

MAINE STATE LEGISLATURE

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**MAINE PUBLIC DOCUMENTS
1948-1950**

(in three volumes)

VOLUME II

20
Thirty-sixth



Report

of the

MAINE STATE
HIGHWAY COMMISSION

19



49

*State Highway
Commission*

*Thirty-sixth
Annual Report*



July 1, 1948—June 30, 1949

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Augusta, Maine
October 1, 1950

Walter D. M. [unclear]
C. J. [unclear]
Chairman

Respectfully yours,

We have the honor to present the thirty-sixth
report of the State Highway Commission, for the period
July 1, 1948, to June 30, 1949.

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

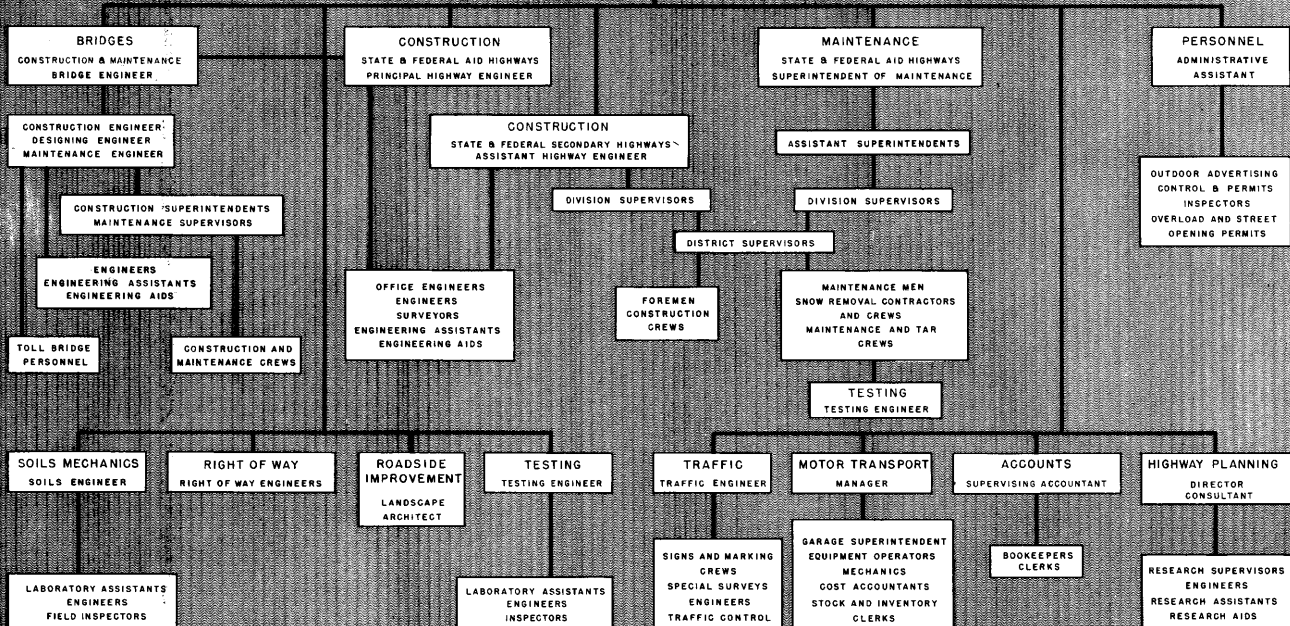
State Highway Commission
State of Maine
Augusta



COMMISSIONERS
LLOYD B. MORTON
CHAIRMAN
CORNELIUS J. RUSSELL
HARVEY D. WELCH
LUCIUS D. BARROW
CHIEF ENGINEER

STATE HIGHWAY COMMISSION

Chief Engineer



Administrative Officers of the State Highway Commission

STATE HIGHWAY COMMISSION

Lloyd B. Morton, Chairman
Cornelius J. Russell
Harley D. Welch

Farmington
Bangor
Chapman

PERSONNEL

Lucius D. Barrows
Max L. Wilder
Charles A. Whitten
Clarence L. Partridge
Roy A. Wentzel
Ernest L. Merrill
H. Stanley Weymouth
R. Morrell Page
Edward W. Axtell
William H. Bradford
John B. Church
J. Wesley Dority

Ira B. Hagan

John C. Burnham
Ralph H. Sawyer
Hamilton Gray
Horace A. Pratt
Fred G. Eaton
Rae D. Graves
Alton W. Blaisdell

Russell W. Carter

Chief Engineer
Bridge Engineer
Bridge Construction Engineer
Bridge Designing Engineer
Bridge Maintenance Engineer
Principal Highway Engineer
Engineer of Secondary Highways
Assistant Highway Engineer
Right of Way Engineer
Right of Way Engineer
Superintendent of Maintenance
Assistant Superintendent of
Maintenance
Assistant Superintendent of
Maintenance
Assistant to Chief Engineer
Traffic Engineer
Soils Engineer
Testing Engineer
Director, Planning Division
Consultant, Planning Division
Manager, Motor Transport
Division
Supervising Accountant-Auditor

Thirty-sixth Report of the
State Highway Commission

The Federal-Aid Highway Program

The conditions and provisions of the Federal-aid Highway Acts of 1944 and 1948 have been outlined and explained in previous reports of the State Highway Commission (reports for fiscal years 1946, 1947 and 1948).

Under the Federal-aid Highway Act of 1948, apportionments from the appropriation authorized for the fiscal year ending June 30, 1951, were made to the several states by the Federal Works Administration on September 8, 1949, the apportionment to the State of Maine being \$3,453,877.00. This apportionment will be available for obligation until June 30, 1953. Of the total amount, \$1,717,684.00 was allocated, under the terms of the Federal-aid Highway Act, to the federal primary system, \$1,238,176.00 to the federal-aid secondary system, and \$498,017.00 to urban extensions of the primary system.

The following statement has been prepared to show the apportionments of federal aid under the Federal-aid Highway Acts of 1944 and 1948:

FEDERAL-AID APPORTIONMENTS

Fiscal Year	Federal Aid Primary	Federal Aid Urban	Federal Aid Secondary	Totals
*1946	\$1,948,954	\$ 560,538	\$1,404,017	\$ 3,913,509
*1947	1,948,844	560,538	1,403,942	3,913,324
*1948	1,899,234	546,165	1,368,181	3,813,580
*1948	24,990	7,187	18,002	50,179
**1950	1,721,234	498,017	1,240,539	3,459,790
**1951	1,717,684	498,017	1,238,176	3,453,877
Totals	\$9,260,940	\$2,670,462	\$6,672,857	\$18,604,259

* Federal-aid Highway Act of 1944 - Total, \$11,690,592.

** Federal-aid Highway Act of 1948 - Total, \$6,913,667.

AUTHORIZATIONS FOR STATE MATCHING FUNDS

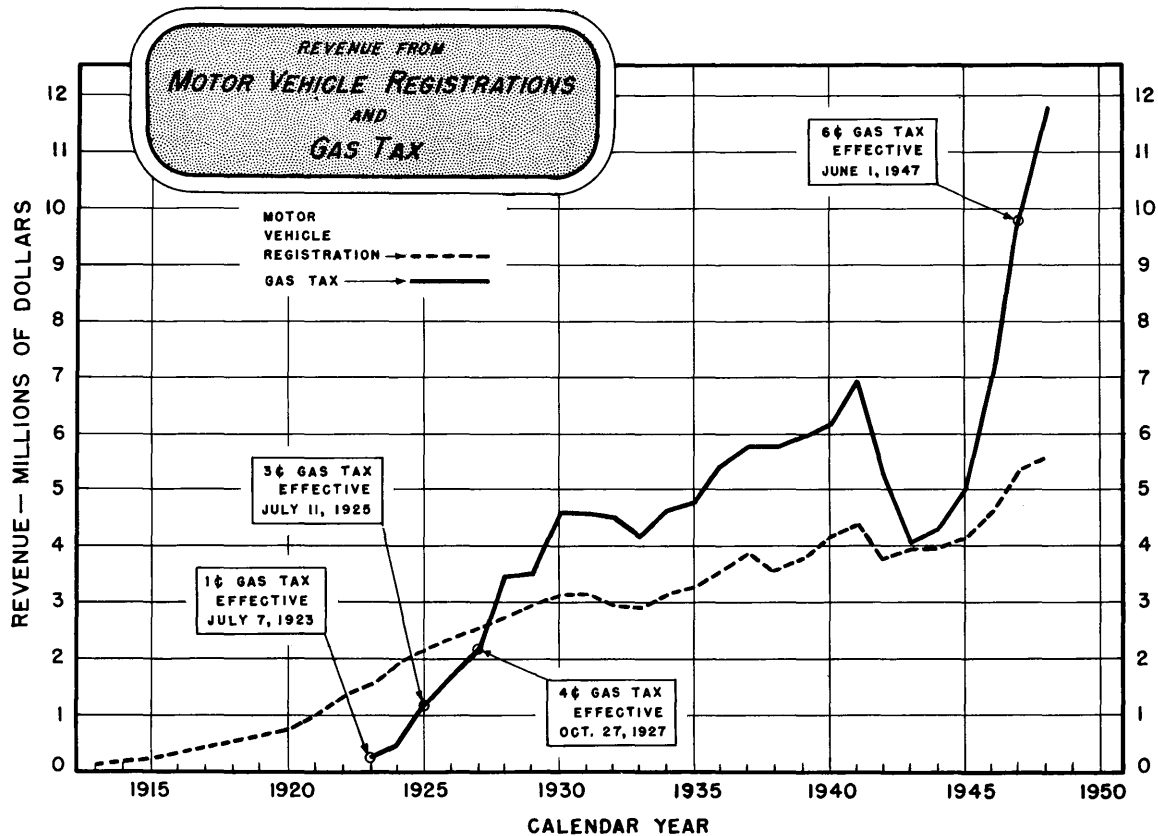
Chapter 136, P. & S., 1945, for biennium ending June 30, 1947,	\$ 2,500,000
Chapter 190, P. & S., 1947, for biennium ending June 30, 1949,	5,300,000
Chapter 208, P. & S., 1949, for fiscal year ending June 30, 1950,	3,000,000
Chapter 208, P. & S., 1949, for fiscal year ending June 30, 1951,	3,300,000
Sub-total,	\$14,100,000
Old matching balances,	348,000
Transferred by Commission from unappropriated general highway fund,	1,000,000
Total,	<u>\$15,448,000</u>

In order to allow for necessary expenditures in which federal funds do not participate, it was estimated that \$12,000,000.00 of state funds would be required to obligate the total of \$11,690,592.00 apportioned under the Federal-aid Highway Act of 1944, and that \$7,200,000.00 of state funds would be needed to match the federal funds apportioned under the Federal-aid Highway Act of 1948, or a total of \$19,200,000.00.

