from Joint Fund .....	\$462,574.98	
Paid by towns from town funds .....	57,547.49	
	\$520,122.47	
Paid by State .....	957,329.41	
		\$1,477,451.88
General engineering and supervision .....		41,268.41
Reimbursements to towns .....		42,964.81
Transfers to other accounts .....		21,267.83
Overpayment to town of Littleton .....		0.40

## STATE HIGHWAY COMMISSION

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Overpayment to town of Van Buren .....		0.10
Overpayment to town of Mt. Vernon .....		1.00
Overpayment to town of Rockport .....		4.46
Overpayment to town of Buxton .....		100.00
Compensation Insurance .....		30,000.00
		<hr/>
		\$1,613,058.89
Paid by towns .....	\$551,478.58	
Paid by State .....	1,061,580.31	
	<hr/>	\$1,613,058.89

Note: To check with Controller's report add \$19,399.77 (deductions made to correct errors) to total amount expended.

## REIMBURSEMENTS

Wales .....	1931 .....	\$123.14
Castle Hill (Town money) .....	1932 .....	71.15
Macwahoc (Town Money) .....	1932 .....	110.55
Sherman .....	1932 .....	91.93
Harpwell .....	1930-32 .....	3,118.32
Standish .....	1932 .....	3,720.00
Westbrook .....	1929-30-31 .....	8,524.00
Rangeley .....	1930 .....	3,456.00
Gouldsboro .....	1929-32 .....	3,198.00
No. 10 So. Div. ....	1933 .....	70.59
Tremont .....	1933 .....	0.24
Trenton .....	1932 .....	1,325.03
Manchester (Town Money) .....	1933 .....	15.00
Pittston (Town Money) .....	1932 .....	97.31
Sidney .....	1933 .....	0.77
Waterville .....	1930 .....	1,798.46
Camden .....	1932 .....	5,864.00
Boothbay .....	1932 .....	657.54
Bremen .....	1932 .....	188.95
South Bristol .....	1931 .....	3,198.00
Newburg .....	1932 .....	86.37
Willimantic .....	1933 .....	516.63
Bingham .....	1931 .....	1,625.42
Waite (Refund) .....	1933 .....	299.83
Saco .....	1932 .....	4,807.58
		<hr/>
Total Reimbursements .....		\$42,964.81

**SUMMARY OF EXPENDITURES ON STATE AID ROADS—January 1, 1934 to December 31, 1934**

No. of Towns	Type of Road	Square Yards	Cost per Square Yard	Linear feet	Cost per Linear Foot	Miles	Cost per Mile	Cost of Labor and Material	Total Cost
	Gravel .....			730,486	\$1.37	138.38	\$7,232.99	\$1,000,900.94	\$1,000,900.94
	Previous years' base surfaced in 1934 .....			84,597	0.25	16.03	1,330.52	21,328.37	21,328.37
	Grading and base .....			74,498	1.28	14.14	6,742.13	95,333.68	95,333.68
	Reconstruction, gravel .....			123,966	1.46	23.46	7,710.65	180,891.97	180,891.97
	Concrete .....			1,380	10.36	0.26	55,116.57	14,330.31	14,330.31
	Granite Block .....	6762	3.55	1,460	16.43	0.28	85,661.96	23,985.35	23,985.35
	Bituminous Macadam .....			275		0.05		2,378.45	2,378.45
	Bit. Mac. Reconstruction .....			3,850	3.57	0.73	18,833.49	13,748.45	13,748.45
	Warrenite .....	3265	4.48	648	22.57	0.12	12,188.41	14,625.65	14,625.65
	Surface treatment .....					82.10	737.66	60,561.83	60,561.83
	Grading only .....			300		0.06		8,167.57	8,167.57
	Grading and base, reconstruction .....			9,230	1.66	1.75	8,782.21	15,368.86	15,368.86
	Bridge and culvert, cost .....							8,810.05	8,810.05
	Surfacing only .....			2,020	0.20	0.38	1,013.48	385.12	385.12
	Surfacing of base, reconstruction .....			2,300	0.24	0.44	1,254.54	552.00	552.00
	Miscellaneous .....							16,083.28	16,083.28
	<b>Totals .....</b>							<b>\$1,477,451.88</b>	<b>\$1,477,451.88</b>

369	Towns constructed in 1934 .....	138.38 Miles gravel
44	Towns completed base of previous years .....	16.03 Miles gravel
	<b>Total added gravel mileage (1934) .....</b>	<b>154.41 Miles gravel</b>
2	Towns, constructed .....	0.26 Miles concrete
1	Town constructed .....	0.12 Miles Warrenite
1	Town constructed .....	0.28 Miles Granite Block
1	Town constructed .....	0.05 Miles Bit. Macadam
	<b>Total mileage constructed (1934) .....</b>	<b>179.31 Miles</b>
91	Towns, gravel reconstruction .....	23.46 Miles
2	Towns Bit. Mac. reconstruction .....	0.73 Miles
	<b>Total mileage constructed (1934) .....</b>	<b>179.31 Miles</b>
3	Towns, grading only .....	0.06 Miles
1	Town, base surfaced, reconstruction .....	0.44 Miles
5	Towns, grading and base, reconstruction .....	1.75 Miles
65	Towns, grading and base, reconstruction .....	14.14 Miles
1	Town, surfacing only .....	0.38 Miles
55	Towns, surface treatment .....	82.10 Miles

	Total Cost	Paid by Town	Paid by State
Cost of work .....	\$1,477,451.88	\$520,122.47	\$957,329.41
General Engineering and Supervision .....	41,268.41		41,268.41
Reimbursement to towns .....	42,964.81	22,825.31	20,139.50
Overpayments to towns .....	105.96		105.96
Transfer to Special Reserve .....	34.50		34.50
Transfers to Highway Loan .....	9,084.13	6,730.80	2,353.33
Transfers to Bridge Loan .....	12,149.20	1,800.00	10,349.20
Compensation Insurance .....	30,000.00		30,000.00
<b>Total Expenditure .....</b>	<b>\$1,613,058.89</b>	<b>\$551,478.58</b>	<b>\$1,061,580.31</b>

Note: Paid by State includes \$888.95 town money paid to State.

**1934 STATE AID COUNTY TABLE, SHOWING MILES CONSTRUCTED AND TOTAL COSTS**

STATE HIGHWAY COMMISSION

County	Miles Gravel	Miles Base Surface 1934	Miles Bit. Mac.	Miles Concrete	Miles Granite Block	Miles Warrentite	Total Miles Constructed	Miles Grading and Base	Miles Reconstruction	Miles Surface Treated	Total Cost	Paid by Town	Paid by State
Androscoggin	2.76						2.76	0.19	0.64	11.30	\$32,413.23	\$13,207.72	\$19,205.51
Aroostook	22.40	0.28					22.68	0.65 0.06G	2.06	3.84	196,187.93	60,752.21	135,435.72
Cumberland	9.08	1.81			0.28	0.12	11.29	0.50 0.38S	1.50 1.48B	10.04	133,583.35	69,240.11	64,343.24
Franklin	3.12	0.10					3.22	1.67	1.66	15.25	66,745.52	23,454.47	43,291.05
Hancock	8.07	1.03					9.10	0.76	3.25 0.16B	8.08	109,651.73	35,869.66	73,782.07
Kennebec	8.16	4.05		0.25			12.46	0.60	1.19	8.41	85,416.61	35,085.16	50,331.45
Knox	6.29	0.35					6.64	0.33	0.65	1.30	55,173.68	22,972.96	32,200.72
Lincoln	3.72	2.47					6.19	2.27	0.92	1.85	62,939.85	21,355.69	41,584.16
Oxford	5.72	0.38					6.10	0.33	0.88	9.42	57,403.38	18,684.77	38,718.61
Penobscot	19.02	1.80		0.01			20.83	2.41	3.09	1.57	175,855.36	57,196.73	118,658.63
Piscataquis	3.46	0.06	0.05				3.57	0.28	1.70	2.05	56,386.21	16,598.10	39,788.11
Sagadahoc	2.88		0.19R				2.88	0.16	0.59	0.90	47,599.54	13,412.55	34,186.99
Somerset	11.60						11.60	1.32	0.19B.M. 3.51		116,540.91	39,963.05	76,577.86
Waldo	10.05	0.16					10.21	0.53	0.11		64,906.73	21,740.47	43,166.26
Washington	12.70	1.58					14.28	1.07	1.71 0.11B 0.44B.S.	2.70	128,324.92	33,532.32	94,792.60
York	9.35	1.96	0.54R				11.31	1.07	0.54B.M.	5.39	88,322.93	37,056.50	51,266.43
Totals	138.38	16.03	0.05	0.26	0.28	0.12	155.12	14.14	23.46	82.10	1,477,451.88	520,122.47	957,329.41

G. Grading only  
 S. Surfacing only  
 B. Base on reconstruction  
 B.S. Base surfaced on reconstruction  
 R. Reconstruction; contained in reconstruction total  
 Note: Paid by State includes \$888.95 of town money paid to State.

0.38S  
0.06G  
1.75B  
0.44B.S.  
0.73B.M.

**THIRD CLASS HIGHWAYS****January 1, 1934 to December 31, 1934**

Apportionments from the third class highway fund for 1933 and 1934 were made to 479 towns and 1933 balances were carried forward in 3 towns not entitled to apportionment in 1934. The total amount available for third class highways in 1934, after the apportionments for 1934 were added to apportionments for 1933, was \$1,382,710.75. From this amount \$3,945.47 was deducted to cover an apportionment made to Skowhegan in 1932 from the General Highway Fund, \$3,355.72 was deducted to cover an apportionment to Sanford for 1932 and \$222.08 was deducted to cover an apportionment to Lakeville to correct an error made in this town's third class mileage, which left the net amount available \$1,375,187.48. The rate of apportionment per mile of third class roads in 1933 was \$46.00 and in 1934, \$47.50.

Unexpended balances from 1933, amounting to \$6,726.68, were carried forward to 1934; \$10,692.23 unexpended general supervision balance; \$3,355.72 a 1932 apportionment to the town of Sanford; \$3,945.47 a 1932 apportionment to the town of Skowhegan; \$222.08 an additional apportionment to the town of Lakeville; \$4,387.15 transferred from Special Resolve appropriations; miscellaneous credit of \$.24 from the town of Hiram; \$3,450.00 transferred from the General Highway Fund. The total amount available for third class expenditure was \$1,407,967.05; of this amount \$3,945.47, the 1932 apportionment to the town of Skowhegan, was transferred to the General Highway Fund.

The work done in 1933 and 1934 is briefly as follows:— 441 towns built gravel surface roads; 1 city (Portland) built a bituminous macadam road; 10 towns expended part of fund and 3 towns expended all of fund in rebuilding gravel; 4 towns expended fund for bituminous surface treatment; 38 towns expended part of fund and 13 towns expended all of fund in uncompleted work.

The total expenditure on account of third class highways, was \$1,413,543.01. Of this total expenditure \$1,297,240.62 was paid from third class highway apportionments; 0.24 was paid from town money paid in; \$4,387.15 was paid from special resolves; \$3,450.00 was paid from the general highway fund by order of the Governor and Council and \$108,465.00 was paid by cities and towns. In addition to the above, \$18,206.24 was paid by the State for supervision and \$8,000.00 was paid by the State for Compensation Insurance. Included in the amount expended for supervision is an overdraft of \$522.67.

Reimbursements were made to 2 towns reported in 1928; 3 towns reported in 1929; 1 town reported in 1930; 1 town

reported in 1931; 6 towns reported in 1932; total amount of reimbursements \$25,031.28.

A total of 198.31 miles was reported in 1934, of which 198.03 miles were constructed with gravel surface and 0.28 mile of bituminous macadam. In addition to the above mileage 7.07 miles were reported as Rebuilt Gravel, 9.95 miles were reported as bituminous surface treated and 11.47 miles were reported as uncompleted work.

## STATEMENT OF THIRD CLASS HIGHWAY FUND

From January 1, 1934 to December 31, 1934

	Funds Available	Expenditures	Balances
1933 Unexpended Balance .....	\$6,726.68	\$6,685.88	\$40.80
1933 General Supervision Balance .....	10,692.23	10,692.23	
1934 General Supervision Apportionment .....	6,991.34	7,514.01	*522.67
1933 & 1934 Workmen's Compensation Insurance .....	8,000.00	8,000.00	
1933 & 1934 Construction Apportionment .....	1,360,196.14	1,283,031.47	77,164.67
1932 Apportionment to Sanford .....	3,355.72	3,355.72	
1932 Apportionment for Skowhegan (to reimburse General Highway Fund) .....	3,945.47	3,945.47	
Additional apportionment to Lakeville .....	222.08	222.08	
1933 & 1934 transferred from Special Resolve .....	4,387.15	4,387.15	
1933 & 1934 town money paid to State .....	.24	.24	
Transfers from General Highway Fund (by Council Orders) .....	3,450.00	3,450.00	
	1,407,967.05	1,331,284.25	76,682.80
Cost of Supervision & Compensation Insurance .....		26,206.24	
		1,305,078.01	
1932 Apportionment to Skowhegan transferred to Gen. Highway Fund .....		3,945.47	
State expenditure on Third Class Roads .....		1,301,132.54	
Reimbursements .....		25,031.28	
Paid by State 1934 construction .....		1,276,101.26	
Paid by Towns 1934 construction .....		108,465.00	
Total Cost 1934 construction .....		1,384,566.26	
*Overexpenditure on Supervision .....			522.67
Unexpended Working Balance .....			77,205.47

Note:—To check with Controller's report, add \$4,111.29 (deductions made to correct errors) to both amount available and expenditures.



## SUMMARY OF EXPENDITURES ON THIRD CLASS HIGHWAYS

January 1, 1934 to December 31, 1934

No. of Towns	Type of Road	Length Miles	Cost of Labor and Material	Total Cost	Paid by Towns	Paid by State Third Class	Paid by State Special Resolve	Total Paid by State	Cost Per Mile
441	Gravel .....	198.03	\$1,272,431.04	\$1,272,431.04	\$97,294.38	\$1,170,749.51	\$4,387.15	\$1,175,136.66	\$6,425.44
1	Bituminous Macadam .....	.28	12,261.11	12,261.11	1,460.54	10,800.57		10,800.57	43,789.68
13	Rebuilt .....		24,594.72	24,594.72	1,243.27	23,351.45		23,351.45	
4	Bituminous Surface Treatment .....		6,784.22	6,784.22	2,512.09	4,272.13		4,272.13	
51	Uncompleted Work .....		68,495.17	68,495.17	5,954.72	62,540.45		62,540.45	
510	Totals (1934 Work) .....	198.31	\$1,384,566.26	\$1,384,566.26	\$108,465.00	\$1,271,714.11	\$4,387.15	\$1,276,101.26	

Expenditures for Supervision and Compensation Insurance .....	26,206.24
13 Reimbursements .....	25,031.28
Total State Expenditures for 1934 Work .....	\$1,327,338.78

14 Laid Overs to 1935

537

9 towns reported construction and reconstruction  
 37 towns reported construction and uncompleted work  
 1 town reported reconstruction and uncompleted work

58

11 towns reported construction and were reimbursed

479

Towns received apportionment in 1934

Rate of apportionment \$46.00 per mile of Third Class Road in 1933.

Rate of apportionment \$47.50 per mile of Third Class Road in 1934.

## STATE HIGHWAY COMMISSION

## THIRD CLASS HIGHWAYS

	Gravel	Bit. Mac.	Total Miles Constructed	Rebuilt	Uncompleted Work	Tar	Total Cost	Paid by Town	Paid by State
Androscoggin .	8.35		8.35		.69		\$78,660.74	\$3,299.36	\$75,361.38
Aroostook . . .	16.53		16.53	.46	.76		119,961.57	8,194.47	111,767.10
Cumberland . .	16.26	.28	16.54	.38	.92		131,216.27	14,788.78	116,429.49
Franklin . . . .	8.44		8.44	1.05	.19		69,564.30	3,953.43	65,610.87
Hancock . . . .	9.59		9.59		.75		65,186.07	10,487.09	54,698.98
Kennebec . . . .	14.51		14.51	.15	3.45		105,317.60	15,240.90	90,076.70
Knox . . . . .	6.04		6.04		.09		44,679.48	1,459.04	43,220.44
Lincoln . . . .	6.34		6.34		.60	2.25	46,171.92	6,870.94	39,300.98
Oxford . . . . .	15.42		15.42	4.43	.21	5.8	123,865.07	4,885.49	118,979.58
Penobscot . . .	22.90		22.90	.07	1.49	1.9	134,645.83	7,868.09	126,777.74
Piscataquis . .	6.59		6.59	.04	.26		53,361.80	3,489.15	49,872.65
Sagadahoc . . .	4.28		4.28		.08		29,560.44	423.07	29,137.37
Somerset . . . .	16.93		16.93	.21	.28		111,397.96	8,722.33	102,675.63
Waldo . . . . .	17.90		17.90		.13		90,049.27	5,736.32	84,312.95
Washington . . .	8.19		8.19	.28	.23		45,776.11	2,287.29	43,488.82
York . . . . .	19.76		19.76		1.34		135,151.83	10,761.25	124,390.58
<b>TOTALS . . . .</b>	<b>198.03</b>	<b>.28</b>	<b>198.31</b>	<b>7.07</b>	<b>11.47</b>	<b>9.95</b>	<b>\$1,384,566.26</b>	<b>\$108,465.00</b>	<b>\$1,276,101.26</b>

**SPECIAL RESOLVES**  
**Including Expenditures, January 1, 1934**  
**to December 31, 1934**

**Available Funds**

Chapter 215, Resolves of 1933, provided \$150,000.00, subdivided into 198 resolves, for expenditure in 1934 to aid 195 towns in the construction and repair of roads and bridges.

In addition to the above appropriation, the Governor and Council authorized the expenditure from the General Highway Fund of \$15,800.00 on the Greenville-Rockwood road and \$1,200.00 on a Special Resolve road in Woolwich. Also \$34.50 was transferred to Mechanic Falls Special Resolve from Mechanic Falls State Aid account.

The unexpended balance brought forward from 1933, in addition to the above amounts, made a fund of \$224,748.22 available for expenditure in 1934. In addition to this amount a resolve for the town of Kennebunk required a town appropriation of \$500.00 and a resolve for the town of Kittery required a town appropriation of \$1,500.00. This additional amount of \$2,000.00 was appropriated.

**Work Done in 1934**

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:— 3 resolves were expended in reconstruction work, 107 resolves were expended in construction work, 38 resolves were expended in repair work, 2 resolves were expended in base work to be completed later, 3 resolves were expended in bituminous surface treatment, 2 resolves were expended in bridge work, 2 resolves were expended in surfacing base previously not surfaced, 1 resolve was expended in snow removal work, 13 resolves were transferred to State Aid accounts, 6 resolves were transferred to Third Class accounts, 1 resolve was transferred to the Bridge Loan Fund, 3 resolves were expended to reimburse towns for amounts expended in anticipation of resolve funds and 17 resolves were laid over for expenditure in 1935. In addition to the above, 1 balance from Chapter 148 resolve of 1929 was expended in construction work and from Chapter 215 resolves of 1933, 20 balances were expended in construction work, 4 balances were expended in repair work and 4 balances were expended on bridges.

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 1935.

The Castle Hill resolve balance was expended in construction work on .61 mile of completed road and .11 mile graded to be completed later.

The Greenville-Rockwood resolve balance, together with \$15,800.00 from the General Highway Fund, was expended in completing 6.74 miles of construction, which completed the road from Greenville to Rockwood.

The Township No. 10, Hancock County resolve, laid over from 1933, was expended in construction work and mileage built was reported with State Aid.

Old balances from Chapter 148, Resolves of 1929, amounting to \$74.92, Chapter 104, Resolves of 1931, amounting to \$41.62 and Chapter 125, Resolves of 1931, amounting to \$47.61, were lapsed to the General Highway Fund.

The total State expenditure from Special Resolve appropriations was \$202,567.63. The towns in addition expended the sum of \$13,469.75. A balance of \$22,016.44 is available for expenditure in 1935.

In addition to bridge, culvert and miscellaneous work, 28.21 miles of gravel roads were constructed, .79 mile was rebuilt, .89 mile was based, .11 mile graded, .35 mile surfaced, base previously laid, 1.49 miles were bituminous surface treated and 37.59 miles were repaired.

**TABULAR STATEMENT OF EXPENDITURES UNDER SPECIAL LEGISLATIVE RESOLVES**

**Expenditures from January 1, 1934 to December 31, 1934**

	Cost of Supervision and Engineering	Cost of Labor and Material	Total Cost	Paid by Towns	Paid by State Chap. 215 Res. 1934	Paid by State Chap. 215 Res. 1933	Paid by State Chap. 104 Res. 1931	Paid by State Chap. 148 Res. 1929	Paid by State Chap. 200 Res. 1933	Paid by State Chap. 189 Res. 1933	Paid by State Chap. 112 Res. 1931	Paid by State Chap. 142 Res. 1931	Paid by State Transferred to Spec. Res.	Total paid by State
Road Construction	\$907.42	\$113,327.94	\$114,235.36	\$9,709.76	\$80,822.06	\$23,465.92	\$83.05	\$120.07					\$34.50	\$104,525.60
Road Reconstruction	61.18	4,570.23	4,631.41	81.41	4,550.00									4,550.00
Road Based (only)	13.48	3,611.82	3,625.30	1,159.74	1,073.75	1,391.81								2,465.56
Road Surfaced (only)	9.73	1,207.12	1,216.85	116.85	1,100.00									1,100.00
Road Bit. Surf. Treated	11.00	2,110.00	2,121.00	172.21	961.99	986.80								1,948.79
Road Repairs	262.75	30,952.01	31,214.76	1,022.60	27,067.50	1,924.66							1,200.00	30,192.16
Bridge & Culvert Work	8.00	7,545.86	7,553.86	1,207.18	954.21	5,392.47								6,346.68
Snow Removal		295.70	295.70			295.70								295.70
Transferred and Laid Over Funds	120.58		120.58		84.20	36.38								120.58
<b>Sub-Totals</b>	<b>1,394.14</b>	<b>163,620.68</b>	<b>165,014.82</b>	<b>13,469.75</b>	<b>116,613.71</b>	<b>33,493.74</b>	<b>83.05</b>	<b>120.07</b>					<b>1,234.50</b>	<b>151,545.07</b>
Twp. No. 10 Hancock Co.		2,970.30	2,970.30						2,970.30					2,970.30
*Greenville-Rockwood	156.82	17,533.74	17,690.56							1,890.56				17,690.56
Eustis-Woburn	63.82	1,781.25	1,845.07								1,845.07			1,845.07
Castle Hill	93.98	9,503.46	9,597.44									9,597.44		9,597.44
<b>TOTALS</b>	<b>\$1,708.76</b>	<b>\$195,409.43</b>	<b>\$197,118.19</b>	<b>\$13,469.75</b>	<b>\$116,613.71</b>	<b>\$33,493.74</b>	<b>\$83.05</b>	<b>\$120.07</b>	<b>\$2,970.30</b>	<b>\$1,890.56</b>	<b>\$1,845.07</b>	<b>\$9,597.44</b>	<b>\$17,034.50</b>	<b>\$183,648.44</b>
Special Resolves transferred to State Aid					10,240.10	1,490.56								11,730.66
Special Resolves transferred to Third Class					4,387.15									4,387.15
Special Resolves transferred to Bridge Loan Fund					500.00									500.00
Special Resolves Reimbursements					2,301.38									2,301.38
<b>TOTALS</b>					<b>\$134,042.34</b>	<b>\$34,984.30</b>	<b>\$83.05</b>	<b>\$120.07</b>	<b>\$2,970.30</b>	<b>\$1,890.56</b>	<b>\$1,845.07</b>	<b>\$9,597.44</b>	<b>\$17,034.50</b>	<b>\$202,567.63</b>

\*\$10,000.00 provided by Chapter 189, Resolve of 1933, to become available in 1934, was not set up as this amount was advanced from the General Highway Fund in 1933 by order of the Governor and Council.

**STATEMENT OF SPECIAL LEGISLATIVE APPROPRIATIONS**

**Expenditures from January 1, 1934 to December 31, 1934 and Balances on December 31, 1934**

	Appropriations	Lapsed to General Highway Fund	Expenditures	Balances
Chapter 133, Resolves 1923 Orient International Bridge Balance .....	\$327.79			\$327.79
Chapter 112, Resolves 1931 Eustis-Woburn Balance .....	1,846.78		1,845.07	1.71
Chapter 142, Resolves 1931 Castle Hill Balance .....	9,597.44		9,597.44	
Chapter 125, Resolves 1931 Phippsburg (Rt. 217) Balance .....	47.61	47.61		
Chapter 189, Resolves 1933 Greenville-Rockwood Balance .....	1,913.38		1,890.56	22.82
Chapter 200, Resolves 1933 Twp. No. 10 Hancock County Balance .....	3,000.00		2,970.30	29.70
Chapter 148, Resolves 1929 Road Resolves Balance .....	1,212.04	74.92	120.07	1,017.05
Chapter 104, Resolves 1931 Road Resolves Balance .....	124.67	41.62	63.05	
Chapter 215, Resolves 1933 Road Resolves Balance .....	39,644.01		34,984.30	4,659.71
<b>Total Balances Brought Forward from 1933 .....</b>	<b>57,713.72</b>	<b>164.15</b>	<b>51,490.79</b>	<b>6,058.78</b>
Chapter 215, Resolves 1934 (1933-1934) .....	150,000.00		134,042.34	15,957.66
Chapter 215, Resolves 1934 Received from State Aid .....	34.50		34.50	
Chapter 215, Resolves 1934 Received from General Highway Fund .....	1,200.00		1,200.00	
Chapter 189, Resolves 1933 Received from General Highway Fund .....	15,800.00		15,800.00	
<b>Totals .....</b>	<b>\$224,748.22</b>	<b>\$164.15</b>	<b>\$202,567.63</b>	<b>\$22,016.44</b>
Resolves Transferred to State Aid .....			11,730.66	
Resolves Transferred to Third Class .....			4,387.15	
Resolves Transferred to Bridge Loan Fund .....			500.00	
Resolves Reimbursements .....			2,301.38	
<b>Sub-Total to Deduct from Total Expenditures .....</b>			<b>18,919.19</b>	
<b>Total Paid by State for Road Work .....</b>			<b>183,648.44</b>	
<b>Total Paid by Town for Road Work .....</b>			<b>13,469.75</b>	
<b>Total Cost for Road Work .....</b>			<b>197,118.19</b>	
Special Resolves paid from General Highway Fund (Greenville-Rockwood) .....			15,800.00	
Miscellaneous Resolves paid from Balances .....			16,303.37	
<b>Sub-Total to Deduct from Total Cost of Road Work .....</b>			<b>32,103.37</b>	
<b>Total Cost of 1934 Regular Special Resolves .....</b>			<b>165,014.82</b>	
<b>Total Cost of 1934 Regular Special Resolves paid by Town .....</b>			<b>13,469.75</b>	
<b>Total Cost of 1934 Regular Special Resolves Paid by State .....</b>			<b>\$151,545.07</b>	

Note:—To check with Controller's report, add \$2,000.00 (towns part required by resolves) and \$708.56 (deductions made to correct errors) to both amount appropriations and expenditures.

SPECIAL RESOLVES

STATE HIGHWAY COMMISSION

	Gravel Construction		Surface Uncompleted Work		Gravel Reconstruction		Base		Graded		Bituminous Surface Treated		Repairs		Cost of all other work	Total Cost	Paid by Town	Paid by State
	Miles	Cost	Miles	Cost	Miles	Cost	Miles	Cost	Miles	Cost	Miles	Cost	Miles	Cost				
Androscoggin .....	1.05	\$5,413.60											.52	\$1,382.39	\$8.84	\$6,804.83	\$545.65	\$6,259.18
Aroostook .....	2.69	20,840.39							.11	635.00			13.39	4,287.62	4.25	25,767.26	996.71	24,770.55
Cumberland .....	1.16	4,113.42									1.0	969.55				5,082.97	196.16	4,886.81
Franklin .....	.75	4,835.24			.42	3,031.75	.05	323.75						1,845.07		10,035.81	200.86	9,834.95
Hancock .....	1.80	13,596.57											2.00	1,225.52	3,298.43	18,120.52	746.73	17,373.79
Kennebec .....	1.65	9,081.49			.27	1,296.36	.04	160.00						16.00	2,199.21	12,753.06	1,386.48	11,366.58
Knox .....	.82	5,258.69	.19	688.55											23.80	5,971.04	825.56	5,145.48
Lincoln .....	1.22	6,029.68											.97	1,560.21		7,589.89	675.36	6,914.53
Oxford .....	.82	8,345.71					.13	557.87			.49	1,151.45	.77	1,499.48	12.85	11,567.36	280.07	11,287.29
Penobscot .....	.90	4,538.01			.10	303.30							.67	2,738.71		7,580.02	449.04	7,130.98
Piscataquis .....	.84	5,256.45											5.75	4,616.40		9,872.85	13.01	9,859.84
Sagadahoc .....	.64	2,883.51											.75	1,561.04	608.01	5,052.56	61.11	4,991.45
Somerset .....	8.71	26,749.19					.10	547.28					2.10	4,382.71	295.70	31,974.88	863.37	31,111.51
Waldo .....	1.17	4,891.64											2.82	1,396.45		6,288.09	217.14	6,070.95
Washington .....	1.40	6,386.33											6.52	4,518.16	1,495.04	12,399.53	560.98	11,838.55
York .....	2.59	15,638.74	.16	528.30			.57	2,036.40					1.33	2,030.07	24.01	20,257.52	5,451.52	14,806.00
TOTALS .....	28.21	143,858.66	.35	1,216.85	.79	4,631.41	.89	3,625.30	.11	635.00	1.49	2,121.00	37.59	33,059.83	7,970.14	197,118.19	13,469.75	183,648.44

## STATE HIGHWAY COMMISSION

## MISCELLANEOUS ROAD WORK

Expenditures authorized by the Governor and Council to pay costs for which no provision was made by Federal allocations expended on the following projects

	County	Council Order No.	Date of Order	Available	Expenditure	Balance
Houghton-Oquossoc Road ....	Franklin	90	3-10-34	2,500.00	1,879.47	620.53
Houghton-Oquossoc Road ....	Franklin	195	5-19-34	2,500.00	709.61	1,790.39
Oquossoc-Wilson Mills Road ..	Oxford	213	6-7-34	1,000.00	1,000.00	.....
Oquossoc-Wilson Mills Road ..	Oxford	195	5-19-34	2,500.00	915.21	1,584.79
Shin Pond Road .....	Penobscot	213	6-7-34	1,600.00	1,147.08	452.92
Shirley-East Moxie Road .....	Piscataquis	213	6-7-34	1,600.00	1,587.80	12.20
				<b>\$11,700.00</b>	<b>\$7,239.17</b>	<b>\$4,460.83</b>

Note: To check with Controller's report, appropriation 9036, add \$527.88 (transfers made to correct errors) to both amounts available and expenditures.



MAINTENANCE  
STATE AND STATE AID ROADS

1934

Maintenance work during 1934 was performed generally by patrol maintenance. 423 patrolmen were employed in caring for 6263.71 miles of road in 540 towns. Of this mileage 2205.89 miles was improved State Highway, 3787.21 miles was improved State Aid Highway and the balance or 270.61 miles was unimproved road. There was also maintained by special arrangement with the towns 256.54 miles of improved State Aid road and 6.70 miles of improved State Highway.

A total expenditure for labor and material of \$2,657,855.45 was made on this work, including \$12,209.88 furnished by the State for road machine work. The State also furnished supervision and inspection for the work amounting to \$68,263.75, making a total gross expenditure chargeable to maintenance of \$2,726,119.20; of this amount the State furnished \$2,442,905.45 and the cities and towns furnished \$283,213.75. The average expenditure per mile was \$417.67.

On the 2238.41 miles of State Highway, the expenditure for labor, material and supervision was \$1,364,509.85 or an average expenditure per mile of \$609.58.

The expenditure on the 4025.30 miles of other road under patrol was for labor, material and supervision \$1,344,772.87 or an average expenditure per mile of \$334.08.

At the end of 1934 bituminous surface treated gravel roads included 3037.08 miles of which 10.3 miles were treated with State Highway funds, 67.79 miles with State Aid funds, 38.8 miles with Town funds and 2920.19 miles with maintenance funds.

## MAINTENANCE EXPENDITURES—1934

## Classified

	Expenditure	Percentage
Smoothing road surface and grader work .....	113,312.33	4.20
Smoothing road surface with drag .....	101,605.05	3.80
Road machine work on shoulders .....	20,398.07	.8
Road machine work on ditches .....	11,058.99	.4
Road machine work, scarifying .....	3,097.66	.1
Cleaning culverts .....	25,922.67	.955
Repairing culverts .....	13,623.47	.5
Installing culverts .....	13,842.75	.51
Cleaning ditches by hand .....	73,001.60	2.7
Hauling material on shoulders .....	56,343.43	2.08
Guard rails, wood or cable .....	17,235.90	.63
Painting; guard rails .....	2,454.18	.09
Painting; sign posts .....	440.11	.016
Painting; traffic lines .....	2,989.74	.11
Gravel surfacing .....	319,099.78	11.80
Filling cracks in concrete .....	11,129.81	.41
Bituminous patching; on concrete .....	1,413.67	.052
Bituminous patching; on bituminous .....	12,610.95	.46
Surface treatment (gravel) with tar .....	1,180,232.38	43.00
Surface treatment Macadam surfaces .....	86,502.38	3.20
Hauling cover for surface treatment .....	312,934.43	11.5
Work on surface treated gravel (patching) .....	130,156.45	5.
Work on surface treated gravel (painting) .....	62,301.93	2.3
Hauling and applying calcium .....	56,794.39	2.
Signs; warning .....	760.14	.03
Signs; directional .....	1,235.36	.045
Mowing grass; shoulders .....	4,982.62	.2
Roadside beautification .....	76.11	.002
Mud-jack .....	1,670.98	.06
Supervision .....	68,263.75	3.05
	\$2,705,491.08	100.00%
Road machine work and gravel surfacing done by towns with town funds	20,628.12	
	\$2,726,119.20	

**TWENTY-THIRD ANNUAL REPORT**

of the

**State Highway  
Commission**

of the

**STATE OF MAINE**

**From January 1, 1935, to December 31, 1935**

STATE OF MAINE

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OFFICE OF  
STATE HIGHWAY COMMISSION

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

We have the honor to present the twenty-third annual report of the State Highway Commission, from January 1, 1935, to December 31, 1935.

PAUL C. THURSTON  
STILLMAN E. WOODMAN  
State Highway Commission

Augusta, Maine  
December 31, 1936

## 1935

As in 1934, work under the direction of the State Highway Commission during 1935 included the construction of state and Federal-aid highways, state aid highways, third class highways, work under special resolves of the Legislature, maintenance of state and state aid roads, construction of bridges under the general bridge act, snow removal, and work provided for by grants made to the state by the Federal Government for highway and bridge work.

No regular Federal-aid highway funds were available for the fiscal years 1934 and 1935. Regular Federal-aid highway funds were made available for the fiscal year 1936. The apportionment to Maine was \$1,090,167. It is required that states match these apportionments of regular Federal-aid, dollar for dollar. Of the highway bond issue provided for in 1929, as of December 31, 1934, there remained \$1,000,000 of such bonds to be sold. The Legislature, in 1935, authorized the sale of \$500,000 of highway bonds in each of the calendar years 1935 and 1936 (Chapter 43 of the Private and Special Laws of 1935), the proceeds to be used only to match Federal funds which could be applied to the construction of state highways. To provide additional state funds to match Federal funds, the Legislature amended the General Highway Fund act so as to allocate a maximum of \$700,000 for this purpose in each of the fiscal years 1936 and 1937.

With the above provision made for funds for Federal-aid highway construction, the Commission set up a program of projects for 1936 Federal-aid highway funds and work was started on the same during 1935.

The Legislature of 1935 passed a resolve proposing an amendment to the Constitution to provide for an additional issue of highway bonds. This provided for an additional highway bond issue of \$5,000,000 to be used to match available Federal funds for the construction of state highways, and limited the sale of such bonds to \$1,000,000 per year after July 1, 1936. This was accepted by the people on September 9, 1935, and the amendment proclaimed by the Governor on October 8, 1935.

During the year 1935, the Commission has continued work on programs of work provided for with funds set up under the National Industrial Recovery Act of June 16, 1933, and the Hayden-Cartwright Act of June 18, 1934.

The Emergency Relief Appropriation Act of April 8, 1935, authorized the allocation of not to exceed \$800,000,000 for highway work and the elimination of railroad grade crossings. Under this authorization, the Advisory Committee on Allotments, by resolution adopted May 16, 1935, and approved by the President, allocated for apportionment among the

states the sum of \$200,000,000 for highway work and the sum of \$200,000,000 for the elimination of hazards at railroad grade crossings, these sums to be expended by the state highway departments under the provisions of the Federal Highway Act of November 9, 1921, and subject to such rules and regulations as prescribed or approved by the President.

This act required that the fund for highway construction be apportioned among the states in accordance with the provisions of Section 204 (b) of the National Industrial Recovery Act of June 16, 1933, that is, seven-eighths of the sum to be apportioned in accordance with Section 21 of the Federal Highway Act and one-eighth of the sum on the basis of population.

The sum for the elimination of hazards at railroad grade crossings, under the Emergency Relief Appropriation Act, was apportioned to states, one-half on the basis of population, one-fourth on the mileage of the Federal-aid highway system and one-fourth on railroad mileage.

The apportionments of both funds to states were made by the Secretary of Agriculture on June 3, 1935.

Rules and regulations for carrying out the provisions of the Emergency Relief Appropriation Act were approved by the Secretary of Agriculture and by the Works Progress Administration on July 8, 1935, and by the President on July 12, 1935. These rules and regulations were amended on August 29, 1935, and September 12, 1935.

The apportionment to Maine for highways was \$1,676,799 and for the elimination of hazards at railroad grade crossings the sum of \$1,426,861.

The rules and regulations governing the expenditure of the apportionment for highways required that projects be undertaken in areas where large unemployment existed and that data furnished by the Emergency Relief Administration with respect to the relief load in the various counties be used, as far as possible, as a basis for the selection of projects. Under the plan adopted by the Commission for carrying on highway projects, the rules and regulations required that projects prepared by a state highway department be measured for approval on the basis of providing the equivalent of a man-year of employment on a project at a total cost to the Federal Government of not exceeding \$1,400 per man-year. The rules and regulations required that (except in executive, administrative, supervisory and highly skilled positions) only persons certified for assignment to work by the United States Employment Service be employed and that preference in the employment of persons certified by the employment service be given, when they are qualified, to those from the public relief rolls.

Maximum hours of labor on these projects are eight hours per day and one hundred thirty hours per month for manual

labor, and eight hours per day and forty hours per week for clerical and non-manual employees.

In accordance with the rules and regulations, a program of highway projects was submitted to the District Engineer of the Bureau of Public Roads and upon receipt of his advice that the program was satisfactory, it was then submitted to the State Director of the National Emergency Council and to the State Administrator of the Works Progress Administration for concurrence. With concurrence by these officials in a recommendation for approval, the program was then returned to the District Engineer of the Bureau of Public Roads for transmittal to the Washington office of the Bureau for final action.

The rules and regulations governing the highway fund required that not less than twenty-five per cent be applied to a class of secondary or feeder roads outside of municipalities or metropolitan areas, and which are not included in the Federal-aid highway system or the state highway system. It was also required that not less than twenty-five per cent of the fund be applied to projects within municipalities or metropolitan areas located on the Federal-aid highway system or extensions thereof, or on roads and streets within municipalities or metropolitan areas which are not included in the Federal-aid highway system. It was provided that the remaining percentage of the apportionment could be applied to projects on the Federal-aid highway system or to projects on the state highway system but not included in the Federal-aid system.

The rules and regulations for the fund for the elimination of hazards at railroad grade crossings were the same as to hours of work and the provisions for securing labor. These projects, however, were not measured on the \$1,400 per man-year basis. It was provided that the funds apportioned to any state for the elimination of railroad grade crossings be applied to projects without limitation as to location, except that not less than twenty-five per cent must be expended for the elimination of hazards at railroad grade crossings with secondary roads, and for this purpose secondary roads were defined as roads outside of municipalities and streets within municipalities, which are not included in the Federal-aid highway system. It was also required that projects be apportioned, within practical limits, to the railroads within the state in such manner that the total cost of projects on any individually operated railroad shall have approximately the same relation to the total apportionment to the state as the mileage of railroad owned or operated by such railroad bears to the total mileage of railroads owned or operated in the state.

For this work, partial programs have been submitted to the Bureau of Public Roads and the completed program will be submitted as early as possible in 1936. As in the case of the

highway program, it is required that concurrence in a recommendation for approval of the program be obtained from the State Director of the National Emergency Council and the State Director of the Works Progress Administration. The contemplated program includes ten projects on the line of the Maine Central Railroad, estimated to cost \$621,011, six projects on the Bangor & Aroostook Railroad, estimated to cost \$418,450, one project on the line of the Canadian National Railways, estimated to cost \$80,800, two projects on the Boston & Maine Railroad, estimated to cost \$241,400, and one project on the Canadian Pacific Railroad, estimated to cost \$65,200.

Work on railroad grade crossing projects is under the direction of the Bridge Division and details will be found in the report on bridge work, except that projects to eliminate crossings by relocations of highways are handled by the Highway Division, and details will be found in the reports on highway construction under "Federal Grants".

Grade crossing projects located on the Federal-aid highway system outside of municipalities are designated "U. S. Works Program Grade Crossing Project No. W. P. G. H.—". Projects located within municipalities, whether or not on extensions of the Federal-aid system, are designated "U. S. Works Program Grade Crossing Project No. W. P. G. M.—". Projects located on secondary or feeder roads outside of municipalities are designated "U. S. Works Program Grade Crossing Project No. W. P. G. S.—".

