

MAINE STATE LEGISLATURE

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MAINE PUBLIC DOCUMENTS

July 1, 1936 - June 30, 1938

TWENTY-FIFTH ANNUAL REPORT

of the

**State Highway
Commission**

of the

STATE OF MAINE

From January 1, 1937, to December 31, 1937

STATE OF MAINE
OFFICE OF
STATE HIGHWAY COMMISSION

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

We have the honor to present the twenty-fifth annual report of the State Highway Commission, from January 1, 1937 to December 31, 1937.

PAUL C. THURSTON
STILLMAN E. WOODMAN
WILLIAM B. DEERING

State Highway Commission

Augusta, Maine
December 31, 1938

1937

Work under the direction of the State Highway Commission, during 1937, included the same activities undertaken in 1936, and, in addition, three new ones were provided by recent legislation. These included the State Highway Planning Survey, the construction of secondary Federal-aid highways, and the maintenance of unimproved roads.

Under the act approved June 16, 1936, (Public No. 686—74th Congress) the sum of \$125,000,000 was appropriated for apportionment to States for the fiscal year ending June 30, 1938, and the sum of \$125,000,000 for the fiscal year ending June 30, 1939; these appropriations were for the construction of regular Federal-aid highways. The sum of \$25,000,000 for each of these fiscal years was provided for the construction of secondary or feeder roads, which are referred to as secondary Federal-aid highways. The sum of \$50,000,000 for each fiscal year was appropriated for apportionment to the several states for the elimination of hazards to life at railroad grade crossings, including the separation of grades at crossings, the reconstruction of existing railroad grade crossing structures, the relocation of highways to eliminate grade crossings, and protection at grade crossings.

The apportionments of Federal funds to Maine under the act of June 16, 1936 included:

For the construction of regular Federal-aid highways, the sum of \$1,122,670 for the fiscal year ending June 30, 1938, and \$1,089,359 for the fiscal year ending June 30, 1939.

For the construction of secondary Federal-aid roads, the sum of \$224,534 for the fiscal year ending June 30, 1938, and the sum of \$217,872 for the fiscal year ending June 30, 1939.

For the elimination of hazards to life at railroad grade crossings, the sum of \$352,468 for the fiscal year ending June 30, 1938, and the sum of \$338,735 for the fiscal year ending June 30, 1939.

It is required that regular and secondary Federal-aid funds be matched with State funds, but State funds are not required to match the Federal grade crossing fund.

An emergency act, Chapter 229, approved April 24, 1937, repealed the original general highway fund act of 1931 (Chapter 251, P. L.), as amended, and created a new General Highway Fund.

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 of the Revised Statutes, as amended by Chapter 189 of the Public Laws of 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 allocation of the General Highway Fund, under the law, is as follows:

1. Annual payments for retirement and interest to meet the provisions of highway and bridge bond issues.
2. \$130,000 annually for expense of registering motor vehicles and licensing operators.
3. \$270,000 annually for the maintenance of the State Highway Police.
4. \$125,000 annually for the administration of the office and carrying out the duties of the State Highway Commission.
5. \$190,000 annually for the administration of the tax on internal combustion engine fuel, and for the payment of refunds on the tax, as provided by statute.
6. \$150,000 annually for expenditures authorized by appropriate resolves of the Legislature for roads and bridges.
7. \$630,000 annually for the construction of state aid highways.
8. \$670,000 annually for the construction of third class highways.
9. \$275,000 annually for matching Federal funds apportioned to the State for improvement of Federal-aid highways.
10. \$75,000 annually for use with Federal funds for the elimination of hazards to life at railroad grade crossings.
11. \$250,000 annually to match Federal funds for the construction of secondary Federal-aid highways.
12. \$400,000 for the fiscal year ending June 30, 1938, and \$500,000 for the fiscal year ending June 30, 1939, for the construction of bridges under the general bridge act.
13. \$3,400,000 for the fiscal year ending June 30, 1938, and \$3,600,000 for the fiscal year ending June 30, 1939, for the maintenance of state highways and state aid highways and interstate, intrastate and international bridges, and for the State's share of the cost of snow removal.
14. \$84,680 for the fiscal year ending June 30, 1938, and \$68,300 for the fiscal year ending June 30, 1939, for

expenditures authorized by appropriate resolves of the Legislature for road and bridge work.

15. \$200,000 annually for the maintenance of unimproved roads.
16. The remainder of the General Highway Fund may be used by the State Highway Commission for the construction of bridges under the general bridge act, and for the maintenance of state and state aid highways.

At the Special Session of the Eighty-Eighth Legislature, October 26-27, 1937, the General Highway Fund Act (Chapter 229, P. L. 1937) was amended. The allocation of funds for the construction of state aid roads was increased from \$630,000 to \$850,000 for the fiscal year ending June 30, 1939, and the allocation of funds for the construction of bridges under the general bridge act, was reduced from \$500,000 to \$400,000 for the fiscal year ending June 30, 1939.

Federal rules and regulations for construction of secondary roads under the act of June 16, 1936, provide that each state highway department shall undertake the selection and designation of an initial system of secondary roads for construction or reconstruction based upon their relative importance as determined from factual data secured from state-wide studies for the planning of a complete highway system. It is required that Federal secondary funds must be applied to rural roads, and roads which are not potential additions to the Federal-aid highway system.

Pending the completion of the planning survey and the designation and approval of a secondary Federal-aid system, the State Highway Department has been permitted to construct projects on highways which it is reasonably anticipated will be included in the approved Secondary Federal-aid system.

The fund for maintenance of unimproved roads (\$200,000 annually), as stated in the law, is for road machine work, drainage and gravelling. The law provides that this fund shall be allocated annually to cities, towns and plantations in proportion to the number of miles of unimproved roads within their limits. Locations of roads for improvement with this fund are recommended by the municipal officers and are subject to approval of the State Highway Commission. Expenditures are limited by law to \$1500.00 on any one mile of any road during a period of ten years.

Chapter 135, Resolves of 1937, authorized the State Highway Commission to cooperate with the U. S. Bureau of Public Roads for the purpose of carrying on a planning survey of Maine highways.

This survey was organized and work was begun during the present season.

STATE HIGHWAY COMMISSION

STATE HIGHWAY COMMISSION

FINANCIAL STATEMENT

January 1 - December 31, 1937

Prepared by Bureau of Accounts and Control

HIGHWAY LOAN FUND
(STATE HIGHWAY CONSTRUCTION)
Credits

Received Sale of Bonds	\$1,000,000.00
Received Premium on Bonds	11,990.00
Received Federal Aid	1,268,792.78
Received Gen. Highway Fund (Fed. High. Roads 1937)	275,000.00
Received Gen. Highway Fund (Fed. High. Allot. 1935)	700,000.00
Received Rental buildings	190.00
Received Land Damage	5,275.25
Received Miscellaneous	10,248.63
	<hr/>
	\$3,271,496.66

Debits

Overdraft January 1, 1937	\$ 131,957.98
Advertising	1,267.32
Engineering	160,492.53
Right of Way	135,963.27
Labor & Material	2,720,075.95
Adjustment with Gen. High. (1936 error)	100.00
Balance December 31, 1937	121,639.61
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	\$3,271,496.66

BRIDGE LOAN FUND
(BRIDGE CONSTRUCTION)
Credits

Balance January 1, 1937	\$ 59,914.70
Received Federal Aid	43,632.13
Received County & Town	241,497.60
Received Imp. State Roads as town's share	2,994.33
Received Miscellaneous	11,871.68
Transfer Apportionment 1937 from General High.	400,000.00
Transfer Imp. State Roads	24,357.69
Transfer Third Class Highway	18,018.10
Transfer Special Resolves	14,461.67

STATE HIGHWAY COMMISSION

135

Transfer General Highway Federal Allotment	7,066.39
Transfer Federal Adjustment	2,886.55
Adjustment to offset Dr. error	68.85
	<hr/>
	\$826,769.74

Debits

Engineering	\$ 75,313.76
Advertising	1,307.40
Right of Way	2,471.15
Labor & Material	521,734.09
Refund to County & Town	1,962.45
Transfer to Federal as State Contribution	76,460.00
Transfer to Federal adjustments	2,317.31
Transfer to Balance Richmond-Dresden Bridge	11,237.74
Transfer Adj. 1936	187.34
Refund unexpended balance to Imp. State Roads	7.42
Refund Imp. State Roads	200.66
Transfer to Gen. Highway Federal Allotment	129.89
Error Adjustments (Offset by Cr.)	68.85
Balance December 31, 1937	133,371.68
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	\$826,769.74

IMPROVEMENT STATE ROADS JOINT FUND
(CONSTRUCTION OF STATE AID ROADS)

Credits

Balance January 1, 1937	\$ 270,771.94
Received from Towns	363,781.24
Received Miscellaneous	9,171.34
Transfer Unexpended Balance Bridge Loan	7.42
Transfer General Highway Special Council Order	700.00
Transfer Special Resolves	28,317.49
Transfer Third Class	117,922.21
Transfer Third Class by error (See Dr. refund)	1,618.63
Transfer Maintenance State and State aid highways	1,824.13
Transfer Apportionment 1937-38	630,000.00
	<hr/>
	\$1,424,114.40

Debits

Engineering & Supervision	\$ 49,069.90
Right of way	1,985.77
Labor & Material	1,195,517.47
Refund to Town	250.00
Compensation for Injuries	10,000.00
Transfer Bridge Loan	24,357.69

STATE HIGHWAY COMMISSION

Transfer Bridge Loan as town share	2,994.38
Transfer C. W. A. Supplies Acct.	337.03
Transfer Federal Accounts	1,478.52
Transfer to Offset Credit by error	1,618.63
Balance December 31, 1937	136,505.01
	<hr/>
	\$1,424,114.40

ADMINISTRATION

NON-RESIDENT EXCISE TAX

Credits

Balance January 1, 1937	\$ 7,156.12
Receipts—Tax 1937-38	41,356.66
	<hr/>
	\$48,512.78

Debits

Expenditures	\$ 9,154.10
Unexpended Balance lapsed to Gen: Highway June 30, 1937	38,145.14
Balance December 31, 1937	1,213.54
	<hr/>
	\$48,512.78

ADMINISTRATION HIGHWAY COMMISSION

Credits

Balance January 1, 1937	\$ 24,592.46
Received Blueprints & Specifications	5,638.00
Received Miscellaneous	4,914.33
Transfer to Balance June 30, 1937	39,987.38
Apportionment 1937-38	125,000.00
	<hr/>
	\$200,132.17

Debits

Expenditures	\$147,344.00
Balance December 31, 1937	52,788.17
	<hr/>
	\$200,132.17

ADMINISTRATION OF HIGHWAY POLICE

Credits

Balance January 1, 1937	\$123,495.46
Transfer General Highway to balance June 30, 1937 ..	4,759.54
Transfer Contingent Fund	3,000.00

STATE HIGHWAY COMMISSION

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Transfer Appropriation 1937-38	270,000.00
Received Miscellaneous	1,524.09
	\$402,779.09

Debits

Expenditures	\$278,291.25
Balance December 31, 1937	124,487.84
	\$402,779.09

ADMINISTRATION OF MOTOR VEHICLE DEPARTMENT

Credits

Balance January 1, 1937	\$ 76,019.71
Transfer Appropriation 1937-38	130,000.00
Received Miscellaneous	198.21
Transfer General Highway Additional	4.86
	\$206,222.78

Debits

Transfer to Balance June 30, 1937	\$ 305.34
Expenditures	133,305.90
Balance December 31, 1937	72,611.54
	\$206,222.78

ADMINISTRATION AND REBATES
OF INTERNAL COMBUSTION ENGINE FUELS

Credits

Balance January 1, 1937	\$ 75,031.11
Transfer General Highway to balance June 30, 1937 ..	12,412.80
Transfer Appropriation 1937-38	190,000.00
Received Miscellaneous	78.48
	\$277,522.39

Debits

Expenditures	\$223,696.51
Balance December 31, 1937	53,825.88
	\$277,522.39

STATE HIGHWAY COMMISSION

OUTDOOR ADVERTISING

Credits

Received Licenses	\$ 3,955.00
Received Permits	2,302.00
Miscellaneous Adjustment .....	.27
Transfer Gen. Highway to Balance December 31, 1937	5,184.62
	<hr/>
	\$11,441.89

Debits

Expenditures	\$11,441.89
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CIVIL WORKS ADMINISTRATION

SUPPLIES ACCOUNT

Credits

Balance January 1, 1937	\$ 441.78
Transfer General Highway Council Orders	9,000.00
Transfer Imp. State Roads	337.03
Received Miscellaneous	45.91
	<hr/>
	\$9,824.72

Debits

Expenditures	\$4,809.50
Balance December 31, 1937	5,015.22
	<hr/>
	\$9,824.72

SPECIAL RESOLVES

Credits

Balance January 1, 1937	\$ 30,085.78
Received Miscellaneous	82.12
Transfer Bridge Loan	200.66
Transfer Bridge Maintenance (Islesboro-Lincolntonville)	3,445.85
Transfer Special Council Apportionment (1936)	86.63
Transfer Special Council Order (Greenville-Rockwood)	17,000.00
State Apportionment	150,000.00
State Apportionment (additional)	84,680.00
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	\$285,581.04

Debits

Supervision	\$ 3,572.89
Labor & Material	164,272.80
Transfer to Imp. State Roads	28,317.49

STATE HIGHWAY COMMISSION

139

Transfer to Bridge Loan	14,461.67
Transfer to Third Class	6,986.59
Transfer to Maintenance Bridges	327.79
Transfer Lapsed to Gen. Highway	177.48
Balance December 31, 1937	67,464.33
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	\$285,581.04

MAINTENANCE OF BRIDGES

Credits

Balance January 1, 1937	\$ 52,850.98
Received Rental Pipe Line & Buildings	2,715.00
Received from Towns (Special)	2,000.00
Received Miscellaneous	2,100.03
Transfer Special Resolves	327.79
Transfer Gen. Highway to Balance June 30, 1937	46,949.92
State Apportionment 1937-38	200,000.00
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	\$306,943.72

Debits

Engineering	\$ 20,408.56
Right of Way	15.03
Labor and Material	213,573.72
Transfer Special Resolve (Islesboro-Lincolnvile) ...	3,445.85
Balance December 31, 1937	69,500.56
	<hr/>
	\$306,943.72

MAINTENANCE

STATE AND STATE AID HIGHWAYS

Credits

Balance January 1, 1937	\$1,609,523.86
Received from Towns	
Patrol 1937	256,973.22
Patrol 1937 overpayment	4,020.94
Patrol previous to 1937	21,456.55
Patrol previous to 1937 overpayment	2,287.23
Unimproved patrol	1,068.84
Unimproved patrol overpayment	33.75
Received Miscellaneous	256,137.04
Transfer State Apportionment 1937-38	2,800,000.00
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	\$4,951,501.43

Debits

Supervision	\$ 95,564.65
Labor & Material	2,855,391.70
Refund to towns	12,113.67
Transfer to Improvement State Roads	1,824.13
Transfer lapsed to General Highway June 30, 1937....	619,292.99
Balance December 31, 1937	1,367,314.29
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	\$4,951,501.43

THIRD CLASS HIGHWAY CONSTRUCTION**Credits**

Balance January 1, 1937	\$ 99,896.14
Received from Towns (Special)	361.90
Received Miscellaneous	1.00
Transfer Special Resolves	6,986.59
Transfer Special Counc. Appor.	2,000.00
Transfer Adjustment (see Dr.)	1,618.63
State Apportionment 1937-38	670,000.00
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	\$780,864.26

Debits

Supervision	\$ 29,269.34
Labor & Material	529,771.84
Compensation for Injuries to Emp.	11,000.00
Transfer Bridge Loan	18,018.10
Transfer Imp. State Roads	117,922.21
Transfer Imp. State Roads (Error)	1,618.63
Balance December 31, 1937	73,264.14
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	\$780,864.26

MAINTENANCE OF UNIMPROVED ROADS**Credits**

State Apportionment 1937-38	\$200,000.00
Rescinded to Appro. Account	37.24
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	\$200,037.24

Debits

Supervision	\$ 3,722.54
Labor & Material	174,402.14
Compensation for Injuries to Emp.	3,000.00
Balance December 31, 1937	18,912.56
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	\$200,037.24

STATE HIGHWAY COMMISSION

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**COMPENSATION FOR INJURIES
TO STATE EMPLOYEES**

Credits

Balance January 1, 1937	\$ 17,573.86
Received from Federal Projects	5,376.34
Received Miscellaneous	3,805.89
Transfer from General Highway	75,000.00
	\$101,756.09

Debits

Expenditures	\$ 55,442.24
Balance December 31, 1937	46,313.85
	\$101,756.09

MOTOR TRANSPORT & EQUIPMENT

Credits

Balance January 1, 1937	\$ 59,686.16
Received Rental of Equipment	407,073.74
Received Sale of Material	181,833.18
Received Rental of Buildings	451.94
Received Miscellaneous	3,991.09
Overdraft December 31, 1937	26,935.69
	\$679,971.80

Debits

Expenditures	\$679,221.18
Transfer Adjustment N. R. Trust Fund	750.62
	\$679,971.80

**REMOVAL OF SNOW
FROM HIGHWAYS AND TOWNWAYS**

Credits

Received from Towns	\$ 329,209.29
Received Miscellaneous	1,188.90
Transfer General Highway to Balance June 30, 1937..	400,209.53
State Apportionment—1937-38	600,000.00
	\$1,330,607.72

STATE HIGHWAY COMMISSION

Debits

Overdraft January 1, 1937	\$ 52,403.86
Supervision	37,319.42
Labor & Material	849,446.70
Refund to Towns	454.10
Balance December 31, 1937	390,983.64
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	\$1,330,607.72

WALDO-HANCOCK BRIDGE

Credits

Balance January 1, 1937	\$170,512.90
Received Tolls	96,037.25
Received Miscellaneous	9.00
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	\$266,559.15

Debits

Interest on Bonds	\$ 36,000.00
Expenditure	11,939.83
Balance December 31, 1937	218,619.32
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	\$266,559.15

CARLTON BRIDGE

Credits

Balance January 1, 1937	\$293,653.70
Received Tolls	185,102.55
Received Excise Tax	15,199.96
Received M. C. R. R. (1936)	6,701.21
Received Miscellaneous	25.33
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	\$500,682.75

Debits

Transfer to "Special Maint. Acct."	\$ 6,414.08
Reserve to Retire Bonds	268,000.00
Interest on Bonds	39,420.00
Expenditure	19,195.67
Balance December 31, 1937	167,653.00
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	\$500,682.75

RICHMOND-DRESDEN BRIDGE

Credits

Received Rental	\$ 110.00
Transfer Bridge Loan, 1936 Adjustment	187.34
Transfer Bridge Loan to Balance	11,237.74
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	\$11,535.08

Debits

Overdraft January 1, 1937	\$ 9,654.48
Expenditure	1,880.60
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	\$11,535.08

GENERAL HIGHWAY FEDERAL ALLOTMENT FUND

Credits

Balance January 1, 1937	\$487,386.35
Received Adjustment 1936	129.89
Transfer General Highway to correct error 1936	824.63
Transfer W. P. S. O.	1.00
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	\$488,341.87

Debits

Expenditures	\$ 1,056.33
Transfer General Highway correction 1936	31,549.86
Transfer Adjustment (See Cr.)	824.63
Transfer Bridge Loan Fund	7,066.39
Transfer Motor Transport & Equipment	750.62
Transfer W. P. Trust Fund	13,502.17
Transfer N. R. A. Trust Fund	144.93
Transfer N. R. H. (1934) Disallowances	12,122.92
Transfer N. R. M. (1934) Disallowances	6,563.12
Balance December 31, 1937	414,760.90
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	\$488,341.87

ACCRUED INTEREST AND RESERVE
TO RETIRE HIGHWAY & BRIDGE BONDS

Credits

Transfer General Highway	\$2,411,865.00
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Debits

Reserve to Retire Bonds	\$1,468,000.00
Interest on Bonds	943,865.00
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	\$2,411,865.00

STATE HIGHWAY COMMISSION

KITTERY PORTSMOUTH BRIDGE AUTHORITY

Credits

Overdraft December 31, 1937	\$9.38
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Debits

Engineering	\$9.38
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MAINE-NEW HAMPSHIRE BOUNDARY LINE SURVEY

Credits

Received from Appropriation Act	\$1,000.00
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Debits

Engineering	\$1,000.00
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HIGHWAY PLANNING SURVEY

Credits

Miscellaneous (Adjust.)	\$ 3.24
Overdraft December 31, 1937	22,077.32

\$22,080.56

Debits

Expenditures	\$22,080.56
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P.W.A. CONSTRUCTION OF BRIDGES

Credits

Miscellaneous	\$ 293.75
Transfer Bridge Loan Fund	36,460.00
Overdraft December 31, 1937	38,519.53

\$75,273.28

Debits

Overdraft January 1, 1937	\$66,903.23
Engineering	690.32
Labor & Material	7,679.73

\$75,273.28

WORKS PROGRAM ADMINISTRATION TRUST FUND

Credits

Balance January 1, 1937	\$2,295,743.91
Received Federal Aid	2,340,763.53
Received Towns (Sponsor's share)	56,322.21

STATE HIGHWAY COMMISSION

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Received Miscellaneous	6,010.89
Transfer Improvement State Roads	1,478.52
Transfer Bridge Loan Fund	40,000.00
Transfer Bridge Loan (Adjustments)	2,200.52
Transfer N. R. Trust Fund	230,845.84
Transfer General Highway Federal Allotment	13,502.17
	\$4,986,867.59

Debits

Refund to U. S. Government	\$ 50,000.00
Transfer to balance detail accounts Dec. 31, 1937	4,833,721.57
Balance December 31, 1937	103,146.02
	\$4,986,867.59

**WORKS PROGRAM HIGHWAY PROJECTS
(FEDERAL HIGHWAYS SYSTEM OUTSIDE MUNICIPALITIES
AND METROPOLITAN AREAS)**

W.P.H.

Credits

Transfer Trust Fund to Balance December 31, 1937 ..	\$176,074.68
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Debits

Overdraft January 1, 1937	\$148,211.45
Engineering	1,902.22
Labor & Material	25,961.01
	\$176,074.68

**WORKS PROGRAM HIGHWAY PROJECTS
(STATE HIGHWAYS NOT ON FEDERAL SYSTEM, OUTSIDE
MUNICIPALITIES AND METROPOLITAN AREAS)**

W.P.S.S.

Credits

Transfer Trust Fund to Balance December 31, 1937 ..	\$251,417.58
Adjustment (9230)	181.01
	\$251,598.59

Debits

Overdraft January 1, 1937	\$242,813.31
Engineering	907.93
Labor & Material	7,877.35
	\$251,598.59

STATE HIGHWAY COMMISSION

**WORKS PROGRAM HIGHWAY PROJECTS
(SECONDARY OR FEEDER ROADS OUTSIDE MUNICIPALITIES
AND METROPOLITAN AREAS)**

W.P.S.O.

Credits

Transfer Trust Fund to Balance December 31, 1937 ..	\$778,550.89
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Debits

Overdraft January 1, 1937	\$675,406.97
Engineering	5,753.04
Labor & Material	97,208.87
Transfer W.P.S.S. (9220)	181.01
Transfer General Highway Federal Allotment	1.00
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	\$778,550.89

**WORKS PROGRAM HIGHWAY PROJECTS
(FEDERAL HIGHWAY SYSTEM WITHIN MUNICIPALITIES
AND METROPOLITAN AREAS)**

W.P.M.H.

Credits

Transfer Trust Fund to Balance December 31, 1937 ..	\$127,099.75
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Debits

Overdraft January 1, 1937	\$115,195.22
Engineering	535.79
Labor & Material	11,233.97
Transfer W.P.M.S.	134.77
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	\$127,099.75

**WORKS PROGRAM GRADE CROSSING PROJECTS
(WITHIN MUNICIPALITIES AND METROPOLITAN AREAS)**

W.P.G.M.

Credits

Transfer to Balance December 31, 1937	\$203,296.87
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Debits

Overdraft January 1, 1937	\$ 22,610.41
Engineering	3,758.82
Labor & Material	176,419.09
Transfer W.P.G.H.	508.55
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	\$203,296.87

**WORKS PROGRAM HIGHWAY PROJECTS
(ON STATE HIGHWAYS NOT ON FEDERAL SYSTEM—WITHIN
MUNICIPALITIES AND METROPOLITAN AREAS)**

W.P.M.S.

Credits

Adjustment W.P.M.H.	\$ 134.77
Transfer Trust Fund to Balance Dec. 31, 1937	336,964.15
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	\$337,098.92

Debits

Overdraft January 1, 1937	\$294,015.19
Engineering	1,621.46
Labor & Material	41,462.27
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	\$337,098.92

**WORKS PROGRAM GRADE CROSSING PROJECTS
(FEDERAL HIGHWAYS OUTSIDE MUNICIPALITIES AND
METROPOLITAN AREAS)**

W.P.G.H.

Credits

Adjustment W.P.F.R.	\$ 16,756.00
Adjustment W.P.G.M.	508.55
Transfer Trust Fund to Balance December 31, 1937 ..	649,901.79
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	\$667,166.34

Debits

Overdraft January 1, 1937	\$470,931.49
Engineering	10,339.24
Labor & Material	185,895.61
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	\$667,166.34

**WORKS PROGRAM GRADE CROSSING PROJECTS
(SECONDARY OR FEEDER ROADS, OUTSIDE MUNICIPALITIES
AND METROPOLITAN AREAS)**

W.P.G.S.

Credits

Transfer Trust Fund to Balance December 31, 1937 ..	\$358,556.73
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STATE HIGHWAY COMMISSION

Debits

Overdraft January 1, 1937	\$179,826.83
Engineering	6,982.62
Labor & Material	171,747.28
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	\$358,556.73

WORKS PROGRAM

FLOOD RELIEF BRIDGE CONSTRUCTION

W.P.F.R.

Credits

Transfer Trust Fund to Balance December 31, 1937 ..	\$1,951,859.13
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Debits

Overdraft January 1, 1937	\$184,099.81
Engineering	77,397.02
Labor & Material	1,672,320.98
Transfer Bridge Loan	1,285.32
Transfer W.P.G.H.	16,756.00
	<hr/>
	\$1,951,859.13

NATIONAL RECOVERY TRUST FUND

Credits

Balance January 1, 1937	\$5,499,103.44
Received Federal Aid	98,195.35
Miscellaneous	1,420.39
Transfer Adjustment Bridge Loan	116.79
Transfer Adjustment General Federal Allotment	144.93
Transfer Adjustment Motor Transport	34.20
Transfer Adjustment N.R.S. (1935)	1,119.07
	<hr/>
	\$5,600,134.17

Debits

Transfer Adjustment (See Cr.)	\$ 34.20
Reimbursement to U. S. Government	75,000.00
Transfer to W. P. Trust Fund	230,845.84
Transfer to Balance detail accounts	5,286,222.54
Balance December 31, 1937	8,031.59
	<hr/>
	\$5,600,134.17

NATIONAL RECOVERY HIGHWAYS—1934

N.R.H.

Credits

Transfer Trust Fund to Balance	\$1,628,558.28
Transfer General Highway Federal Allotment	12,122.92
	<hr/>
	\$1,640,681.20

Debits

Overdraft January 1, 1937	\$1,627,463.65
Engineering	704.89
Labor and Material	10,911.43
Transfer Bridge Loan	1,601.23
	<hr/>
	\$1,640,681.20

NATIONAL RECOVERY MUNICIPAL ROADS—1934

N.R.M.

Credits

Transfer Trust Fund to Balance	\$962,283.52
Transfer General Highway Federal Allotment	6,563.12
	<hr/>
	\$968,846.64

Debits

Overdraft January 1, 1937	\$968,846.64
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NATIONAL RECOVERY SECONDARY ROADS—1934

N.R.S.

Credits

Transfer Trust Fund to Balance	\$904,424.64
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Debits

Overdraft January 1, 1937	\$903,305.57
Transfer Trust Fund	1,119.07
	<hr/>
	\$904,424.64

NATIONAL RECOVERY HIGHWAYS—1935

N.R.H.

Credits

Transfer Trust Fund to Balance December 31, 1937 ..	\$784,415.47
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STATE HIGHWAY COMMISSION

Debits

Overdraft January 1, 1937	\$783,457.88
Engineering	52.00
Labor and Material	905.59
	<hr/>
	\$784,415.47

NATIONAL RECOVERY MUNICIPAL ROADS—1935

N.R.M.

Credits

Transfer Trust Fund to Balance December 31, 1937 ..	\$466,746.22
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Debits

Overdraft January 1, 1937	\$466,746.22
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NATIONAL RECOVERY SECONDARY ROADS—1935

N.R.S.

Credits

Transfer Trust Fund to Balance December 31, 1937 ..	\$539,794.41
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Debits

Overdraft January 1, 1937	\$517,875.51
Engineering	1,170.47
Labor and Material	20,748.43
	<hr/>
	\$539,794.41

FEDERAL HIGHWAY ROADS

Credits

Apportionment 1937-38	\$275,000.00
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Debits

Transfer to Highway Loan	\$275,000.00
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FEDERAL SECONDARY ROADS

Credits

Apportionment 1937-38	\$250,000.00
Received Federal Aid	43,214.00
Received Miscellaneous	1,200.43
	<hr/>
	\$294,414.43

STATE HIGHWAY COMMISSION

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Debits

Engineering	\$ 28,631.68
Advertising	168.00
Right of way	293.41
Labor and Material	260,648.13
Balance December 31, 1937	4,673.21
	<hr/>
	\$294,414.43

FEDERAL GRADE CROSSINGS

Credits

Apportionment 1937-38	\$75,000.00
Miscellaneous Adjustment	3.60
	<hr/>
	\$75,003.60

Debits

Engineering	\$ 2,344.31
Miscellaneous Adjustment	3.60
Balance December 31, 1937	72,655.69
	<hr/>
	\$75,003.60

GENERAL HIGHWAY FUND

Direct Charges

Saint Francis	\$ 228.92
Houghton-Oquossoc Road	597.56
Newport, State aid road resurfacing	3,078.74
Kingman, Repairs to bridge, Chapt. 129, Res. 1937 ...	211.00
Caswell, W.P.A. Project	4,645.22
Eddington, Chapt. 122, Res. 1937	1,197.86
Vienna, culverts	744.80
Right of way	262.26
Temporary charges	554.88
Fort Kent	1,831.80
No. 17 R. 4 Aroostook	90.44
	<hr/>
	\$13,443.48

RECAPITULATION 1937
STATE HIGHWAY COMMISSION

	Adminis- tration	Engineer- ing	Super- vision	Adver- tising	Right of Way	Gen. High. Susp. Lab. and Mat.	Labor and Material	Miscellane- ous	Sub Total	Miscellaneous Transfers	Totals
Highway Loan Construction ..		\$160,492.53		\$1,267.32	\$135,963.27		\$2,720,075.95		\$3,017,799.07	\$100.00	\$3,017,899.07
Bridge Loan Construction ..		75,313.76		1,307.40	2,471.15		521,734.09		600,826.40	92,571.66	693,398.06
Improve. State Rds. J. F.			\$49,069.90		1,985.77		1,195,517.47		1,246,573.14	41,036.25	1,287,609.39
Third Class Highway			29,269.34				529,771.84		559,041.18	148,558.94	707,600.12
Special Resolves			3,572.89				164,272.80		167,845.69	50,271.02	218,116.71
Maintenance State and State Aid Highways			95,564.65				2,855,391.70		2,950,956.35	633,230.79	3,584,187.14
Maintenance Bridges		20,408.56			15.03		213,573.72		233,997.31	3,445.85	237,443.16
Maintenance Unimp. Roads ..			3,722.54				174,402.14		178,124.68	3,000.00	181,124.68
Removal of Snow from Town- ways and Highways			37,319.42				849,446.70		886,766.12	454.10	887,220.22
Motor Trans. and Equipment ..								\$679,221.18	679,221.18	750.62	679,971.80
Carlton Bridge Operation								19,195.67	19,195.67	6,414.08	25,609.75
Richmond-Dresden Bridge								1,880.60	1,880.60		1,880.60
Waldo Hancock Bridge								11,939.83	11,939.83		11,939.83
Civil Works Administration ..											
Supply Account								4,809.50	4,809.50		4,809.50
Compensation for Injuries to Employees								55,442.24	55,442.24		55,442.24
Highway Planning Survey								22,080.56	22,080.56		22,080.56
Federal Highway Roads										275,000.00	275,000.00
Federal Secondary Roads		28,631.68		168.00	293.41		260,648.13		289,741.22		289,741.22
Federal Grade Crossings		2,344.31							2,344.31	3.60	2,347.91
Adminis. Highway Commiss.	\$147,344.00								147,344.00		147,344.00
Adminis. Motor Vehicle Dept.								133,305.90	133,305.90		133,305.90
Adminis. State Police								278,291.25	278,291.25		278,291.25
Adminis. and Rebate Gasoline Tax								223,696.51	223,696.51		223,696.51
Adminis. Non-Resident Excise Tax								9,154.10	9,154.10		9,154.10
Outdoor Advertising								11,441.89	11,441.89		11,441.89
Kittery-Portsmouth Bridge Authority		9.38							9.38		9.38
Maine-New Hampshire Bound- ary Line		1,000.00							1,000.00		1,000.00
Gen. High. Federal Allotment ..									1,056.33		1,056.33
General Highway Fund						\$817.14	12,626.34		13,443.48		13,443.48
Accrued Interest Highway and Bridge Bonds								943,865.00	943,865.00		943,865.00
Accrued Int. Carlton Bridge Bonds								39,420.00	39,420.00		39,420.00
Accrued Int. Waldo Hancock Bridge								36,000.00	36,000.00		36,000.00
Reserve to Retire Highway and Bridge Bonds								1,468,000.00	1,468,000.00		1,468,000.00
Reserve to Retire Carlton Bridge Bonds								268,000.00	268,000.00		268,000.00
Totals	\$147,344.00	\$288,200.22	\$218,518.74	\$2,742.72	\$140,728.63	\$817.14	\$9,497,460.88	\$4,206,800.56	\$14,502,612.89	\$1,254,836.91	\$15,757,449.80

Administration	\$147,344.00
Engineering	288,200.22
Supervision	218,518.74
Advertising	2,742.72
	<u>\$656,805.68</u>

Labor and Material	\$9,497,460.88
General Highway Susp. L. & M.	817.14
Right of Way	140,728.63
	<u>\$9,639,006.65</u>

Overhead Charges .0637 on Net Expenditures
 Overhead Charges .0416 on Gross Expenditures

	Engineering	Labor and Material	Miscellaneous	Sub Total	Miscellaneous Transfers	Totals
P. W. A. Construction Bridges	\$690.32	\$7,679.73		\$8,370.05		\$8,370.05
W. P. Trust Fund			\$50,000.00	50,000.00		50,000.00
W. P. H.	1,902.22	25,961.01		27,863.23		27,863.23
W. P. S. S.	907.93	7,877.35		8,785.28		8,785.28
W. P. S. O.	5,753.04	97,208.87		102,961.91	\$182.01	103,143.92
W. P. M. H.	535.79	11,233.97		11,769.76	134.77	11,904.53
W. P. M. S.	1,621.46	41,462.27		43,083.73		43,083.73
W. P. G. H.	10,339.24	185,895.61		196,234.85		196,234.85
W. P. G. S.	6,982.62	171,747.28		178,729.90		178,729.90
W. P. F. R.	77,397.02	1,672,320.98		1,749,718.00	18,041.32	1,767,759.32
W. P. G. M.	3,758.82	176,419.09		180,177.91	508.55	180,686.46
N. R. Trust Fund			\$75,000.00	75,000.00	230,880.04	305,880.04
N. R. H. (1934)	704.89	10,911.43		11,616.32	1,601.23	13,217.55
N. R. S. (1934)					1,119.07	1,119.07
N. R. H. (1935)	52.00	905.59		957.59		957.59
N. R. S. (1935)	1,170.47	20,748.43		21,918.90		21,918.90
	<u>\$111,815.82</u>	<u>\$2,430,371.61</u>	<u>\$125,000.00</u>	<u>\$2,667,187.43</u>	<u>\$252,466.99</u>	<u>\$2,919,654.42</u>

Total, Administration	\$147,344.00	1.15%
Total, Engineering	400,016.04	3.12%
Total, Supervision	218,518.74	1.70%
Total, Advertising	2,742.72	0.02%
Total, Right of Way	140,728.63	1.09%
Total, Labor and Material	11,928,649.63	92.92%
	<u>\$12,837,999.76</u>	

STATE HIGHWAY COMMISSION

STATE HIGHWAYS

1937

Brief description of State Highway and Federal Aid Projects have been prepared in cases where some mileage of road has been constructed, in order to show the location, length and type of road.