It is apparent that federal funds apportioned for the fiscal year ending June 30, 1951, cannot be expended until further action has been taken by the legislature to authorize state matching funds.

General Highway Fund Income and Allocations

The balance in the unappropriated general highway fund on July 1, 1948, was \$1,897,145.40. Adjustments made during the year on account of activities of the previous year amounted to \$1,031.58, making the total \$1,898,176.98.



Income to the general highway fund during the fiscal year ending June 30, 1949, amounted to \$18,029,279.70, making a total of \$19,927,456.68 available for obligation to Highway Department and related activities.

Apportionments made from the general highway fund amounted to \$18,781,565.13. Unexpended balances of non-carrying apportionments, returned to the general highway fund, amounted to \$124,992.77.

The balance in the unappropriated general highway fund on June 30, 1949, was \$1,270,884.32. Apportionments exceeded current income by \$627,292.66, reducing the unappropriated fund by that amount.

Direct charges for labor and material or for contract payments are not made against the general highway fund. Transfers are made from this fund to appropriation or activity accounts in accordance with appropriate acts of the legislature.

Allocation Of The General Highway Fund

For the Fiscal Year Ending June 30, 1949

Apportionments from the general highway fund were set up for the fiscal year 1949 under the provisions of Chapter 190, Private and Special Laws of 1947.

The act defining the general highway fund requires that "after payment from said general highway fund of such sums for interest and retirement as are necessary to meet the provisions of bond issues for state highway and bridge construction, the remainder of said fund shall be segregated, apportioned and expended as provided by the legislature."

The following statement shows the amounts of the apportionments made from the general highway fund for the fiscal year, July 1, 1948, to June 30, 1949:

**ALLOCATION OF THE GENERAL HIGHWAY FUND
For the Fiscal Year Ending June 30, 1949**

	ITEMS		AMOUNTS
A	Bond Interest		\$ 375,145.00
B	Bond Retirement		1,629,000.00
C	State Highway Commission		
1	General Administration	\$ 209,500.00	
2	Highway Planning	16,000.00	
3	Maintenance of Bridges	440,000.00	
4	Maintenance and Betterments State and State Aid Highways	5,925,000.00	
5	Removal of Snow	1,700,000.00	
6	Construction of Bridges (Secs. 82-92, Chap. 20, R. S.)	812,500.00	
7	Roads on North Haven, Vinalhaven, Swan's Island, Isle au Haut, and Cranberry Isle, in accordance with Chapter 99, Private & Special Laws of 1937, and Chapter 87, Private & Special Laws of 1939	4,000.00	
8	Compensation for injuries under terms of the Workmen's Compensation Act	50,000.00	
9	Construction of State Aid Highways	850,000.00	
10	For expenditures for unimproved roads, 'Town Road Improvement Funds', Sections 42-A to 42-E inclusive of Chapter 20, Revised Statutes, as amended	520,000.00	
11	Special Resolves of the Legislature for repair and construction of highways and bridges	<u>150,000.00</u>	10,677,000.00
D	State Police		
1	General Administration		542,413.00
E	Public Buildings		
1	State Police Headquarters, Maintenance	7,300.00	
2	Motor Vehicle Registration Building, Maintenance	10,000.00	17,300.00

F	Secretary of State		
1	Motor Vehicle Division, for expenses of registering motor vehicles and licensing drivers thereof		280,179.00
G	Contributions and Transfers to Other Funds		
1	Bureau of Taxation for Administration of Gasoline and Use Fuel Tax	49,877.00	
2	To the general fund for accounting, auditing, purchasing, and legal services rendered to the State Highway Commission		53,068.00
3	To special revenue funds for auditing services rendered to the State Highway Commission		3,500.00
4	To Trust and Agency Funds for Employees' Retirement System	107,168.00	<u>213,613.00</u>
	Sub-total		\$13,734,650.00
H	For matching federal aid apportioned to Maine under the Federal-aid Highway Act of 1944 - \$5,300,000 during biennium ending June 30, 1949. Allocated to June 30, 1949		2,650,000.00
I	Apportioned at the discretion of the State Highway Commission		
1	For matching federal funds	1,000,000.00	
2	For maintenance and betterments of improved state and state aid highways		
	Additional allocation, maintenance and betterments	1,298,000.00	
	Additional allocation, snow removal	<u>25,000.00</u>	2,323,000.00
J	For extra administrative costs not anticipated in the budget of any department or agency receiving allocations from the general highway fund		
1	State Highway Commission, Administration	47,000.00	
2	Special Resolves	2,028.32	
3	Employees' Retirement System	20,886.81	
4	Bureau of Accounts and Control	<u>4,000.00</u>	<u>73,915.13</u>
			<u>5,046,915.13</u>
	Grand Total		\$18,781,565.13

Highway Systems

The classification of Public Highways in Maine as of June 30, 1949, was as follows:

<u>Classification</u>	<u>Miles</u>
State Highways	3,076
State aid highways	7,555
Third class highways	692
Fourth class highways (town roads)	10,509
Miscellaneous state reservation roads	28
Miscellaneous federal reservation roads	111
Total	21,971

REGULAR FEDERAL-AID SYSTEM

The designated regular federal-aid highway system includes 1,625.81 miles, and is included in the state highway system with the exception of 4.10 miles.

FEDERAL-AID SECONDARY SYSTEM

The federal-aid secondary highway system includes 2,220.40 miles of which 1,026.29 miles are included in the state highway system and 1,194.11 miles are included in the State's secondary highway system.

IMPROVED AND UNIMPROVED MILEAGE

As of June 30, 1949, the mileage of improved and unimproved highways on the various state systems was as follows:

<u>Classification</u>	<u>Improved Mileage</u>	<u>Unimproved Mileage</u>
State highways	3,052	24
State aid highways	6,271	1,284
Third class highways	377	315
Totals	9,700	1,623

EXPENDITURES

STATE HIGHWAY DEPARTMENT ACTIVITIES

Administration

STATE HIGHWAY COMMISSION

The apportionment from the general highway fund for administrative costs of the State Highway Commission was \$209,500.00 for the fiscal year 1949 (Chapter 190, Private and Special Laws of 1947). During the year an additional apportionment of \$47,000.00 was made, and other income from the sale of specifications, maps, blueprinting, etc., amounted to \$2,548.57, making a total of \$259,048.57 available.

Expenditures amounted to \$257,226.64, and the balance of \$1,821.93 lapsed into the general highway fund.

State Highway Division

STATE AND FEDERAL HIGHWAY CONSTRUCTION

The following are brief descriptions of State Highway and Federal-aid projects on which work has been carried on during the fiscal year ending June 30, 1949.

AROOSTOOK COUNTY

STATE HIGHWAY "K"

MONTICELLO AND BRIDGEWATER, Federal-aid Project No. F 298(8). This project begins at the northerly end of the bridge over the North Branch of the Meduxnekeag River and extends northerly to Project SN-F 298-F(1). The work consists of surfacing previously constructed Federal-aid Projects Nos. WPH 298-A, 298-B, 298-C, 298-D, and 298-E. Length of project, 5.93 miles of which 4.18 miles is in Monticello and 1.75 miles is in Bridgewater. Type of surface, 3"

bituminous macadam on a variable crushed stone base having a minimum depth of 5 inches. Width of surface, 22 feet with 8-foot gravel shoulders. Contractor, Thomas DiCenzo of Calais, Maine. This work was started in 1947 and completed in 1948.

BRIDGEWATER, Federal-aid Project No. SN-F 298-F(1). This project begins at the end of Federal-aid Project No. 298-E (also F 298(8)) and extends northerly to Federal-aid Project No. F 298(9) at Bridgewater Corner. Work on this project was started in 1942 by W. H. Hinman, Inc. of North Anson, Maine. The project was graded and gravel base placed that year. On account of war conditions this contract was terminated and a new contract for completion of the project was awarded in 1946 to Thomas DiCenzo of Calais, Maine. Length of project, 3.82 miles. Type of surface, 3-inch bituminous macadam on a 5-inch crushed stone base. Width of surface, 20 feet with 5-foot shoulders except through Bridgewater Village where the width is 36 feet with 2-foot concrete curbs and gutters. The project was completed in 1948.

BRIDGEWATER, BLAINE, AND MARS HILL, Federal-aid Project No. F 298(9). This project begins at the end of Federal-aid Project No. SN-F 298-F(1) at Bridgewater Corner and extends northerly over the new located highway "K" to Lincoln Street in Mars Hill Village. Length of project, 4.50 miles of which 1.17 miles is in Bridgewater, 3.06 miles is in Blaine, and 0.27 miles is in Mars Hill. Width of surface, 24 feet with 8-foot gravel shoulders. Type of surface-3-inch bituminous macadam on a 7-inch - 5-inch - 7-inch crushed stone base. Contractor, J. R. Cianchette of Pittsfield, Maine. The project included a reinforced concrete bridge having a span of 40 feet. This work was started in 1948 and was 80% completed on June 30, 1949.

CUMBERLAND COUNTY

STATE HIGHWAY "C"

FALMOUTH, Federal-aid Project No. FI 121(13). Some grading on this location was done as Federal-aid Project No. SN 121-A(2) but work was suspended in 1942 due to war conditions and the contract for that project has been terminated. Project No. FI 121(13) begins at the easterly end of the approach to Martin's Point bridge and extends easterly to Federal-aid Project No. FI 377(4). Length of Project, 1.08 miles. Type of surface, 2-inch bituminous concrete on reinforced concrete base for 0.805 miles and 3-inch bituminous concrete on 6-1/2-inch crushed stone base for 0.275 miles.

Width of surface, 46 feet with 8-foot shoulders. Contractor, M. DeMatteo Construction Co. of Quincy, Mass. This work was started in 1947 and was 95% completed on June 30, 1949.

STATE HIGHWAY "C-3"

FALMOUTH, CUMBERLAND AND YARMOUTH, Federal-aid Project No. FI 377(4). Some grading on this location was done as Federal-aid Project No. SN 377-A(2), but work was suspended in 1942 due to war conditions and the contract for that project has been terminated. Project No. FI 377(4) begins at the end of Federal-aid Project No. FI 121(13) and extends easterly over new location to a junction with State Highway "C" about 0.8 miles west of the Yarmouth - Freeport line (exclusive of the bridges in Yarmouth over Main Street, Royal River and East Main Street, constructed as Federal-aid Project No. FI 377(3)). Type of surface, 3-inch bituminous concrete on a 6-1/2-inch crushed stone base. Width of surface, 24 feet with 10-foot shoulders except at the channelized connection at the beginning of the project and at the approaches to the Main Street and Royal River bridges where a divided highway consisting of two 24-foot lanes is constructed. Length of project, 7.93 miles of which 2.84 miles is in Falmouth, 2.63 miles is in Cumberland, and 2.46 miles is in Yarmouth. Contractor, M. DeMatteo Construction Co. of Quincy, Mass. This work was started in 1947 and was 98% completed on June 30, 1949.