Highway projects undertaken with funds provided under the Emergency Relief Appropriation Act of April 8, 1935, are known as U. S. Works Program Highway Projects and are designated with classifying letters which will be explained in the report under "Federal Grants".

During 1935, the State Highway Commission applied to the U. S. Federal Emergency Administration of Public Works for a grant of \$270,000 to be used, together with state, county and town funds under the general bridge act, for the construction of thirty-four bridges estimated to cost \$600,000. This application was approved and the Federal grant made. In the report for bridge construction, projects undertaken with P. W. A. funds are designated "U. S. P. W. A. Project No.—".

The act creating the General Highway Fund (Chapter 251, P. L. 1931) was again suspended by the Legislature in 1935 until July 1, 1937, and during the period of suspension a General Highway Fund was provided which includes: All fees received from the registration of motor vehicles and licensing of operators, the receipts from the tax on internal combustion engine fuels, all fines, forfeitures and costs accruing to the state under Section 118 of Chapter 29, R. S., as amended by Chapter 189, P. L. 1931, and all sums received



on account of the State Highway Commission for permits to open highways, or from other sources, the disposition of which is not otherwise designated by law.

The disposition of the General Highway Fund is as follows:

1. Annual payments for retirement and interest to meet the provisions of highway and bridge bond issues.
2. \$125,000 annually for expense of registering motor vehicles and licensing operators.
3. \$250,000 annually for the maintenance of the state police.
4. \$100,000 annually for the administration of the office and carrying out the duties of the State Highway Commission.
5. \$175,000 annually for the administration of the tax on internal combustion engine fuel and for the payment of refunds on said tax, as provided by statute.
6. \$150,000 annually for expenditures authorized by appropriate resolves of the Legislature for roads and bridges.
7. \$1,000,000 annually for the construction of state aid highways.
8. \$700,000 annually for the construction of third class highways.
9. \$700,000 annually, if necessary, to match Federal funds to aid in the construction and improvement of highways.
10. The remainder for the maintenance of state and state aid highways, interstate, intrastate and international bridges, and the cost to the state for the removal of snow.

The Legislature, in 1935, passed an act to regulate outdoor advertising and to provide for licenses and permits for the same (Chapter 163, P. L. 1935). The administration of this act was placed upon the State Highway Commission and Mr. John C. Burnham was appointed Director of Outdoor Advertising and placed in immediate charge of the administration of this act.

Chapter 149, P. L. 1935, makes snow removal on the state highway system a direct activity of the state highway department. This act provides that payments by towns for maintenance and snow removal shall be fixed at \$100 per mile, except such sections from which the State Highway Commission deems it inadvisable to remove snow, and on such sections of state highway the charge against towns in which they are located is fixed at \$60 per mile for summer maintenance. This act authorizes the State Highway Commission to purchase or hire equipment, arrange contracts, purchase snow fence and materials and to erect or hire buildings for storage purposes.

## STATE HIGHWAY COMMISSION

## FINANCIAL STATEMENT

## MAINE STATE HIGHWAY COMMISSION

January 1—December 31, 1935

## ADMINISTRATION—STATE HIGHWAY COMMISSION

## Credits

Balance January 1, 1935 .....	\$26,910.31
Received Sale Prints and Materials .....	1,374.72
Received Miscellaneous .....	7,695.80
Additional Apportionment 1934-35 .....	29,283.84
Apportionment 1935-36 .....	100,000.00
	<hr/>
	\$165,264.67

## Expenditures

Expenditures .....	\$125,709.55
Balance December 31, 1935 .....	39,555.12
	<hr/>
	\$165,264.67

## MAINTENANCE

## STATE AND STATE AID HIGHWAYS

## Credits

Balance January 1, 1935 .....	\$1,346,806.63
Apportionment 1935-36 .....	2,400,000.00
Received Patrol Requisitions 1935 .....	253,760.09
Received Patrol 1935, overpayment .....	4,890.81
Received Patrol previous to 1935 .....	22,503.97
Received Patrol previous to 1935 .....	934.80
overpayment	
Adjustment on 1934 account, book only .....	53.63
Miscellaneous .....	149,445.44
Duplicate entry to be adjusted (book only) in 1936 .....	107.26
	<hr/>
	\$4,178,502.63

## Expenditures

Supervision .....	\$68,818.08
Labor and Material .....	2,151,967.39
Refund to towns on account overpayment on Patrol .....	3,386.26
Balance 1934-35 lapsed .....	513,246.95
	<hr/>
	\$2,737,418.68
Balance December 31, 1935 .....	1,441,083.95
	<hr/>
	\$4,178,502.63

## BRIDGE MAINTENANCE

## Credits

Balance January 1, 1935 .....	\$58,793.38
Additional Apportionment 1934-35 .....	25,378.62
Apportionment 1935-36 .....	175,000.00
Received Special Resolve .....	1,000.00
Received Rent of Buildings .....	2,205.00
Miscellaneous .....	1,905.49
	<hr/>
	\$264,282.49

## Expenditures

Supervision .....	\$19,872.47
Labor and Material .....	160,313.09
	<hr/>
	\$180,185.56
Balance December 31, 1935 .....	84,096.93
	<hr/>
	\$264,282.49

## STATE HIGHWAY LOAN FUND

## Credits

Received Sale of Bonds .....	\$500,000.00
Received Sale of Bond Premiums .....	14,850.00
Received Federal Aid .....	158,114.61
Received Special Council Apportionments .....	9,000.00
Received from Special Federal Appropriations to Offset Temporary Charges .....	32,816.89
Received Survey charges from Special Government Appropriations .....	3,183.36
Miscellaneous .....	4,149.06
	<hr/>
	\$722,113.92
Overdraft December 31, 1935 .....	137,266.21
	<hr/>
	\$859,380.13

## Expenditures

Overdraft January 1, 1935 .....	\$8,673.07
Engineering .....	107,376.44
Advertising .....	1,957.44
Right of Way .....	102,562.61
Labor and Material .....	633,634.07
Special Council Apportionments .....	5,015.61
Duplicate adjustment on 1934 book only .....	160.89
	<hr/>
	\$859,380.13

## STATE HIGHWAY COMMISSION

## BRIDGE LOAN FUND

## Credits

Balance January 1, 1935 .....	\$145,155.58
Received Sale of Bonds .....	375,000.00
Received Sale of Bond Premiums .....	11,137.50
Received County and Town .....	175,030.87
Received Private Subscription .....	25,000.00
Transfer Cost of Property (Highway Loan) .....	5,500.00
Transfer from Other Appropriations .....	42,288.29
Special Council Apportionments .....	4,500.00
Transfer Surveys Cost from W.P.A. ....	3,413.35
Transfer to Correct Error in Debit .....	575.00
Transfer from other Bridges as State's Appor. (Check) ...	1,474.07
Miscellaneous .....	14,239.19
Credit by error, offset by Debit (book only) .....	135.00
	<hr/>
	\$803,448.85
Overdraft December 31, 1935 .....	88,982.95
	<hr/>
	\$892,431.80

## Expenditures

Engineering .....	\$78,048.75
Advertising .....	814.18
Right of Way .....	7,025.21
Labor and Material .....	578,679.78
Transfer Construction Bridges, P.W.A. ....	206,442.00
Refund Unexpended Balance to Other Appropriations ...	364.36
Refund Unexpended Balance to County and Town .....	2,847.52
Transfer Special Resolve by Legislative Act .....	17,500.00
Transfer to Offset Credit by error (book only) .....	135.00
Charge by error Offset by Credit .....	575.00
	<hr/>
	\$892,431.80

## STATE AID ROAD CONSTRUCTION

## Credits

Balance January 1, 1935 .....	\$194,174.50
Apportionment 1935-36 .....	1,000,000.00
Received from Towns .....	509,128.43
Transfer Other Appropriations .....	123,736.83
Transfer Surveys W.P.A. ....	9,709.94
Transfer Special Council Apportionments .....	19,405.97
Miscellaneous .....	2,482.34
	<hr/>
	\$1,858,638.01

**Expenditures**

Supervision .....	\$74,670.76
Right of Way .....	5,705.89
Labor and Material .....	1,546,683.47
Transfer Bridge Loan .....	12,562.69
Special Council Apportionment Correction .....	1,855.00
Apportionment to Compensation for Injuries .....	20,000.00
	<hr/>
	\$1,661,477.81
Balance December 31, 1935 .....	197,160.20
	<hr/>
	\$1,858,638.01

**THIRD CLASS HIGHWAY CONSTRUCTION****Credits**

Balance January 1, 1935 .....	\$93,972.05
Apportionment 1935-36 .....	700,000.00
Special Council Apportionments .....	5,150.00
Transfer Other Appropriations .....	15,492.46
Transfer W.P.A. (Survey) .....	409.50
Miscellaneous .....	4.70
	<hr/>
	\$815,028.71

**Expenditures**

Supervision .....	\$40,745.02
Labor and Material .....	636,650.76
Transfer Bridge Loan .....	11,209.71
Transfer State Aid .....	39,168.24
Transfer Compensation for Injuries .....	14,000.00
	<hr/>
	\$741,773.73
Balance December 31, 1935 .....	73,254.98
	<hr/>
	\$815,028.71

**SPECIAL RESOLVES****Credits**

Balance January 1, 1935 .....	\$22,016.44
Legislative Resolves	
General Highway—Regular .....	150,000.00
General Highway—Special .....	65,161.05
General Highway Advance .....	500.00
Bridge Loan .....	17,500.00
Special Council Apportionments .....	6,955.61
Received from town (Special) .....	600.00
Miscellaneous .....	286.26
	<hr/>
	\$263,019.36

**Expenditures**

Supervision .....	\$4,348.53
Labor and Material .....	156,723.61
Transfer other Appropriations .....	61,475.04
	<hr/>
	\$222,547.18
Balance December 31, 1935 .....	40,472.18
	<hr/>
	\$263,019.36

**REMOVAL OF SNOW FROM HIGHWAYS AND TOWNWAYS****Credits**

Additional Apportionment 1934-35 .....	\$311,226.75
Apportionment 1935-36 .....	350,000.00
Received from Towns .....	469,239.26
Received from Special Resolve .....	257.09
Miscellaneous .....	833.08
	<hr/>
	\$1,131,556.18

**Expenditures**

Overdraft January 1, 1935 .....	\$53,554.63
Supervision .....	31,188.60
Labor and Material .....	984,134.80
	<hr/>
	\$1,068,878.03
Balance December 31, 1935 .....	62,678.15
	<hr/>
	\$1,131,556.18

**MOTOR TRANSPORT AND EQUIPMENT****Credits**

Balance January 1, 1935 .....	\$106,008.05
Received Rental .....	326,766.08
Received Stock Transfer .....	130,118.87
Received Damage Adjustment .....	290.61
Received Miscellaneous .....	1,506.87
	<hr/>
	\$564,690.48

**Expenditures**

Expenditures .....	\$557,479.29
Balance December 31, 1935 .....	7,211.19
	<hr/>
	\$564,690.48

## CARLTON BRIDGE

## Credits

Balance January 1, 1935 .....	\$189,797.39
Rental 1934 M.C.R.R. ....	7,926.69
Received Tolls .....	154,246.85
Received Excise Tax .....	5,053.02
Miscellaneous .....	191.54
	<hr/>
	\$357,215.49

## Expenditures

Expenditures .....	\$17,323.01
Reserve to Retire Bonds .....	50,000.00
Accrued Interest .....	49,146.48
	<hr/>

Balance December 31, 1935 .....	240,746.00
	<hr/>

\$357,215.49

## WALDO-HANCOCK BRIDGE

## Credits

Balance January 1, 1935 .....	\$101,826.25
Received Tolls .....	83,530.50
Miscellaneous .....	550.32
	<hr/>

\$185,907.07

## Expenditures

Expenditures .....	\$23,066.05
Accrued Interest .....	35,840.00
	<hr/>

Balance December 31, 1935 .....	\$58,906.05
	<hr/>
Balance December 31, 1935 .....	127,001.02
	<hr/>

\$185,907.07

## RICHMOND-DRESDEN BRIDGE

## Credits

Received Tolls .....	\$6,298.35
Miscellaneous .....	166.40
Overdraft December 31, 1935 .....	5,100.84
	<hr/>

\$11,565.59

## Expenditures

Overdraft January 1, 1935 .....	\$1,992.55
Expenditures .....	9,573.04
	<hr/>

\$11,565.59

## STATE HIGHWAY COMMISSION

## CIVIL WORKS ADMINISTRATION

## Credits

Transfer overdraft to General Supervision .....	\$1,657.15
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## Expenditures

Overdraft January 1, 1935 .....	\$1,657.15
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## COMPENSATION FOR INJURIES TO EMPLOYEES

## Credits

Balance January 1, 1935 .....	\$40,813.16
Miscellaneous (Cancel Checks) .....	1,364.44
Appropriation 1935-36 .....	75,000.00

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\$117,177.60

## Expenditures

Expenditures .....	\$65,464.84
Balance December 31, 1935 .....	51,712.76

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\$117,177.60

## CIVIL WORKS ADMINISTRATION SUPPLY ACCOUNT

## Credits

Balance January 1, 1935 .....	\$4,460.83
Special Apportionment .....	8,500.00
Transfer Special Resolve .....	595.16

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\$13,555.99

## Expenditures

Expenditures .....	\$11,290.46
Balance December 31, 1935 .....	2,265.53

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\$13,555.99

## NON-RESIDENT EXCISE TAX ADMINISTRATION

## Credits

Balance January 1, 1935 .....	\$6,977.87
Received Collections .....	27,865.10
Received Refunds .....	2,291.28
Received Miscellaneous .....	37.27

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\$37,171.52

## Expenditures

Expenditures .....	\$12,836.46
Balance December 31, 1935 .....	24,335.06

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\$37,171.52



## MAINTENANCE HIGHWAY POLICE DEPARTMENT

## Credits

Balance January 1, 1935 .....	\$72,603.27
Additional Apportionment 1934-35 .....	19.06
Apportionment 1935-36 .....	250,000.00
Transfer Contingent Fund .....	7,500.00
Miscellaneous .....	326.23
	<hr/>
	\$330,448.56

## Expenditures

Expenditures .....	\$175,699.47
Balance December 31, 1935 .....	154,749.09
	<hr/>
	\$330,448.56

## MAINTENANCE MOTOR VEHICLE DEPARTMENT

## Credits

Balance January 1, 1935 .....	\$49,199.54
Additional Apportionment 1934-35 .....	14.50
Apportionment 1935-36 .....	125,000.00
Miscellaneous .....	851.99
	<hr/>
	\$175,066.03

## Expenditures

Expenditures .....	\$96,555.56
Balance December 31, 1935 .....	78,510.47
	<hr/>
	\$175,066.03

ADMINISTRATION AND REBATES ON INTERNAL  
COMBUSTION ENGINE FUEL

## Credits

Balance January 1, 1935 .....	\$91,100.90
Apportionment 1935-36 .....	175,000.00
Miscellaneous .....	178.93
	<hr/>
	\$266,279.83

## Expenditures

Expenditures .....	\$173,469.39
Balance lapsed June 31, 1935 .....	8,068.24
Balance December 31, 1935 .....	84,742.20
	<hr/>
	\$265,279.83

## STATE HIGHWAY COMMISSION

ACCRUED INTEREST AND RESERVE TO RETIRE  
HIGHWAY AND BRIDGE BONDS

Credits	
Transfer—From General Highway Fund .....	\$2,110,307.22
Interest .....	340.28
	\$2,110,647.50
Expenditures	
Accrued Interest .....	\$996,647.50
Reserve to Retire .....	1,114,000.00
	\$2,110,647.50

## CONSTRUCTION BRIDGES, W.P.A. (9110)

Credits	
Transfer from Bridge Loan Fund .....	\$206,442.00
Transfer to correct errors .....	35.81
	\$206,477.81
Expenditures	
Engineering .....	\$12,382.44
Advertising .....	1,714.76
Labor and Material .....	68,153.15
	\$82,250.35
Balance December 31, 1935 .....	124,227.46
	\$206,477.81

## CONSTRUCTION ROADS W.P.A. (9120)

Credits	
Account closed out to Highway Loan .....	\$79,612.38
Expenditures	
Expenditure .....	\$79,612.38

## W. P. H. (9210)

Credits	
Overdraft December 31, 1935 .....	\$8,663.42
Expenditures	
Engineering .....	\$2,421.54
Advertising .....	27.24
Labor and Material .....	6,214.64
	\$8,663.42

## STATE HIGHWAY COMMISSION

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## W. P. S. S. (9220)

## Credits

Overdraft December 31, 1935 .....	\$35,727.96
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## Expenditures

Engineering .....	\$5,280.95
Advertising .....	22.30
Labor and Material .....	30,424.71

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\$35,727.96

## W. P. S. O. (9230)

## Credits

Transfer Journal to WPSS .....	\$19.25
Overdraft December 31, 1935 .....	102,865.56

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\$102,884.81

## Expenditures

Engineering .....	\$16,407.07
Labor and Material .....	86,477.74

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\$102,884.81

## W. P. M. H. (9240)

## Credits

Overdraft December 31, 1935 .....	\$8,496.26
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## Expenditures

Engineering .....	\$1,894.04
Labor and Material .....	6,602.22

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\$8,496.26

## W. P. M. S. (9250)

## Credits

Overdraft December 31, 1935 .....	\$19,249.91
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## Expenditures

Engineering .....	\$5,500.15
Advertising .....	33.96
Labor and Material .....	13,715.80

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\$19,249.91

## STATE HIGHWAY COMMISSION

## W. P. G. H. (9260)

## Credits

Overdraft December 31, 1935 .....	\$13,127.10
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## Expenditures

Engineering .....	\$4,808.87
Advertising .....	122.67
Labor and Material .....	8,195.56

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\$13,127.10

## W. P. G. M. (9270)

## Credits

Transfer W. P. G. S. by Journal .....	\$9.00
Overdraft December 31, 1935 .....	193.24

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\$202.24

## Expenditures

Engineering .....	\$202.24
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## W. P. G. S. (9280)

## Credits

Overdraft December 31, 1935 .....	\$2,526.50
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## Expenditures

Expenditures .....	\$2,526.50
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## NATIONAL INDUSTRIAL RECOVERY HIGHWAY FUND

## Credits

Balance January 1, 1935 .....	\$3,895,305.39
Received Federal Aid .....	2,091,193.28
Received Miscellaneous Transfers .....	112,702.88

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\$6,099,201.55

## Expenditures

Reimbursement to Government .....	\$650,000.00
Balance December 31, 1935 .....	5,449,201.55

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\$6,099,201.55

## N. R. H.—1934

## Credits

Journal Transfers .....	\$7,051.33
Overdraft December 31, 1935 .....	1,614,052.47

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\$1,621,103.80

**Expenditures**

Overdraft January 1, 1935 .....	\$1,507,606.16
Engineering .....	5,213.28
Advertising .....	4.28
Labor and Material .....	108,280.08
	<hr/>
	\$1,621,103.80

**N. R. M.—1934****Credits**

Journal Transfers .....	\$860.90
Overdraft December 31, 1935 .....	968,293.17
	<hr/>
	\$969,154.07

**Expenditures**

Overdraft January 1, 1935 .....	\$850,975.47
Supervision .....	47.45
Advertising .....	.76
Labor and Material .....	\$118,130.39
	<hr/>
	\$969,154.07

**N. R. S.—1934****Credits**

Journal Transfers .....	\$121.53
Overdraft December 31, 1935 .....	903,230.07
	<hr/>
	\$903,351.60

**Expenditures**

Overdraft January 1, 1935 .....	\$902,893.46
Engineering .....	325.51
Labor and Material .....	132.63
	<hr/>
	\$903,351.60

**N. R. H.—1935****Credits**

Journal Transfer .....	\$55.19
Overdraft December 31, 1935 .....	746,762.61
	<hr/>
	\$746,817.80

**Expenditures**

Overdraft January 1, 1935 .....	\$205,813.34
Engineering .....	24,301.45
Labor and Material .....	516,703.01
	<hr/>
	\$746,817.80

## STATE HIGHWAY COMMISSION

## N. R. M.—1935

## Credits

Journal Transfers .....	\$77.34
Overdraft December 31, 1935 .....	426,069.43
	<hr/>
	\$426,146.77

## Expenditures

Engineering .....	\$15,942.07
Advertising .....	15.50
Labor and Material .....	410,189.20
	<hr/>
	\$426,146.77

## N. R. S.—1935

## Credits

Journal Transfers .....	\$17,143.61
Overdraft December 31, 1935 .....	498,348.52
	<hr/>
	\$515,492.13

## Expenditures

Overdraft January 1, 1935 .....	\$393,538.04
Engineering .....	12,428.25
Labor and Material .....	109,525.84
	<hr/>
	\$515,492.13

## RECAPITULATION—1935

STATE HIGHWAY COMMISSION

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	Administra- tion	Engineer- ing	Super- vision	Advertis- ing	Right of Way	Labor and Material	Miscellane- ous	Sub Total	Miscellaneous Transfers	Totals
Highway Loan Fund .....		\$107,376.44		\$1,957.44	\$102,562.61	\$633,634.07		\$845,530.56	\$5,176.50	\$850,707.06
Bridge Loan Fund .....		78,048.75		814.18	7,025.21	578,679.78		664,567.92	227,863.88	892,431.80
Improvements State Roads J.F. Third Class Highway .....			\$74,670.76		5,705.89	1,546,683.47		1,627,060.12	34,417.69	1,661,477.81
Special Resolves .....			40,745.02			636,650.76		677,395.78	64,377.95	741,773.73
Main. State & State Aid Hwys. Maintenance Bridges .....			4,348.53			156,723.61		161,072.14	61,475.04	222,547.18
Removal Snow from Hwys and Twnwys. Motor Transport & Equipment .....		19,872.47	68,818.08			2,151,967.39		2,220,785.47	516,633.21	2,737,418.68
Carlton Bridge Operating .....			31,188.60			160,313.09		180,185.56		180,185.56
Richmond-Dresden Bridge Operating .....						984,134.80		1,015,323.40		1,015,323.40
Waldo-Hancock Bridge Operating .....							\$557,479.29	557,479.29		557,479.29
CWA Supply Account .....		11,290.46					17,323.01	17,323.01		17,323.01
Compensation for Injuries to Employees .....							9,573.04	9,573.04		9,573.04
Adminis. State Highway Commission .....	\$125,709.55						23,066.05	23,066.05		23,066.05
Adminis. Motor Vehicle Department .....							11,290.46	11,290.46		11,290.46
Adminis. State Highway Police .....							65,464.84	65,464.84		65,464.84
Adminis. and Rebates Gasoline Tax .....							125,709.55	125,709.55		125,709.55
Adminis. Non-Resident Excise Tax .....							96,555.56	96,555.56		96,555.56
Reserve to Retire Carlton Bridge Bonds .....							175,699.47	175,699.47		175,699.47
Accrued Interest Carlton Bridge Bonds .....							173,469.39	173,469.39		173,469.39
Accrued Int. Waldo-Hancock B. Bonds .....							12,836.46	12,836.46		12,836.46
Reserve to Retire Hwy. & Bridge Bonds .....							50,000.00	50,000.00		50,000.00
Accrued Int. Hwy. & Bridge Bonds .....							49,146.48	49,146.48		49,146.48
							35,840.00	35,840.00		35,840.00
							1,114,000.00	1,114,000.00		1,114,000.00
							996,647.50	996,647.50		996,647.50
	\$125,709.55	\$216,588.12	\$219,770.99	\$2,771.62	\$115,293.71	\$6,848,786.97	\$3,377,101.09	\$10,906,022.05	\$909,944.27	\$11,815,966.32

Administration .....					Overhead Charges .....	.0811 on Net Expenditures
Engineering .....			\$125,709.55		Overhead Charges .....	.0478 on Gross Expenditures
Supervision .....			216,588.12		Labor and Material .....	\$6,848,786.97
Advertising .....			219,770.99		Right of Way .....	115,293.71
			2,771.62			
			\$564,840.28			\$6,964,080.68

FEDERAL ACCOUNTS

	Engineering	Advertising	Labor and Material	Sub Total	Totals
N. R. H. 1934	\$5,213.28	\$4.28	\$108,280.08	\$113,497.64	\$113,497.64
N. R. M. 1934	47.45	.76	118,130.39	118,178.60	118,178.60
N. R. S. 1934	325.51		132.63	458.14	458.14
N. R. H. 1935	24,301.45		516,703.01	541,004.46	541,004.46
N. R. M. 1935	15,942.07	15.50	410,189.20	426,146.77	426,146.77
N. R. S. 1935	12,428.25		109,525.84	121,954.09	121,954.09
Construction Bridges W. P. A.	12,382.44	1,714.76	68,153.15	82,250.35	82,250.35
W. P. H.	2,421.54	27.24	6,214.64	8,663.42	8,663.42
W. P. S. S.	5,280.95	22.30	30,424.71	35,727.96	35,727.96
W. P. S. O.	16,407.07		86,477.74	102,884.81	102,884.81
W. P. M. H.	1,894.04		6,602.22	8,496.26	8,496.26
W. P. M. S.	5,500.15	33.96	13,715.80	19,249.91	19,249.91
W. P. G. H.	4,808.87	122.67	8,195.56	13,127.10	13,127.10
W. P. G. M.	202.24			202.24	202.24
W. P. G. S.	2,526.50			2,526.50	2,526.50
	\$109,681.81	\$1,941.47	\$1,482,744.97	\$1,594,368.25	\$1,594,368.25

Administration, Engineering and Supervision cover Federal Accounts as the State had to take care of these items to a great extent.



## STATE HIGHWAYS

## Construction

1935

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 cost of advertising, engineering, right of way expenses, and labor and material.

## STATE HIGHWAY "A"

**Saco—Federal Aid Project No. 118-H.** This project begins at U. S. P. W. Project N. R. M. 118-G (1935) and extends southerly with a gap of 1150 feet at the R. R. overhead. The work consists of the surfacing of a bituminous macadam base constructed in 1932-33 and which was reported as bituminous macadam surface. Length of project, 0.44 miles. The work was started and completed in 1935. Type of surface, 2" Bituminous Concrete, Width of surface, 30 feet. Shoulders, 3 feet. Contractor, The Lane Construction Corp. of Meriden, Conn. Expenditures in 1935 amount to \$14,830.41.

## STATE HIGHWAY "A-SPUR"

**Old Orchard—Federal Aid Project No. 295-A.** This project begins at the Saco line and extends southeasterly to junction with Sokokis Trail. The work consists of the reconstruction of a gravel road. Length of project, 2.15 miles. The equivalent of 0.92 miles is reported for 1934. Type of surface, 3" Bituminous Macadam (emulsified asphalt penetration method). Width of surface, variable 20 to 37 feet. Shoulders, 3 feet. Contractor, R. G. Watkins & Sons, Inc. of Amesbury, Mass. Expenditures in 1935 amount to \$22,345.21.

**Wells—Federal Aid Project No. 293-A.** This project begins at Highway "A" and extends northwesterly to junction with Highway "A-2" with 1806 feet out for a future overhead crossing over the B. & M. R. R. at Bragdon's Crossing, so called. The work consists of the reconstruction of a gravel road constructed in 1914-18. Total length of project, 1.80

miles. The equivalent of 0.36 miles is reported for 1935. Type of surface, 3" Bituminous Macadam (emulsified asphalt penetration method). Width of surface, 20 feet. Shoulders, 3 feet. Contractor, Hagan-Thibodeau Construction Co. of Wolfeboro, N. H. Expenditures in 1935 amount to \$11,645.48.

### STATE HIGHWAY "A-2"

**Wells—Federal Aid Project No. 294-A.** This project begins at Highway "A-Spur" and extends northwesterly. The work consists of the reconstruction of a gravel road constructed in 1921. Total length of project, 1.02 miles. The equivalent of 0.29 miles is reported in 1935. Type of surface, 3" Bituminous Macadam (emulsified asphalt penetration method). Width of surface, 20 feet. Shoulders, 3 feet. Contractor, Hagan-Thibodeau Construction Co., Wolfeboro, N. H. Expenditures in 1935 amount to \$12,639.64.

### STATE HIGHWAY "B"

**Westbrook—Federal Aid Project No. 26.** This project begins at the end of 1934 S. H. Construction and extends northerly. The work consists of the reconstruction of a bituminous macadam road constructed in 1920-21. Total length of project, 1.92 miles. The work was started in 1935 but no mileage reported. Type of surface, bituminous concrete. Width of surface, 22 feet. Shoulders, 3 feet. Contractor, Warren Bros. Roads Co. of Cambridge, Mass. and W. H. Hinman, Inc. of No. Anson, Maine. Expenditures in 1935 amount to \$82.87.

**Fryeburg and Bridgton—Federal Aid Project 130-C.** This project begins at the end of U. S. P. W. Project No. N. R. H. 130-B and extends easterly to Federal Aid Project No. 60. The work consists of the reconstruction of a gravel road constructed in 1914-15-16. Length of project, 4.18 miles of which 1.91 miles is in Fryeburg and 2.27 miles is in Bridgton. Work was started in 1934 and the equivalent of 0.56 miles is reported in Fryeburg and 0.90 miles is reported in Bridgton. Type of surface, 3" Bituminous Macadam (emulsified asphalt penetration method). Width of surface, 20 feet. Shoulders, 3 feet. Contractor, Lane Construction Corp. of Meriden, Conn. Expenditures in 1935 amount to \$36,882.78.

### STATE HIGHWAY "C"

**Brunswick—Federal Aid Project No. 116-E.** This project begins at the end of 1934 S. H. Construction and extends easterly. The work consists of the reconstruction of a gravel and bituminous macadam road constructed in 1913-15.

Length of project, 1.89 miles. The equivalent of 0.13 miles is reported in 1935. Type of surface, 2" bituminous concrete on a 3" bituminous concrete base. Width of surface, 20 feet. Shoulders, 3 feet. Contractor, Lane Construction Corp. of Meriden, Conn. Expenditures in 1935 amount to \$4,157.73.

### STATE HIGHWAY "D"

**Northport—Federal Aid Project No. 104-H.** This project begins at the end of U. S. P. W. Project No. N. R. H. 104-G (1935) and extends easterly. The work consists of the reconstruction of a gravel road constructed in 1914. Total length of project, 1.48 miles. The equivalent of 1.01 miles is reported in 1935. Type of surface, bituminous treated gravel. Width of surface, 20 feet. Shoulders, 3 feet. Contractor, Bridge Construction Corp. of Augusta, Maine. Expenditures in 1935 amount to \$40,353.59.

**Warren-Waldoboro—Federal Aid Project No. E-117-G.** This project begins at the end of Federal Aid Project No. 117-C and extends westerly. The work consists of the resurfacing part of old Federal Aid Project No. E-117-G. Length of Project, 3.15 miles of which 2.28 miles is in Warren and 0.87 miles in Waldoboro. Work will be started in 1936. Type of surface, 2" Bituminous concrete on a bituminous concrete base. Width of surface, 20 feet. Shoulders, 3 feet. Contractor, Lane Construction Corp. of Meriden, Conn.

**Waldoboro—Federal Aid Project No. E-117-G.** This is a Roadside Improvement project. Grading for slopes and shoulders was done by force account under the supervision of T. Calcagni. Furnishing of trees and shrubs was by George Aiken of Putney, Vermont. Expenditures in 1935 amount to \$3,559.56.

**Waldoboro—Federal Aid Project No. 117-H.** This is a Roadside Improvement project. Grading of slopes and shoulders was done by force account under the supervision of T. Calcagni. Furnishing of trees and shrubs was done under contract with George Aiken of Putney, Vermont. Expenditures in 1935 amount to \$1,417.22.

### STATE HIGHWAY "E"

**Augusta—Federal Aid Project No. 257-D.** This project begins at the end of U. S. P. W. Project No. N. R. M. 257-A and extends westerly. The work consists of the reconstruction of a bituminous macadam surface constructed in 1921. Length of project, 0.66 miles. The equivalent of 0.20 miles is reported in 1935. Type of surface, concrete. Width of surface, 30 feet. Shoulders, 3 feet. Contractor, Wyman & Simpson, Inc. of Augusta, Maine. Expenditures in 1935 amount to \$14,282.90.

**Cumberland—Federal Aid Project No. 10.** This project begins at the end of U. S. P. W. Project No. N. R. H. 10 and extends northerly to the Gray line. The work consists of the resurfacing and widening 4' of F. A. P. 10 which was a concrete road constructed in 1921. Length of project, 1.12 miles. Work was started in 1935, but no mileage reported. Type of surface, 2" Bituminous concrete. Width of surface, 22 feet. Shoulders, 3 feet. Contractor, Lane Construction Corp. of Meriden, Conn. Expenditures in 1935 amount to \$387.69.

**Gray—Federal Aid Project No. 11.** This project begins at the Cumberland line and extends northerly. The work consists of resurfacing and widening 4 feet of old Federal Aid Project No. 11 which was an 18 foot concrete road constructed in 1922. Length of project, 4.93 miles. Work was started in 1935, but no mileage is reported. Type of surface, 2" bituminous concrete. Width of surface, 22 feet. Shoulders, 3 feet. Contractor, Lane Construction Corp. of Meriden, Conn. Expenditures in 1935 amount to \$2,250.53.

#### STATE HIGHWAY "F"

**Turner—Federal Aid Project No. 95-C.** This project begins at the Nezinscott River and extends northerly over new location to Sta. 38 + 86 of Federal Aid project No. 59. The work consists of relocation of State Highway "F". Length of project, 1.17 miles. The equivalent of 0.17 miles is reported in 1935. Type of surface, bituminous macadam (emulsified asphalt penetration method). Width of surface, 20 feet. Shoulders, 3 feet. Contractor, Lane Construction Corp. of Meriden, Conn. Expenditures in 1935 amount to \$10,305.20.

**Phillips—Federal Aid Project No. 119-D.** This project begins at the end of Federal Aid Project No. 119-A and extends westerly. The work consists of the reconstruction of a gravel road constructed in 1918-19-23-26. Length of project, 2.59 miles. The equivalent of 1.29 miles is reported for 1935. Type of surface, bituminous treated gravel. Width of surface, 20 feet. Shoulders, 3 feet. Contractor, Ford & Smiley of Skowhegan, Maine. Expenditures in 1935 amount to \$32,760.48.

#### STATE HIGHWAY "H"

**Fairfield—Federal Aid Project No. 150-E.** This project begins at the end of U. S. P. W. Project No. N. R. H. 150-D (1935) and extends southerly. The work consists in part of construction over new location to eliminate sharp grades and curves. Length of project, 1.29 miles. The equivalent of 0.49 miles is reported for 1935. Type of surface, bituminous

macadam (emulsified asphalt penetration method). Width of surface, 20 feet. Shoulders, 3 feet. Contractor, W. H. Hinman, Inc. of No. Anson, Maine. Expenditures in 1935 amount to \$20,714.60.

**Waterville-Fairfield—Federal Aid Project No. 150-F.** This project begins at the end of U. S. P. W. Project No. N. R. M. 150-C and extends easterly to beginning of U. S. P. W. Project No. N. R. M. 150-B. The work consists of the reconstruction of a bituminous macadam road constructed in 1922-23. Total length of project, 0.72 miles of which 0.38 miles is in Waterville and 0.34 miles is in Fairfield. This project was started and completed in 1935 and all mileage reported. Type of surface, concrete. Width of surface, 20 feet. Shoulders, 5 feet and 8 feet bituminous treated shoulders. Contractor, J. R. Cianchette & Co. of Pittsfield, Maine. Expenditures in 1935 amount to \$38,157.32.

#### STATE HIGHWAY "H-I"

**Skowhegan—Federal Aid Project No. 120-F.** This project begins 650 feet from Wesserunett River and extends easterly. The work consists of the reconstruction of a gravel road constructed in 1910-25. Length of project, 0.43 miles. The equivalent of 0.03 miles is reported for 1935. Type of surface, bituminous treated gravel. Width of surface, 20 feet. Shoulders, 3 feet. Contractor, Bridge Construction Corp. of Augusta, Maine. Expenditures in 1935 amount to \$3,834.52.

#### STATE HIGHWAY "J"

**Dover-Foxcroft—Federal Aid Project No. 134-C.** This project begins at the end of U. S. P. W. Project No. N. R. H. 134-B (1935) and extends southerly. The work consists of the reconstruction of a gravel road constructed in 1914-15. Length of project, 1.31 miles. The equivalent of 0.47 miles is reported for 1935. Type of surface, bituminous macadam (emulsified asphalt penetration method). Width of surface, 20 feet. Shoulders, 3 feet. Contractor, W. H. Hinman, Inc. of No. Anson, Maine. Expenditures for 1935 amount to \$17,313.72.

#### STATE HIGHWAY "J-K"

**LaGrange—State Project.** This project was started in 1933 and completed in 1935. Total length of project, 2.12 miles. 0.81 miles was reported in 1933, 1.10 miles reported in 1934, and 0.21 miles reported for 1935. Type of surface, gravel. Width of surface, 18 feet with 3 foot shoulders. The project was constructed by force account under the supervision of W. B. Hinckley. Expenditures in 1935 amount to \$3,712.69.

## STATE HIGHWAY "K"

**Milford—Federal Aid Project No. 48.** This project begins at the end of Federal Aid Project No. 138-A and extends northerly. The work consists of the reconstruction of a gravel road constructed in 1922-23. Length of project, 0.97 miles. The project was started and completed in 1935 and all mileage reported for that year. Type of surface, concrete. Width of surface, 20 feet. Shoulders, 3 feet. Contractor, Manzie I. Rogers & Co. of Bangor, Maine. Expenditures in 1935 amount to \$51,536.55.

**New Limerick—Federal Aid Project No. 145-D.** This project begins at the end of U. S. P. W. Project No. N. R. H. 145-C (1935) and extends westerly. The work consists of the reconstruction of a gravel road constructed in 1914-15. Length of project, 1.00 miles. The equivalent of 0.36 miles is reported for 1935. Type of surface, 3" bituminous macadam (emulsified asphalt penetration method) on bituminous treated gravel base. Width of surface, 20 feet. Shoulders, 3 feet. Contractor, W. H. Hinman, Inc. of No. Anson, Maine. Expenditures in 1935 amount to \$12,802.44.

**T. 1, R. 4.-T. 1, R. 5.—Federal Aid Project No. 297-A.** This project begins 3,275 feet northerly from T. 1, R. 4 Town line and extends southerly. The work consists of the reconstruction of a gravel road constructed in 1922-23. Length of project, 3.40 miles; 0.62 miles is in T. 1, R. 5 and 2.78 miles in T. 1, R. 4. The equivalent of 0.82 miles in T. 1, R. 4 is reported for 1935. Type of surface, bituminous treated gravel. Width of surface, 20 feet. Shoulders, 3 feet. Contractor, F. L. Rush of Sherman Station, Maine. Expenditures in 1935 amount to \$18,418.42.

**Van Buren-Grand Isle—Federal Aid Project No. 108-J.** This project begins at the end of U. S. P. W. Project No. N. R. H. 108-I and extends northerly. The work consists of the reconstruction of a gravel road constructed in 1920-21. Length of project, 3.55 miles of which 3.26 miles is in Van Buren and 0.29 miles is in Grand Isle. The equivalent of 1.38 miles in Van Buren and 0.29 miles in Grand Isle is reported for 1935. Type of surface, bituminous treated gravel. Width of surface, 20 feet. Shoulders, 3 feet. Contractor, Cyr & Soucy of Lille, Maine. Expenditures in 1935 amount to \$30,579.68.

## STATE HIGHWAY "M"

**Bar Harbor-Mt. Desert — Federal Aid Project No. 113-D.** This project begins at the end of Federal Aid Project 113-C and extends southerly. The work consists of the reconstruction of a gravel road constructed by the Towns in 1918. Length of project, 1.42 miles of which 0.94 miles is in

Bar Harbor and 0.48 miles is in Mt. Desert. The equivalent of 0.40 miles in Bar Harbor and 0.24 miles in Mt. Desert is reported in 1935. Type of surface, bituminous macadam (emulsified asphalt penetration method). Width of surface, 20 feet. Shoulders, 3 feet. Contractor, Warren Brothers Roads Co. of Cambridge, Mass. Expenditures in 1935 amount to \$27,277.84.

### STATE HIGHWAY "N"

**Edmunds—Federal Aid Project No. 123-B.** This project begins 1.39 miles from the Whiting line and extends northerly over a new location. Length of project, 0.90 miles. The equivalent of 0.39 miles is reported in 1935. Type of surface, bituminous treated gravel. Width of surface, 20 feet. Shoulders, 3 feet. Contractor, Ralph Giovannucci of Pittsfield, Maine. Expenditures in 1935 amount to \$10,064.85.

**Whiting—Federal Aid Project No. 99-H.** This project begins at the end of U. S. P. W. Project No. N. R. H. 99-G (1935) and extends easterly. The work consists of the reconstruction of a gravel road constructed in 1914. Length of project, 2.20 miles. The equivalent of 1.87 miles is reported for 1935. Type of surface, bituminous treated gravel. Width of surface, 20 feet. Shoulders, 3 feet. Contractor, Lane Construction Corp. of Meriden, Conn. Expenditures in 1935 amount to \$61,526.00.

### STATE HIGHWAY "N-SPUR"

**Calais—State Project.** This project begins at Bridge Street and extends southerly to junction with Highway "N". The work consists of the reconstruction of a gravel road. Length of project, 0.17 miles. The construction started and completed in 1935 and mileage reported. Type of surface, bituminous macadam. Width of surface, 20 feet. Shoulders, 3 feet. The work was done by force account under the supervision of A. F. Rourke. Expenditures in 1935 amount to \$6,215.31.