Work on many of these projects, including surveys, plans and construction, extends over a period of two or more years, and for this reason, it is necessary to consult more than one annual report in order to determine the length and total cost. Expenditures in any one year are seldom comparable with the mileage reported for that year.

In the table, the expenditures are sub-divided to show the cost of advertising, engineering, right of way expenses, and labor and material.

ANDROSCOGGIN COUNTY

STATE HIGHWAY "E"

Auburn. Federal Aid Project No. 13. This project begins at the New Gloucester town line and extends northerly to U.S.P.W. Project No. NRM 13. The work consists of widening, reducing curvature, and constructing a new surface on original F. A. Project No. 13. Length of project, 1.06 miles. The equivalent of 0.22 miles is reported for 1937. Type of surface, bituminous concrete (Macasphalt Specification). Width of surface .22 feet; Shoulders, 3 feet; Contractor, Bridge Construction Corporation of Augusta, Maine.

STATE HIGHWAY "F"

Turner. Federal Aid Project No. 30. This project is located on the southerly end of original F. A. Project No. 30 and consists of a change in alignment to make a better connection with the adjoining project. Length of project, 0.06 miles. Type of surface, bituminous treated gravel. Width of surface, 20 feet. Shoulders, 3 feet. Contractor, W. H. Hinman, Inc. of North Anson, Maine.

Livermore. Federal Aid Project No. 30. This project begins near the northerly end of original Federal Aid Project No. 30 and extends northerly over new location to Federal Aid Project No. 81-A. The project was constructed to improve the alignment through Brettun's Mills Village and includes the construction of a bridge over Martins Stream. Length of project, 0.20 miles. Type of surface,

bituminous treated gravel. Width of surface, 20 feet. Shoulders, 3 feet. Contractor, Lane Construction Corp., of Meriden, Conn.

Turner. Federal Aid Project No. 59. This project begins near the northerly end of original Federal Aid Project No. 59 and extends northerly over new location to Federal Aid Project No. 30 near North Turner. The project includes the construction of a bridge over Martin Stream. Length of project 0.68 miles. Type of surface, bituminous treated gravel. Width of surface, 20 feet. Shoulders, 3 feet. Contractor, W. H. Hinman, Inc. of North Anson, Maine.

Livermore. Federal Aid Project No. 81A. This project is located on the southerly end of original Federal Aid Project No. 81A and consists of a change in alignment to make a connection with the change in alignment of Federal Aid Project No. 30. Length of project 0.07 miles. Type of surface bituminous treated gravel. Width of surface, 20 feet. Shoulders, 3 feet. Contractor, Lane Construction Corp. of Meriden, Conn.

Turner. Federal Aid Project No. 95-C. This is a road-side improvement project. The work was started but not completed in 1937. This work was done under the supervision of E. S. Henderson.

STATE HIGHWAY "O"

Livermore. Federal Aid Project No. 31-B. This project begins at Federal Aid Project No. 30 about one-half mile South of Brettun's Mills and extends over new location to Federal Aid Project No. 31 about one-half mile West of that village. The project was constructed to improve the alignment for traffic between points on State Highway "F" South of Brettun's Mills Village and points on State Highway "O". This project includes the construction of a bridge over Martin Stream. Length of project, 0.85 miles. Type of surface, bituminous treated gravel. Width of surface, 20 feet. Shoulders, 3 feet. Contractor, Lane Construction Corp. of Meriden, Conn.

AROOSTOOK COUNTY

STATE HIGHWAY "K"

Molunkus and Macwahoc. Federal Aid Project No. 297-B. This project begins at the Penobscot County line and extends northerly. Total length of project, 4.05 miles of which 2.28 miles is in Molunkus and 1.77 miles is in Macwahoc. All mileage is reported for 1937 although some

work remains to be completed in 1938. Type of surface, bituminous treated gravel. Width of surface, 20 feet. Shoulders, 3 feet. Contractor, Carlo Bianchi & Co., Inc. of Framingham, Mass.

New Limerick. Federal Aid Project No. 145-E. This project consists of surfacing U. S. W. P. Project No. W. P. H. 145-E. Length of Project 0.74 miles. Type of surface 3" bituminous macadam (Emulsified Asphalt Method). Width of surface, 20 feet. Shoulders, 3 feet. Contractor, The Bridge Construction Corp., of Augusta, Maine.

Houlton. Federal Aid Project No. 24. This project begins 2400 feet north of the intersection of Routes U. S. 1 and U. S. 2 and extends northerly to the Littleton line. The work consists of the reconstruction of the original Federal Aid Project No. 24 and of a short section of State Aid. Type of surface, 3" bituminous macadam, (Emulsified Asphalt Method) on crushed stone base. Width of surface 20 feet. Shoulders, 3 feet. Total length of project is 3.53 miles. The equivalent of 1.75 miles is reported for 1937. Contractor, The Bridge Construction Corp., of Augusta, Maine.

Monticello. Federal Aid Project No. 298-B. This project begins at the end of U.S.W.P. Project No. WPH 298-A, 1.38 miles from the bridge in Monticello Village and extends northerly. The work consists of the reconstruction of State Aid road. Type of surface bituminous treated gravel. Width of surface, 20 feet; Shoulders, 3 feet. Length of Project, 0.93 miles. Contractor, Herbert Sargent of Stillwater, Maine.

Monticello. Federal Aid Project No. 298-C. This project begins at the end of Federal Aid Project No. 298-B and extends northerly over new location to eliminate several sharp curves. Work was started but not completed in 1937. Total length of project 0.68 miles. The equivalent of 0.53 miles is reported for 1937. Type of surface, bituminous treated gravel. Width of surface, 20 feet. Shoulders, 3 feet. Contractor, Herbert Sargent of Stillwater, Maine.

Van Buren. Federal Aid Project No. 368-A. This project begins at the Cyr town line and extends northerly to the Bangor and Aroostook Railroad Crossing. Total length of project 1.61 miles. The equivalent of 0.30 miles was reported in 1936 leaving a balance of 1.31 miles which was completed in 1937. Type of surface, bituminous treated gravel. Width of surface, 20 feet. Shoulders, 3 feet. Contractor, The Bridge Construction Corp., of Augusta, Maine.

CUMBERLAND COUNTY**STATE HIGHWAY "B"**

Westbrook. Federal Aid Project No. 26. This project begins at the end of the bituminous concrete pavement constructed in 1936 and extends northerly to the Windham line. Length of project, 1.79 miles. Type of surface 2" bituminous concrete. (Warcolite Specification) on a bituminous concrete base. Width of surface, 22 feet. Shoulders, 3 feet. Contractor, Warren Brothers Roads Co., of Cambridge, Mass., and W. H. Hinman, Inc., of North Anson, Maine.

Windham. Federal Aid Project No. 27. This project begins at the Westbrook line and extends northerly. A contract was awarded in February 1937 in connection with Federal Aid Project No. 26 Westbrook for the construction of 0.60 miles. This section was completed. Another contract was awarded in July for the construction of 3.71 miles. The equivalent of 1.61 miles of this second contract is reported for 1937 making a total of 2.21 miles reported for that year. Type of surface, 2" bituminous concrete (Warcolite Specification) on a bituminous concrete base. Width of surface, 22 feet. Shoulders, 3 feet. Contractor, W. H. Hinman, Inc., of North Anson, Maine and Warren Brothers Roads Co., of Cambridge, Mass.

Bridgton. Federal Aid Project No. 130-C. This is a roadside improvement project on part of Federal Aid Project No. 130-C. The work was started in 1937 but planting is to be done in 1938. The work was done under the supervision of Thomas Calcagni.

STATE HIGHWAY "C"

Brunswick. Federal Aid Project No. 116-G. This project begins at the end of Federal Aid Project No. 116-E at Cooks Crossing and extends easterly via the new highway designated "State Highway C-1" to a point about 200 feet east of the junction of Court Street and Western Avenue in the city of Bath. Total length of the project is 4.95 miles of which 2.64 miles is in Brunswick, 2.04 miles is in West Bath, and 0.27 miles is in Bath. The equivalent of 2.34 miles in Brunswick is reported for 1937. The project includes a dam with spillway and bridge across the New Meadows River. Type of surface, bituminous treated gravel. Width of surface, 22 feet. Shoulders, 6 feet. Contractor, Hendrickson Bros., Inc., Valley Stream, N. Y.

STATE HIGHWAY "E"

Gray. Federal Aid Project No. 11. This project begins at the Cumberland line and extends to the New Gloucester line. A contract for 4.93 miles on the southerly end was completed in 1936 and a second contract was started. This second contract completed the project. The length of the second contract is 2.14. Work on this contract was started in 1936 but no mileage was reported that year. This contract was completed in 1937 and 2.14 miles reported. The work consists of widening 4 feet and resurfacing the original Federal Aid Project together with some relocation to improve alignment. Type of surface, bituminous concrete (Macasphalt Specification). Width of surface 22 feet. Shoulders, 3 feet. Contractor, Lane Construction Corporation of Meriden, Conn.

New Gloucester. Federal Aid Project No. 12. This project begins at the Gray line and extends to the Auburn line. A contract was awarded in 1936 for the improvement of a short section at White's Corner. This section is partly on new location to improve the alignment. Work was started in 1936 but no mileage reported. This contract was completed in 1937 and a length of 0.56 miles is reported. Type of surface, bituminous concrete (Macasphalt Specification). Width of surface 22 feet. Shoulders, 3 feet. Contractor, Lane Construction Corp., of Meriden, Conn.

A second contract for the balance of the project was awarded in 1937. The length of this contract is 6.05 miles making the total length of the project 6.61 miles. This second contract includes widening the existing pavement, in part with a reinforced concrete pavement and in part with a bituminous concrete base. Where the location is changed to improve alignment a reinforced concrete base is constructed. Except those sections where the pavement is widened with a reinforced concrete pavement, the existing pavement and the additional base is surfaced with bituminous concrete (Macasphalt Specification). The equivalent of 0.24 miles of concrete pavement and of 0.75 miles of bituminous concrete pavement is reported for this contract in 1937. Width of surface, 22 feet. Shoulders, 3 feet. Contractor, Bridge Construction Corp., of Augusta, Maine.

FRANKLIN COUNTY

STATE HIGHWAY "F"

Wilton. Federal Aid Project No. 18. This project begins at East Wilton and extends to the Farmington line. The work consists of the reconstruction of part of the original Federal Aid Project No. 18. Length of project 0.96 miles.

The equivalent of 0.56 miles is reported for 1937. Type of surface, bituminous treated gravel. Width of surface, 20 feet. Shoulders, 3 feet. Contractor, Thomas W. Watkins & Son, Inc. of Amesbury, Mass.

Farmington. Federal Aid Project No. 19. This project begins at the Wilton line and extends northerly. The work consists of the reconstruction of part of the original Federal Aid Project No. 19. Length of project, 0.94 miles. The equivalent of 0.54 miles is reported for 1937. Type of surface, bituminous treated gravel. Width of surface, 20 feet. Shoulders, 3 feet. Contractor, Thomas W. Watkins & Son, Inc. of Amesbury, Mass.

Phillips. Federal Aid Project No. 119-F. This project begins at the end of Federal Aid Project No. 119-D and extends westerly to the Madrid line. The work consists of the reconstruction of a gravel road built in part from State Highway funds in 1923-26 and in part from State Aid funds. Length of project 1.72 miles. The equivalent of 0.67 miles was reported in 1936 leaving a balance of 1.05 miles which was completed in 1937. Type of surface, bituminous treated gravel. Width of surface, 20 feet. Shoulders, 3 feet. Contractor, C. C. Smith Co., Inc., of Cambridge, Mass.

Madrid. Federal Aid Project No. 146-D. This project begins at the Phillips town line and extends westerly. The road consists of the reconstruction of a gravel road built with State Aid funds; length of project, 1.08 miles. The equivalent of 0.27 miles was reported in 1936 leaving a balance of 0.81 miles which was completed in 1937. Type of surface, bituminous treated gravel. Width of surface, 20 feet. Shoulders, 3 feet. Contractor, C. C. Smith Co., Inc., of Cambridge, Mass.

HANCOCK COUNTY

STATE HIGHWAY "Y"

Bucksport. Federal Aid Project No. 91-A. This project begins at the end of U.S.P.W. Project No. NRH 91-G (1935) and extends northerly. 940 feet of this project is an extension to the original Federal Aid Project No. 91-A. The balance is the reconstruction of part of that project. A contract for 1.57 miles was awarded in 1936 and the equivalent of 0.27 miles was reported for that year. This contract was completed in 1937 and another contract for 1.66 miles was awarded. The equivalent of 2.33 miles for both contracts is reported for 1937. Type of surface, bituminous macadam (Emulsified Asphalt Method). Width of surface, 20 feet. Shoulders, 3 feet. Contractor, The Bridge Construction Corp., of Augusta, Maine.

KENNEBEC COUNTY
STATE HIGHWAY "E"

Manchester and Augusta. Federal Aid Project No. 257-F. This project begins at the end of Federal Aid Project No. 257-D and extends westerly. The work consists of the reconstruction of a bituminous macadam road built in 1921 and of a gravel road built in 1931. Length of project 1.51 miles of which 0.77 miles is in Manchester, and 0.74 miles in Augusta. Type of surface, concrete and bituminous concrete. There is 1.17 miles of concrete (0.55 miles in Manchester and 0.62 miles in Augusta) and 0.34 miles of bituminous concrete (0.22 miles in Manchester and 0.12 miles in Augusta). Width of surface, concrete 30 feet, bituminous concrete 40 feet. The bituminous concrete pavement is constructed on a reinforced concrete base and has a concrete curb. The concrete pavement has three foot gravel shoulders. The project was started in 1936 and completed in 1937. All mileage is reported for 1937. Contractor, Wyman & Simpson, Inc., of Augusta, Maine.

Manchester. Federal Aid Project No. 257-G. This project begins at the end of Federal Aid Project No. 257-F and extends westerly to Manchester Village. Length of project 0.86 miles, all of which was constructed in 1937. The work consists of the reconstruction of a bituminous macadam road. Type of surface, concrete. Width of surface, 30 feet. Shoulders, 3 feet. Contractor, Wyman & Simpson, Inc., of Augusta, Maine.

STATE HIGHWAY "G"

Oakland. Federal Aid Project No. 22. This project is located at the northerly end of the original Federal Aid Project No. 22. It is constructed on new location and together with U. S. Works Program Grade Crossing Project No. W.P.G.H. 22 provides for the elimination of a grade crossing of the Maine Central Railroad. Type of surface, bituminous macadam (Emulsified Asphalt Method). Width of surface, 20 feet. Shoulders, 3 feet. Total length of project, 0.53 miles of which the equivalent of 0.06 miles is reported for 1937. Contractor, The Bridge Construction Corp., of Augusta, Maine.

STATE HIGHWAY "P"

Augusta. Federal Aid Project No. 296-B. This project begins at the end of Federal Aid Project No. 296-A and extends easterly. The work consists of constructing a bituminous macadam surface (Emulsified Asphalt Method) over

U.S.W.P. Project No. WPMH 296-B. Length of project 0.62 miles. Width of surface, 20 feet. Shoulders, 3 feet. Contractor, The Bridge Construction Corp., of Augusta, Maine.

Augusta. Federal Aid Project No. 296-C. This project begins at the end of Federal Aid Project No. 296-B and extends easterly to Togus. Length of project, 2.04 miles. The equivalent of 1.70 miles is reported for 1937. Type of surface, bituminous treated gravel. Width of surface, 20 feet. Shoulders, 3 feet. Contractor, The Bridge Construction Corporation, of Augusta, Maine.

KNOX COUNTY

STATE HIGHWAY "D-4"

St. George. Federal Aid Project No. 371-A. This project begins about $1\frac{3}{4}$ miles from the So. Thomaston line and extends southerly. Total length, 1.95 miles of which the equivalent of 1.50 miles is reported for 1937. Type of surface, bituminous treated gravel. Width of surface, 20 feet. Shoulders, 3 feet. Contractor, W. H. Hinman, Inc., of No. Anson, Maine.

LINCOLN COUNTY

STATE HIGHWAY "D"

Waldoboro. Federal Aid Project No. 117-G. This project begins at the end of the section surfaced in 1936 and extends westerly. Length 2.35 miles. The work consists of resurfacing part of Federal Aid Project No. E-117-G. Type of surface, 2" bituminous concrete (Macasphalt Specification) 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. 117-H. This project begins at the end of Federal Aid Project No. 117-G and extends westerly. The work consists of resurfacing part of Federal Aid Project No. E-117-H. A contract for 1.07 miles was awarded in connection with Project No. 117-G from 1937 funds and another contract for 1.40 miles was awarded from 1938 funds. Total length constructed in 1937, 2.47 miles. Type of surface, 2" bituminous concrete (Macasphalt Specification) on a bituminous concrete base. Width of surface 20 feet. Shoulders, 3 feet. Contractor, Lane Construction Corp., of Meriden, Conn.

OXFORD COUNTY
STATE HIGHWAY "B"

Fryeburg. Federal Aid Project No. 130-C. This is a roadside improvement project on part of Federal Aid Project No. 130-C. The work was started in 1937 but planting is to be done in 1938. This work was under the supervision of Thomas Calcagni.

STATE HIGHWAY "O"

Bethel. Federal Aid Project No. 149-A. This project begins about 2½ miles from Bethel Village and extends northerly to Sunday River. Length of project 0.89 miles. Type of surface, bituminous treated gravel. Width of surface, 20 feet. Shoulders, 3 feet. Contractor, C. C. Smith Co., Inc., of Cambridge, Mass.

STATE HIGHWAY "O-Spur"

Rumford and Peru. Federal Aid Project No. 302-B. This project begins at the end of U.S.W.P. Highway Project No. WPSS 302 and extends easterly to State Highway "O" near Dixfield Station. Total length of project 2.22 miles of which 1.09 miles is in Rumford and 1.13 miles is in Peru. The equivalent of 0.49 miles in Rumford and 0.50 miles in Peru is reported for 1937. Type of surface, bituminous treated gravel. Width of surface, 20 feet. Shoulders, 3 feet. Contractor, Wyman & Simpson, Inc., of Augusta, Maine.

STATE HIGHWAY "S"

Oxford. Federal Aid Project No. 34. This is a roadside improvement project on part of U.S.W.P. Project No. 34 constructed in 1936. The work was started in 1937 but planting is to be done in 1938. The work was under the supervision of Thomas Calcagni.

Norway. Federal Aid Project No. 93-F. This project consists of the reconstruction of Fair Street in Norway Village. Length of project 0.39 miles. Type of surface, bituminous macadam (Emulsified Asphalt Method.) Width of surface, 20 feet with a seven foot surface treated gravel parking strip, a two foot sodded curb and a five foot gravel sidewalk on each side. Contractor, Hagan-Thibodeau Construction Co., of Wolfeboro, N. H.

Woodstock and Greenwood. Federal Aid Project No. 93-E. This project consists of two parts; Part 1 is 1550 feet long and extends southerly from Project NRH 93-B.

Part 2 begins northwesterly from Bryants Pond Village and extends northwesterly to a point 711 feet northwesterly from the Woodstock-Greenwood town line. Total length of project 1.95 miles of which 1.82 miles is in Woodstock and 0.13 miles is in Greenwood. The work was started in 1936 and the equivalent of 0.54 miles in Woodstock was reported that year, leaving a balance of 1.28 miles in Woodstock and 0.13 miles in Greenwood which was completed in 1937. Type of surface, 3" bituminous macadam (Emulsified Asphalt Method). Width, 20 feet. Shoulders, 3 feet. Contractor, W. H. Hinman, Inc., of North Anson, Maine.

STATE HIGHWAY "T"

Grafton. Federal Aid Project No. 258-C. This project begins at the end of F. A. Project No. 258-B and extends southerly. A large part of the project is on new location to avoid overflow from the Swift Cambridge River. Length of project, 1.89 miles. Type of surface, bituminous treated gravel. Width of surface, 20 feet. Shoulders, 3 feet. Contractor, Lane Construction Corp., of Meriden, Conn.

PENOBSCOT COUNTY

STATE HIGHWAY "J"

Garland. Federal Aid Project No. 134-E. This project begins 1.66 miles north of the Dover-Foxcroft-Garland line and extends southerly. Total length of the project is 2.83 miles of which 1.17 miles is in Garland. Type of surface, bituminous treated gravel. Width of surface, 20 feet. Shoulders, 3 feet. Contractor, W. H. Hinman, Inc., of North Anson, Maine.

STATE HIGHWAY "K"

Mattawamkeag. Federal Aid Project No. 297-C. This project begins about one and one-half miles north of Mattawamkeag Village and extends northerly to the Aroostook County line. Length of project 3.06 miles. The equivalent of 2.56 miles is reported for 1937. Type of surface, bituminous treated gravel. Width of surface, 20 feet. Shoulders, 3 feet. Contractor, Carlo Bianchi & Co., Inc., Framingham, Mass.

STATE HIGHWAY "Y"

Orrington. Federal Aid Project No. 91-C. This project begins at the end of Federal Aid Project No. 91-J and extends southerly to the Hancock County line. Part of this project is the reconstruction of the original Federal Aid Project 91-C. Length of project 2.90 miles. Type of sur-

face, 3" bituminous macadam (Emulsified Asphalt Method) on a 5" crushed stone base. Width of surface, 20 feet. Shoulders, 3 feet. Contractor, Joseph P. McCabe Inc., of So. Boston, Mass.

PISCATAQUIS COUNTY STATE HIGHWAY "J"

Dover-Foxcroft. Federal Aid Project No. 134-D. This project begins at the end of Federal Aid Project No. 134-C and extends southerly. Length of project, 1.37 miles. Type of surface, bituminous macadam. Width of surface, 20 feet. Shoulders, 3 feet. Contractor, W. H. Hinman, Inc., of No. Anson, Maine.

Dover-Foxcroft. Federal Aid Project No. 134-E. This project begins 1.66 miles north of the Dover-Foxcroft-Garland town line and extends southerly. Total length of project is 2.83 miles of which 1.66 miles is in Dover-Foxcroft. Type of surface, bituminous treated gravel. Width of surface, 20 feet. Shoulders, 3 feet. Contractor, W. H. Hinman, Inc., of No. Anson, Maine.

SAGadahoc COUNTY STATE HIGHWAY "C"

West Bath and Bath. Federal Aid Project No. 116-G. This project begins at the end of Federal Aid Project No. 116-E at Cooks Crossing and extends easterly via the new highway designated "State Highway C-1" to a point about 200 feet east of the junction of Court Street and Western Avenue in the city of Bath. Total length of the project is 4.95 miles of which 2.64 miles is in Brunswick, 2.04 miles is in West Bath and 0.27 miles is in Bath. The equivalent of 1.80 miles in West Bath and 0.24 in Bath is reported for 1937. The project includes a dam with spillway and Bridge across the New Meadows River. Type of surface, bituminous treated gravel. Width of surface, 22 feet. Shoulders, 6 feet. Contractor, Hendrickson Bros., Inc., Valley Stream, N. Y.

STATE HIGHWAYS "Q" & "Q-1"

Topsham and Bowdoin. Federal Aid Project No. 1. This project begins at the end of Federal Aid Project No. E-1-A, and extends northerly to Federal Aid Project No. 1-B. The part south of Fultons Corner is on State Highway "Q" and consists of the reconstruction of a part of the original Federal Aid Project No. 1. The balance of the

project is on State Highway "Q-1" and consists of the reconstruction of a State Aid road. Total length of project is 2.17 miles of which 0.29 miles is on State Highway "Q" in Topsham and 1.18 on State Highway "Q" and 0.70 miles on State Highway "Q-1" is in Bowdoin. The equivalent of 0.07 miles in Topsham, and 0.28 miles on State Highway "Q" and 0.16 miles on State Highway "Q-1" in Bowdoin is reported for 1937. Type of surface, concrete. Width of surface, 20 feet. Shoulders, 3 feet. Contractor, The Lane Construction Corp., of Meriden, Conn.

Bowdoin, Bowdoinham, and Richmond. Federal Aid Project No. 1-B. This project begins at the end of Federal Aid Project No. 1 described above and extends northerly over State Highway "Q-1" to State Highway "Q". The work consists of the construction of a 2" bituminous concrete surface (State Highway Specification) on a 6" Portland cement concrete base for Project NRH 1 (1935). Length of project is 6.83 miles of which 5.55 miles is in Bowdoin, 0.25 miles is in Bowdoinham, and 1.03 miles is in Richmond. Width of surface, 20 feet. Shoulders, 3 feet. Contractor, Lane Construction Corp., of Meriden, Conn.

STATE HIGHWAY "Z"

Topsham. Federal Aid Project No. 147-C. This project begins at the end of Federal Aid Project No. 147-B and extends easterly to the Lisbon line, Project N.R.H. 147-A. Length of project, 2.14 miles. Type of surface, bituminous treated gravel. Width of surface, 20 feet. Shoulders, 3 feet. Contractor, Lane Construction Corp., of Meriden, Conn.

SOMERSET COUNTY

STATE HIGHWAY "H"

Fairfield. Federal Aid Project No. 150-G. This project begins at the end of Federal Aid Project No. 150-E and extends southerly to the State Aid Concrete Pavement. A contract for grading and base was awarded to J. R. Cianchette & Co., of Pittsfield, Maine in 1936 and the equivalent of 0.98 miles of gravel road was reported for that year. This contract was completed in 1937, and another contract for a bituminous macadam surface (Emulsified Asphalt Type) was awarded to the Bridge Construction Corp., of Augusta, Maine. Length of project 1.88 miles. Width of surface, 20 feet. Shoulders, 3 feet.

Norridgewock. Federal Aid Project No. 152-D. This project begins about 770 feet south of Storer Brook and ex-

tends northerly over new location to improve the existing alignment. Length of project 0.34 miles. The equivalent of 0.30 miles is reported for 1937. Type of surface, bituminous treated gravel. Width of surface, 20 feet. Shoulders, 3 feet. Contractor, Ralph Giovannucci, of Pittsfield, Maine.

STATE HIGHWAY "H-1"

Skowhegan. Federal Aid Project No. 120-G. This project begins at the end of Federal Aid Project No. 150-F and extends easterly. Length of project 0.75 miles. The equivalent of 0.30 miles was reported in 1936 leaving a balance of 0.45 miles which was completed in 1937. Type of surface, bituminous treated gravel. Width of surface, 20 feet. Shoulders, 3 feet. Contractor, Herbert Sargent of Stillwater, Maine.

STATE HIGHWAY "H-3"

Skowhegan and Madison. Federal Aid Project No. 369-A. This project begins 0.64 miles south of the Skowhegan-Madison line and extends northerly. Total length of the project is 1.94 miles of which 0.64 miles is in Skowhegan and 1.30 miles is in Madison. The equivalent of 0.35 miles in Skowhegan was reported in 1936 leaving a balance of 0.29 miles in Skowhegan and 1.30 miles in Madison which was completed in 1937. Type of surface, bituminous treated gravel. Width of surface, 20 feet. Shoulders, 3 feet. Contractor, Ford & Smiley, of Skowhegan, Maine.

Madison. Federal Aid Project No. 369-B. This project begins at the end of Federal Aid Project No. 369-A and extends northerly to Lakewood. Total length of project 2.58 miles. The equivalent of 1.68 miles is reported for 1937. Type of surface, bituminous treated gravel. Width of surface, 20 feet. Shoulders, 3 feet. Contractor, Ralph E. Bull of Fitchburg, Mass.

WALDO COUNTY

STATE HIGHWAY "D"

Northport. Federal Aid Project No. 104-B. This project is the reconstruction of the original Federal Aid Project No. 104-B at Saturday Cove. Total length of project 0.49 miles. The equivalent of 0.23 miles is reported for 1937. Type of surface, bituminous treated gravel. Width of surface, 20 feet. Shoulders, 3 feet. Contractor, J. R. Cianchette & Co., of Pittsfield, Maine.

Northport. Federal Aid Project No. 104-I. This project begins at the northerly end of Federal Aid Project No. 104-H and extends northerly to Federal Aid Project No. 104-B. It also extends northerly from the end of Federal Aid Project No. 104-B. Total length of project 2.04 miles. The equivalent of 1.40 miles is reported for 1937. Type of surface, bituminous treated gravel. Width of surface, 20 feet. Shoulders, 3 feet. Contractor, J. R. Cianchette & Co., of Pittsfield, Maine.

STATE HIGHWAY "L-Y"

Stockton Springs. Federal Aid Project No. 127-E. This project begins at the Junction of State Highways "L" and "L-Y" in the Village of Stockton Springs and extends easterly to Federal Aid Project No. 127-B at Sandy Point. Length of project 3.06 miles. Type of surface, bituminous treated gravel. Width of surface, 20 feet. Shoulders, 3 feet. Contractor, J. R. Cianchette & Co., of Pittsfield, Maine.

WASHINGTON COUNTY

STATE HIGHWAY "N"

Whiting. Federal Aid Project No. 99-I. This project begins about 700 feet west of Runnells Brook and extends easterly over new location. Length of project 0.80 miles. The equivalent of 0.55 miles was reported in 1936 leaving a balance of 0.25 miles which was completed in 1937. Type of surface, bituminous treated gravel. Width of surface, 20 feet. Shoulders, 3 feet. Contractor, Lane Construction Corp., of Meriden, Conn.

Whiting and Edmunds. Federal Aid Project No. 123-C. This project begins 0.52 miles west of the Whiting-Edmunds town line and extends easterly to Federal Aid Project No. 123-B. Total length of project 1.93 miles of which 0.52 miles is in Whiting and 1.41 miles is in Edmunds. The equivalent of 0.30 miles in Whiting and 0.90 miles in Edmunds is reported for 1937. Type of surface, bituminous treated gravel. Width of surface, 20 feet. Shoulders, 3 feet. Contractor, Rome Construction Co., Inc., of Holden, Mass.

Dennysville-Pembroke. Federal Aid Project No. 123-D. This project begins 0.63 miles west of the Dennysville Pembroke town line and extends easterly. Total length of project, 1.14 miles of which 0.63 miles is in Dennysville and 0.51 miles is in Pembroke. The equivalent of 0.53 miles in Dennysville and of 0.41 miles in Pembroke is reported for

1937. Type of surface, bituminous treated gravel. Width of surface, 20 feet. Shoulders, 3 feet. Contractor, The Bridge Construction Corp., of Augusta, Maine.