FRANKLIN COUNTY

STATE HIGHWAY "F"

FARMINGTON, Federal-aid Project No. F 19(4). This project begins at the end of Federal-aid Project No. 19 (1938) at Briggs School and extends northerly to Federal-aid Project No. 19 (1939). The work consists of reconstruction of part of the original Project No. 19. Length of project, 1.27 miles. Type of surface, 3-inch bituminous macadam. Width of surface, 22 feet with 8-foot shoulders. Contractor, Frank Rossi of West Gardiner, Maine. This work was started in 1947 and completed in 1948.

FRAMINGTON, Federal-aid Project No. F 96(4). This project begins at the north end of Temple Stream bridge and extends northerly to Federal-aid Project No. 96-C near the Sandy River bridge. Length of project, 0.32 miles. Type of surface, 3-inch bituminous macadam. Width of surface, 34 to 36 feet with 4-foot sidewalks except for 410 feet on the south end where the surface is 24 feet wide with 4-to 6-foot shoulders. Contractor, Frank Rossi of West Gardiner,

Maine. This work was started in 1947 and completed in 1948.

STATE HIGHWAY "V"

NEW SHARON, Federal-aid Project No. F 64(2). This project begins at the easterly end of the bridge over Sandy Stream in New Sharon Village and extends easterly to a point near the Belgrade road. Length of project, 0.75 miles. Type of surface, 3-inch bituminous macadam. Width of surface, 22 feet with 8-foot shoulders. Contractor, H. E. Sargent, Inc. of Stillwater, Maine. This work was started in 1948 and was 87% completed on June 30, 1949.

HANCOCK COUNTY

STATE HIGHWAY "M"

MOUNT DESERT, Federal-aid Project No. F 113(5). This project begins at the end of Federal-aid Project No. 113-D and extends southerly. Length of project, 0.53 miles. Type of surface, 3" bituminous macadam on a 5-inch crushed stone base. Width of surface, 24 feet to 26 feet. The construction includes curbs and sidewalks or 4-foot shoulders. Contractor, The Bridge Construction Corp. of Augusta, Maine. This work was started in 1948 and completed July 1, 1949.

STATE HIGHWAY "Y"

BUCKSPORT, Federal-aid Project No. F 91(12). This project begins at the southerly end of Federal-aid Project No. 91-B and extends southerly to Federal-aid Project No. 91-A (1938). The work consists of the reconstruction of part of the original Federal-aid Projects Nos. 91-A and 91-A(2). Length of project, 2.61 miles. Type of surface, 3-inch bituminous macadam on a 7-inch - 5-inch - 7-inch crushed stone base. Width of surface, 20 feet with 4-foot gravel shoulders. Contractor, The Bridge Construction Corporation of Augusta, Maine. This work was started in 1947 and completed in 1948.

KENNEBEC COUNTY

STATE HIGHWAY "E"

MONMOUTH AND WINTHROP, Federal-aid Project No. F 386(3). This project begins at the end of Federal-aid Project No. WPGH 257-C, about 1450 feet east of the Leeds - Monmouth town line and extends easterly over new location 6.61 miles to a point near the corn shop on the westerly side

of Winthrop Village. The total length of the project is 6.61 miles exclusive of 0.25 miles constructed as an approach to Project WPGH 257-C. 4.92 miles is in Monmouth and 1.69 miles is in Winthrop. Width of base, 24 feet. Surface, 26 feet with 9-1/2-foot gravel shoulders. Type of surface, pre-mixed bituminous gravel using screened aggregate. Contractor, C. C. Smith Co. Inc. of Cambridge, Mass. This work was started in 1946 and completed in 1948.

STATE HIGHWAY "H"

VASSALBORO AND WINSLOW, Federal-aid Project No. FI 3(9). This project begins at the Augusta-Vassalboro line and extends northerly. The total length of the project is 9.14 miles of which 9.03 miles is in Vassalboro and 0.11 miles is in Winslow. Type of surface, 3"-bituminous macadam on a 5-inch to 7-inch variable crushed stone base. Width of surface, 24 feet with 8-foot shoulders. The work consists of strengthening and surfacing part of the original Federal-aid Project No. 3. Contractor, H. E. Sargent, Inc., of Stillwater, Maine. This contract was let in 1948. Work was started in 1949 and was 18% completed on June 30.

STATE HIGHWAY "Q"

AUGUSTA - Federal-aid Project No. FI-UI 389(2). This project consists of a bridge across the Kennebec River together with the necessary approaches. Contract for grading part of the eastern approach and constructing the piers and abutments was awarded by the Bridge Division to W. H. Hinman, Inc., in 1948. That Division also awarded a contract for the superstructure in 1948 to the American Bridge Company and in 1949 a contract to Ellis C. Snodgrass for constructing and paving the bridge floor. In 1948 the Highway Division awarded a contract for grading part of the western approach to The Bridge Construction Corporation of Augusta, Maine. This contract was completed in 1948. In 1949 a contract to complete the approaches was awarded to W. H. Hinman, Inc., of North Anson, Maine. These approaches consist of a divided highway, each lane 30 feet between curbs, with a 4-foot median strip and rotary intersections at each end of the project. Type of surface, 2-inch bituminous concrete on a 5-inch bituminous concrete base. The total length of the project is 0.776 miles of which 0.402 miles is bridge and 0.374 miles is road.

KNOX COUNTY

STATE HIGHWAY "D"

ROCKPORT AND CAMDEN, Federal-aid Project No.

F 104(11). This project begins about 400 feet south of the junction of Camden Street and Pascals Avenue in Rockport and extends northerly via Camden Street, new location, and Elm Street to School Street in Camden. Total length of the project is 2.31 miles of which 1.58 miles is in Rockport and 0.73 miles is in Camden. Type of surface, 3-inch bituminous macadam on a 7-inch - 5-inch - 7-inch crushed stone base. Width of surface, 22 feet with 8-foot gravel shoulders, except on Elm Street which is paved for a width of 38 feet. Contractor, J. R. Cianchette of Pittsfield, Maine. This work was started in 1947 and completed in 1948.

LINCOLN COUNTY

STATE HIGHWAY "D"

WISCASSET, Federal-aid Project No. F 116(11). The part of this project located in Lincoln County begins at the Sagadahoc County line and extends easterly to Federal-aid Project No. NRH 116-C in Wiscasset Village. The work consists of the reconstruction of a state highway project built in 1931. Type of surface, 3-inch bituminous macadam on a 7-inch - 5-inch - 7-inch crushed stone base. Width of surface, 24 feet with 8-foot gravel shoulders. Length in Wiscasset, 4.03 miles. The work includes widening a reinforced concrete bridge having a span of 20 feet. This bridge is on the line between Woolwich and Wiscasset. Contractor, W. H. Hinman, Inc., of North Anson, Maine. This work was started in 1949 and was 25% completed on June 30, 1949.

OXFORD COUNTY

STATE HIGHWAY "S"

WOODSTOCK, Federal-aid Project No. F 93(12). This project begins at the end of the first part of Federal-aid Project No. 93-E and extends southeasterly to Federal-aid Project No. 62. Total length of project, 2.95 miles exclusive of 0.15 miles being constructed as an approach on Federal-aid Project No. 62. Type of surface, 3-inch bituminous macadam. Width, 22 feet with 8-foot gravel shoulders. Contractor, W. H. Hinman, Inc. of North Anson, Maine. This work was started in 1948 and was 63% completed on June 30, 1949.

PENOBSCOT COUNTY

STATE HIGHWAY "K"

LINCOLN, Federal-aid Project No. FI 73(2). This project begins at the end of Federal-aid Project No. 138-E(1) in

Lincoln Village and extends northerly to the Winn line, Federal-aid Project No. 45. The work consists of the reconstruction of the original Project No. 73 and of old state aid work. Length of Project, 5.92 miles. Type of surface, 2-1/2-inch bituminous gravel, using screened gravel aggregate. Width of surface, 26 feet on a 24-foot gravel base with 9-foot shoulders. Contractor, J. R. Cianchette of Pittsfield, Maine. The work was started in 1948 and was 58% completed June 30, 1949.

STATE HIGHWAY "L"

HAMPDEN, Federal-aid Project No. F 84(16). This project consists of the reconstruction of the bridge and approaches at Souadabscook Stream to eliminate dangerous curvature. Length of project, 0.28 miles. Type of surface, 2-inch bituminous concrete on a 5-inch bituminous concrete base. Width of surface, 22 feet with 4-foot gravel shoulders. Contractor, H. E. Sargent, Inc. of Stillwater, Maine. This project was completed in 1948.

SAGADAHOC COUNTY

STATE HIGHWAY "D"

WOOLWICH, Federal-aid Project No. F 116(11). The part of this project located in Sagadahoc County begins near the Railroad overpass and extends easterly to the Lincoln County line. The work consists of the reconstruction of a State Highway Project built in 1931. Type of surface, 3-inch bituminous macadam on a 7-inch - 5-inch - 7-inch crushed stone base. Width of surface, 24 feet with 8-foot gravel shoulders. Length in Woolwich, 0.22 miles. The work includes widening a reinforced concrete bridge having a span of 20 feet. This bridge is on the line between Woolwich and Wiscasset. Contractor, W. H. Hinman, Inc. of North Anson, Maine. This work was started in 1949 and was 25% completed on June 30, 1949.

SOMERSET COUNTY

STATE HIGHWAY "H"

FAIRFIELD, Federal-aid Project No. U 150(13). This project begins at the end of Federal-aid Project No. SN-FAGM 150-B(2) on, and extends easterly to the existing bituminous concrete pavement at Water Street. The work consists of the reconstruction of part of Federal-aid Project No. 150-B. The original project consisted of two lanes of reinforced concrete pavement separated by an eight-foot

strip occupied by street car tracks. These tracks have been removed. The present project includes replacing this area and widening with reinforced concrete base and constructing integral concrete curbs. Type of surface, bituminous concrete. Width of surface, 46 to 48 feet between curbs. Length of project, 0.32 miles. Contractor, A. P. Wyman, Inc. of Waterville, Maine. This project was constructed in 1948.

STATE HIGHWAY "V"

MERCER, Federal-aid Project No. F 65(2). This project begins 0.66 miles from the New Sharon line and extends easterly, mostly over new location to Federal-aid Project No. 131-A. Length of project, 3.12 miles. Type of surface, 3-inch bituminous macadam. Width of surface, 22 feet with 8-foot shoulders. Contractor, H. E. Sargent, Inc. of Stillwater, Maine. This work was started in 1948 and was 79% completed on June 30, 1949.

NORRIDGEWOCK, Federal-aid Project No. F 131(13). This project begins at the end of Federal-aid Project No. 131-A and extends easterly to Federal-aid Project No. 131-B. Length of project, 3.63 miles. Type of surface, 3-inch bituminous macadam. Width of surface, 22 feet with 8-foot gravel shoulders. Contractor, J. R. Cianchette of Pittsfield, Maine. This work was started and completed in 1948.