### STATE HIGHWAY "O"

**Mexico—Federal Aid Project No. 148-E.** This project begins about 1.25 miles from the Peru line and extends easterly. The work consists of the reconstruction of a gravel road constructed in 1918. Length of project, 0.56 miles. The equivalent of 0.11 miles is reported for 1935. Type of surface, bituminous treated gravel. Width of surface, 20 feet. Shoulders, 3 feet. Contractor, Lane Construction Corp. of Meriden, Conn. Expenditures in 1935 amount to \$8,337.94.

## STATE HIGHWAY "P"

**Augusta—Federal Aid Project No. 296-A.** This project begins at the S. A. construction at the corner of Stone Street and Eastern Avenue and extends southeasterly. The work consists of the reconstruction of a State Aid gravel road. Length of project, 0.94 miles. The equivalent of 0.34 miles is reported for 1935. Type of surface, bituminous macadam (emulsified asphalt penetration method). Width of surface, 20 feet. Shoulders, 3 feet. Contractor, R. E. Bull of Fitchburg, Mass. Expenditures in 1935 amount to \$22,471.32.

## STATE HIGHWAY "S"

**Bethel—Federal Aid Project No. 93-D.** This project begins 512 feet from the Greenwood Line and extends northwesterly. The work consists of the reconstruction of a gravel road constructed in 1916. Length of project, 1.25 miles. The equivalent of 0.35 miles is reported for 1935. Type of surface, 3" bituminous macadam (emulsified asphalt penetration method) on a bituminous treated gravel base. Width of surface, 20 feet. Shoulders, 3 feet. Contractor, C. C. Smith Co., Inc. of Cambridge, Mass. Expenditures in 1935 amount to \$13,682.91.

## STATE HIGHWAY "T"

**Grafton—Federal Aid Project No. 258-B.** This project begins at the end of U. S. P. W. Project No. N. R. H. 258-A (1935) and extends southerly over new location. Length of project, 0.77 miles. The equivalent of 0.53 miles is reported in 1935. Type of surface, bituminous treated gravel. Width of surface, 20 feet. Shoulders, 3 feet. Contractor, W. H. Hinman, Inc. of No. Anson, Maine. Expenditures in 1935 amount to \$8,128.63.

## STATE HIGHWAY "X"

**Kenduskeag—Federal Aid Project No. 85-I.** This project begins at the Glenburn line, the end of Federal Aid Project 85-C. and extends northwesterly to Federal Aid Project 85-F. The work consists of the reconstruction of a gravel road. Length of project, 3.38 miles. The equivalent of 1.79 miles is reported for 1935. Type of surface, bituminous treated gravel. Width of surface, 20 feet. Shoulders, 3 feet. Contractor, C. E. Horne of Millbury, Mass. Expenditures in 1935 amount to \$34,627.70.

## STATE HIGHWAY "Y"

**Orrington—Federal Aid Project No. 91-J.** This project begins at the end of U. S. P. W. Project No. N. R. H. 91-H (1935) and extends southerly. The work consists of the re-



construction of a gravel road. Length of project, 1.10 miles. The equivalent of 0.41 miles is reported in 1935. Type of surface, bituminous macadam (emulsified asphalt penetration method). Width of surface, 20 feet. Shoulders, 3 feet. Contractor, W. H. Hinman, Inc. of No. Anson, Maine. Expenditures in 1935 amount to \$15,667.64.

#### STATE HIGHWAY "126"

**Jefferson—State Project.** This project begins at the end of N. R. S. Project (1934) and extends southerly. Total length of project, 0.22 miles. The work was started in 1934 and completed in 1935 and 0.22 miles reported for 1935. Type of surface, gravel. Width of surface, 18 feet with 3 foot shoulders. This work was done by force account under the supervision of B. D. Jewett. Expenditures in 1935 amount to \$1,859.17.

#### STATE HIGHWAY "OSS�PEE TRAIL"

**Gorham-Standish—Federal Aid Project 135-B.** This is a Roadside Improvement project. Grading of slopes and shoulders was done by force account under the supervision of Arthur F. Rourke. Furnishing and planting trees and shrubs was done under contract with George Aiken of Putney, Vermont. Expenditures in 1935 amount to \$2,519.75.

## STATE HIGHWAY SUMMARY

1914 to 1935—Inclusive

With Corrections Due to Reconstruction 1925 to 1935 Inclusive.

Type	Original Mileage	Reconstruction Mileage		Net Mileage
		Add	Deduct	
Gravel (1) (2) (6) .....	1,120.35	45.47	180.66	985.16
Macadam .....	2.10		2.10	
Sand Clay .....	6.75		6.75	
Gravel and Macadam .....	6.68		6.68	
Bituminous Macadam (3) .....	315.00	106.77	35.14	386.63
Bituminous Concrete .....	3.95	8.42		12.37
Concrete .....	131.99	(5)119.95	(4)18.61	233.33
	1,586.82	280.61	249.94	1,617.49

- (1) Includes 2.04 miles on K 3 & 1.20 miles on F 1 constructed before taken over on Highway System.  
(2) Included deduction of 0.38 miles in Newfield and 0.59 miles in Shapleigh (reported in error in 1934 report).  
(3) Includes deduction of 0.30 miles in Ellsworth reported in 1934 report (should have been reported as Bit. Conc. and addition is made to Bit. Conc. for 1935 report).  
(4) Includes deduction of 0.83 miles in Veazie (taken over by S. A.)  
(5) Includes addition of 0.04 miles constructed in 1934 but not included in 1934 report.  
(6) Includes 6.55 miles Gravel constructed on Route 117 which is on Fed. Aid System but not on S. H. System.

The above table includes N. R. A. and U. S. W. P. Projects as follows:

Type	Original Type	Reconstruction Mileage		Net Mileage
		Add	Deduct	
Gravel .....	(1)36.53	6.82	25.79	17.56
Bituminous Macadam .....	16.36	20.91	4.80	32.47
Bituminous Concrete .....	3.61	7.98		11.59
Concrete .....	6.54	2.02	8.81	-0.25
	63.04	37.73	39.40	61.37

- (1) Includes: 0.91 mile constructed on Route 117 which is on Fed. Aid System but not on S. H. System.

## STATE HIGHWAYS

MILEAGE BY COUNTIES—1914 TO 1935 INCLUSIVE

County	Original Mileage	Reconstruction Add	Mileage Deduct	Net Mileage
Androscoggin .....	85.33	19.35	19.51	85.17
Aroostook .....	180.35	21.80	23.15	179.00
Cumberland .....	138.92	35.90	37.91	136.91
Franklin .....	73.24	2.49	2.57	73.16
Hancock .....	88.16	27.54	25.18	90.52
Kennebec .....	127.95	27.19	26.35	128.79
Knox .....	39.17	18.44	10.06	47.55
Lincoln .....	66.38	19.16	19.12	66.42
Oxford .....	90.21	8.35	8.35	90.21
Penobscot .....	160.56	26.39	21.31	165.64
Piscataquis .....	68.99	4.12	4.14	68.98
Sagadahoc .....	44.51	6.34	6.59	44.26
Somerset .....	141.23	21.54	23.12	139.65
Waldo .....	74.12	8.85	9.13	73.84
Washington .....	104.12	4.05	4.28	103.89
York .....	103.58	29.10	9.18	123.50
	1,586.82	280.61	249.94	1,617.49

## STATE HIGHWAYS—1935

## Construction and Reconstruction

County	Highway	Town	Type of Construction		Length Miles
			Contract	Force Account	
Androscoggin	F	Turner	Bit. Mac.		0.17
Aroostook	K	New Limerick	Bit. Mac.		0.36
	K	T 1, R 4	Gravel		0.82
	K	Van Buren	Gravel		1.38
	K	Grand Isle	Gravel		0.29
Cumberland	B	Bridgton	Bit. Mac.		0.90
	C	Brunswick	Bit. Conc.		0.13
Franklin	F	Phillips	Gravel		1.29
Hancock	M	Bar Harbor and Mt. Desert	Bit. Mac.		0.64
Kennebec	E	Augusta	Conc.		0.20
	H	Waterville	Conc.		0.38
	P	Augusta	Bit. Mac.		0.34
Lincoln	126	Jefferson		Gravel	0.22
Oxford	B	Fryeburg	Bit. Mac.		0.56
	O	Mexico	Gravel		0.11
	S	Bethel	Bit. Mac.		0.35
	T	Grafton	Gravel		0.53
Penobscot	J-K	LaGrange		Gravel	0.21
	K	Milford	Concrete		0.97
	X	Kenduskeag	Gravel		1.79
	Y	Orrington	Bit. Mac.		0.41
Piscataquis	J	Dover-Foxcroft	Bit. Mac.		0.47
Somerset	H	Fairfield	Bit. Mac.		0.49
	H	Fairfield	Conc.		0.34
	H-I	Skowhegan	Gravel		0.03
Waldo	D	Northport	Gravel		1.01
Washington	N	Edmunds	Gravel		0.39
	N	Whiting	Gravel		1.87
	N-Spur	Calais		Bit. Mac.	0.17
York	A	Saco	Bit. Conc.		0.44
	A-Spur	Old Orchard Beach	Bit. Mac.		0.92
	A-Spur	Wells	Bit. Mac.		0.36
	A-2	Wells	Bit. Mac.		0.29

## SUMMARY OF FEDERAL AID PROJECTS

Gravel	9.94 Miles
Bit. Mac.	6.43 Miles
Bit. Conc.	0.57 Miles
Conc.	1.89 Miles

18.73 Miles

## FEDERAL AID PROJECTS CARRIED OVER TO 1936

County	Highway	Town	Type	Total Length	Length 1935	Carried Over
Androscoggin	F	Turner	Bit. Mac.	1.17	0.17	1.00
Aroostook	K	New Limerick	Bit. Mac.	1.00	0.36	0.64
	K	T 1, R 4	Gravel	2.78	0.82	1.96
	K	Van Buren	Gravel	2.26	1.38	1.88
	K	T 1, R 5	Gravel	0.62		0.62
Cumberland	B	Bridgton	Bit. Mac.	2.27	0.90	1.37
	B	Westbrook	Bit. Conc.	1.92		1.92
	C	Brunswick	Bit. Conc.	1.89	0.13	1.76
	E	Cumberland & Gray	Bit. Conc.	6.05		6.05
Franklin	F	Phillips	Gravel	2.59	1.29	1.30
Hancock	M	Bar Harbor	Bit. Mac.	0.94	0.40	0.54
		Mt. Desert	Bit. Mac.	.48	0.24	0.24
Kennebec	E	Augusta	Conc.	0.66	0.20	0.46
	P	Augusta	Bit. Mac.	0.94	0.34	0.60
Knox	D	Warren	Bit. Conc.	2.28		2.28
Lincoln	D	Waldoboro	Bit. Conc.	0.87		0.87
Oxford	B	Fryeburg	Bit. Mac.	1.91	0.56	1.35
	O	Mexico	Gravel	0.56	0.11	0.45
	S	Bethel	Bit. Mac.	1.25	0.35	0.90
	T	Grafton	Gravel	0.77	0.53	0.24
Penobscot	X	Kenduskeag	Gravel	3.38	1.79	1.59
	Y	Orrington	Bit. Mac.	1.10	0.41	0.69
Piscataquis	J	Dover-Foxcroft	Bit. Mac.	1.31	0.47	0.84
Somerset	H	Fairfield	Bit. Mac.	1.29	0.49	0.80
	H-I	Skowhegan	Gravel	0.43	0.03	0.40
Waldo	D	Northport	Gravel	1.48	1.01	0.47
Washington	N	Edmunds	Gravel	0.90	0.39	0.51
	N	Whiting	Gravel	2.20	1.87	0.33
York	A-Spur	Old Orchard Beach	Bit. Mac.	2.15	0.92	1.23
	A-Spur	Wells	Bit. Mac.	1.80	0.36	1.44
	A-2	Wells	Bit. Mac.	1.02	0.29	0.73

## SUMMARY OF F. A. PROJECTS CARRIED OVER TO 1936

Gravel	9.75
Bit. Mac.	12.37
Bit. Conc.	12.88
Concrete	0.46

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 35.22

## STATE HIGHWAY REPLACEMENT TABLES

Mileage previously reported, replaced by construction in 1935.

County	Highway	Town	Original Work		Replacement Type	Length Replaced Miles
			Type	Done		
Androscoggin	E	Green	Bit. Mac.	1925	Gravel	0.50
Aroostook	K	New Limerick	Gravel	1914-15	Bit. Mac.	1.06
	K	T 1, R 4	Gravel	1922-23	Gravel	0.82
	K	Van Buren	Gravel	1920	Gravel	1.38
Cumberland	A	So. Portland	Concrete	1915	Bit. Conc.	0.62
	*B	Westbrook	Bit. Mac.	1920-21	Concrete	0.04
Franklin	F	Phillips	Gravel	1923-26	Gravel	0.47
	F	Sandy River	Gravel	1915-16-17	Gravel	0.35
Hancock	****Y	Ellsworth	Bit. Mac.	1934	Bit. Conc.	0.30
Kennebec	E	Augusta	Bit. Mac.	1921	Concrete	0.81
	H	Waterville	Bit. Mac.	1922	Concrete	0.87
Knox	D	Camden	Gravel	1918	Bit. Mac.	0.64
Oxford	B	Fryeburg	Gravel	1914	Bit. Mac.	0.56
	S	Bethel	Gravel	1916	Bit. Mac.	0.79
Penobscot	K	Milford	Gravel	1922-23	Concrete	0.97
	**K	Veazie	Concrete	1922-23		0.83
Piscataquis	J	Dover-Foxcroft	Gravel	1914-15	Bit. Mac.	0.63
Somerset	H	Fairfield	Bit. Mac.	1923	Concrete	0.35
	H	Fairfield	Gravel	1922-23	Bit. Mac.	1.13
	H	Jackman	Gravel	1923-26	Gravel	0.32
Waldo	D	Northport	Gravel	1914	Gravel	1.41
Washington	N	Edmunds	Gravel	1915	Gravel	0.62
	N	Whiting	Gravel	1914	Gravel	2.32
York	A	Saco	Bit. Mac.	1932	Bit. Conc.	1.96
	***203	Newfield	Gravel			0.38
	***203	Shapleigh	Gravel			0.59

\*0.04 miles concrete constructed in 1934 but not reported for that year.

\*\*0.83 miles concrete transferred from S. H. System to S. A. System 1935.

\*\*\*0.38 miles gravel in Newfield and 0.59 miles gravel in Shapleigh reported in 1934 in error and deducted in 1935 report.

\*\*\*\*0.30 miles Bit. Mac. in Ellsworth reported in 1934 should have been Bit. Conc. Correction is made in 1935.

## SUMMARY

Gravel	14.44
Bit. Mac.	4.83
Concrete	1.45

20.72 Miles

## STATE AID REPLACEMENT TABLES

Mileage previously reported, replaced by State Highway  
Construction

County	Highway	Town	Original Type	Replacement Type	Length Replaced Miles
Aroostook	F	Turner	Gravel	Bit. Mac.	0.42
	121	Auburn	Bit. Mac.	Concrete	0.59
	K	Grand Isle	Gravel	Gravel	0.29
	N	Houlton	Gravel	Bit. Mac.	0.25
Cumberland	B	Bridgton	Gravel	Bit. Mac.	0.90
	C	Brunswick	Gravel	Bit. Conc.	0.13
Franklin	F	Phillips	Gravel	Gravel	0.82
	F-1	Dallas	Gravel	Gravel	0.18
Hancock	Y	Bucksport	Gravel	Bit. Mac.	0.06
Kennebec	P	Augusta	Gravel	Bit. Mac.	0.34
Oxford	O	Mexico	Gravel	Gravel	0.11
	T	Grafton	Gravel	Gravel	0.12
Penobscot	J-K	Howland	Gravel	Gravel	0.23
	X	Kenduskeag	Gravel	Gravel	1.81
	Y	Brewer	Bit. Mac.	Concrete	0.22
	Y	Orrington	Gravel	Bit. Mac.	0.73
Piscataquis	J	Guilford	Gravel	Gravel	0.09
Sagadahoc	Q-1	Bowdoin	Gravel	Gravel	0.32
Somerset	H-I	Skowhegan	Gravel	Gravel	0.31
	150	Cornville	Gravel	Gravel	0.15
Washington	N-Spur	Calais	Bit. Mac.	Bit. Mac.	0.17
York	A-Spur	Old Orchard Beach	Gravel	Bit. Mac.	0.30
	A-Spur	Wells	Gravel	Bit. Mac.	0.36
	A-2	Wells	Gravel	Bit. Mac.	0.29

## SUMMARY

Gravel	8.21
Bit. Mac.	.98
	9.19 Miles

## STATE HIGHWAY COMMISSION

## SPECIAL RESOLVE REPLACEMENT TABLES

Mileage previously reported, replaced by  
State Highway Construction in 1935

County	Highway	Town	Original Type	Replacement Type	Length Replaced Miles
Hancock .....	Y	Bucksport .....	Gravel	Bit. Mac.	0.12
Lincoln .....	126	Jefferson .....	Gravel	Gravel	0.22

## SUMMARY

Gravel ..... 0.34 Miles .

## 3rd Class Replacement Tables

Mileage previously reported, replaced  
by State Highway Construction in 1935

County	Highway	Town	Original Type	Replacement Type	Length Replaced Miles
Hancock .....	Y	Bucksport .....	Gravel	Bit. Mac.	0.17
Oxford .....	*	Norway .....	Gravel	Gravel	0.46
Sagadahoc .....	Q-1	Bowdoin .....	Gravel	Gravel	1.88

\*On Federal System but not on State Highway System.

## SUMMARY

Gravel ..... 2.51 Miles



**IMPROVEMENTS**  
**STATE HIGHWAY SYSTEM**  
**December 31, 1935**

	Gravel Miles	Bituminous Macadam Miles	Concrete Miles	Wood and Granite Block Miles	Bituminous Concrete Miles	Total Miles
State Highway Construction .....	936.17	349.36	224.77		.78	
(Route 117) .....	5.64*					1,516.72
S. P. W. and U. S. W. P. Construction .....	42.44	37.27	8.56		11.59	
(Route 117) .....	.91*					100.77
State Aid Construction .....	652.49	31.91	16.50	2.51		703.41
County Construction .....	25.66	11.58	5.69	4.37	1.52	48.82
Third Class Construction .....	16.18					16.18
Special Resolve Construction .....	37.08					37.08
State Funds Construction .....	1.52		1.33			2.85
<b>Total Mileage Improvement .....</b>	<b>1,718.09</b>	<b>430.12</b>	<b>256.85</b>	<b>6.88</b>	<b>13.89</b>	<b>2,425.83</b>
Bridges and approaches .....						9.91
Unimproved Mileage .....						81.71
						2,517.45
*Mileage reported F. A. System but not on S. H. System .....						6.55
Net mileage on State Highway System .....						2,510.90

F.A.P. No.	Highway	Town	ENGINEERING AND INSPECTION					Total	Grading	Base
			Surveys	Plans and Computations	Engineering and Inspection	Advertising	General Expense Right of Way			
118H	A	Biddeford		548.15	47.85		3.00	599.00		
	A	Kittery	32.00	225.59	74.47	6.97	4.70	343.73	14.49	
	A	Saco			655.40		14.16	669.56	144.85	559.71
	A	Saco	11.61	999.83	375.53	55.84	641.78	2,084.59	64.57	201.94
	A	Scarboro	279.92	173.84			12.00	465.76		
87A	A	So. Portland	42.90	190.33	75.25	15.17		323.65	16.40	
	A	York					701.06	701.06		
87D	A	York-Wells					.80	.80		
	A	Wells		3.00	1.10			4.10		
295A	A	York	162.95	19.34			24.60	206.89		
	A-Spur	Old Orchard Beach		27.50	1,373.58	93.75	31.82	1,526.65	8,487.45	5,855.94
293A	A-Spur	Old Orchard Beach	583.39	1,261.33	156.60		75.60	2,089.29		
	A-Spur	Wells	15.00	6.00	682.97	24.25	2,150.00	2,858.22	3,970.76	2,940.00
204A	A-Spur	Wells	208.93	214.26	291.10	4.21	25.24	743.74		
	A-Spur	York	41.20	19.33				60.53		
130C	A2	Sanford			557.79	24.25	12.00	2,610.04	6,152.47	2,450.00
	A2	Wells	808.65	726.83	7.90	4.23	111.20	1,658.81		
	A3	Kittery	207.15	16.66				223.81		
	A3	York	217.81	20.00	1,653.08	104.16	28.29	1,810.83	20,230.36	6,125.00
26	B	Bridgton-Fryeburg	350.53	679.12		12.36	1,045.51	2,087.52		
	B	Bridgton					.78	.78		
	B	Casco	352.11	676.16	5.58		156.50	1,190.35	119.74	
	B	Fryeburg			12.00	70.87		82.87		
	B	Westbrook	341.38	1,436.99	219.83	3.71	1,009.34	3,011.25		
116E	B	Westbrook		20.00				20.00		
	B-S	Windham					30.00	30.00		
	B-S	Casco	529.44	356.98		2.08	3.00	891.50		
	C	Poland	1,433.33	1,415.33			.75	2,849.41		
	C	Bath			521.15	20.61		541.76	1,582.65	
104H	C	Brunswick	466.22	1,797.59		40.13	10.50	2,314.44	36.80	
	C	Brunswick					14,905.64	14,905.64		
	C	Fryeburg		31.50				31.50		
	D	Belfast								122.32
	D	Brooks	6.30	73.75	112.64		911.39	1,104.08	124.26	
104C	D	Camden					300.00	300.00		
	D	Damc'tta-Nobleboro					3.00	3.00		
104H	D	Damariscotta	76.03		6.75		17.00	99.78		
	D	Edgcomb					330.69	330.69		
104H	D	Lincolnville					149.09	149.09		
	D	Newcastle	5.20	75.26	28.13		3.00	111.59		
117H	D	Northport	1,192.43	1,285.49	1,716.60	66.68	651.00	2,434.28	21,627.25	9,418.94
	D	Northport			381.20	16.33	2,867.88	5,743.33	4,592.90	
117G	D	Rockland	444.50	86.67				531.17		
	D	Rockland		91.00	36.43	5.09		132.52	9.75	
117G	D	Thomaston		5.30	85.32			90.62	1,326.60	
	D	Waldoboro R'ds de Imp	194.52	510.49	98.18	.81	44.50	848.50	70.16	
117G	D	Waldoboro		49.75	134.58		12.54	196.87	3,362.69	
	D	Waldoboro R'ds de Imp					11.71	11.71	2.05	
10	D	Warren	230.43	355.00		2.70	3.00	591.13		
	D	Warren	105.93	53.34	6.79		100.00	266.06	160.28	
257D	D	Wisasset	67.61	166.35		41.44	23.47	298.87	8,421.65	973.71
	D-Spur	Woolwich	9.00				14.67	23.67		
11	D-Spur	Edgcomb					742.94	742.94		
	D-Spur	Lincolnville			8.31			8.31		
10	E	Waldoboro		356.60	40.00		34.50	431.10		
	E	Auburn			551.61	5.60	45.00	602.21	5,541.61	4,550.00
11	E	Augusta	4.00	789.83	40.00	35.01	645.75	1,514.59	480.89	
	E	Cumberland			122.50	12.70		135.20	77.00	135.62
11	E	Cumberland		261.34	45.47	22.84		329.65		
	E	Falmouth		496.61			84.78	581.39		
11	E	Gray			627.77	23.87		651.64	365.31	643.12
	E	Gray	666.09	1,197.99	87.90	.82	3.00	1,955.80		
11	E	Greene	16.47		203.84	18.20	414.00	652.51	20.50	

STATE HIGHWAY COMMISSION

LOAN FUND

CONSTRUCTION OF STATE HIGHWAYS

December 31, 1935

LABOR AND MATERIALS						Grand Total	Federal Aid Credits	Miscellaneous Credits
Culverts	Bridges	Surfacing	Guard Rail	Detours	Total			
					14.49	599.00		
1,188.27		12,237.15	30.87		14,160.85	358.22		
154.70		5,011.80	37.76		5,470.77	14,830.41		
		306.15			322.55	7,555.36		
						465.76		
						646.20		
						701.06		
						.80		
						4.10		
5,779.11			696.06		20,818.56	206.89		
1,876.50					8,787.26	22,345.21	11,181.92	
						2,089.29		
						11,645.48		
						743.74		
						60.53		
1,427.13					10,029.60	12,639.64	2,516.00	
						1,658.81		
						223.81		
8,716.59					35,071.95	237.81		
						36,882.78	12,062.50	
						2,087.52		
					119.74	.78		
						1,310.09		
						82.87		
						3,011.25		
						20.00		
						30.00		
6.70					6.70	891.50		
2,033.32		293.35			3,615.97	2,856.11		
					330.15	4,157.73		
						2,644.59		
						14,905.64		
		74.80			197.12	31.50		
56.60			173.25		354.11	197.12		
						1,458.15		
						300.00		
						3.00		
						99.78		
135.59					135.59	330.69		
						284.68		
5,712.87			1,160.25		37,919.31	111.59		
126.41					4,719.31	40,353.89	14,243.75	
3.60					3.60	10,462.64		
						3.60		
						531.17		
						142.27		
25.52					1,326.60	1,417.22		
					95.68	844.18		
					3,362.69	3,559.56		
					2.05	13.76		
2.40					2.40	593.53		
					166.28	426.34		
2,082.93		6.74	204.37		11,689.40	11,988.27		
		150.00			150.00	173.67		
						742.94		
						8.31		
3,589.08					13,680.69	14,282.90	5,071.75	
		800.00			1,280.89	2,795.48		
39.87					252.49	387.69		
						329.65		
						581.39		
590.46					1,598.89	2,250.33		
						1,955.80		
					20.50	673.01		

HIGHWAY  
CONSTRUCTION AND RECON  
January 1, 1935 to

F.A.P. No.	Highway	Town	ENGINEERING AND INSPECTION					Total	Grading	Base
			Surveys	Plans and Computations	Engineering and Inspection	Advertising	General Expense Right of Way			
97D	E	Manchester	36.92	770.17				807.09		
	E	Portland	9.41	165.67	223.44	37.52		436.04	439.70	
	E	Winthrop	92.45	633.55				726.00		
	F	Farmington					300.00	300.00		
	F	Farmington		283.32				283.32		
119D	F	Letter E Twp.					6.00	6.00		
	F	Madrid	132.00	125.00			81.75	338.75		
	F	Phillips	5.00		1,950.87	124.00	152.25	2,232.12	16,724.80	9,110.94
	F	Phillips	79.25	1,232.85	370.00	12.43	921.25	2,615.78	3.00	12.00
	F	Sandy River Pkt.	266.82	316.54	206.56	39.69	66.40	896.01	7,933.15	
95C	F	Turner			562.81	91.20	2,200.60	2,864.61	6,460.79	
	F	Turner	271.49	433.50	333.70	11.56	350.09	1,400.34		
	F-02	Byron					113.70	113.70		
	F-02	Letter D					18.00	18.00		
	F-02	Letter E Twp.					9.00	9.00		
150E	F-02	Rangeley					104.19	104.19		
	F-02	Rangeley Pkt.					68.57	68.57		
	F1	Dallas					15.00	15.00		
	G	Oakland			36.23			36.23		
	G	Waterville	25.58	8.42	28.33			62.33		
	H	Bingham			4.00			4.00		
	H	Fairfield		30.00	595.67		24.70	650.37	9,123.02	5,328.75
	H	Fairfield	393.47	1,311.67	106.24	6.20	1,208.85	3,026.43	16.40	
	H	Jackman	1.15		11.00		12.00	24.15		
	H	Madison	553.06	127.93	206.16	40.36		927.51		
105F	H	Norridgewock	11.05	245.00	310.05		6.00	572.10		
	H	Skowhegan	19.16			1.62	225.00	245.78		
	H	Solon			40.00		400.50	480.50		
	H	The Forks		40.00				40.00		
	H	Waterville-Fairfield		47.00	1,191.10			1,238.10	5,704.70	3,828.13
150F	H	Waterville	1.65	147.24	7.80	52.78		209.47		9.50
	H-I	Skowhegan		7.50	358.67	5.10		371.27	2,082.50	1,181.25
	H-I	Skowhegan	370.98	313.16	56.72		9.40	750.26	36.90	
120F	H-I	Skowhegan								
	H-I	Skowhegan								
	H-I	Skowhegan								
140C	H-Spur	Winslow			33.00		3.00	36.00		
	I	Benton					97.35	97.35		
	I	Burnham-Pittsfield					5.00	5.00		
110G	I	Burnham					6.06	6.06		
	I	Carmel-Hermon	4.00				221.70	225.70		
140A	I	Carmel					3.00	3.00		
	I	Clinton					.50	.50		
110H	I	Newport-Plymouth					270.00	270.00		
	I	Etna					67.63	67.63		
134C	I	Pittsfield			471.90		471.90	5,529.45	7,767.33	
	I	Dover-Foxcroft	25.00	895.00	388.20	12.37	11.60	1,332.17	4.10	
	I	Dover-Foxcroft	12.95	18.07	8.00			39.02	144.95	
	J	Guilford			37.50			37.50	36.29	184.00
	J	Monson								
	J	Shirley		20.00	336.65			356.65		
	J-K	Howland			44.60		11.50	56.10	1,345.35	1,163.98
	J-K	LaGrange	3.00					3.00		
	K	Bangor	9.05	346.34	6.20			361.59	556.40	
	K	Caribou					.50	.50		
48	K	Cyr Pkt.			18.00			466.14		
	K	Frenchville	448.14					20.50		
	K	Grand Isle		20.50				17.70		
	K	Houlton		60.00	19.34			97.04		
	K	Littleton	258.86	257.25	100.15		36.16	652.42		
	K	Mars Hill					.50	.50		
	K	Millford			1,189.33	55.00		1,244.33	6,100.96	7,996.41
	K	Millford	488.12	515.26		12.41	11.00	1,026.79		
	K	Monticello	253.27	311.83	85.65		20.82	671.57		
	145D	K	New Limerick	15.50		631.58			650.08	7,809.13
K		New Limerick	291.56	550.33	36.70	9.09	101.50	989.18	8.20	
K		Old Town			157.00			157.00		
K		Van Buren-Grand Isle			1,046.36	77.55		1,123.91	13,677.55	10,781.45
108J	K	Van Buren	278.49	931.26	263.23	12.36	146.58	1,631.92		
	K	Veazie	339.30		8.00		1,687.26	2,084.56		
	K	Westfield					69.42	69.42		

## LOAN FUND

## CONSTRUCTION OF STATE HIGHWAYS—Continued

December 31, 1935

LABOR AND MATERIALS						Grand Total	Federal Aid Credits	Miscellaneous Credits
Culverts	Bridges	Surfacing	Guard Rail	Detours	Total			
		54.95			494.65	807.09		
						930.69		
						726.00		
						300.00		
						283.32		
						6.00		
4,692.62					30,528.36	338.75	10,025.75	
					15.60	32,760.48		
989.80			30.80		7,963.95	2,631.38		
					7,450.59	8,859.96		
						10,305.20		
						1,400.34		
						113.70		
						18.00		
						9.00		
						104.19		
						68.57		
						15.00		
						36.23		Grading 32.80
						62.33		
5,612.46			13.80		20,064.23	4.00	5,602.12	
					30.20	20,714.60		
						3,056.63		
						24.15		
19.40					19.40	927.51		
						572.10		
2,829.89		24,439.25	117.25		36,919.22	245.78		
					9.50	19.40		
199.50			8.00		3,463.25	480.50		Council Appor. 1,500.00
					44.90	38,157.32	18,661.62	
					3.50	218.97		
						3,834.52		
						795.16		
						3.50		
						36.00		
						208.13		
						5.00		
119.53					119.53	6.06		
65.54					65.54	345.23		
91.15					91.15	65.54		
						94.15		
						.50		
						270.00		
3,545.04					16,841.82	67.63	9,619.21	
					22.55	17,313.72		
464.02		32.56	18.45		144.95	1,354.72		
					716.87	183.97		
						754.37		
						356.65		Council Appor. 1,000.00
280.52		770.06	96.68		3,656.59	3,712.69		Council Appor. 5,000.00
					556.40	3.00		
						917.99		
						.50		
						466.14		
						20.50		
						97.04		
						652.42		
2,252.87		32,729.98	1,212.00		50,292.22	.50		
						51,536.55		
						1,026.79		Culverts 36.16
806.04			38.30		12,152.36	671.57	1,875.00	
					46.50	12,802.44		
4,996.77					29,455.77	1,035.68		
					47.60	157.00		
		47.60			47.60	30,579.68	7,970.30	
						1,679.52		
						2,034.56		
						69.42		

HIGHWAY  
CONSTRUCTION AND RECON  
January 1, 1935 to

F.A.P. No.	Highway	Town	ENGINEERING AND ADVERTISING					Total	Grading	Base
			Surveys	Plans and Computations	Engineering and Inspection	Advertising	General Expense Right of Way			
297A	K	T1-R4 & T1-R5			1,174.98	40.50	128.25	1,343.73	13,126.04	1,578.50
	K	T1 R4	303.19	810.83	306.90	12.36	58.50	1,491.78		
	K	T1 R5	3.96	91.00	35.00		12.00	141.96		5.05
	L	Belfast	5.55	137.00				142.55		
	L	Prospect	430.76	176.33			1,507.23	2,114.32		
113D	L-Spur	Prospect	5.60	20.00				25.60		
	L-Y	Bucksport	5.25					5.25		
	L-Y	Prospect		149.66				149.66		
	M	Stockton Springs	64.49	232.00	10.52		6.00	313.01	18.85	
	M	Bar Harbor-Mt. Desert			1,559.19		6.00	1,666.87	11,766.55	7,036.40
103H	M	Bar Harbor	143.04	115.91	173.08	12.38	6.00	450.41		4.80
	M	Brewer					44.22	44.22		
103G	M	Brewer	13.00				13.67	26.67		
	M	Dedham-Ellsworth					45.44	45.44		
103E	M	Dedham	80.44	530.60		13.43	3.00	3.00		
	M	Ellsworth					11.78	636.25	24.72	50.56
	M	Holden-Dedham					78			
132B	M	Holden					3.00	3.00		
	M	Mt. Desert	155.53	315.25	55.00		3.00	528.78		
	M-Spur	Bar Harbor	55.33	252.50				307.83		
	N	Bail v le-Baring-Calais								235.82
	N	Baileyville					233.50	233.50		
123B	N	Calais	98.86	485.11	45.55		117.06	746.58	1,579.85	84.60
	N	Cherryfield	18.18	56.83				75.01		
	N	Columbia Falls			6.21		300.00	306.21		
	N	Danforth				2.88		2.88		
	N	Dennysville	262.63					262.63		
	N	East Machias	34.67					34.67		
	N	Edmunds			905.71		350.00	1,255.71	5,012.38	490.00
	N	Edmunds	312.55	679.50	6.23		774.53	1,772.81		
	N	Harrington	7.77	5.83				13.60		
	N	Houlton	179.91	555.61	48.83	26.78		811.13		
98G	N	Indian Township			51.16			51.16	8.00	
	N	Machias	422.08	520.13	22.50	8.78	120.21	1,093.70	11.20	
	N	Milbridge					.75	.75		
	N	Pembroke	5.84					5.84		
	N	Perry	222.62	101.89				324.51		
99H	N	Sullivan	71.50	230.00	36.27	6.97	12.00	356.74	91.17	
	N	Whiting	9.20					9.20	88.00	
	N	Whiting	649.04	430.18	1,277.33	27.00	75.00	1,379.33	50,036.05	6,938.75
	N-Spur	Eastport	386.51	28.34	40.00	12.36	174.03	1,935.14	108.20	100.00
	N-Spur	Lamoine	.88					.88	25.96	
148E	O	Bethel	263.68					263.68		
	O	Gilead	54.33	266.34	32.95		6.00	359.62	62.65	
	O	Hanover	113.01	154.68	6.80	3.82		278.11	377.08	
	O	Mexico			343.80	87.09		430.89	7,673.08	
	O	Rumford	358.45	482.67	63.63	1.62	301.00	1,207.37		
296A	O-Spur	Rumford	231.49	332.30			6.50	570.29	7.00	
	P	Augusta		55.00	1,057.40		19.37	41.17		
	P	Augusta	108.71	559.33	113.64	8.27		1,121.65	10,730.25	7,306.69
	P	Hope					33.99	33.99	100.00	
	P	Washington					1.53	1.53		
	O	Bowdoin		147.32				147.32		
	O	Bowdoinham	13.32		4.00		3.00	20.32		
	O	Brunswick		44.00				44.00		
	O	Hallowell	91.25	168.55	31.95	16.72	31,026.61	31,335.08	3.18	
	O	Richmond	33.00				3.00	36.00		
128B	O	Topsham					27.60	27.60		
	O	Topsham		24.34			9.00	33.34		
	Q1	Bowdoin	34.23	48.33	120.08		7,162.69	7,365.33		
	Q1	Bowdoinham	3.00	6.00			9.00	18.00		
	Q1	Richmond					36.00	36.00		
	R	Augusta	15.00					15.00		
R	China					20.75	20.75			

LOAN FUND

CONSTRUCTION OF STATE HIGHWAYS—Continued

December 31, 1935

LABOR AND MATERIALS						Grand Total	Federal Aid Credits	Miscellaneous Credits
Culverts	Bridges	Surfacing	Guard Rail	Detours	Total			
2,370.15					17,074.69	18,418.42	5,019.95	
					5.05	1491.78		
						147.01		
						142.55		
						2,114.32		
						25.60		
						5.25		
						149.66		
					18.85	331.86		
6,808.02					25,610.97	27,277.84	9,504.60	
					4.80	455.21		
						44.22		
69.35					69.35	96.02		
						45.44		
						3.00		
					75.28	711.53		
						.78		
						3.00		
						528.78		
						307.83		
					248.32	248.32		
						233.50		
1,024.35		2,771.50	8.43		5,468.73	6,215.31		Council Appor. . . . . 5,697.04
						75.01		
						306.21		
						2.88		
						262.63		
						34.67		
3,306.76					8,809.14	10,064.85		
						1,772.81		
						13.60		
						811.13		
		160.00			168.00	219.16		
67.42					78.62	1,172.32		
						75		
						5.84		
						324.51		
						447.91		
			60.00		148.00	157.20		
3,171.87					60,146.67	61,526.00	19,540.00	
80.00			56.36		344.56	2,279.70		
						628.88		
					25.96	26.84		
						263.65		
					62.65	422.27		
					377.08	655.19		
233.97					7,907.05	8,337.94		
						1,207.37		
25.02					32.02	602.31		
						41.17		
2,870.42	442.31				21,349.67	22,471.32		
						789.95		
4.40					104.40	138.39		
						1.53		
						147.32		
						20.32		
						44.00		
					3.18	31,338.26		
						36.00		
						27.60		
						33.34		
						7,365.33		
						18.00		
						36.00		
						15.00		
						20.75		
								Right of Way . . . . . 37.50

HIGHWAY  
CONSTRUCTION AND RECON

January 1, 1935 to

F.A.P. No.	High-way	Town	ENGINEERING AND ADVERTISING					Total	Grading	Base
			Surveys	Plans and Computations	Engineering and Inspection	Advertising	General Expense Right of Way			
93D	R	Liberty	8.00				1.00	9.00		
	S	Bethel	21.00		942.02	27.91	10.75	1,001.68	10,083.00	
	S	Bethel	425.70	545.26	220.84	6.22	1,272.44	2,470.46	8.20	
	S	Greenwood	158.46	138.66				297.12		
	S	Norway			20.50		1.75	22.25	45.10	
80E	S	Oxford	389.12	405.66			1,065.50	1,860.28		
	S	Poland					1.00	1.00		
	S	Poland	36.52				.75	37.27		
258B	S	Woodstock	484.24	266.69	82.33	63.21	11.25	907.72		
	T	Grafton			708.32	27.65		735.97	4,199.14	2,345.86
85I	U	Grafton	147.85	233.81		6.20	19.05	406.91	22.50	
	U	Lebanon					6.00	6.00		
	V	Sanford					3.00	3.00		
	V	New Sharon					3.00	3.00		
	V	Norridgewock				2.08		2.08		
	X	Kenduskeag			1,090.67	55.00	153.00	1,298.67	8,544.30	20,034.00
	X	Kenduskeag	413.80	826.12	252.95	12.36	1,089.48	2,594.71		
	Y	Brewer	10.00	40.00	158.42	18.20	523.25	749.87	624.60	9.25
	Y	Bucksport	1,631.04	2,303.10	164.68	51.41	39.19	4,189.42	708.42	
	Y	Ellsworth	556.95	55.00				611.95		
91J	Y	Orrington		13.33	659.39			672.72	5,427.45	4,410.00
	Y	Orrington	1,161.12	1,511.40	169.00	9.46	297.65	3,148.63	24.60	
135B	Y	Orland					3.00	3.00		
	Z	Lewiston	13.34					13.34		
	Z	Topsham	706.03	1,170.03			9.00	1,885.06		
	Oss. Tr.	Cornish		180.00				180.00		
	Oss. Tr.	G'ham-St' dsh (R'd side)	6.00		80.42			86.42	2,433.33	
	Oss. Tr.	Gorham	36.73	177.66	47.03		1.50	262.92	29.70	
	Oss. Tr.	Limington	47.62	427.33			202.44	677.39	13.62	
	Oss. Tr.	Parsonsfield		13.00				13.00		
	Oss. Tr.	Porter					3.00	3.00		
	Oss. Tr.	Standish		69.67				69.67		
	Peq. Tr.	Baldwin	49.49				18.00	67.49		
	Peq. Tr.	Brownfield					30.78	30.78	117.06	
	Peq. Tr.	Hiram	31.00					31.00		
	Peq. Tr.	Standish					3.00	3.00		
	Sok. Tr.	Dayton					31.00	31.00		
Sok. Tr.	Hollis					6.99	6.99			
Sok. Tr.	Lyman					7.63	7.63			
Sok. Tr.	Saco					1.50	1.50			
121		Auburn		240.16	9.03	35.84	3.04	288.07	32.80	
121		Minot		14.58	20.83		200.00	235.41		
121		Oxford					.50	.50		
121		Poland	46.51	55.00				101.51		
126		Jefferson					118.59	118.59	426.10	245.53
126		Wales					1.50	1.50		
126		West Gardiner					3.00	3.00		
127		Dresden					15.00	15.00		
132		Jefferson							357.56	58.96
132		Waldoboro	21.50	4.00				25.50		
134		Mt. Vernon							6.25	
134		Vienna							1.60	
134		Winthrop	40.49	92.17				132.66		
150		Athens	5.85				54.65	60.50	234.57	
150		Cornville					11.25	11.25		
150		Guilford		20.00				20.00		
150		Skowhegan	25.16					25.16		
203		Newfield	4.00				14.34	18.34	1.00	
203		Parsonsfield		100.00				100.00		
203		Shapleigh							265.68	
		Auburn				2.88		2.88		
		Lewiston	25.60			2.08		27.68		
		Rockland	10.00					10.00		
		Norway			15.75		68.95	84.70		
E		Leeds					1,301.75	1,301.75		
		Grand Total	25,584.88	44,026.08	34,732.33	2,002.82	89,668.49	196,014.10	305,213.57	135,812.60



LOAN FUND

CONSTRUCTION OF STATE HIGHWAYS—Concluded

December 31, 1935

LABOR AND MATERIALS						Grand Total	Federal Aid Credits	Miscellaneous Credits
Culverts	Bridges	Surfacing	Guard Rail	Detours	Total			
2,598.23	4.00		63.02		12,681.23	13,682.91	6,360.70	
					75.22	2,545.08		
					45.10	297.12		
						67.35		
						1,860.28		
						1.00		
						37.27		
386.97		460.69	5.60		7,392.66	907.72	2,064.87	
					28.10	8,128.63		
						435.01		
						6.00		
						3.00		
						3.00		
4,750.73					33,329.03	34,627.70	13,641.70	
						2.98		
						611.95		
		1,000.00	20.00		1,633.85	2,594.71		
		120.00			848.42	2,383.72		
						5,037.84		
5,157.47			17.88		14,994.92	15,667.94	3,152.87	
					42.48	3,191.11		
						3.00		
						13.34		
						1,885.06		
						180.00		
					2,433.33	2,519.75		
					29.70	292.62		
12.60			22.40		48.62	726.01		
						13.00		
						3.00		
						69.67		
						67.49		
					117.06	147.84		
						31.00		
						3.00		
						31.00		
						6.99		
						7.63		
						1.50		
					32.80	320.87		
						235.41		
						.50		
863.54		173.21	32.20		1,740.58	1,859.17		Council Appor. 1,350.00
						1.50		
						3.00		
161.41					161.41	176.41		
89.39		144.82	23.87		674.60	674.60		
						25.50		
					6.25	6.25		Council Appor. 4,000.00
					1.60	1.60		
						132.66		
306.41		79.45	4.80		625.23	685.73		
						11.25		
						20.00		
						25.16		
					1.00	19.34		Council Appor. 3,500.00
						100.00		
					265.68	265.68		
						2.88		
						27.68		
						10.00		
						84.70		
						1,301.75		
94,871.28	446.31	81,864.06	4,263.18		622,471.00	818,485.10	158,114.61	22,153.50

## FEDERAL GRANTS

Work was continued during 1935 with Federal grants made to the state under the National Industrial Recovery Act of 1933, and under the Hayden-Cartwright Act of 1934.