Perry. Federal Aid Project No. 5. This project consists of the reconstruction of a section of Federal Aid Project No. 5 to improve the alignment at East Bay. Total length of the reconstruction project is 0.75 miles. The equivalent of 0.30 miles was reported in 1936 leaving a balance of 0.45 miles which was completed, in 1937. Type of surface, bituminous treated gravel. Width of surface, 20 feet. Shoulders, 3 feet. Contractor, The Bridge Construction Corp., of Augusta, Maine.

YORK COUNTY

STATE HIGHWAY "A"

York. Federal Aid Project No. 87-A. This project consists of widening and some relocation of the westerly end of the original Federal Aid Project No. 87-A. Length of this reconstruction is 2.57 miles. The equivalent of 0.45 miles is reported for 1937. Type of surface, concrete. Width of surface, widening 11 feet each side, relocation 47 feet. Contractor, Carlo Bianchi and Co., Inc., of Framingham, Mass.

STATE HIGHWAY "A-Spur"

Wells. Federal Aid Project 293-B. This project consists of surfacing the approaches to the overhead crossing constructed as U. S. Works Program Grade Crossing Project No. W.P.G.H. 293-B and fills in the gap left in Federal Aid Project No. 293-A. Type of surface, 3" bituminous macadam (Emulsified Asphalt Method.) Width of surface, 20 feet. Shoulders, 3 feet. Contractor, R. G. Watkins & Son, Inc., of Amesbury, Mass. Length of project, 0.30 miles.

STATE HIGHWAY A-2

Wells and Sanford. Federal Aid Project No. 294-B. This project begins at the end of Federal Aid Project No. 294-A and extends northerly to U.S.P.W. Project No. NRS 290 and also extends northerly from NRS 290. Total length of project 4.03 miles, of which 2.96 miles is in Wells and 1.07 miles is in Sanford. Type of surface, 3" bituminous macadam (Emulsified Asphalt Method). Width of surface, 20 feet. Shoulders, 3 feet. Contractor, Kelleher Corp., of Turners Falls, Mass.

A part of this project was included in a Roadside Im-

provement project under the supervision of Thomas Calcagni.

Wells. Federal Aid Project No. 294-A. This project is a Roadside Improvement project on part of Federal Aid Project No. 294-A and was constructed under the supervision of Thomas Calcagni.

Sanford. Federal Aid Project No. 290. This project consists of the reconstruction of U.S.P.W. Project No. NRS 290. Type of surface, 3" bituminous macadam (Emulsified Asphalt Method). Width of surface, 20 feet. Shoulders, 3 feet. Contractor, Kelleher Corp., of Turners Falls, Mass. Length of Project 0.30 miles.

Sanford. Federal Aid Project No. 294-C. This project begins at the end of Federal Aid Project No. 294-B, and extends northerly. Type of surface, 3" bituminous macadam (Emulsified Asphalt Method). Width of surface, 20 feet. Shoulders, 3 feet. Length of project 1.55 miles. Contractor, R. G. Watkins & Son, Inc., of Amesbury, Mass.

STATE HIGHWAY "OSSIPPEE TRAIL"

Limington. Federal Aid Project No. 144-A. This is a Roadside Improvement project started in 1936 and completed in 1937.

Limington and Cornish. Federal Aid Project No. 144-B. This project begins at the end of Federal Aid Project No. 144-A and extends westerly to Federal Aid Project No. 126-A. Total length of project 3.63 miles of which 1.56 miles is in Limington and 2.07 miles is in Cornish. The equivalent of 1.00 miles in Limington and 1.35 miles in Cornish was reported for 1936 leaving a balance of 0.56 miles in Limington and 0.72 in Cornish which was completed in 1937. Type of surface, bituminous treated gravel. Width of surface, 20 feet. Shoulders, 3 feet. Contractor, W. H. Hinman Inc., of No. Anson, Maine.

STATE HIGHWAY COMMISSION

STATE HIGHWAY SUMMARY

1914 to 1937 Inclusive

With Corrections Due to Reconstruction 1925 to 1937 Inclusive

Type	Original Mileage	Reconstruction Mileage		Net Mileage
		Add	Deduct	
Gravel	1,172.29 (1)	76.72	245.51 (2)	1,003.50
Macadam	2.10		2.10	
Sand-Clay	6.75		6.75	
Gravel and Macadam	6.68		6.68	
Bituminous Macadam	333.45	122.04	44.86	410.63
Bituminous Concrete	5.35	39.40		44.75
Concrete	132.15	125.58	30.74	226.99
	1,658.77	363.74	336.64	1,685.87

(1) Includes 6.55 miles on Route 117 on Fed. Aid System, but not on State Highway System.

(2) Includes 0.65 miles Replaced by State Aid Construction.

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

Type	Original Mileage	Reconstruction Mileage		Net Mileage
		Add	Deduct	
Gravel	52.90	9.91	37.85	24.96
Bituminous Macadam	16.36	21.34	4.80	32.90
Bituminous Concrete	3.96	7.98		11.94
Concrete	6.54	3.61	10.38	-0.23
	79.76	42.84	53.03	69.57

STATE HIGHWAYS
MILEAGE BY COUNTIES

1914 to 1937 Inclusive

County	Original Mileage	Reconstruction Mileage		Net Mileage
		Add	Deduct	
Androscoggin	87.68	21.01	21.91	86.78
Aroostook	191.86	32.43	33.82	190.47
Cumberland	144.95	52.52	54.47	143.00
Franklin	75.06	6.13	6.92	74.27
Hancock	89.23	29.96	27.41	91.78
Kennebec	131.45	30.70	29.86	132.29
Knox	40.67	20.72	12.34	49.05
Lincoln	66.38	24.85	24.81	66.42
Oxford	98.20	13.04	13.17	98.07
Penobscot	167.08	31.60	26.52	172.16
Piscataquis	69.37	7.99	8.00	69.36
Sagadahoc	46.71	19.49	21.02	45.18
Somerset	147.15	25.46	27.43	145.18
Waldo	78.17	10.95	11.23	77.89
Washington	106.20	7.34	7.80	105.74
York	118.61	29.55	9.93	138.23
	1,658.77	363.74	336.64	1,685.87

STATE HIGHWAYS—1937
Construction and Reconstruction
Federal Aid Projects

County	Highway	Town	Type	Length Miles
Androscoggin	E	Auburn	Bit. Concrete	0.22
	F	Turner	Gravel	0.74
	F	Livermore	Gravel	0.27
	O	Livermore	Gravel	0.85
Aroostook	K	Molunkus	Gravel	2.28
	K	Macwahoc	Gravel	1.77
	K	New Limerick	Bit. Mac.	0.74
	K	Houlton	Bit. Mac.	1.75
	K	Monticello	Gravel	1.46
	K	Van Buren	Gravel	1.31
Cumberland	B	Westbrook	Bit. Concrete	1.79
	B	Windham	Bit. Concrete	2.21
	C	Brunswick	Gravel	2.34
	F	Gray	Bit. Concrete	2.14
	E	New Gloucester	Bit. Concrete	0.80
	E	New Gloucester	Concrete	0.75
Franklin	F	Wilton	Gravel	0.56
	F	Farmington	Gravel	0.54
	F	Phillips	Gravel	1.05
	F	Madrid	Gravel	0.81
Hancock	Y	Bucksport	Bit. Mac.	2.33
Kennebec	E	Manchester	Concrete	1.41
	E	Manchester	Bit. Concrete	0.22
	E	Augusta	Bit. Concrete	0.12
	E	Augusta	Concrete	0.62
	G	Oakland	Bit. Mac.	0.06
	P	Augusta	Bit. Mac.	0.62
	P	Augusta	Gravel	1.70
Knox	D-Spur	St. George	Gravel	1.50
Lincoln	D	Waldoboro	Bit. Concrete	4.82
Oxford	O	Bethel	Gravel	0.89
	O-Spur	Rumford	Gravel	0.49
	O-Spur	Peru	Gravel	0.50
	S	Norway	Bit. Mac.	0.39
	S	Woodstock	Bit. Mac.	1.28
	T	Greenwood	Bit. Mac.	0.13
Penobscot	J	Grafton	Gravel	1.89
	K	Garland	Gravel	1.17
	Y	Mattawamkeag	Gravel	2.56
Piscataquis	J	Orrington	Bit. Mac.	2.90
	J	Dover-Foxcroft	Bit. Mac.	1.37
Sagadahoc	J	Dover-Foxcroft	Gravel	1.66
	C	West Bath	Gravel	1.80
Sagadahoc	C	Bath	Gravel	0.24
	Q	Topsham	Concrete	0.07
	Q	Bowdoin	Concrete	0.28
	Q-1	Bowdoin	Concrete	0.16
	Q-1	Bowdoin	Bit. Concrete	5.55
	Q-1	Bowdoinham	Bit. Concrete	0.25
	Q-1	Richmond	Bit. Concrete	1.03
	Z	Topsham	Gravel	2.14

STATE HIGHWAYS—1937—(Continued)

Construction and Reconstruction

Federal Aid Projects

County	Highway	Town	Type	Length Miles
Somerset	H	Fairfield	Bit. Mac.	1.88
	H	Norridgewoock	Gravel	0.30
	H-1	Skowhegan	Gravel	0.45
	H-3	Skowhegan	Gravel	0.29
	H-3	Madison	Gravel	2.98
Waldo	D	Northport	Gravel	1.63
	L-Y	Stockton Springs ..	Gravel	3.06
Washington	N	Whiting	Gravel	0.55
	N	Edmunds	Gravel	0.90
	N	Dennysville	Gravel	0.53
	N	Pembroke	Gravel	0.41
	N	Perry	Gravel	0.45
York	A	York	Concrete	0.45
	A-5	Wells	Bit. Mac.	0.30
	A-2	Wells	Bit. Mac.	2.96
	A-2	Sanford	Bit. Mac.	2.92
	Ossipee Trail	Limington	Gravel	0.56
	Ossipee Trail	Cornish	Gravel	0.72

SUMMARY

Gravel	43.35	Miles
Bit. Concrete	19.15	"
Bit. Mac.	19.63	"
Concrete	3.74	"
Total	85.87	"

FEDERAL AID PROJECTS CARRIED OVER TO 1938

County	Highway	Town	Type	Total Length	Length 1937	Carried Over
Androscoggin	E	Auburn	Bit. Conc.	1.06	0.22	0.84
Aroostook	K	Houlton	Bit. Mac.	3.53	1.75	1.78
		Monticello	Gravel	0.68	0.53	0.15
Cumberland	B	Windham	Bit. Conc.	3.71	1.61	2.10
	C	Brunswick	Gravel	2.64	2.34	0.30
	E	New Gloucester	Bit. Conc.	1.54	0.24	1.30
	E	New Gloucester	Concrete	4.51	0.75	3.76
	(Widened	Concrete 1.08 mi. Bit.	Conc. 3.43 miles)			
Franklin	F	Wilton	Gravel	0.96	0.56	0.40
	F	Farmington	Gravel	0.94	0.54	0.40
Hancock	Y	Bucksport	Bit. Mac.	1.66	1.03	0.63
Kennebec	G	Oakland	Bit. Mac.	0.53	0.06	0.47
	P	Augusta	Gravel	2.04	1.70	0.34
Knox	D-Spur	St. George	Gravel	1.95	1.50	0.45
Oxford	O-Spur	Rumford	Gravel	1.09	0.49	0.60
	O-Spur	Peru	Gravel	1.13	0.50	0.63
Penobscot	K	Milford	Gravel	4.12		4.12
	K	Greenbush	Gravel	0.42		0.42
	K	Mattawamkeag	Gravel	3.06	2.56	0.50
Sagadahoc	C	West Bath	Gravel	2.04	1.80	0.24
	C	Bath	Gravel	0.27	0.24	0.03
	Q	Topsham	Concrete	0.29	0.07	0.22
	Q	Bowdoin	Concrete	1.18	0.28	0.90
	Q-1	Bowdoin	Concrete	0.70	0.16	0.54
Somerset	H	Norridgewock	Gravel	0.34	0.30	0.04
	H-3	Madison	Gravel	2.58	1.68	0.90
Waldo	D	Northport	Gravel	2.53	1.63	0.90
Washington	N	Whiting	Gravel	0.52	0.30	0.22
	N	Edmunds	Gravel	1.41	0.90	0.51
	N	Dennysville	Gravel	0.63	0.53	0.10
	N	Pembroke	Gravel	0.51	0.41	0.10
York	A	York	Concrete	2.57	0.45	2.12

SUMMARY

Mileage carried over

Gravel	11.35 Miles
Bit. Macadam	2.88 "
Bit. Concrete	4.24 "
Concrete	7.54 "
Total	26.01 "

Mileage Previously Reported Replaced by Construction

1937

STATE HIGHWAY REPLACEMENT TABLE

County	Highway	Town	Original Work		Replacement Type	Length Replaced Miles
			Type	Done		
Androscoggin	E	Auburn	Concrete	1922-23	Bit. Conc.	0.22
	F	Turner	Gravel	1921-22-23	Gravel	0.74
	F	Livermore	Gravel	1921	Gravel	0.27
	O	Livermore	Gravel			
Aroostook	K	Molunkus	Gravel	1918	Gravel	2.32
	K	New Limerick	Gravel	1914-15	Bit. Mac.	0.74
	K	Houlton	Gravel	1920-21	Bit. Mac.	1.44
	K	Monticello	Gravel	1918	Gravel	0.71
Cumberland	B	Westbrook	Bit. Mac.	1920-21	Bit. Conc.	1.73
	B	Windham	Bit. Mac.	1921-22	Bit. Conc.	2.21
	C	Brunswick	Bit. Mac.	1916	Gravel	0.25
	E	Gray	Concrete	1922	Bit. Conc.	2.14
	E	New Gloucester	Concrete	1923	Bit. Conc.	0.80
Franklin	E	New Gloucester	Concrete	1923	Concrete	0.75
	F	Wilton	Gravel	1920-21	Gravel	0.56
Franklin	F	Farmington	Gravel	1920-21	Gravel	0.54
	F	Phillips	Gravel	1923-26	Gravel	0.57
	F	Phillips	Gravel			
Hancock	Y	Bucksport	Gravel	1926	Bit. Mac.	2.15
Kennebec	E	Manchester	Bit. Mac.	1921	Concrete	1.41
	E	Manchester	Gravel	1921	Bit. Conc.	0.22
	E	Augusta	Gravel	1921	Bit. Conc.	0.12
	E	Augusta	Bit. Mac.	1921	Concrete	0.62
	G	Oakland	Bit. Mac.	1921	Bit. Mac.	0.06
	P	Augusta	Gravel	1936	Bit. Mac.	0.62
Lincoln	D	Waldoboro	Gravel	1932-33	Bit. Conc.	4.82
Oxford	S	Woodstock	Gravel	1915-20	Bit. Mac.	0.18
	S	Greenwood	Gravel	1917-18	Bit. Mac.	0.13
Penobscot	J	Garland	Gravel	1916	Gravel	1.17
	K	Mattawamkeag	Gravel	1918-1919	Gravel	2.56
	Y	Orrington	Gravel	1929	Bit. Mac.	1.48
Piscataquis	J	Dover-Foxcroft	Gravel	1914-15	Gravel	1.66
	J	Dover-Foxcroft	Gravel	1914-15	Bit. Mac.	1.37
Sagadahoc	Q	Topsham	Bit. Mac.	1918	Concrete	0.07
	Q	Bowdoin	Bit. Mac.	1918	Concrete	0.28
	Q-1	Bowdoin	Gravel	1935	Bit. Conc.	5.55
	Q-1	Bowdoinham	Gravel	1935	Bit. Conc.	0.25
	Q-1	Richmond	Gravel	1935	Bit. Conc.	1.03
	Z	Topsham	Gravel	1917-18	Gravel	3.12
Somerset	H	Fairfield	Gravel	1923-25-36	Bit. Mac.	1.88
	H	Norridgewock	Gravel	1914-15	Gravel	0.30
Waldo	D	Northport	Gravel	1914-28	Gravel	1.63
Washington	N	Whiting	Gravel	1914	Gravel	0.25
	N	Edmunds	Gravel	1915	Gravel	0.90
	N	Ferry	Gravel	1920	Gravel	0.45
York	A	York	Concrete	1926	Concrete	0.45
	A-2	Sanford	Gravel	1935	Bit. Mac.	0.30

SUMMARY

Gravel	40.03 Miles
Bit. Mac.	6.63 "
Concrete	4.36 "
	<hr/>
	51.02 "

Mileage Previously Reported Replaced by State Highway Construction

1937

STATE AID REPLACEMENT TABLE

County	Highway	Town	Original Type	Replacement Type	Length Replaced Miles
Aroostook	K	Macwahoc	Gravel	Gravel	1.77
		Houlton	Gravel	Bit. Mac.	0.22
		Monticello	Gravel	Gravel	1.38
		Van Buren	Gravel	Gravel	1.31
		Caswell	Gravel	Gravel	0.22
Franklin	F	Phillips	Gravel	Gravel	0.94
		Madrid	Gravel	Gravel	0.81
Kennebec	P	Augusta	Gravel	Bit. Mac.	0.62
		Augusta	Gravel	Gravel	1.70
Knox	D-4	St. George	Gravel	Gravel	1.50
Oxford	O	Bethel	Gravel	Gravel	0.65
	O-1	Peru	Gravel	Gravel	0.25
	S	Woodstock	Gravel	Bit. Mac.	1.08
Penobscot	Y	Orrington	Gravel	Bit. Mac.	1.42
Sagadahoc	C	Bath	Gravel	Gravel	0.24
		Bowdoin	Gravel	Concrete	0.16
Somerset	H	Fairfield	Gravel	Bit. Mac.	0.25
		Skowhegan	Gravel	Gravel	0.45
		Madison	Gravel	Gravel	2.84
Waldo	L-Y	Stockton Springs ..	Gravel	Gravel	3.06
		Belfast	Gravel	Gravel	0.11
Washington	N	Whiting	Gravel	Gravel	0.30
		Dennysville	Gravel	Gravel	0.53
		Pembroke	Gravel	Gravel	0.41
York	A-2 A-2 Ossipee Trail Ossipee Trail	Wells	Gravel	Bit. Mac.	2.80
		Sanford	Gravel	Bit. Mac.	2.62
		Limington	Gravel	Gravel	0.56
		Cornish	Gravel	Gravel	0.72

SUMMARY

Gravel	28.92 Miles
F.A.S. Gravel	5.37 "
	<hr/> 34.29 "

F. A. S. STATE AID REPLACEMENT

County	Highway	Town	Original Type	Replacement Type	Length Replaced
Hancock	Y	Penobscot	Gravel	Gravel	1.20
Somerset	150	Cornville	Gravel	Gravel	0.95
Aroostook	K-8	Haynesville	Gravel	Gravel	1.76
	K-8	Glenwood	Gravel	Gravel	0.78
Androscoggin	B-S	Poland	Gravel	Gravel	0.68
					5.37

(This mileage is added to the State Aid replacement table.)

Mileage Previously Reported Replaced by State Highway Construction

1937

THIRD CLASS REPLACEMENT TABLE

County	Highway	Town	Original Type	Replacement Type	Miles Replaced
York	A-2	Wells	Gravel	Bit. Mac.	0.16

SUMMARY

Gravel 0.16 Miles

STATE HIGHWAY COMMISSION

Mileage Previously Reported Replaced by State Highway Construction

1937

SPECIAL RESOLVE REPLACEMENT TABLE

County	Highway	Town	Original Type	Replacement Type	Length Replaced Miles
Oxford	O-1	Peru	Gravel	Gravel	0.25
Somerset	H-3	Skowhegan	Gravel	Gravel	0.28
	H-3	Madison	Gravel	Gravel	0.15

SUMMARY

Gravel 0.68 Miles

HIGHWAY
CONSTRUCTION AND RECON

January 1, 1937 to

ANDROSCOGGIN

F.A.P. No.	Highway	Town	ENGINEERING AND RIGHT OF WAY					Total	Grading	Base
			Survey	Plans and Computations	Engineering and Inspection	Advertising	Right of Way General Expense			
13	E	Auburn	1,106.34	1,223.65	7.75	18.27	977.63	3,333.64		
	E	Auburn			786.66			786.66	5,381.25	5,047.98
	F	Auburn	169.28					169.28		
	E	Leeds					2,751.50	2,751.50		
	E	Lewiston					2.00	2.00		
30	Z	Lisbon								
	F	Livermore	17.37	16.67	5.79		2,109.54	2,149.37		
	O	Livermore			1.93		227.95	229.88		
	F	Livermore	4.40	17.90	1,642.92	4.50		1,669.72	5,647.31	304.80
	F	Livermore	3.95		1,349.00			1,352.95	11,175.40	1,123.78
31B	F	Livermore			130.17			130.17	648.76	184.81
59	S	Minot					5.75	5.75		
	S	Poland					6.25	6.25		
	S	Poland		120.00			849.73	969.73	13.76	
	F	Turner	72.34	240.32	13.51	67.73	2,515.50	2,909.40		
	F	Turner		2.10	402.30		0.80	405.20	970.02	465.85
95C	F	Turner	4.50	13.55	1,535.42	65.61		1,619.08	12,091.61	4,411.19
	F	Turner (Roadside Imp.)			55.15			55.15	3,014.03	
Total of Androscoggin County			1,378.18	1,634.19	5,930.60	156.11	9,446.65	18,545.73	38,942.14	11,538.41

AROOSTOOK

139E	K-2	Caswell Plantation					286.76	286.76	25.05	
	K-Sp.	Fort Fairfield		7.50			8.00	15.50		
	K-4	Fort Fairfield	0.60	7.00			503.44	511.04		
	K-5	Haynesville					10.00	10.00		
	N	Houlton		15.00	32.20			47.20		
	K	Houlton	121.38	966.43	45.00	6.91	10.00	1,149.72		
	N	Houlton							3,732.33	829.51
	K	Houlton			1,493.93	2.42		1,496.35	34,759.10	17,290.12
	K	Littleton	1,004.00	55.01	39.17			2,268.93	3,367.11	
	K	Macwahoc		361.00		29.01		397.33	787.34	
297B	157	Molunkus—A, R-5		498.00	5.79	86.88	1,287.52	1,878.19		
	K	Molunkus—A, R-5			42.58	14.31		2,958.17	35,805.00	17,750.00
298B	K	Molunkus—Macwahoc			2,956.77	1.40		1,960.96	180.04	
	K	Monticello	287.19	492.92			1,123.96	1,960.96	6,020.33	6,755.57
298C	K	Monticello			553.30	2.81		556.11	32,656.31	1,651.92
	K	Monticello			881.41		1.00	882.41		
145D	K	New Limerick			442.81	1.40		444.21	0.91	
	K	New Limerick								
145E	K	New Limerick			326.86			326.86	170.63	1,119.01
	K	T. 1, R. 4 and 5			12.00			12.00	3,983.72	3,531.54
108J	K	Presque Isle								
	K	Van Buren								
368A	K	Van Buren			1,559.38			1,559.38	7,196.91	13,702.17
	K	Van Buren			31.64	1.44	8.85	41.93		
Total of Aroostook County			1,413.17	2,402.86	8,422.84	146.58	5,908.94	18,294.39	124,530.33	62,629.84

LOAN FUND

CONSTRUCTION OF STATE HIGHWAYS

December 31, 1937

COUNTY

LABOR AND MATERIALS							Grand Total	Federal Aid Credits	Miscellaneous Credits
Culverts	Bridges	Surfacing	Guard Rail	Detours	Planting	Total			
539.88						10,969.11	3,333.64	5,031.00	
							11,755.77		
							169.28		
							2,751.50		
							2.00		
		139.74				139.74	139.74		
							2,149.37		
							229.88		
1,372.89	15,054.12	609.00	522.00			23,510.12	25,179.84		
583.85	14,972.25	1,773.01	1,241.20			30,869.49	32,222.44	7,064.00	
674.52		405.46				1,913.55	2,043.72		
							5.75		
							6.25		
						13.76	983.49		
							2,909.40		
2,165.20		156.41				3,757.48	4,162.68	8,378.00	
2,169.66	14,732.41	1,135.31	644.35			35,184.53	36,803.61	31,022.15	
401.15			150.57		281.16	3,846.91	3,902.06		
7,907.15	44,758.78	4,218.93	2,558.12		281.16	110,204.69	128,750.42	51,495.15	

COUNTY

						25.05	311.81		
							15.50		
							511.04		Sale of Material 10.00
							10.00		
							47.20		
889.90		675.15	9.95			6,136.84	1,149.72		
3,361.99						55,411.21	6,136.84	4,297.00	
							56,907.56	25,981.00	
							3,367.11		
							787.34		
							3.15		
5,883.11		4,929.96	1,500.10			65,868.17	1,878.19		
			53.73			233.77	68,826.34	33,137.00	
637.94		2,582.94				15,996.78	2,194.73		
428.31						34,736.54	16,552.89	6,750.00	
			33.42			34.33	35,618.95	13,555.00	
							478.54		
		8,436.98				9,726.62	10,053.48	8,330.48	
778.00		1,010.09	272.36			9,575.71	9,587.71	4,718.00	
			6.22			6.22	6.22		
9,037.13		3,653.54	1,228.22			34,817.97	36,377.35	12,908.48	
			32.59			32.59	74.52	16,557.00	
21,016.38	21,288.66	3,136.59				232,601.80	250,896.19	125,333.96	10.00

HIGHWAY
CONSTRUCTION AND RECON

January 1, 1937 to

CUMBERLAND

F.A.P. No.	Highway	Town	ENGINEERING AND RIGHT OF WAY					Total	Grading	Base
			Survey	Plans and Computations	Engineering and Inspection	Advertising	Right of Way General Expense			
	Peq. Tr.	Baldwin	351.05	339.34	11.33		18.34	720.06		
	B	Bridgton		145.11			33.33	181.17	0.96	
130C	B	Bridgton			55.60			55.60		
130C	B	Bridgton (Road Imp.)			67.10			67.10	2,565.17	
	C	Brunswick	217.74	1,103.90	4.28	61.89	979.30	2,367.11		
116E	C	Brunswick			73.47			73.47		
116G	C	Brunswick			3,291.97			3,291.97	35,646.45	19,161.61
	E	Cumberland			5.00			5.00		
R10	E	Cumberland							93.55	341.06
	C	Falmouth	25.56	4.63				30.19		
	C	Freeport	197.61	3.75			25.45	226.81		
	Oss. Tr.	Gorham				1.08		1.08	31.83	
135B	Oss. Tr.	Gorham (Road Imp.)			247.57			247.57	245.55	
	E	Gray	142.17	225.16	94.22	0.57	1,985.45	2,447.57	211.50	
R11	E	Gray	0.65	79.71	51.35			131.71	1,015.72	2,539.17
11	E	Gray			2,442.91			2,442.91	10,011.67	38,922.66
	E	New Gloucester	514.41	1,271.12	67.05	27.38	834.38	2,714.34	18.90	
12	E	New Gloucester			1,287.98			1,287.98	5,174.71	12,557.25
12	E	New Gloucester (1938)			973.44			973.44	10,969.89	8,285.17
	E	Portland								
	A	Scarboro	679.91					679.91		
	B	Westbrook	239.00		23.16	6.54	789.04	1,057.74	0.93	
R26	B	Westbrook			1,497.02			1,533.02	8,221.30	30,650.54
26	B	Westbrook		36.00	24.73	18.04	1,280.94	2,329.26	16.20	
27	B	Windham	41.97	1,463.58	2,288.16	10.00		1,318.16	7,134.67	5,957.12
27	B	Windham (1938)		20.00	2,215.26	2.41		2,217.67	20,737.50	30,751.00
	C	Yarmouth	660.41	470.42				1,130.83		
Total of Cumberland County			3,070.48	5,162.72	13,721.60	130.64	5,946.23	28,031.67	102,096.50	149,165.58

FRANKLIN

19	F	Farmington	718.19	240.82	18.51	4.50	430.66	1,412.68		
	F	Farmington		16.13	706.21			722.34	3,199.29	3,981.26
	F	Letter E Township	153.50	196.15			21.00	370.65	3.60	
	F-O	Letter E Township	42.00				179.30	221.30		
146D	F	Madrid		435.49	24.01	0.72	163.50	623.72	1,700.00	
	F	Madrid			945.80			945.80	12,674.07	4,185.80
	F	Phillips	2.80	39.00	3.86	0.72	128.30	174.68	1.10	
119D	F	Phillips			9.83			9.83		
119F	F	Phillips			919.22			919.22	14,606.35	4,560.90
	F-O2	Rangeley			59.28		3,076.62	3,135.90		
	F	Rangeley	485.30	70.50	15.00		1,059.49	1,630.29		
	F	Sandy River Plantation	32.00	243.33				280.33		
	F	Wilton	564.43	224.57	20.45	4.48	1,950.06	2,763.99		
18	F	Wilton		13.68	905.15			918.83	9,582.42	2,070.25
Total of Franklin County			1,998.22	1,484.67	3,627.32	10.42	7,008.93	14,129.56	41,766.83	14,798.01

LOAN FUND

STRUCTION OF STATE HIGHWAYS

December 31, 1937

COUNTY

LABOR AND MATERIALS							Grand Total	Federal Aid Credits	Miscellaneous Credits
Culverts	Bridges	Surfacing	Guard Rail	Detours	Planting	Total			
			41.95			41.95	762.01		
						0.96	182.13		
473.54					302.45	3,341.16	3,408.26		
							2,367.11		
5,765.66	12,839.14					73,412.86	76,704.83	3,945.49	
							73.47		
5.70		1,750.10				2,190.41	2,190.41	1,139.00	Trans. to Proj. R-11 47.95
							30.19		
							226.81		Sale of land 250.00
					178.85	210.68	211.76		
					63.61	309.16	556.73	3,823.00	
			36.55			332.15	2,779.72		
1,950.62		7,628.27	230.00			13,363.78	13,495.49	4,824.00	
3,783.13	1,726.77	27,000.25	1,445.90		84.10	82,890.38	85,333.29	33,951.00	
			7.77			26.67	2,741.01		
3,501.51		6,894.06	556.56			28,684.09	29,972.07	3,089.00	
2,530.65	15.57					21,801.28	22,774.72	13,184.00	
		61.09				61.09	61.09		
							679.91		
			28.07			29.00	1,086.74		
								4,352.50	
5,581.25		20,299.44	492.05			65,244.58	66,777.60	27,790.00	
							16.20	2,845.46	
7,334.37		13,632.73	225.04			34,283.93	35,602.09		
28,117.25						79,605.75	81,823.42	43,211.00	
							1,130.83		Can.R.of W. checks 27.00
59,043.68	14,581.48	77,265.94	3,063.89		629.01	405,846.08	433,877.75	206,799.99	324.95

COUNTY

3,784.01						10,964.56	1,412.68		
						3.60	11,686.90	4,754.00	
			42.15			1,742.15	374.25		
2,771.80		2,426.50	1,554.85			23,612.82	2,365.87		Sale of material 2.91
			73.04			74.14	24,558.62	8,697.00	
							248.82		
2,068.05		3,726.19	2,483.15			27,444.64	9.83	21,641.86	
							28,363.86	12,115.00	
							3,135.90		
							1,630.29		
							280.33		
							2,763.99		
4,333.11		238.88				16,224.66	17,143.49	9,172.00	
12,956.97		6,391.57	4,153.19			80,066.57	94,196.13	56,379.86	2.91

**HIGHWAY
CONSTRUCTION AND RECON
January 1, 1937 to
HANCOCK**

F.A.P. No.	High- way	Town	ENGINEERING AND RIGHT OF WAY							
			Survey	Plans and Computations	Engineer- ing and Inspection	Advert- ising	Right of Way General Expense	Total	Grading	Base
113D	M	Bar Harbor			5.85			5.85		
	M	Bar Harbor-Mt. Desert								
	Y	Bucksport	272.55	1,680.33	173.12	16.35	1,068.59	3,210.94		
91A	Y	Bucksport			2,423.39		51.64	2,475.03	12,902.50	24,415.02
91A	Y	Bucksport (1938)			1,610.32			1,610.32	11,226.25	17,014.90
	Y-Sp.	Castine					10.00	10.00		
	M	Mt. Desert	2.45					2.45		
Total of Hancock County			275.00	1,680.33	4,212.68	16.35	1,130.23	7,314.59	24,128.75	41,429.92

KENNEBEC

	E	Augusta					874.23	874.23		
296A	P	Augusta	27.78	232.50	19.65	18.15	1,354.80	1,652.88	313.80	
296B	P	Augusta							904.43	
296B	P	Augusta			548.56			548.56	400.94	6,468.94
296C	P	Augusta	25.70		1,908.24	2.42		1,936.36	33,621.87	11,706.87
257D	E	Augusta								
	Q	Hallowell					426.61	426.61		
	E	Manchester	158.23	308.00	46.32	6.45	3,198.74	3,717.74		
257F	E	Manchester-Augusta			2,232.87			2,232.87	13,697.46	10,979.09
257G	E	Manchester			986.42			986.42	6,034.18	8,929.02
	G	Oakland		93.83		10.07	12,378.68	12,482.58		
	G	Oakland			205.10			205.10		
22	H	Vassalboro	1,175.89	9.67				1,185.56		
	G	Waterville					80.00	80.00		
	H	Winslow					6.67	6.67		
Total of Kennebec County			1,387.60	644.00	5,947.16	37.09	18,319.73	26,335.58	54,972.68	38,083.92