WALDO COUNTY

STATE HIGHWAY "L"

SEARSPORT, Federal-aid Project No. F 84(15). This project begins at the end of Federal-aid Project No. 84-I and extends easterly through Searsport Village to Federal-aid Project No. 84-G. Length of project, 2.00 miles. Type of surface, 3-inch bituminous macadam on a 5-inch crushed stone base. Width of surface, 22 feet with 8-foot gravel shoulders and thickened edge base on the westerly 1700 feet of the project. The remainder of the project varies in width from 27 feet to 52 1/2 feet. Contractor, The Bridge Construction Corp. of Augusta, Maine. This project was started in 1949 and was 30% completed on June 30, 1949.

STATE HIGHWAY "I-137"

BROOKS, State project. This project begins about 2.47 miles southerly from the Jackson line and extends southerly for a distance of 1.00 mile. This work was started and about 70% completed in 1942. The work was 80% completed of June 30, 1949. This highway was formerly designated State Highway "D" and

previous work was reported under that designation. This work was done by force account under the supervision of Lawrence M. Parsons. Type of surface, gravel. Width of surface, 18 feet with 2-foot shoulders.

WASHINGTON COUNTY

STATE HIGHWAY "N"

PRINCETON AND BAILEYVILLE, Federal-aid Project No. F 132(6). This project begins 3.302 miles north of the Princeton - Baileyville town line and extends southerly to Federal-aid Project No. 132-A (1st part). Total length of project, 3.32 miles of which 3.30 miles is in Princeton and 0.02 miles is in Baileyville. Type of surface, premixed bituminous gravel. Width of surface, 22 feet with 4-foot gravel shoulders. Contractor, Thomas DiCenzo of Calais, Maine. This project was completed in 1948.

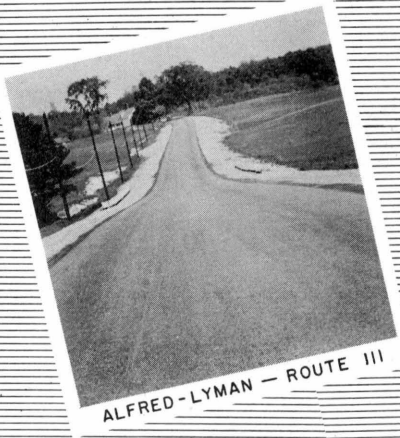
YORK COUNTY

STATE HIGHWAY "U"

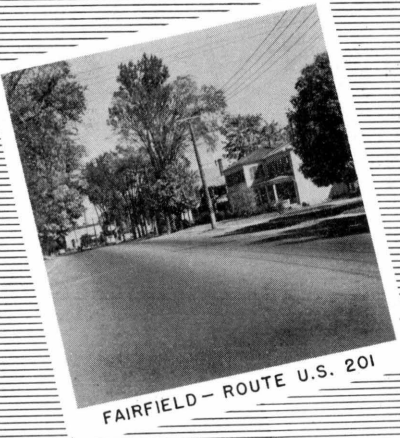
LYMAN, NORTH KENNEBUNKPORT AND BIDDEFORD, Federal-aid Project No. F 360(1). This project begins at the junction of State Highway "U" and Route 35 and extends easterly nearly to the B. & M. R. R. overpass, with the exception of 1,000 feet at the highway overpass of the Maine Turnpike, which section was constructed by that Authority. Total length of project, 5.87 miles of which 0.89 miles is in Lyman, 3.26 miles is in North Kennebunkport, and 1.72 miles is in Biddeford. Type of surface, 3-inch bituminous macadam. Width, 22 feet with 8-foot gravel shoulders. Contractor, Frank Rossi of West Gardiner, Maine. This work was started in 1948 and was completed in 1949.

BIDDEFORD, Federal-aid Project No. U 360(3). This project begins near the easterly side of the B. & M. R. R. overpass and extends easterly to Route U. S. 1. Type of surface, 3 inch bituminous macadam. Width of surface, 38 feet between curbs. Length of project, 0.46 miles. Contractor, Frank Rossi of West Gardiner, Maine. This work was started in 1948 and completed in 1949.

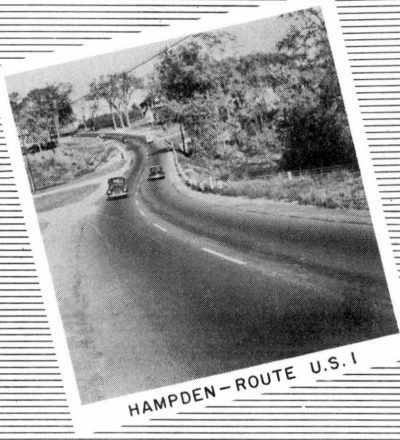
ALFRED AND LYMAN, Federal-aid Project No. F 360 (4). This project begins at the easterly end of Alfred Village and extends easterly to Federal-aid Project No. F 360(1). Two contracts were awarded for the construction of this project. One contract was awarded to Frank Rossi of West Gardiner, Maine, for the construction of 5.185 miles of road



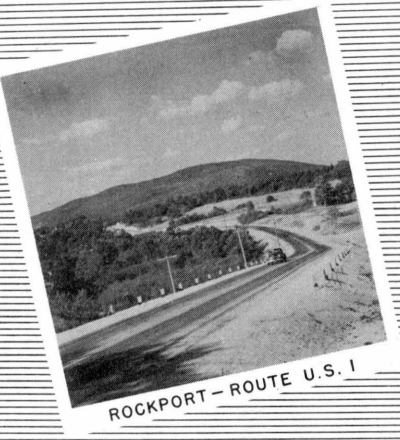
ALFRED-LYMAN — ROUTE III



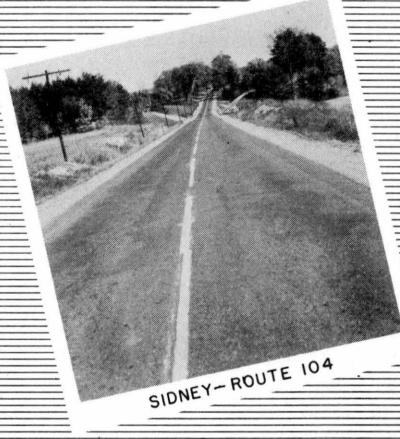
FAIRFIELD — ROUTE U.S. 201



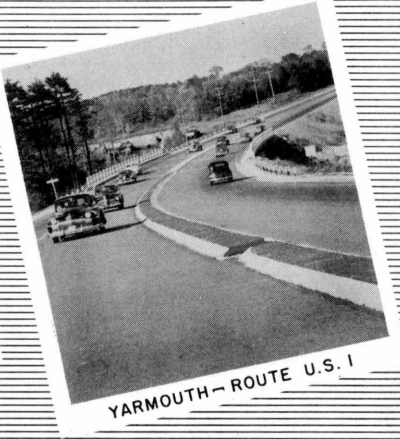
HAMPDEN — ROUTE U.S. 1



ROCKPORT — ROUTE U.S. 1



SIDNEY — ROUTE 104



YARMOUTH — ROUTE U.S. 1

FEDERAL HIGHWAY PROJECTS

and another contract was awarded to Norman E. Jackson of Pittsfield, Maine, for the construction of Saco Bridge and approaches in Alfred. Total length of project, 5.21 miles of which 1.12 miles is in Alfred and 4.09 miles is in Lyman. Type of surface, 3" bituminous macadam. Width, 24 feet with 8-foot gravel shoulders. This work was started in 1949 and was 14% completed June 30, 1949.

COMPLETED WORK

Projects completed on the state highway system during the fiscal year 1949 included 37.53 miles classified as follows:

Bituminous concrete	0.60 miles
Bituminous macadam	26.75 "
Bituminous gravel	10.18 "
	<hr/>
Total	37.53 miles

INCOMPLETE WORK

Projects under construction, but not completed on June 30, 1949, include 48.37 miles.

This work is classified as follows:

Bituminous concrete	9.38 miles
Bituminous macadam	32.07 "
Bituminous gravel	5.92 "
Gravel	1.00 "
	<hr/>
Total	48.37 miles

(Details of location, types of surface and mileage with respect to completed and incomplete work will be found in "Statistical Tables.")

PRIMARY FEDERAL-AID SYSTEM

EXPENDITURES

The total of expenditures on account of construction of state highways included in the primary federal-aid highway system was \$4,468,161.63. Of this amount \$38,781.25 was expended for surveys and plans, \$179,061.48 for construction engineering and inspection, \$724.42 for advertising, \$296,680.16 for right of way and damage, and \$3,952,914.32 for payments on contracts and other construction costs.

Included in the costs for engineering is the sum of

\$11,079.07 expended on account of advance engineering projects carried on under the Defense Highway Act of 1941. These include:

Project AE-389(1), Gardiner-Augusta,	\$ 7,826.14
Project AE-390(1), Gray-Windham,	3,252.93
	<hr/>
	\$11,079.07

Details of expenditures will be found in the table of "Project Expenditures - Construction and Reconstruction of State Highways - Highway Loan Fund".

The balance in the highway loan fund account on June 30, 1949, was \$1,466,948.84.



HIGHWAY CONSTRUCTION

STATE HIGHWAYS - NON-FEDERAL CONSTRUCTION AND RECONSTRUCTION

The balance in the fund for construction and reconstruction of non-federal state highways, on July 1, 1948, was \$30,345.03.

The sum of \$6,000.00 was transferred to the betterment fund.

The sum of \$7,853,87 was expended on a state highway project on State Highway "I-137" in the Town of Brooks. This project was about 80% completed.

The balance in this fund on June 30, 1949, was \$16,491.16.

POST-WAR SURVEYS

U. S. PUBLIC LAW NO. 146, APPROVED JULY 13, 1943

FEDERAL AND STATE FUNDS

An expenditure of \$29,942.03 was made under the above authorization during the fiscal year 1948-49 for surveys and plans for post-war projects:

Location	Expended 1949 Fiscal Year
Surry-Ellsworth	15.84
Pittston	314.62
Dresden	32.16
Hampden	899.84
Embden-Anson	667.24
Lincoln	2,486.02
Searsport	2,088.21
Prospect-Frankford	1,657.40
Auburn-Poland-New Gloucester	1,547.08
Hamlin	1,238.62
Bar Harbor	5,524.74
Albion	2,816.30
Chelsea	481.80
Wiscasset	2,913.22
Hiram	725.00
Rumford	481.44
North Waterford	2,226.87
Hampden	730.41
Parkman	107.93
Bowdoin	65.20
Troy	1,114.63
Sanford	1,807.46
	\$29,942.03

Secondary Highway Division

STATE AID ROAD CONSTRUCTION AND RECONSTRUCTION

Applications for apportionments of state aid for the construction of state aid roads were received from 500 towns which made appropriations for this work. Of this number 427 towns increased their appropriations for state aid road construction above the one-unit amount, and applied for additional state aid under the provisions of Section 29, Chapter 20, R. S.