The setup of funds apportioned under the National Industrial Recovery Act was revised in 1935, with the following provisions:

1. For work on the Federal-aid highway system outside corporate limits of municipalities, N.R.H. projects .....	\$1,567,012	46.5%
2. For projects on extensions of the Federal aid highway system into and through municipalities, N.R.M. projects .....	960,426	28.5%
3. For projects on secondary or feeder roads, N.R.S. projects .....	842,479	25 %
	\$3,369,917	

The setup of funds apportioned under the Hayden-Cartwright act of 1934 was also revised in 1935, with the following provisions:

1. For projects on the Federal-aid highway system outside of corporate limits of municipalities, N.R.H.-1935 projects....	\$782,195	45.7%
2. For projects on extensions of the Federal-aid highway system into and through municipalities, N.R.M.-1935 projects....	484,379	28.3%
3. For projects on secondary or feeder roads, N.R.S.-1935 projects .....	445,012	26 %
Total .....	\$1,711,586	

The letters N. R. H., N. R. M. and N. R. S. with project numbers refer to projects undertaken with funds apportioned to the state under the act of June 16, 1933.

The letters N. R. H.-1935, N. R. M.-1935 and N. R. S.-1935 with project numbers refer to projects undertaken with funds apportioned under the act of June 18, 1934.

Under the Emergency Relief Appropriation Act of 1935, there was apportioned to the state for highways the sum of \$1,676,799 and for the elimination of hazards to life at railroad grade crossings the sum of \$1,426,861.

Projects undertaken with the highway fund are designated "U. S. Works Program Highway Projects" and railroad grade crossing projects are designated "U. S. Works Program Grade Crossing Projects."

Highway projects under this act were classified as follows:

- U. S. Works Program Highway Project No. W.P.H.—.
  - Projects located on the Federal-aid highway system outside of municipalities and metropolitan areas.
- U. S. Works Program Highway Project No. W.P.S.S.—.
  - Projects located on the state highway system outside of municipalities and metropolitan areas but not included in the Federal-aid highway system.
- U. S. Works Program Highway Project No. W.P.S.O.—.
  - Projects located on secondary or feeder roads outside of municipalities and metropolitan areas and not included in the Federal-aid highway system or the state highway system.
- U. S. Works Program Highway Project No. W.P.M.H.—.
  - Projects located on the Federal-aid highway system or extensions thereof within municipalities or metropolitan areas.
- U. S. Works Program Highway Project No. W.P.M.S.—.
  - Projects located in municipalities and metropolitan areas but not included in the Federal-aid highway system.

Projects W. P. S. O., W. P. S. S. and W. P. M. S., under the rules and regulations, were classified as secondary or feeder road projects, and it was required that at least twenty-five per cent of the total fund be apportioned to projects of the W. P. S. O. classification and not less than twenty-five per cent to projects of the W. P. M. H. or W. P. M. S. classifications.

In the following tables, projects are identified by the letters W. P. M. H., W. P. S. S., W. P. S. O., etc., with project numbers.

Railroad grade crossing projects were classified as follows:

- U. S. Works Program Grade Crossing Project No. W.P.G.H.—.
  - Projects located on the Federal-aid highway system outside of municipalities.
- U. S. Works Program Grade Crossing Project No. W.P.G.M.—.
  - Projects within municipalities, whether or not located on extensions of the Federal-aid highway system into and through municipalities.
- U. S. Works Program Grade Crossing Project No. W.P.G.S.—.
  - Projects located on secondary or feeder roads outside of municipalities.

The rules and regulations for grade crossing projects define "secondary or feeder" roads as roads outside of municipalities and streets within municipalities which are not included in the Federal-aid highway system or extensions thereof into and through municipalities.

In tables and descriptions, grade crossing projects are identified by the letters W. P. G. H., W. P. G. M. and W. P. G. S., with project numbers.

1935

**UNITED STATES PUBLIC WORKS PROJECTS**  
**Federal Grants under the National Industrial Recovery**  
**Act of 1933 and under the Hayden-Cartwright Act of**  
**1934**

N. R. H. PROJECTS

**STATE HIGHWAY "A"**

**Kittery—U. S. P. W. Project No. N. R. H. 83-A.** This is a roadside improvement project. Grading slopes and shoulders was done by force account under the supervision of E. S. Henderson. Furnishing and planting trees and shrubs was done under contract with William Foster of York Harbor, Maine. Expenditures in 1935 amount to \$4,672.47.

**Kittery—U. S. P. W. Project No. N. R. H. 87-C.** This is a roadside improvement project. Grading slopes and shoulders was done by force account under the supervision of E. S. Henderson. Furnishing and planting trees and shrubs was done under contract with William Foster of York Harbor, Maine. Expenditures in 1935 amount to \$2,519.31.

**Fryeburg—U. S. P. W. Project No. N. R. H. 130-B.** This project was completed in 1934. Expenditures in 1935 amount to \$258.28.

**STATE HIGHWAY "D"**

**Camden—U. S. P. W. Project No. N. R. H. 104-F (1935).** This project begins at the northerly end of U. S. P. W. Project No. N. R. H. 104-D and extends northeasterly to the Lincolnville line. This project consists of the reconstruction of a gravel road constructed in 1918. Total length of project, 1.17 miles. The equivalent of 0.53 miles was reported in 1934 and 0.64 miles in 1935. Type of surface, bituminous macadam (emulsified asphalt penetration method). Width of surface, 20 feet. Shoulders, 3 feet. Contractor, Bridge Corp. of Hazardville, Conn. Expenditures in 1935 amount to \$33,332.73.

**Northport—U. S. P. W. Project No. N. R. H. 104-G (1935).** This project begins at the end of U. S. P. W. Project No. N. R. H. 104-E and extends northeasterly. This project consists of the reconstruction of a gravel road constructed in 1914. Total length of project, 0.40 miles. Work was completed in 1935 and mileage reported. Type of surface, bituminous treated gravel. Width of surface, 20 feet. Shoulders, 3'-6" to 4'-6". Contractor, Bridge Construction Corp. of Hazardville, Conn. Expenditures in 1935 amount to \$22,596.87.

**Thomaston-Warren—U. S. P. W. Project No. N. R. H. 117-B.** This is a roadside improvement project. Grading slopes and shoulders was done by force account under the supervision of Arthur F. Rourke. Furnishing and planting of trees and shrubs was done under contract with Mt. Desert Nursery of Bar Harbor, Maine. Expenditures in 1935 amount to \$6,232.08.

**Wiscasset—U. S. P. W. Project N. R. H. 116-C.** This project was completed in 1934. Expenditures in 1935 amount to \$4,159.23.

**Woolwich—U. S. P. W. Project No. N. R. H. 116-B.** This project consists of the construction of two bridges. Expenditures in 1935 amount to \$7,659.18.

#### STATE HIGHWAY "E"

**Falmouth—U. S. P. W. Project No. N. R. H. 9.** This project was completed in 1934. Expenditures in 1935 amount to \$2,385.46.

**Cumberland—U. S. P. W. Project No. N. R. H. 10.** This project was completed in 1934. Expenditures in 1935 amount to \$1,297.10.

**Greene—U. S. P. W. Project No. N. R. H. 257-B.** This project begins about 4.23 miles from the Lewiston line and extends easterly. This project consists of the reconstruction of a 1925 Bituminous Macadam road on a new location to eliminate a dangerous curve. Total length of project, 0.43 miles. Work was started and completed in 1935. Type of surface, bituminous treated gravel. Width of surface, 20 feet. Shoulders, 4 to 6 feet. Contractor, W. H. Hinman, Inc. of No. Anson, Maine. Expenditures in 1935 amount to \$17,630.76.

#### STATE HIGHWAY "F"

**Sandy River-Madrid—U. S. P. W. Project No. N. R. H. 146-A.** This project was completed in 1934. Expenditures in 1935 amount to \$15,281.94.

**Sandy River—U. S. P. W. Project No. N. R. H. 146-C (1935).** This project begins at the end of the second section of U. S. P. W. Project No. N. R. H. 146-A and extends westerly to beginning of the third section of U. S. P. W. Project No. N. R. H. 146-A. Total length of project, 0.54 miles. Work was started in 1934 and the equivalent of 0.19 miles reported and 0.35 miles is reported for 1935. Type of surface, bituminous treated gravel. Width of surface, 18 feet with 3 foot

shoulders. Contractor, W. H. Hinman, Inc. of Skowhegan, Me. Expenditures in 1935 amount to \$30,733.42.

### STATE HIGHWAY "H"

**Fairfield—U. S. P. W. Project No. N. R. H. 150-D (1935).** This project was started in 1934 and begins at the southerly end of U. S. P. W. Project No. N. R. H. 150-A and extends southerly and consists of the reconstruction of a gravel road. Total length of project, 0.85 miles of which 0.21 miles was reported in 1934 and 0.64 miles for 1935. 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 1935 amount to \$24,293.28.

### STATE HIGHWAY "H-I"

**Skowhegan—U. S. P. W. Project No. N. R. H. 120-E (1935).** This project was started in 1934 and begins about 4.5 miles easterly of the junction with Highway "H" and extends easterly and consists of the reconstruction of a gravel road. Total length of project, 0.59 miles of which 0.31 miles was reported in 1934 and 0.28 miles in 1935. Type of surface, bituminous treated gravel. Width of surface, 18 feet. Shoulders, 3 feet. Contractor, Ralph Giovannucci of Pittsfield, Maine. Expenditures in 1935 amount to \$9,699.07.

### STATE HIGHWAY "I"

**Fairfield—U. S. P. W. Project No. N. R. H. 143-B.** This project consists of the construction of a bridge. Expenditures in 1935 amount to \$12,544.94.

### STATE HIGHWAY "J"

**Dover-Foxcroft—U. S. P. W. Project No. N. R. H. 134-B (1935).** This project was started in 1934 and begins at the southerly end of Federal Aid Project No. 134-A and extends southerly. The project consists of the reconstruction of a gravel road constructed in 1914-15. Total length of project, 0.32 miles of which 0.16 miles was reported in 1934 and 0.16 miles in 1935. Type of surface, bituminous macadam (emulsified asphalt penetration method). Width of surface, 20 feet. Shoulders, 3 feet. Contractor, J. R. Cianchette & Co. of Pittsfield, Maine. Expenditures in 1935 amount to \$12,320.62.

**Monson—U. S. P. W. Project No. N. R. H. 88-C.** This project was completed in 1934. Expenditures in 1935 amount to \$5,151.43.

## STATE HIGHWAY "K"

**Caribou—U. S. P. W. Project No. N. R. H. 92-J (1935).** This project was started in 1934 and begins at the end of U. S. P. W. Project No. N. R. H. 92-I and extends to Federal Aid Project 92-A. The project consists of two sections; the first section is 0.21 miles of concrete surface from 30 to 54 feet wide of which 0.10 miles was reported in 1934 and 0.11 miles in 1935; second section is 0.35 miles of bituminous macadam (emulsified asphalt penetration method) 23 feet wide with no shoulders of which 0.17 miles was reported in 1934 and 0.18 miles in 1935. Contractor, Joseph P. McCabe, Inc. of South Boston, Mass. Expenditures in 1935 amount to \$39,605.94.

**Caribou—U. S. P. W. Project No. N. R. H. 92-C.** This project consists of the construction of two bridges. Expenditures in 1935 amount to \$2,210.02.

**Houlton—U. S. P. W. Project No. N. R. H. 145-A.** This project was completed in 1934. Expenditures in 1935 amount to \$8,389.93.

**New Limerick—U. S. P. W. Project No. N. R. H. 145-C (1935).** This project was started in 1934 and begins at the easterly end of U. S. P. W. Project No. N. R. H. 145-B and extends westerly. The work consists of the reconstruction of a gravel road built in 1914-15. Total length of project, 1.80 miles of which 1.10 miles was reported in 1934 and 0.70 miles reported for 1935. Type of surface, bituminous macadam (emulsified asphalt penetration method). Width of surface, 20 feet. Shoulders, 3 feet. Contractor, Bridge Const. Corp. of Hazardville, Conn. Expenditures in 1935 amount to \$27,306.39.

**Veazie—U. S. P. W. Project No. N. R. H. 42.** This project was completed in 1934. Expenditures in 1935 amount to \$3,256.08.

## STATE HIGHWAY "L"

**Winterport—U. S. P. W. Project No. N. R. H. 84-C (1935).** This is a bridge project. Expenditures in 1935 amount to \$7,337.60.

## STATE HIGHWAY "L-Y"

**Stockton Springs—U. S. P. W. Project No. N. R. H. 127-C (1935).** This is a roadside improvement project. The grading of slopes and shoulders was done by force account under the supervision of T. Calcagni. Furnishing and planting of trees and shrubs was done under contract with Geo. Aiken of Putney, Vt. Expenditures in 1935 amount to \$7,346.30.



## STATE HIGHWAY "N"

**Houlton—U. S. P. W. Project No. N. R. H. 139-D (1935).** This project begins at the end of U. S. P. W. Project No. N. R. H. 139-C and extends southerly. The work started and completed in 1935 and consists of the reconstruction of a gravel road. Total length of project, 0.25 miles reported in 1935. Type of surface, bituminous macadam (emulsified asphalt penetration method). Width of surface, 33 feet with 2 foot concrete curb and gutter. Contractor, Bridge Construction Corp. of Hazardville, Conn. Expenditures in 1935 amount to \$27,057.22.

**Indian Township—U. S. P. W. Project No. N. R. H. 259-A (1935).** This project was started in 1934 and begins at the bridge near the Princeton line and extends northerly to 1933 State Highway Construction. Total length of project, 1.10 miles of which 0.48 miles was reported in 1934 and 0.62 miles reported in 1935. Type of surface, bituminous treated gravel. Width of surface, 18 feet. Shoulders, 3 feet. The work was done by force account under the supervision of L. L. Alden. Expenditures in 1935 amount to \$19,356.30.

**Whiting—U. S. P. W. Project No. N. R. H. 99-G (1935).** This project was started in 1934 and begins about 0.90 miles from the East Machias line and extends easterly replacing a gravel road constructed in 1914. Total length of project, 1.79 miles of which 1.34 miles was reported in 1934 and 0.45 miles in 1935. Type of surface, bituminous treated gravel. Width of surface, 18 feet. Shoulders, 3 feet. Contractor, Lane Construction Corp. of Meriden, Conn. Expenditures in 1935 amount to \$21,485.63.

**Machias—U. S. P. W. Project No. N. R. H. 99-F.** This project was completed in 1934. Expenditures in 1935 amount to \$4,863.34.

**Perry—U. S. P. W. Project No. N. R. H. 61.** This is a roadside improvement project. Grading of slopes and shoulders was done by force account under the supervision of E. E. Crabtree. Furnishing and planting trees and shrubs was done under contract with Mt. Desert Nursery of Bar Harbor, Maine. Expenditures in 1935 amount to \$5,310.44.

## STATE HIGHWAY "O"

**Gilead—U. S. P. W. Project No. N. R. H. 94-A (1935).** This is a roadside improvement project. Grading of slopes and shoulders was done by force account under the supervision of Arthur F. Rourke. Furnishing and planting trees and shrubs was done under contract with Geo. Aiken of Putney, Vt. Expenditures in 1935 amount to \$4,904.35.

**Gilead—U. S. P. W. Project No. N. R. H. 94-C(1935).** This is a roadside improvement project. Grading of slopes and shoulders was done by force account under the supervision of Arthur F. Rourke. Furnishing and planting trees and shrubs was done under contract with Geo. Aiken of Putney, Vt. Expenditures in 1935 amount to \$472.12.

**Hanover—U. S. P. W. Project No. N. R. H. 148-A.** This project was completed in 1934. Expenditures in 1935 amount to \$3,909.17.

### STATE HIGHWAY "Q-1"

**Bowdoin-Bowdoinham-Richmond—U. S. P. W. Project No. N. R. H. 1 (1935).** This project begins about 0.67 miles from the junction with Highway Q in Bowdoin and extends northerly to junction with Highway Q near Richmond Corner. This project consists of the construction of a cut off largely over new location from Fulton's Corner to Richmond Corner. Total length of project, 6.84 miles of which 5.58 miles in Bowdoin, 0.25 miles in Bowdoinham, and 1.01 miles in Richmond. This project was started and completed in 1935. Type of surface, bituminous treated gravel. Width of surface, 20 feet. Shoulders, 3 feet. Contractor, Lane Construction Corp. of Meriden, Conn. Expenditures in 1935 amount to \$138,853.87.

### STATE HIGHWAY "S"

**Bethel—U. S. P. W. Project No. 93-C (1935).** This project was started in 1934 and begins at the C. P. R. R. crossing and extends easterly. The work consists of the reconstruction of a gravel road built in 1916. Length of project, 0.87 miles of which 0.43 miles was reported in 1934 and 0.44 miles reported in 1935. Type of surface, bituminous macadam (emulsified asphalt penetration method). Width of surface, 20 feet. Shoulders, 3 feet. Contractor, R. E. Bull of Fitchburg, Mass. Expenditures in 1934 amount to \$27,842.12.

### STATE HIGHWAY "T"

**Grafton—U. S. P. W. Project No. N. R. H. 258-A (1935).** This project was started in 1934 and begins at the southerly end of 1933-34 state highway construction and extends southerly. Length of project, 0.25 miles of which 0.18 miles was reported in 1934 and 0.07 for 1935. Type of surface, bituminous treated gravel. Width of surface, 18 feet. Shoulders, 3-feet. This project was constructed by force account under the supervision of A. F. Rourke. Expenditures in 1935 amount to \$2,553.61.

## STATE HIGHWAY "Y"

**Bucksport—U. S. P. W. Project No. N. R. H. 91-D.** This project was completed in 1934. Expenditures in 1935 amount to \$1,896.42.

**Bucksport—U. S. P. W. Project No. 91-G (1935).** This project was started in 1934 and begins at the end of U. S. P. W. Project No. N. R. H. 91-D and extends northerly. Length of project, 0.72 miles of which 0.37 miles was reported in 1934 and 0.35 miles in 1935. 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 1935 amount to \$26,383.82.

**Orrington—U. S. P. W. Project No. N. R. H. 91-H (1935).** This project was started in 1934 and begins at the end of U. S. P. W. Project No. N. R. H. 91-F and extends southerly. The work consists of the reconstruction of a gravel road. Length of project, 0.69 miles of which 0.37 miles was reported in 1934 and 0.32 miles in 1935. Type of surface, bituminous macadam (emulsified asphalt penetration method). Width of surface, 20 feet. Shoulders, 3 feet. Contractor, Bridge Construction Corp. of Hazardville, Conn. Expenditures in 1935 amount to \$36,388.98.

## STATE HIGHWAY "Z"

**Lisbon—U. S. P. W. Project No. N. R. H. 147-A.** This project was completed in 1934. Expenditures in 1935 amount to \$1,705.31.

## STATE HIGHWAY "OSS�PEE TRAIL"

**Limington—U. S. P. W. Project No. N. R. H. 144-A.** This project was completed in 1934. Expenditures in 1935 amount to \$475.49.

## HARRISON TO NORWAY—ROUTE 117

**Norway—U. S. P. W. Project No. N. R. H. 141-C (1935).** This project was started in 1934 and begins at old route No. 118 and extends southerly. The work consists of the reconstruction of a 3rd class gravel road. Length of project, 0.91 miles of which 0.45 miles was reported in 1934 and 0.46 miles for 1935. Type of surface, bituminous treated gravel. Width of surface, 18 feet. Shoulders, 3 feet. Contractor, C. E. Horne of Millbury, Mass. Expenditures in 1934 amount to \$9,915.28.

**N. R. M. PROJECTS**  
**STATE HIGHWAY "A"**

**Bidedford—U. S. P. W. Project No. N. R. M. 101-F.** This project was completed in 1934. Expenditures in 1935 amount to \$4,637.73.

**Biddeford—U. S. P. W. Project No. N. R. M. 118-D.** This project was completed in 1934. Expenditures in 1935 amount to \$4,488.05.

**Saco—U. S. P. W. Project No. N. R. M. 118-G (1935).** This project begins at the end of Federal Aid Project No. 118-H and extends northerly leaving out a 1050 ft. section of 1932 construction. This project consists of the surfacing of a bituminous macadam base constructed in 1932 and which was reported as a bituminous macadam surface. Length of project, 1.52 miles, all of which is reported for 1935. Type of surface, bituminous concrete. Width of surface, 30 feet. Shoulders, 3 feet. Contractor, The Lane Construction Corp., Meriden, Conn. Expenditures in 1935 amount to \$40,492.53.

**So. Portland—U. S. P. W. Project No. N. R. M. 118-F.** This project begins at Westbrook St. and extends easterly to 1,035 feet from U. S. P. W. Project No. N. R. M. 118-E. The work consists of the reconstruction of a concrete road constructed in 1915. Type of surface, bituminous concrete. Width of surface, 30 feet. Shoulders, 3 to 4 feet. Contractor, Warren Bros. Roads Co. of Cambridge, Mass. Expenditures in 1935 amount to \$20,044.03.

**So. Portland—U. S. P. W. Project No. N. R. M. 118-E.** This project was completed in 1934. Expenditures in 1935 amount to \$1,816.00.

**STATE HIGHWAY "B"**

**Portland-Westbrook—U. S. P. W. Project No. N. R. M. 86-B (1935).** This is a bridge project. Expenditures in 1935 amount to \$50,271.04.

**STATE HIGHWAY "C"**

**Brunswick—U. S. P. W. Project No. N. R. M. 121-F.** This project was completed in 1934. Expenditures in 1935 amount to \$708.71.

**STATE HIGHWAY "E"**

**Auburn—U. S. P. W. Project No. N. R. M. 13-B.** This project was completed in 1934. Expenditures in 1935 amount to \$1,623.00.

**Portland—U. S. P. W. Project No. N. R. M. 9-B.** This project was completed in 1934. Expenditures in 1935 amount to \$6,381.31.

**Portland—U. S. P. W. Project No. N. R. M. 9-C (1935).** This project begins at Ocean Ave. and extends northerly to F. A. P. 9-B. This project consists of resurfacing a concrete pavement. Total length of project, 1.42 miles, the equivalent of 1.07 miles is reported for 1935. Type of surface, 2" Bituminous Concrete. Width of surface, 44 feet with concrete curb. Contractor, Warren Bros. Roads Co. of Cambridge, Mass. Expenditures in 1935 amount to \$56,398.07.

**Augusta—U. S. P. W. Project No. N. R. M. 257-A (1935).** This project begins at the end of the concrete on Western Ave. and extends westerly. The work consists of the reconstruction of a bituminous macadam constructed in 1921. Length of project, 0.61 miles. Work was started and completed in 1935. Type of surface, concrete. Width of surface, 30 feet with 5 foot sidewalk and 8 foot parking area. Contractor, Wyman & Simpson, Inc. of Augusta, Maine. Expenditures in 1935 amount to \$49,557.40.

#### STATE HIGHWAY "G"

**Augusta—U. S. P. W. Project No. N. R. M. 256-A.** This project was completed in 1934 except for a small amount of surfacing at the bridge which was completed in 1935. Expenditures in 1935 amount to \$3,424.11.

#### STATE HIGHWAY "H"

**Waterville—U. S. P. W. Project No. N. R. M. 150-C.** This project begins at the end of S. A. Concrete and extends northeasterly. The work consists of the reconstruction of a bituminous macadam road built in 1922. Length of project, 0.50 miles. Work started and completed in 1935. Type of surface, concrete. Width of surface, 20 feet. Shoulders, 5 and 8 foot bituminous treated gravel. Contractor, Bruno Construction Co. Inc. of Boston, Mass. Expenditures in 1935 amount to \$42,615.69.

**Madison—U. S. P. W. Project No. N. R. M. 152-B.** This project begins at the Kennebec River Bridge and extends southerly. The work consists of the reconstruction of a gravel and bituminous macadam road. Length of project, 0.18 miles. Work was started and completed in 1935. Type of surface, bituminous macadam (emulsified asphalt penetration method). Width of surface, 705 feet of 20 foot pavement with bituminous treated gravel shoulders of 0 to 21 feet width and 300 feet 45 to 53 foot pavement. Contractor, W. H. Hinman, Inc. of Skowhegan, Maine. Expenditures in 1935 amount to \$17,455.93.

**STATE HIGHWAY "N"**

**Calais—U. S. P. W. Project No. N. R. M. 132-C.** This project was completed in 1934. Expenditures in 1935 amount to \$9,156.88.

**Calais—U. S. P. W. Project No. N. R. M. 132-D.** This project was completed in 1934. Expenditures in 1935 amount to \$2,773.47.

**STATE HIGHWAY "Q"**

**Hallowell—U. S. P. W. Project No. N. R. M. 40-C (1935).** This is a grade crossing elimination project. Expenditures in 1935 amount to \$133,496.81.

**STATE HIGHWAY "Y"**

**Brewer—U. S. P. W. Project No. N. R. M. 91-E.** This project was completed in 1934. Expenditures in 1935 amount to \$1,362.45.

**Brewer—U. S. P. W. Project No. N. R. M. 91-I (1935).** This project begins at the junction with Highway "M" and extends southeasterly to U. S. P. W. Project No. N. R. M. 91-E. The work consists of the reconstruction of a bituminous macadam road and the widening of a concrete road and re-surfacing the square at Brewer. Work started and completed in 1935. Length of project, 0.72 miles. Type of surface, concrete. Width of surface, variable from 28 feet to 63 feet. Shoulders, 3 feet. Contractor, Bridge Construction Corp. of Hazardville, Conn. Expenditures in 1935 amount to \$45,726.06.

**STATE HIGHWAY "121"**

**Auburn—U. S. P. W. Project No. N. R. M. 106-G.** This project begins at the end of Federal Aid Project No. 106-D and extends easterly to approach built as a part of Project N. R. M. 13-B. The work consists of the reconstruction of a bituminous macadam S. A. Road. Length of project, 0.56 miles. The project was started and completed in 1935. Type of surface, concrete. Width of surface, 30 feet with concrete curb and 1.5 ft. shoulders. Contractor, Guiseppe Casale Co. Inc. of Portland, Maine. Expenditures in 1935 amount to \$44,461.52.

**UNITED STATES PUBLIC WORKS  
N. R. H. PROJECTS  
(1933-34 Funds)**

County	Highway	Town	Type of Construction		Length Miles
			Contract	Force Account	
Androscoggin .....	E	Greene .....	Gravel	.....	0.43

N. R. H. Projects—Gravel ..... 0.43

**UNITED STATES PUBLIC WORKS PROJECTS  
N. R. M. (1933-34 Funds)**

County	Highway	Town	Type of Construction		Length Miles
			Contract	Force Account	
Cumberland .....	A	So. Portland .....	Bit. Conc.	.....	0.62
Kennebec .....	H	Waterville .....	Concrete	.....	0.50
Somerset .....	H	Madison .....	Bit. Mac.	.....	0.18

SUMMARY OF N. R. M. PROJECTS

Bit. Mac. ....	0.18 miles
Bit. Conc. ....	0.62 miles
Concrete .....	0.50 miles
	<hr/>
	1.30 miles

**UNITED STATES PUBLIC WORKS PROJECTS  
N. R. M. (1935) Funds**

County	Highway	Town	Type of Construction		Length Miles
			Contract	Force Account	
Androscoggin .....	121	Auburn .....	Concrete	.....	0.56
Cumberland .....	E	Portland .....	Bit. Conc.	.....	1.07
Kennebec .....	E	Augusta .....	Concrete	.....	0.61
Penobscot .....	Y	Brewer .....	Concrete	.....	0.72
York .....	A	Saco .....	Bit. Conc.	.....	1.52

SUMMARY OF N. R. M. (1935) PROJECTS

Bit. Concrete .....	2.59 Miles
Concrete .....	1.89 Miles
<b>Total</b> .....	<hr/> <b>4.48 Miles</b>

## STATE HIGHWAY COMMISSION

## UNITED STATES PUBLIC WORKS PROJECTS

## N. R. M. (1935) Projects Carried Over to 1936

County	Highway	Town	Type	Total Length	Length 1935	Carried Over
Cumberland .....	E	Portland .....	Bit. Conc.	1.42	1.07	0.35

## N. R. M. (1935) PROJECTS

Bit. Conc..... 0.35 Miles



## UNITED STATES PUBLIC WORKS PROJECTS

## N. R. H. (1935 Funds)

County	Highway	Town	Type of Construction		Length Miles
			Contract	Force Account	
Aroostook .....	K	Caribou .....	Conc.		.11
	K	Caribou .....	Bit. Mac.		.18
	K	New Limerick .....	Bit. Mac.		.70
	N	Houlton .....	Bit. Mac.		.25
Franklin .....	F	Sandy River .....	Gravel		.35
Hancock .....	Y	Bucksport .....	Bit. Mac.		.35
Knox .....	D	Camden .....	Bit. Mac.		.64
Oxford .....	S	Bethel .....	Bit. Mac.		.44
	T	Grafton .....	Gravel		.07
		*Norway .....	Gravel		.46
Penobscot .....	Y	Orrington .....	Bit. Mac.		.32
Piscataquis .....	J	Dover-Foxcroft .....	Bit. Mac.		.16
Sagadahoc .....	Q-1	Bowdoin-Bowdoin- ham & Richmond	Gravel		6.84
Somerset .....	H	Fairfield .....	Bit. Mac.		.64
	H-1	Skowhegan .....	Gravel		.28
Waldo .....	D	Northport .....	Gravel		.40
Washington .....	N	Indian Township .....	Gravel		.62
	N	Whiting .....	Gravel		.45

\*Federal Aid Project not on State Highway System.

## SUMMARY OF N. R. H. PROJECTS (1935 FUNDS)

Gravel .....	9.47 Miles
Bit. Mac. ....	3.68
Concrete .....	0.11
Total .....	13.26 Miles

NATIONAL INDUSTRIAL  
CONSTRUCTION AND RECONSTRUCTION

January 1, 1935 to  
N. I. R. ACT OF 1933 AND HAY  
U. S. P. W. N. R.

N.R.H. No.	Highway	Town	ENGINEERING AND RIGHT OF WAY							Total	Grading	Base
			Surveys	Plans and Computations	Engineering and Inspection	Advertising	Right of Way General Expense					
83A	A	Kittery (Roadside)		6.67	631.14				637.81	3,920.66		
87C	A	Kittery (Roadside)			290.83				290.83	2,228.48		
130B	B	Fryeburg										
104F	(1935)D	Camden			1,584.02				1,584.02	3,732.35	8,139.96	
104D	D	Camden			38.64				38.64	13.70		
104E	D	Northport			1.56				1.56			
104G	(1935)D	Northport			1,670.99				1,670.99	9,009.27	3,473.60	
117B	D	Thom'n-War'n (R'ds'e)			339.88				339.88	5,668.05		
116C	D	Wisasset								1,010.60	1,538.82	
116A	D	Woolwich			3.92				3.92			
116B	D	Woolwich		4.17	399.82				403.99			
117I	D Spur	Waldoboro										
9	E	Falmouth		23.48	222.57				246.05	544.11	207.64	
10	E	Cumberland		9.44	155.73				165.17	34.33	95.33	
257B	E	Greene			1,007.84				1,007.84	6,517.25	2,697.60	
119E	F	Phillips										
146A	F	Sandy River-Madrid								8,629.28	882.80	
146B	F	Madrid										
146C	(1935)F	Sandy River			1,347.96				1,347.96	18,788.59	3,935.41	
150D	(1935)H	Fairfield			858.26				858.26	1,346.25	12,232.32	
120E	(1935)HI	Skowhegan		40.00	462.50				502.50	1,758.48	3,744.17	
143B	I	Fairfield-Benton			578.87		2.63		581.50			
134B	(1935)J	Dover-Foxcroft			655.72				655.72	1,551.42	3,436.77	
111B	J	Guilford										
88C	J	Monson	24.32						24.32	3,000.00	1,000.00	
92I	K	Caribou										
92J	(1935)K	Caribou			1,629.69				1,629.69	3,077.51	4,921.84	
92C	K	Connor										
145A	K	Houlton								2,493.66	754.63	
145B	K	New Limerick										
145C	(1935)K	New Limerick			1,171.99				1,171.99	1,166.25	4,509.21	
108H	K	Van Buren										
108I	K	Van Buren										
42	K	Veazie										
84C	(1935)L	Winterport			500.41				500.41			
127C	(1935)LY	Stockton Sp'gs(R'ds'de)			510.27				510.27	6,801.15		
139C	N	Houlton										
139D	(1935)N	Houlton			881.41				881.41	7,959.64	6,454.13	
259A	(1935)N	Indian Township			901.02				901.02	6,196.89	5,124.40	
99F	N	Machias			220.00				220.00	1,679.25	221.55	
61	N	Perry Roadside		32.16	828.96				861.12	4,322.25	97.20	
99G	(1935)N	Whiting		9.67	1,103.65				1,113.32	9,036.45	2,325.70	
94A	(1935)O	Gilead (Roadside)			203.77				203.77	4,651.63		
94C	(1935)O	Gilead (Roadside)			46.74				46.74	425.38		
148D	O	Hanover								500.00		
148A	O	Mexico								500.00	1,002.73	
148C	O	Rumford			164.59				164.59	1.83	9.20	
1	(1935)Q1	B'd'n-B'd'nh'm-R'm'd			4,899.19				4,899.19	54,668.95	30,793.94	
93C	(1935)S	Bethel			1,291.98				1,291.98	3,044.68	9,537.11	
93B	S	Woodstock										
258A	(1935)T	Grafton			172.01				172.01	786.60		
91D	Y	Bucksport		58.60	47.50				106.10	877.73	195.68	
91G	(1935)Y	Bucksport			1,629.26				1,629.26	3,441.69	7,837.45	
91F	Y	Orrington										
91H	(1935)Y	Orrington		144.00	1,340.00				1,484.00	14,405.54	9,285.17	
147A	Z	Lisbon			5.31				5.31	191.31		
144A	Oss. Tr.	Limington								250.00	176.49	
141C	(1935)	Norway		22.50	726.51				749.01	1,650.06	1,216.62	
		Total	46.82	328.19	28,524.51	2.63			28,902.15	193,689.96	126,038.78	

AL RECOVERY FUND

EXPENDITURES ON STATE HIGHWAYS

December 31, 1935

DEN-CARTWRIGHT ACT OF 1934

H. PROJECTS

LABOR AND MATERIALS						Grand Total	Miscellaneous Credits
Culverts	Bridges	Surfacing	Guard Rail	Detours	Total		
			114.00		4,034.66	4,672.47	
					2,228.48	2,519.31	
159.13		86.37	12.78		258.28	258.28	
5,547.26		13,461.14	868.00		31,748.71	33,332.73	
					13.70	52.34	P. & C. 3.75
						1.56	Trans. to H. L. Fund 4,553.30
6,651.23		1,359.78	432.00		20,925.88	22,596.57	
219.65			4.50		5,892.20	6,232.08	
788.98		820.83			4,159.23	4,159.23	Surveys 105.93
	7,255.19					3.92	Trans. to H. L. Fund 8,445.12
					7,255.19	7,659.18	Trans. to H. L. Fund 2,467.89
564.31		636.69	186.66		2,139.41	2,385.46	Trans. to H. L. Fund 4.31
344.18		446.41	211.68		1,131.93	1,297.10	Trans. to H. L. Fund 461.61
413.59	5,769.10	934.38	291.00		16,622.92	17,630.76	Trans. to H. L. Fund 226.67
	189.59				189.59	189.59	Trans. to H. L. Fund 2,508.03
1,278.66		2,454.80	2,036.40		15,281.94	15,281.94	Trans. to H. L. Fund 8,511.65
	100.00				100.00	100.00	Trans. to H. L. Fund 346.02
2,708.40		2,076.51	1,876.55		29,385.46	30,733.42	
1,381.05		7,931.40	544.00		23,435.02	24,293.28	Trans. to H. L. Fund 140.50
906.02		2,212.90	575.00		9,196.57	9,699.07	Trans. to H. L. Fund 0.01
	11,963.44				11,963.44	12,544.94	
1,829.55		4,053.36	793.80		11,664.90	12,320.62	Trans. to H. L. Fund 45.01
							Trans. to H. L. Fund 183.02
		1,127.11			5,127.11	5,151.43	Trans. to H. L. Fund 499.31
6,774.47		23,151.86	50.57		37,976.25	39,605.94	Trans. to H. L. Fund 355.39
	2,210.02				2,210.02	2,210.02	Trans. to H. L. Fund 546.20
1,191.60		3,349.57	600.47		8,389.93	8,389.93	Trans. to H. L. Fund 1,292.68
							Trans. to H. L. Fund 5.24
693.79		16,679.15	3,086.00		26,134.40	27,306.39	
14.74					14.74	14.74	Trans. to H. L. Fund 4.20
							Trans. to H. L. Fund 0.21
559.27		2,558.66	138.15		3,256.08	3,256.08	Trans. to H. L. Fund 406.65
	6,837.19				6,837.19	7,337.60	Trans. to H. L. Fund 314.15
			34.88		6,836.03	7,346.30	Trans. to H. L. Fund 228.75
7,368.45		4,393.59			26,175.81	27,057.22	
548.84		5,438.48	1,146.67		18,455.28	19,356.30	Trans. to H. L. Fund 40.52
2,310.86		390.45	41.23		4,643.34	4,863.34	Trans. to H. L. Fund 950.99
			29.87		4,449.32	5,310.44	
826.91		3,707.55	4,475.70		20,372.31	21,485.63	Trans. to H. L. Fund 290.20
		30.95	18.00		4,700.58	4,904.35	
					425.38	472.12	
854.16		1,515.38	36.90		500.00	500.00	Trans. to H. L. Fund 648.59
					3,909.17	3,909.17	Trans. to H. L. Fund 35.52
29,976.22		10,063.32	8,452.25		11.03	175.62	Sale of Materials and tools returned 116.25
1,140.31	490.00	9,914.28	2,423.76		133,594.68	138,853.87	
					26,550.14	27,842.12	Trans. to H. L. Fund 81.30
							Trans. to H. L. Fund 415.80
17.60		991.91	585.49		2,381.60	2,553.61	Trans. to H. L. Fund 484.23
436.07	157.50	85.67	37.67		1,790.32	1,896.42	Trans. to H. L. Fund 247.06
3,492.75		9,056.27	926.40		24,754.56	26,383.82	Trans. to H. L. Fund 234.00
							Trans. to H. L. Fund 1,410.33
3,567.67		7,307.08	339.52		34,904.98	36,388.98	
466.41		1,029.53	12.75		1,700.00	1,705.31	
49.00					475.49	475.49	
1,974.62		3,156.44	1,168.53		9,166.27	9,915.28	Trans. to H. L. Fund 8.50
85,055.75	34,972.03	140,421.82	31,551.18		613,729.52	642,631.67	36,618.89