KNOX

	D	Camden	43.03					43.03		
	D	Rockport	35.47	22.50			6.50	64.47		
371A	D-Sp.	St. George	783.43	827.33	5.82	19.27	3,050.87	4,686.72		
	D-Sp.	St. George			1,696.85			1,696.85	29,563.18	7,450.38
	D	Thomaston					13.05	13.05	22.68	
117G	D	Warren								
Total of Knox County			861.93	849.83	1,702.67	19.27	3,070.42	6,504.12	29,585.86	7,450.38

LINCOLN

	D	Edgecomb								
	D	Newcastle			11.30		36.70	48.00		
117G	D	Waldoboro	92.85	375.08	31.29	17.62		516.84		
117H	D	Waldoboro (1937)			1,455.53			1,455.53	280.00	4,598.12
117H	D	Waldoboro (1937)			759.35			759.35	17.00	2,156.88
117H	D	Waldoboro (1938)			905.85			905.85	864.95	17,180.20
Total of Lincoln County			92.85	375.08	3,163.32	17.62	36.70	3,685.57	1,161.95	23,935.20

LOAN FUND

CONSTRUCTION OF STATE HIGHWAYS

December 31, 1937

COUNTY

LABOR AND MATERIALS							Grand Total	Federal Aid Credits	Miscellaneous Credits
Culverts	Bridges	Surfacing	Guard Rail	Detours	Planting	Total			
			81.42			81.42	5.85	3,720.42	
9,442.64		14,644.39	1,878.10			63,282.65	3,292.36	30,388.00	
23,605.75						51,846.90	65,757.68	1,425.00	
							10.00		
							2.45		
33,048.39		14,644.39	1,959.52			115,210.97	122,525.56	35,533.42	

COUNTY

						313.80	874.23		
						904.43	1,966.68		
6,158.43		6,241.11	644.00			13,110.99	904.43	1,369.32	
		1,375.70				53,506.87	13,659.55	6,681.00	
							55,443.23	20,784.00	
							426.61	3,267.95	
6,076.35		78,258.06	1,775.95			110,786.91	3,717.74	48,054.00	Sales and rent of build-ings 580.00
8,209.99		40,687.96	868.24			64,729.39	113,019.78	30,005.00	
							65,715.81		
							12,482.58		
							205.10		
							1,185.56		
							80.00		
							6.67		
20,444.77		126,562.83	3,288.19			243,352.39	269,687.97	110,161.27	580.00

COUNTY

							43.03		
							64.47		
3,763.38						40,776.94	4,686.72	19,275.00	
						22.68	42,473.79		
							35.73		
								5,350.73	
3,763.38						40,799.62	47,303.74	24,625.73	

COUNTY

							48.00		Jour. Trans. (error) 81.58
					139.93	139.93	656.77		Jour. Trans. (error) 5.20
1,266.25		45,151.06	109.00			51,404.43	52,859.96	16,355.00	
401.75		21,131.17	100.00			23,806.80	24,566.15	9,693.00	
871.01		15,947.80	194.01			35,057.97	35,963.82		
2,539.01		82,230.03	403.01		139.93	110,409.13	114,094.70	26,048.00	86.78

**HIGHWAY
CONSTRUCTION AND RECON
January 1, 1937 to
OXFORD**

F.A.P. No.	Highway	Town	ENGINEERING AND RIGHT OF WAY						Total	Grading	Base
			Surveys	Plans and Computations	Engineering and Inspection	Advertising	Right of Way General Expense				
93D	S	Bethel			9.65	1.44	1,800.87	1,811.96	1,027.15		
	O	Bethel			33.00			33.00			
149A	O	Bethel	6.67		2,089.10			2,095.77	14,530.04	4,523.63	
	F-O2	Byron	20.45		33.00		54.50	107.95			
	B	Fryeburg		728.54		2.75		731.29	0.96		
	Peq. Tr.	Fryeburg		8.50				8.50			
130C	B	Fryeburg			28.35			28.35			
130C	B	Fryeburg (Road, Imp.)			70.50			70.50	3,567.15		
	O	Gilead			27.40			27.40	31.73		
	T	Grafton	923.57	236.67	252.84		77.51	1,490.59			
258B	T	Grafton									
258C	T	Grafton	15.00	44.00	1,271.43			1,330.43	19,502.60	5,191.00	
	S	Greenwood	207.94	184.59				392.53			
	Peq. Tr.	Hiram			11.33		289.24	300.57			
	F-2	Lincoln Plantation					888.73	888.73			
148E	O	Mexico	26.05	226.45			8,799.85	9,052.35			
148F	O	Mexico			22.50			22.50			
	S	Norway		284.99	19.30	37.20	656.88	998.37			
	S.A.	Norway					651.75	651.75			
93F	S	Norway			812.82			812.82	3,445.69	1,941.80	
	S	Oxford	1.25	211.85	28.59	3.57		245.26			
34	S	Oxford (Road, Imp.)			115.62			115.62	3,926.91		
	O	Peru	47.50					47.50			
	O-Sp.	Peru	452.84	387.00			2,612.84	3,452.68			
	O	Rumford	28.96					28.96			
	O-Sp.	Rumford	310.87	457.00	34.08	44.59	1,066.69	1,913.23			
302B	O-Sp.	Rumford-Peru		2,592.00		3.03		2,595.03	20,402.20		
	F-2	T. 4, R. 2 (Adamstown)	22.00		36.66		1,407.84	1,466.50			
	F-2	T. 4, R. 3 (Lower Cupsuptic)					217.49	217.49			
	S	Woodstock	237.43	57.33	18.37		1,283.24	1,596.37			
93E	S	Woodstock-Greenwood	22.50	9.00	3,263.54			3,295.04	16,422.85	10,871.03	
Total of Oxford County			2,323.03	5,427.92	8,200.58	92.58	19,807.43	35,851.54	82,857.28	22,527.46	

PENOBSCOT

	K	Bangor	354.92	32.00	4.42		963.65	1,354.99		
	J	Dexter	2.20	342.49				344.69		
134E	J	Garland	59.41	581.43	147.54	3.82	420.36	1,212.56	20.40	
	J	Garland			1,450.69			1,450.69	19,045.85	3,858.75
49	K	Greenbush	473.42	422.16	1.32	13.03		909.93		
	K	Greenbush			40.50			40.50		
	J-K	Howland			2.00			2.00		
85I	X	Kenduskeag								
	K	Mattawamkeag	240.08	1,030.33	11.82	64.33	394.45	1,741.01		
297C	K	Mattawamkeag	12.25		3,817.89	1.41		3,831.55	50,514.91	18,711.00
	K	Milford	998.11	3,082.82	3.25	12.99	43.98	4,141.15		
48	K	Milford			394.78			394.78		
	K	Old Town	105.34					105.34		
	K	Orono		18.33	15.44		1.96	35.73		
	Y	Orrington	145.54	121.00	45.38		2,466.68	2,778.60		
91J	Y	Orrington								
91C	Y	Orrington	118.00	140.00	3,708.52			3,966.52	23,119.60	23,305.84
Total of Penobscot County			2,509.27	5,770.56	9,643.55	95.58	4,291.08	22,310.04	92,700.76	45,875.59

LOAN FUND

CONSTRUCTION OF STATE HIGHWAYS

December 31, 1937

COUNTY

LABOR AND MATERIALS							Grand Total	Federal Aid Credits	Miscellaneous Credits
Culverts	Bridges	Surfacing	Guard Rail	Detours	Planting	Total			
						1,027.15	2,839.11	3,300.55	
3,538.71		2,467.26	1,328.45			26,388.09	28,483.86	11,052.00	
						0.96	107.95		
							732.25		
							8.50		
474.02					118.92	4,160.09	28.35	5,202.92	
					10.60	42.33	4,230.59		
							69.73		
							1,490.59		
3,995.14		3,234.45	2,082.16			34,005.35	35,335.78	10,051.00	
			23.33			23.33	392.53		
							323.90		
							888.73		
							9,052.35		Sale of buildings 206.00
							22.50	7,904.80	
							22.50	3,010.60	
							998.37		
7,051.01		6,251.58				18,690.08	651.75		
193.73					52.44	4,173.08	19,502.90		
							245.26		
							4,288.70		
							47.50		
							3,452.68		
							28.96		
14,023.80			80.45			80.45	1,993.68	14,690.00	
						34,426.00	37,021.03		
							1,466.50		
							217.49		
10,406.32		17,854.67	2,742.57			58,297.44	1,596.37	23,740.00	Sale of materials 51.00
							61,592.48		
39,682.73		29,807.96	6,256.96		181.96	181,314.35	217,165.89	81,408.50	257.00

COUNTY

							1,354.99		
							344.69		
1,946.66	5,931.36	2,051.06				20.40	1,232.96		
						32,833.62	34,284.31		
							909.93		
							40.50		
							2.00		
							1,741.01	11,278.30	
4,061.32						73,287.23	77,118.78	30,049.00	
							4,141.15		
							394.78		
							105.34		
							35.73		
							2,778.60		
10,352.11		25,086.80	3,641.05			85,505.40	89,471.92	1,847.50	
								35,603.00	
16,360.09	5,931.36	27,137.80	3,641.05			191,646.65	213,956.69	78,777.80	

**HIGHWAY
CONSTRUCTION AND RECON
January 1, 1937 to
PISCATAQUIS**

F.A.P. No.	Highway	Town	ENGINEERING AND RIGHT OF WAY					Total	Grading	Base
			Surveys	Plans and Computations	Engineering and Inspection	Advertising	Right of Way General Expense			
134C	J	Dover-Foxcroft	175.80	701.18	328.81	2.64	899.08	2,107.51	25.20	.....
134D	J	Dover-Foxcroft .....	.....	.....	1,218.58	.....	.....	1,218.58	9,585.08	18,318.87
134E	J	Dover-Foxcroft .....	.....	.....	1,174.45	.....	.....	1,174.45	26,972.05	5,390.00
Total of Piscataquis County			175.80	701.18	2,721.84	2.64	899.08	4,500.54	36,582.33	23,708.87

SAGADAHOC

1B	C	Bath	91.34	29.00	25.49	28.52	41.80	216.15	.....	.....
	Q	Bowdoin	21.00	85.83	22.20	14.00	60.00	203.03	.....	.....
	Q-1	Bowdoin-Bowdoinham-Richmond .....	.....	26.67	4,422.47	.....	.....	4,449.14	4,583.50	2,205.01
	Q-1	Bowdoin	55.95	339.98	11.75	.....	50.85	458.53	.....	.....
	Q-1	Topsham-Bowdoin .....	.....	.....	1,120.82	.....	.....	1,120.82	13,302.19	7,052.24
	Q-1	Bowdoinham	4.45	15.82	.....	7.77	.....	28.04	.....	.....
	Q-1	Richmond .....	.....	15.85	.....	7.78	.....	23.63	.....	.....
	Q	Topsham	316.17	1,130.33	11.97	85.39	4,295.01	5,838.87	.....	.....
	Q	Topsham .....	.....	155.60	.....	10.08	704.69	870.37	.....	.....
	147C	Z	Topsham	2,452.76	2,452.76	22,150.07	10,761.63
147B	Z	Topsham .....	.....	.....	82.50	.....	.....	82.50	6,107.44	2,114.55
116G	C	West Bath	148.12	839.51	29.08	46.86	208.44	1,272.01	.....	.....
	C	West Bath-Bath .....	.....	.....	4,459.64	.....	.....	4,459.64	55,576.71	14,113.75
	D	Woolwich .....	.....	.....	.....	.....	.....	.....	.....	.....
Total of Sagadahoc County			637.03	2,638.59	12,638.68	200.40	5,360.79	21,475.49	101,719.91	36,247.18

SOMERSET

150E	H-I	Canaan	544.90	.....	138.66	.....	.....	683.56	.....	.....
	150	Cornville .....	.....	.....	.....	.....	75.00	75.00	.....	.....
	H	Fairfield .....	.....	78.00	9.48	6.48	.....	93.96	.....	.....
150G	H	Fairfield .....	.....	.....	1,035.60	.....	.....	1,035.60	4,815.10	6,245.69
150G	H	Fairfield (1938) .....	.....	.....	770.77	.....	.....	770.77	698.51	17,816.01
369B	H-3	Madison	32.08	52.00	5.82	28.49	1,371.21	1,489.60	.....	.....
	H-3	Madison .....	.....	.....	1,063.32	.....	.....	1,063.32	13,829.39	15,176.00
152D	H	Norridgewock	291.94	505.38	34.74	30.00	39.58	901.64	.....	.....
	H	Norridgewock	23.32	.....	828.80	.....	.....	852.12	4,947.87	4,352.65
	H-I	Pittsfield	46.76	.....	.....	.....	.....	46.76	.....	.....
	H	Sandy Bay Twp.	310.50	.....	.....	.....	.....	310.50	.....	.....
	H-I	Skowhegan	545.32	51.75	225.36	.....	24.40	846.83	.....	.....
	H	Skowhegan .....	.....	.....	13.58	.....	439.41	452.99	.....	.....
120F	H	Skowhegan .....	.....	.....	708.23	.....	.....	708.23	1,902.80	2,777.40
369A	H-I	Skowhegan .....	.....	.....	1,259.86	.....	3.88	1,263.74	9,310.04	12,406.46
	I	Pittsfield .....	.....	.....	.....	.....	10.00	10.00	.....	.....
Total of Somerset County			1,794.82	687.13	6,094.22	64.97	1,963.48	10,604.62	35,503.71	58,774.21

**LOAN FUND
 STRUCTION OF STATE HIGHWAYS
 December 31, 1937
 COUNTY**

LABOR AND MATERIALS							Grand Total	Federal Aid Credits	Miscellaneous Credits
Culverts	Bridges	Surfacing	Guard Rail	Detours	Planting	Total			
			57.20			82.40	2,189.91		
3,497.71		12,513.00	1,829.00			45,743.66	46,962.24	2,170.46	
2,091.46		1,484.87				35,938.38	37,112.83	16,764.00	
5,589.17		13,997.87	1,886.20			81,764.44	86,264.98	43,668.46	

COUNTY

							216.15		
							203.03		
28,175.49		168,775.92	730.50			204,470.42	208,919.56	91,000.00	
3,641.04						23,995.47	458.53		
							25,116.29		
							28.04		
							23.63		
							5,838.87		Rent of Buildings
							870.37		(R. of W.) 100.00
11,514.12		3,830.44	3,001.77			51,258.03	53,710.79	24,939.00	County share in R. of W. 2,792.50
1,709.89		968.38	713.44			11,613.70	11,696.20	5,750.00	
							1,272.01		
6,448.57	11,526.64					87,665.67	92,125.31		County share in R. of W. 2,482.75
51,489.11	11,526.64	173,574.74	4,445.71			379,003.29	400,478.78	121,689.00	5,375.25

COUNTY

							683.56		
							75.00		
							93.96		
3,207.87		70.00	2,109.01			16,447.67	17,483.27	14,102.13	
3,672.43		17,212.66	111.47			39,511.08	40,281.85	15,829.00	
							1,489.60		
2,762.30						31,767.69	32,831.01	15,504.00	
							901.64		
10,325.75		417.72	320.12			20,364.11	21,216.23	9,366.00	
							46.76		
							310.50		
							846.83		Sale of materials 5.00
							452.99		
							296.13		
4,284.66		2,051.67	672.63			11,689.16	12,397.39	7,735.00	
3,022.39		5,847.38	1,550.04			32,136.31	33,400.05	16,789.00	
							10.00		
27,275.40		25,599.43	4,763.27			151,916.02	162,520.64	79,621.26	5.00

HIGHWAY
CONSTRUCTION AND RECON

January 1, 1937 to

WALDO

F.A.P. No.	Highway	Town	ENGINEERING AND RIGHT OF WAY					Total	Grading	Base
			Surveys	Plans and Computations	Engineering and Inspection	Advertising	Right of Way General Expense			
	L	Belfast			19.30			19.30		
	L	Frankfort	1,166.77	420.50				1,587.27		
	D	Northport	25.98	112.50	34.87	5.95	1,359.06	1,538.36		
104H	D	Northport								
104I	D	Northport			1,774.95			1,774.95	11,147.50	5,090.41
104B	D	Northport			236.81			236.81	1,747.81	632.19
	L	Prospect					16.23	16.23		
	L-Y	Prospect			60.35			60.35		
	L	Searsport	403.85					403.85		
	L	Stockton Springs	180.83					180.83		
127E	L-Y	Stockton Springs	35.00	147.98	72.84	84.28	10,236.10	10,576.20		
	L-Y	Stockton Springs			3,814.25			3,814.25	23,409.38	18,765.00
	D	Lincolnville								
Total of Waldo County			1,812.43	680.98	6,013.37	90.23	11,611.39	20,208.40	36,304.69	24,487.60

WASHINGTON

	S.A.	Calais					110.00	110.00		
	N	Calais					507.17	507.17	539.54	
	N	Cherryfield		109.33				109.33		
	N	Columbia Falls	303.50					303.50		
	N	Danforth			4.58			4.58		
	N	Dennysville	223.87	378.05	7.72	16.78	611.69	1,238.11		
123D	N	Dennysville-Pembroke			1,202.38			1,202.38	17,154.02	6,457.50
	N	East Machias	324.77					324.77		
	N	Edmunds	54.76	272.09			628.15	955.00		
	N	Harrington		176.83				176.83		
	N-Sp.	Lubec	23.05	6.50				29.55		
	N	Milbridge		277.59				277.59		
	N	Pembroke	23.37	126.84			50.01	200.22		
	N	Perry	3.50		17.37	1.43	12.00	34.30		
5	N	Perry		26.25	1,440.99			1,467.24	11,155.64	3,885.00
	N	Whiting	382.82	241.66	18.78	51.06	2,416.11	3,110.43		
99I	N	Whiting			883.05			883.05	7,665.07	2,248.00
123C	N	Whiting-Edmunds			1,481.26			1,481.26	21,212.01	3,281.25
99H	N	Whiting								
123B	N	Edmunds								
Total of Washington County			1,339.64	1,615.14	5,056.13	69.27	4,335.13	12,415.31	57,726.28	15,871.75

LOAN FUND

CONSTRUCTION OF STATE HIGHWAYS

December 31, 1937

COUNTY

LABOR AND MATERIALS

Culverts	Bridges	Surfacing	Guard Rail	Detours	Planting	Total	Grand Total	Federal Aid Credits	Miscellaneous Credits
							19.30		
		28.40				28.40	1,587.27		
							1,566.76		
6,616.74						22,854.65	24,629.60	5,444.25	
525.87						2,905.87	3,142.68	9,115.00	
							16.23		
					54.33	54.33	114.68		
							403.85		
							180.83		
27,774.79		6,186.25	2,715.00			78,850.42	10,576.20		
			23.32				82,664.67	38,122.00	
							23.32		
34,917.40		6,214.65	2,738.32		54.33	104,716.99	124,925.39	52,681.25	

COUNTY

						539.54	110.00		
							1,046.71		
							109.33		
							303.50		
							4.58		
7,282.51						30,894.03	1,238.11		
							32,096.41	14,145.00	
							324.77		
							955.00		
							176.83		
							29.55		
							277.59		
							200.22		
24,383.43			79.68			79.68	113.98		
		2,245.46	1,258.25			42,927.78	44,395.02	32,714.00	
			23.33			23.33	3,133.76		
1,666.24		1,682.15	1,687.25			14,948.71	15,831.76	13,210.00	Sale of property 800.00
6,008.18						30,501.44	31,982.70	8,918.00	
								13,426.50	
								7,549.92	
39,340.36		3,927.61	3,048.51			119,914.51	132,329.82	89,963.42	800.00

HIGHWAY
CONSTRUCTION AND RECON

January 1, 1937 to
YORK

F.A.P. No.	Highway	Town	ENGINEERING AND RIGHT OF WAY					Total	Grading	Base
			Surveys	Plans and Computations	Engineering and Inspection	Advertising	Rt. of Way General Expense			
	Sok. Tr.	Biddeford					1.56	1.56		
	Oss. Tr.	Cornish					320.57	320.57		
	A	Kennebunk					0.28			
	A	Kittery			2.09		34.74	36.83	18.00	
144A	Oss. Tr.	Limington		9.00	5.79	2.84	164.87	182.50	0.25	
	Oss. Tr.	Limington			137.01			137.01	166.10	
144B	Oss. Tr.	Limington-Cornish			1,013.75			1,013.75	4,878.88	2,656.61
	203	Newfield								
	A	N. Kennebunkport					16,649.17	16,649.17		
	U	N. Kennebunkport					7.32	7.32		
295A	A-Sp.	Old Orchard Beach					0.78	0.78		
	A-Sp.	Old Orchard Beach								
	203	Parsonsfield			1.94			1.94	0.72	
	A	Saco	256.72					256.72		
	A-2	Sanford	60.29	962.15	6.75	14.40	187.48	1,231.07		
290	A-2	Sanford			119.40			119.40	630.94	957.23
294C	A-2	Sanford	16.50	4.00	1,029.27			1,049.77	4,302.86	5,683.65
	203	Shapleigh							2.20	
	214	South Berwick	7.40				7.50	14.90		
	A	Wells		21.67	24.50	0.57		46.74		
	A-2	Wells	54.78	346.45	29.05	8.52	3,113.42	3,552.22		
	A-Sp.	Wells	21.34	32.50		3.22	128.86	185.92		
	A-2	Wells-Sanford			3,200.92			3,200.92	23,580.75	20,132.87
294B	A-Sp.	Wells			159.69			159.69	130.72	402.06
293B	A-Sp.	Wells			14.16			14.16		
293A	A-Sp.	Wells			5.40			5.40		
294A	A-Sp.	Wells			64.73			64.73	1,176.14	
294A	A-2	Wells (Road. Imp.)			99.01			99.01	3,022.90	
294B	A-2	Wells (Road. Imp.)			11.64			11.64		
	A	York	408.04	1,318.70	859.58	88.02	9,564.06	11,390.46		
	A	York	30.00					889.58	9,204.37	5,809.50
	A-Sp.	York		12.00				12.00		
Total of York County			855.07	2,706.47	6,784.68	117.57	30,180.61	40,644.40	47,115.28	35,641.92
Grand Total (16 Counties)			21,924.52	34,461.65	103,881.24	1,267.32	129,316.82	290,851.55	907,695.28	612,165.84

LOAN FUND

STRUCTION OF STATE HIGHWAYS

December 31, 1937

COUNTY

LABOR AND MATERIALS							Grand Total	Federal Aid Credits	Miscellaneous Credits
Culverts	Bridges	Surfacing	Guard Rail	Detours	Planting	Total			
			13.13			13.13	1.56		
							333.70		
							0.28		
			31.50			18.00	54.83		Journal Transfer (both sides) 15.00
					500.98	31.75	214.25		
						667.08	804.09	1,750.00	
3,614.23		9,038.90	3,188.70			23,377.32	24,391.07	9,015.00	
			3.00			3.00	3.00		Rent and sale of material (R. of W.) 300.00
							16,649.17		
							7.32		
								7,694.71	
							0.78		
							2.66		
							256.72		
							1,291.59		
43.80		23.20	37.32			60.52	4,553.61	1,731.00	
506.97		2,561.04	241.20			4,434.21	25,890.39	12,242.00	
		14,062.94	284.20			24,840.62			
		0.75	2.50			5.45	5.45		
							14.90		
					52.47	52.92	90.66		Trans. (both sides) 327.90
		250.00	27.30			277.30	3,829.52		Sale of material 2.00
			23.32			23.32	209.24		
6,917.04		34,427.37	5,123.65			90,181.68	93,382.60	35,412.00	
		2,589.38	12.25			3,134.41	3,294.10	1,568.00	
		64.75				64.75	78.91	4,490.75	
		31.75				31.75	37.15	2,388.25	
0.97		1.00	46.87			63.78	1,353.49		
457.01					63.78	1,288.76	3,822.21		
					243.29	3,723.20	11,390.46		
3,285.26		25.00				18,324.13	19,213.71	8,314.00	
							12.00		
14,825.28		63,076.08	9,034.94		860.52	170,554.02	211,198.42	84,605.71	645.99
390,199.27	76,798.26	675,938.49	54,377.47		2,146.91	2,719,321.52	3,010,173.07	1268,792.78	8,087.88

FEDERAL AID SECONDARY ROADS

(Section 7—Act of June 16, 1936)

Following are brief descriptions of Federal secondary highway construction projects located on the State highway system, and tabular statements of all projects undertaken with Federal secondary funds. These projects are identified by use of the letters F.A.S. and the project numbers.

1937

**FEDERAL AID SECONDARY PROJECTS ON STATE
HIGHWAYS
STATE HIGHWAY "B-S"**

Poland. Federal Aid Secondary Highway Project No. F.A.S. 343-B. This project begins at the end of U.S.W.P. Project No. W.P.S.S. 343 on route 11 and extends westerly. The work consists of the construction of a bituminous surface treated gravel road 20 feet wide with 3 foot shoulders, necessary grading, drainage, and base. Length of project 0.68 miles. Contractor, R. G. Watkins & Son, Inc., of Amesbury, Mass.

STATE HIGHWAY "K-8"

Glenwood. Federal Aid Secondary Highway Project No. F.A.S. 277-B. This project begins at the Reed-Glenwood town line on route 2-A and extends northerly. The work consists of the reconstruction of a gravel road, 20 feet wide with 3 foot shoulders with necessary grading, drainage and base. Surface to be bituminous treated gravel. Length of project 0.78 miles. Contractor, W. H. Hinman, Inc., of North Anson, Maine.

Haynesville. Federal Aid Secondary Highway Project No. F.A.S. 305-B. This project begins at the end of U.S.W.P. Project No. W.P.S.O. 305 on route 2-A and extends northerly. The work consists of reconstruction of a 20 foot gravel road with 3 foot shoulders, necessary grading, drainage and base. Surface to be bituminous treated gravel. Length of project 1.76 miles. Contractor, W. H. Hinman, Inc., of North Anson, Maine.

STATE HIGHWAY "Y"

Penobscot. Federal Aid Secondary Highway Project No. F.A.S. 213-B. This project begins at the south end of U.S.P.W. Project No. N.R.S. 278 ('35), about 0.35 miles

south from North Penobscot Post Office on route 15 and extends southerly. The work consists of reconstruction of a gravel road, 18 feet wide with 3 foot shoulders, necessary grading, drainage and base, with bituminous treated surface. Length of project 1.31 miles. Contractor, J. R. Cianchette & Co., of Pittsfield, Maine.

STATE HIGHWAY "150"

Cornville. Federal Aid Secondary Highway Project No. F.A.S. 286-C. This project begins at the end of U.S.W.P. Project No. W.P.S.S. 286-B on route 150 and extends northerly. The work consists of reconstruction of a gravel road 18 feet wide with 3 foot shoulders with necessary grading, drainage and base with bituminous treated surface. Length of project 0.95 miles. Work done by State.

DESCRIPTION DATA OF FEDERAL AID SECONDARY HIGHWAY PROJECTS TO DECEMBER 31, 1937
(Act of June 16, 1936)

Project No. F.A.S.	Town	Length of Project in Miles	Construction Data		Contractor	Expenditures for 1937	Location
			Width of Base	Surface & Shoulders			
2	Sidney	0.83	18'	All sections built with Bituminous Treated Gravel Surface and three foot shoulders.	Work done by State	\$9,442.11	On State Aid Highway No. 4, State Route 24
3	Mt. Vernon	1.04	18'		Work done by State	8,874.13	On State Aid Highway No. 4, State Route 211
4	Warren	0.76	18'		Work done by State	9,275.68	On State Aid Highway No. 4, State Route 137
5	Bethel	1.46	18'		W. H. Hinman, Inc., No. Anson, Me.	13,223.65	On State Aid Highway No. 6, State Route 120
6	East Machias	1.27	18'		Work done by State	6,509.12	On State Aid Highway No. 2, State Route 191
7	Kennebunk	1.76	18'		Work done by State	9,713.87	On State Aid Highway No. 7, Webber Hill Road
8	Jerusalem	0.32	18'		Work done by State	5,754.73	On State Aid Highway No. 1, State Route 27
10	Gray	0.45	18'		C. C. Smith, Inc., Cambridge, Mass.	5,452.38	On State Aid Highway No. 5, Dry Mills Road
11	Jackman	0.72	18'		Work done by State	5,047.16	On State Aid Highway No. 1, State Route 195
12	Searsmont	0.60	18'		P. E. Susi & Co., Pittsfield, Me.	5,507.09	On State Aid Highway No. 1, State Route 131
156B	Harpwell	0.80	18'		Lane Const. Corp., Meriden, Conn.	12,512.72	On State Aid Highway No. 2, State Route 24
159C	Brooks	0.70	18'		Work done by State	5,921.57	On State Aid Highway No. 1, State Route 139
171D	Kossuth	0.42	18'		Work done by State	6,117.73	On State Aid Highway No. 1, State Route 16
195C	Berwick	0.34	18'		Work done by State	167.78	On State Aid Highway No. 2, State Route 103
202D	Durham	0.69	18'		Work done by State	9,813.97	On State Aid Highway No. 2, State Route 136
202E	Freeport	0.48	18'		Work done by State	8,901.76	On State Aid Highway No. 3, State Route 136
211B	Sebago	0.49	18'		Work done by State	7,566.18	On State Aid Highway No. 5, East Sebago Road
212C	Jay	0.51	18'		Work done by State	8,089.06	On State Aid Highway No. 2, State Route 133
213B	Penobscot	1.31	18'		J. R. Cianchette & Co., Pittsfield, Me.	12,467.22	On State Highway "Y", State Route 15
229B	Dresden	1.10	18'		Work done by State	10,208.44	On State Aid Highway No. 1, State Route 197
235D	Prentiss	1.00	18'		Work done by State	11,355.79	On State Aid Highway No. 4, State Route 169
264B	Richmond	0.31	18'		Work done by State	9,012.52	On State Aid Highway No. 1, State Route 24
277B	Glenwood	0.78	20'		W. H. Hinman, Inc., No. Anson, Me.	412.18	On State Highway "K-8", U. S. Route 2-A
286C	Cornville	0.95	18'		Work done by State	9,489.92	On State Highway "150", State Route 150
287C	Ripley	0.36	18'		Work done by State	6,463.29	On State Aid Highway No. 1, State Route 154
289C	Burton	0.48	18'		R. G. Watkins & Son, Amesbury, Mass.	7,000.30	On State Aid Highway No. 4, Burton-West Scarborough Road
305B	Haynesville	1.76	20'		W. H. Hinman, Inc., No. Anson, Me.	10,230.48	On State Highway "K-8", U. S. Route 2-A
319B	Big Squaw Mt. Twp.	0.58	18'		Work done by State	5,608.02	On State Aid Highway No. 1, State Route 15
320B	Turner	0.34	18'		Work done by State	5,563.73	On State Aid Highway No. 1, State Route 117
324B	Bridgton-Waterford	0.52	18'		Work done by State	8,128.75	On State Aid Highway No. 5, State Route 35
329B	Sidney	0.49	18'		Work done by State	6,706.89	On State Aid Highway No. 2, State Route 104
333B	Camden	0.37	18'		Work done by State	7,139.84	On State Aid Highway No. 1, State Route 105
335B	Dexter	0.79	18'		Work done by State	10,599.71	On State Aid Highway No. 4, State Route 24
337B	Bradford	0.83	18'		Work done by State	14,392.72	On State Aid Highway No. 4, State Route 11
337C	Orneville	0.49	18'		Work done by State	5,546.38	On State Aid Highway No. 3, State Route 11
343B	Poland	0.68	20'		R. G. Watkins & Son Inc., Amesbury, Mass	7,188.36	On State Highway "B-S", State Route No. 11



**FEDERAL AID FUND FOR
CONSTRUCTION AND RECONSTRU
Expenditures to
(Act of June**

Project No. F.A.S.	Class of Highway	Location	General Expense Right of Way	Surveys	Plans and Computations
2	S.A.	Sidney		128.25	98.42
3	S.A.	Mt. Vernon		183.79	215.10
4	S.A.	Warren	17.00	134.45	133.63
5	S.A.	Bethel	4.46	216.65	214.24
6	S.A.	East Machias		154.70	164.95
7	S.A.	Kennebunk	63.00	182.71	193.10
8	S.A.	Jerusalem	8.45	221.15	127.15
10	S.A.	Gray		128.29	111.65
11	S.A.	Jackman		129.43	195.60
12	S.A.	Searsmont		116.04	157.51
156B	S.A.	Harpwell	18.60	466.94	416.18
159C	S.A.	Brooks		329.90	211.86
171D	S.A.	Kossuth		117.32	186.08
195C		Berwick	10.75	68.91	83.40
202D	S.A.	Durham	16.40	140.26	187.24
202E	S.A.	Freeport	11.70	12.14	132.17
211B	S.A.	Sebago		193.62	96.03
212C	S.A.	Jay		145.62	129.51
213B	S.H.	Penobscot	1.75	222.45	205.67
229B	S.A.	Dresden	3.50	162.44	103.84
235D	S.A.	Prentiss		137.70	159.00
264B	S.A.	Richmond		28.30	174.76
277B	S.H.	Glenwood		141.41	212.38
286C	S.H.	Cornville	3.50	134.76	137.92
287C	S.A.	Ripley		133.93	147.30
289C	S.A.	Buxton		39.03	56.16
305B	S.H.	Haynesville		314.33	508.90
319B	S.A.	Big Squaw Mountain Township		321.17	129.36
320B	S.A.	Turner		49.21	451.23
324B	S.A.	Bridgton-Waterford		127.80	187.10
329B	S.A.	Sidney		237.51	408.78
333B	S.A.	Camden		94.80	131.41
335B	S.A.	Dexter		175.63	170.93
337B	S.A.	Bradford		280.23	218.01
337C	S.A.	Orneville		211.77	129.66
343B	S.H.	Poland	134.30	114.68	136.29
Total Expenditures on 1938 Program			293.41	6,002.32	6,722.52
Survey charges on 1939 Program				4,421.68	36.59
Total on Controllers Report			293.41	10,424.00	6,759.11

SECONDARY HIGHWAYS

CONSTRUCTION OF SECONDARY HIGHWAYS

December 31, 1937

1936)

Engineering and Supervision	Advertising	Total	Labor and Materials	Total Expenditures to Dec. 31, 1937	Federal Aid Credits	Miscellaneous Credits	Length Completed in 1937	Length carried over to 1938	Total Length of Projects
238.35	.97	465.99	8,976.12	9,442.11	2,015.00	14.20	0.75	0.08	0.83
268.80		667.69	8,206.44	8,874.13	2,450.00	51.20	0.94	0.10	1.04
274.39	1.94	561.41	8,714.27	9,275.68	2,146.00	343.08	0.64	0.12	0.76
661.84	12.17	1,109.36	12,114.29	13,223.65	3,681.00		1.06	0.40	1.46
190.46	.97	511.03	5,998.04	6,509.12			0.95	0.32	1.27
207.42	.97	649.77	9,066.67	9,713.87	1,617.00	75.64	1.06	0.70	1.76
293.02		649.77	5,104.96	5,754.73	1,012.00		0.22	0.10	0.32
507.08	54.29	801.31	4,651.07	5,452.38			0.32	0.13	0.45
304.05		629.08	4,418.08	5,047.16			0.60	0.12	0.72
366.98	6.42	646.95	4,860.14	5,507.09			0.42	0.18	0.60
741.18	53.04	1,695.94	10,816.78	12,512.72			0.50	0.30	0.80
269.11		810.87	5,110.70	5,921.57	1,300.00		0.40	0.30	0.70
307.86	1.88	613.14	5,504.59	6,117.73	2,265.00		0.30	0.12	0.42
	.97	164.03	3.75	167.78				0.34	0.34
235.82		579.72	9,234.25	9,813.97	1,550.00	117.12	0.56	0.13	0.69
259.66		415.67	8,436.09	8,901.76		107.36	0.35	0.13	0.48
244.40		534.05	7,032.13	7,566.18			0.35	0.14	0.49
262.63		537.76	7,551.30	8,089.06	2,025.00		0.45	0.06	0.51
723.66	7.22	1,160.75	11,306.47	12,467.22	4,150.00	106.75	1.00	0.31	1.31
207.12		647.90	9,731.54	10,208.44	2,025.00		0.80	0.30	1.10
348.34		645.04	10,710.75	11,355.79	1,820.00		0.80	0.20	1.00
250.85	1.05	454.96	8,557.56	9,012.52			0.25	0.06	0.31
52.75	5.64	412.18		412.18				0.78	0.78
302.38		578.56	8,911.36	9,489.92		275.72	0.80	0.15	0.95
356.53	1.05	643.81	5,819.48	6,463.29	1,000.00		0.24	0.12	0.36
306.30	6.41	407.90	6,592.40	7,000.30	1,581.00		0.35	0.13	0.48
548.15	5.63	1,377.01	8,853.47	10,230.48	2,007.00		0.80	0.96	1.76
236.86		687.39	4,920.63	5,608.02			0.45	0.13	0.58
209.44		709.88	4,853.85	5,563.73	1,295.00		0.25	0.09	0.34
303.95	.97	619.82	7,506.93	8,126.75			0.42	0.10	0.52
209.90		856.19	5,850.70	6,706.89			0.49		0.49
176.19		402.40	6,737.44	7,139.84			0.30	0.07	0.37
298.88		645.44	9,954.27	10,599.71	1,620.00	193.44	0.65	0.14	0.79
538.84		1,037.08	13,355.64	14,392.72	2,750.00		0.60	0.23	0.83
223.03		564.46	4,981.92	5,546.38	1,755.00	73.87	0.37	0.12	0.49
480.93	6.41	872.61	6,315.75	7,188.36	3,150.00		0.50	0.18	0.68
11,407.15	168.00	24,593.40	260,809.83	285,403.23	43,214.00	1,358.38	18.94	7.84	26.78
48.42		4,506.69		4,506.69		10.75			
11,455.57	168.00	29,100.09	260,809.83	289,909.92	43,214.00	1,369.13			

FEDERAL GRANTS

Work was continued during 1937 on projects provided for with funds apportioned to the State, as grants, under the National Recovery Act of 1933, under the Hayden-Cartwright Act of 1934, and under the Emergency Relief Appropriation Act of 1935.