The total of new appropriations made by towns for state aid road work was \$457,108.21, of which \$320,221.00 was appropriated under the one-unit limit, and \$136,887.21 under the provision which allows for additional appropriations not to exceed one-half of one unit.

The sum of \$850,000.00 was allocated from the general highway fund for construction of state aid roads. From this appropriation the sum of \$801,327.42 was apportioned for state aid road work in towns against appropriations made by the towns for the same purpose. Of the total apportionment the sum of \$561,958.42 was apportioned under the one-unit provision, \$237,869.00 under the provisions for additional state aid, and the sum of \$1,500.00 was apportioned for state aid road work in Indian Township under Section 28 of Chapter 20, R. S.

The balance of the amount allotted from the general highway fund, \$48,672.58, was set aside for supervision and engineering.

The total of available funds, including town funds, was made up as follows:

Balances of apportionments of state aid from previous years	\$ 637,038.14
Balances of town appropriations from previous years on deposit with the State	22,624.54

Apportionment from the general highway fund (authorization for fiscal year 1949)	850,000.00
Transferred from special resolve accounts	90,646.63
Transferred from town road improvement funds	17,334.99
Transferred from bridge loan fund	349.42
Transferred from third class reconstruction accounts	45,020.35
Transferred from betterment fund	129,097.35
Transferred from surface treatment funds	1,000.00
Transferred from maintenance fund	226.28
Town funds deposited with the State (1948-49 appropriations)	149,762.40
Miscellaneous payments by towns and cities	192.14
Town matching funds not deposited with the State, made available for 1948-49	436,662.25
Town funds furnished in addition to required matching funds	221,995.30
Total	<u>\$2,601,949.79</u>

Work on state aid roads included construction of 79.47 miles of gravel road at a cost of \$799,344.45, or an average of \$10,058.30 a mile, not including surface treatment, and completion of 20.50 miles of gravel road, started in previous years, for which the expenditure this year amounted to \$31,450.38, or an average expenditure of \$1,534.16 a mile. A total of 99.97 miles of gravel road was added to mileage previously reported.

Reconstruction work included 86.64 miles of old state aid gravel roads and former third class highways, 0.10 miles of bituminous macadam surfacing, 2.18 miles of bituminous concrete surface, and 4.96 miles, based in previous years, were completed by surfacing with gravel.

Reconstruction included 93.88 miles, and the expenditure

for this work was \$548,319.64.

In addition to completed work, 12.12 miles of unimproved roads were graded and based at a cost of \$137,364.28, and 2.02 miles were graded and based at a cost of \$25,633.78.

Bituminous surface treatment was applied to 220.23 miles of gravel roads at a cost of \$320,698.40, or an average cost of \$1,456.20 a mile.

The sum of \$97,729.00 was expended on miscellaneous incompletd work.

The total expenditure on account of construction and reconstruction of state aid roads was \$2,033,661.96, of which \$1,960,539.93 was expended for labor, materials and equipment, and \$73,122.03 was expended for supervision and engineering.

Of the total expenditure, \$1,307,162.19 was paid from state funds and \$726,499.77 was paid from town funds.

Reimbursements to towns for work completed and reported in previous years amounted to \$114,090.01, of which \$65,699.90 was paid from state funds and \$48,390.11 from town funds.

Transfers to the bridge loan fund included \$22,598.44 from state funds and \$8,228.41 from town funds.

Transfers to the maintenance account included \$2,175.00 from state funds and \$450.00 from town funds.

Transfers to the betterment fund included \$1,775.00 from state funds and \$450.00 from town funds.

The sum of \$400.00 from state funds was transferred to the first surface treatment account.

Unexpended balances of state aid road accounts, on June 30, 1949, amounted to \$418,120.97, which included \$370,902.63 of state funds and \$47,218.34 of town funds deposited with the State.

RECONSTRUCTION OF THIRD CLASS ROADS

There was no apportionment from the general highway fund for third class highway reconstruction for the fiscal year 1949.

On June 30, 1948, the unexpended balance of apportionments made in previous years was \$120,457.62.

Transfers from the betterment fund to this account amounted to \$8,800.00 and transfers from the town road improvement fund amounted to \$800.00.

The total amount of state funds available, therefore, was \$130,057.62.

Expenditures for work amounted to \$59,290.14, of which \$32,986.89 was expended for reconstructing 32.96 miles of gravel road, and \$26,303.25 for surface treating 24.27 miles.

Of the total cost, \$30,692.64 was paid from state funds and \$28,597.50 from town funds.

The sum of \$45,020.35 was transferred to state aid road accounts.

The balance in this appropriation on June 30, 1949, was \$54,344.63.

TOWN ROAD IMPROVEMENT FUND

Under Chapter 190, Private and Special Laws of 1947, the sum of \$520,000.00 was allocated from the general highway fund for the fiscal year 1949 for work contemplated by the town road improvement fund act.

Before apportionments were made to towns for the fiscal year 1948, the sum of \$24,965.60 (approximately 5% of the total amount allocated) was reserved by order of the Governor and Council. This reserve was carried forward to the fiscal year 1949 and was apportioned to towns with 1949 funds.

In addition to the reserve brought forward from the previous year, unexpended balances from 1948 amounted to \$113,364.80.

In accordance with provisions of the town road improvement law, the allocation of \$520,000.00 for the fiscal year 1949 plus the reserve of \$24,965.60, brought forward from 1948, a total of \$544,965.60, was apportioned to towns as follows:

Minimum apportionment to towns,	
631 towns, \$200.00 each,	\$126,200.00

Apportioned to 547 towns on the basis of unimproved road mileage, 10,125.97 miles @ \$40.50,	410,101.79
	<hr/>
	\$536,301.79
Reserved for supervision,	8,663.81
	<hr/>
	\$544,965.60

The total apportionment of \$544,965.60 plus the unexpended balance of \$113,364.80, brought forward from 1948, made a total of \$658,330.40 available.

On account of an overdraft of \$32.02 in the reserve for supervision in 1948, the amount reserved for supervision for 1949 was reduced, and the balance from previous years adjusted, by the same amount.

The total available state fund, therefore, included \$8,631.79 for supervision and \$649,698.61 for labor, material and other items of cost.

In addition to state funds, towns furnished \$56,077.87.

The total expenditure for work was \$586,913.01, of which \$530,835.14 was paid from state funds and \$56,077.87 from town funds.

Of the total cost the sum of \$5,271.04 was paid for supervision and \$581,641.97 for labor, material and other costs.

A total of \$17,334.99 was transferred to state aid road accounts.

Transfers to third class highway accounts amounted to \$800.00.

Transfers to special resolves amounted to \$200.00.

The unexpended balance on June 30, 1949, amounted to \$109,160.27. This balance includes \$3,360.75 for supervision and unexpended balances of apportionments to towns amounting to \$105,799.52.

SPECIAL LEGISLATIVE RESOLVES

AVAILABLE FUNDS

Unexpended balances of special legislative resolves

carried forward to July 1, 1948, from previous years, amounted to \$173,638.12.

The total of resolves included in Chapter 173, Resolves of 1947, for the fiscal year 1949, was \$150,000.00.

The following appropriations were made to island towns for road work under the provisions of Chapter 99, Private and Special Laws of 1937, and Chapter 87, Private and Special Laws of 1939.

Swan's Island	\$ 946.50
Cranberry Isles	655.50
Isle au Haut	495.75
North Haven	1,520.82
Vinalhaven	2,409.75
	<hr/>
	* \$6,028.32

*(These appropriations were not made under special resolves of the legislature, but have been included with the report of expenditures under special resolves.)

The sum of \$200.00 from town road improvement funds was transferred to special resolves. The total of available state funds, therefore, was \$329,866.44.

EXPENDITURES

The cost of work performed directly under special resolves was \$118,490.35, of which \$100,010.14 was paid from state funds, and \$18,480.21 from town funds.

Of the total, the sum of \$470.97 was paid for supervision and \$118,019.38 was paid for labor and material and other cost items.

Work under special resolves included the construction of 4.9 miles of gravel road at a cost of \$29,020.06, repairs to 50.60 miles at a cost of \$84,124.65, and tar surface treatment of 2.9 miles for which the cost was \$5,345.64.

The following transfers were made from special resolve accounts:

To state aid road accounts	\$90,146.63
To state aid road reconstruction accounts	500.00
To bridge construction accounts	8,679.00
To maintenance accounts	207.20

Reimbursements to towns for work previously completed

and reported amounted to \$7,784.22.

Unexpended balances, on June 30, 1949, amounted to \$122,539.25.

FEDERAL AID SECONDARY HIGHWAY PROJECTS

Twenty-two projects were under construction during the year. Of these, ten projects involving 18.78 miles were completed, and twelve projects involving 22.57 miles were incomplete on June 30, 1949.

The following projects were completed:

S-169(2)	Farmington	2.66 miles
S-55(1)	Fryeburg	1.29 "
S-14(2)	Corinna-Exeter	2.16 "
S-16(3)	Damariscotta	0.79 "
S-229(5)	Dresden	1.26 "
S-8(4)	Jerusalem Twp.	0.64 "
S-53(1)	Manchester-Readfield	2.63 "
S-379(2)	Sandy Bay Twp.	3.33 "
S-329(5)	Sidney	1.10 "
S-26(2)	Standish	2.92 "
	Total	18.78 miles

The following projects were incomplete:

S-114(3)	Addison-Jonesport	2.24 miles
S-62(1)	Augusta-Chelsea	1.52 "
S-67(1)	Bowdoin	1.58 "
S-335(4)	Dexter	0.33 "
S-300(4)	Hamlin Pl.	2.09 "
S-378(2)	Johnson Mt. Twp.	2.47 "
S-54(1)	Pittston	1.94 "
S-73(1)	Presque Isle-Washburn	4.32 "
S-371(6)	So. Thomaston-St. George	1.24 "
S-371(5)	Thomaston-So. Thomaston	2.41 "
S-49(2)	Waterford	1.27 "
S-64(1)	Wiscasset	1.16 "
	Total	22.57 miles

Total expenditures for the fiscal year 1949 on account of the construction of federal-aid secondary projects amounted to \$1,261,590.36, of which \$83,501.55 was expended for construction engineering and right of way, \$1,142,978.33 for labor, materials and other construction costs and \$35,110.48 for surveys and preliminary engineering for future work.