N R M No.	Highway	Town	ENGINEERING AND RIGHT OF WAY						Total	Grading	Base
			Surveys	Plans and Computations	Engineering and Inspection	Advertising	Right of Way General Expense				
101F	A	Biddeford			42.50			42.50	351.36	180.41	
118D	A	Biddeford			40.00			40.00	399.34	378.26	
118C	A	Biddeford									
118G	(1935)A	Saco			2,190.06	7.75		2,197.81	536.76	1,419.87	
118E	A	So. Portland			16.00			16.00	93.86	1.00	
118F	A	So. Portland			846.98			846.98	3,692.02	320.98	
86B	(1935)B	Portland-Westbrook		9.99	2,042.17			2,052.16			
116D	C	Bath			11.23	7.69		18.92			
121F	C	Brunswick									
68B	D	Belfast		15.00				15.00	281.21		
257A	(1935)E	Augusta			1,124.68			1,124.68	5,725.03	5,320.73	
13	E	Auburn									
13B	E	Auburn							345.55	756.07	
9B	E	Portland							474.87	3,431.71	
9C	(1935)E	Portland			3,134.86	7.75		3,142.61	2,540.15	25,961.25	
95B	F	Auburn				12.63		12.63	94.48		
96C	F	Farmington									
97F	F	Farmington									
256A	G	Augusta			322.50			322.50	1,716.50	164.37	
136A	G	Waterville			69.56			69.56			
150B	H	Fairfield			8.78			8.78			
152A	H	Madison									
152B	H	Madison			825.96			825.96	4,371.47	5,410.77	
150C	H	Waterville			1,485.62			1,485.62	4,823.80	5,088.75	
103I	M	Bangor-Brewer									
132C	N	Calais			137.50			137.50	862.91	3,439.91	
132D	N	Calais			12.50			12.50	378.69	1,251.98	
115B	N-Spur	Eastport									
148B	O	Rumford			203.33			203.33	35.19		
40B	Q	Hallowell									
40C	(1935)Q	Hallowell		95.40	3,921.82			4,017.22			
91F	Y	Brewer		30.00	42.04			72.04	26.80		
91I	(1935)Y	Brewer			1,347.32			1,347.32	5,689.96	3,139.11	
129C	Y	Ellsworth			28.84			28.84	142.50	136.51	
132C	Oss. Tr.	Westbrook							140.05		
106G	1935-121	Auburn			1,998.43			1,998.43	5,308.50	5,831.08	
		Total		150.39	19,852.68	35.82		20,038.89	38,031.00	62,232.76	



CONSTR  
U. S. PUBLIC WORKS N.  
National Industrial  
Expenditures to

Project No. N.R.S.	Location	Cost of Labor and Materials 1935	Expenditures for 1935	Expenditures for 1934	Expenditures for 1933	Total Expenditures to Dec. 31, 1935
<b>ANDROSCOGGIN COUNTY</b>						
202	Durham			524.13	7,600.07	8,124.20
173	Greene			9.63	5,503.64	5,513.27
153	Leeds			127.30	8,062.66	8,189.96
155	Livermore Falls			6,978.63	209.82	7,188.45
201	Mechanic Falls					
201	Minot			57.04	7,426.99	7,484.03
203	Wates					
203	Webster			235.85	5,425.98	5,661.83
<b>AROOSTOOK COUNTY</b>						
242	Ashland			204.91	5,600.40	5,805.31
174-2	Caribou			1,201.24	4,796.25	5,997.49
205	Castle Hill					
205	Mapleton			125.32	7,225.30	7,350.62
204	Eagle Lake			28.24	5,637.72	5,665.96
174-1	Fort Fairfield			1,777.31	14,463.85	16,241.16
207-1	Fort Kent				*8,071.85	8,071.85
170	Reed Plantation			8,819.18	17,377.67	26,196.85
206	Saint Francis			34.50	7,960.04	7,994.54
207-2	Wallagrass			10,132.40	4,189.73	14,322.13
207-2	Wallagrass					
<b>CUMBERLAND COUNTY</b>						
211	Bridgton			54.52	2,922.52	2,977.04
156	Brunswick					
156	Harpwell			11,928.31	234.69	12,163.00
157	Cape Elizabeth					
157	Scarboro			1,742.54	6,247.92	7,990.46
209	Casco			92.28	5,599.81	5,692.07
208	Gorham			18.14	8,516.27	8,534.41
208	Standish					
182	Harrison					
182	Naples			576.79	13,735.60	14,312.39
185	North Yarmouth			*3,220.10	17,196.41	20,416.51
210	Portland			39.18	15,833.37	15,872.55
181	Standish			377.87	9,739.58	10,117.45
<b>FRANKLIN COUNTY</b>						
168	Industry			67.40	6,920.87	6,988.27
168	Starks					
212	Jay			84.86	9,915.03	9,999.89
212	Wilton					
160	Lang Pt.			67.59	9,381.80	9,449.39
169-1	New Vineyard					
169-2	New Portland			155.08	9,843.04	9,998.12
172	Weld			8,751.88	7,127.52	15,879.40
<b>HANCOCK COUNTY</b>						
158	Bar Harbor			998.66	14,175.09	15,173.75
214	Mariaville			111.21	7,310.67	7,421.88
216	Mount Desert			1,620.45	7,871.21	9,491.66
213	Orland			174.92	7,479.49	7,654.41
215	Sedgwick			69.71	7,557.34	7,627.05
<b>KENNEBEC COUNTY</b>						
163	Albion			4,872.97	392.31	5,265.28
164	Gardiner			16.20	6,880.98	6,897.18
165	Litchfield			90.82	6,595.26	6,686.08
222	Monmouth			12.72	2,342.99	2,355.71
217	Pittston			173.95	5,904.29	6,078.24
190	Readfield			58.11	8,812.21	8,870.32
218	Wayne			2.25	2,822.30	2,824.55
194	West Gardiner			2.68	5,541.06	5,543.92
220	Winsdor			2.86	1,882.22	1,885.08
219	Winslow			159.49	8,093.31	8,252.80
221	Winthrop			20.92	4,898.63	4,919.55

STATE HIGHWAY COMMISSION

169

UCTION

R. S. PROJECTS 1933-1934

Recovery Act of 1933

December 31, 1935

FEDERAL CREDITS				Type of Surface	Class of Highway	Length Completed in 1933	Length Completed in 1934	Total Length of Project	State Credits
1935	1934	1933	Total to Dec. 31, 1935						
856.20	2,103.19	5,164.81	8,124.20	Gravel	S.A.	0.84		0.84	
	849.83	4,663.44	5,513.27	Gravel	S.A.	0.37		0.37	
	2,729.41	5,460.55	8,189.96	Gravel	S.A.	1.09		1.09	
3,989.70			3,989.70	Bridge	S.A.				3,198.75
	2,802.89	4,681.14	7,484.03	Gravel	S.A.	0.33		0.33	
				Gravel	T.C.	0.24		0.24	
5.72	5,140.26	515.85	5,661.83	Gravel	S.A.	0.24		0.24	
				Gravel	S.A.	0.28		0.28	
	4,462.00	1,343.31	5,805.31	Gravel	S.A.	0.65		0.65	
1,203.64	122.19	4,671.66	5,997.49	Gravel	S.A.	0.38	0.12	0.50	
	2,815.47	4,535.15	7,350.62	Gravel	S.A.	0.32		0.32	
				Gravel	S.A.	0.32		0.32	
	1,479.41	4,186.55	5,665.96	Gravel	S.A.	0.46		0.46	
1,829.48	4,250.29	10,161.39	16,241.16	Gravel	S.A.	1.31	0.22	1.53	
2.51	8,069.34		8,071.85	Gravel	T.C.	0.47		0.47	
1,589.38	19,722.53	4,884.94	26,196.85	Gravel	S.A.	1.56	0.41	1.97	
	50.32	7,344.22	7,394.54	Gravel	S.A.	0.75		0.75	
3,648.51	3,175.43		6,823.94	Gravel	S.A.	0.38	0.05	0.43	7,498.19
				Bridge	S.A.				
	988.92	1,988.12	2,977.04	Gravel	S.A.	0.29		0.29	
8,000.00			8,000.00	Bridge	S.A.				4,163.00
				Bridge	S.A.				
28.96	5,390.57	2,529.13	7,948.66	Gravel	S.A.	0.23		0.23	
	3,770.09	1,921.98	5,692.07	Gravel	S.A.	0.07	0.02	0.09	41.80
	4,982.73	3,551.68	8,534.41	Gravel	S.A.	0.47		0.47	
				Gravel	T.C.	0.09		0.09	
396.35	8,498.70	5,291.76	14,186.81	Gravel	S.A.	1.01		1.01	
				Gravel	S.A.	1.75		**1.75	125.58
2,416.51	10,529.64	7,470.36	20,416.51	Gravel	S.A.	0.43		0.43	
	15,872.55		15,872.55	Gravel	S.A.	1.94		1.94	
	5,040.57	5,076.88	10,117.45	Gran. Bl.	S.A.	0.16		0.16	
				Gravel	S.A.	0.88		0.88	
	3,117.09	3,871.18	6,988.27	Gravel	S.A.	0.06		0.06	
	3,937.48	6,062.41	9,999.89	Gravel	S.A.	0.54		0.54	
				Gravel	S.A.	0.60		0.60	
	1,916.51	7,532.88	9,449.39	Gravel	S.A.	0.24		0.24	
	3,012.07	6,986.05	9,998.12	Gravel	S.A.	0.95		0.95	
				Gravel	S.A.	0.65		0.65	
2,585.97	2,968.21	4,810.89	10,365.07	Gravel	S.A.	0.27		0.27	
				Gravel	S.A.	0.87	0.04	0.91	5,514.33
701.70	14,470.05		15,171.75	Gravel	T.C.	0.77		***0.77	
	2,146.96	5,774.92	7,921.88	Gravel	S.A.	0.61		0.61	
1,369.21	4,044.49	4,077.96	9,491.66	Gravel	T.C.	0.40		0.40	
	2,606.33	5,048.08	7,654.41	Gravel	S.H.	1.09		1.09	
	4,579.86	3,047.19	7,627.05	Gravel	S.A.	0.63		0.63	
1,828.15			1,828.15	Bridge	T.C.				3,437.13
	326.86	6,570.32	6,897.18	Gravel	T.C.	0.46		0.46	
	1,501.46	5,184.62	6,686.08	Gravel	S.A.	0.78		0.78	
	279.50	2,076.21	2,355.71	Gravel	T.C.	0.15		0.15	
	3,198.31	2,879.93	6,078.24	Gravel	S.A.	0.54		0.54	
	2,633.76	6,236.56	8,870.32	Gravel	T.C.	0.84		0.84	
	331.39	2,493.16	2,824.55	Gravel	T.C.	0.28		0.28	
	219.43	5,324.49	5,543.92	Gravel	T.C.	0.46		0.46	
	1,533.21	351.87	1,885.08	Gravel	T.C.	0.24		0.24	
252.80	2,901.46	5,098.54	8,252.80	Gravel	S.A.	0.30		0.30	
	2,537.59	2,381.96	4,919.55	Gravel	S.A.	0.43		0.43	

CONSTR  
U. S. PUBLIC WORKS N.  
National Industrial  
Expenditures to

Project No. N.R.S.	Location	Cost of Labor and Materials 1935	Expenditures for 1935	Expenditures for 1934	Expenditures for 1933	Total Expenditures to Dec. 31, 1935
<b>KNOX COUNTY</b>						
189	Appleton			140.03	7,352.38	7,492.41
225	Hope			22.95	4,201.42	4,224.37
224	Vinalhaven			21.30	5,705.99	5,727.29
223	Washington			67.28	7,850.58	7,917.86
<b>LINCOLN COUNTY</b>						
227	Bristol			81.01	5,503.97	5,584.98
229-1	Dresden			108.40	3,808.67	3,917.07
230	Edgecomb			21.37	3,854.55	3,875.92
226	Jefferson			121.91	7,930.18	8,052.09
228	Somerville			2.86	1,935.08	1,937.94
184	Whitefield			70.85	6,008.56	6,079.41
<b>OXFORD COUNTY</b>						
167	Albany			6,146.53	10,684.54	16,831.07
167	Albany			612.66	9,449.84	10,062.50
231	Brownfield			153.54	3,815.09	3,968.63
254	Buckfield			804.14	7,885.95	8,690.09
191	Greenwood			*4,423.51	7,698.78	12,122.29
232	Hartford			933.58	7,318.49	8,252.07
232	Hartford			129.91	9,358.39	9,488.30
255	Paris					
161	Waterford					
<b>PENOBSCOT COUNTY</b>						
233	Charleston			91.76	11,733.73	11,825.49
236	Dixmont			207.76	10,055.84	10,263.60
177	Eddington			5.27	7,304.63	7,309.90
178	Enfield			18.52	7,364.93	7,383.45
180	Hudson			235.89	7,648.86	7,884.75
237	Millinocket			*112.00	5,018.11	5,130.11
237	Indian Purchase			76.77	7,497.48	7,574.25
234	Newport			472.62	7,730.90	8,203.52
179	Old Town			5.71	4,577.67	4,583.38
238	Patten			277.30	10,361.80	11,016.14
235	Prentiss	377.04	377.04			
<b>PISCATAQUIS COUNTY</b>						
183	Atkinson			163.96	8,572.64	8,736.60
239	Brownville			87.06	7,482.20	7,569.26
175	Greenville			193.21	13,375.26	13,568.47
175	Greenville					
<b>SAGadahoc COUNTY</b>						
154	Attowscie			27,647.91	397.35	28,045.26
154	Georgetown					
240	Bowdoinham			2.08	4,678.72	4,680.80
166	Phippsburg			89.39	5,854.67	5,944.06
229-2	Richmond			15.66	4,881.58	4,897.24
<b>SOMERSET COUNTY</b>						
196	Canaan			133.13	6,593.09	6,726.22
196	Hartland					
243	Concord			*3,415.12	5,318.13	8,733.25
243	Emden			2,537.40	5,383.98	7,921.38
245	Harmony			81.84	4,827.92	4,909.76
241	Jackman			1,356.97	8,373.00	9,729.97
176	Madison			116.23	6,952.39	7,068.62
244	Mercer					
169-2	New Portland — See New Vineyard —	New Portla	nd, Franklin	County		
107	Pittsfield			114.92	6,597.01	6,711.93
188	Skowhegan			3.98	4,998.31	5,002.29
168	Starks — See Industry — Starks, Frankli	n County				



UCTION

R. S. PROJECTS 1933-1934

Recovery Act of 1933—Continued

December 31, 1935

FEDERAL CREDITS				Type of Surface	Class of Highway	Length Completed in 1933	Length Completed in 1934	Total Length of Project	State Credits
1935	1934	1933	Total to Dec. 31, 1935						
	2,695.05	4,797.36	7,492.41	Gravel	S.A.	0.77		0.77	
	2,065.29	2,159.08	4,224.37	Gravel	S.A.	0.27		0.27	
	2,990.81	2,736.48	5,727.29	Gravel	S.A.	0.22		0.22	
	3,576.33	4,341.53	7,917.86	Gravel	S.A.	0.49		0.49	
	1,980.87	3,604.11	5,584.98	Gravel	S.A.	0.35		0.35	
	1,141.96	2,775.11	3,917.07	Gravel	S.A.	0.36		0.36	
673.61	546.51	2,655.30	3,875.92	Gravel	S.A.	0.27		0.27	
320.87	4,676.88	3,054.34	8,052.09	Gravel	S.H.	1.22		1.22	
	147.29	1,790.65	1,937.94	Gravel	S.A.	0.18		0.18	
	978.88	5,100.53	6,079.41	Gravel	S.A.	0.64		0.64	
1,315.14	1,655.34	8,867.72	11,838.20	Bridge	S.A.				4,902.87
				Gravel	S.A.	1.22	0.04	1.26	
3,695.79	2,560.88	3,805.83	10,062.50	Gravel	S.A.	0.80		0.80	
	2,731.02	1,237.61	3,968.63	Gravel	S.A.	0.28		0.28	
	1,432.73	7,257.36	8,690.09	Gravel	S.A.	0.70	0.10	0.80	
2,428.43	3,260.20	3,904.27	9,592.90	Bridge	S.A.				2,529.39
				Gravel	S.A.	0.75	0.04	0.79	
344.11	5,754.54	2,153.42	8,252.07	Gravel	T.C.	0.67		0.67	
	1,855.75	7,632.55	9,488.30	Gravel	S.A.	0.60		0.60	
	7,673.46	4,152.03	11,825.49	Gravel	S.A.	1.05		1.05	
	5,862.49	4,401.11	10,263.60	Gravel	S.H.	1.25		1.25	
	2,719.80	4,590.10	7,309.90	Gravel	S.A.	0.83		0.83	
	1,492.94	5,890.51	7,383.45	Gravel	S.A.	0.75		0.75	
	2,697.43	5,187.32	7,884.75	Gravel	S.A.	0.67		0.67	
304.66	1,495.70	3,329.75	5,130.11	Gravel	S.A.	0.39		0.39	
				Gravel	S.A.	0.17		0.17	
	3,569.42	4,004.83	7,574.25	Gravel	S.A.	0.64		0.64	
	4,881.99	3,321.53	8,203.52	Gravel	S.A.	0.61		0.61	
	553.32	4,030.06	4,583.38	Gravel	S.A.	0.25		0.25	
713.84	2,570.88	7,731.42	11,016.14	Gravel	S.A.	0.62		0.62	
	4,783.84	3,952.76	8,736.60	Gravel	S.A.	0.64		0.64	
	4,400.89	3,168.37	7,569.26	Gravel	S.A.	0.51		0.51	
	6,921.88	6,635.16	13,557.04	Gravel	S.A.	0.30		0.30	11.43
				Gravel	T.C.	0.75		0.75	
				Bridge	S.A.				23,886.21
				Bridge	S.A.				
	1,321.64	3,359.16	4,680.80	Gravel	S.A.	0.40		0.40	
	2,282.73	3,061.93	5,944.06	Gravel	S.A.	0.66		0.66	
	906.08	3,991.16	4,897.24	Gravel	S.A.	0.25		0.25	
	3,176.24	3,549.98	6,726.22	Gravel	T.C.	0.29		0.29	
				Gravel	T.C.	0.57		0.57	
3,183.40	4,055.62	1,494.23	8,733.25	Gravel	S.A.		0.15	0.15	
				Gravel	S.A.	0.17	0.03	0.20	
	6,495.63	1,425.75	7,921.38	Gravel	S.A.	0.66		0.66	
	423.44	4,486.32	4,909.76	Gravel	S.H.	0.33		0.33	
	3,840.26	5,889.71	9,729.97	Gravel	S.A.	0.87		0.87	
265.26	3,635.86	3,167.50	7,068.62	Gravel	S.A.	0.72		0.72	
	6,711.93		6,711.93	Gravel	S.A.	0.73		0.73	
	789.95	4,212.34	5,002.29	Gravel	T.C.	0.52		0.52	

CONSTR  
U. S. PUBLIC WORKS N.  
National Industrial  
Expenditures to

Project No. N.R.S.	Location	Cost of Labor and Materials 1935	Expenditures for 1935	Expenditures for 1934	Expenditures for 1933	Total Expenditures to Dec. 31, 1935
<b>WALDO COUNTY</b>						
247	Jackson			297.19	8,030.95	8,328.14
159	Knox			807.83	10,932.31	11,740.14
246	Liberty			199.49	10,015.20	10,214.69
246	Montville					
187	Searsmont			49.98	7,713.79	7,763.77
186	Waldo			2,223.53	7,980.60	10,204.13
<b>WASHINGTON COUNTY</b>						
248	Baileyville			358.88	7,651.22	8,010.10
162	Cherryfield			7,276.11	133.08	7,409.19
253	Columbia Falls			168.74	3,001.39	3,170.13
249	Cutler			4,693.31	5,630.66	10,323.97
171	Kossuth			1,082.13	11,318.41	12,400.54
198	Milbridge			306.15	7,875.94	8,182.09
<b>YORK COUNTY</b>						
199	Acton			*923.14	3,934.83	4,857.97
195	Berwick			298.30	8,009.90	8,308.20
252	Eliot					
252	So. Berwick			2,620.39	7,583.63	10,204.02
200	Hollis			*1,005.57	8,643.64	9,649.21
250	Kittery			98.03	9,241.03	9,339.06
193	Lyman			179.60	9,316.88	9,496.48
251	No. Kennebunkport			1,244.80	9,403.65	10,648.45
251	No. Kennebunkport					
192	Wells			170.48	7,102.56	7,273.04
Grand Totals Net		377.04	377.04	*141,146.24	*758,688.09	900,211.37
Miscellaneous Charges Deductible						7,274.07
Gross Total per Controller's Report						907,485.44

\*This Figure is less than amount shown in the Report of 1934, due to miscellaneous credits received after December 31, 1934.

\*\*1.02 Miles consists of construction of gravel surface only.

\*\*\*0.77 Miles consists of grading and base only.

UCTION

R. S. PROJECTS 1933-1934

Recovery Act of 1933—Concluded

December 31, 1935

FEDERAL CREDITS				Type of Surface	Class of Highway	Length Completed in 1933	Length Completed in 1934	Total Length of Project	State Credits
1935	1934	1933	Total to Dec. 31, 1935						
500.74	5,199.18	3,128.96	8,328.14	Gravel	S.H.	0.47		0.47	
501.81	4,020.12	7,219.28	11,740.14	Gravel	T.C.	0.92		0.92	
	4,259.71	5,453.17	10,214.69	Gravel	S.A.	0.18		0.18	
	1,381.48	6,382.29	7,763.77	Gravel	S.A.	0.54		0.54	
2,635.90	1,980.05	5,588.18	10,204.13	Gravel	T.C.	0.70		0.70	
				Gravel	S.A.	0.68		0.68	
501.90	3,491.21	4,016.99	8,010.10	Gravel	S.A.	0.54		0.54	
5,000.00			5,000.00	Bridge	S.A.				2,409.19
441.86	1,110.13	1,618.14	3,170.13	Gravel	S.A.	0.27		0.27	
3,197.29	4,691.64	2,435.04	10,323.97	Gravel	S.A.	0.32	0.13	0.45	
	5,604.55	6,795.99	12,400.54	Gravel	S.A.	0.72		0.72	
	5,104.95	3,077.14	8,182.09	Gravel	S.A.	0.76		0.76	
987.09	1,660.62	2,210.26	4,857.97	Gravel	S.A.	0.51	0.07	0.58	
	4,729.24	3,578.96	8,308.20	Gravel	T.C.	0.63		0.63	
226.65	9,977.37		10,204.02	Gravel	S.A.	0.24		0.24	
				Gravel	S.A.	0.76		0.76	
	4,312.95	4,836.26	9,649.21	Gravel	S.A.	1.04		1.04	
	7,335.13	2,003.93	9,339.06	Gravel	S.A.	0.36		0.36	
	5,965.26	3,531.22	9,496.48	Gravel	T.C.	0.75		0.75	
648.45	8,137.26	1,862.74	10,648.45	Gravel	T.C.	0.94		0.94	
				Gravel	S.A.	0.21	0.07	0.28	
	3,163.69	4,109.35	7,273.04	Gravel	T.C.	0.95		0.95	
58,591.59	377,046.64	402,606.22	838,244.45			67.94	1.51	69.45	57,807.87

SUMMARY

Gravel Surface	1933	1934
Grading and Base	67.01 miles	1.51 miles
Granite Block	0.77 miles	
Bridges (8)	0.16 miles	
Total Mileage		****69.45 miles

\*\*\*\*Includes 4.36 miles constructed on State Highways.

**CONSTRUCTION**  
**U. S. PUBLIC WORKS N. R. S. PROJECTS (1935)**  
(Hayden-Cartwright Act of 1934)  
**Expenditures to December 31, 1935**

Project No. N.R.S. (1935)	Location	Cost of Engineering and Supervision	Cost of Labor and Materials	Total Cost for 1935	Expenditures for 1934	Total Expenditures to Dec. 31, 1935	Federal Credits	State Credits Transfer from General Highway Fund	Type of Surface	Class of Highway	Length Completed in 1935	Length Completed in 1934	Total Length of Project
<b>ANDROSCOGGIN COUNTY</b>													
202B	Durham	202.41	2,252.76	2,455.17	8,742.64	11,197.81	9,034.63	2,163.18	Gravel	S.A.	0.11	0.65	0.76
203B	Wales	264.12	2,564.22	2,828.34	10,080.18	12,908.52	7,855.81		Gravel	S.A.		0.62	0.62
203B	Webster									S.A.		0.18	0.18
<b>AROOSTOOK COUNTY</b>													
242B	Ashland	86.00	78.73	164.73	5,041.52	5,206.25	4,996.97	209.28	Gravel	S.A.		0.62	0.62
260	Forkstown	152.32	365.47	517.79	8,158.70	8,676.49	6,032.28	1,052.92	Gravel	S.A.	0.10	0.68	0.78
174B	Fort Fairfield	116.54		116.54	5,259.50	5,376.04	5,376.04		Gravel	S.H.		0.41	0.41
205B	Mapleton	96.23	123.39	219.62	8,053.97	8,273.59	5,397.46	2,876.13	Gravel	S.A.		0.21	0.21
205B	Castle Hill									S.A.		0.21	0.21
205B	Wade									S.A.		0.09	0.09
205B	Washburn									S.A.		0.09	0.09
261	Merrill									S.A.		0.10	0.44
261	Merrill	531.71	3,396.96	3,928.67	5,529.70	9,458.37	3,732.90		Bridge	S.A.			0.54
277	Reed	90.80	146.04	236.84	8,017.13	8,253.97	8,253.97		Gravel	S.A.		0.84	0.84
207B	Wallagrass	708.33	5,542.93	6,251.26	8,971.23	15,222.49	4,192.60	1,000.00	Gravel	S.A.	0.15	0.49	0.64
<b>CUMBERLAND COUNTY</b>													
280	Bridgton	158.01	250.81	408.82	8,069.59	8,478.41	8,355.84	122.57	Gravel	T.C.		0.80	0.80
281	Cape Elizabeth	30.00		30.00	111.51	141.51		141.51		S.A.			
282	Falmouth	190.21	3,235.18	3,425.39	10,577.09	14,002.48	9,569.82	1,946.42	Gravel	S.A.	0.14	0.50	0.64
185B	North Yarmouth	82.94	126.21	209.15	8,625.86	8,835.01	8,835.01		Gravel	S.A.		1.12	1.12
283	Sebago	235.40	598.49	833.89	7,383.77	8,217.66	7,731.13	486.53	Gravel	S.A.	0.20	0.55	0.75

FRANKLIN COUNTY														
272	Carthage	52.62	266.57	319.19	8,817.01	9,136.20	8,741.92	394.28	Gravel	S.A.		0.71	0.71	
168B	Anson	311.59	2,212.86	2,524.45	5,913.48	8,437.93	4,749.10		Gravel	S.A.	0.14	0.08	0.22	
168B	Industry											0.27	0.27	
160B	Lang	167.49	6,068.93	6,236.42	2,600.95	8,837.37	2,815.70		Gravel	S.H.	0.46	0.27	0.73	
HANCOCK COUNTY														
262	Gouldsboro	181.80	991.24	1,173.04	10,219.89	11,392.93	6,555.35		Gravel	S.A.		0.66	0.66	
214B	Mariaville	100.83	437.69	538.52	10,656.21	11,194.73	9,013.65	2,181.08		S.A.		0.62	0.62	
278	Penobscot	79.19	203.11	282.30	9,113.42	9,395.72	9,190.19	205.53		Gravel	S.H.	0.95	0.95	
KENNEBEC COUNTY														
263	Belgrade	133.96	73.32	207.28	7,246.35	7,453.63	7,453.63		Gravel	S.A.		0.81	0.81	
264	Gardiner	376.63	9,818.46	10,195.09	431.29	10,626.38	8,778.80		Gravel	S.A.	0.78		0.78	
219B	Vassalboro	520.78	3,993.09	4,513.87	239.63	4,753.50		1,758.04		Bridge	S.A.			
284	Vassalboro	295.91	1,432.77	1,728.68	84.65	1,813.33	1,863.18			Bridge	S.A.			
265	Wayne	148.15	492.89	641.04	7,602.03	8,243.07	8,243.07			Gravel	S.A.	0.94	0.94	
KNOX COUNTY														
189B	Appleton	85.89	74.90	160.79	8,303.77	8,464.56	8,464.56		Gravel	S.A.		0.72	0.72	
266	South Thomaston	202.50	4,598.96	4,801.46	8,099.09	12,900.55	6,004.55	3,860.86		Gravel	S.A.	0.13	0.52	0.65
LINCOLN COUNTY														
267	Alna	414.80	1,579.06	1,993.86	577.94	2,571.70	1,433.62	1,138.08		Bridge	S.A.			
226B	Jefferson	68.06	215.63	283.69	6,820.69	7,104.38	6,516.48	587.90		Gravel	S.H.	0.34	0.34	
276	Newcastle	255.35	4,711.63	4,966.98	9,746.50	14,713.48	7,148.26	2,103.40	Gravel	S.A.	0.12	0.63	0.75	
276	Edgecomb											0.18	0.18	
OXFORD COUNTY														
167B	Albany	368.62	2,060.31	2,428.93	8,871.32	11,300.25	5,671.80	970.31	Gravel	S.A.	0.08	0.63	0.71	
167B	Albany													
231B	Brownfield	71.39	55.26	126.65	3,851.61	3,978.26	3,978.26			Gravel	S.A.	0.54	0.54	
279	Buckfield	123.71	106.95	230.66	4,916.99	5,147.65	5,052.41	95.24		Gravel	S.A.	0.34	0.34	
273	Denmark	78.57	34.25	112.82	4,579.90	4,692.72	4,527.49	165.23		Gravel	S.A.	0.44	0.44	
191B	Greenwood	16.04	150.00	166.04	2,394.28	2,560.32	2,560.32			Gravel	S.A.	0.25	0.25	
161B	Waterford	96.07	51.94	148.01	7,308.54	7,456.55	7,380.44	76.11		Gravel	S.A.	0.74	0.74	
PENOBSCOT COUNTY														
236B	Dixmont	388.54	5,396.54	5,785.08	16,516.40	22,301.48	16,876.00		Gravel	S.H.	0.33	0.81	1.14	
236B	Jackson											0.48	0.48	
268	Garland	150.01	241.25	391.26	11,280.44	11,671.70	8,967.87	2,703.83		Gravel	S.A.	0.78	0.78	
274	Howland	68.77	84.65	153.42	7,606.65	7,760.07	7,760.07			Gravel	S.H.	0.81	0.81	
292	Medway	321.79	3,961.06	4,282.85	2,207.20	6,490.05	2,750.00			Gravel	S.A.	0.21	0.20	0.41
235B	Prentiss	300.24	2,345.13	2,645.37	11,734.08	14,379.45	9,876.81	2,472.37		Gravel	S.A.	0.15	1.32	1.47
PISCATAQUIS COUNTY														
269	Milo	56.29	4.36	60.65	6,086.75	6,147.40	4,670.29	1,477.11		Gravel	S.A.	0.33	0.33	
270	Monson	492.75	1,959.10	2,451.85	147.21	2,599.06				Bridge	S.A.			
275	Parkman	93.94	151.93	245.87	6,957.07	7,202.94	6,877.62	325.32		Gravel	S.A.	0.62	0.62	
271	Sangerville	461.39	6,925.75	7,387.14	133.21	7,520.35	3,678.41	3,841.94		Bridge	S.A.			

CONSTRUCTION

U. S. PUBLIC WORKS N. R. S. PROJECTS (1935)

(Hayden-Cartwright Act of 1934)—Concluded

Expenditures to December 31, 1935

Project No. N.R.S. (1935)	Location	Cost of Engineering and Supervision	Cost of Labor and Materials	Total Cost for 1935	Expenditures for 1934	Total Expenditures to Dec. 1935	Federal Credits	State Credits Transfer from General Highway Fund	Type of Surface	Class of Highway	Length Completed in 1935	Length Completed in 1934	Total Length of Project
SAGADAHOC COUNTY													
166B	Phippsburg	174.60	568.22	742.82	6,117.38	6,860.20	4,300.81	598.53	Gravel	S.A.		0.46	0.46
285	Richmond	74.04	171.79	245.83	10,210.89	10,456.72	7,497.60	2,959.12	Gravel	S.A.		0.44	0.44
SOMERSET COUNTY													
168B	Industry—See Anson Industry	Franklin	County										
243B	Concord	316.21	2,300.73	2,616.94	5,646.73	8,263.67	6,433.80	1,829.87	Gravel	S.A.	0.02	0.35	0.37
286	Cornville	200.31	2,083.25	2,283.56	5,789.93	8,073.49	4,266.80	4.50	Gravel	S.H.	0.11	0.42	0.53
241B	Jackman	194.28	4,034.09	4,228.37	336.90	4,565.27	2,416.65		Gravel	S.H.	0.17		0.17
287	Ripley	85.22	418.24	503.46	6,788.78	7,292.24	5,650.78	1,641.46	Gravel	S.A.		0.39	0.39
WALDO COUNTY													
159B	Brooks	238.88	1,978.28	2,217.16	15,196.97	17,414.13	11,501.20	119.71	Gravel	S.A.		0.29	0.29
159B	Knox												
236B	Jackson—See Dixmont, Jackson	Penobscot	County						Gravel	T.C.		0.76	0.76
WASHINGTON COUNTY													
248B	Baileysville	233.79	449.45	683.24	9,489.17	10,172.41	7,814.95	2,357.46	Gravel	S.A.	0.07		0.71
249B	Cutler	55.84	119.09	174.93	8,464.91	8,639.84	7,355.80	1,284.04	Gravel	S.A.		0.41	0.41
171B	Kossuth	298.58	1,259.20	1,557.78	10,088.51	11,646.29	6,499.70	347.79	Gravel	S.A.		0.42	0.42
YORK COUNTY													
288	Alfred	196.08	1,088.20	1,284.28	6,546.74	7,831.02	7,831.02		Gravel	S.A.		0.86	0.86
289	Buxton	152.81	648.85	801.66	6,797.25	7,598.91	7,224.08	374.83	Gravel	S.A.		0.70	0.70
250B	Kittery	187.51	2,484.09	2,671.60	2,908.57	5,580.17	4,817.94	762.23	Gravel	S.A.	0.14	0.12	0.26
290	Sanford	234.36	1,469.77	1,704.13	5,156.81	6,860.94	6,580.91	280.03	Gravel	S.H.	0.05	0.25	0.30
291	South Berwick	129.32	179.59	308.91	8,337.47	8,646.38	7,082.48		Gravel	S.A.		0.33	0.33
Grand Totals Net		12,200.52	98,633.62	110,834.14	401,563.85	512,397.99	374,238.83	46,914.74			3.94	31.15	35.09
Miscellaneous Charges deductible				2,075.34	1,164.51	3,239.85							
Gross Total per Controllers Report				112,909.48	402,728.36	515,637.84							

SUMMARY

Gravel Surface 1934	.....	*31.15 miles
Gravel Surface—1935	.....	** 3.94 miles
Bridges (7)		
Total Mileage—Gravel Surface	.....	***35.09 miles
*Includes 4.74 miles constructed on State Highways.		
**Includes 1.12 miles constructed on State Highways.		

**UNITED STATES WORKS PROGRAM  
HIGHWAY PROJECTS  
(Emergency Relief Appropriation Act of 1935)**

**STATE HIGHWAY "B"**

**Westbrook—U. S. W. P. Project No. W. P. M. H. 26.** This project begins 2.12 miles from the Portland line and extends northerly. The work consists of the widening, grading and base, for a future surface, of a bituminous macadam road constructed in 1920-21. Length of project, 1.01 miles. Work was started late in 1935. Contractor, W. H. Hinman, Inc. of No. Anson, Maine. Expenditures in 1935 amount to \$285.10

**STATE HIGHWAY "B-S"**

**Poland—U. S. W. P. Project No. W. P. S. S. 343.** This project begins at Highway "S" and extends southwesterly. The work consists of the reconstruction of a gravel road. Length of project, 0.65 miles. The equivalent of 0.15 miles is reported for 1935. Type of surface, gravel. Width of surface, 20 feet. Shoulders, 3 feet. Contractor, Wyman & Simpson, Inc. of Augusta, Maine. Expenditures in 1935 amount to \$3,618.16.

**STATE HIGHWAY "D"**

**Jackson—U. S. W. P. Project No. W. P. S. S. 236-C.** This project begins at the end of U. S. P. W. Project No. N. R. S. 236-B (1935) and extends southerly to U. S. P. W. N. R. S. 247. Length of project, 0.67 miles. Work was started in 1935, but no mileage reported. Type of surface, gravel. Width of surface, 18 feet. The work was done by force account under the supervision of Arthur Payson. Expenditures in 1935 amount to \$1,920.76.

**STATE HIGHWAY "F-1"**

**Dallas—U. S. W. P. Project No. W. P. S. S. 301.** This project begins at the end of 1935 S. A. construction and extends northeasterly. The work consists of the reconstruction of a S. A. gravel road. Length, 0.44 miles. The equivalent of 0.18 miles is reported for 1935. Type of surface, gravel. Width of surface, 18 feet. Shoulders, 3 feet. The work was done by force account under the supervision of Leon Wyman. Expenditures in 1935 amount to \$3,609.38.

**STATE HIGHWAY "H"**

**Jackman—U. S. W. P. Project No. W. P. S. S. 241-C.** This project begins at the end of 1934 S. H. Construction and extends southerly. The work consists of the reconstruction

of a gravel road constructed in 1923-26. Length of project, 0.28 miles. The equivalent of 0.15 miles is reported for 1935. Type of surface, gravel. Width of surface, 20 feet. Shoulders, 3 feet. The work was done by force account under the supervision of J. H. Murtha. Expenditures in 1935 amount to \$6,715.25.

**Norridgewock—U. S. W. P. Project No. W. P. H. 152-C.** This project begins about 1.90 miles from the Madison line and extends southeasterly over new location to eliminate a dangerous curve in old road. Length of project, 0.38 miles. Work was started in 1935 but no mileage reported. Type of surface, gravel. Width of surface, 18 feet. Shoulders, 3 feet. Contractor, W. H. Hinman, Inc. of No. Anson, Maine. Expenditures in 1935 amount to \$251.63.

### STATE HIGHWAY "J"

**Guilford—U. S. W. P. Project No. W. P. H. 111-C.** This project begins at the end of U. S. P. W. Project No. N. R. H. 111-B and extends southeasterly. The work consists of the reconstruction of a gravel road. Length of project, 0.47 miles. The equivalent of 0.09 miles is reported for 1935. Type of surface, gravel. Width of surface, 20 feet. Shoulders, 3 feet. The work was done by force account under the supervision of E. W. Edgerly. Expenditures in 1935 amount to \$6,793.65.

### STATE HIGHWAY "J-K"

**Howland—U. S. W. P. Project No. W. P. S. S. 274-B.** This project begins at the end of U. S. P. W. N. R. S. 274 and extends westerly. The work consists of reconstruction of a gravel road and several pieces of unimproved road. Length of project, 2.30 miles. The equivalent of 0.23 miles is reported in 1935. Type of surface, gravel. Width of surface, 18 feet. Shoulders, 3 feet. The work was done by force account under the supervision of H. C. Edgerly. Expenditures in 1935 amount to \$5,711.85.

### STATE HIGHWAY "Q"

**Hallowell—U. S. W. P. Project No. W. P. M. H. 40-D.** This project begins at the Farmingdale line and extends northerly to beginning of U. S. P. W. Project No. N. R. M. 40-C (1935). The work consists of the reconstruction of a gravel road. Length of project, 0.26 miles. The equivalent of 0.13 miles is reported for 1935. Type of surface, gravel. Width of surface, 33 feet with 4 foot gravel sidewalk. This work was done by force account under the supervision of W. S. Barton. Expenditures in 1935 amount to \$7,018.95.



**STATE HIGHWAY "Y"**

**Ellsworth—U. S. W. P. Project No. W. P. M. S. 303.** This project begins 12,050 feet from Highway 174 and extends southerly. Length of project, 0.11 miles. Work was started in 1935, but no mileage reported. Type of surface, gravel. Width of surface, 20 feet. Shoulders, 3 feet. The work was done by force account under the supervision of C. M. Willey. Expenditures in 1935 amount to \$3,345.87.

**STATE HIGHWAY "PEQUAKET TRAIL"**

**Baldwin-Standish—U. S. W. P. Project No. W. P. S. S. 344.** This project begins 200 feet in Baldwin and extends across the Standish line. The work consists of a cut off for a dangerous curve. Length of project, 0.18 miles of which 0.04 miles is in Baldwin and 0.14 miles in Standish. Work was started in 1935 but no mileage reported. Type of surface, gravel. Width of surface, 20 feet. Shoulders, 3 feet. The work was done by force account under the supervision of J. O. Sanborn. Expenditures in 1935 amount to \$2,264.53.

**STATE HIGHWAY "150"**

**Cornville—U. S. W. P. Project No. W. P. S. S. 286-B.** This project begins at the end of U. S. P. W. Project No. N. R. S. 286 (1935) and extends easterly. The work consists of the reconstruction of a gravel road constructed in 1921. Length of project, 0.75 miles. The equivalent of 0.15 miles is reported for 1935. Type of surface, gravel. Width of surface, 18 feet. Shoulders, 3 feet. The work was done by force account under the supervision of C. S. Whittemore. Expenditures in 1935 amount to \$5,649.41.

**STATE HIGHWAY "203"**

**Newfield—U. S. W. P. Project No. W. P. S. S. 346-B.** This project begins at the end of 1933 S. H. Construction and extends northerly. The work consists of surfacing and base on project started by the State in 1934. Length of project, 0.60 miles. The equivalent of 0.09 miles is reported for 1935. Type of surface, gravel. Width of surface, 18 feet. Shoulders, 3 feet. This work was done by force account under the supervision of H. H. McLeod. Expenditures in 1935 amount to \$2,282.24.