The setup of funds apportioned under the National Industrial Recovery Act was again revised in 1937, with the following provisions:

1. For work on the Federal aid highway system outside corporate limits of municipalities, N.R.H. Projects \$1,569,675.42 - 46.6%
2. For projects on extensions of the Federal-aid highway system into and through municipalities, N.R.M. projects \$957,762.58 - 28.4%
3. For projects on secondary or feeder roads, N.R.S. projects \$842,479.00 - 25.0%

\$3,369,917.00

The setup of funds apportioned under the Hayden-Cartwright Act of 1934 was not changed in 1937. The allocation of this fund to the various classes of projects is shown in the report for 1936.

Explanations of project titles are given in the 1936 report under the heading "Federal Grants".

Work was also continued on projects included in the P.W.A. Bridge program, and on projects included in the U. S. Works program, Flood Replacement Bridge program.

Details of these projects are included in the report on bridge construction.

CONSTRUCTION
U. S. PUBLIC WORKS N. R. S. PROJECTS 1933-1934
NATIONAL INDUSTRIAL RECOVERY ACT OF 1933
Expenditures to December 31, 1937

*Project No. N.R.S.	Location	Cost of Labor and Materials 1937	Expenditures for 1936	Expenditures for 1935	Expenditures for 1934	Expenditures for 1933	Total Expenditures to Dec. 31, 1937	Federal Credits					Total to Dec. 31, 1937	Total Length of Projects	State Credits
								1937	1936	1935	1934	1933			
All Projects			75.50	377.04	141,146.24	758,688.09	900,286.87	75.50	4,159.05	58,591.59	377,046.64	402,606.22	842,479.00	69.45	57,807.87
Grand Totals Net			75.50	377.04	141,146.24	758,688.09	900,286.87	75.50	4,159.05	58,591.59	377,046.64	402,606.22	842,479.00	69.45	57,807.87
Miscellaneous Charges Deductible							7,299.52								
Gross Total per Controller's Report							907,586.39								

*The only Change in this Report over the 1936 Report is for the Federal Credit for 1937 as shown.

SUMMARY

Gravel Surface	1933 67.01 miles	1934 1.51 miles
Grading and Base	0.77 miles	
Granite Block	0.16 miles	
Bridges (6)		
Total Mileage		***69.45 miles

***Includes 4.36 miles constructed on State Highways.

U. S. PUBLIC WORKS
 NATIONAL INDUSTRIAL
 HAYDEN-CARTWR
 CONSTRUCTION AND RECONSTRU
 January 1, 1937 to
 U. S. PUBLIC WORKS

Proj. No.	High-way	Town	ENGINEERING AND RIGHT OF WAY					Total	Grading
			Surveys	Plans and Computations	Engineering and Inspection	Advertising	Right of Way General Expense		
N.R.H.									
53	K	Orono			678.14		678.14	4,956.90	
257B	E	Greene			4.25		4.25		
127B	L-Y	Stockton Springs (1935)							
94A	O	Gilead (1935)			21.67		21.67	0.50	
94C	O	Gilead (1935)			14.17		14.17	0.50	
34	S	Oxford (1935)			22.82		22.82	681.03	
Total N. R. H. Projects					741.05		741.05	5,638.93	
Total Nat. Ind. Recovery Fund					741.05		741.05	5,638.93	

HIGHWAY PROJECTS
 RECOVERY ACT—1933
 IGH T ACT—1934

CTION OF STATE HIGHWAYS

December 31, 1937

N. R. H. PROJECTS

LABOR AND MATERIALS								Grand Total	Miscellaneous Credits
Base	Culverts	Bridges	Surfacing	Guard Rail	Detours	Planting	Total		
1,508.19	536.77	.....	3,816.57	78.00	.....	.....	10,896.43	11,574.57	.....
.....	.....	.....	.....	.....	.....	134.75	134.75	4.25	.....
.....	.....	.....	.....	.....	.....	49.49	49.99	134.75	.....
.....	.....	.....	.....	.....	.....	7.51	8.01	71.66	.....
.....	.....	.....	.....	.....	.....	25.15	706.18	22.18	.....
.....	.....	.....	.....	.....	.....	.....	.....	729.00	.....
1,508.19	536.77	.....	3,816.57	78.00	.....	216.90	11,795.36	12,536.41	.....
1,508.19	536.77	.....	3,816.57	78.00	.....	216.90	11,795.36	12,536.41	.....

CONSTR
U. S. PUBLIC WORKS
(HAYDEN-CARTW
Expenditures to

Project No. N.R.S. 1935	Location	Class of Highway	Cost of Engineering and Supervision for 1937	Cost of Labor and Materials for 1937	Total Expenditures for 1937	Expenditures for 1936	Expenditures for 1935
ANDROSCOGGIN COUNTY							
202B	Durham	S.A.					2,455.17
	{ Webster	S.A.					
203B	{ Wales	S.A.					2,828.34
AROOSTOOK COUNTY							
242B	Ashland	S.A.					164.73
280	Forkstown	S.A.				336.05	517.79
174B	Fort Fairfield	S.H.					116.54
	{ Mapleton	S.A.					
	{ Castle Hill	S.A.					
205B	{ Wade	S.A.					219.62
	{ Washburn	S.A.					
261	{ Merrill	S.A.					3,928.67
	{ Merrill	S.A.					
277	Reed	S.A.					236.84
207B	Wallagrass	S.A.					6,251.26
CUMBERLAND COUNTY							
280	Bridgton	T.C.					408.82
282	Falmouth	S.A.					3,425.39
185B	North Yarmouth	S.A.					209.15
283	Sebago	S.A.					833.89
FRANKLIN COUNTY							
272	Carthage	S.A.					319.19
168B	{ Anson	S.A.					2,524.45
	{ Industry	S.A.					
160B	Lang	S.H.					6,236.42
HANCOCK COUNTY							
262	Gouldsboro	S.A.					1,173.04
214B	Mariaville	S.A.					538.52
278	Penobscot	S.H.					282.30
KENNEBEC COUNTY							
263	Belgrade	S.A.					207.28
264	Gardiner	S.A.					10,195.09
219B	Vassalboro	S.A.					4,513.87
284	Vassalboro	S.A.				49.85	1,728.68
265	Wayne	S.A.					641.04
KNOX COUNTY							
189B	Appleton	S.A.					160.79
266	South Thomaston	S.A.				9.82	4,801.46
LINCOLN COUNTY							
267	Aina	S.A.					1,993.86
226B	Jefferson	S.H.					283.69
276	{ Newcastle	S.A.					4,966.98
	{ Edgecomb	S.A.					
OXFORD COUNTY							
167B	{ Albany	S.A.				970.31	2,428.93
	{ Albany	S.A.					
231B	Brownfield	S.A.					126.65
279	Buckfield	S.A.					230.66
273	Denmark	S.A.					112.82
191B	Greenwood	S.A.					166.04
370	Rumford	T.R.	505.82	5,356.45	5,862.27		
161B	Waterford	S.A.					148.01

UCTION
NRS PROJECTS (1935)
RIGHT ACT OF 1934)
December 31, 1937

Expenditures for 1934	Total Expenditures to Dec. 31, 1937	Total Federal Credits to Dec. 31, 1937	State Credits transfer from General Highway Fund	Type of Surface	Length Completed in 1934 Miles	Length Completed in 1935 Miles	Length Completed in 1936 Miles	Length Completed in 1937 Miles	Total Length of Project
8,742.64	11,197.81	9,034.63	2,163.18	Gravel	0.65	0.11			0.76
10,080.18	12,908.52	12,908.52			0.18				0.80
5,041.52	5,206.25	4,996.97	209.28	Gravel	0.62				0.62
8,158.70	9,012.54	7,959.62	1,052.92	Gravel	0.68	0.10			0.78
5,259.50	5,376.04	5,376.04		Gravel	0.41				0.41
					0.21				
					0.21				
8,053.97	8,273.59	5,397.46	2,876.13	Gravel	0.09				0.60
					0.09				
5,529.70	9,458.37	7,584.47	*1,873.90	Bridge	0.44	0.10			0.54
					Transfer to	Bridge	Loan	Fund	
8,017.13	8,253.97	8,253.97		Gravel	0.84				0.84
8,971.23	15,222.49	13,786.73	1,435.76	Gravel	0.49	0.15			0.64
8,069.59	8,478.41	8,355.84	122.57	Gravel	0.80				0.80
10,577.09	14,002.48	12,054.86	1,947.62	Gravel	0.50	0.14			0.64
8,625.86	8,835.01	8,835.01		Gravel	1.12				1.12
7,383.77	8,217.66	7,731.13	486.53	Gravel	0.55	0.20			0.75
8,817.01	9,136.20	8,741.92	394.28	Gravel	0.71				0.71
5,913.48	8,437.93	7,102.75	1,335.18	Gravel	0.08	0.14			0.49
					0.27				
2,600.95	8,837.37	8,246.24	591.13	Gravel	0.27	0.46			0.73
10,219.89	11,392.93	10,783.47	609.46	Gravel	0.66				0.66
10,656.21	11,194.73	9,013.65	2,181.08	Gravel	0.62				0.62
9,113.42	9,395.72	9,190.19	205.53	Gravel	0.95				0.95
7,246.35	7,453.63	7,453.63		Gravel	0.81				0.81
431.29	10,626.38	10,618.02	8.36	Gravel		0.78			0.78
239.63	4,755.50	2,995.46	1,758.04	Bridge					
84.65	1,863.18	1,863.18		Bridge					
7,602.03	8,243.07	8,243.07		Gravel	0.94				0.94
8,303.77	8,464.56	8,464.56		Gravel	0.72				0.72
8,099.09	12,910.37	9,049.51	3,860.86	Gravel	0.52	0.13			0.65
577.84	2,571.70	1,433.62	1,138.08	Bridge					
6,820.69	7,104.38	6,516.48	587.90	Gravel	0.34				0.34
9,746.50	14,713.48	12,605.48	2,108.00	Gravel	0.63	0.12			0.93
						0.18			
8,871.32	12,270.56	10,291.48	1,979.08	Gravel	0.63	0.08			0.71
				Bridge					
3,851.61	3,978.26	3,978.26		Gravel	0.54				0.54
4,916.99	5,147.65	5,052.41	95.24	Gravel	0.34				0.34
4,579.90	4,692.72	4,527.49	165.23	Gravel	0.44				0.44
2,394.28	2,560.32	2,560.32		Gravel	0.25				0.25
	5,862.27			Concrete				0.06	0.06
7,308.54	7,456.55	7,380.44	76.11	Gravel	0.74				0.74

CONSTR
U. S. PUBLIC WORKS
 (Hayden-Cartwright
Expenditures to

Project No. N.R.S. 1935	Location	Class of Highway	Cost of Engineering and Supervision for 1937	Cost of Labor and Materials for 1937	Total Expenditures for 1937	Expenditures for 1936	Expenditures for 1935
PENOBSCOT COUNTY							
236B	(Dixmont Jackson	S.H. S.H.					5,785.08
318C	Indian Purchases	S.A.	368.99	8,035.77	8,404.76	10,167.42	
268	Garland	S.A.					391.26
274	Howland	S.H.					153.42
274C	Howland	S.H.	288.31	7,289.53	7,577.84	7,817.91	
292	Medway	S.A.					4,282.85
235B	Prentiss	S.A.					2,645.37
PISCATAQUIS COUNTY							
269	Milo	S.A.					60.65
270	Monson	S.A.					2,451.85
275	Parkman	S.A.					245.87
271	Sangerville	S.A.					7,387.14
SAGADAHOC COUNTY							
166B	Phippsburg	S.A.				56.75	742.82
285	Richmond	S.A.					245.83
SOMERSET COUNTY							
168B	Industry	S.A.	See Anson-	Industry -	Franklin Co.		
243B	Concord	S.A.					2,616.94
286	Cornville	S.H.					2,283.56
241B	Jackman	S.H.					4,228.37
287	Ripley	S.A.					503.46
WALDO COUNTY							
159B	(Brooks Knox	S.A. T.C.				118.88	2,217.16
236B	Jackson	S.H.	See Dixmont-	Jackson-Peno	bscot Co.		
WASHINGTON COUNTY							
248B	Baileyville	S.A.					683.24
249B	Cutler	S.A.					174.93
171B	Kossuth	S.A.					1,557.78
YORK COUNTY							
288	Alfred	S.A.					1,284.28
289	Buxton	S.A.					801.66
250B	Kittery	S.A.					2,671.60
290	Sanford	S.H.					1,704.13
291	South Berwick	S.A.					308.91
Grand Totals Net			1,163.12	20,681.75	21,844.87	19,526.99	110,804.14
Miscellaneous Charges Deductible					108.23		2,105.34
Gross Totals per Controllers Report			1,163.12	20,681.75	21,953.10	19,526.99	112,909.48

*Transfer from Bridge Loan Fund

UNCTION

N. R. S. PROJECTS (1935)

Act of 1934)

December 31, 1937

Expenditures for 1934	Total Expenditures to Dec. 31, 1937	Total Federal Credits to Dec. 31, 1937	State Credits transfer from General Highway Fund	Type of Surface	Length Completed in 1934 Miles	Length Completed in 1935 Miles	Length Completed in 1936 Miles	Length Completed in 1937 Miles	Total Length of Project
16,516.40	22,301.48	22,301.48		Gravel	0.81	0.33			1.62
	18,572.18	12,176.00		Gravel	0.48		0.23	0.30	0.53
11,280.44	11,671.70	8,967.87	2,703.83	Gravel	0.78				0.78
7,606.65	7,760.07	7,760.07		Gravel	0.81				0.81
	15,395.75	8,896.00		Gravel			0.37	0.50	0.87
2,207.20	6,490.05	6,476.07	13.98	Gravel	0.20	0.21			0.41
11,734.08	14,379.45	11,907.08	2,472.37	Gravel	1.32	0.15			1.47
6,086.75	6,147.40	4,670.29	1,477.11	Gravel	0.33				0.33
147.21	2,599.06	2,188.50	*410.56	Bridge					
6,957.07	7,202.94	6,877.62	325.32	Gravel	0.62				0.62
133.21	7,520.35	3,675.41	3,841.94	Bridge					
6,117.38	6,916.95	6,318.42	598.53	Gravel	0.46				0.46
10,210.89	10,456.72	7,497.60	2,959.12	Gravel	0.44				0.44
5,646.73	8,263.67	6,433.80	1,829.87	Gravel	0.35	0.02			0.37
5,789.93	8,073.49	7,976.94	96.55	Gravel	0.42	0.11			0.53
336.90	4,565.27	3,731.09	834.18	Gravel		0.17			0.17
6,788.78	7,292.24	5,650.78	1,641.46	Gravel	0.39				0.39
15,196.97	17,533.01	17,413.30	119.71	Gravel	0.29				1.05
				Gravel	0.76				
9,489.17	10,172.41	7,814.95	2,357.46	Gravel	0.64	0.07			0.71
8,464.91	8,639.84	7,355.80	1,284.04	Gravel	0.41				0.41
10,088.51	11,646.29	11,295.50	347.79	Gravel	0.42				0.42
6,546.74	7,831.02	7,831.02		Gravel	0.86				0.86
6,797.25	7,598.91	7,224.08	374.83	Gravel	0.70				0.70
2,908.57	5,580.17	4,817.94	762.23	Gravel	0.12	0.14			0.26
5,156.81	6,860.94	6,580.91	280.03	Gravel	0.25	0.05			0.30
8,337.47	8,646.38	8,644.38	2.00	Gravel	0.33				0.33
401,452.34	553,628.34	480,875.78	53,994.36		31.15	3.94	0.60	0.86	36.55
1,276.02	3,489.59								
402,728.36	557,117.93								

SUMMARY

Total Mileage of Gravel Surface **36.49
 Total Mileage of Concrete Pavement 0.06
 Total Bridges (7)

**Includes 6.73 miles constructed on State Highways.

**UNITED STATES WORKS PROGRAM HIGHWAY
PROJECTS****(Emergency Relief Appropriation Act of 1935)****AROOSTOOK COUNTY****STATE HIGHWAY "K"**

Monticello. U.S.W.P. Project No. WPH 298-A. This project begins at the bridge over the North Branch of the Meduxnekeag River and extends northerly. Length of project 1.38 miles. The equivalent of 0.75 miles was reported in 1936 leaving a balance of 0.63 miles which was completed in 1937. Type of surface, gravel. Width of surface, 20 feet. For about one-half mile in the Village there is a 6'-6" combined parking strip and cobble gutter together with a four foot gravel sidewalk on the left and a seven foot parking strip on the right. The rest of the project has three foot shoulders. Contractor, Cyr & Soucy, Lille, Maine.

STATE HIGHWAY "K-2"

Caswell. U.S.W.P. Project No. WPSS 300-B. This project begins about 2.1 miles from the Hamlin line and extends southerly. Total length of project, 0.97 miles. The equivalent of 0.75 miles was reported in 1936 leaving a balance of 0.22 miles which was completed in 1937. Type of surface, gravel. Width of surface, 18 feet. Shoulders, 3 feet. The work was done by force account under the supervision of James Phair and Arnot Archibald.

LINCOLN COUNTY**STATE HIGHWAY "D"**

Newcastle. U.S.W.P. Project No. WPH 117-E. This is a roadside improvement project. Grading was done in 1936 and seeding and planting in 1937. The work was done by force account under the supervision of Thomas Calcagni.

PENOBSCOT COUNTY**STATE HIGHWAY "K"**

Bangor. U.S.W.P. Project No. WPMH 42. This project consists of widening a section on the southerly end of the original Federal Aid Project No. 42 with gravel base for future surfacing. This widening varies in width to fit local conditions. Length of the project is 1.68 miles but no

mileage is reported in the tables. The work was started in 1936 and completed in 1937. Contractor Bridge Construction Corp., of Augusta, Maine.

WALDO COUNTY STATE HIGHWAY "L"

Belfast. U.S.W.P. Project No. WPMH 68-D. This project begins at the end of U.S.W.P. Project No. WPMH 68-C and extends easterly to the Belfast and Moosehead Lake R.R. Length of project, 0.11 miles. Type of surface, gravel. Width of surface, 27 feet with curb and sidewalk on one side and four foot shoulder on the other. The work was done by force account under the supervision of W. S. Barton.

STATE HIGHWAY "L-Y"

Stockton Springs. U.S.W.P. Project No. WPH 127-B. This is a roadside improvement project located on Federal Aid Project No. 127-B in Stockton Springs. Length of project 1.33 miles. The work was started in 1936 and completed in 1937. The work was done by force account under the supervision of Thomas Calcagni.

YORK COUNTY STATE HIGHWAY "203"

Parsonsfield. U.S.W.P. Project No. WPSS 346-C. This project begins at the New Hampshire line at So. Effingham and extends southerly. Length of project 0.55 miles. The equivalent of 0.40 miles was reported in 1936 leaving a balance of 0.15 miles which was completed in 1937. 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. McCleod.

**UNITED STATES
CONSTRUCTION AND RECONSTRUCTION**

January 1, 1937 to

W. P. H.

Proj. No.	Highway	Town	ENGINEERING AND RIGHT OF WAY					Total	Grading	Base	
			Surveys	Plans and Computations	Engineering and Inspection	Advertising	Rt. of Way General Expense				
127B	L-Y	Stockton Springs	32.25		180.16		2.84		215.25	975.22	
288A	K	Monticello			1,149.79				1,149.79	4,499.35	6,017.76
98H	N	Sullivan			3.50				3.50		
117E	D	Newcastle	86.78		214.42		2.85		304.05	1,070.27	0.85
1B	Q	Bowdoin	5.90		220.89		2.84		229.63	1,059.18	
Total of W.P.H. Projects			124.93		1,768.76		8.53		1,902.22	7,604.02	6,018.61
W. P. M. H.											
42	K	Bangor			233.95				233.95	1,379.09	1,483.29
68C	L	Belfast			63.76				63.76	102.07	146.85
68D	L	Belfast			229.13			8.95	238.08	2,714.54	1,530.93
Total of W.P.M.H. Projects					526.84			8.95	535.79	4,195.70	3,161.07
W. P. S. S.											
300A	K-2	Hamlin Plantation			46.23				46.23		
300B	K-2	Caswell Plantation	30.63		234.15	3.00	17.27		285.05	3,310.51	1,518.40
300C	K-2	Limestone		28.34	35.02				63.36		
344	Peg. Tr.	Standish-Baldwin			49.00				49.00		
274B	J-K	Howland								1.80	
236D	D	Dixmont			45.75				45.75	66.30	
241C	H	Jackman								2.65	
346A	203	Shapleigh			45.00				45.00	119.60	
346B	203	Newfield			45.00				45.00		
346C	203	Parsonsfield			218.39				218.39	940.39	575.10
236C	D	Jackson			10.75				22.75		
174C	K-3	Caribou	46.83	25.40	15.17				87.40		
Total of W.P.S.S. Projects			77.46	65.74	744.46	3.00	17.27		907.93	4,441.25	2,093.50
W. P. G. S.											
364	Peg. Tr.	Hiram-Baldwin								2,492.85	565.70
365	S.A.	Hartford	7.48	7.00	1,547.69				1,562.17	12,845.01	4,851.78
Total of W.P.G.S. Projects			7.48	7.00	1,547.69				1,562.17	15,337.86	5,417.48
W. P. M. S.											
350	T.C.	Portland		44.00	1,254.72	23.04			1,321.76	13,222.14	14,037.58
303	Y	Ellsworth			1.75				1.75		
353A	S.A.	Rockland			21.55				21.55		
353B	S.A.	Rockland								3.92	
355	S.A.	Old Town								10.68	
304	T.C.	Bath			8.80				8.80	392.76	
356	S.A.	Calais			241.12				241.12	69.09	389.56
357	S.A.	Biddeford			7.50				7.50	16.50	
359	T.C.	Saco			7.50				7.50	1.25	
Total of W.P.M.S. Projects				44.00	1,542.94	23.04			1,609.98	13,716.34	14,427.14
Grand Total			209.87	116.74	6,130.69	34.57	26.22		6,518.09	45,295.17	31,117.80

WORKS PROGRAM
EXPENDITURES ON STATE HIGHWAYS
December 31, 1937
PROJECTS

LABOR AND MATERIALS							Grand Total	Miscellaneous Credits	
Culverts	Bridges	Surfacing	Guard Rail	Detours	Planting	Total			
6,763.14		2,023.13	1,635.61		614.48	1,589.70	1,804.95	Transfer	2.85
1.86		0.36	2.45		486.44	1,562.23	22,088.78	Transfer (115.11) Returned tools	
			14.80		796.11	1,870.09	3.50	(10.70)	125.81
							2,099.72	Transfer	5.12
6,765.00		2,023.49	1,652.86		1,897.03	25,961.01	27,863.23		133.78

PROJECTS

144.39		525.09	16.92			3,548.78	3,782.73	Transfer	63.84
536.90						785.82	849.58	Transfer	132.99
2,440.61		348.06				7,034.14	7,272.22	Sales and Transfer	21.60
3,121.90		873.15	16.92			11,368.74	11,904.53		218.43

PROJECTS

19.02		235.45	28.05			5,111.43	46.23	Culvert Transfer	20.40
							5,396.48	Transfer	136.05
							63.39	Transfer	9.30
							49.00	Transfer	216.21
							1.80	Sale of Gas and Cil	32.03
							66.30	Transfer	30.89
							2.65	Transfer	15.20
							119.60	Transfer	89.40
		888.15	193.60			2,597.24	45.00	Transfer	362.98
							2,815.63	Transfer	184.21
							22.75	Transfer	
							87.40	Transfer	
19.02		1,123.60	221.65			7,899.02	8,806.95		1,096.67

PROJECTS

802.95		393.21	429.10			4,683.81	4,683.81		
1,357.07		2,204.50	1,626.05			22,884.41	24,446.58		
2,160.02		2,597.71	2,055.15			27,568.22	29,130.39		

PROJECTS

7,956.32		3,281.59	338.85			38,836.48	40,158.24	Transfer	65.78
2.25						2.25	1.75	Transfer	64.24
180.05						183.97	183.97	Transfer	763.61
62.21		497.90	119.85			10.68	10.68	Transfer	32.77
562.44		348.91				1,072.72	1,081.52	Transfer	134.77
						1,370.00	1,611.12	Transfer	105.10
						16.50	24.00	Transfer	26.66
						1.25	8.75	Transfer	
8,763.27		4,128.40	458.70			41,493.85	43,103.83		1,192.93
20,829.21		10,746.35	4,405.28		1,897.03	114,290.84	120,808.93		2,641.81

CONSTRUC
U. S. WORKS PROGRAM
(Emergency Relief Appro
Expenditures to

Project No. W P S O	Location	Class of Highway	Cost of Advertising	Cost of Engineering and Supervision	Cost of Labor and Materials	Expenditures for 1937	Expenditures for 1936
ANDROSCOGGIN COUNTY							
202C	Durham	S.A.		171.39	2,778.09	2,949.48	11,933.16
321	Livermore Falls	S.A.			121.40	121.40	6,555.31
320	Turner	S.A.		14.20	659.93	674.13	10,217.89
AROOSTOOK COUNTY							
242C	Ashland	S.A.			147.92	147.92	2,222.01
310	Caribou	S.A.		224.94	2,656.40	2,881.34	12,595.27
306	Castle Hill	S.A.		381.07	2,604.22	2,985.29	29,970.95
309	Fort Fairfield	S.A.		64.74	236.53	301.27	13,118.10
308	Fort Kent	S.A.		38.48	118.15	156.63	6,995.97
305	Haynesville	S.A.			706.83	706.83	13,415.65
307	Moro	S.A.		43.24		43.24	9,781.34
206B	Saint Francis	S.A.			148.65	148.65	9,031.94
207C	Wallagrass	S.A.		350.17	3,093.27	3,443.44	9,806.59
CUMBERLAND COUNTY							
324	Bridgton	S.A.		4.00	135.24	139.24	7,387.29
281	Cape Elizabeth	S.A.		22.08	207.22	229.30	9,345.78
282B	Falmouth	S.A.		2.48	262.42	264.90	16,695.81
323	Freeport	T.C.		38.33	147.13	185.46	9,393.70
322	Harpswell	S.A.			147.57	147.57	8,395.90
326	Sebago	S.A.					5,708.00
325	Standish	S.A.		225.95	4,038.93	4,264.88	5,523.88
FRANKLIN COUNTY							
311	Phillips	T.C.					4,044.18
212B	Wilton	S.A.					7,728.64
HANCOCK COUNTY							
313	Bucksport	S.A.			113.48	113.48	4,978.80
262B	Gouldsboro	S.A.					3,798.02
262C	Gouldsboro	S.A.	10.12	736.66	9,187.39	9,934.17	
314	Lamoine	T.C.			103.17	103.17	5,822.16
214C	Mariaville	S.A.					5,607.04
	Waltham	S.A.					
312	Tremont	S.A.			177.97	177.97	9,584.56
KENNEBEC COUNTY							
330	Fayette	S.A.			171.31	171.31	11,150.47
328	Litchfield	T.C.					9,156.04
329	Sidney	S.A.			66.48	66.48	15,845.92
327	West Gardiner	S.A.			151.14	151.14	10,170.43
331	Winslow	S.A.			198.45	198.45	9,753.67
332	Winthrop	S.A.					
	Wayne	S.A.		1,043.01	24,519.81	25,562.82	4,610.01
KNOX COUNTY							
189C	Appleton	S.A.			258.41	258.41	15,013.09
333	Camden	S.A.		45.30	286.36	331.66	13,417.31
266B	Saint George	S.A.			235.22	235.22	11,803.38
334A	South Thomaston	S.A.			184.53	184.53	11,780.50
	Thomaston	S.A.					
LINCOLN COUNTY							
227B	Bristol	S.A.					6,363.99
276B	Edgcomb	S.A.					5,465.37
315	Nobleboro	T.C.			155.34	155.34	6,785.17
OXFORD COUNTY							
167C	Albany	S.A.		6.00	105.32	111.32	4,717.82
316	Denmark	S.A.		330.56	3,339.45	3,670.01	7,529.27
255B	Paris	T.C.		9.00	149.28	158.28	10,100.70
161C	Waterford	S.A.					3,231.03

TION

HIGHWAY PROJECTS—W. P. S. O.

prietation Act of 1935)