Following are brief descriptions of federal-aid secondary projects constructed on the state highway system:

AROOSTOOK COUNTY

STATE HIGHWAY "K-12"

PRESQUE ISLE-WASHBURN, Federal-aid Secondary Project No. S-73(1). This project begins at Route U. S. 1 in Presque Isle and extends northwesterly 4.3 miles. Construction consisted of a gravel base 20 feet wide, with 4-foot gravel shoulders and a mixed-in-place bituminous gravel surface. This project was built by the Bridge Construction Corporation of Augusta, Maine. Construction began May 10, 1948, and was 95% completed June 30, 1949.

CUMBERLAND COUNTY

STATE HIGHWAY "PEQUAKET TRAIL"

STANDISH, Federal-aid Secondary Project No. S-26(2). This project begins 0.7 mile from Route 25 and extends northwesterly 2.9 miles (two sections). Construction consisted of a gravel base 20 feet wide, 3-foot gravel shoulders and a mixed-in-place bituminous gravel surface. Contractor, J. R. Cianchette of Pittsfield, Maine. Construction began November 17, 1947, and was completed July 15, 1948.

KENNEBEC COUNTY

STATE HIGHWAY "P"

AUGUSTA-CHELSEA, Federal-aid Secondary Project No. S-62(1). This project begins 0.7 mile west of the Augusta-Chelsea town line at end of Federal Aid Route 35 and extends easterly 1.52 miles. Construction consisted of a 22-foot gravel base with 4-foot gravel shoulders and a mixed-in-place bituminous gravel surface. Contractor, P. E. Susi & Co., of Pittsfield, Maine. Construction began May 16, 1949, and was 60% completed on June 30, 1949.

STATE HIGHWAY "127"

PITTSTON, Federal-aid Secondary Project No. S-54(1). This project begins 1.3 miles south of Route 126 and extends southerly 1.94 miles. Construction consists of a gravel base 20 feet wide, 4-foot gravel shoulders and a mixed-in-place bituminous gravel surface. Construction started November 23, 1948, and was 60% completed June 30, 1949. The project was built by the State, force account method.

KNOX COUNTY

STATE HIGHWAY "D-4"

THOMASTON -

SOUTH THOMASTON - ST. GEORGE, Federal-aid Secondary Projects Nos. S-371(5) and S-371(6). These two projects were let as one contract. The construction began at Federal Aid Route 13, Route U. S. 1, and extended southerly 3.65 miles to St. George Village. Construction consists of a 20-foot gravel base, with 4-foot gravel shoulders and a mixed-in-place bituminous gravel surface. Construction started June 29, 1948, and was 95% completed June 30, 1949. The contractor was A. P. Wyman, Inc., of Waterville, Maine.

LINCOLN COUNTY

STATE HIGHWAY "127"

WISCASSET, Federal-aid Secondary Project No.S-64(1). This project begins at the junction of Route U. S. 1 and State Route 27 and extends northerly 1.16 miles. Type of surface 3" bituminous macadam, 20 feet wide, with 4-foot gravel shoulders. Contractor, Sheldon S. Grant and Earl L. Keene, of Portland, Maine. Construction started May 26, 1949, and was 40% completed June 30, 1949.

SOMERSET COUNTY

STATE HIGHWAY "H"

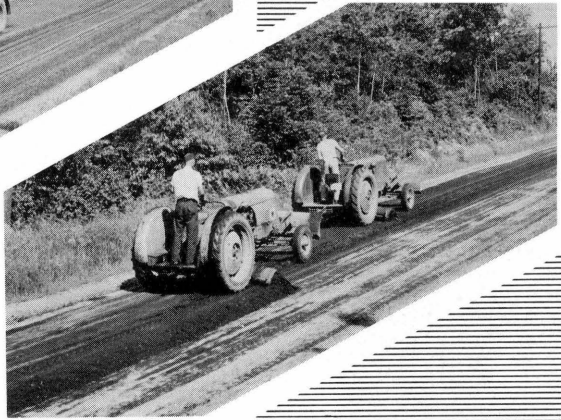
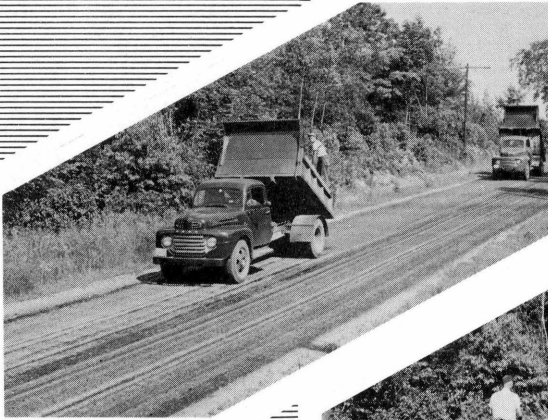
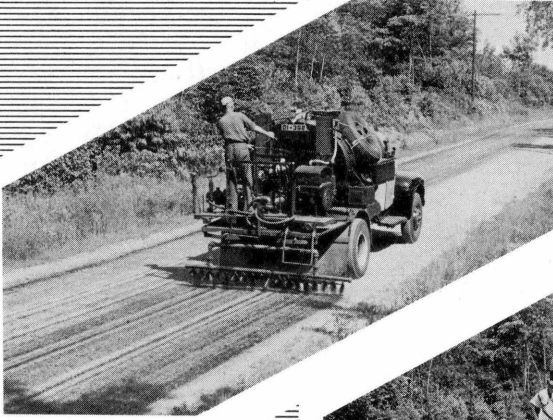
JOHNSON MOUNTAIN TOWNSHIP, Federal-aid Secondary Project No. S-378(3). This project begins at the north end of Project No. S-378(2), near Mountain Brook, and extends northerly 2.47 miles. Construction consisted of a 20-foot gravel base, 5-foot gravel shoulders and a mixed-in-place bituminous gravel surface. Contractor, Thomas DiCenzo of Calais, Maine. Construction started August 30, 1948, and was 90% completed June 30, 1949.

Maintenance Division

MAINTENANCE OF IMPROVED STATE

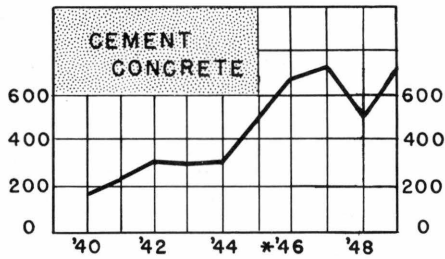
AND STATE AID ROADS

Improved state and state aid highways to the cost of which the State has contributed are maintained under the

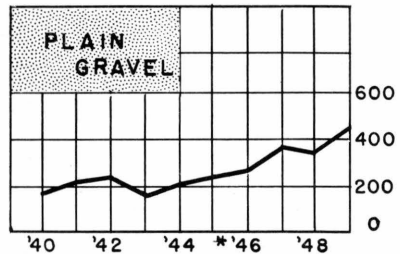
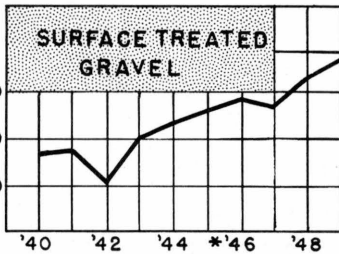
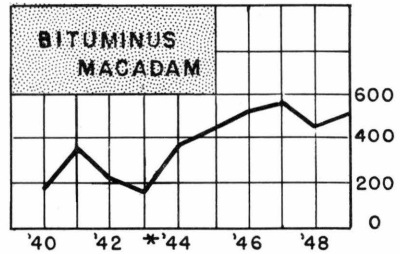
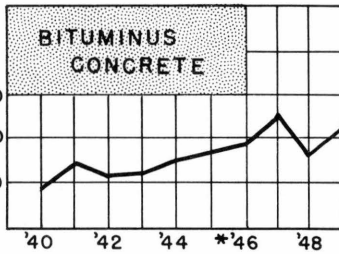


ROAD MAINTENANCE

MAINTENANCE COST OF IMPROVED STATE AND STATE AID HIGHWAYS



DOLLARS PER MILE



* CHANGE FROM CALENDAR YEAR TO A FISCAL YEAR

direction of the State Highway Commission with state funds and certain funds appropriated by cities and towns.

The State does not participate in the cost of maintenance of state highways in compact sections of towns having a population of over 5,000 and does not participate in the cost of snow removal on highways of any class within the compact sections of towns having a population of over 2,000.

The apportionment from the general highway fund for maintenance of improved state and state aid roads and betterments, made under Chapter 190, Private and Special Laws of 1947, was \$5,925,000 for the fiscal year 1949. Of this amount \$4,725,000 was earmarked by the Commission for routine maintenance work and \$1,200,000 was for betterments.

An additional apportionment of \$1,283,000 was made by the Commission from the unappropriated general highway funds, \$445,055 was paid into the maintenance fund by towns and cities and from other sources, and transfers from other funds amounted to \$2,625. A balance of \$128 was brought forward from the fiscal year 1948.

A total of \$6,455,808, therefore, was made available for maintenance work, not including betterments or snow removal.

The highway maintenance program for the fiscal year 1949 included 9,127.8 miles, classified as follows;

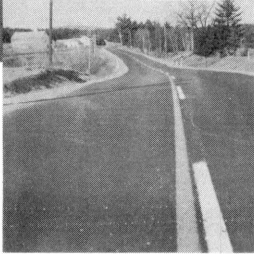
Improved state highways	2,935.02 miles
Improved state aid highways	6,192.78 "
Total	<u>9,127.80 miles</u>

The following table shows the total mileage maintained according to highway classifications, types of surface, and maintenance cost a mile, including signs, supervision and miscellaneous expenditures:

Type	Miles State Highways	Miles State Aid Highways	Total Miles	Cost of Maintenance A Mile
Cement Concrete	176.82	8.67	185.49	\$711.53
Bituminous Concrete	104.12	1.89	106.01	421.86
Bituminous Macadam	434.50	39.64	474.14	511.10
Surface Treated Gravel	2,138.81	4,984.47	7,123.28	767.16
Plain Gravel Surface	80.77	1,158.11	1,238.88	448.92
Totals	2,935.02	6,192.78	9,127.80	



BEFORE
←



AFTER
→

SKOWHEGAN



BEFORE
←



AFTER
→

BENTON - CLINTON



BEFORE
→



AFTER
←

BENTON NECK ROUTE 100



BEFORE
←

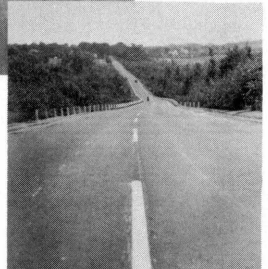


AFTER
→

BRUNSWICK (compact)



BEFORE
←



AFTER
→

HERMON ROUTE 2

The total expenditure for maintenance was \$6,439,895.24.

Transfers to other funds amounted to \$226.28. The sum of \$15,686.48 was returned to the unappropriated general highway fund.