**Shapleigh—U. S. W. P. Project No. W. P. S. S. 346-A.** This project begins at the end of 1933 S. H. Construction and extends southerly. The work consists of grading and surfacing and S. H. Construction started in 1934. Length of project, 0.76 miles. Work was started in 1935, but no mileage

reported. Type of surface, gravel. Width of surface, 18 feet. Shoulders, 3 feet. The work was done by force account under the supervision of L. Hersom. Expenditures in 1935 amount to \$1,308.81.

### UNITED STATES WORKS PROGRAM HIGHWAY PROJECTS

#### W. P. H. Funds

County	Highway	Town	Type of Construction		Length Miles
			Contract	Force Account	
Piscataquis .....	J	Guilford .....		Gravel	0.09
Total Gravel .....					0.09 Miles

#### W. P. S. S. Funds

Androscoggin .....	B-S	Poland .....	Gravel		0.15
Franklin .....	F-1	Dallas .....		Gravel	0.18
Penobscot .....	J-K	Howland .....		Gravel	0.23
Somerset .....	H	Jackman .....		Gravel	0.15
	150	Cornville .....		Gravel	0.15
York .....	203	Newfield .....		Gravel	0.09
Total Gravel .....					0.95 Miles

#### W. P. M. H. Funds

Kennebec .....	Q	Hallowell .....		Gravel	0.13
Total Gravel .....					0.13 Miles

### UNITED STATES WORKS PROGRAM HIGHWAY PROJECTS

#### Carried Over to 1936

#### W. P. H. Funds

County	Highway	Town	Type	Total Length	Length 1935	Carried Over
Aroostook .....	K	New Limerick .....	Gravel	0.74		0.74
Kennebec .....	H-Spur	Winslow .....	Gravel	0.45		0.45
Piscataquis .....	J	Guilford .....	Gravel	0.47	0.09	0.38
Somerset .....	H	Norridgewock .....	Gravel	0.38		0.38
Total Gravel .....						1.95 Miles

## W. P. S. S. Funds

County	Highway	Town	Type	Total Length	Length 1935	Carried Over
Androscoggin	B-S	Poland	Gravel	0.65	0.15	0.50
Aroostook	K-2 K-2 K-3	Hamlin	Gravel	0.34		0.34
		Limestone	Gravel	0.53		0.53
		Caribou	Gravel	0.61		0.61
Cumberland	Peq. Tr.	Baldwin-Standish	Gravel	0.18		0.18
Franklin	F-1	Dallas	Gravel	0.44	0.18	0.26
Oxford	O-Spur	Rumford	Gravel	0.53		0.53
Penobscot	J-K	Howland	Gravel	2.30	0.23	2.07
Somerset	H 150	Jackman	Gravel	0.28	0.15	0.13
		Cornville	Gravel	0.75	0.15	0.60
Waldo	D	Jackson	Gravel	0.67		0.67
Washington	N	Weston-Danforth	Gravel	1.00		1.00
York	203 203	Newfield	Gravel	0.60	0.09	0.51
		Shapleigh	Gravel	0.76		0.76

Total Gravel ..... 8.69 Miles

## W. P. M. H. Funds

Cumberland	B	Westbrook	Gravel	1.01		1.01
Kennebec	P Q	Augusta	Gravel	0.62		0.62
		Hallowell	Gravel	0.26	0.13	0.13

Total Gravel ..... 1.76 Miles

## UNITED STATES WORKS PROGRAM HIGHWAY PROJECTS

## Carried Over to 1936

## W. P. M. S. Funds

County	Highway	Town	Type of Construction		Length Miles
			Contract	Force Account	
Androscoggin		Auburn	Gravel		0.70
		Lewiston	Gravel		1.28
Knox		Rockland		Gravel	0.44
		Rockland		Gravel	0.55
Hancock	Y	Ellsworth		Gravel	0.11
Penobscot		Brewer		Gravel	0.38
		Old Town		Gravel	0.47
York		Biddeford	Gravel		1.07
		Biddeford		Gravel	0.66

Total Gravel ..... 5.66 Miles

UNITED STATES  
CONSTRUCTION AND RECONSTRUCTION

January 1, 1935 to

(Emergency Relief Appropriation)

W. P. H

Project No.	Highway	Town	ENGINEERING & RIGHT OF WAY					Total
			Surveys	Plans & Computations	Engineering & Inspection	Advertising	Rt. of Way Gen. Exp.	
W.P.H. 152C	H	Norridgewock	66.91	93.00	83.90	7.82	251.6	
W.P.H. 142A	H-Spur	Winslow	74.68	154.99		11.80	241.4	
W.P.H. 111C	J	Guilford	220.00	186.00	172.22	.79	579.0	
W.P.H. 127B	K	Grand Isle	137.51	165.50			303.0	
W.P.H. 298A	K	Monticello	260.50	283.92			544.4	
W.P.H. 145E	K	New Limerick	77.80	160.76		6.83	245.3	
W.P.H. 139F	N	Houlton		10.66	22.00		32.6	
W.P.H. 98H	N	Sullivan	63.74	187.51			251.2	
		<b>Total</b>	<b>901.14</b>	<b>1,242.28</b>	<b>278.12</b>	<b>27.24</b>	<b>2,448.7</b>	

W. P. M. H

W.P.M.H. 26	B	Westbrook		43.50	179.26	56.34	279.1
W.P.M.H. 42	K	Bangor	204.97	536.71	27.50		769.1
W.P.M.H. 68C	L	Belfast	218.60	78.33			296.9
W.P.M.H. 296B	P	Augusta	81.66		26.00	7.81	115.4
W.P.M.H. 40D	Q	Hallowell	27.30	119.16	286.11	.79	433.3
		<b>Total</b>	<b>532.53</b>	<b>777.70</b>	<b>518.87</b>	<b>64.94</b>	<b>1,894.0</b>

W. P. S. S

W.P.S.S. 343	B-S	Poland	13.33	7.50	303.86	7.84	332.5
W.P.S.S. 236D	D	Dixmont	211.24	78.51			289.7
W.P.S.S. 236C	D	Jackson	70.85	69.00	163.11		302.9
W.P.S.S. 301	F1	Dallas	51.16	76.56	105.90		233.6
W.P.S.S. 241C	H	Jackman	2.00	110.83	124.47		237.3
W.P.S.S. 274B	J-K	Howland	24.00	47.50	177.79		249.2
W.P.S.S. 300B	K2	Caswell	130.13	70.50			200.6
W.P.S.S. 300A	K2	Hamlin Plantation	37.40	86.91			124.3
W.P.S.S. 300C	K2	Limestone	83.55	78.67	44.13		206.3
W.P.S.S. 174C	K3	Caribou	121.03	140.16	104.73	.79	366.7
W.P.S.S. 345	N	Danforth		22.50		6.83	29.3
W.P.S.S. 302	O Spur	Rumford	247.80	328.33	99.67	6.84	682.6
W.P.S.S. 344	Peq. Tr.	Standish-Baldwin	84.00	77.85	84.99		246.8
W.P.S.S. 286B	150	Cornville	194.08	173.99	159.89		527.9
W.P.S.S. 346A	203	Shapleigh	192.14	316.56	46.50		555.2
W.P.S.S. 346B	203	Newfield	71.99	160.17	78.37		310.5
W.P.S.S. 346C	203	Parsonsfield	246.05	161.25			407.3
		<b>Total</b>	<b>1,780.75</b>	<b>2,006.79</b>	<b>1,493.41</b>	<b>22.30</b>	<b>5,303.2</b>

W. P. G. H

W.P.G.H.	K	Littleton		57.91			57.9
W.P.G.H.	K	Monticello		97.33			97.3
W.P.G.H.	S	Oxford		102.16	138.99	56.80	297.9
		<b>Total</b>		<b>257.40</b>	<b>138.99</b>	<b>56.80</b>	<b>453.1</b>

W. P. G. S

	Peq. Tr.	Hiram	295.99	3.33			299.3
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W. P. M. S

W.P.M.S. 303	Y	Ellsworth	55.00	138.66	42.45		236.1
		<b>GRAND TOTAL</b>	<b>3,565.41</b>	<b>4,426.16</b>	<b>2,471.84</b>	<b>171.28</b>	<b>10,634.6</b>

**WORKS PROGRAM  
EXPENDITURES ON STATE HIGHWAYS  
December 31, 1935  
ation Act of 1935)  
PROJECTS**

LABOR AND MATERIALS								Grand Total!	Miscellaneous Credits
Grading	Base	Culverts	Bridges	Surfacing	Guard Rail	Detours	Total!		
								251.63	
724.54	1,225.20	3,114.30	796.80	353.80			6,214.64	241.47	
								6,793.55	
								303.01	
								544.42	
								245.39	
								32.60	
								251.25	
724.54	1,225.20	3,114.30	796.80	353.80			6,214.64	8,663.42	

**PROJECTS**

		6.00					6.00	285.10	
10.63							10.63	779.81	
								296.93	
3,870.13	2,715.46						6,585.59	115.47	
								7,018.95	
3,880.76	2,715.46	6.00					6,602.22	8,496.26	

**PROJECTS**

3,285.63							3,285.63	3,618.16	
758.79	312.30	546.71					1,617.80	289.75	
2,868.92		506.84					3,375.76	1,920.76	
3,384.24	2,227.40	606.01		260.30			6,477.95	3,609.38	
3,653.33	1,446.61	362.62					5,462.56	6,715.25	
								5,711.85	
		340.55					340.55	200.63	
								124.31	
								546.90	
								366.71	
								29.33	
								682.64	
1,759.59		258.10					2,017.69	2,264.53	
3,515.80	1,101.25			504.40			5,121.45	5,649.41	
717.45		36.16					753.61	1,308.81	
1,940.39		31.32					1,971.71	2,282.24	
								407.30	
21,884.14	5,087.56	2,688.31		764.70			30,424.71	35,727.96	

**PROJECTS**

								57.91	
								97.33	
								297.95	
								453.19	

**PROJECTS**

								299.32	
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**PROJECTS**

2,882.60		227.16					3,109.76	3,345.87	
29,372.04	9,028.22	6,035.77	796.80	1,118.50			46,351.33	56,986.02	

**CONSTRUCTION**  
**U. S. WORKS PROGRAM HIGHWAY PROJECTS**  
**W. P. S. O. 1935**

(Emergency Relief Appropriation Act of 1935)

**Expenditures to December 31, 1935**

Project No. WPSO	Location	Class of Highway	Cost of Engineering and Supervision	Cost of Labor and Materials	*Total Expenditures to Dec. 31, 1935	Type of Surface	Length completed in 1935 Miles	Length carried over to 1936 Miles	Total Length of Project Miles
<b>ANDROSCOGGIN COUNTY</b>									
202C	Durham	S.A.	179.03	133.23	312.26	Gravel		0.55	0.55
321	Livermore Falls	S.A.	125.42	1,425.84	1,551.26	Gravel	0.16	0.46	0.62
320	Turner	S.A.	119.87		119.87	Gravel		0.53	0.53
<b>AROOSTOOK COUNTY</b>									
242C	Ashland	S.A.	300.26	7,692.22	7,992.48	Gravel	0.45	0.45	0.90
310	Caribou	S.A.	243.20		243.20	Gravel		1.02	1.02
306	Castle Hill	S.A.	247.84		247.84	Gravel		1.61	1.61
309	Fort Fairfield	S.A.	210.80		210.80	Gravel		0.55	0.55
308	Fort Kent	S.A.	245.54		245.54	Gravel		0.39	0.39
305	Haynesville	S.A.	385.82	1,260.98	1,646.80	Gravel		0.78	0.78
307	Moro	S.A.	586.05	217.69	803.74	Gravel		0.37	0.37
206B	Saint Francis	S.A.	285.41		285.41	Gravel		0.40	0.40
207C	Wallagrass	S.A.	143.19		143.19	Gravel		0.37	0.37
<b>CUMBERLAND COUNTY</b>									
324	Bridgton	S.A.	130.56		130.56	Gravel		0.53	0.53
281	Cape Elizabeth	S.A.	158.65	1,611.75	1,770.40	Gravel	0.11	0.46	0.57
282B	Falmouth	S.A.	155.72	570.64	726.36	Gravel	0.06	0.82	0.88
323	Freeport	T.C.	246.00		246.00	Gravel		0.36	0.36
322	Harpeswell	S.A.	280.79	1,470.73	1,751.52	Gravel	0.11	0.51	0.62
326	Sebago	S.A.	181.89	936.22	1,118.11	Gravel	0.07	0.19	0.26
325	Standish	S.A.	106.76	1,103.34	1,210.10	Gravel	0.05	0.24	0.29
<b>FRANKLIN COUNTY</b>									
311	Phillips	T.C.	309.44	900.52	1,209.96	Gravel	0.06	0.21	0.27
212B	Wilton	S.A.	209.05	2,552.89	2,761.94	Gravel	0.20	0.25	0.45
<b>HANCOCK COUNTY</b>									
313	Bucksport	S.A.	358.05	2,861.43	3,219.48	Gravel	0.48	0.12	0.60
262B	Gouldsboro	S.A.	314.49	4,120.76	4,435.25	Gravel	0.39	0.06	0.45
314	Lamoine	T.C.	191.30	1,104.76	1,296.06	Gravel	0.09	0.40	0.49
214C	Mariaville	S.A.	104.48	18.66	123.14	Gravel		0.10	0.21
214C	Waltham	S.A.						0.11	0.11
312	Tremont	S.A.	285.45	3,654.16	3,939.61	Gravel	0.19	0.57	0.76
<b>KENNEBEC COUNTY</b>									
330	Fayette	S.A.	168.55		168.55	Gravel		0.82	0.82
328	Litchfield	T.C.	221.22		221.22	Gravel		0.58	0.58
329	Sidney	S.A.	571.24	2,604.05	3,175.29	Gravel	0.20	1.11	1.31
327	West Gardiner	S.A.	208.58		208.58	Gravel		0.55	0.55
331	Winslow	S.A.	285.76	2,952.12	3,237.88	Gravel	0.45	0.44	0.89
332	Winthrop	S.A.	276.56		276.56	Gravel		0.60	0.60
332	Wayne	S.A.							
<b>KNOX COUNTY</b>									
189C	Appleton	S.A.	398.77	2,011.21	2,409.98	Gravel	0.19	0.70	0.89
333	Camden	S.A.	415.77	2,747.03	3,162.80	Gravel	0.89	0.40	1.29
266B	Saint George	S.A.	151.29		151.29	Gravel		0.57	0.57
266B	South Thomaston	S.A.							
334A	Thomaston	S.A.	259.67		259.67	Gravel		0.97	0.97
<b>LINCOLN COUNTY</b>									
227B	Bristol	S.A.	264.68	2,965.29	3,229.97	Gravel	0.30	0.11	0.41
267B	Edgecomb	S.A.	226.97	2,498.88	2,725.85	Gravel	0.15	0.20	0.35
315	Nobleboro	T.C.	314.42	3,097.63	3,412.05	Gravel	0.28	0.14	0.42

**CONSTRUCTION**  
**U. S. WORKS PROGRAM HIGHWAY PROJECTS**

W. P. S. O. 1935

(Emergency Relief Appropriation Act of 1935)

Expenditures to December 31, 1935

Project No. PSO	Location	Class of Highway	Cost of Engineering and Supervision	Cost of Labor and Materials	*Total Expenditures to Dec. 31, 1935	Type of Surface	Length completed in 1935 Miles	Length carried over to 1936 Miles	Total Length of Project Miles
<b>OXFORD COUNTY</b>									
167C	Albany	S.A.	199.00	2,571.03	2,770.03	Gravel	0.17	0.36	0.53
316	Denmark	S.A.	205.69		205.69	Gravel		0.45	0.45
255B	Paris	T.C.	202.44		202.44	Gravel		0.32	0.32
161C	Waterford	S.A.	267.49	3,771.12	4,038.61	Gravel	0.32	0.20	0.52
<b>PENOBSCOT COUNTY</b>									
337	Bradford	S.A.	143.15		143.15	Gravel		0.66	0.66
335	Dexter	S.A.	239.50		239.50	Gravel		0.63	0.63
318B	Indian Purchase	S.A.	129.02	701.52	830.54	Gravel	0.09	0.29	0.38
336	Lee	S.A.	279.83	3,246.09	3,525.92	Gravel	0.45	0.46	0.91
235C	Prentiss	S.A.	294.46	222.78	517.24	Gravel		0.66	0.66
<b>PISCATAQUIS COUNTY</b>									
317	Medford	S.A.	147.71		147.71	Gravel		0.41	0.41
<b>SAGADAHOE COUNTY</b>									
166C	Phippsburg	S.A.	353.76		353.76	Gravel		0.32	0.32
285B	Richmond	S.A.	420.26	4,838.75	5,259.01	Gravel	0.33	0.16	0.49
<b>SOMERSET COUNTY</b>									
168C	Anson	S.A.	159.97	1,295.90	1,455.87	Gravel	0.15	0.41	0.56
196B	Canaan	T.C.	184.47	2,125.45	2,309.92	Gravel	0.21	0.10	0.31
287B	Ripley	S.A.	164.61	1,506.43	1,671.04	Gravel	0.07	0.07	0.14
<b>WALDO COUNTY</b>									
246B	Montville	S.A.	321.06		321.06	Gravel		0.43	0.43
186B	Waldo	S.A.	281.81	2,815.13	3,096.94	Gravel	0.35	0.06	0.41
338	Winterport	S.A.	379.19	3,522.70	3,901.89	Gravel	0.41	0.16	0.57
<b>WASHINGTON COUNTY</b>									
340	Addison	S.A.	337.69	1,775.23	2,112.92	Gravel	0.05	0.22	0.27
248C	Baileyville	S.A.	208.67		208.67	Gravel		0.74	0.74
339	Harrington	S.A.	251.11	2,742.48	2,993.59	Gravel	0.22	0.67	0.89
171C	Kossuth	S.A.	229.76	395.09	624.85	Gravel		0.68	0.68
341	Machiasport	S.A.	215.25		215.25	Gravel		0.32	0.32
<b>YOKE COUNTY</b>									
288B	Alfred	S.A.	86.25	531.65	617.90	Gravel	0.11	0.50	0.61
195B	Berwick	T.C.	163.90		163.90	Gravel		0.74	0.74
289B	Buxton	S.A.	291.26	2,149.32	2,440.58	Gravel	0.14	0.86	1.00
342	Kennebunkport	S.A.	262.13		262.13	Gravel		0.60	0.60
291B	South Berwick	S.A.	119.09	1,735.79	1,854.88	Gravel	0.08	0.23	0.31
Grand Totals Net			46,407.07	86,458.49	102,865.56		8.03	31.31	39.34

\*"Total Expenditures" on Projects does not show total cost, as additional charges were made after December 31, 1935.

## 1935 REPORT

### BRIDGE CONSTRUCTION

In 1935, seventy bridges were placed under construction. Of this number five were U. S. Public Works Projects and one was a U. S. Works Program Grade Crossing Project, financed wholly or in part from Federal funds; also twenty-six were U. S. Public Works Administration Projects, financed in part from PWA funds and six were financed in part from ERA or WPA funds.

The State's portion of the cost of construction was paid from the bond issue authorized in 1929. Bonds having a value of three hundred seventy-five thousand dollars were issued in 1935, leaving a like amount available for future work.

The following bridges were placed under construction in 1935:

Town and County	Contractor	Est. Cost	Description
Albany ..... Oxford .....	Sweetser Brothers .....	\$7,700	Furlong Bridge, U. S. Public Works Project NRS 167-B, 1935; 25 ft. clear span length along roadway; skewed 30°; concrete abutments; reinforced concrete T-beam, concrete surface, 22 ft. roadway.
Andover ..... Oxford .....	Stewart & Williams, Inc. Substructure & Floor The Berlin Const. Co., Inc. .... Steel Superstructure	12,000	Merrill Bridge; 88 ft. 5½ in. center to center of bearings; skewed 7°-30'; existing abutments capped; steel truss span, concrete slab and wearing surface; 20 ft. roadway.
Athens ..... Somerset .....	Edgar Cyr .....	9,100	Tannery Bridge; clear span length 30 ft.; concrete abutments; reinforced concrete T-beam superstructure; concrete surface; 22 ft. roadway.
Atkinson ..... Piscataquis .....	H. L. Goodrich .....	13,000	Atkinson Mills Bridge; clear span length 30 ft.; concrete abutments; reinforced concrete T-beam superstructure; concrete surface; 22 ft. roadway.
Auburn ..... Androscoggin .....	Reed & Reed .....	6,500	Taylor Brook Bridge; U.S. PWA Project 1014-1; clear span length 16 ft.; concrete abutments; reinforced concrete slab span; concrete surface; 22 ft. roadway.
Bar Harbor- Mt. Desert ..... Hancock .....	Chas. Andreassi & Co.	10,800	Kittredge Bridge; U. S. PWA Project 1014-8; clear span length 12 ft. along roadway; skewed 15°; coursed ashlar masonry abutments; reinforced concrete slab span; concrete surface; rock-faced masonry rails; 26 ft. roadway.
Bingham-Concord ..... Somerset .....	Force Account .....	10,000	Kennebec River Bridge; repair floor and trusses; two spans, 300 ft. 1½ in. and 177 ft. center to center of pins; new floor only; laminated floor and 1" asphalt plank surface; roadway 17 ft. ¾ in.
Brooklin ..... Hancock .....	Force Account .....	3,000	Benjamin River Bridge; new superstructure only; 25 ft. center to center of bearings; steel I-beam stringers; laminated floor and 1" asphalt plank surface; 22 ft. roadway.



Town and County	Contractor	Est. Cost	Description
Brooks Waldo	Cyr Brothers Co.	\$9,000	Gibbs Bridge; U. S. PWA project 1014-16; 17 ft. 3¾ in. clear span along roadway; skewed 30°; mass concrete abutments; reinforced concrete slab superstructure; 20 ft. roadway; new location.
Brownville Piscataquis	Force Account Substructure & Floor  The Berlin Const. Co. Inc. Steel Superstructure	32,200	Brownville Junction Bridge; Part of labor costs from ERA; Steel truss span; 161 ft. center to center of bearings; existing abutments capped; new mass concrete wings; reinforced concrete slab and concrete surface; 22 ft. road way.
Bucksport Hancock	W. H. McPherson	9,700	Moosehorn Bridge; U.S. PWA Project 1014-26; 30 ft. clear span along roadway; skewed 20°; mass concrete abutments; reinforced concrete T-beam superstructure; concrete surface; 22 ft. roadway.
Cambridge-Ripley Somerset	Stewart & Williams, Inc.	20,300	Upper Mainstream Bridge; U. S. PWA Project 1014-31; clear span length 70 ft.; mass concrete abutments; steel I-beams; concrete slab and surface; 22 ft. roadway.
Camden Knox	Force Account	12,200	Knowlton Street Bridge; Part of labor costs from WPA; 30 ft. clear span; one mass concrete and one reinforced concrete jacketed abutment and mass concrete retaining walls; reinforced concrete T-beam superstructure; 5 ft. sidewalk; concrete surface; 27 ft. roadway.
Camden Knox	Force Account	10,000	Rawson Avenue Bridge; Part of labor costs from ERA; two 16 ft. spans; one mass concrete abutments and one mass concrete pier; two reinforced concrete slabs; concrete surface; 21 ft. roadway; 5 ft. sidewalk.
Canaan Somerset	Walter V. Mitton, Inc.	12,600	Hall Bridge; three steel I-beam spans; spans, two 25 ft. and one 40 ft. clear spans along roadway; skewed 30°; two pile abutments and two pile bent piers; laminated floor; 1" asphalt plank surface; 22 ft. clear roadway; new location.
Cherryfield Washington	Cyr Brothers Co.	53,000	Covered Bridge; U.S. PWA Project 1014-2; three 50 ft. clear spans; two abutments, two piers, ashlar masonry; three reinforced concrete T-beam spans; concrete surface; 5 ft. sidewalk; 24 ft. roadway.
Cutler Washington	Force Account	2,500	Cove Road Bridge; clear span length 16 ft.; stone filled, log crib abutments; timber stringers; laminated floor; 1" asphalt plank surface; 22 ft. roadway.
Cyr Plantation Aroostook	Force Account	5,300	Madore Bridge; clear span length 21 ft. 7 in.; reinforced concrete crib abutments and wings; steel I-beam stringers; laminated floor; 1½" asphalt plank surface; 22 ft. clear roadway.
Deblois Washington	Walter V. Mitton, Inc.	13,800	Deblois Bridge; clear span lengths, two at 60 ft.; two abutments and one pier, stone filled log cribs; steel I-beam stringers; laminated floor, 1" asphalt plank; 22 ft. roadway, new location.
Dexter Penobscot	Force Account	6,500	Silver Mills Bridge; 25 ft. 4¾ in. clear span length along roadway; skewed 30°; mass concrete abutments and wings; 9 ft. 6 in. rise, corrugated metal plate-arch; 22 ft. clear roadway; new location.

Town and County	Contractor	Est. Cost	Description
Dixfield Oxford	Herbert Phillips	\$8,700	Newton Brook Bridge; U. S. PWA Project 1014-3; clear span length 20 ft.; concrete abutments and wings; reinforced concrete top and bottom slabs; concrete surface; 22 ft. roadway.
Falmouth Cumberland	Herbert Phillips	12,500	Allen's Bridge; U. S. PWA Project 1014-5; 3 spans 26 ft. center to center of bearings; two pile abutments and two pile bent piers; steel I-beam stringers; laminated floor, 1" asphalt plank; 22 ft. roadway.
Fryeburg Oxford	A. Michellini & Sons, Inc.	8,100	Little Pond Bridge; U. S. PWA Project 1014-4; clear span length 20 ft.; mass concrete abutments and wings; reinforced concrete slab; concrete surface; 24 ft. roadway; new location.
Hallowell Kennebec	Hector J. Cyr Co., Inc. Substructure & Floor  American Bridge Co. Steel Superstructure	150,000	Milliken's Crossing; U. S. Public Works Project NRM 40-C, 1935; grade crossing elimination; six steel girder spans; two spans 50 ft. 9 in., two spans 70 ft. and two spans 57 ft. 3 in. center to center of bearings; reinforced concrete abutments, steel column and reinforced concrete piers; reinforced concrete slabs concrete surface; 32 ft. roadway; 6 ft. sidewalk
Hanover Oxford	Force Account	1,500	First Bridge; 18 ft. clear span along roadway; skewed 45°; stone filled log cribs; wood stringers, plank floor; 21 ft. roadway.
Harmony Somerset	H. L. Goodrich	3,000	Water Street Bridge; clear span length 10 ft.; concrete abutments; reinforced concrete top and bottom slabs; 26 ft. roadway.
Harrington Washington	J. R. Partridge	7,700	Johnson Bridge; U. S. PWA Project 1014-27; two 6 ft. clear spans; all timber structure; wooden tide gate downstream end; 46 ft. between curbs to allow 26 ft. roadway on fill; new location.
Hartland Somerset	Sweetser Brothers	11,300	Iron Bridge; one 20 ft. clear span reinforced concrete slab and one 40 ft. clear span reinforced concrete T-beam; one existing abutment capped; one new concrete pier and abutment; concrete surface; 27 ft. roadway; 5 ft. sidewalk.
Houlton Aroostook	C. W. McEachern	13,100	Cary's Mill Bridge; U. S. PWA Project 1014-10; clear span length 45 ft.; concrete abutments; steel I-beam stringers; reinforced concrete slab; concrete surface; 22 ft. roadway.
Indian Township Washington	Force Account	2,100	Huntley Brook Bridge No. 2; 29 ft. 6 in. center to center of bearings; stone filled, log crib abutments; wooden trusses, steel I-beam stringers; timber floor; 18 ft. roadway.
Jefferson Lincoln	Force Account	4,000	Reeves Brook Bridge; clear span length 18 ft.; concrete abutments; reinforced concrete slab span; 21 ft. roadway.
Kenduskeag Penobscot	Ralph Giovannucci	5,000	Black Brook Bridge; U. S. PWA Project 1014-7; clear span length 15 ft.; concrete abutments resting on log grillage; reinforced concrete top and bottom slabs; concrete surface; 24 ft. roadway; new location.
Knox Waldo	Force Account	2,700	Cross Bridge; clear span length 12 ft.; 4 ft. 6¾ in. rise; corrugated metal arch span; 25 ft. roadway.

Town and County	Contractor	Est. Cost	Description
Knox Waldo	Force Account	\$3,800	Hawkins Bridge; 19 ft. 6 in. center to center of bearings; stone filled log crib abutments; steel I-beam stringers; laminated floor; 1" asphalt plank surface; 22 ft. roadway.
Knox Waldo	Force Account	1,300	Woods Bridge; 5 ft. diameter corrugated metal culvert; 26 ft. roadway.
Lee Penobscot	George W. Crane	9,000	Pond Bridge; U. S. PWA Project 1014-13; clear span length 18 ft.; mass concrete abutments; concrete struts; reinforced concrete slab span; concrete surface; 22 ft. roadway.
Leeds-Monmouth Androscoggin and Kennebec	Stewart & Williams, Inc.	60,800	Highmoor Crossing; U. S. Works Program Grade Crossing Project WPGH 257-C; Grade crossing elimination; three steel I-beam stringer spans, each 30 ft. center to center of bearings; two reinforced concrete piers and abutments; pile foundation; reinforced concrete slabs; concrete surface; 32 ft. clear roadway; new location.
Leeds-Turner Androscoggin	Hector J. Cyr Co., Inc. Substructure & Floor  Pittsburgh-Des Moines Steel Co. Steel Superstructure	64,700	North Turner Bridge; U. S. PWA Project 1014-12; two bridges; main channel bridge, two truss spans, one 90 ft. 6 in. center to center of bearings, other 160 ft. 1 in. center to center of bearings; high water channel span 128 ft. 6 in. center to center of bearings; four mass concrete abutments and one mass concrete pier; concrete surface; reinforced concrete slabs; 22 ft. roadway.
Limington York	Force Account	7,000	Chase's Mill Bridge; two steel I-beam stringer spans, one 48 ft., the other 44 ft. center to center of bearings; used existing abutments; laminated floor; 1" asphalt plank; 17 ft. roadway.
Lincolnton Waldo	Force Account	6,900	Pond Bridge; 13 ft. 9 in. diameter full round corrugated metal pipe; 26 ft. roadway.
Lincolnton Waldo	Edgar Cyr	6,000	Knight's Hill Bridge; U. S. PWA Project 1014-9; clear span length 12 ft.; concrete abutments; reinforced concrete top and bottom slabs; 22 ft. roadway.
Livermore Falls Androscoggin	Force Account	5,800	Wentworth Bridge; part of labor costs from ERA; clear span length 18 ft.; concrete abutments; reinforced concrete top and bottom slabs; concrete surface; 22 ft. roadway; new location.
Machias Washington	Force Account	10,000	Libby Brook Bridge; U. S. PWA Project 1014-14; clear span length 15 ft.; dry coursed rubble masonry abutments; reinforced concrete slab span; concrete surface; 22 ft. roadway.
Madrid Franklin	Force Account	5,500	Village Bridge; 64 ft. center to center of bearings; existing abutments capped and jacketed; steel I-beam stringers; reinforced concrete slab; concrete surface; 12 ft. roadway.
Mariaville-Waltham Hancock	Walter V. Mitton, Inc.	14,300	Jones Bridge; U. S. PWA Project 1014-17; 55 ft. center to center of bearings; concrete abutments; steel I-beam stringers; reinforced concrete slab; concrete wearing surface; 22 ft. roadway.
Medford Piscataquis	Herbert Phillips	12,300	Scoutarza Bridge; U. S. PWA Project 1014-15; clear span length 18 ft.; concrete abutments; reinforced concrete slab span; concrete surface; 22 ft. roadway.

Town and County	Contractor	Est. Cost	Description
Merrill ..... Aroostook .....	Boone & Brewer Const. Co.....	\$5,700	East Hastings Bridge; U. S. Public Works Project NRS 261, 1935; clear span length 18 ft.; concrete abutments; reinforced concrete slab; 22 ft. roadway; new location.
Monson ..... Piscataquis .....	P. E. Susi & Co. ....	8,400	Leeman Bridge; U. S. PWA Project 1014-18; clear span length 20 ft.; concrete abutments; reinforced concrete slab; concrete surface; 22 ft. roadway; new location.
Montville ..... Waldo .....	Force Account .....	4,500	Bean Bridge; clear span length 14 ft.; concrete abutments; reinforced concrete slab; concrete surface; 22 ft. roadway.
Mount Chase ..... Penobscot .....	Walter V. Mitton, Inc. .	9,400	Crystal Stream Bridge; clear span length 20 ft.; concrete abutments; reinforced concrete slab; 20 ft. roadway; new location.
New Sweden ..... Aroostook .....	Force Account .....	3,000	Bearsley Brook Bridge; 17 ft. 4½ in. clear span; 7 ft. rise corrugated metal plate arch; 25 ft. roadway.
Phillips ..... Franklin .....	Force Account .....	21,100	Cottle Brook Bridge; 20 ft. clear waterway; skewed 17°; reinforced concrete rigid frame structure; 26 ft. fill over structure; existing culvert extended about 90 ft. to allow 26 ft. roadway.
Prospect ..... Waldo .....	W. H. McPherson.....	23,600	Colson Bridge; U. S. PWA Project 1014-19; clear span length 35 ft.; concrete abutments and wings; reinforced concrete T-beam; concrete surface; 24 ft. roadway; new location.
Saco ..... York .....	Force Account .....	5,000	Foxwell Brook Bridge; part of labor costs from ERA; clear span length 10 ft.; coursed rubble masonry abutments and wings; reinforced concrete top and bottom slabs; concrete surface; 22 ft. roadway.
Sanford-Alfred ..... York .....	P. E. Susi & Co. ....	4,100	Hay Brook Bridge; clear span length 12 ft.; concrete abutments and wings; reinforced concrete top and bottom slab; 22 ft. roadway.
Sangerville ..... Piscataquis .....	Edgar Cyr .....	11,800	Emery Bridge; U. S. Public Works Project NRS 271, 1935; clear span length 20 ft.; concrete abutments; reinforced concrete slab; concrete surface; 22 ft. roadway; 5 ft. sidewalk
Scarboro ..... Cumberland .....	Cook & Company, Inc. .	9,600	Carter Bridge; U. S. PWA Project 1014-30; clear span length 16 ft.; concrete abutments and wings; reinforced concrete top and bottom slab; concrete surface; 22 ft. roadway.
Skowhegan ..... Somerset .....	Edmond Cyr .....	6,000	Suey Bridge; U. S. PWA Project 1014-21; clear span length 15 ft.; concrete abutments; concrete slab; concrete surface; 24 ft. roadway; new location.
Standish ..... Cumberland .....	Herbert Phillips ..... Substructure & Floor	23,700	Canal Bridge; U. S. PWA Project 1014-20; 24 ft. 10 in. center to center of bearings, steel truss span; concrete abutments; pile foundation; concrete slab; concrete surface; 22 ft. roadway; new location.
Stockton Springs ..... Waldo .....	Force Account .....	8,900	Cape Jellison Bridge; part of labor costs from ERA; clear span length 40 ft.; dry coursed rubble masonry abutments; steel I-beam stringers; laminated floor; 1" asphalt plank surface; 22 ft. roadway.
Vassalboro ..... Kennebec .....	Earle L. Keene .....	6,600	Lombard Bridge; U. S. Public Works Project NRS 219-B, 1935; 23 ft. clear span along center-line; skewed 20°; existing abutments jacketed and capped; new mass concrete wings; steel I-beam stringers; concrete slab; concrete surface; 22 ft. roadway.

Town and County	Contractor	Est. Cost	Description
Wales ..... Androsoggin .....	Force Account .....	\$4,000	Dead Brook Bridge; 17 ft. 6 in. clear span; 8 ft. 11½ in. rise, corrugated metal plate arch; timber mat; 25 ft. roadway.
Waltham ..... Hancock .....	George W. Crane .....	9,000	Webb's Brook Bridge; clear span length 25 ft. concrete abutments and wings; reinforced concrete T-beam; concrete slab; 22 ft. roadway; concrete surface.
Wayne ..... Kennebec .....	Stewart & Williams, Inc. ....	9,000	Main Street Bridge; U. S. PWA Project 1014-28; clear span length 25 ft.; concrete abutments; reinforced concrete T-beam; concrete surface; 22 ft. roadway; 5 ft. sidewalk.
Wellington ..... Piscataquis .....	Force Account .....	2,500	Weeks Bridge; 26 ft. center to center of bearings; one new log crib abutment; other abutment new timber bearing only; steel I-beam stringers; laminated floor; 1" asphalt plank surface; 14 ft. roadway.
Wells ..... York .....	Ellis C. Snodgrass .....	18,100	Island Ledge Road Bridge; U. S. PWA Project 1014-33; six steel I-beam stringer spans; five pile bent piers; two pile abutments; laminated floor; 1" asphalt plank floor; 32 ft. roadway; 5 ft. sidewalk; new location.
Wesley ..... Washington .....	H. L. Goodrich .....	9,100	Beaver Dam Bridge; U. S. PWA Project 1014-29; clear span length 18 ft.; concrete abutments; reinforced concrete slab; 20 ft. roadway.
Whitefield ..... Lincoln .....	Force Account .....	19,500	Partridge Bridge; 67 ft. clear span, rigid frame structure; reinforced concrete abutments; reinforced concrete slab; mass concrete wings; concrete surface; 22 ft. roadway.
Winter Harbor ..... Hancock .....	H. L. Goodrich .....	8,000	Mill Stream Bridge; 17 ft. clear span along roadway; skewed 45°; concrete abutments; reinforced concrete slab span; 22 ft. roadway; new location.
York ..... York .....	Rocco Zoppo .....	4,700	Chases Pond Bridge; 15 ft. clear span along roadway; skewed 10°; existing abutments capped and jacketed; mass concrete wings; reinforced concrete slab; concrete surface; 22 ft. roadway.

The total expenditures from the Bridge Loan Fund for bridge construction in 1935 amounted to \$650,142.73 of which \$74,938.54 was for engineering, advertising and inspection, \$568,178.98 for labor and materials and \$7,025.21 for right of way and property damage.

In addition, \$170,026.82 was expended for bridge construction from U. S. Works Project funds, \$82,214.54 from U. S. Public Works Administration funds and \$14,972.34 from U. S. Works Program Grade Crossing funds.

The following table shows the bridge construction accounts closed during 1935, with final cost and distribution of cost:

Town	Co.	Bridge	Total Cost	Paid by State	Paid by County	Paid by Town
Albany	Oxf.	Bird	\$6,325.61*	\$3,131.18	\$1,897.68	\$18.01
Bangor	Pen.	Bangor-Brewer	15,489.76*	3,557.25		
Belfast	Waldo	Dog Island	10,801.30*	2,700.33	3,240.39	91.96
Big Squaw	Pisc.				P3,465.81	B812.54
Sapling Twp.	Som.	East Oulet	30,717.13	19,753.43	\$5,749.33	\$936.02
Brunswick-Harpswell	Cum.	Gurnet	12,258.18*	1,935.54	2,322.64	
Brunswick-						
Topsham	Sag.	Androsog. R.	323,901.88*	210,671.35		
Camden	Knox	Bakery	16,603.25*	3,372.57	4,047.08	
Camden	Knox	Spring Brook	5,927.31	5,927.31		
Canton	Oxf.	Gilbertville	56,081.71	35,075.55	16,824.53	4,181.63
Cape Elizabeth-						1,893.79C
Scarboro	Cum.	Spurwink	7,875.21	1,968.80	2,362.56	1,650.06S
Cherryfield	Wash.	Upper Tunk	7,812.98*	1,589.94	1,223.04	
Chesterville	Fra.	No. Chesterville	13,166.48	6,596.41	3,949.94	2,620.13
Crystal	Aroos.	Crystal Brook	9,574.89	4,978.94	2,872.47	1,723.48
Dixfield-Mexico	Oxf.	Webb River	22,569.97	21,144.97	1,425.00	
Embden	Som.	Boyington	8,000.74	3,360.31	2,400.22	2,240.21
Eustis	Fra.	Tim Brook	5,750.42	1,863.14	1,725.12	2,162.16
Fairfield	Som.	Fish Brook	15,255.56*	3,179.08	3,754.83	
Farmington-						
Chesterville	Fra.	Farmington Falls	53,667.12	53,667.12		
Frenchville	Aroos.	Bourgoin Brook	5,012.64	5,012.64		
Guilford	Pisc.	Salmon Stream	15,987.93	15,987.93		
Hartford	Oxf.	Sparrow Brook	4,059.88*	1,356.00	1,217.96	13.13
Hodgdon	Aroos.	Hodgdon Mills	8,271.88	3,052.33	2,481.56	2,737.99
Kennebunk-						
Kennebunkport	York	Dock Square	45,173.38	45,173.38		
Kennebunk-						
Wells	York	Branch Brook	\$11,957.69	\$2,989.42	\$3,587.31	W2,525.94
Lincolnvile	Waldo	Duck Trap	41,247.48	41,247.48		
Livermore Falls	And.	Shy Brook	8,316.10*	1,966.55	2,359.55	
Lowell	Penob.	Wakefield Mill	9,690.73	5,698.15	2,907.22	1,085.36
Lyman	York	Cousins	3,169.15	887.36	950.75	1,331.04
Machias	Wash.	Covered	73,962.13	73,962.13		
Madrid	Fra.	Weymouth	7,915.98*	961.78		
Newcastle	Linc.	Marsh River	33,211.66	33,211.66		
New Gloucester	Cum.	Cobb's	16,143.34	6,425.05	4,843.00	4,875.29
Nobleboro	Linc.	Jones	5,942.49*	2,371.05	1,782.75	18.69
Phippsburg-						P4,621.16
Bath	Sag.	Winnegance	39,963.34*	11,511.18	9,173.38	B5,272.22
Readfield	Ken.	Dead Stream	9,255.06	9,255.06		
Salem	Fra.	Twin	11,978.29	7,476.60	3,593.49	908.20
Sandy R. Pl.	Fra.	Lower	10,815.03*	794.50		
Starks	Som.	Joshua Brook	6,601.95*	2,918.06	1,980.59	245.95
Waldoboro	Linc.	New Medomak	25,032.82	25,032.82		
Waterville	Ken.	Gilman Stream	18,108.52	4,527.13	5,432.56	8,148.83

STATE HIGHWAY COMMISSION

Town	Co.	Bridge	Total Cost	Paid by State	Paid by County	Paid by Town
Waterville- Oakland .....	Ken.	Marston .....	13,766.41	3,441.60	4,129.92	W5,523.01 0671.88
Webster .....	And.	Bryant .....	8,059.61	2,740.27	2,417.88	2,901.46
Weld .....	Fra.	Foster .....	8,142.71*	3,167.52	2,442.81	42.31
Winterport .....	Waldo	New Road .....	6,776.52	2,100.81	2,033.05	2,642.96
Wiscasset- Edgecomb .....	Linc.	Wiscasset- Edgecomb .....	279,039.81*	150,521.75		
York .....	York	Sewalls .....	22,747.08	5,732.26	6,824.13	10,190.69
			<b>\$1,372,129.41</b>	<b>\$853,995.69</b>	<b>\$115,418.85</b>	<b>\$74,941.12</b>

\*Albany, Bird Bridge—U. S. P. W. Project NRS 167. Federal funds of \$1,278.74 applied toward town's share.