December 31, 1937

Expenditures for 1935	*Total Expenditures to Dec. 31, 1937	Federal Credits to Dec. 31, 1937	Miscellaneous Credits to Dec. 31, 1937	Type of Surface	Length Completed in 1935	Length Completed in 1936	Length Completed in 1937	Length Carried over to 1938	Total Length of Project
312.26	15,194.90	10,946.00	29.47	Gravel		0.50	0.30		0.80
1,551.26	8,227.97	8,171.00	56.97	Gravel	0.16	0.46			0.62
119.87	11,011.89	10,879.00	132.89	Gravel		0.80			0.80
7,992.48	10,362.41	10,310.00	52.41	Gravel	0.45	0.45			0.90
243.20	15,719.81	11,400.00	212.29	Gravel		0.70	0.32		1.02
247.84	33,204.08	31,307.00	40	Gravel		1.55	0.38		1.93
210.80	13,630.17	13,505.00	125.17	Gravel		0.76			0.76
245.54	7,398.14	7,349.93	48.21	Gravel		0.39			0.39
1,646.80	15,769.28	13,543.00	82.24	Gravel		1.13			1.13
803.74	10,628.32	8,444.00	412.87	Gravel		0.37			0.37
285.41	9,466.00	9,365.00	101.00	Gravel		0.40			0.40
143.19	13,393.22	11,500.00	0.10	Gravel		0.42	0.44		0.86
130.56	7,657.09	7,598.88	58.21	Gravel		0.96			0.96
1,770.40	11,345.48	10,334.04	1,011.44	Gravel	0.11	0.52			0.63
726.36	17,687.07	17,418.97	268.10	Gravel	0.06	0.82			0.88
246.00	9,825.16	8,257.00	68.30	Gravel		0.97			0.97
1,751.52	10,294.99	10,211.93	83.06	Gravel	0.11	0.51			0.62
1,118.11	6,826.11	6,757.00	69.11	Gravel	0.07	0.19			0.26
1,210.10	10,998.86	5,313.00		Gravel	0.05	0.27	0.20	0.05	0.57
1,209.96	5,254.14	5,206.00	48.14	Gravel	0.06	0.21			0.27
2,761.94	10,490.58	10,397.00	93.58	Gravel	0.20	0.25			0.45
3,219.48	8,311.76	8,242.00	69.76	Gravel	0.48	0.12			0.60
4,435.25	8,233.27	8,168.00	65.27	Gravel	0.39	0.06			0.45
	9,934.17			Gravel			0.60	0.15	0.75
1,296.06	7,221.39	6,923.00	298.39	Gravel	0.09	0.40			0.49
123.14	5,730.18	5,420.00	50.18	Gravel		0.10			0.21
3,939.61	13,702.14	13,620.00	82.14	Gravel	0.19	0.57			0.76
168.55	11,490.53	11,322.25	148.55	Gravel		0.82			0.82
221.22	9,377.26	6,201.00	585.26	Gravel		0.58			0.58
3,175.29	19,087.69	18,823.00	254.69	Gravel	0.20	1.11			1.31
208.58	10,530.15	10,479.41	50.74	Gravel		0.55			0.55
3,237.88	13,190.00	13,054.00	136.00	Gravel	0.45	0.66			1.11
276.56	30,449.39	27,950.00	181.76	Gravel		0.35	0.18		0.53
				Gravel		0.11	0.10		0.21
2,409.88	17,681.48	17,502.98	178.50	Gravel	0.19	0.70			0.89
3,162.80	16,911.77	14,659.00	133.76	Gravel	0.89	0.63			1.52
				Gravel		0.14			0.14
151.29	12,189.89	12,070.64	119.25	Gravel		0.43			0.43
259.67	12,224.70	12,160.07	64.63	Gravel		0.97			0.97
3,229.97	9,593.96	9,517.00	76.96	Gravel	0.30	0.11			0.41
2,725.85	8,191.22	8,153.00	38.22	Gravel	0.15	0.20			0.35
3,412.05	10,352.56	10,220.00	132.56	Gravel	0.28	0.14			0.42
2,770.03	7,599.17	7,453.06	146.11	Gravel	0.17	0.50			0.67
205.69	11,404.97	7,200.00	4.84	Gravel		0.30	0.15		0.45
202.44	10,461.42	10,413.00	48.42	Gravel		0.44			0.44
4,038.61	7,269.64	7,205.00	64.64	Gravel	0.32	0.20			0.52

CONSTRUC
U. S. WORKS PROGRAM
(Emergency Relief Appro
Expenditures to

Project No. W P S O	Location	Class of Highway	Cost of Advertising	Cost of Engineering and Supervision	Cost of Labor and Materials	Expenditures for 1937	Expenditures for 1936
PENOBSCOT COUNTY							
337	Bradford	S.A.		54.99	78.39	133.38	5,452.98
335	Dexter	S.A.			191.65	191.65	11,305.32
318B	Indian Purchase	S.A.					7,511.80
336	Lee	S.A.			133.99	133.99	6,128.15
235C	Prentiss	S.A.		7.00	220.04	227.04	10,805.14
PISCATAQUIS COUNTY							
317	Medford	S.A.		45.27	116.47	161.74	7,540.90
SAGADAHOC COUNTY							
166C	Phippsburg	S.A.		339.09	6,622.84	6,961.93	8,967.68
285B	Richmond	S.A.					5,230.53
SOMERSET COUNTY							
168C	Anson	S.A.					5,579.59
196B	Canaan	T.C.					2,718.49
287B	Ripley	S.A.			94.77	94.77	3,309.08
WALDO COUNTY							
246B	Montville	S.A.		62.30	689.70	752.00	7,023.44
186B	Waldo	S.A.			119.48	119.48	5,253.94
338	Winterport	S.A.					4,003.13
WASHINGTON COUNTY							
340	Addison	S.A.					8,922.96
248C	Baileyville	S.A.		158.03	1,907.83	2,065.86	13,492.64
339	Harrington	S.A.					7,910.14
171C	Kosuth	S.A.		416.22	9,777.84	10,194.06	11,803.14
341	Machiasport	S.A.		391.05	9,617.65	10,008.70	6,360.98
YORK COUNTY							
288B	Alfred	S.A.			0.16	0.16	4,233.63
195B	Berwick	T.C.		8.00	231.30	239.30	13,602.24
289B	Buxton	S.A.		10.44	225.83	236.27	13,255.44
342	Kennebunkport	S.A.		499.93	9,935.47	10,435.40	137.90
291B	South Berwick	S.A.					6,192.31
Grand Totals			10.12	5,743.92	97,576.42	103,330.46	573,293.66

***Total Expenditures on Projects does not show total cost, as additional charges were made after Dec. 31, 1937.

TION

HIGHWAY PROJECTS—W. P. S. O.—Continued

prietation Act of 1935)

December 31, 1937

Expenditures for 1935	*Total Expenditures to Dec. 31, 1937	Federal Credits to Dec. 31, 1937	Miscellaneous Credits to Dec. 31, 1937	Type of Surface	Length Completed in 1935	Length Completed in 1936	Length Completed in 1937	Length Carried over to 1938	Total Length of Project
143.15	5,729.51	5,193.60	42.12	Gravel	.....	0.66	.....	.....	0.66
239.50	11,736.47	11,622.46	114.01	Gravel	.....	0.63	.....	.....	0.63
830.54	8,342.34	8,207.00	135.34	Gravel	0.09	0.29	.....	.....	0.38
3,525.92	9,788.06	9,742.00	46.06	Gravel	0.45	0.46	.....	.....	0.91
517.24	11,549.42	11,479.10	70.32	Gravel	.....	0.85	.....	.....	0.85
147.71	7,850.35	7,174.25	72.62	Gravel	.....	0.41	.....	.....	0.41
353.76	16,283.37	11,060.00	3.60	Gravel	.....	0.30	0.30	0.09	0.69
5,259.01	10,489.54	10,478.04	11.50	Gravel	0.33	0.16	.....	.....	0.49
1,455.87	7,035.46	6,961.00	74.46	Gravel	0.15	0.41	.....	.....	0.56
2,309.92	5,028.41	4,954.00	74.41	Gravel	0.21	0.10	.....	.....	0.31
1,671.04	5,074.89	5,012.44	62.45	Gravel	0.07	0.07	.....	.....	0.14
321.06	8,096.50	7,930.73	165.77	Gravel	.....	0.43	.....	.....	0.43
3,096.94	8,470.36	8,395.00	75.36	Gravel	0.35	0.06	.....	.....	0.41
3,901.89	7,905.02	7,825.45	79.57	Gravel	0.41	0.16	.....	.....	0.57
2,112.92	11,035.88	10,927.00	108.88	Gravel	0.05	0.31	.....	.....	0.36
208.67	15,767.17	12,673.00	19.80	Gravel	.....	0.65	0.25	.....	0.90
2,993.59	10,903.73	10,764.00	139.73	Gravel	0.22	0.67	.....	.....	0.89
624.85	22,622.05	21,004.00	.....	Gravel	.....	0.60	0.39	.....	0.99
215.25	16,584.93	13,430.00	.....	Gravel	.....	0.32	0.32	.....	0.64
617.90	4,851.69	4,741.45	110.24	Gravel	0.11	0.50	.....	.....	0.61
163.90	14,005.44	13,880.92	124.52	Gravel	.....	0.74	.....	.....	0.74
2,440.58	15,932.29	15,766.29	166.00	Gravel	0.14	0.86	.....	.....	1.00
262.13	10,835.43	8,000.00	56.40	Gravel	.....	.....	0.31	.....	0.31
1,854.88	8,047.19	6,304.00	1,743.19	Gravel	0.08	0.23	.....	.....	0.31
102,865.56	779,489.68	708,535.89	9,350.94	.....	8.03	32.80	4.24	0.29	45.36

UNITED STATES WORKS PROGRAM PROJECTS

County	Highway	Town	Type of Construction		Length Miles
			Contract	Force Account	
Aroostook	K	W P H Funds Monticello	Gravel		0.63
Waldo.....	L	W P M H Funds Belfast		Gravel	0.11
*Cumberland		W P M S Funds Portland	Gravel		1.74
Aroostook	K-2	W P S S Funds Caswell		Gravel	0.22
York	203	Parsonsfield		Gravel	0.15
*Oxford		W P G S Funds Hartford	Gravel		0.48

SUMMARY

Highway Projects on State Highway System	1.11 miles Gravel
Highway Projects not on State Highway System ..	1.74 miles Gravel
Grade Crossing Projects	0.48 miles Gravel
Total	3.33 miles Gravel

*Not on State Highway System.

1937

BRIDGE CONSTRUCTION

In 1937, fifty-seven bridges were placed under construction. Of this number one was a U. S. Public Works Administration Project, financed in part from PWA funds; four were U. S. Works Program Flood Replacement Projects, financed in part from Federal funds made available under the Emergency Relief Appropriation Act of 1936 and there were three U. S. Works Program Grade Crossing Projects and one U. S. Federal Aid Project financed wholly or in part from Federal funds available through the U. S. Department of Agriculture.

The State's portion of the cost of construction was paid from the unexpended balance of the funds obtained from the sale, in 1935, of the remainder of the bonds authorized in 1929 and from funds authorized by Chapter 173 Public Laws of 1935.

The following bridges were placed under construction in 1937:—

1937 REPORT

Town and County	Contractor	Est. Cost	Description
Acton York	Reed & Reed	4,800	Heath Bridge; concrete slab span, clear span length 12 ft.; concrete bottom slab; concrete abutments; concrete surface; 22 ft. roadway.
Appleton Knox	George W. Crane	14,000	Burkett Bridge; concrete T-beam span, clear span length 40 ft.; concrete abutments; concrete surface; 22 ft. roadway.
Auburn Androscoggin	Ellis C. Snodgrass Substructure & Floor The Berlin Construction Company, Inc. Steel Superstructure	36,200	Littlefield's Bridge; steel truss span, 110 ft. center to center of bearings; concrete abutments concrete floor slab; concrete surface; 22 ft; roadway.
Berwick York	Vulecan Construction Com- pany	9,500	Worster Bridge; concrete slab span, clear span length 16 ft. 6 in. along center line of roadway; 25° skew; reinforced concrete abutments; concrete bottom slab; 37 ft. between curbs to provide 28 ft. roadway on fill; new location.
Blanchard Piscataquis	Force Account	4,500	Jackson Brook Bridge; concrete slab span, clear span length 12 ft. along center line of roadway; 12° skew; reinforced concrete abutments; concrete bottom slab; 22 ft. roadway.
Bristol Lincoln	Force Account	1,550	Monroe Bridge; steel I-beam span, length center to center of bearings 14 ft. 6 in. along center line; skew 5°-30'; concrete caps on existing stone abutments; wood strip floor; 22 ft. roadway; asphalt plank wearing surface.
Buckfield Oxford	Force Account	1,000	Village Bridge; wood stringers; wood strip floor; asphalt plank wearing surface for existing steel truss. Length out to out of end timbers 51 ft. 7 in.; 23 ft. roadway.

Town and County	Contractor	Est. Cost	Description
Bucksport Hancock	Joseph Frost & Company	4,500	Stubbs Bridge; concrete slab span, clear span length 20 ft. along center line of roadway; 15° skew; concrete abutments; concrete surface; 22 ft. roadway.
Cambridge Somerset	Force Account	6,300	Ike Brook Bridge (Dexter Road); concrete slab span, clear span length 12 ft.; concrete abutments on a concrete floor slab; concrete surface; 22 ft. roadway.
Casco-Naples Cumberland	Force Account Substructure and Floor Lackawanna Steel Construction Corporation Steel Superstructure	23,000	Songo Lock Bridge; steel truss span 117 ft. 6 in. center to center of bearings; existing concrete abutments extended; pile foundation; concrete floor slab; concrete surface; 22 ft. roadway.
Clifton Penobscot	Force Account	5,650	Lower Bridge; concrete slab span, clear span length 14 ft. 6 in.; concrete abutments on a concrete floor slab; 22 ft. 11 in. roadway.
Cornville Somerset	Force Account	16,000	Paine Brook Bridge; concrete slab span, clear span length 20 ft.; concrete abutments; pile foundation; concrete surface; 22 ft. roadway.
East Machias Washington	H. L. Goodrich Substructure & Floor The Berlin Construction Company, Inc. Steel Superstructure	31,300	Jacksonville Bridge; steel truss span, 98 ft. 6 in. center to center of bearings; concrete abutments; concrete floor slab; concrete surface; 22 ft. roadway; new location.
Edinburg Penobscot	H. L. Goodrich	9,000	Pollard Brook Bridge; concrete slab span, clear span length 18 ft.; concrete abutments; concrete surface; 22 ft. roadway.
Embden Somerset	Edgar Cyr	10,000	Mill Bridge; concrete T-beam span, clear span length 30 ft. 6 in. along center line of roadway; 35° skew; concrete abutments; concrete surface; 22 ft. roadway.
Exeter Penobscot	P. E. Susi & Company	8,000	Davis Bridge; concrete slab span, clear span 15 ft. along center line of roadway; 15° skew; concrete abutments; concrete surface; 22 ft. roadway; new location.
Exeter Penobscot	Stewart & Williams Inc.	11,500	French's Mills Bridge; concrete T-beam span, clear span along center line of roadway 35 ft.; 30° skew; concrete abutments; concrete surface; 22 ft. roadway.
Farmington- Chesterville Franklin	Reed & Reed Substructure & Floor Pittsburgh-Des Moines Steel Company Steel Superstructure	32,000	Williams No. 2 Bridge; steel truss span, 170 ft. center to center of bearings; concrete abutments; pile foundation; concrete floor slab; concrete surface; 22 ft. roadway; new location.
Gilead Oxford	Force Account	11,200	Chapman Brook Bridge; concrete slab span; clear span length 20 ft. along center line of roadway; 20° skew; concrete abutments; concrete surface; 22 ft. roadway.
Grafton Pl. Oxford	Walter V. Mitton, Inc.	13,700	Cambridge Bridge No. 2; steel I-beam span, 41 ft. 10 in. center to center of bearings along center line of roadway; 30° skew; concrete abutments; concrete floor slab; concrete surface; 22 ft. roadway; new location.
Highland Pl. Somerset	Walter V. Mitton, Inc.	5,400	Michael Stream Bridge; steel I-beam span, 23 ft. 6 in. center to center of bearings; stone filled log crib abutments; laminated wood floor; asphalt plank surface; 22 ft. roadway.
Hollis-Buxton York	Hector J. Cyr Co., Inc. Substructure & Floor The Boston Bridge Works Inc. Steel Superstructure	200,000	Bar Mills Bridge; U. S. WPFR Project No. 14; three continuous steel truss spans; two of 140 ft., one of 224 ft. center to center of bearings and one steel truss span 139 ft. center to center of bearings; four concrete abutments; two concrete piers; pile foundation one abutment; concrete floor slab; concrete surface; 22 ft. roadway; 5 ft. sidewalk; new location.

Town and County	Contractor	Est. Cost	Description
Islesboro Waldo	Sweetser Brothers	13,500	Mill Bridge; concrete slab span, clear span length 22 ft.; dry coursed rubble masonry abutments; pile foundation one abutment; concrete surface; 22 ft. roadway.
Jay Franklin	Force Account	6,500	Ridley Brook Bridge; full round corrugated metal plate culvert; 12 ft. 6 in. diameter; 28 ft. roadway.
Kittery York	Wyman & Simpson Inc.	78,000	Kittery Point Bridge; U. S. PWA Project No. 1014-36; five steel I-beam spans, length center to center of bearings 50 ft. each; pile abutments and four pile bent piers; laminated wood floor; asphalt plank surface; 24 ft. roadway; 5 ft. sidewalk; new location.
Kittery-Eliot York	Force Account	30,000	Spinney Creek Bridge; dam and spillway; dam 710 ft. long; spillway steel I-beam span, clear span length 13 ft.; pile bulkhead abutments with gates for controlling water elevation; laminated wood floor; asphalt plank surface; 24 ft. roadway; new location.
Lambert Lake Twp. Washington	Prock Brothers	6,600	Lambert Lake Bridge; concrete slab span, clear span length along center line of roadway 12 ft.; skew 25°; concrete abutments on concrete floor slab; 31 ft. 8 in. between curbs to provide 26 ft. roadway on fill.
Levant Penobscot	H. L. Goodrich	10,500	Black Stream Bridge; concrete T-beam span, clear span along center line of roadway 50 ft.; skew 22°-30'; concrete abutments; concrete surface; 22 ft. roadway.
Lowell Penobscot	Force Account	3,500	Passadumkeag Bridge; steel I-beam span 52 ft. 6 in. center to center of bearings; concrete caps on existing stone abutments; laminated wood floor; asphalt plank surface; 14 ft. roadway.
Madison Somerset	Walter V. Mitton, Inc.	5,700	Hayden Bridge; concrete slab span, clear span length along center line of roadway 12 ft. 3½ in.; skew 12°-30'; concrete abutments on concrete floor slab; 34 ft. 5 in. between curbs to provide 31 ft. roadway on fill.
Mariaville Hancock	Sweetser Brothers	7,000	Tannery Bridge; concrete slab span, clear span length along center line of roadway 23 ft.; skew 30°; concrete abutments; concrete surface; 22 ft. roadway.
Mechanic Falls-Minot Androscoggin	H. L. Goodrich	25,000	Pottle Bridge; five I-beam spans; each end span 40 ft. and three intermediate spans each 60 ft. center to center of bearings; two pile bent abutments; four pile bent piers; laminated wood floor; asphalt plank surface; 22 ft. roadway; new location.
Moose River Pl. Somerset	Stewart & Williams Inc.	8,000	Heald Stream Bridge; concrete T-beam span, clear span length 30 ft.; concrete abutments; 37 ft. between curbs to provide 26 ft. roadway on fill.
Mount Chase Pl. Penobscot	Force Account	4,550	Sargent Brook Bridge; concrete slab span, clear span length along center line of roadway 12 ft.; skew 20°; concrete abutments; 22 ft. roadway.
Mount Chase Pl. Penobscot	Brewer Company	9,500	Shin Pond Bridge; concrete slab span, clear span length 20 ft.; concrete abutments; concrete surface; 22 ft. roadway.

Town and County	Contractor	Est. Cost	Description
North Kennebunkport York	Concrete Construction Company and Cerulli Contracting Company Substructure, Floor and Approaches American Bridge Company Steel Superstructure	213,000	B. & M. Railroad Crossing; U. S. Works Program Grade Crossing Project 101-A; six continuous steel I-beam spans; two spans each 50 ft., two spans each 65 ft., two spans each 73 ft., center to center of bearings; two steel pile abutments with concrete caps; concrete column piers with steel pile foundation; concrete floor slab; concrete surface; two 22 ft. roadways separated by a 5 ft. mall; two 3 ft. sidewalks; new location.
Northport Waldo	Edgar Cyr	5,000	Shaws Hill Bridge; concrete slab span, clear span length along center line of roadway 16 ft. 3 in. skew 24°-50'; existing stone abutments extended downstream with concrete; one new concrete wing upstream; 44 ft. between curbs to provide 30 ft. roadway on fill.
Oakland Kennebec	Hector J. Cyr Co., Inc.	66,200	Maine Central Railroad Crossing; U. S. Works Program Grade Crossing Project WPGH 22; three continuous steel I-beam spans; two spans 48 ft. 3 5-8 in. each, one span 70 ft. 4 3-4 in. center to center of bearings; concrete column abutments; two concrete column piers; pile foundation one abutment and one pier; concrete floor slab; concrete surface; 24 ft. roadway; 5 ft. sidewalk; new location.
Old Town Penobscot	H. L. Goodrich Substructure & Floor Stewart & Williams Inc. Steel Superstructure	14,700	Irving Bridge; steel truss span 81 ft. center to center of bearings; concrete caps on existing stone abutments; concrete floor slab; concrete surface; 22 ft. roadway.
Otis Hancock	Force Account	5,900	Beech Hill Stream Bridge; concrete slab span, clear span length 12 ft.; reinforced concrete abutments on concrete floor slab; concrete surface; 22 ft. roadway.
Otisfield Cumberland	Prock Brothers	3,600	College Swamp Bridge; concrete slab span; clear span length along center line of roadway 20 ft.; skew 25°; concrete abutments; concrete surface; 22 ft. roadway.
Parsonsfield York Co., Me. Effingham Carrol Co., N. H.	Force Account	3,600	Glidden Meadow Bridge; division of cost, Maine 65.3%, N. H. 34.7%; concrete slab span, clear span length 12 ft.; concrete abutments on concrete floor slab; concrete surface; 24 ft. roadway.
Passadumkeag Penobscot	Force Account Substructure & Floor The Standard Engineering Corporation Steel Superstructure	13,300	Hathaway Bridge; steel truss span 104 ft. 6½ in. center to center of bearings; concrete caps on existing stone abutments; laminated wood floor; asphalt plank surface; 14 ft. roadway.
Portland Cumberland	Cyr Bros. Co.	39,650	Stroudwater Bridge; concrete slab span, clear span length 25 ft.; concrete abutments with ashlar masonry facing; pile foundation; concrete surface; 44 ft. roadway; two 9 ft. 6 in. sidewalks.
Richmond Sagadahoc	Force Account	2,800	Haley's Bridge; full round corrugated metal plate culvert; 10 ft. diameter; 30 ft. 4 in. roadway.
Richmond & Dresden Sagadahoc & Lincoln	James H. Kerr Inc. Salvaging structural steel and lumber Joseph P. McCabe Inc. Substructure & Floor Pittsburgh-DesMoines Steel Company Steel Superstructure	205,000	Maine Kennebec Bridge; U. S. WPFR Project No. 21; repairing bridge damaged in the flood of 1936; replacing two steel truss spans, each 200 ft. center to center of bearings, part of material salvaged from original spans; replacing steel truss swing span 176 ft. 6 in. center to center of bearings, part of machinery salvaged from original structure; re-erecting two salvaged I-beam spans, each 50 ft. center to center of bearings; rebuilding two concrete piers with pile foundations; replacing swing span pier above top of seal with concrete; jacketing five existing piers with concrete; rebuilding two stone filled timber crib fender piers; replacing laminated wood floor and asphalt plank surface on spans repaired; 20 ft. roadway.

STATE HIGHWAY COMMISSION

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Town and County	Contractor	Est. Cost	Description
Ripley Somerset	P. S. Susi & Co.	4,200	Village Bridge; concrete slab span; clear span length along center line of roadway 10 ft.; skew 10°-02'; concrete abutments on concrete floor slab; concrete surface; 22 ft. roadway, 5 ft. sidewalk.
Rumford & Mexico Oxford	Wyman & Simpson Inc. Substructure & Floor Harris Structural Steel Company, Inc. Steel Superstructure	143,000	Ridlonville Bridge; U. S. WPFPR Project No. 22; one steel truss span 278 ft. center to center of bearings; two steel I-beam approach spans, one 70 ft. center to center of bearings; one 60 ft. center to center of bearings; one concrete column abutment with pile foundation; one mass concrete abutment; two mass concrete piers; concrete floor slab; concrete surface; 24 ft. roadway; 6 ft. sidewalk; new location.
Sangerville Piscataquis	Earle L. Keene	12,000	Black Stream Bridge; concrete T-beam span, clear span length along center line of roadway 35 ft.; skew 30°; concrete abutments; concrete surface; 22 ft. roadway.
Smithfield Somerset	Force Account	10,000	Mill Stream Bridge; concrete slab span, clear span length along center line of roadway 22 ft.; skew 15°; concrete abutments; pile foundation; concrete surface; 22 ft. roadway; 4 ft. 11 in. sidewalk.
Turner Androscoggin	Edgar Cyr	16,000	North Turner No. 2 Bridge; Federal Aid Project 39; concrete T-beam span, clear span length 50 ft.; concrete abutments; pile foundation; concrete surface; 24 ft. roadway; 5 ft. sidewalk; new location.
Turner & Greene Androscoggin	Simpson Brothers Corp. Substructure & Floor Pittsburgh-DesMoines Steel Company Steel Superstructure	140,000	Turner Center Bridge; U. S. WPFPR Project No. 23; two steel truss spans, each 228 ft. center to center of bearings; existing concrete abutments jacketed and capped with concrete; one concrete pier; laminated wood floor; asphalt plank surface; 20 ft. roadway.
Wellington Piscataquis	H. L. Goodrich	6,200	Robinson Bridge; concrete slab span, clear span length 12 ft. along center line of roadway; skew 30°; concrete abutments; concrete surface; 22 ft. roadway.
Wells York	Stewart & Williams Inc. ...	32,000	Ogunquit Beach Bridge; eight steel I-beam spans, each 25 ft. 6 in. center to center of bearings along centerline of roadway; skew 30°; creosoted pile bent piers and abutments; laminated wood floor; asphalt plank surface; 32 ft. roadway; 5 ft. sidewalk; new location.
Willimantic Piscataquis	Force Account	5,500	Earley Bridge; steel I-beam span 79 ft. 6 in. center to center of bearings; stone filled log crib abutments; laminated wood floor; asphalt plank surface; 14 ft. roadway.
Yarmouth Cumberland	Ralph Giovannucci	73,300	M.C.R.R. Crossing; U. S. Works Program Grade Crossing Project WPGS 366; one steel truss span 88 ft. 6 in. center to center of bearings; two steel I-beam spans, each 65 ft. center to center of bearings; concrete column type abutments and piers; pile foundation; concrete floor slab; concrete surface; 24 ft. roadway; 4 ft. sidewalk; new location.
York York	American Bridge Co. Steel Superstructure Stewart & Williams Inc. ...	6,800	Barrell Bridge; steel I-beam span 45 ft. center to center of bearings; pile abutments; concrete floor slab; concrete surface; 22 ft. roadway.

STATE HIGHWAY COMMISSION

The total expenditures from the Bridge Loan Fund for bridge construction in 1937 amounted to \$589,305.41 of which \$76,448.44 was for engineering, advertising and inspection, \$510,435.82 was for labor and materials and \$2,421.15 was for right of way and property damage.

In addition, \$5,210.80 was expended from U. S. Public Works Administration Funds, \$1,759,202.21 from U. S. Works Program Flood Replacement funds and \$521,176.00 from U. S. Works Program Grade Crossing funds.

The following table shows the bridge construction accounts closed during 1937, with final cost and distribution of cost.

Town	Co.	Bridge	Total Cost	Paid by State	Paid by County	Paid by Town
Allagash Pl.	Aroos.	Nigger Brook	\$11,874.58*	\$2,508.41	\$1,729.93	\$1,528.10
Alna	Lincoln	Dock	20,671.70	12,677.79	6,201.51	1,792.40
Andover	Oxford	Merrill	11,312.91	4,660.92	3,393.87	3,258.12
Augusta	Ken.	Spaulding	2,771.61	2,771.61		
Augusta	Ken.	Thorne	3,012.76	3,012.76		
Bangor	Pen.	Red	16,911.31	16,911.31		
Biddeford-Saco	York	Elm Street	55,910.40*	2,341.19		
Boothbay	Lincoln	Hodgdon	2,589.03	647.26	776.71	1,165.06
Bowdoinham	Sag.	Jellerson Xing.	1,384.59*			
Brooklin	Han.	Benjamin River	3,146.32	833.77	943.90	1,368.65
Brownville	Pisc.	Brownville Jct.	31,456.87*	14,564.53	9,437.06	4,513.90
Camden	Knox	Knowlton Street	15,177.26*	1,737.07	2,084.50	3,126.74
Canaan	Som.	Hall	12,433.82	6,042.83	3,730.15	2,660.84
Dexter	Pen.	Silver Mills	7,008.86	1,753.21	2,102.66	3,152.99
East Machias	Wash.	Lower	27,707.51	15,294.65	8,312.25	4,100.71
Hallowell	Ken.	Millikens Xing.	166,381.72*	32,927.72		
Hanover	Oxford	First	1,698.18	570.59	509.45	618.14
Hanover	Oxford	Second	1,747.60	594.18	524.28	629.14
Hartland	Som.	Iron	12,318.82	4,681.15	3,695.65	3,942.02
Hodgdon	Aroos.	Maduskeag	5,581.31	5,581.31		
Indian Twp.	Wash.	Huntley B. No. 2	2,558.98	2,558.98		
Jefferson	Lincoln	Hotel	3,727.22	3,727.22		
Jefferson	Lincoln	Mill	7,272.42	7,272.42		
Jefferson	Lincoln	Reeves Brook	4,093.33	1,219.81	1,228.00	1,645.52
Jonesboro	Wash.	Chandler River	45,057.68	45,057.68		
Knox	Waldo	Cross	1,868.39	1,307.87	560.52	
Knox	Waldo	Hawkins	2,798.99	1,959.30	839.69	
Knox	Waldo	Woods	1,080.01	756.01	324.00	
Limington	York	Chase's Mill	6,437.67	2,175.93	1,931.30	2,330.44
Madrid	Frank.	Village	6,050.21	2,982.76	1,815.06	1,252.39
Merrill	Aroos.	E. Hastings	5,155.55*	2,211.73	1,546.67	4.06
Monson	Pisc.	Goodall	6,589.76*	2,345.95	1,976.93	78.38
Montville	Waldo	Bean	4,796.70	1,952.26	1,439.01	1,405.43
Mt. Chase	Pen.	Crystal Str.	9,191.13	5,340.05	2,757.34	1,093.74
Orland	Han.	Upper Falls	18,686.51	9,586.18	5,605.95	3,494.38
Phillips	Fra.	Cottle Brook	15,831.56	15,831.56		
Wales	Andros.	Dead Brook	3,228.81	1,000.93	968.64	1,259.24
Waltham	Han.	Webb's Brook	8,578.54	5,061.34	2,573.56	943.64
Wellington	Pis.	Weeks	1,631.24	497.53	489.37	644.34
Winterport	Waldo	Cove	12,682.84*	1,306.84		
York	York	Chase's Pond	4,505.26	1,126.31	1,351.58	2,027.37
			\$582,919.96	\$245,390.82	\$68,849.54	\$48,035.74

*Allagash, Nigger Brook Bridge — WPA project. Federal funds of \$6,108.14 applied; State \$2,657.04, County \$1,832.44, Plantation \$1,618.66.

Biddeford-Saco, Elm Street Bridge — U.S.P.W. Project NRM 118-C. Federal funds \$53,569.21.

Bowdoinham, Jellerson Crossing — U.S. Works Program Grade Crossing Project WPGS 363. Federal funds \$1,384.59.

Brownville, Brownville Junction Bridge — ERA project. Federal funds of \$2,941.38 applied toward town's share.

Camden, Knowlton Street Bridge — WPA project. Federal funds of \$8,228.95 applied; State \$2,057.24, County \$2,468.68, Town \$3,703.03.

Hallowell, Millikens Crossing — U.S.P.W. Project NRM 40-C (1935). Federal funds \$133,453.00. Maine Central Railroad Company \$1.00, their share of the cost of the project.

Merrill, East Hastings Bridge — U.S.P.W. Project NRS 261 (1935). Federal funds of \$1,393.09 applied toward town's share.

Monson, Goodall Bridge — U.S.P.W. Project NRS 270 (1935). Federal funds of \$2,188.50 applied toward town's share.

Winterport, Cove Bridge — U.S.P.W. Project NRH 84-C (1935). Federal funds \$11,376.00.