BETTERMENTS

The total fund for betterments included \$1,200,000 from the apportionment for maintenance of state and state aid roads, \$15,000 from the general highway fund surplus, \$8,225 transferred from other funds, and an unexpended balance of \$159,351.21 brought forward from the previous year, making a total of \$1,382,576.21.

During the year 77.19 miles were completed; the expenditures on these sections amounted to \$696,186.79.

At the end of the season 64.5 miles were under construction but not completed; the expenditures on these sections was \$489,742.26.

Expenditures on work previously reported amounted to \$6,017.93.

The sum of \$15,073.05 was expended for grading in Kittery and \$25,000.00 was paid to the Wiscasset-Westport Bridge District for improvement of approaches to the new Wiscasset-Westport Bridge.

The sum of \$10,642.60 was charged to the general stone account to be distributed to projects later.

Expenditures, in total, amounted to \$1,242,662.63.

Transfers to other funds amounted to \$137,897.35.

The balance in the betterment account on June 30, 1949, was \$2,016.23.

SPECIAL SURFACE TREATMENT

Under Chapter 94 of the Private and Special Laws of 1941, the sum of \$200,000.00 was apportioned from the general highway fund for surface treatment of improved state and state aid roads.

The unexpended balance of this fund on June 30, 1948, was \$32,960.43.

During the fiscal year 1949 transfers from other funds

amounted to \$400.00, making a total of \$33,360.43 available for expenditure.

The sum of \$27,238.97 was expended for surface treatment of 21.32 miles. The work was done in the following towns:

Amherst	.50 mile
Aurora	.60 mile
Benedicta	1.21 miles
Benton	1.40 miles
Chapman	1.00 mile
Codyville	1.95 miles
Cornville	1.00 mile
Crockertown	2.00 miles
Fort Fairfield (Dorsey Road)	3.00 miles
Jerusalem	1.00 mile
Limestone	1.40 miles
Littleton	1.50 miles
Littleton (Wiley Road)	.60 mile
Mapleton	2.00 miles
Mariaville	1.15 miles
Masardis	.30 mile
Monticello	.41 mile
Pittston	.30 mile
	<hr/>
	21.32 miles

The sum of \$500.00 was transferred to other appropriations.

The unexpended balance on June 30, 1949, was \$5,621.46.

SNOW REMOVAL

The snow removal program for the winter of 1948-1949 included 14,949.15 miles of accepted snow removal routes. This mileage included 2,939.16 miles of state highways, 5,929.98 miles of state aid highways, and 6,080.01 miles of third and fourth class highways.

The apportionment from the general highway fund for the State's share of the cost of snow removal for the fiscal year 1949 (Chapter 190, Private and Special Laws of 1947) was \$1,700,000.00, to which an additional transfer of \$25,000.00 was made by the Commission. Other revenue amounted to \$14,542.14, making the total state fund \$1,739,542.14.

The total expenditure for snow removal on all classes of highways was \$2,565,284.37, of which \$1,732,905.53 was



OXFORD - ROUTE 26



PERU - ROUTE 108

paid from state funds and \$832,378.84 was paid from town funds.

The average cost a mile, including sanding, for all classes of highway, was \$171.60.

The cost of snow removal on state highways, including sanding, was \$1,207,545.38, of which \$1,090,666.98 was paid from state funds and \$116,878.40 from town funds. The average cost a mile was \$410.85.

The cost of snow removal on state aid, third class and town roads, including sanding, was \$1,357,738.99, of which \$642,238.55 was paid from state funds and \$715,500.44 from town funds. The average cost a mile was \$113.05.

An unexpended balance of \$6,636.61 was returned to the unappropriated general highway fund.

Bridge Division

BRIDGE CONSTRUCTION

With labor, materials and engineering personnel better available than for some time, bridge construction increased during the 1948-1949 fiscal year. There were placed under construction forty-two state bridge projects. Eleven bridges were included in federal-aid projects, and an additional contract was awarded on the Augusta Bridge project, started in the previous year.

Near the end of the year there was some reduction in the prices of certain items of work. With present wage rates and material prices, however, high prices will continue, and the only reduction will be that caused by competition and more efficient labor and construction methods.

State projects are financed from the bridge loan fund, so called. The balance in that account on July 1, 1948, was \$1,135,355.86. The legislative apportionment from the general highway fund was \$812,500.00. Receipts from counties and towns, and transfers from other funds, principally state aid and special resolves, amounted to \$517,916.97, and sales of material were \$2,057.59. There was expended for engineering, advertising and inspection \$139,277.92, for labor and materials \$1,369,461.44, and for right of way

\$174.36, a total of \$1,508,913.72. Refunds to countries and towns and transfers to other funds were \$11,136.87, leaving a balance of \$947,779.83 on June 30, 1949. To complete bridges now under construction will require about \$500,000.00, leaving about \$445,000.00 with future apportionments available for new work.

FEDERAL AID PROJECTS

AUGUSTA, Kennebec County, Project FI - UI - 389(2), Augusta Bridge. For description see 1947-1948 report. Contract for floor let in this fiscal year to Ellis C. Snodgrass, Inc. Estimated contract price \$175,532.25.

WATERFORD, Oxford County, Project S-49(3), Horrs Bridge. Steel beam span, length 60 ft. c. to c. bearings, concrete floor, 24-ft. roadway, concrete abutments. Length of project 1,600 ft. Contractor, Rioux and Robinson. Estimated cost \$40,600.00.

In addition to the above bridge projects, the following bridges were included in highway projects under construction during the fiscal year:

ALFRED, York County, Project F-360(4), Saco Bridge. Concrete slab span, clear span length 24 ft. 10-3/4 in., 40 ft. roadway, existing abutments extended with concrete. Bridge let as separate contract. Norman E. Jackson, Contractor.

BLAINE, Aroostook County, Project F-298(9), Upper Bridge. Concrete T-beam span, length 42 ft. c. to c. bearings, 40 ft. roadway, concrete abutments.

DEXTER, Penobscot County, Project S-335(4), Float Bridge. Steel beam span, length 60 ft. c. to c. bearings, concrete floor, 28 ft. roadway, concrete abutments on existing abutments and stone fill.

LINCOLN, Penobscot County, Project FI-73(2), Combolassie Stream Bridges. Two concrete slab spans, each 12 ft. clear span length. Superstructures widened to provide 37 ft. roadway, one 4 ft. sidewalk. Abutments extended with concrete.

LYMAN, York County, Project F-360(4), Sunken Branch Bridge. Concrete slab span, clear span length 12 ft., 41 ft. roadway, concrete abutments.

MERCER, Somerset County, Project F-65(2), Mill Pond Bridge. Concrete slab span, clear span length 18 ft., 30 ft. roadway, concrete abutments.

SEARSPORT, Waldo County, Project F-84(15), Searsport Bridge. Concrete rigid frame span, clear span length 18 ft., 38 ft. roadway, one 4 ft. sidewalk.

UNITY, Waldo County, Project S-58(2), Bither Brook Bridge. Concrete slab span, 15 ft. clear span length. Superstructure and abutments widened with concrete to provide 28 ft. roadway on fill.

WISCASSET, Lincoln County, and WOOLWICH, Sagadahoc County, Project F-116(11), Montsweag Farm Bridge. Concrete slab span, 20 ft. clear span length. Superstructure and abutments widened to provide 40 ft. roadway on fill.

WOODSTOCK, Oxford County, Project F-93(12), Robbins Bridge. Concrete slab span, 12 ft. clear span length. Superstructure and abutments, widened to provide 38 ft. roadway.

STATE PROJECTS

ALNA, Lincoln County, Head Tide Bridge. Steel beam span, length 81 ft. c. to c. bearings, concrete floor, 24 ft. roadway, concrete abutments. Length of project 250 ft. Contractor, Cyr and Denico Company. Estimated cost, \$38,900.00.

AMITY, Aroostook County, Davis Bridge. Two steel beam spans, lengths 71 ft. and 30 ft. c. to c. bearings, concrete floor, 14 ft. roadway, concrete abutments, old concrete pier used. Length of project 200 ft. Contractor, J. E. Delahunty. Estimated cost, \$14,000.00.

ANDOVER, Oxford County, Brickett Bridge. Steel beam span, length 88 ft. c. to c. bearings, open steel grid floor, 22 ft. roadway, old abutments capped with concrete. Length of project 350 ft. Contractor, Walter V. Mitton, Inc., Estimated cost, \$29,000.00.

BENTON, Kennebec County, Sebesticook River Bridge. Open steel grid floor on existing steel truss span, length 254 ft. 4 in. c. to c. bearings, 18 ft. roadway, new steel stringers, existing floor beams strengthened. Force account work. Estimated cost, \$25,000.00.

BIDDEFORD and SACO, York County, Main Street Bridge. Two deck steel plate girder spans, each 107 ft. 6 in. c. to c. bearings, concrete floor, 28 ft. roadway, 7 ft. sidewalk, concrete pier, old abutments jacketed, underpinned and capped with concrete. Length of project 450 ft. Contractor, Ellis C. Snodgrass, Inc. Estimated cost, \$145,000.00.

BOWDOINHAM, Sagadahoc County, Lower Abagadasset Bridge. Steel beam span, length 90 ft. c. to c. bearings, concrete floor, 14 ft. roadway, creosoted pile and timber buried abutments. Length of project 130 ft. Contractor, Berry and Moser Construction Company. Estimated cost, \$27,500.00.

BRIDGTON, Cumberland County, Sandy Creek Bridge. Concrete rigid frame span, clear span length 30 ft., 24 ft. roadway. Length of project 651 ft. Contractor, Reed and Reed. Estimated cost, \$24,100.00.

BRIGHTON PL., Somerset County, Corson Bridge. Sectional corrugated metal plate pipe, diameter 10 ft., 22 ft. roadway on fill. Length of project 50 ft. Force account work. Estimated cost, \$5,700.00.

BROOKSVILLE, Hancock County, Cape Rosier Bridge. Steel beam span, length 60 ft. c. to c. bearings, concrete floor, 14 ft. roadway, buried concrete abutments. Length of project 300 ft. Contractor, Norman E. Jackson. Estimated cost, \$22,200.00.

BRUNSWICK, Cumberland County, Bunganuc Bridge. Sectional corrugated metal plate arch, span length 16 ft., 26 ft. roadway on fill, concrete abutments. Length of project 150 ft. Force account work. Estimated cost, \$11,500.00.

BURLINGTON, Penobscot County, Saponac Bridge. Concrete slab span, clear span length 20 ft., 22 ft. roadway, concrete abutments. Length of project 200 ft. Contractor, A. P. Wyman, Inc. Estimated cost, \$24,600.00.

CARMEL, Penobscot County Tracy Bridge. Concrete slab span, clear span length 30 ft., 22 ft. roadway, concrete abutments. Length of project 400 ft. Contractor, Joseph Frost and Company. Estimated cost, \$21,000.00.