Bangor, Bangor-Brewer Bridge—U. S. P. W. Project NRM 103-I. Federal funds, \$11,932.51.

Belfast, Dog Island Bridge—ERA Project. Federal funds of \$4,768.62 applied toward city's share.

Brunswick-Harpswell, Gurnet Bridge—U. S. P. W. Project NRS 156. Federal funds of \$8,000.00 applied: State, \$1,129.01; County, \$1,354.81; Brunswick, \$4,449.87; Harpswell, \$1,066.31.

Brunswick-Topsham, Androscoggin River Bridge—F. A. Project 128-A. Federal funds \$113,230.53.

Camden, Bakery Bridge—CWA and ERA Project. Federal funds of \$9,183.60 applied: State, \$778.24; County, \$933.90; Town, \$7,471.46.

Cherryfield, Upper Tunk Bridge—U. S. P. W. Project NRS 162. Federal funds, \$5,000.00 applied: State, \$1,457.12; County, \$1,120.86; Town, \$2,422.02.

Fairfield, Fish Brook Bridge—CWA and ERA Project. Federal funds of \$8,321.65 applied: State, \$695.83; County, \$821.84; Town, \$6,803.98.

Hartford, Sparrow Brook Bridge—U. S. P. W. Project NRS 232. Federal funds of \$1,472.79 applied toward town's share.

Livermore Falls, Shy Brook Bridge—U. S. P. W. Project NRS 155. Federal funds of \$3,989.70 applied; State, \$112.47; County, \$134.98; Town, \$3,742.25.

Madrid, Weymouth Bridge—U. S. P. W. Project NRH 146-B. Federal funds, \$6,954.20.

Nobleboro, Jones Bridge—ERA Project. Federal funds of \$1,770.00 applied toward town's share.

Phippsburg-Bath, Winnegance Bridge—\$9,385.40 paid from State Aid funds.

Sandy River Plantation, Lower Bridge—U. S. P. W. Project NRH 146-B. Federal funds \$10,020.53.

Starks, Joshua Brook Bridge—ERA Project. Federal funds of \$1,457.35 applied toward town's share.

Weld, Foster Bridge—U. S. P. W. Project NRS 172. Federal funds of \$2,490.07 applied toward town's share.

Wiscasset-Edgecomb, Wiscasset-Edgecomb Bridge—F. A. Project 117-D. Federal funds \$128,518.06.

## BRIDGE MAINTENANCE

Maintenance was continued on bridges taken over prior to 1935. Thirty-four other bridges were taken over during the year due to the designation of additional State highways and an International Bridge at Baring was taken over by authority of Chapter 75, P. & S. L. 1935.

The total expenditures from bridge maintenance funds in 1935, after deducting credits, amounted to \$175,075.07.

1935

## BRIDGE LOAN FUND

## Credits

Balance, January 1, 1935 .....		\$145,155.58
Received from sale of bonds .....		386,137.50
Transferred from Right of Way, Hallowell .....		5,500.00
Transferred from Special Resolve, Wellington .....	\$845.00	
Medford .....	540.00	
Atkinson .....	1,043.00	
Wells .....	2,500.00	
Lee .....	900.00	
Hartland .....	3,000.00	
Monson .....	750.00	
Leeds-Turner .....	7,000.00	
Madrid .....	1,000.00	
Machias .....	1,000.00	
		<hr/>
		18,578.00
Transferred from Council Allotment, Dexter .....	\$3,500.00	
Athens .....	1,000.00	
		<hr/>
		4,500.00
Transferred from Maine Central Railroad, Falmouth .....		25,000.00
Transferred from State Aid Joint Fund, Mt. Chase .....	\$1,099.80	
Bowdoinham .....	1,411.71	
T 1, R 7 .....	473.82	
New Sweden .....	630.00	
Montville .....	1,345.50	
Brooklin .....	314.00	
Brownville .....	3,100.71	
Machias .....	1,040.32	
Auburn .....	1,624.50	
Waltham .....	945.00	
Wales .....	954.82	
Cambridge .....	34.22	
		<hr/>
		12,974.40



## Transferred from Emergency Relief Administration,

Camden .....	\$778.24
Fairfield .....	695.83

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 \$1,474.07

## Transferred from Third Class,

New Sweden .....	\$630.00
Canaan .....	2,548.69
Hartland .....	785.50
Brownville .....	1,017.28
Wayne .....	1,359.54
Bingham .....	423.00
Dixfield .....	1,906.42
Cambridge .....	1,419.42
Harrington .....	1,119.86

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 11,209.71

Received from counties .....	103,257.69
Received from cities and towns .....	75,026.71
Overdraft, December 31, 1935 .....	71,482.95

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 \$860,296.61
**Expenditures**

Engineering, advertising and inspection .....	\$74,938.54
Labor and materials .....	568,178.98
Right of way and property damage .....	7,025.21
Refund to counties .....	1,660.33
Refund to cities and towns .....	2,051.55
Transferred to PWA Bridge Construction .....	206,442.00

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 \$860,296.61

1935

**BRIDGE MAINTENANCE****Credits**

Balance, January 1, 1935 .....	\$58,793.38
Transferred from General Highway Fund .....	200,378.62
Received from rental of buildings .....	2,205.00
Transferred from Special Resolve—Byron .....	1,000.00

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 \$262,377.00
**Debits**

Engineering and Supervision .....	\$19,699.40
Labor and Materials .....	158,579.67
Right of Way and Land Damage .....	1.00
Balance, December 31, 1935 .....	84,096.93

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 \$262,377.00

## CARLTON BRIDGE

## BATH-WOOLWICH

## Toll collections, January 1—December 31, 1935

Passengers .....	465,293	.05		\$23,264.65
Automobile or 2 ton truck .....	216,159	.50		108,079.50
Truck, over 2 to 3½ tons .....	745	.75		558.75
Truck, over 3½ to 5 tons .....	678	1.00		678.00
Truck, over 5 to 10 tons .....	194	1.50		291.00
One horse vehicle .....	66	.15		9.90
Two horse vehicle .....	5	.20		1.00
Bus, 16 passenger or less .....	11	.75		8.25
Bus, over 16 passenger .....	127	1.00		127.00
Motorcycle .....	319	.15		47.85
Horses, cows and oxen .....	10	.15		1.50
Commutation tickets:				
Passenger .....	25 trips	2,085	1.00	\$2,085.00
Auto or 2 ton truck .....	20 trips	2,387	3.50	8,354.50
Auto or 2 ton truck .....	50 trips	698	5.00	3,490.00
Truck, over 2 to 3½ tons .....	20 trips	166	6.00	996.00
Truck, over 2 to 3½ tons .....	200 trips	26	30.00	780.00
Truck, over 3½ to 5 tons, or bus .....	200 trips	450	9.00	4,050.00
Truck over 5 to 10 tons .....	20 trips	95	15.00	1,425.00
One horse Vehicle .....	20 trips	3	2.00	6.00
School ticket, 1 month .....		13	.25	3.25
				\$154,257.15

## CARLTON BRIDGE

## BATH-WOOLWICH

## Travel Under Order P. U. C. Feb. 6, 1935

## February 6—December 31, 1935

Town	Began	Vehicles	Passengers
Woolwich .....	February 17 .....	79,678	58,812
Georgetown .....	February 25 .....	14,064	14,966
Arrowsic .....	February 26 .....	15,204	11,681
Bath .....	March 14 .....	110,909	83,082
West Bath .....	March 14 .....	1,868	1,419
Edgecomb .....	March 14 .....	4,735	3,766
Southport .....	March 14 .....	1,179	1,000
Wiscasset .....	March 21 .....	26,518	22,743
Westport .....	March 28 .....	2,193	1,852
Phippsburg .....	April 8 .....	2,883	1,619
Boothbay Harbor .....	April 15 .....	10,378	5,579
		269,609	206,519

## WALDO-HANCOCK BRIDGE

## PROSPECT-VERONA

## Toll collections, January 1—December 31, 1935

Pedestrian or passenger .....	238,367	.05	\$11,918.35	
Automobile or 2 ton truck .....	130,861	.50	65,430.50	
Truck, over 2 to 3½ tons .....	582	.75	436.50	
Truck, over 3½ to 5 tons .....	387	1.00	387.00	
Truck, over 5 to 10 tons .....	52	1.50	78.00	
One or two horse vehicle .....	124	.15	18.60	
Bus, 16 passenger or less .....	3	.75	2.25	
Bus, over 16 passenger .....	79	1.00	79.00	
Motorcycle .....	234	.15	35.10	
Commutation tickets:				
Pedestrian or passenger .....	25 trips	298	1.00	298.00
Auto or 2 ton truck .....	20 trips	678	3.50	2,373.00
Auto or 2 ton truck .....	50 trips	270	5.00	1,350.00
Truck, over 2 to 3½ tons .....	20 trips	29	6.00	174.00
Truck, over 2 to 3½ tons .....	100 trips	36	15.00	540.00
Truck, over 3½ to 5 tons or bus .....	20 trips	20	9.00	180.00
Truck, over 5 to 10 tons .....	20 trips	22	15.00	330.00
One or two horse vehicle .....	20 trips	4	2.00	8.00
School ticket, one month .....		6	.25	1.50
			\$83,639.80	

## MAINE KENNEBEC BRIDGE

## RICHMOND-DRESDEN

## Toll collections, January 1—December 31, 1935

Pedestrian .....	5,112	.05	\$255.60	
Automobile or 2 ton truck .....	14,740	.25	3,685.00	
Truck over 2 to 3½ tons .....	92	.35	32.20	
Truck over 3½ to 5 tons .....	90	.50	45.00	
One or two horse vehicle .....	293	.15	43.95	
Bus, 16 passenger or less .....	2	.50	1.00	
Bus, over 16 passenger .....	12	.75	9.00	
Commutation tickets:				
Pedestrian or passenger .....	25 trips	48	1.00	48.00
Pedestrian or passenger .....	25 trips	391	.50	195.50
Auto or 2 ton truck .....	20 trips	5	4.00	20.00
Auto or 2 ton truck .....	50 trips	161	5.00	805.00
Truck over 2 to 3½ tons .....	20 trips	2	5.50	11.00
Truck over 3½ to 5 tons .....	20 trips	—	7.50	—
One or two horse vehicle .....	20 trips	—	2.00	—
School ticket, 1 month .....		—	.25	—
Live stock .....	23	.05	1.15	
Vehicle, more than 2 horses .....	—	.25	—	

## STATE HIGHWAY COMMISSION

Push cart or wheelbarrow .....	—	.05	—
Motorcycle .....	25	.15	3.75
Roller or well drill .....	—	1.00	—
Truck or tractor over 5 tons .....	1	1.00	1.00
Extra passengers .....	23,078	.05	1,153.90
			<hr/>
			\$6,389.45

## STATE AID ROAD CONSTRUCTION

1935

The total expenditure on account of State Aid road work for the year beginning January 1, 1935 and ending December 31, 1935 amounted to \$1,529,228.68. Of this total expenditure the sum of \$972,528.23 was paid from State appropriations and \$556,700.45 was paid by cities, towns and counties.

Of this total cost \$2,022.34 was paid for local engineering and \$1,527,206.34 was paid for labor and material. The State paid from the General State Aid Supervision account the amount of \$64,659.99.

The cost of new construction work is divided as follows: Gravel \$1,016,667.86, completing grading and base built in previous years \$13,502.75, asphalt-concrete \$18,154.07, "Warrenite" \$17,581.01, bituminous macadam \$31,430.53, concrete \$23,456.51, gravel reconstruction \$183,847.99; grading and base \$84,325.88, grading only \$1,000.01, grading and base reconstruction \$16,871.70, surfacing of base reconstruction \$595.85, bridge and culvert cost \$2,096.51, bituminous surface treatment \$114,068.75, miscellaneous costs \$5,629.26; making a total of \$1,529,228.68.

Of the total amount paid from State funds \$742,810.13 was paid from 1935 apportionments, \$140,914.70 was paid from unexpended balances of State Aid apportionments brought over from previous years; \$23,258.80 was paid from Special Legislative appropriations; \$38,436.01 was paid from Third Class funds; \$26.52 was paid from Bridge Loan funds; \$2,551.70 was paid from Highway Loan funds; \$12,660.16 was paid from General Highway funds; \$8,960.97 was paid from Contingent fund; \$221.03 was paid from Maintenance appropriations; \$592.39 was paid from Motor Transport and Equipment fund; \$16.90 from General State Aid Supervision transfer; \$163.18 from miscellaneous credits and \$1,915.74 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, transfers to other State appropriations and overpayment to towns in 1935, a total of \$88,289.22. Of this amount \$69,909.52 was paid from 1935 apportionments, and \$18,379.70 from unexpended balances carried forward from 1934.

Reimbursement made to towns for work done in previous years amounted to \$77,856.69; overpayment to towns in 1935 \$404.34. Transfers from State Aid fund to Bridge Loan fund amounted to \$10,028.19. The above totals added to the expenditure on State Aid roads make a total expenditure on State Aid of \$1,060,817.45. Added to above total the general

supervision expenditure of \$64,693.63 and transfer of \$20,000.00 for compensation insurance makes a total of \$1,145,511.08.

Applications for State Aid apportionments were received from 520 towns, including cities and townships. Of this number apportionments for 42 towns have been carried forward to 1936.

359 towns increased their appropriations in 1935 and applied for State Aid under the provisions of Section 3, Chapter 173, Public Laws of 1935.

The total appropriations made by towns for State Aid purposes amounted to \$510,990.87, \$306,048.00 regular State Aid and \$204,942.87 additional, which appropriations were scaled 10% so that all the towns were required to use to match the State's apportionment was \$490,496.59.

The total State apportionments amounted to \$955,876.66, \$571,972.45 regular State Aid and \$383,904.21 additional, which apportionments were scaled 10% so that the apportionment to towns amounted to \$920,836.24.

Special Apportionments were made to two towns, one under the provisions of Chapter 112, Resolves of 1935 and the other Chapter 61, Private & Special Laws, 1935.

To the State Aid apportionment was added by order of Governor and Council \$18,350.97; \$800.00 from unapportioned balance, \$5,865.00 from General Highway Fund, \$2,725.00 from Highway Loan Fund and \$8,960.97 from Contingent Fund.

The fund available for State Aid road apportionment in 1935 was \$1,000,800.00, \$1,000,000.00 provided by Section 1, Chapter 173, Public Laws of 1935 and \$800.00, unapportioned balance 1934. This fund being insufficient to match town appropriations, a scale-down of 10% was made which resulted in an apportionment of \$921,636.24 to towns, \$20,000.00 for compensation insurance and \$59,163.76 for engineering, surveying, inspection and supervision.

375 towns constructed 133.34 miles of gravel at an average cost of \$7,624.63 per mile or \$1.44 per linear foot.

34 towns surfaced 7.45 miles of road graded and based in previous years at an average cost of \$1,812.45 per mile, or \$0.34 per linear foot.

3 towns constructed 0.65 miles of concrete at a cost of \$36,086.93 per mile.

1 town constructed 5,876.06 sq. yds. of "Warrenite" pavement on a concrete base at a cost of \$2.99 per sq. yd.

5 towns constructed 1.82 miles of bituminous macadam at an average cost of \$17,269.52 per mile.

2 towns constructed 0.44 miles of asphalt-concrete at an average cost of \$41,258.78 per mile.

87 towns reconstructed 30.53 miles of worn out State Aid at an average cost of \$6,021.88 per mile, or \$1.14 per linear foot.

1 town used part of fund in making a heavy fill at a cost of \$1,000.01.

1 town used part of fund to surface reconstructed base at a cost of \$1,009.91 per mile, or \$0.19 per linear foot.

8 towns constructed 1.98 miles of grading and base "reconstruction" at a cost of \$16,871.70, or \$1.62 per linear foot.

58 towns constructed 15.32 miles of grading and base at an average cost of \$5,504.30 per mile, or \$1.04 per linear foot.

119 towns expended part of fund in surface treatment at an average cost of \$914.30 per mile.

#### MILEAGE SUMMARY FOR 1935

	Miles
Gravel road entirely built in 1935 .....	133.34
Gravel road, completed base of previous years .....	7.45
<hr/>	
Total reported gravel mileage 1935 .....	140.79
Asphalt-concrete pavement .....	0.44
Warrenite pavement .....	0.22
Bituminous Macadam pavement .....	1.82
Concrete pavement .....	0.65
<hr/>	
Total added mileage for 1935 .....	143.92
Gravel reconstruction .....	30.53
<hr/>	
Total constructed mileage in 1935 .....	174.45
Grading only .....	0.31
Base surfaced, reconstruction .....	0.59
Grading and base, reconstruction .....	1.75
Grading and base .....	15.55
Surface treatment .....	124.76

#### Mileage Built on State Highways

(Included in above)

	Miles
Gravel construction .....	3.71
Gravel reconstruction .....	3.21
Bituminous Macadam reconstruction .....	0.37
Concrete reconstruction .....	0.03

#### Apportionment of State Aid as follows:—

Apportionments Sec. 21, Chap. 28, R. S. 1930 .....	\$573,130.45
Additional apportionments, Sec. 3, Chap. 173, P.L. 1935 .....	384,246.21

Special Apportionment—Town of Caswell	
Chap. 112, Resolves of 1935 .....	2,000.00
Special Apportionment—Indian Twp.	
Chap. 61, Private and Special Laws 1935 ..	1,350.00
	<hr/>
	960,726.66
Additional apportionments scaled 10% .....	38,424.62
	<hr/>
	922,302.04
Apportionment for Bangor rescinded .....	1,465.80
	<hr/>
	920,836.24
Additional apportionments by Council orders from 1934 unapportioned balance .....	800.00
	<hr/>
	921,636.24
Unexpended balance from State appropriations and other credits .....	90,728.79
	<hr/>
Total amount available from apportionments and other credits .....	\$1,112,365.03
1935 Compensation Insurance .....	20,000.00
1935 General Supervision (1935 Fund, \$59,163.76—1934, balance \$4,311.71) .....	63,475.47
1935 Additional town money paid in .....	3,847.38
Transferred from other funds .....	141,244.82
Miscellaneous credits .....	272.78
	<hr/>
	\$1,341,205.48

## JOINT FUND

1935 Apportionment .....	\$923,102.04
Balance State Funds .....	190,728.79
	<hr/>
	\$1,113,830.83
1935 Town appropriations .....	\$491,962.39
Previous appropriations .....	66,451.10
	<hr/>
	558,413.49
	<hr/>
	\$1,672,244.32



**STATEMENT OF FUNDS AVAILABLE FROM STATE AID  
APPORTIONMENTS  
Expenditures made and Balances for 1935**

Year		Funds Available 1935	Expenditures 1935	Balances Dec. 31, 1935
1929	Unexpended Balance .....	\$1,050.00		\$1,050.00
1930	Unexpended Balance .....	6,630.00		6,630.00
1931	Unexpended Balance .....	5,987.37	438.50	5,548.87
1932	Unexpended Balance .....	9,899.01	8,379.61	1,519.40
1933	Unexpended Balance .....	20,965.83	12,257.55	8,708.28
1934	Unexpended Balance .....	146,196.58	138,218.74	7,977.84
1934	Unexpended Working Balance .....	190,728.79	159,294.40	31,434.39
1935	State Aid Apportionment .....	*\$922,302.04	*\$760,185.97	\$162,116.07
1934	Bal. Unobligated State Aid .....	800.00	800.00	
1935	Compensation Fund .....	20,000.00	20,000.00	
1935	Town Appropriations Paid in .....	695.75		695.75
1935	Additional Town Money Paid to State .....	3,151.63	3,151.63	
1935	Trans. from Main. Funds .....	221.03	221.03	
1935	Trans. from Motor Transport & Equip. ....	592.39	592.39	
1935	Trans. from Spec. Res. ....	25,652.33	24,258.80	1,393.53
1935	Trans. from Third Class .....	39,168.24	38,436.01	732.23
1935	Trans. from Bridge Loan .....	26.52	26.52	
1935	Trans. from Gen. High. ....	57,989.74	57,592.32	397.42
1935	Trans. from High. Loan .....	26.70	26.70	
1935	Trans. from Gen. High. (C. O. Nos. 448-449) ..	5,865.00	4,565.63	1,299.37
1935	Trans. from High. Loan (C. O. Nos. 280-350) ..	2,725.00	2,525.00	200.00
1935	Trans. from Contingent Fund (C. O. No. 155) ..	8,960.97	8,960.97	
1935	Miscellaneous Credits .....	272.78	163.18	109.60
1935	Trans. from Gen. Supr. ....	16.90	16.90	
		1,279,195.81	1,080,817.45	198,378.36
1934	General Supervision Bal. ....	4,311.71	4,311.71	
1935	General Supervision .....	59,130.12	60,348.28	**1,218.16
1935	General Supervision Trans. to S. A. Accounts ..	16.90	16.90	
1935	General Supervision Trans. to Spec. Res. ....	16.74	16.74	
		\$1,342,671.28	\$1,145,511.08	\$197,160.20
**	Overdrawn Supervision Acct. ....			1,218.16
				\$198,378.36

\*Includes apportionment of \$1,465.80 to Bangor which was rescinded and added to General Supervision

## STATEMENT OF EXPENDITURES

## 1935 State Aid

Engineering and inspection paid by cities .....		\$2,022.34
Labor and Material .....		1,527,206.34
		<hr/>
Cost charged to work .....		1,529,228.68
Paid by towns from Joint Fund .....	\$492,969.69	
Paid by towns from town funds .....	63,730.76	
		<hr/>
	556,700.45	
Paid by State .....	972,528.23	
		<hr/>
		1,529,228.68
General engineering and supervision .....		64,693.63
Reimbursement to towns—Joint Fund ..	81,452.49	
Town Funds .....	31,878.36	113,330.85
Rescinded—Part of Joint Fund (Bangor)		
State Funds .....	1,465.80	
Town Funds .....	1,465.80	2,931.60
Transfers to other accounts .....		12,562.69
Overpayment to town of Dexter .....		0.10
Overpayment to town of Atkinson .....		0.50
Overpayment to city of Belfast .....		403.74
Compensation Insurance .....		20,000.00
		<hr/>
		1,743,151.79
Paid by towns .....	597,640.71	
Paid by State .....	1,145,511.08	
		<hr/>
		1,743,151.79

Note: To check with Controller's report add \$23,464.18 (deductions made to correct errors) to total amount expended.

## REIMBURSEMENTS

Chapman .....	1934 .....	\$43.31
Harpswell .....	1930-32 .....	6,693.57
Portland .....	1934 .....	13,961.73
Standish .....	1932 .....	3,558.00
Westbrook .....	1929-30-31 .....	36,267.17
Rangeley .....	1930 .....	4,771.65
Rangeley (Refund) .....	1935 .....	186.26
Bar Harbor .....	1932-33 .....	3,730.00
Gouldsboro .....	1929-32 .....	9,376.43
Camden .....	1932 .....	12,724.67
Washington .....	1932 .....	593.64
Bremen .....	1934 .....	24.77
South Bristol .....	1931 .....	16,862.29
Southport .....	1933 .....	1,000.00
Albany (Refund) .....	1935 .....	58.70

## STATE HIGHWAY COMMISSION

205

Canton (Refund).....	1935.....	390.75
Paris .....	1934.....	49.95
Peru (Refund) .....	1935.....	366.25
Roxbury (Refund) .....	1935.....	154.60
Clifton .....	1934.....	161.51
No. 2, R. 6 .....	1934.....	65.87
No. 1, R. 7 .....	1934.....	54.44
Georgetown .....	1930.....	100.56
Jackman .....	1934.....	418.34
Belfast .....	1934.....	1,555.60
Searsmont .....	1933.....	81.46
Lubec (Refund).....	1935.....	2.08
Princeton (Refund) .....	1935.....	77.25

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 \$113,330.85

Bangor (Part of Joint Fund rescinded) 1935 ..... 2,931.60

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 Total Reimbursements: ..... \$116,262.45

Paid from 1935 apportionments:

Chapman .....	\$43.31
Westbrook .....	2,384.27
Bremen .....	24.77
South Bristol .....	2,025.40
Paris .....	49.95
Bangor (Rescinded) .....	1,465.80
Clifton .....	161.51
No. 2, R. 6 .....	65.87
No. 1, R. 7 .....	54.44
Georgetown .....	100.56
Jackman .....	418.34
Belfast .....	1,555.60

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 \$8,349.82

Paid from State Aid balances:

Portland .....	13,961.73
Bar Harbor .....	3,730.00
Searsmont .....	81.46

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 17,773.19

Paid from transfers from General Highway Fund:

Harpswell .....	4,090.47
Standish .....	1,443.62
Westbrook .....	17,048.00
Rangeley .....	2,179.65
Gouldsboro.....	6,849.74
Camden .....	7,395.04
Washington .....	396.03
South Bristol .....	10,095.24

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 49,497.79

## Paid from Additional Town Money:

Rangeley .....	186.26
Albany .....	58.70
Canton .....	390.75
Peru .....	366.25
Roxbury .....	154.60
Lubec .....	2.08
Princeton .....	77.25

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 1,235.89

## Paid from Special Resolve transfer:

Southport .....	1,000.00
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 77,856.69

Expended from town funds .....	<b>\$38,405.76</b>
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## SUMMARY OF EXPENDITURES ON STATE AID ROADS

January 1, 1935 to December 31, 1935

No. of Towns	Type of Road	Square Yards	Cost per Sq. Yd.	Linear feet	Cost per Lin. Ft.	Miles	Cost per Mile	Cost of Engineering by Cities	Cost of Labor and Material	Total Cost
	Gravel			703,999	\$1.44	133.34	\$7,624.63	\$192.00	\$1,016,475.86	\$1,016,667.86
	Previous years' base surfaced in 1935			39,295	0.34	7.45	1,812.45		13,502.75	13,502.75
	Grading and base			80,915	1.04	15.32	5,504.30		84,325.88	84,325.88
	Reconstruction—Gravel			161,055	1.14	30.53	6,021.88		183,847.99	183,847.99
	Asphalt-Concrete			2,364.25	7.68	0.44	41,258.78	119.06	18,035.01	18,154.07
	Warrenite	5,876.06	2.99	1,159.60	1.51	0.22	79,913.23	230.78	17,350.23	17,581.01
	Bituminous Macadam			9,592.20	3.27	1.82	17,269.52	32.72	31,397.81	31,430.53
	Concrete			3,432.70	6.83	0.65	36,086.93	312.78	23,143.73	23,456.51
	Surface Treatment					124.76	914.30		114,068.75	114,068.75
	Grading only			1,661	0.60	0.31	3,225.84		1,000.01	1,000.01
	Grading and base, reconstruction			10,422	1.62	1.98	8,521.06		16,871.70	16,871.70
	Surfacing of base, reconstruction			3,120	0.19	0.59	1,009.91		595.85	595.85
	Bridge and culvert, cost								2,096.51	2,096.51
	Miscellaneous							1,135.00	4,494.26	5,629.26
	<b>Totals</b>							<b>2,022.34</b>	<b>1,527,206.34</b>	<b>1,529,228.68</b>

375	Towns constructed in 1935	133.34 Miles gravel
34	Towns completed base of previous years	7.45 Miles gravel
	<b>Total added gravel mileage (1935)</b>	<b>140.79 Miles gravel</b>
2	Towns, constructed	0.44 Miles Asphalt-Concrete
1	Town constructed	0.22 Miles Warrenite
5	Towns constructed	1.82 Miles Bit. Mac.
3	Towns constructed	0.65 Miles Concrete
		<b>143.92 Miles</b>
87	Towns, gravel reconstruction	30.53 Miles
	<b>Total miles constructed (1935)</b>	<b>174.45 Miles</b>
1	Town, grading only	0.31 Miles
1	Town, base surfaced, reconstruction	0.59 Miles
8	Towns, grading and base, reconstruction	1.98 Miles
58	Towns, Grading and base	15.32 Miles
119	Towns, Surface Treatment	124.76 Miles

	Paid by Town	Paid by State	Total Cost
Cost of work	\$556,700.45	\$972,528.23	\$1,529,228.68
Gen. Eng. and Supr.		64,693.63	64,693.63
Reimb. to towns	36,939.96	76,390.89	113,330.85
Rescinded-Joint Fund	1,465.80	1,465.80	2,931.60
Overpayment to towns		404.34	404.34
Transfers to Bridge Loan	2,534.50	10,028.19	12,562.69
Compensation Insurance		20,000.00	20,000.00
<b>Total Expenditures</b>	<b>\$597,640.71</b>	<b>\$1,145,511.08</b>	<b>\$1,743,151.79</b>

Note: Paid by State includes \$1,915.74 town money paid to State.

1935 STATE AID COUNTY TABLE Showing Miles Constructed and Total Costs

County	Miles Gravel	Miles Base Surf. 1935	Miles Asphalt	Miles Warrentite	Miles Bit. Mac.	Miles Concrete	Total Miles Constructed	Miles Grading and Base	Miles Reconstruction	Miles Surface Treated	Total Cost	Paid by Town	Paid by State
Androscoggin	3.90						3.90	0.37	0.95	11.21	\$50,394.77	\$19,176.48	\$31,218.29
Aroostook	18.78	0.53					19.31	0.76	1.91	8.23	184,592.92	58,485.00	126,107.92
Cumberland	7.14	0.39	0.09	0.22	0.65		8.49	0.15	0.59B.S. 2.55	9.80	113,373.00	62,337.55	51,035.45
Franklin	5.46	0.18					5.64	0.31G 0.15	0.23B 3.26	14.46	67,506.82	24,722.05	42,784.77
Hancock	11.96	0.03					11.99	0.52	0.39B 1.12	4.08	113,193.63	40,953.81	72,239.82
Kennebec	7.82		0.35		0.74	0.52	9.43	0.84	1.44	7.49	113,211.77	49,892.95	63,318.82
Knox	5.05						5.05	0.32		12.45	53,593.44	22,755.03	30,838.41
Lincoln	3.74	1.04					4.78	0.99	0.28	4.12	52,392.13	18,645.41	33,746.72
Oxford	6.90	0.03					6.93	3.55	5.96	24.66	96,509.51	30,383.09	66,126.42
Penobscot	18.48	0.54				0.03	19.05	2.28	0.53B 3.95	7.15	178,621.56	60,560.03	118,061.53
Fiscataquis	3.05	0.28					3.33	0.22	1.91	1.75	51,856.81	15,654.03	36,202.78
Sagadahoc	2.00	0.08			0.24		2.32	0.17	0.36	2.15	37,525.58	14,215.78	23,309.80
Somerset	8.85	1.32					10.17	0.35	0.08B 5.08	3.43	114,221.22	39,763.90	74,457.32
Waldo	8.16						8.16	2.51	0.10	0.26	67,190.32	21,029.39	46,160.93
Washington	12.39	1.99					14.38	1.16	1.66	8.31	137,462.38	36,365.15	101,097.23
York	9.66	1.04			0.19	0.10	10.99	0.98		5.21	97,582.82	41,760.80	55,822.02
Totals	133.34	7.45	0.44	0.22	1.82	0.65	143.92	15.63 0.31G 15.32	33.10 0.59B.S. 1.98B 30.53	124.76	1,529,228.68	556,700.45	972,528.23

G. Grading only  
 B. Base on reconstruction  
 B.S. Base surfaced on reconstruction

Note: Paid by State includes \$1,915.74 of town money paid to State.

**THIRD CLASS HIGHWAYS****January 1, 1935 to December 31, 1935**

Apportionments from the third class highway fund for 1935 were made to 475 towns and 1934 balances were carried forward in 1 town not entitled to apportionment in 1935. The amount available for third class highways in 1935 was \$700,000.00. To this amount was added \$1,894.68, balances rescinded, making a total amount available of \$701,894.68. The rate of apportionment on 14,310.9 miles of third class roads in 1935 was \$45.70 per mile.

Unexpended balances from 1934 amounting to \$77,205.47 were carried forward to 1935; \$15,492.46 was transferred from special resolve appropriation; \$3,750.00 was transferred from the Contingent Fund, Council Order No. 155; \$900.00 was transferred from Highway Loan, Council Order No. 350; \$500.00 was transferred from General Highway Fund, Council Order No. 280; \$1,140.28 was transferred to the town of Knox from General Supervision, which amount is to be deducted from the town of Knox 1936 third class construction fund and credited to General Supervision account of 1936. The total amount available for third class expenditures was \$799,742.61. Of this amount, \$39,168.24 was transferred to State Aid, \$11,209.71 was transferred to Bridge Loan Account and balances amounting to \$1,894.68 were rescinded to the appropriation account and reapportioned.

The work done in 1935 is briefly as follows:—349 towns built gravel surface roads; one city (Portland) built a bituminous macadam road; 7 towns expended part of fund and 6 towns expended all of fund in rebuilding gravel; 37 towns expended part of fund and 7 towns expended all of fund for bituminous surface treatment; 33 towns expended part of fund and 20 towns expended all of fund in uncompleted work; 22 towns expended part of fund for surfacing work previously based.

The total expenditure on account of third class highways was \$763,609.20. Of this total expenditure, \$669,426.16 was paid from third class highway apportionments; \$15,492.46 was paid from special resolves; \$5,150.00 was paid from Highway Loan, General Highway and the Contingent Fund by order of the Governor and Council, and \$73,540.58 was paid by cities and towns. In addition to the above, \$21,896.34 was paid by the State for 1935 supervision, \$14,000.00 for Compensation Insurance and \$522.67 for the 1934 supervision overexpenditure.

Reimbursements were made to 1 town reported in 1929; 1 town reported in 1930; 1 town reported in 1931; 1 town reported in 1932 and 3 towns reported in 1934.

A total of 90.59 miles was reported in 1935, of which 87.20 miles were constructed with gravel surface and 3.24 miles was surfacing base previously reported, and 0.15 mile of bituminous macadam. In addition to the above mileage, 4.78 miles were reported as Rebuilt Gravel, 42.81 miles were reported as bituminous surface treated, and 9.66 miles were reported as uncompleted work.



**STATEMENT OF THIRD CLASS HIGHWAY FUND**

**From January 1, 1935 to December 31, 1935**

	Funds Available	Expenditures	Balances
1934 Unexpended Balance .....	\$77,205.47	\$77,205.47	
1934 General Supervision Over-Expenditure .....	522.67	522.67	
1935 Transferred from General Supervision (Knox T. C.) .....	1,140.28	1,140.28	
1935 Transferred from General Supervision (Bingham S. R.) .....	128.80	128.80	
1935 General Supervision Apportionment .....	32,094.80	21,767.54	\$10,327.26
1935 Workmen's Compensation .....	14,000.00	14,000.00	
1935 Construction Apportionment .....	654,008.13	591,080.41	62,927.72
1935 Transferred from Special Resolve .....	15,492.46	15,492.46	
1935 Transferred from Contingent Fund (Council Order No. 155 6-6-35) .....	3,750.00	3,750.00	
1935 Transferred from Highway Loan (Council Order No. 350 10-11-35) .....	900.00	900.00	
1935 Transferred from General Highway Fund (Council Order No. 280 8-6-34) .....	500.00	500.00	
	<b>799,742.61</b>	<b>726,487.63</b>	<b>73,254.98</b>
Cost of Supervision and Compensation Insurance .....		36,419.01	
Transferred to State Aid .....		690,068.62	
		39,168.24	
Transferred to Bridge Loan Account .....		650,900.38	
		11,209.71	
Reimbursements .....		639,690.67	
		9,475.72	
Rescinded to Appropriation Account .....		630,214.95	
		1,894.68	
Paid by State 1935 Construction .....		628,320.27	
Paid by Towns 1935 Construction .....		73,540.58	
Total Cost 1935 Construction .....		<b>\$701,860.85</b>	

Note:—To check with Controller's report, add \$17,194.35, deductions made to correct errors, to both amount available and expenditures.



### THIRD CLASS HIGHWAYS

	Gravel	Bit. Mac.	Surfaced Previously Reported Base	Total Miles Constructed	Rebuilt	Uncompleted Work	Tar	Total Cost	Paid by Town	Paid by State
Androscoggin .....	5.82			5.82		1.46	3.32	\$51,517.72	\$1,972.19	\$49,545.53
Aroostook .....	7.27		.14	7.41	0.28	0.74	2.90	57,648.04	6,029.78	51,618.26
Cumberland .....	7.55	.15	.42	8.12	1.04	0.79	6.94	72,334.85	12,867.89	59,466.96
Franklin .....	3.54			3.54	0.38	0.24	2.50	30,552.52	3,807.01	26,745.51
Hancock .....	5.21		.19	5.40	0.19	0.03	3.15	36,863.07	8,710.13	28,152.94
Kennebec .....	6.50		.79	7.29	0.29	0.35	4.42	45,981.11	2,528.75	43,452.36
Knox .....	2.73			2.73		0.04	0.41	17,564.88	1,220.39	16,344.49
Lincoln .....	2.59		.20	2.79		0.78		24,799.50	1,639.37	23,160.13
Oxford .....	7.43			7.43	1.74	0.99	11.52	72,643.75	7,634.45	65,009.30
Penobscot .....	9.13		.85	9.98		0.60	0.06	59,532.13	4,670.16	54,861.97
Piscataquis .....	2.78		.20	2.98	0.07	0.57	0.22	26,318.52	2,927.26	23,391.26
Sagadahoc .....	1.52		.08	1.60		1.23	1.01	18,340.20	1,915.28	16,424.92
Somerset .....	6.22			6.22	0.08	0.30	0.70	44,804.58	3,157.49	41,647.09
Waldo .....	6.03			6.03	0.60	0.46		43,834.93	4,426.98	39,407.95
Washington .....	3.87		.06	3.93	0.11	0.20	0.30	27,972.23	2,217.44	25,754.79
York .....	9.01		.31	9.32		0.88	5.36	71,152.82	7,816.01	63,336.81
<b>TOTALS .....</b>	<b>87.20</b>	<b>0.15</b>	<b>3.24</b>	<b>90.59</b>	<b>4.78</b>	<b>9.66</b>	<b>42.81</b>	<b>\$701,860.85</b>	<b>\$73,540.58</b>	<b>\$628,320.27</b>

**SPECIAL RESOLVES**

**Including Expenditures, January 1, 1935 to  
December 31, 1935**

**Available Funds**

Chapter 124, Resolves of 1935 provided \$150,000.00, subdivided into 213 resolves, for expenditure in 1935 to aid 205 towns in the construction and repair of roads and bridges.

In addition to the above appropriation, the Governor and Council authorized the expenditure of the 1936 resolve amounting to \$500.00 for the town of Washington from the general highway fund.

Chapter 130, Resolves of 1935 provided \$500.00 to be expended from the general highway fund in the town of Vassalboro.

Chapter 131, Resolves of 1935 provided \$500.00 to be expended from the general highway fund in the town of Oakland.

Chapter 124, Resolves of 1935 further provided \$30,300.00 subdivided into 14 resolves for expenditure from the general highway fund and \$17,500.00 for 5 resolves to be expended from the bridge loan fund.

Chapter 54, Resolves of 1935 provided that \$450.00 be paid from the general highway fund to reimburse the State Aid joint fund for the town of Castine for a damage claim.

Chapter 99, Resolves of 1935 provided that \$30,000.00 be expended from the general highway fund for the terminal approach to the Islesboro Ferry.

In addition to the above appropriations, the Governor and Council authorized the expenditure from the State Contingent fund of \$5,500.00 on the Tallwood Inn road, Readfield, and the town of Readfield advanced \$600.00 in anticipation of their 1936 resolve appropriation.

The Governor and Council further authorized the expenditure of \$1,070.61 from the State Contingent fund and \$385.00 from highway loan fund, subdivided into 4 different accounts. Also \$128.80 was transferred to Bingham from general third class supervision account and \$16.74 was transferred to Eustis-Woburn from general state aid supervision account.

The unexpended balance amounting to \$22,016.44 brought forward from 1934, in addition to the above amounts, made a fund of \$259,467.59 available for expenditure in 1935.

Miscellaneous claims amounted to \$3,411.05.