1937

BRIDGE LOAN FUND

Credits

Balance, January 1, 1937		\$ 59,914.70
Received from General Highway—Special Legislative Act		400,000.00
Transferred from Special Resolves,		
Mechanic Falls	\$7,100.00	
Brooklin	1,000.00	
Cyr Plantation	400.00	
Kenduskeag	395.75	
Milo	1,750.06	
Lowell	400.00	
Highland Plantation ...	610.20	
Wellington	1,105.66	
Sangerville	950.00	
Blanchard	750.00	
	<hr/>	14,461.67
Transferred from Works Program Flood Replacement,		
Frankfort	\$218.81	
Milford	959.82	
Gardiner	106.69	
	<hr/>	1,285.32
Transferred from Federal Aid,		
Winslow-Waterville	\$43,632.13	
Woolwich	1,601.23	
	<hr/>	45,233.36
Transferred from State Aid Joint Fund,		
Old Town	\$3,075.98	
Orland	2,994.38	
Liberty	1,590.00	
Montville	59.93	
Brooklin	54.65	
Wales	304.42	
Milo	3,636.26	
Bucksport	952.82	
Milbridge	1,284.00	
Cambridge	1,178.10	
Appleton	2,240.00	
Sangerville	1,612.24	
Islesboro	5,076.00	
Gilead	1,713.60	
Mariaville	987.00	
Edinburg	592.69	
	<hr/>	27,352.07

Transferred from Third Class Fund,		
Old Town	\$1,345.63	
Levant	1,822.43	
Milo	1,783.68	
Hartland	156.52	
Exeter	2,472.50	
Bucksport	2,025.00	
Otisfield	1,458.00	
Wellington	134.34	
Berwick	3,895.00	
Jay	2,925.00	
		<u>18,018.10</u>
Transferred from General Highway Federal Allotment	\$ 7,066.39	
Received from Maine Central Railroad—Hallowell	1.00	
Received from Counties	134,678.18	
Received from Cities and Towns	109,640.77	
		<u>\$817,651.56</u>

Expenditures

Engineering, advertising and inspection	\$ 76,448.44	
Labor and materials	510,435.82	
Right of Way and Property Damage	2,421.15	
Refund to Counties	3,043.51	
Refund to Cities and Towns	1,811.06	
Transferred to State Aid Joint Fund,		
Mt. Chase	\$6.06	
Waltham	1.36	
		<u>7.42</u>
Transferred to PWA Bridge Construction—Kittery ..	36,460.00	
Transferred to Works Program Flood Replacement,		
Richmond-Dresden	\$30,000.00	
Milford	1,445.41	
Frankfort	185.28	
Rumford-Mexico	10,000.00	
		<u>41,630.69</u>
Transferred to Grade Crossing Eliminations,		
Leeds-Monmouth	\$463.48	
Fort Fairfield	66.89	
		<u>530.37</u>
Transferred to NRM Bridge Construction—Hallowell	116.79	
Transferred to General Highway Federal Allotment,		
Lisbon-Durham	\$129.89	
Harrison	7.00	
		<u>136.89</u>

Transferred to Richmond-Dresden Bridge, operating account	11,237.74
Balance, December 31, 1937	133,371.68
	<hr/>
	\$817,651.56

BRIDGE MAINTENANCE

Maintenance was continued on bridges located on the State highway system designated prior to 1937. Thirty-five other bridges were taken over for maintenance during the year due to the designation of additional State highways and four structures eliminating R.R. grade crossings were also added.

The total expenditure from bridge maintenance funds in 1937, after deducting credits, amounts to \$235,328.10.

1937

BRIDGE MAINTENANCE**Credits**

Balance, January 1, 1937	\$ 52,850.98
Transferred from General Highway Fund	246,949.92
Received from rental of buildings	2,715.00
Received from Town—Dover-Foxcroft	2,000.00
Received from Special Resolve—Orient	327.79
	<hr/>
	\$304,843.69

Debits

Engineering and supervision	\$ 20,408.56
Labor and materials	214,919.54
Right of Way and Land Damage	15.03
Balance, December 31, 1937	69,500.56
	<hr/>
	\$304,843.69

CARLTON BRIDGE**Bath - Woolwich****Toll Collections, January 1 - December 31, 1937**

Passengers	577,430	.05	\$ 28,871.50
Automobile or 2-ton truck	258,567	.50	129,283.50
Truck, over 2 to 3½ tons	994	.75	745.50
Truck, over 3½ to 5 tons	897	1.00	897.00
Truck, over 5 to 10 tons	701	1.50	1,051.50
One horse vehicle	3	.15	.45
Two horse vehicle	6	.20	1.20
Bus, 16 passenger or less	6	.75	4.50
Bus, over 16 passenger	116	1.00	116.00
Motorcycle	291	.15	43.65
Horses, cows and oxen	26	.15	3.90

STATE HIGHWAY COMMISSION

Commutation tickets:

Passenger	25 trips	2,439	1.00	2,439.00
Auto or 2-ton truck	20 trips	2,627	3.50	9,194.50
Auto or 2-ton truck	50 trips	587	5.00	2,935.00
Truck, over 2 to 3½ tons	20 trips	149	6.00	894.00
Truck, over 2 to 3½ tons	200 trips	20	30.00	600.00
Truck, over 3½ to 5 tons, or bus	20 trips	430	9.00	3,870.00
Truck, over 5 to 10 tons	20 trips	278	15.00	4,170.00

\$185,121.20

CARLTON BRIDGE

Bath - Woolwich

Travel Under Order P.U.C. Feb. 6, 1935

January 1 - December 31, 1937

Town	Period	Vehicles	Passengers
Woolwich	Full Year	166,894	127,338
Georgetown	"	24,206	27,228
Arrowsic	"	25,344	18,650
Bath	"	198,931	112,475
West Bath	"	4,514	2,733
Edgecomb	"	7,216	4,714
Southport	"	2,740	2,410
Wiscasset	"	50,718	34,460
Westport	"	6,744	7,758
Phippsburg	"	5,046	3,088
Boothbay Harbor	"	18,238	13,374
Alna	"	1,650	740
Boothbay	"	7,986	5,285
		<hr/> 520,227	<hr/> 360,253

WALDO - HANCOCK BRIDGE

Prospect - Verona

Toll Collections, January 1 - December 31, 1937

Passenger	264,906	.05	\$13,245.30	
Automobile or 2 ton truck	145,460	.50	72,730.00	
Truck, over 2 to 3½ tons	719	.75	539.25	
Truck, over 3½ to 5 tons	650	1.00	650.00	
Truck, over 5 to 10 tons	235	1.50	352.50	
One or two horse vehicle	90	.15	13.50	
Bus, 16 passenger or less	17	.75	12.75	
Bus, over 16 passenger	94	1.00	94.00	
Motorcycle	164	.15	24.60	
Commutation tickets:				
Passenger	25 trips	544	1.00	544.00
Auto or 2 ton truck	20 trips	874	3.50	3,059.00

STATE HIGHWAY COMMISSION

227

Auto or 2 ton truck	50 trips	429	5.00	2,145.00
Truck, over 2 to 3½ tons	20 trips	40	6.00	240.00
Truck, over 2 to 3½ tons	100 trips	30	15.00	450.00
Truck, over 3½ to 5 tons, or bus ...	20 trips	43	9.00	387.00
Truck, over 3½ to 5 tons, or bus ..	100 trips	50	20.00	1,000.00
Truck, over 5 to 10 tons	20 trips	35	15.00	525.00
One or two horse vehicle	20 trips	8	2.00	16.00
School ticket, one month		3	.25	.75

 \$96,028.65

1937

WORKS PROGRAM FLOOD REPLACEMENT FUND

Credits

Balance, January 1, 1937		\$	91,615.76
Transferred from State Aid Joint Fund, Turner			1,478.52
Transferred from Bridge Loan Fund, Richmond-Dresden	\$30,000.00		
Milford	1,445.41		
Frankfort	185.28		
Rumford-Mexico	10,000.00		
			<hr/> 41,630.69
Received from Federal Aid			1,538,704.00
Received from Cities and Towns			56,322.21
Overdraft, December 31, 1937			20,736.35

 \$1,750,487.53

Expenditure

Engineering, advertising and inspection		\$	76,846.92
Labor and materials			1,672,355.29
Transferred to Bridge Loan Fund, Frankfort	\$218.81		
Milford	959.82		
Gardiner	106.69		
			<hr/> 1,285.32

 \$1,750,487.53

1937

ISLESBORO FERRY TERMINALS

Credits

Transferred from Bridge Maintenance		\$3,445.85
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Expenditures

Overdraft, December 31, 1936	12.75
Engineering and supervision	101.17
Labor and materials	3,331.93

 \$3,445.85

STATE AID ROAD CONSTRUCTION**1937****Expenditures, January 1, 1937, to December 31, 1937**

The total expenditure on account of State Aid road work for the year beginning January 1, 1937 and ending December 31, 1937 amounted to \$1,331,464.76. Of this total expenditure the sum of \$825,288.43 was paid from State appropriations and \$506,176.33 was paid by cities, towns and counties.

Of this total cost \$4879.26 was paid for local engineering and \$1,326,585.50 was paid for labor and material. The State paid from General State Aid Supervision account the amount of \$46,804.28.

The cost of new construction work is divided as follows: Gravel \$587,070.08, completing grading and base built in previous years \$13,596.18; concrete \$24,602.99, granite block \$25,849.25, bituminous concrete \$59,872.56, bituminous macadam \$4,852.69; gravel reconstruction \$220,643.85, surfacing of base reconstruction \$3,538.22, bituminous concrete reconstruction \$16,990.55, bituminous macadam reconstruction \$4,707.00; grading and base \$122,795.47; grading only \$11,308.97; grading and base, gravel reconstruction \$16,749.93, tar surface treatment \$193,232.50, miscellaneous costs \$25,654.52, making a total of \$1,331,464.76.

Of the total amount paid from State funds \$466,288.03 was paid from 1937 apportionments, \$227,296.09 was paid from unexpended balances of State Aid apportionments brought over from previous years; \$23,325.69 was paid from Special Legislative appropriations; \$100,284.80 was paid from Third Class funds; \$699.47 was paid from General Highway Fund; \$1.36 was paid from Bridge Loan funds; \$1,824.13 was paid from Maintenance of State and State Aid Highway funds; \$861.48 was paid from miscellaneous credits and \$4,707.38 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 1937, a total of \$47,830.83. Of this amount \$19,968.49 was paid from 1937 apportionments, \$18,257.93 from unexpended balances carried forward from 1936, \$4,991.80 from Special Resolves, \$3,670.46 from Third Class transfers and \$839.89 from miscellaneous credits and \$102.26 from town money on deposit with the State.

Reimbursements made to towns for work done in previous years amounted to \$21,462.99; overpayment to towns in 1937, \$612.83. Transfers from State Aid fund to Bridge

Loan fund amounted to \$21,696.96, transfers from State Aid fund to Federal Project amounted to \$812.52 and to CWA Supplies account \$337.03. The above totals added to the expenditure on State Aid roads make a total expenditure on State Aid of \$870,210.76. A transfer was made from previous years' balances to General Supervision, rescinding apportionments made in previous years amounting to \$2,908.50. Added to above total the General Supervision expenditure of \$46,804.28 and transfer of \$10,000.00 for Compensation Insurance makes a total of \$929,923.54.

Applications for State Aid apportionments were received from 532 towns, including cities and townships. Of this number apportionments for 47 towns have been carried forward to 1938.

401 towns increased their appropriations in 1937 and applied for State Aid under the provisions of Section 3, Chapter 173, Public Laws of 1935 (not including tar treatment).

The total appropriations made by towns for State Aid purposes amounted to \$541,957.43, \$312,566.00 regular State Aid and \$229,391.43 additional, which appropriations the State, because of insufficient funds, could not match.

The total State apportionments amounted to \$583,478.10, regular State Aid.

Special apportionment was made to one town under the provisions of Chapter 101, Private & Special Laws, 1937.

To the State Aid apportionment was added by order of Governor and Council \$700.00 from General Highway Fund.

The fund available for State Aid road apportionment in 1937 was \$630,000.00 provided by Section 1, Chapter 229, Public Laws of 1937. This fund was sufficient to match only town appropriations under regular State Aid, which resulted in apportionment of \$583,478.10 to towns, \$10,000.00 for compensation insurance and \$36,521.90 for engineering, surveying, inspection and supervision.

305 towns constructed 85.54 miles of gravel at an average cost of \$6,863.22 per mile or \$1.30 per linear foot (not including tar treatment).

45 towns surfaced 13.25 miles of road graded and based in previous years at an average cost of \$1,026.13 per mile or \$0.194 per linear foot.

2 towns constructed 3,298.15 sq. yds. of concrete pavement at a cost of \$7.46 per sq. yd.

1 town constructed 7,970.40 sq. yds. of granite block pavement at a cost of \$3.24 per sq. yd.

1 town constructed 21,619.95 sq. yds. of bituminous concrete at a cost of \$2.77 per sq. yd.

1 town constructed 5,133.70 sq. yds. of bituminous macadam at a cost of \$0.95 per sq. yd.

2 towns reconstructed 12,905 sq. yds. of bituminous concrete at a cost of \$1.32 per sq. yd.

1 town reconstructed 1.666 sq. yds. of bituminous macadam at a cost of \$2.83 per sq. yd.

121 towns reconstructed 30.98 miles of worn out State Aid at an average cost of \$7,122.13 per mile or \$1.35 per linear foot (not including tar treatment).

6 towns did grading work only at an average cost of \$3,004.38 (not including tar treatment).

18 towns surfaced reconstructed base at an average cost of \$1,191.45 per mile, or \$0.23 per linear foot.

14 towns constructed 2.36 miles of grading and base "reconstruction" at a cost of \$7,097.43 per mile, or \$1.35 per linear foot.

82 towns constructed 19.70 miles of grading and base at an average cost of \$6,233.27 per mile, or \$1.18 per linear foot.

277 towns surface treated 218.95 miles of road with bituminous material at an average cost of \$882.54 per mile.

Acknowledgment is made of cooperation by the Maine Works Progress Administration in furnishing labor, and in some cases trucks and materials, for state aid projects without charge to the towns or State. On such projects, the town's state aid joint fund was used as the sponsor's share of the cost.

MILEAGE SUMMARY FOR 1937

Gravel road entirely built in 1937	85.54	miles
Gravel road, completed base of previous years	13.25	"
	<hr/>	
Total reported gravel mileage 1937	98.79	"
Concrete pavement	0.16	"
Granite Block pavement	0.32	"
Bituminous Concrete pavement	0.89	"
Bituminous Macadam pavement	0.41	"
	<hr/>	
Total added mileage for 1937	100.57	"
Gravel reconstruction	30.98	"
Base surfaced reconstruction	2.97	"
Bituminous Concrete reconstruction	0.79	"
Bituminous Macadam reconstruction	0.14	"
	<hr/>	
Total miles reconstructed 1937	34.88	"
Total constructed mileage 1937	135.45	"

STATE HIGHWAY COMMISSION

231

Grading only	2.52	"
Grading and base	19.70	"
Grading and base reconstruction	2.36	"
Tar surface treatment	218.95	"

State Aid Built on State Highways
(Included in above)

Gravel construction	1.42	miles
Gravel reconstruction	2.48	"
Bituminous Concrete reconstruction	0.79	"
Bituminous Macadam reconstruction	0.36	"

APPORTIONMENT OF STATE AID

Apportionments Sec. 21 Chap. 28 R. S. 1930	\$ 581,978.10
Special apportionment—Indian Twp. Chap. 101, Private & Special Laws 1937	1,500.00
	<hr/>
	583,478.10
Unexpended balance from State appropriations and other credits	274,975.34
	<hr/>
Total amount available from apportionments and other credits	858,453.44
1937 Compensation Insurance	10,000.00
1937 General Supervision	44,909.53
1937 Town appropriations paid to State	1,101.00
1937 Additional town money paid to State	6,406.64
Transferred from other funds	143,771.25
Miscellaneous credits	1,786.69
	<hr/>
Total	1,066,428.55

JOINT FUND

1937 Apportionment	\$ 583,478.10
Balance State funds	274,975.34
	<hr/>
	858,453.44
1937 Town appropriations	\$ 312,566.00
Previous appropriations	82,954.82
	<hr/>
	395,520.82
	<hr/>
	1,253,974.26

**STATEMENT OF FUNDS AVAILABLE FROM STATE AID APPORTIONMENTS
EXPENDITURES MADE AND BALANCES FOR 1937**

Year	Funds Available 1937	Expendi- tures 1937	Balances Dec. 31, '37
1929 Unexpended Balance	\$ 1,050.00	\$ 1,050.00	\$ —
1930 " "	1,050.00	1,050.00	—
1931 " "	5,507.02	5,006.13	500.89
1932 " "	295.00	7.92	287.08
1933 " "	7,870.95	2,315.14	5,555.81
1934 " "	1,937.91	880.74	1,057.17
1935 " "	24,980.86	21,993.90	2,986.96
1936 " "	230,837.68	211,804.27	19,033.41
1936 Overdrawn town accounts	875.92	875.92	—
1936 Town appropriations paid in	570.00	570.00	—
<hr/>			
1937 Unexpended Working Balance	274,975.34	245,554.02	29,421.32
1937 State Aid Apportionment	583,478.10	486,256.52	97,221.58
1937 Compensation Fund	10,000.00	10,000.00	—
1937 Town Appropriations Paid In	1,101.00	—	1,101.00
1937 Additional Town Money Paid In	6,406.64	4,809.64	1,597.00
1937 Trans. from Spec. Res.	28,317.49	28,317.49	—
1937 Trans. from Third Class	112,922.21	103,955.26	8,966.95
1937 Trans. from Gen. High. Fund (C.O. No. 725, 9-25-37)	700.00	699.47	0.53
1937 Trans. from Maint. State & State Aid High. Fund	1,824.13	1,824.13	—
1937 Trans. from Bridge Loan Fund	7.42	1.36	6.06
1937 Miscellaneous Credits	1,786.69	1,701.37	85.32
<hr/>			
	1,021,519.02	883,119.26	138,399.76
1936 Overdrawn Supervision Acct.	3,327.48	3,327.48	—
1937 General Supervision	36,582.05	38,476.80	1,894.75
1937 Trans. from Third Class Supervision Acct.	5,000.00	5,000.00	—
<hr/>			
	1,066,428.55	929,923.54	136,505.01
1937 Overdrawn town account			93.00
1937 Overdrawn supervision account			1,894.75
<hr/>			
			138,492.76

Note: Unexpended balances 1936 transferred and included in General Supervision amounting to \$2,908.50

STATEMENT OF EXPENDITURES

1937 STATE AID

Engineering and Inspection paid by cities		\$	4,879.26	
Labor and material			1,326,585.50	
				<hr/>
Cost charged to work			1,331,464.76	
Paid by towns from joint fund	\$340,517.64			
Paid by towns from town funds	165,658.69			
				<hr/>
	506,176.33			
Paid by State	825,288.43			
				<hr/>
			1,331,464.76	
General engineering and supervision			46,804.28	
Reimbursement to towns—Town Funds	6,466.50			
State Funds	21,462.99		27,929.49	
				<hr/>
Transfers to other accounts—				
	Town Funds	6,321.11		
	State Funds	22,846.51	29,167.62	
				<hr/>
Funds rescinded—State Funds			2,908.50	
Overpayment to town of Ludlow			10.00	
“ “ “ “ Dedham			56.57	
“ “ “ “ Sullivan			143.66	
“ “ “ “ Brownfield			62.50	
“ “ “ “ Bradley			181.32	
“ “ “ “ Addison			0.02	
“ “ “ “ No. 21			158.67	
“ “ “ “ Roque Bluffs			0.09	
Compensation Insurance			10,000.00	
				<hr/>
			1,448,887.48	
Paid by towns	\$518,963.94			
Paid by State	929,923.54			
				<hr/>
			1,448,887.48	

Note: To check with Controller's report add \$16,191.13 (deductions made to correct errors and make adjustments) to total amount expended.

SUMMARY OF EXPENDITURES ON STATE AID ROADS

January 1, 1937 to December 31, 1937

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			451,625	\$1.30	85.54	\$6,863.22		\$587,070.08	\$587,070.08
	Previous years' base surfaced in 1937			69,940	0.19	13.25	1,026.13		13,596.18	13,596.18
	Grading and Base			104,003	1.18	19.70	6,233.27		122,795.47	122,795.47
	Reconstruction-Gravel			163,579	1.35	30.98	7,122.13		220,643.85	220,643.85
	Concrete	3,298.15	7.46	825	29.82	0.16	153,768.69		24,602.99	24,602.99
	Granite Block	7,970.40	3.24	1,680	15.39	0.32	80,778.91	2,290.57	23,558.68	25,849.25
	Bituminous Concrete	21,619.95	2.77	4,716	12.70	0.89	67,272.53		57,477.50	59,872.56
	Bituminous Macadam	5,133.70	0.95	2,150	2.26	0.41	11,835.83		4,852.69	4,852.69
	Reconstruction-Bit. Conc.	12,905.00	1.32	4,150	4.09	0.79	21,507.03	137.45	16,853.10	16,990.55
	Reconstruction-Bit. Mac.	1,666.00	2.83	750	6.28	0.14	33,621.43	56.18	4,650.82	4,707.00
	Tar Surface Treatment					218.95	882.54		193,232.50	193,232.50
	Grading only			13,310	0.57	2.52	3,004.38		11,308.97	11,308.97
	Grading and base-reconstr.			12,450	1.35	2.36	7,097.43		16,749.93	16,749.93
	Surfacing of base-reconstr.			15,675	0.23	2.97	1,191.45		3,538.22	3,538.22
	Resurfacing-reconstr.								4,710.40	4,710.40
	Bridge and culvert work								19,472.26	19,472.26
	Miscellaneous costs								1,471.86	1,471.86
	Totals							4,879.26	1,326,585.50	1,331,464.76

305 Towns constructed in 1937	85.54 Miles gravel
45 Towns completed base of previous years	13.25 Miles gravel
Total added gravel mileage (1937)	98.79 Miles gravel
2 Towns constructed	0.16 Miles concrete
1 Town constructed	0.32 Miles Granite Block
1 Town constructed	0.89 Miles Bit. Conc.
1 Town constructed	0.41 Miles Bit. Mac.
Total added mileage 1937	100.57 Miles
121 Towns, gravel reconstruction	30.98 Miles
18 Towns, base surfaced reconstruction	2.97 Miles
2 Towns, bituminous concrete reconstr.	0.79 Miles
1 Town, bituminous macadam reconstr.	0.14 Miles
Total miles reconstructed	34.88 Miles
Total constructed mileage 1937	135.45 Miles
6 Towns, grading only	2.52 Miles
82 Towns, grading and base	19.70 Miles
14 Towns, grading and base, reconstr.	2.36 Miles
277 Towns, tar surface treatment	218.95 Miles

	Paid by Town	Paid by State	Total Cost
Cost of Work	506,176.33	825,288.43	1,331,464.76
General Engineering & Supervision		46,804.28	46,804.28
Reimbursement to towns	6,466.50	21,462.99	27,929.49
Overpayment to towns		612.83	612.83
Transferred to Bridge Loan	5,655.11	22,033.99	27,689.10
Transferred to Federal Project (WPPF)	666.00	812.52	1,478.52
Compensation Insurance		10,000.00	10,000.00
Previous years' balances transferred to General Supervision	518,963.94	927,015.04	1,445,978.98
Total Expenditures	518,963.94	929,923.54	1,448,887.48

Note: Paid by State includes \$5,379.64 town money paid to State.

1937 STATE AID COUNTY TABLE, SHOWING MILES CONSTRUCTED AND TOTAL COSTS

COUNTY	Miles Gravel	Miles Base Surface 1937	Miles Concrete	Miles Granite Block	Miles Bit. Mac. Concrete	Miles Bit. Mac.	Total Miles Constructed	Miles Grading and Base	Miles Reconstructed	Miles Tar Surface Treated	Total Cost	Paid by Town	Paid by State
Androscoggin	1.93	0.81					2.74		0.14RBM 1.81	19.33	\$36,195.65	\$15,258.80	\$20,936.85
Aroostook	9.02	0.99					10.01	1.77	0.36BS 3.18	30.44	146,925.67	47,052.60	99,873.07
Cumberland	8.90	1.02		0.32	0.89		11.13	0.65	2.70	21.91	188,955.51	98,022.66	90,932.85
Franklin	4.32	0.92					5.24	0.59G 0.46	0.80 0.48B	8.52	50,637.04	19,586.71	31,050.33
Hancock	4.64	0.47					5.11	0.47G 3.08	0.17BS 3.84	8.78	96,417.04	39,542.40	56,874.64
Kennebec	4.64	3.69	0.07			0.19	8.59	0.93G 0.45	0.47RBC 1.79	17.15	79,914.82	33,786.24	46,128.58
Knox	2.97	0.19					3.16	0.69	0.62	19.60	49,766.02	21,067.97	28,698.05
Lincoln	3.23	0.69					3.92	2.07	0.42BS 0.30	3.99	37,173.67	17,957.76	19,215.91
Oxford	3.69		0.09				3.78	0.12G 0.60	0.06B 0.66BS 5.07	20.55	111,437.03	40,487.61	70,949.42
Penobscot	12.21	1.39					13.60	1.67	0.32B 0.40BS 3.75	20.92	124,742.94	35,237.06	89,505.88
Piscataquis	2.75	0.35					3.10	0.98	1.02B 0.12BS 1.80	6.85	52,811.72	18,354.22	34,457.50
Sagadahoc	0.87						0.87	0.81	0.09BS 1.14	3.23	28,818.12	9,121.74	19,696.38
Somerset	5.60	1.34					6.94	1.84	0.13B 1.20	8.04	87,357.66	28,882.57	58,475.09
Waldo	7.58	0.16					7.74	1.18	0.32RBC 0.10	2.41	54,353.94	17,676.34	36,677.60
Washington	6.49	0.77					7.26	2.01	0.41G 0.35B 0.75BS 2.67	16.07	117,012.93	32,835.79	84,177.14
York	6.70	0.46				0.22	7.38	1.44	0.21	11.16	68,945.00	31,305.86	37,639.14
Totals	85.54	13.25	0.16	0.32	0.89	0.41	100.57	19.70 2.52G	30.98Grav. 2.36B 2.97BS 0.79RBC 0.14RBM	218.95	1,331,464.76	506,176.33	825,288.43

STATE HIGHWAY COMMISSION

G — Grading only
 B — Base on reconstruction
 BS — Base surfaced on reconstruction
 RBC — Reconstruction Bit. Conc.
 RBM — Reconstruction Bit. Mac.

Note: Paid by State includes \$5,379.64 town money paid to State.

CONSTRUCTION

THIRD CLASS HIGHWAYS

January 1, 1937 to December 31, 1937

Apportionments from the third class highway fund for 1937 were made to 475 towns. The amount available for third class highways in 1937 was \$670,000.00. The rate of apportionment on 14,027.27 miles of third class roads in 1937 was \$44.00 per mile. To this mileage was added 1.35 miles at the rate of \$48.00 per mile, to the town of Lakeville, to correct an error made in 1936.

Unexpended balances from 1936 amounting to \$107,420.08 were carried forward to 1937; \$6986.59 was transferred from special resolve appropriation; \$1750.00 was transferred from the Contingent fund, council order No. 155; \$250.00 was transferred from the General Highway fund, council order No. 448 and No. 449; \$361.90 was received from the town of North Yarmouth and credited to the account.

The total amount available for third class expenditures was \$786,768.57. Of this amount \$112,922.21 was transferred to state aid, \$18,018.10 was transferred to Bridge Loan Fund, \$376.00 was transferred to General Highway fund and \$5,000 was transferred from the third class supervision account to the state aid supervision account to correspond with the amount of direct apportionment transferred to state aid.

The work done in 1937 is briefly as follows:—

289 towns built gravel surface roads; 1 city (Portland) built a bituminous macadam road; 10 towns expended part of fund and 8 towns expended all of fund in rebuilding gravel; 31 towns expended part of fund and 12 towns expended all of fund for bituminous surface treatment; 33 towns expended part of fund and 27 towns expended all of fund on incomplected work; 2 towns expended all of fund for surfacing work previously based and 37 towns expended part of fund in surfacing work previously based. 2 towns expended part of fund in calcium chloride stabilization work. 3 towns expended part of fund in building bridges and 1 town spent all of fund for a bridge.

The total expenditure on account of third class highways was \$710,203.61. Of this total expenditure \$651,363.66 was paid from third class highway apportionments, \$6986.59 was paid from special resolves, \$2,000.00 was paid from the General Highway fund and Contingent fund by order of the Governor and Council, and \$361.90 was received from the town of North Yarmouth. \$49,491.46 was paid by cities

and towns. In addition to the above \$11,000.00 was paid into the Workmen's Compensation Fund and \$29,268.34 was paid by the State for 1937 supervision.

Reimbursements were made to 2 towns reported in 1934; 1 town reported in 1935; and 6 towns reported in 1936.

A total of 76.15 miles was reported in 1937, of which 68.02 miles were constructed with gravel surface, 7.85 miles were surfacing base previously reported, and 0.28 mile of bituminous macadam. In addition to the above mileage, 5.61 miles were reported as rebuilt gravel, 54.98 miles were reported as bituminous surface treated, and 10.51 miles were reported as incomplete work.

Acknowledgment is made of cooperation by the Maine Works Progress Administration in furnishing labor, and in some cases trucks and materials, for third class projects without charge to the towns or state. On such projects, the town's third class fund was used as the sponsor's share of the cost.

THIRD CLASS STATEMENT

July 1, 1937

Amount Available		\$670,000.00
Workmen's Compensation Insurance	\$11,000.00	
1936 Supervision Overdrafts	7,523.94	
1937 Supervision	34,211.38	
Special allotment to Lakeville to correct 1936 error	64.80	
1937 mileage: 14,027.27 miles at \$44.00 per mile ..	617,199.88	\$670,000.00

STATEMENT OF THIRD CLASS HIGHWAY FUND

From January 1, 1937 to December 31, 1937

	Net Funds Available	Expenditures	Balances
1937 Workmen's Compensation Apportionment	\$11,000.00	\$11,000.00	
1936 General Supervision Overexpenditure	7,523.94	7,523.94	
1937 General Supervision Apportionment	34,211.38	34,268.34	*56.96
1936 Unexpended Construction Balance	107,420.08	107,420.08	
1937 Construction Apportionment	617,199.88	543,878.78	73,321.10
Special Apportionment to Lakeville	64.80	64.80	
Transferred from Special Resolves	6,986.59	6,986.59	
Transferred from Contingent Fund (C.O. 155 6-6-35)	1,750.00	1,750.00	
Transferred from General Highway Fund (C.O. 448 and 449 11-28-34)	250.00	250.00	
Check from Town of North Yarmouth	361.90	361.90	
	\$786,768.57	\$713,504.43	\$73,264.14
Cost of Supervision and Compensation Insurance (52,792.28—5,000.00 transferred to S.A.)		47,792.28	
Transferred to State Aid, including supervision (\$5,000)		\$665,712.15	
		117,922.21	
Transferred to Bridge Loan Fund		547,789.94	
		18,018.10	
Transferred to General Highway Fund (South Portland)		529,771.84	
		376.00	
Reimbursements		529,395.84	
		7,032.50	
Paid by State, 1937 Construction		522,363.34	
Paid by Towns, 1937 Construction		49,491.46	
Total Cost, 1937 Construction		\$571,854.80	

*Overdraft

SUMMARY OF EXPENDITURES ON THIRD CLASS HIGHWAYS

January 1, 1937 to December 31, 1937

No. of Towns	Type of Road	Length Miles	Cost of Labor and Materials	Total Cost	Paid by Towns	Paid by State Third Class and Misc. Transfers to Fund	Paid by State Special Resolves	Total State Aid Paid	Cost Per Mile
289	Gravel	68.02	\$427,468.42	\$427,468.42	34,200.96	\$388,690.34	\$4,577.12	\$393,267.46	\$6,284.45
1	Bituminous Macadam	0.28	9,529.43	9,529.43	1,624.89	7,904.54		7,904.54	34,033.68
18	Rebuilt		27,732.58	27,732.58	887.63	26,844.95		26,844.95	4,943.42
43	Bituminous Surface Treatment		34,310.17	34,310.17	6,366.79	26,658.75	1,284.63	27,943.38	624.05
2	Calcium Chloride Stabilized Surface		1,210.14	1,210.14	87.50	1,122.64		1,122.64	590.31
60	Uncompleted Work		53,991.61	53,991.61	5,818.49	47,673.12	500.00	48,173.12	5,137.17
39	Surfacing Base Previously Reported	7.85	9,145.69	9,145.69	46.56	9,099.13		9,099.13	1,165.06
4	Bridges		8,466.76	8,466.76	458.64	8,008.12		8,008.12	
456	TOTALS	76.15	\$571,854.80	\$571,854.80	\$49,491.46	\$516,001.59	\$6,361.75	\$522,363.34	
	Expenditures for Supervision and Workmen's Compensation							47,792.28	
9	Reimbursements					6,427.86	604.64	7,032.50	
	Total State Expenditures for 1937 work						\$6,966.39	\$577,188.12	
37	Laid Over to 1938								
104	Fund Transferred to other appropriations								

475 towns received apportionment in 1937.

Rate of apportionment — \$44.00 per mile of third class road.

1937 THIRD CLASS COUNTY TABLE SHOWING MILES CONSTRUCTED AND TOTAL COSTS

County	Gravel	Bit. Mac.	Surfaced Previously Reported Base	Total Miles Constructed	Calcium Chloride Stabilized	Rebuilt	Uncompleted Work	Tar Surface Treatment	Bridges	Total Cost	Paid by Town	Paid by State
Androscoggin	4.03		0.81	4.84		1.13	0.76	3.30	1	\$42,111.62	\$3,570.29	\$38,541.33
Aroostook	7.51		0.20	7.71		0.41	1.23	1.37		60,648.40	4,245.81	56,402.59
Cumberland	4.46	0.28		4.74		1.60	0.19	9.60		54,001.46	8,135.27	45,956.19
Franklin	2.17		0.44	2.61			0.59	2.86	1	23,647.21	1,446.45	22,200.76
Hancock	1.84		0.15	1.99		0.37	1.50	3.80		18,984.53	2,527.44	16,457.09
Kennebec	4.29		1.69	5.98		1.12	0.10	5.42		36,859.53	2,417.07	34,442.46
Knox	2.30		0.26	2.56			0.17	2.23		15,805.58	936.96	14,868.62
Lincoln	2.78		0.06	2.84	2.05		1.29			27,932.39	3,523.30	24,409.09
Oxford	4.03			4.03		0.32	0.42	12.60	1	49,820.03	9,025.89	40,794.14
Penobscot	9.31		0.37	9.68		0.55	0.99	0.93		50,133.68	2,668.31	47,465.37
Piscataquis	1.16		0.41	1.57			0.82	0.50		15,796.42	1,405.50	14,390.92
Sagadahoc	1.08		0.22	1.30			0.66	1.20		13,630.12	1,322.92	12,307.20
Somerset	7.08		2.05	9.13			0.51	0.27		48,004.49	2,969.93	45,034.56
Waldo	7.16		0.40	7.56			0.40			43,321.01	2,233.94	41,087.07
Washington	3.67		0.23	3.90		0.11	0.30	3.85	1	25,538.43	1,034.88	24,503.55
York	5.15		0.56	5.71			0.58	7.05		45,529.90	2,027.50	43,502.40
TOTALS	68.02	0.28	7.85	76.15	2.05	5.61	10.51	54.98	4	\$571,854.80	\$49,491.46	\$522,363.34

SPECIAL RESOLVES

**Including Expenditures, January 1, 1937
to December 31, 1937**

AVAILABLE FUNDS

Chapter 149, Resolves of 1937 provided \$150,000.00, subdivided into 228 resolves, for expenditure in 1937 to aid 221 towns in the construction and repair of roads and bridges. And further provided \$84,680.00, subdivided into 38 resolves, for expenditure in 1937 to aid 32 towns in the construction and repair of roads, bridges and ferries.

In addition to the above appropriation, the Governor and Council authorized the expenditure of \$17,000.00 on the Greenville-Rockwood road and \$86.63 on the Sourdnahunk road. Also \$5.12 was refunded from town of Eddington, overpayment to town in 1936, and \$200.66 was transferred from Bridge Loan fund and credited to Wellington special resolve.

The unexpended balance amounting to \$30,098.53 brought forward from 1936, in addition to the above amounts, made a fund of \$282,070.94.

The Islesboro-Northport Ferry resolve, Chap. 99 Res. 1935, was credited with \$3,445.85 transferred from Bridge Maintenance, which includes the 1936 overdraft of \$12.75.

WORK DONE IN 1937

The resolves under Chapter 149, Resolves of 1937 were expended as follows:—117 resolves were expended in construction, 8 resolves were expended in base work, 2 resolves were expended in grading, 2 resolves were expended in reconstruction of worn out State Aid, 8 resolves were expended in bituminous surface treatment, 56 resolves were expended in repair work. 1 resolve was expended in bridge work, 1 resolve was expended on a ferry boat, 1 resolve was expended on survey work, 1 resolve was expended by the Bridge Division. 26 resolves were transferred to state aid accounts, 11 resolves were transferred to third class accounts, 7 resolves were transferred to Bridge Loan fund and 25 resolves were laid over to 1938. 10 resolves were used for two classes of work, and supervision was expended from 21 resolves which was added to construction.

In addition to the above 27 balances from 1936 (Chap. 124, Resolves of 1935) were expended in construction work, 2 were expended in base work, 1 balance was expended in bituminous surface treatment, 15 balances were expended in repair work, 2 balances were expended on bridge repairs, 1 on culvert work, 2 balances were expended on ferry boats,

21 balances were transferred to state aid accounts, 8 balances were transferred to third class accounts and 8 balances were transferred to Bridge Loan Fund.

The Orient International Bridge resolve balance was transferred to Bridge Maintenance.

Transfers were made from Bridge Maintenance to the Islesboro-Northport Ferry resolve (Chap. 99 Res. of 1935) and expended by the Bridge Division.

Old balances from Chapter 215, Resolves of 1933 amounting to \$78.67 and balances from Chapter 124, Resolves of 1935 amounting to \$98.81 were lapsed to the General Highway Fund.

The total expenditure from Special Resolve appropriations was \$218,039.71. The towns in addition expended the sum of \$35,422.26. A balance of \$67,464.33 is available for expenditure in 1938.

In addition to the bridge and culvert work and work on ferry boats 17.36 miles of gravel roads were constructed, 1.94 miles were based, 0.08 miles were graded, 0.32 miles were surfaced only, 0.47 miles were reconstructed, 10.68 miles were bituminous surface treated and 35.64 miles were repaired.

STATEMENT OF SPECIAL LEGISLATIVE APPROPRIATIONS

Expenditures from January 1, 1937 to December 31, 1937 and Balances on December 31, 1937

	Appropriations	Lapsed to Gen. High. Fund	Expenditures	Balances
Chap. 133 Res. 1923 Orient Int. Bridge Balance	\$327.79		\$327.79	
Chap. 215 Res. 1933-34 Road Resolves Balance	352.46			352.46
Chap. 215 Res. 1934-35 Road Resolves Balance	989.04	174.47	52.03	762.54
Chap. 124 Res. 1935-36 Road Resolves Balance	7,290.63		4,259.90	3,030.73
Special Fund 1935 Readfield (Tallwood Inn Road) Balance	66.17		2.25	63.92
Chap. 124 Res. 1936-37 Road Resolves Balance	20,804.68	3.01	16,472.52	4,329.15
Chap. 124 Res. 1935-36 General Highway Fund Balance	3.40		3.40	
Chap. 124 Res. 1935 Bath (refund) Balance	264.36		264.36	
Chap. 99 Res. 1935 Islesboro-Northport Balance	12.75*		12.75*	
Net Balance 1936	30,085.78		21,369.50	
*Overdrawn Balance 1936	12.75		12.75	
1937 Working Balance	30,098.53	177.48	21,382.25	8,538.80
Chap. 149 Res. 1937 (1937-38)	150,000.00			
Chap. 149 Res. 1937 (1937-38) from G. H. Fund	84,680.00		176,807.21	57,872.79
Chap. 149 Res. 1937 from Town of Eddington (refund)	5.12		5.12	
Chap. 149 Res. 1937 from Gen. High. Fund (C.O. 540) (Greenville-Rockwood Rd.)	15,000.00		15,000.00	
Chap. 149 Res. 1937 from Gen. High Fund (C.O. 401) (Greenville-Rockwood)	2,000.00		947.26	1,052.74
Chap. 149 Res. 1937 from Gen. High Fund (C.O. 275 '36) (Sourdahunk Rd.)	86.63		86.63	
Chap. 124 Res. 1935 from Bridge Loan Fund (Wellington)	200.66		200.66	
Chap. 99 Res. 1935 from Bridge Maintenance (Islesboro-Northport Ferry)	3,433.10		3,433.10	
Totals	285,504.04	177.48	217,862.23	67,464.33
Resolves Transferred to State Aid			28,317.49	
Resolves Transferred to Third Class			6,986.59	
Resolves Transferred to Bridge Loan Fund			15,661.67	
Resolves Transferred to Bridge Maintenance			327.79	
Resolves Expended by Bridge Division			8,513.10	
Reimbursements			3,399.96	
Overpayment to town of Smithfield			12.16	
Lapsed Balances			177.48	
SUB-TOTAL TO DEDUCT FROM TOTAL EXPENDITURES			63,396.24	
Total paid by State for Road Work			154,643.47	
Total paid by town for Road Work			35,422.26	
TOTAL COST FOR ROAD WORK			190,065.73	
Special Resolves paid from General Highway Fund			16,033.89	
Special Resolves paid from Other 1937 Credits			5.12	
Special Resolves paid from Balances			9,507.97	
SUB-TOTAL TO DEDUCT FROM TOTAL COST OF ROAD WORK			25,546.98	
Total Cost of 1937 Regular Special Resolves			164,518.75	
Total Cost of 1937 Regular Special Resolves paid by Town			35,422.26	
Total Cost of 1937 Regular Special Resolves paid by State			129,096.49	

Note: To check with Controller's report add \$81.38 (deductions made to correct errors) to both appropriations and expenditures.

Note: Islesboro Ferry

Available 1937	\$3,445.85
1936 Overexpenditure	12.75
Net available for 1937	3,433.10

TABULAR STATEMENT OF EXPENDITURES

Expenditures from January

	Cost of Engineering and Supervision	Cost of Labor and Material	Total Cost	Paid by Towns
Road Construction (Gravel)	\$2,660.50	\$111,969.81	\$114,630.31	\$19,847.05
Road Based (only)	181.26	12,809.56	12,990.82	2,929.08
Road Graded (only)		877.58	877.58	2.58
Road Surfaced (only)		149.40	149.40	20.00
Road Reconstructed	29.45	2,054.43	2,083.88	87.81
Road Bit. Surf. Treated	20.00	8,013.78	8,033.78	1,511.63
Road Repairs	441.49	43,228.00	43,669.49	6,685.91
Bridge and Culvert Work	25.50	5,299.05	5,324.55	3,042.12
Ferry Boats	41.02	2,264.90	2,305.92	1,296.08
SUB TOTALS	3,399.22	186,666.51	190,065.73	35,422.26
Special Resolves Transferred to State Aid				
Special Resolves Transferred to Third Class				
Special Resolves Transferred to Bridge Loan Fund				
Special Resolves Transferred to Bridge Maintenance				
Special Resolves Expended by Bridge Division				
Reimbursements				
Overpayment to Town of Smithfield				
TOTALS				
Special Resolves Lapsed				
TOTALS				

UNDER SPECIAL LEGISLATIVE RESOLVES

1, 1937 to December 31, 1937

Paid by State Chap. 149 Res. 1937	Paid by State Chap. 124 Res. 1936	Paid by State Chap. 124 Res. 1935	Paid by State Chap. 99 Res. 1935	Paid by State Chap. 215 Res. 1934	Paid by State Chap. 133 Res. 1923	Paid by State Miscellaneous Credits	Total Paid by State
\$74,920.56	\$3,240.09	\$675.35				\$15,947.26	\$94,783.26
8,292.96	1,033.14	735.64					10,061.74
875.00							875.00
129.40							129.40
1,996.07							1,996.07
6,432.02		90.13					6,522.15
34,886.29	1,993.15	12.39				91.75	36,983.58
1,057.27	875.16	350.00					2,282.43
506.92	502.92						1,009.84
129,096.49	7,644.46	1,863.51				16,039.01	154,643.47
24,561.79	3,674.26	29.47		51.97			28,317.49
4,896.57	2,015.60	74.42					6,986.59
10,160.20	3,006.00	2,294.75		0.06		200.66	15,661.67
					327.79		327.79
5,080.00						3,433.10	8,513.10
3,000.00	399.96						3,399.96
12.16							12.16
176,807.21	16,740.28	4,262.15		52.03	327.79	19,672.77	217,862.23
	3.01			174.47			177.48
176,807.21	16,743.29	4,262.15		226.50	327.79	19,672.77	218,039.71

**1937
SPECIAL RESOLVES**

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STATE HIGHWAY COMMISSION

County	Gravel Constr.		Base		Graded		Surfaced		Reconstructed		Bituminous Surf. 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	0.77	\$3,676.77									0.14	\$91.20				\$3,767.97	\$53.02	\$3,714.95
Aroostook	1.50	8,638.60	0.05	276.42							1.00	873.13	3.16	2,755.14	2,066.58	14,609.87	4,072.36	10,537.51
Cumb.	1.93	12,178.19									1.20	904.46	2.02	3,369.77	1,407.97	17,860.39	9,761.47	8,098.92
Franklin	0.52	4,029.30	0.08	800.22			0.10	57.40	0.21	1,031.28						5,918.20	1,115.05	4,803.15
Hancock	0.98	5,497.75	0.25	1,289.49	0.08	877.58							1.71	3,326.63		10,991.45	1,547.85	9,443.60
Kennebec	0.92	4,632.30									1.00	1,021.30	6.69	7,250.48		12,904.08	2,710.04	10,194.04
Knox			0.15	762.42							0.50	363.54	2.60	1,441.17		2,567.13	561.22	2,005.91
Lincoln	1.10	5,517.32	0.09	553.82									1.76	4,601.73	1,811.84	12,484.71	3,048.56	9,436.15
Oxford	0.70	6,568.77							0.26	1,052.60	0.59	621.32	0.74	1,933.65		10,176.34	387.74	9,788.60
Penobscot	1.17	6,246.88					0.22	92.00			1.40	997.48	3.50	2,069.41		9,405.77	871.36	8,534.41
Piscataquis	0.73	22,052.06	0.06	343.32									2.00	4,159.79		26,555.17	262.58	26,292.59
Sagadahoc	0.23	1,482.88	0.34	2,647.93									2.00	2,156.65		6,287.46	1,772.65	4,514.81
Somerset	2.40	10,818.27									2.40	1,716.92	0.75	2,931.14	2,344.08	17,810.41	2,561.72	15,248.69
Waldo	2.52	8,790.40	0.66	4,782.54									0.80	1,771.57		15,344.51	2,470.02	12,874.49
Washington	0.44	5,032.28									0.20	50.00	5.96	3,302.67		8,384.95	689.04	7,695.91
York	1.45	9,468.54	0.26	1,534.66							2.25	1,394.43	1.95	2,599.69		14,997.32	3,537.58	11,459.74
Totals	17.36	114,630.61	1.94	12,990.82	0.08	877.58	0.32	149.40	0.47	2,083.88	10.68	8,033.78	35.64	43,669.49	7,630.47	190,065.73	35,422.26	154,643.47

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	1936 Balances	1937 Funds	Total Available	Expenditure	Balance
Houghton-Oquossoc	Franklin	\$573.66*	\$573.66	\$573.66	\$573.66	.....
			7,426.34	7,426.34	2,424.15	5,002.19
Oquossoc-Wilson's Mills	Oxford	1,002.53	1,337.03	2,339.56	2,339.44	0.12
Shin Pond	Penobscot	0.71		0.71		0.71
Shirley	Piscataquis	12.20		12.20		12.20
Net Balance 1936		441.78				
*1936 Overdrawn Balance		573.66				
1937 Working Balance		1,015.44	9,337.03	10,352.47	5,337.25	5,015.22

Houghton -Oquossoc \$8,000 from General Highway Fund, Council Orders 450, 1936 and 726, 1937.

Oquossoc-Wilson's Mills \$1,000.00 from General Highway Fund, Council Order 166, 1937.

Note: To check with Controller's report, appropriation 9036, add \$139.53 to both amounts available and expenditures.

1937

MISCELLANEOUS ROAD WORK

Direct expenditures from the general highway fund for reconstruction or maintenance work not shown in other accounts.

Town	County	Expenditures				Total	
		Surveys	Right-of-Way	Reimbursement	Labor and Materials		
Caswell	Aroostook				\$4,645.22	\$4,645.22	W.P.A. sponsorship, State Highway reconstruction
Fort Kent	Aroostook				1,831.80	1,831.80	W.P.A. sponsorship, Culvert Replacement State Aid Highway No. 1, Council Order No. 898
St. Francis	Aroostook				228.92	228.92	Emergency maintenance at "Narrow Gauge"
Twp. 17, R. 4	Aroostook	90.44				90.44	Survey for W.P.A. construction, Council Order No. 898
Houghton-Oquosoc	Franklin				597.56	597.56	Overdraft, W.P.A. sponsorship, State Highway repair
Vienna	Kennebec				744.80	744.80	Culvert replacement, State Highway No. 134
Hartford	Oxford		12.26			12.26	Land damage, WPGS Proj. 365
Eddington	Penobscot			424.45	773.41	1,197.86	Bridge repair, Chap. 122, Resolves of 1937
Kingman	Penobscot				211.00	211.00	Bridge repair, Chap. 129, Resolves of 1937
Newport	Penobscot				3,078.74	3,078.74	State Aid No. 10, Construction and Repair
Total		\$90.44	\$12.26	\$424.45	\$12,111.45	\$12,633.60	
Temporary Charges						804.88	\$243.04 credited 1937; \$561.84 to be credited 1938.
Total charges as shown on Controller's Report						\$13,443.48	

REPORT OF
MAINTENANCE OF UNIMPROVED ROADS

Including Expenditures, January 1, 1937
To December 31, 1937

Following is the text of Section 1 (N) of Chapter 229, P. L. 1937: "\$200,000.00 annually to be used solely for the maintenance of unimproved roads; such maintenance work to consist of road machine work, drainage and graveling.

The fund for unimproved roads shall be allotted annually to cities, towns and plantations, in proportion to the number of miles of unimproved roads located within their respective limits, as determined by the state highway commission. Unexpended balances shall be available for expenditure in the succeeding year.

The administration and expenditure of this fund shall be under the general supervision of the state highway commission. Location of roads for improvement under the provisions of this sub-section shall be recommended by municipal officers and subject to approval by said commission. After approval of location, towns may proceed to expend their allotments and shall be reimbursed upon receipt by said commission of sufficient evidence of expenditure.

Expenditure of the funds obtained under the provisions of this sub-section shall be limited to \$1500. on any 1 mile of any road during a period of 10 years."

Apportionments from the fund for maintenance of unimproved roads were made to 527 cities, towns and plantations. The amount available for this work was \$200,000.00, of which \$3,000.00 was set aside for Workmen's Compensation, and \$7,709.49 for general supervision, leaving \$189,290.51 for apportionment. The rate of apportionment was \$13.30 per mile on 14,232.37 miles of unimproved roads.

The mileage of unimproved roads, used as a basis for allotting the fund available for 1937, was determined by deducting all improved roads of which the commission had record, from the total road mileage in the state. The resulting net mileage figure in each town was multiplied by \$13.30 to obtain the town's apportionment for 1937.

The total expenditure on account of maintenance of unimproved roads was \$180,092.09. Of this total expenditure, \$174,364.90 was paid from maintenance of unimproved roads apportionments, and \$5,727.19 was paid by cities, towns and plantations. In addition to the above, \$3,000.00 was paid into the Workmen's Compensation Fund, and \$3,722.54 was paid by the State for 1937 supervision.

60 cities, towns and plantations having apportionments totaling \$13,325.85 failed to report any expenditures within the calendar year ending December 31, 1937, and this figure, plus balances totaling \$1,599.76 remaining from apportionments made to towns which reported expenditures, and \$3,986.95, which remains unexpended from 1937 general supervision makes a total of \$18,912.56 to be carried forward to 1938.

1937

STATEMENT OF FUNDS AVAILABLE FOR MAINTENANCE OF UNIMPROVED ROADS

Amount Available		\$200,000.00
Workmen's Compensation		3,000.00
1937 Supervision	7,689.54	
Little Squaw Mt. Apportionment rescinded and transferred to Supervision	37.24	
	<hr/>	
	7,726.78	
1937 Supervision rescinded and apportioned to Talmadge	17.29	7,709.49
	<hr/>	
Direct Apportionment:		
14,233.87 miles at \$13.30	189,310.46	
2.8 " " "	37.24	
	<hr/>	
14,231.07 " " "	189,273.22	
1.3 " " "	17.29	
	<hr/>	
14,232.37 " " "	189,290.51	189,290.51
		<hr/>
		\$200,000.00
Rate of Apportionment—\$13.30		

STATEMENT OF EXPENDITURES FOR MAINTENANCE OF
UNIMPROVED ROADS

From January 1, 1937 to December 31, 1937

	Net Funds Available	Expenditures	Balances
1937 Workman's Compensation Apportionment	\$ 3,000.00	\$ 3,000.00	\$ —
1937 General Supervision Apportionment	7,709.49	3,722.54	3,986.95
1937 Apportionments to Towns	189,290.51	174,364.90	14,925.61
	<u>\$200,000.00</u>	<u>\$181,087.44</u>	<u>\$18,912.56</u>
Cost of Supervision and Compensation Insurance		6,722.54	
		<u>174,364.90</u>	
State Expenditure for Maintenance Unimproved Roads		5,727.19	
Town Expenditure for Maintenance Unimproved Roads			
		<u>180,092.09</u>	
Total Cost of Maintenance Unimproved Roads			
Overdraft of Bradford account, included in State Expenditures	1.00		
Overdraft of Corinth account, included in State Expenditures .....	.40		
Overpayment to Cutler, included in State Ex- penditures .....	.19		
		<u>* 1.59</u>	<u>* 1.59</u>
		<u>\$180,090.50</u>	<u>\$18,914.15</u>

* To be collected from three towns listed, during 1938.

1937

MAINTENANCE STATE AND STATE AID HIGHWAYS

The following is a general report concerning maintenance work during 1937. 431 regular maintenance men were employed in caring for 6826.66 miles of road in 553 towns. Of this mileage 2453.14 miles was improved State Highway, 4340.14 miles was improved State Aid Highway and the balance of 33.38 miles was unimproved road. There was also maintained by special arrangement with the towns 204.74 miles of improved State Aid road and 13.79 miles of improved State Highway.

A total expenditure for labor and material of \$2,593,673.54 was made on this work, including \$9918.40 furnished by the State for road machine work. The State also furnished supervision and inspection for work amounting to \$95,925.07, making a total gross expenditure chargeable to maintenance of * \$2,689,598.61; of this amount, the State furnished \$2,412,343.10 and the cities and towns furnished \$277,255.51. The average expenditure per mile was \$381.76.

On the 2466.93 miles of State Highway, the expenditure for labor, material and supervision was \$1,225,745.53, or an average expenditure per mile of \$496.87.

The expenditure on the 4578.26 miles of State Aid Highways was for labor, material and supervision \$1,463,853.08, or an average expenditure per mile of \$319.74.

The Controller's total equals \$2,759,524.70. This figure, however, includes credits on account of refunds, labor and equipment charged to Maintenance employed tarring State Aid construction, town work, etc. Also miscellaneous credits on permits, cancelled checks, etc. These credits total \$69,926.09, which deducted from \$2,759,524.70 equals \$2,689,598.61, the net of actual maintenance cost.

* Towns' expenditure of \$14,309.38 on 50-50 and Section 18 work not included in this total.

1937

MAINTENANCE COSTS BY TYPES OF ROAD

	Miles	Cost per Mile
Bituminous Surface treated Gravel	4225.83	\$483.57
Bituminous Macadam	471.89	303.97
Cement Concrete	232.27	187.03
Unimproved Road	33.38	98.72
Plain Gravel	2081.82	174.36

 7045.19

MAINTENANCE EXPENDITURES
January 1, 1937 to December 31, 1937

Activities	Supervision	Unimproved	Concrete	Bituminous Macadam	Surface Treated Gravel	Plain Gravel	Totals	%
Raking Rocks		\$7.20				\$4,289.88	\$4,297.08	.15
Smoothing Road Surface with Grader	4.88				\$36,223.52	78,497.12	114,725.52	4.25
Smoothing Road Surface with Drag	17.10				5,699.65	45,140.49	50,857.24	1.88
Road Machine Work on Shoulders			\$1,461.21	\$2,426.20	14,031.71	3,768.85	21,688.97	.79
Road Machine Work on Ditches			150.45	813.10	10,058.82	4,675.12	15,697.49	.57
Road Machine Work Scarifying					1,043.48		1,043.48	.03
Cleaning Culverts			1,388.26	2,721.53	10,360.01	3,687.86	18,157.46	.66
Repairing Culverts	12.80		1,546.15	923.64	9,454.64	5,030.27	16,967.50	.62
Installing New Culverts. Type	11.50		1,380.86	1,984.41	16,441.58	2,863.43	22,681.48	.83
Cleaning Ditches by Hand	3.60		2,835.08	7,016.59	47,266.29	12,067.84	69,139.40	2.56
Hauling Material on Shoulders	12.80		13,263.80	9,619.79	39,271.31	4,898.67	67,066.37	2.48
Guard Rails, Wood or Cable			1,899.32	2,445.59	8,621.01	1,364.41	14,330.33	.52
Painting: Guard Rails			944.99	1,241.97	7,882.61	1,674.29	11,743.86	.42
Painting: Sign Posts			107.97	21.61	326.20	88.38	544.16	.02
Painting: Traffic Lines			2,814.12	3,420.71	11,739.97		17,974.80	.65
Gravel Surfacing		259.68				137,905.77	138,165.45	5.12
Filling Cracks in Concrete			5,573.13				5,573.13	.19
Bituminous Patching: on Concrete			1,439.15				1,439.15	.05
Bituminous Patching: on Bituminous				18,689.58			18,689.58	.70
Surface Treatment (Gravel) with Tar					1,040,600.36		1,040,600.36	38.69
Surface Treatment Macadam Surfaces				55,311.26			55,311.26	2.06
Hauling Cover for Surface Treatment				16,508.45		319,949.60	336,458.05	12.51
Work on Surface Treated Gravel (Patching)					213,472.18		213,472.18	7.94
Work on Surface Treated Gravel (Painting)					25,430.93		25,430.93	.95
Hauling and Applying Calcium						40,059.37	46,059.37	1.72
Reconstruction: Grading Shoulders and Ditches				1,478.80	1,055.71		2,534.51	.11
Reconstruction: Gravel Base					5,546.08	517.52	6,063.60	.24
Reconstruction: Stone Base						350.28	350.28	.01
Reconstruction: Gravel Surface						868.35	1,218.63	.06
Reconstruction: Bituminous Surface								
Signs, Warning			530.70	905.93	5,993.29	598.50	8,028.42	.31
Signs, Directional			178.19	522.92	1,014.28	108.40	1,823.79	.08
Traffic Census								
Ice Jam					400.00		400.00	.03
Mowing Grass: Shoulders			1,102.20	1,393.21	8,746.62	1,767.73	11,009.76	.42
Beautification			1,026.55	550.05	1,177.57	5.80	2,759.97	.13
Mud Jack			3,661.98				3,661.98	.16
Thawing Culverts			339.97	1,025.17	5,787.07	1,270.43	8,422.64	.33
Hauling Gravel on Concrete or Bit. Surf.			785.70	10,823.92	178,946.88		190,556.50	7.10
Draining Water from Road Surface			1,011.55	3,597.39	18,590.68	5,832.52	29,032.14	1.09
Outdoor Advertising								
Supervision	\$95,925.07						95,925.07	3.58
Total	\$95,925.07	\$329.56	\$43,441.03	\$143,441.82	\$2,043,482.33	\$362,978.80	\$2,689,598.61	100.00%
Mileage Covered by Above Report			232.27 Miles	471.89 Miles	4,225.83 Miles	2,081.82 Miles		

STATE HIGHWAY COMMISSION

SNOW REMOVAL 1937-1938

Number of towns which had snow removal work				552
				<hr/>
	State Highways	State Aid Highways	Town Ways	
Number of miles accepted:	2555.90	4466.27	5927.76	12,949.93
				<hr/>
Paid by towns for snow removal				\$ 365,916.29
				<hr/>
Paid by State for snow removal				\$ 668,819.95
				<hr/>
Paid by State for snow removal (Supervision)				\$ 46,723.58
				<hr/>
Total paid by State for snow removal				\$ 715,543.53
				<hr/>
Total Cost				\$1,081,459.82
				<hr/>
Average cost per mile (less Supervision)				\$79.90
				<hr/>
Average cost per mile (for Supervision)				\$ 3.608
				<hr/>
Average Total cost per mile				\$83.516
				<hr/>
Average cost to the towns per mile				\$28.26
				<hr/>
Average cost to the State per mile				\$55.25
				<hr/>
Snow fence erected by the State on State Highways		1,453,278	Linear Feet	
				<hr/>
Snow fence erected by the State on State Highways (town owned fence)		123,084	“ “	
				<hr/>
Snow fence erected by the Towns (State Aid & Town Ways)		2,498,288	“ “	
				<hr/>
Total number of feet used on accepted mileage		4,074,650	“ “	
				<hr/>
Total number of miles used on accepted mile- age		771.71	Miles	
				<hr/>

OUTDOOR ADVERTISING REPORT**January 1, 1937 To December 31, 1937**

During the calendar year 1937, 158 license fees were paid and a partial payment of \$5.00 made for a license that was not issued nor the payment refunded. Included in the 158 license fees paid are 4 fees that were due in 1936. A refund was made in 1937 for 2 license fees, one of which was paid in 1936 and the other in 1937, both of which were paid for signs not affected by the law. 2302 permit fees were paid from which refunds were made for 2 signs located within a compact area. The permit fees refunded were paid in 1936 and 1937 respectively.

The year's inspection work completed the records of signs displayed upon all important highways not recorded in 1936 and a careful recheck made to see that the required number of signs relocated. Locations were inspected and approved before permits were issued and a permit number plate was attached to each sign for which a permit had been issued.

Records on file show that during the year 4397 signs were removed or relocated and in addition to those recorded it is estimated that 1500 political, agricultural, fair and miscellaneous posters were taken down.

RECEIPTS		EXPENDITURES	
158 License fees ...	\$ 3950.00	Salaries	\$ 7472.00
Partial Payment ...	5.00	Personal Expenses..	970.33
2302 Permit fees ...	2302.00	Removing Signs ...	126.92
Journal Correction..	.27	Refund Overpay-	
	<hr/>	ments	52.00
	\$ 6257.27	Mileage	2421.94
Transfer for over-		Printing & Supplies	398.43
draft	5184.62	Journal Correction..	.27
	<hr/>		
Total	\$11,441.89	Total	\$11,441.89

STATE HIGHWAY PLANNING SURVEY

Chapter 135, Resolves of 1937, provides for a planning survey of Maine highways. It is provided that such a survey shall consist of traffic, road condition, road use, economic and financial surveys and such other surveys and studies as may be advisable to make available complete statistics on the status of highways and highway traffic, to be used as a basis for formulating a rational highway program of road building for the entire state.

This act further provides for a highway survey and planning committee to consist of two members of the Senate, to be appointed by the President of the Senate; three members of the House, to be appointed by the Speaker; two members of the Governor's Council, to be appointed by the Governor; and four citizens of the state, representing respectively: agriculture and the rural elements, industry, automobile owners and recreational groups, to be appointed by the Governor; and further, that the members of the State Highway Commission and the Chief Engineer, by virtue of their offices, shall be members of this committee.

In accordance with the provisions of this Resolve, the members of the Highway Planning Survey Committee have been appointed and are as follows:

From the Senate

Rae D. Graves, Northeast Harbor
Francis H. Friend, Skowhegan

From the House

Reed H. Ellis, Rangeley
Albert B. Payson, Brooks
Ned H. Murchie, Calais

From the Governor's Council

Harold F. Schnurle, Cape Elizabeth
Andrew J. Beck, Washburn

Four citizens of the State to represent respectively, agriculture, industry, automobile owners and recreational groups

Albert G. Merritt, Houlton
Blaine S. Viles, Augusta
Charles G. Jortberg, Portland
Frank D. Marshall, York

Members of the State
Highway Commission

Paul C. Thurston, Bethel
S. E. Woodman, Machias
Charles Murray, Bangor

Chief Engineer, State
Highway Commission

Lucius D. Barrows, Augusta

The members of the committee met at the office of the State Highway Commission on September 15, 1937, and organized with Senator Rae D. Graves of Northeast Harbor, Chairman, and Lucius D. Barrows, Augusta, Secretary.

Under Federal legal provisions one and one-half per cent of some of the Federal funds apportioned to the State for highway work could be applied to highway planning surveys. It was necessary that certain Federal funds be obligated by agreement before the end of the fiscal year, June 30, 1937. This project agreement was executed by the State Highway Commission under date of May 26, 1937, and by the Secretary of Agriculture on June 30, 1937. Under date of June 30, 1937, the Secretary of Agriculture issued to the Secretary of the Treasury a certificate of approval of the highway planning survey project in the State of Maine. This certificate gives approval for the expenditure of \$166,218.45, of which the share of the United States is \$113,352.43. The sum of \$166,218.45 represents the total of funds which, up to June 30, 1937, could be applied to the planning survey project.

The above funds for the highway planning project have been made available in the following manner:

State Funds—

Chapter 96, Resolves of 1935, and Chapter 229, P. L. 1937, Sec. 1 (h)	\$49,498.01
Chapter 229, P. L. 1937, Sec. 1 (j)	3,368.01

Total	52,866.02
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Federal Funds—

Section 1, Act approved June 16, 1936 (Public No. 686-74th Congress) Fiscal year 1938	\$16,840.05
Section 7, Act approved June 16, 1936 (Public No. 686-74th Congress) Fiscal Year 1938, secondary	3,368.01
Section 8, Act approved June 16, 1936 (Public No. 686-74th Congress) Fiscal year 1938, grade crossing	5,287.02
Section 1, Act approved June 18, 1934 (48 Stat. 993)	8,644.51
Section 4, Act approved June 18, 1934 (48 Stat. 993) Fiscal year 1936	16,352.50

Section 4, Act approved June 18, 1934 (48 Stat. 993)	
Fiscal year 1937	16,305.45
Emergency Relief Appropriation Act of 1935	
From highway fund	25,151.98
From grade crossing fund	21,402.91
	<hr/>
Total, Federal Funds	\$113,352.43

During the latter part of June, 1937, Mr. Richard W. Darling of the U. S. Bureau of Public Roads was assigned to Maine as Bureau Manager of the survey. For the State, the organization, approved by the Bureau, includes a State Manager and three assistant managers, one in charge of each of the following divisions:

Traffic Survey
Road Inventory
Financial Survey

On August 5, 1937, the Governor and Council approved the following appointments for the Highway Planning Survey Organization:

Mr. Fred B. Greenleaf of Auburn, State Manager,
Mr. G. C. Welch of Augusta, Assistant Manager in charge of Traffic Survey,
Mr. Charles Folsom of Augusta, Assistant Manager in charge of Road Inventory,
Mr. Fred G. Eaton of Pittsfield, Assistant Manager in charge of the Financial Survey.

These appointments were confirmed by the Planning Survey Committee on September 15, 1937.

The Resolve authorizing the survey provides that the planning survey committee, after a study of the highway traffic needs and requirements developed by the survey, shall present to the Legislature a rational highway program of road building, and recommendations for financing the same.

Actual field work was started during the latter part of October, 1937.