### Work Done in 1935

The resolves under Chapter 124, Resolves of 1935 were expended as follows:— 73 resolves were expended in construction, 41 resolves were expended in repair work, 1 resolve was expended in base work to be completed later, 1 resolve was expended in surfacing base previously not surfaced, 1 resolve was expended in grading only, 1 resolve was expended in bituminous surface treatment, 2 resolves were expended in bridge work, 3 resolves were expended in culvert work, 17 resolves were expended in miscellaneous work, 24 resolves were transferred to State Aid accounts, 22 resolves were transferred to Third Class accounts, 5 resolves were transferred to bridge loan fund and 22 resolves were laid over for expenditure in 1936. In addition to the above, 12 balances from Chapter 215, Resolves of 1933 were expended in construction work, 1 balance was expended in surfacing base previously not surfaced, 1 balance was expended in grading work, 1 balance in bituminous surface treatment, 8 balances were expended in repair work, 11 balances were expended in miscellaneous work. Transfers were made from State Contingent fund and Highway Loan fund to assist 2 towns in construction work.

The Orient International Bridge resolve balance was not expended.

The Eustis-Woburn resolve balance, Chapter 112, Resolves of 1931, together with transfer from general state aid supervision was expended in miscellaneous work.

The Greenville-Rockwood resolve balance, Chapter 189, Resolves of 1933 together with transfer from State Contingent fund by Council order was expended in miscellaneous work.

On the Tallwood Inn road in Readfield \$6,029.91 was expended for constructing 5,810 feet or 1.10 miles of gravel road.

Miscellaneous resolves from the general highway fund, Chapter 124, Resolves of 1935 for Scarborough, Westbrook, Yarmouth, Deer Isle, No. 9 and 10 (Cherryfield Woods Road) Hancock County, Augusta, Lincoln Pl. (Wilson's Mills-Oquossoc Road), Lincoln Pl. (Houghton-Oquossoc Road), Twp. 1 Range 9, 2 Range 9, 3 Range 9, 2 Range 10 and 3 Range 10 (Sourdnahunk Road), Katahdin Iron Works, Pittsfield, Belfast, Winterport and Tatnic Road (South Berwick) were expended as follows:

Scarboro, Yarmouth and Pittsfield, 4400 ft., 0.83 mile of gravel construction.

Westbrook 2000 ft., 0.38 mile of bituminous macadam construction.

Augusta, Twp. 1 R. 9, 2 R. 9, 3 R. 9, 2 R. 10 and 3 R. 10 (Sourdnahunk Road), Katahdin Iron Works and Pittsfield together with 1 balance from 1933 and 1 balance from 1934 resolves, Chapter 215, Resolves of 1933, and transfer from State Contingent fund by Council Order, approximately 31.76 miles in repair work.

Lincoln Pl. (Houghton-Oquossoc) miscellaneous work.

Lincoln Pl. (Oquossoc-Wilson's Mills) part of fund used for miscellaneous work and balance of fund transferred to Oquossoc-Wilson's Mills (C. W. A. Account).

Deer Isle and Winterport miscellaneous supervision charges, balance carried forward to 1936.

No. 9 and No. 10 (Cherryfield Woods Road) transferred to No. 10 State Aid account.

The Tatnic Road resolve (South Berwick) was laid over for expenditure in 1936.

The town of Oakland resolve, Chapter 131, Resolves of 1935 was expended for repair work on the East Pond road toward Smithfield.

The total State expenditure from Special Resolve appropriations was \$222,406.46. The towns in addition expended the sum of \$25,092.44. A balance of \$48,489.67 will be available for expenditure in 1936.

In addition to bridge, culvert and miscellaneous work, 17.81 miles of gravel roads and 1.25 miles of bituminous macadam were constructed, 0.19 miles was based, 5.00 miles were graded, 0.33 mile surfaced base previously laid, 1.70 miles were bituminous surface treated and 78.04 miles were repaired.

## STATEMENT OF SPECIAL LEGISLATIVE APPROPRIATIONS

Expenditures from January 1, 1935 to December 31, 1935  
and Balances on December 31, 1935

	Appropriations	Expenditures	Balances
Chap. 133 Res. 1923 Orient Int. Bridge Balance .....	\$327.79		\$327.79
Chap. 112 Res. 1931 Eustis-Woburn Balance .....	1.71	1.71	
Chap. 189 Res. 1933 Greenville-Rockwood Balance .....	22.82	22.82	
Chap. 200 Res. 1933 Twp. No. 10 Hancock County Balance .....	29.70		29.70
Chap. 148 Res. 1929 Road Resolves Balance .....	1,017.05	1,000.00	17.05
Chap. 215 Res. 1933-34 Road Resolves Balance .....	4,659.71	3,233.76	1,425.95
Chap. 215 Res. 1934-35 Road Resolves Balance .....	15,957.66	12,709.56	3,248.10
<b>TOTAL BALANCES BROUGHT FORWARD FROM 1934 .....</b>	<b>22,016.44</b>	<b>16,967.85</b>	<b>5,048.59</b>
Chap. 124 Res. 1935 .....	150,000.00	117,676.72	32,323.28
Chap. 124 Res. 1935 Received from Gen. High. Fund (C.O.) Washington .....	500.00		500.00
Chap. 124 Res. 1935 Received from Gen. High. Fund .....	30,300.00	25,352.29	4,947.71
Chap. 124 Res. 1935 Received from Bridge Loan Fund .....	17,500.00	12,500.00	5,000.00
Chap. 124 Res. 1935 Rec'd. from State Contingent Fund (C.O.) (Tallwood Inn Rd.) .....	5,500.00	5,429.91	70.09
Chap. 124 Res. 1935 Received from Town of Readfield (Tallwood Inn Rd.) .....	600.00	600.00	
Chap. 124 Res. 1935 Received from State Contingent Fund (C.O.) .....	1,070.61	1,070.61	
Chap. 124 Res. 1935 Received from Highway Loan Fund (C.O.) .....	385.00	385.00	
Chap. 130 Res. 1935 Received from Gen. High. Fund (Vassalboro) .....	500.00		500.00
Chap. 131 Res. 1935 Received from Gen. High. Fund (Oakland) .....	500.00	500.00	
Chap. 54 Res. 1935 Received from Gen. High. Fund (Castine) .....	450.00	450.00	
Chap. 99 Res. 1935 Received from Gen. High. Fund (Islesboro Ferry) .....	30,000.00	38,017.49	* 8,017.49
Chap. 215 Res. 1934 Received from General Third Class Supervision .....	128.80	128.80	
Chap. 112 Res. 1931 Received from General State Aid Supervision .....	16.74	16.74	
Chap. 9-10-12-16-19-24-52-64-65-82 Res. 1935 Received from Gen. High. Fund for claims authorized by Legislature .....	3,311.05	3,311.05	
Chap. 11 Res. 1935 Received from General Highway Fund for claim authorized by Legislature .....	100.00		100.00
<b>TOTALS .....</b>	<b>262,878.64</b>	<b>222,406.46</b>	<b>40,472.18</b>
*Overexpenditure: Islesboro-Northport Ferry .....			8,017.49
<b>1936 Working Balance .....</b>			<b>48,489.67</b>
Resolves Transferred to State Aid .....		25,652.33	
Resolves Transferred to Third Class .....		15,492.46	
Resolves Transferred to Bridge Loan .....		17,578.00	
Resolves Transferred to Bridge Maintenance .....		1,000.00	
Resolves Transferred to Snow Removal Account .....		257.09	
Resolves Transferred to Oquosoc-Wilson's Mills (9036) .....		595.16	
Resolves Expended by Bridge Division .....		38,017.49	
Reimbursements .....		708.71	
Miscellaneous claims .....		3,311.05	
<b>SUB-TOTAL TO DEDUCT FROM TOTAL EXPENDITURES .....</b>		<b>102,612.29</b>	
Total paid by State for Road Work .....		119,794.17	
Total paid by Town for Road Work .....		25,092.44	
<b>TOTAL COST FOR ROAD WORK .....</b>		<b>144,886.61</b>	
Special Resolves paid from General Highway Fund and Town Funds (\$699.37) .....		22,956.50	
Special Resolves paid from State Contingent Fund (Tallwood Inn Road) .....		5,429.91	
Miscellaneous Resolves paid from other 1935 credits .....		2,072.35	
Miscellaneous Resolves paid from Balances and Town Funds (\$614.71) .....		9,061.46	
<b>SUB-TOTAL TO DEDUCT FROM TOTAL COST OF ROAD WORK .....</b>		<b>39,520.22</b>	
Total Cost of 1935 Regular Special Resolves .....		105,366.39	
Total Cost of 1935 Regular Special Resolves paid by Town .....		23,778.36	
<b>TOTAL COST OF 1935 REGULAR SPECIAL RESOLVES PAID BY STATE .....</b>		<b>\$81,588.03</b>	

Note: To check with Controller's report, add \$421.58 (deductions made to correct errors) to both appropriations and expenditures.

## TABULAR STATEMENT OF EXPENDITURES

Expenditures from January 1,

	Cost of Supervision and Engineer- ing	Cost of Labor and Material	Total Cost	Paid by Towns	Paid by State Chap. 124 Res. 1935	Paid by State Chap. 131 Res. 1935	Paid by State Chap. 54 Res. 1935
Road Construction .....	\$587.65	\$73,712.61	\$74,300.26	\$21,124.17	\$53,176.09		
Road Based (only) .....	6.88	441.85	448.73	48.73	400.00		
Road Surfaced (only) .....	22.20	243.38	265.58	43.38	222.20		
Road Graded (only) .....	13.65	932.94	946.59	97.50	849.09		
Road Bit. Surf. Treated .....		264.36	264.36		264.36		
Road Repairs .....	247.84	25,388.00	25,635.84	2,438.99	23,196.85		
Bridge and Culvert Work .....	20.76	2,649.27	2,670.03	25.59	2,644.44		
Transferred, Laid Over and Miscellaneous Work ..	353.01	481.99	835.00		835.00		
<b>SUB TOTALS</b> .....	<b>1,251.99</b>	<b>104,114.40</b>	<b>105,366.39</b>	<b>23,778.36</b>	<b>81,588.03</b>		
Eustis-Woburn .....		18.45	18.45				
Greenville-Rockwood .....		28.43	28.43				
Tallwood Inn Rd. (Readfield) .....		6,029.91	6,029.91				
Miscellaneous Resolves—General Highway Fund ..	103.26	22,719.22	22,822.48	564.27	21,757.13		
Oakland—Chap. 131, Res. 1935—Gen. High. Fund ..	9.00	626.10	635.10	135.10		500.00	
Miscellaneous Balances—1933-34 Resolves .....	52.64	8,883.21	8,935.85	614.71			
Miscellaneous Resolves from 1935 Credits .....		1,050.00	1,050.00				
<b>TOTALS</b> .....	<b>1,416.89</b>	<b>143,469.72</b>	<b>144,886.61</b>	<b>25,092.44</b>	<b>103,345.16</b>	<b>500.00</b>	
Special Resolves Transferred to State Aid .....					20,606.06		450.00
Special Resolves Transferred to Third Class .....					14,447.63		
Special Resolves Transferred to Bridge Loan Fund ..					16,535.00		
Special Resolves Transferred to Bridge Maintenance ..							
Special Resolves Transferred to Snow Removal Account ..							
Special Resolves Transferred to Oquossoc-Wilson's Mills (9036) ..					595.16		
Special Resolves Expended by Bridge Division .....							
Special Resolve Reimbursements .....							
Miscellaneous Claims—Chapters 9-10-11-16-19-24-52-64-65-82 Res. 1935 ..							
<b>TOTALS</b> .....					<b>155,529.01</b>	<b>500.00</b>	<b>450.00</b>



STATE HIGHWAY COMMISSION

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UNDER SPECIAL LEGISLATIVE RESOLVES  
1935 to December 31, 1935

Paid by State Chap. 99 Res. 1935	Paid by State Chap. 215 Res. 1934	Paid by State Chap. 215 Res. 1933	Paid by State Chap. 189 Res. 1933	Paid by State Chap. 112 Res. 1931	Paid by State Chap. 148 Res. 1929	Paid by State Trans. to Spec. Res.	Paid by State Miscel. Credits	Paid by State Miscel. Claims	Total Paid by State
									\$53,176.09
									400.00
									222.20
									849.09
									264.36
									23,196.85
									2,644.44
									885.00
									81,588.03
			22.82	1.71		16.74			18.45
						5.61			28.43
	98.03	3.05				5,429.91	600.00		6,029.91
						400.00			22,258.21
	6,683.46	1,637.68							500.00
						1,050.00			8,321.14
									1,050.00
	6,781.49	1,640.73	22.82	1.71		6,902.26	600.00		119,794.17
									25,652.33
	3,050.54	545.73			1,000.00				15,492.46
	1,044.83								17,578.00
	1,000.00	43.00							1,000.00
		1,000.00							257.09
	252.79	4.30							595.16
38,017.49									38,017.49
	579.91					128.80			708.71
								3,311.05	3,311.05
38,017.49	12,709.56	3,233.76	22.82	1.71	1,000.00	7,031.06	600.00	3,311.05	222,406.46

SPECIAL RESOLVES

County	Gravel Construction		Surface Uncompleted Work		Base		Graded		Bituminous Macadam Construction		Bituminous Surface Treated		Repairs		Cost of all other work	Total Cost	Paid by Town	Paid by State
	Miles	Cost	Miles	Cost	Miles	Cost	Miles	Cost	Miles	Cost	Miles	Cost	Miles	Cost				
Androscoggin	0.72	\$2,137.59					5.00	953.45					5.10	\$2,017.40	\$11.68	\$5,120.12	\$677.36	\$4,442.76
Aroostook	0.92	5,802.21			0.19	448.73							6.95	3,786.34	1,313.52	11,350.80	1,185.59	10,165.21
Cumberland	3.26	15,042.88							0.38	2,014.58					471.99	17,529.45	4,315.35	13,214.10
Franklin													0.91	1,713.87	44.88	1,758.75	100.58	1,658.17
Hancock	0.57	3,441.65	0.14	200.02					0.87	6,478.28			0.89	864.46	81.08	11,065.49	7,590.03	3,475.46
Kennebec	1.75	9,431.98									0.50	488.04	5.18	4,592.91	9.43	14,522.36	860.43	13,661.93
Knox	0.62	3,300.09													66.83	3,366.92	900.09	2,466.83
Lincoln	1.20	3,243.87											1.66	1,882.21	4.08	5,130.16	616.57	4,513.59
Oxford	1.20	4,440.32											2.55	794.76	4,938.75	10,173.83	794.42	9,379.41
Penobscot	0.98	4,444.62											2.10	1,287.20	116.69	5,848.51	1,326.72	4,521.79
Piscataquis	0.74	2,744.24											39.70	13,734.39	12.19	16,490.82	768.21	15,722.61
Sagadahoc	0.31	1,548.21									1.20	264.36	1.33	1,309.65	1.33	3,123.55	864.84	2,258.71
Somerset	1.35	6,236.53											2.19	4,303.47	749.31	11,289.31	1,283.18	10,006.13
Waldo	1.47	4,911.35											3.53	2,304.92	16.81	7,233.08	637.29	6,595.79
Washington	0.71	4,840.38											5.95	3,749.60	637.46	9,227.44	376.70	8,850.74
York	2.01	11,051.70	0.19	564.11											40.21	11,656.02	2,795.08	8,860.94
Totals	17.81	82,617.62	0.33	764.13	0.19	448.73	5.00	953.45	1.25	8,492.86	1.70	752.40	78.04	42,341.18	8,516.24	144,886.61	25,092.44	119,794.17

## MISCELLANEOUS ROAD WORK

Expenditures authorized by the Governor and Council to pay costs for which no provision was made by Federal allocations expended on the following projects.

	County	1934 Balances	1935 Funds	Total Available	Expendi- ture	Balance
Houghton-Oquossoc (CWA)	Franklin	\$620.53	\$81.66	\$702.19	\$702.19	.....
Houghton-Oquossoc .....	Franklin	1,708.73	6,500.00	8,208.73	\$6,837.37	\$1,371.36
Oquossoc-Wilson's Mills ....	Oxford	1,584.79	2,595.16	4,179.95	3,298.69	881.26
Shin Pond .....	Penobscot	452.92	.....	452.92	452.21	0.71
Shirley .....	Piscataquis	12.20	.....	12.20	.....	12.20
		4,379.17	9,176.82	13,555.99	11,290.46	2,265.53

Houghton-Oquossoc (C.W.A) \$81.66 transferred from Houghton-Oquossoc.

Houghton-Oquossoc \$6,500.00 from State Contingent Fund Council Orders 152,327 and 463.

Oquossoc-Wilson's Mills \$2,595.16; \$2,000.00 from State Contingent Fund Council Order 346 and \$595.16 transferred from General Highway Fund (Lincoln Plt. Spec. Res.) Chap. 124, Res. 1935.

Note:—To check with Controller's report, appropriation 9036, add \$81.66 to both amounts available and expenditures.

**MAINTENANCE**  
**STATE AND STATE AID HIGHWAYS**  
**1935**

Maintenance work during 1935 was performed generally by patrol maintenance. 424 patrolmen were employed in caring for 6580.43 miles of road in 548 towns. Of this mileage 2322.26 miles was improved State Highway, 4025.69 miles was improved State Aid Highway and the balance or 232.48 miles was unimproved road. There was also maintained by special arrangement with the towns 216.05 miles of improved State Aid road and 5.55 miles of improved State Highway.

A total expenditure for labor and material of \$2,016,890.54 was made on this work, including \$11,356.25 furnished by the State for road machine work. The State also furnished supervision and inspection for work amounting to \$69,106.66, making a total gross expenditure chargeable to maintenance of \$2,085,997.20\*; of this amount the State furnished \$1,797,392.08 and the cities and towns furnished \$288,605.12. The average expenditure per mile was \$306.67.

On the 2327.81 miles of State Highway, the expenditure for labor, material and supervision was \$1,224,879.37 or an average expenditure per mile of \$526.19.

The expenditure on the 4258.17 miles of other road under patrol was for labor, material and supervision \$849,813.39 or an average expenditure per mile of \$199.57.

**1935**  
**Maintenance Costs by Types of Road**

	Miles	Cost per Mile
Bituminous surface treated gravel .....	3363.56	\$461.00
Bituminous macadam .....	402.19	152.65
Cement concrete .....	233.95	145.25
Unimproved road .....	232.48	32.76
Plain gravel .....	2569.85	134.07
Total .....	6802.03	

At the end of 1935, there were 3,534.01 miles of bituminous surface treated gravel roads, of which 8.39 miles were surface treated with state highway funds, 128.05 miles with state aid funds, 11.58 miles with town funds, 22.43 miles with town and state funds and 3,363.56 miles with maintenance funds.

\*Controller's Office figure shows \$2,112,839.15 expended, but from this we deduct \$4,386.59 on account of refunds and \$39,463.83 on account of labor charged to Maintenance but employed tarring State Aid Construction, Town Work, etc.

The amount of \$2,085,997.20 represents the State's expenditure of \$2,068,988.73 plus the Town's expenditure on Sec. 18 and 50-50 work.

MAINTENANCE EXPENDITURES—1935

CLASSIFIED ACTIVITIES

Activities	Supervision	Unimp.	Concrete	Bituminous	Treated Gr.	Plain Gr.	Totals	%
Surface treatment (gravel) with oil					\$5,028.04		\$5,028.04	.20
Smoothing road surface with grader		2,054.54			31,723.70	63,947.03	97,725.27	4.71
Smoothing road surface with drag		1,248.12			7,723.96	65,350.67	74,322.75	3.59
Road machine work on shoulders		104.40	867.90	2,351.84	11,020.03	2,860.80	17,204.97	.83
Road machine work on ditches		78.70	61.32	133.24	5,907.14	2,817.63	8,998.03	.43
Road machine work scarifying		155.00		12.22	1,248.45	912.84	2,323.51	.11
Cleaning culverts		126.90	2,496.31	2,852.85	21,839.86	11,559.00	38,874.92	1.87
Repairing culverts		140.21	693.07	554.57	5,703.90	2,582.63	9,674.38	.46
Installing new culverts			285.68	863.79	5,499.61	1,657.93	8,307.01	.40
Cleaning ditches by hand		91.02	3,690.26	6,010.98	54,512.26	22,645.62	86,950.14	4.20
Hauling material on shoulders		46.20	7,292.94	6,136.07	28,749.90	5,526.47	47,751.58	2.37
Guard rails wood or cable		8.25	2,962.29	1,740.72	9,829.15	1,786.69	16,327.10	.78
Painting guard rails			308.92	353.99	1,712.50	265.29	2,640.70	.12
Painting sign posts			169.05	83.24	188.65	38.06	479.00	.02
Painting lines			622.11	775.45	1,750.50		3,148.06	.15
Gravel surfacing		3,312.83		5,973.10	68,322.64	117,311.54	194,920.11	9.42
Filling cracks in concrete			6,813.26				6,813.26	.32
Bituminous patching on concrete			2,158.52				2,158.52	.10
Bituminous patching on bituminous				16,243.61			16,243.61	.77
Surface treatment (gravel) with tar					841,338.22		841,338.22	40.9021
Surface treatment, macadam				4,853.15			4,853.15	.23
Hauling cover for surface treatment			628.14		200,199.03		200,827.17	9.70
Work on surface treated gravel; patching					131,042.11		131,042.11	6.33
Work on surface treated gravel; painting					45,570.87		45,570.87	2.20
Hauling and applying calcium				27.00	649.10	38,460.82	39,136.92	1.89
Reconstruction; grading shoulders and ditches				6,487.84	9,749.77	1,832.83	18,070.44	.87
Reconstruction; gravel base					8,186.97	1,380.86	9,567.83	.46
Reconstruction; stone base					18.55		18.55	.0009
Reconstruction; gravel surface					1,883.33	2,194.54	4,077.87	.10
Reconstruction; bituminous surface								
Signs; warning			71.10	424.25	742.73	87.32	1,325.40	.06
Signs; directional		3.60	146.48	276.85	607.14	116.72	1,150.79	.05
Mowing grass; shoulders		230.25	940.99	1,060.72	4,374.71	1,598.20	8,204.87	.39
Surface treatment with emulsion				147.91			147.91	.007
Thawing culverts			12.18	71.07	551.22	196.40	830.87	.04
Hauling gravel on concrete or bituminous surface			362.97	2,976.09	40,664.31		44,003.37	2.12
Drawing water from road surface		17.20	44.15	346.26	4,128.12	976.73	5,512.46	.26
Supervision	69,106.66						69,106.66	3.34
Mud-jack			3,876.97				3,876.97	.18
Beautification			105.30	9.80	261.19	54.05	430.34	.02
<b>Totals</b>	<b>69,106.66</b>	<b>7,617.22</b>	<b>33,981.77</b>	<b>61,394.75</b>	<b>1,550,727.66</b>	<b>346,160.67</b>	<b>2,068,988.73</b>	<b>100.00 %</b>

## STATE HIGHWAY COMMISSION

## SNOW REMOVAL WINTER OF 1934-1935

Number of towns in which snow removal work was done by towns .....				475
Number of towns in which snow removal work was done by State .....				1
	State	State Aid	Town	Total
	Highways	Highways	Roads	
Number of miles on which towns applied for state aid .....	2,057.93	4,041.30	6,234.26	12,333.49
Number of miles accepted .....	2,087.65	3,921.52	5,774.31	11,783.48
Number of miles plowed by State—Indian Township .....				11.15
Total number of miles .....				11,783.48
Paid by towns for snow removal .....				\$466,705.29
Paid by State for snow removal .....				\$442,718.74
Paid by State for snow removal (Supervision) .....				\$24,815.59
Total paid by State for snow removal .....				\$467,534.33
Total Cost .....				\$934,239.62
Average cost per mile (less Supervision) .....				\$77.18
Average Total cost per mile .....				\$79.28
Snow fence erected by State .....	11,650	Linear Feet		
Snow fence erected by towns .....	1,981,148	Linear Feet		
Average Cost per mile for supervision .....		\$2.10		

## SNOW REMOVAL WINTER OF 1935-1936

Number of towns which had snow removal work .....				519
	State	State Aid	Town	Total
	Highways	Highways	Roads	
Number of miles accepted .....	2,358.90	4,052.30	5,752.08	12,163.28
*Paid by towns for snow removal .....				\$499,116.84
*Paid by State for snow removal .....				\$657,153.32
Paid by State for snow removal (Supervision) .....				\$38,078.56
Total paid by State for snow removal .....				\$695,231.88
Total Cost .....				1,194,348.72
Average cost per mile (less Supervision) .....				\$95.06
Average cost per mile (for Supervision) .....				\$3.13
Average Total cost per mile .....				\$98.19
Average cost to the Towns per mile .....				\$41.04
Average cost to the State Per mile .....				\$57.15
Snow fence erected by the State on Highways .....		634,396	Linear Feet	
Snow fence erected by the State on Highways (town owned) ..		462,309	Linear Feet	
Snow fence erected by the Towns (State Aid) (Town Ways) ..		1,825,735	Linear Feet	
Total number of feet used on accepted mileage .....		2,922,440	Linear Feet	
Total number of miles used on accepted mileage .....		553.4	Miles	

\*There are five towns not reported.

1936

STATEMENT OF RECEIPTS AND EXPENDITURES WITH BALANCES OF THE MAINE STATE HIGHWAY COMMISSION FOR THE PERIOD ENDING JUNE 30, 1936

HIGHWAY LOAN FUND

	Jan.-May	June	Balance		Jan.-May	June	Overdraft
Balance overdrawn Jan. 1, 1936 .....	\$137,266.21			Receipts-Federal Aid .....	\$151,578.13	\$2,681.32	
Expenditures .....	273,612.00	\$274,541.47		Receipts Rental Buildings .....	60.43	20.00	
				Receipts Miscellaneous .....	6,420.37		
				Transfer-N. R. Projects .....	5,644.60		
				Balance overdrawn July 1, 1936 .....			\$519,014.83
				Balance overdrawn June 1 .....	\$247,174.68		

BRIDGE LOAN FUND

Balance overdrawn Jan. 1, 1936 .....	88,982.95			Receipts-Towns .....	16,036.49	72.49	
Expenditures .....	106,231.29	16,901.77		Receipts-Counties .....	78,117.43	15,305.72	
				Special Council Apportionment .....	1,620.00		
				Receipts-Miscellaneous .....	229.94		
				Transfer-Federal Aid Projects .....	94.00		
				Transfer-State Aid .....	6,935.23		
				Transfer-Special Resolves .....	2,500.00		
				Transfer-Third Class .....	1,406.65		
				Balance overdrawn July 1, 1936 .....			89,798.06
				Balance overdrawn June 1 .....	\$88,274.50		

NON RESIDENT EXCISE TAX ADMINISTRATION

Expenditures .....	3,912.76	1,014.86		Balance to January 1, 1936 .....	24,335.06		
Balance June 30, 1936 lapsed to Gen. High. Fund .....		48,859.01		Receipts-1935 .....	134.92		
Balance June 1 was .....	\$47,037.26			Receipts-1936 .....	26,480.04	2,836.61	

STATE HIGHWAY COMMISSION

## GENERAL HIGHWAY FUND

	Jan.-May	June	Balance		Jan.-May	June	Overdraft
Balance overdrawn Jan. 1, 1936	230,694.34			Gas Tax Receipts	1,578,217.83	271,654.60	
Accrued Interest on Highway Bonds	454,745.00	36,360.00		Penalties and Fines	130.00	40.00	
Reserve to Retire Highway Bonds	196,000.00	100,000.00		Auto Fees—1935	5,288.44		
Government Rebates	73.22	8.98		Auto Fees—1936	2,612,845.17	207,892.36	
Motor Vehicle Refund Fees	3,686.26	429.69		Auto Fines	6,988.28		
Motor Vehicle Rebates	2,166.28	226.75		Auto Fees—Refunds 1935	230.34		
Miscellaneous—land damage	128.37			Auto Fees—Refunds 1936	3,036.76	414.41	
Transferred—Federal Proj. disallowance	12,701.96	100.41		Transfer—Corrections	979.61	407.75	
Refund Auto Fees	9.30			Non-Excise Tax Balance transferred		48,859.01	
Apport. C. W. A. Supplies Account	3,000.00			Maintenance S. H. & S. A. H. Bal. Transf.		289,601.05	
Special Council Apportionment		167.45		Special Resolvc Proj. 546 (Washington) transf.		500.00	
Flood Expense—Council Order 212		12,829.50		State Police Balance transferred		6,312.21	
Transfer—Bridge Maintenance		4,225.83		Motor Vehicle Dept. Balance Transferred		10,194.63	
Transfer—Adm. State Highway Com.		20,902.34		Adm. & Collection Unreg. & Imp. Reg. Mot. Veh.		15,300.68	
Transfer—Snow Removal		406,490.66		Adm. & Rebates Gas Tax Balance transferred		1,078.90	
Transfer—Accounts & Control		45,000.00		Temporary Plates—credits transferred		20,850.00	
Transfer—Excise Tax		40,939.80					
Transfer—Aeronautical Fund		728.66					
Balance to July 1, 1936			3,509,207.23				

## SPECIAL RESOLVES

Expenditures	76,761.83	9,788.29		Balance to January 1, 1936	40,472.18		
				Receipts—Imp. State Roads	2,547.45		
				Receipts—Third Class	1,102.75		
				Receipts—Miscellaneous	705.02		
				Balance overdrawn July 1, 1936			41,722.72
				Balance overdrawn to June 1	\$31,934.43		

## ACCRUED INTEREST AND RESERVE TO RETIRE HIGHWAY AND BRIDGE BONDS

Expenditures	650,745.00	136,360.00		Credit Transfer	650,745.00	136,360.00	
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**ADMINISTRATION AND REBATES ON INTERNAL COMBUSTION ENGINE FUEL (GAS TAX)**

Expenditures .....	60,038.29	23,809.54		Balance to January 1, 1936 .....	84,742.20	
Balance to June 30, 1936 lapsed to Gen. High. Fund		1,078.90		Receipts .....	123.87	60.66
Balance June 1 was .....	\$24,827.78					

**THIRD CLASS HIGHWAY FUND**

Expenditures .....	51,269.03	1,641.62		Balance to January 1, 1936 .....	73,254.98	
Balance to July 1, 1936 .....			23,084.63	Receipts—Special Resolves .....	1,833.00	38.26
Balance June 1 was .....	\$24,687.99			Receipts—Miscellaneous .....	22.03	
				Receipts—Special Council Apport. ....	500.00	
				Transfer—Bridge Loan .....	347.01	

**CARLTON-KENNEBEC BRIDGE**

Expenditures .....	15,281.49	1,308.11		Balance to January 1, 1936 .....	240,746.00	
Accrued Interest .....	17,900.00	4,100.00		Receipts—Sale of tickets .....	29,803.05	17,661.35
Adj. M.C.R.R. State Spec. Maint. Fund ..	18,023.95			Receipts—Overcredit Maint. Acct. ....	851.35	
Balance to July 1, 1936 .....			248,406.07	Receipts—Miscellaneous .....		.50
Balance June 1 was .....	\$235,061.93			Receipts—50% Excise Tax .....	7,575.60	1,090.40
				Receipts—M.C.R.R. Rental .....	7,291.37	

**RICHMOND DRESDEN BRIDGE**

Balance overdrawn Jan. 1, 1936 .....	5,100.84			Receipts—Sale of Tickets .....	682.55	
Expenditures .....	3,381.87	499.42		Receipts—Rent of Buildings .....	88.00	
				Receipts—Miscellaneous .....	16.00	
				Return of Working Fund .....	100.00	
				Balance overdrawn July 1, 1936 .....		8,095.58
				Balance overdrawn to June 1 .....	\$7,596.16	

**WALDO-HANCOCK BRIDGE**

Expenditures .....	5,358.97	710.59		Balance to January 1, 1936 .....	127,001.02	
Accrued Interest .....	14,120.00	3,900.00		Receipts—Sale of Tickets .....	11,823.80	8,688.45
Balance to July 1, 1936 .....			123,791.05	Receipts—Miscellaneous .....	367.34	

**MAINTENANCE OF STATE AND STATE AID HIGHWAYS**

	Jan-May.	June	Balance		Jan-May	June	Overdraft
Expenditures .....	724,677.93	446,856.19		Balances to January 1, 1936 .....	1,441,083.95		
Balance June 30, 1936 lapsed to Gen. High. ....		289,601.05		Transfer—Special Council Apport. ....	265.41		
Balance June 1 was .....	\$733,550.87			Receipts—Towns .....	9,264.16	2,345.90	
				Receipts—Miscellaneous .....	7,615.28	560.47	

**CIVIL WORKS ADMINISTRATION SUPPLIES ACCOUNT**

Expenditures .....	4,781.68	266.03		Balance to January 1, 1936 .....	2,265.53		
Balance to July 1, 1936 .....			625.02	Receipts .....	407.20		
Balance June 1 was .....	\$891.05			Transfer—Apport. Gen. High. Fund .....	3,000.00		

**COMPENSATION FOR INJURIES**

Expenditures .....	26,046.88	6,333.26		Balance to January 1, 1936 .....	51,712.76		
Balance to July 1, 1936 .....			19,549.31	Receipts—Miscellaneous .....	216.69		
Balance June 1 was .....	\$25,882.57						

**MOTOR TRANSPORT AND EQUIPMENT**

Expenditures .....	224,621.88	42,210.27		Balance to January 1, 1936 .....	7,211.19		
Balance to July 1, 1936 .....			51,146.40	Receipts—Material .....	40,581.33	17,187.62	
Balance June 1 was .....	\$23,559.37			Receipts—Rental .....	109,841.36	30,222.63	
				Receipts—Miscellaneous .....	4,344.32	4.10	
				Transfer—Snow Removal (Cost Equip.) .....	86,203.05	22,382.95	

**MAINTENANCE HIGHWAY POLICE**

Expenditures .....	81,096.69	68,032.44		Balance to January 1, 1936 .....	154,749.09		
Balance to June 30, 1936 lapsed to Gen. High. ....		6,312.21		Receipts Miscellaneous— .....	658.06	34.19	
Balance June 1 was .....	\$74,310.46						

**MAINTENANCE OF MOTOR VEHICLE DEPT.**

Expenditures .....	59,319.78	9,084.26		Balance to January 1, 1936 .....	78,510.47	
Balance to June 30, 1936 lapsed to Gen. High. ....		10,194.63		Miscellaneous .....	84.15	4.05
Balance June 1 was .....	\$19,274.84					

**MAINTENANCE OF BRIDGES**

Expenditures .....	72,419.88	17,776.56	0.00	Balance to January 1, 1936 .....	84,096.93	
Balance to July 1, 1936 .....				Receipts—Miscellaneous .....	180.54	90.65
Balance June 1 was .....	\$13,460.08			Receipts—Rental .....	1,102.49	
				Transfer—1935 error .....	500.00	
				Transfer—Gen. High. to Bal. Acct. ....		4,225.83

**REMOVAL OF SNOW FROM HIGHWAYS AND TOWNWAYS**

Expenditures .....	415,604.97	114,420.35		Balance to January 1, 1936 .....	62,678.15	
				Receipts—Towns .....	13,655.96	46,195.15
				Receipts—Miscellaneous .....	1,004.80	.60
				Transfer—Gen. High. to Bal. Acct. ....		406,490.66
				Balance June 1 was .....	\$338,266.06	

**IMPROVEMENT OF STATE ROADS J. F.**

Expenditures .....	121,709.28	5,515.83	122,457.42	Balance to January 1, 1936 .....	197,160.20	
Balance to July 1, 1936 .....				Receipts—Towns .....	30,192.13	4,669.05
Balance June 1 was .....	\$119,148.64			Transfer—Special Resolves .....	6,894.00	932.24
				Transfer—Third Class .....	6,488.87	
				Transfer—Special Council Apport. ....		3,200.00
				Receipts—Miscellaneous .....	122.72	23.32

**ADMINISTRATION STATE HIGHWAY COMMISSION**

Expenditures .....	52,513.03	10,083.58		Balance to January 1, 1936 .....	39,555.12	
				Receipts—Miscellaneous .....	915.67	173.00
				Receipts—Blueprints .....	952.96	97.52
				Transfer Gen. High. to Bal. Acct. ....		20,902.34
				Balance June 1 was .....	\$11,089.28	

Expenditures .....	6,439,144.05			Receipts .....	9,876,164.46	
Less Overdraft .....	661,246.72				5,777,897.33	
	<u>5,777,897.33</u>			Balance .....	<u>4,098,267.13</u>	
				(See end of Report for Outdoor Advertising omitted here, but included in these totals)		

CONSTRUCTION OF BRIDGES (PWA)

	Jan.-May	June	Balance		Jan.-May	June	Overdraft
Expenditures .....	207,997.70	47,970.60		Balance to January 1, 1936 .....	124,227.46		
Balance to July 1, 1936 .....			64,795.06	Transfer Bridge Loan Account .....	46,530.00		
Balance June 1, was .....	\$20,961.81			Receipts—Federal Aid .....	58,200.00	91,800.00	
				Miscellaneous—Transfer .....	2.05	3.85	

NATIONAL INDUSTRIAL RECOVERY HIGHWAY FUND

N. R. H.

Balance overdrawn Jan. 1, 1936 .....	1,614,052.47			Transfer—Miscellaneous .....	80.31		
Expenditures .....	1,053.53			Balance overdrawn July 1, 1936 .....			1,615,025.69
				Balance overdrawn June 1 was .....	1,615,025.69		

N. R. M.

Balance overdrawn Jan. 1, 1936 .....	968,293.17			Transfer—Miscellaneous .....	270.78		
Expenditures .....	666.33			Balance overdrawn July 1, 1936 .....			968,688.72
				Balance overdrawn June 1 was .....	\$968,688.72		

N. R. S.

Balance overdrawn Jan. 1, 1936 .....	903,230.07			Balance overdrawn July 1, 1936 .....			903,230.07
				Balance overdrawn June 1 was .....	\$903,230.07		

N. R. S. (1935 SECONDARY)

Balance overdrawn Jan. 1, 1936 .....	498,348.52			Balance overdrawn July 1, 1936 .....			499,318.83
Expenditures .....	970.31			Balance overdrawn June 1 was .....	\$499,318.83		

N. R. M. 1935

Balance overdrawn Jan. 1, 1936 .....	426,069.43			Balance overdrawn July 1, 1936 .....			448,570.40
Expenditures .....	12,693.90	9,807.07		Balance overdrawn June 1 was .....	\$438,763.33		

N. R. H. 1935

Balance overdrawn Jan. 1, 1936 .....	746,762.61			Balance overdrawn July 1, 1936 .....			782,970.90
Expenditures .....	35,898.38	309.91		Balance overdrawn June 1 was .....	\$782,660.99		

NATIONAL INDUSTRIAL RECOVERY HIGHWAY TRUST FUND ACCOUNT

Transfer—W.P.A. Trust Fund .....	110,000.00	90,000.00		Balance to January 1, 1936 .....	5,449,201.55		
Balance to July 1, 1936 .....			5,465,354.38	Receipts—Federal Aid .....	144,084.19	53,560.42	
Balance June 1 was .....	5,500,927.74			Receipts—Miscellaneous .....	17,642.00	866.22	

WORKS PROGRAM ADMINISTRATION—TRUST FUND

Balance to July 1, 1936 .....			615,696.77	Transfer—N. R. Trust Fund .....	110,000.00	90,000.00	
Balance June 1 was .....	\$394,526.25			Receipts—Miscellaneous .....	1,207.54		
				Receipts—Federal Aid .....	283,318.71	131,170.52	

W. P. S.

Balance overdrawn Jan. 1, 1936 .....	8,663.42			Balance overdrawn July 1, 1936 .....			46,413.85
Expenditures .....	23,276.86	14,473.57		Balance overdrawn June 1 was .....	\$31,940.28		

W. P. S. S.

Balance overdrawn Jan. 1, 1936 .....	35,727.96			Transfer .....	9.10		
Expenditures .....	43,344.67	43,357.33		Balance overdrawn July 1, 1936 .....			122,420.86
				Balance overdrawn June 1 was .....	\$79,063.53		

STATE HIGHWAY COMMISSION

## W. P. S. O.

	Jan.-May	June	Balance		Jan.-May	June	Overdraft
Balance overdrawn Jan. 1, 1936 .....	102,865.56			Receipts—Miscellaneous .....		25.48	
Expenditures .....	76,283.88	84,839.72		Balance overdrawn July 1, 1936 .....			263,963.68
				Balance overdrawn June 1 was .....	\$179,149.44		

## W. P. M. H.

Balance overdrawn Jan. 1, 1936 .....	8,496.26			Balance overdrawn July 1, 1936 .....			48,782.23
Expenditures .....	28,919.06	11,366.91		Balance overdrawn June 1 was .....	\$37,415.32		

## W. P. M. S.

Balance overdrawn Jan. 1, 1936 .....	19,249.91			Balance overdrawn July 1, 1936 .....			84,588.13
Expenditures .....	26,676.84	38,661.38		Balance overdrawn June 1 was .....	\$45,926.75		

## W. P. G. H.

Balance overdrawn Jan. 1, 1936 .....	13,127.10			Transfer .....	6.48		
Expenditures .....	71,807.82	53,408.49		Balance overdrawn July 1, 1936 .....			138,336.93
				Balance overdrawn June 1 was .....	\$84,928.44		

## W. P. G. M.

Balance overdrawn Jan. 1, 1936 .....	193.24			Balance overdrawn July 1, 1936 .....			1,121.71
Expenditures .....	875.94	52.53		Balance overdrawn June 1 was .....	\$1,069.18		

## W. P. G. S.

Balance overdrawn Jan. 1, 1936 .....	2,526.50			Balance overdrawn July 1, 1936 .....			20,933.01
Expenditures .....	9,869.92	8,536.59		Balance overdrawn June 1 was .....	\$12,396.42		

## OUTDOOR ADVERTISING (Included in total shown above)

Expenditures .....	4,582.49	968.04		Receipts—Licenses .....	1,255.00	820.00	
				Receipts—Permits .....	784.00	76.00	
				Balance overdrawn July 1, 1936 .....			2,615.53
				Balance overdrawn June 1 was .....	\$2,543.49		