CHESTERVILLE, Franklin County, Bersley Bridge. Two sectional corrugated metal plate pipes, each 14 feet diameter. 26 ft. roadway on fill. Length of project 325 ft. Force account work. Estimated cost, \$16,000.00.

EASTON, Aroostook County, Flewelling Bridge. Sectional corrugated metal plate arch, span length 14 ft., 26 ft. roadway on fill, concrete abutments. Length of project 250 ft. Contractor, P. E. Susi and Company. Estimated cost, \$10,000.00.

FREEPORT, Cumberland County, Porter Landing Bridge. Two sectional corrugated metal plate pipes, each

6 ft. diameter, 26 ft. roadway on fill. Length of project 675 ft. Contractor, Wyman and Simpson, Inc. Estimated cost, \$15,700.00.

GORHAM, Cumberland County, Deguio Mill Bridge. Steel beam span, length 56 ft. 3 in. c. to c. bearings, concrete floor, 26 ft. roadway, one old abutment jacketed, underpinned and capped with concrete, new concrete wings, minor work on other abutment. Length of project 300 ft. Contractor, C. H. Goodrich. Estimated cost, \$24,500.00.

GORHAM, Cumberland County, Warren Bridge. Sectional corrugated metal plate arch, 20 ft. span, 26 ft. roadway on fill, concrete abutments. Length of project 350 ft. Contractor, Reed and Reed. Estimated cost, \$12,400.00.

HOULTON, Aroostook County, Moose Brook Bridge-Porter Settlement. Concrete slab span, clear span length 20 ft., 24 ft. roadway on fill, concrete abutments. Length of project 300 ft. Contractor, Forest Frederick. Estimated cost, \$16,000.00.

JONESBORO, Washington County, Drisko Bridge. Three steel beam spans, lengths 30 ft. 6 in., 41 ft., 30 ft. 6 in., c. to c. bearings, 22 ft. roadway, steel pile bent piers and abutments. Length of project 700 ft. Contractor, A. P. Wyman, Inc. Estimated cost, \$31,400.00.

LEBANON, York County, and MILTON, N. H., New Bridge. Four treated timber stringer spans, each 23 ft. c. to c. bearings, 20 ft. roadway, 4 ft. sidewalk, treated timber pile bent piers and buried abutments. Force account work. Cost of bridge divided between the two states. Estimated cost of Maine portion, \$8,000.00.

LIMESTONE, Aroostook County, Long Road Bridge. Concrete slab span, clear span length 25 ft., 24 ft. roadway, concrete abutments. Length of project 200 ft. Contractor, George W. Crane. Estimated cost, \$24,800.00.

LINCOLN and CHESTER, Penobscot County, Fenobscot River Bridge. Three through steel truss spans, each 200 ft. c. to c. bearings, concrete floor, 22 ft. roadway, concrete piers and buried abutments. Approach work by towns. Contractors, W. H. Hinman, Inc., substructure, Lackawanna Steel Construction Corporation, structural steel. Contract for floor not let this year. Estimated cost of project, \$244,000.00.

LITCHFIELD, Kennebec County, Maxwell Bridge. Two sectional corrugated metal plate pipes, each 6 ft. 3 in. di-

ameter, 26 ft. roadway on fill. Length of project 50 ft. Force account work. Estimated cost \$5,500.00.

LITTLETON, Aroostook County, Jarvis Bridge. Two sectional corrugated metal plate pipes, each 7 ft. 6 in. diameter, 26 ft. roadway on fill. Length of project 250 ft. Force account work. Estimated cost, \$7,500.00.

MARIAVILLE, Hancock County, Goodwin Bridge. Three steel beam spans, lengths 50 ft., 70 ft., 50 ft. c. to c. bearings, treated timber floor, 22 ft. roadway, two 2 ft. safety curbs, treated timber pile bent piers and buried abutments. Length of project 600 ft. Contractor, A. P. Wyman, Inc. Estimated cost, \$57,300.00.

MARS HILL, Aroostook County, Customs House Bridge. Three corrugated metal pipes, each 6 ft. diameter, 24 ft. roadway on fill. Length of project 200 ft. Force account work. Estimated cost, \$10,400.00.

NEW SHARON, Franklin County, Sucker Brook Bridge No. 2. Concrete slab span, clear span length 14 ft., 24 ft. roadway on fill, concrete abutments. Length of project 125 ft. Contractor, Berry and Moser Construction Company. Estimated cost, \$9,000.00.

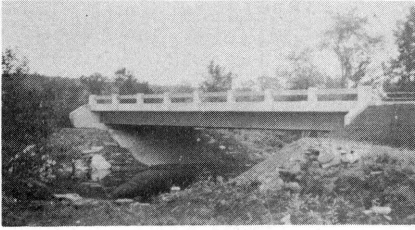
NOBLEBORO, Lincoln County, Oak Hill Oyster Creek Bridge. Sectional corrugated metal plate arch, 16 ft. 4-1/2 in. span, 26 ft. roadway on fill, timber floor. Length of project 250 ft. Force account work. Estimated cost, \$7,700.00.

PRENTISS PL., Penobscot County, Mattagoodus Bridge. Three sectional corrugated metal pipes, each 10 ft. diameter, 26 ft. roadway on fill. Length of project 125 ft. Force account work. Estimated cost, \$11,600.00.

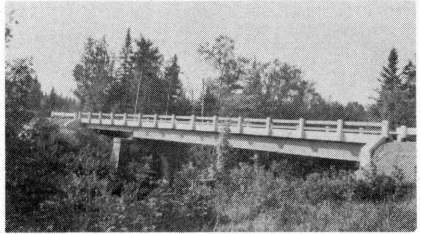
RIPLEY, Somerset County, Additon Bridge. Sectional corrugated metal plate arch, span length 13 ft., 26 ft. roadway on fill, concrete abutments. Length of project 100 ft. Force account work. Estimated cost, \$6,900.00.

ROME, Kennebec County, and SMITHFIELD, Somerset County, Upper Bridge. Two sectional corrugated metal plate pipe arches, each with span length of 10 ft. 3 in., 24 ft. roadway on fill. Length of project 500 ft. Force account work. Estimated cost, \$10,500.00.

ROQUE BLUFFS, Washington County, Englishman River Bridge. Three steel spans, lengths 25 ft., 45 ft., 25 ft., con-



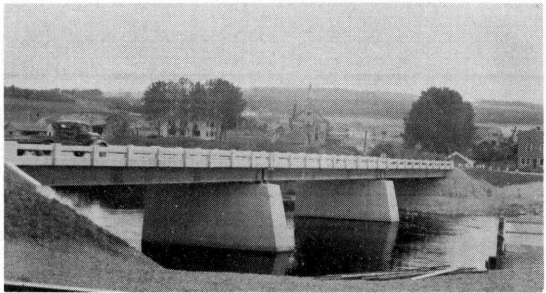
SEARS BRIDGE
WILLIMANTIC



DAVIS BRIDGE
AMITY



LOWER ABAGADASSETT BRIDGE
BOWDOINHAM



SOLDIER POND BRIDGE
WALLAGRASS, PL.



WARREN BRIDGE
GORHAM



HEAD TIDE BRIDGE
ALNA

BRIDGE CONSTRUCTION PROJECTS

crete floor, 22 ft. roadway, steel pile bent piers and buried abutments. Length of project 400 ft. Contractor, A. P. Wyman, Inc. Estimated cost, \$34,100.00.

STEUBEN, Washington County, Dyer Bay Bridge. Steel beam span, length 50 ft. c. to c. bearings, concrete floor, 22 ft. roadway, steel pile bent buried abutments, concrete caps. Length of project 275 ft. Contractor, Forest Frederick. Estimated cost, \$15,900.00.

STRONG, Franklin County, Lisherness Bridge. Concrete slab span, clear span length 30 ft., 22 ft. roadway, concrete abutments. Length of project 500 ft. Contractor, Forest Frederick. Estimated cost, \$20,500.00.

TOWNSHIP 9, RANGE 5, Aroostook County, Houlton Brook Bridge. Two corrugated metal pipes, each 5 ft. diameter, 22 ft. roadway on fill. Length of project 300 ft. Force account work. Estimated cost, \$6,300.00.

TOWNSHIP 31, Washington County, Old Stream Bridge. Concrete T-beam span, length 40 ft. c. to c. bearings, 24 ft. roadway, concrete abutments. Approaches done as state aid highway. Contractor, Norman E. Jackson. Estimated cost, \$23,000.00.

WALLAGRASS PL., Aroostook County, Soldier Pond Bridge. Three steel beam spans, length c. to c. bearings 70 ft. 0-1/4 in. each, concrete floor, 22 ft. roadway, concrete piers, steel pile bent buried abutments, concrete caps. Flashing light signals at new grade crossing. Length of project 575 ft. Contractor, P. E. Susi and Company. Estimated cost, \$100,000.00.

WATERFORD, Oxford County, Durgin Mill Bridge. Steel beam span, length 70 ft. c. to c. bearings, concrete floor, 24 ft. roadway, treated timber pile bent buried abutments, concrete caps. Length of project 250 ft. Contractor, Berry and Moser Construction Company. Estimated cost, \$22,700.00.

WEST GARDINER, Kennebec County, Curtis Bridge. Sectional corrugated metal plate pipe arch, span length 10 ft. 3 in., 24 ft. roadway on fill. Length of project 50 ft. Force account work. Estimated cost, \$3,500.00.

WHITEFIELD, Lincoln County, Hickey Bridge. Sectional corrugated metal plate arch, span length 11 ft. 10 in., 24 ft. roadway on fill. Length of project 200 ft. Force account work. Estimated cost, \$6,800.00.

WILLIMANTIC, Piscataquis County, Sears Bridge. Steel beam span, length 60 ft. c. to c. bearings, concrete floor, 22 ft. roadway, pile bent buried abutments, concrete caps. Length of project 550 ft. Contractor, Herbert E. Callahan Inc. Estimated cost, \$17,300.00.

WISCASSET and EDGECOMB, Lincoln County, Wiscasset-Edgcomb Bridge. New concrete filled steel grid floor on a portion of existing bridge. Roadway width 22 ft. Length of this years work 832 ft. Force account work. Estimated cost, \$50,000.00.

The following table of closed bridge accounts gives the final cost and distribution of this cost.

Town	County	Bridge	Total Cost	Paid by State	Paid by County	Paid by Town
Belgrade	Ken.	Mill	\$ 10,317.21	\$ 3,188.02	\$ 3,095.16	\$ 4,034.03
Biddeford	York	Snake River	14,902.30	3,725.58	4,470.69	6,706.03
Bradley	Pen.	Bullen	21,470.76	12,109.51	6,441.23	2,920.02
Bridgewater	Aro.	Whitney Brook	15,693.84	15,693.84	- - -	- - -
Bromfield	Oxf.	Durgin Mill	8,201.55	3,370.84	2,460.46	2,370.25
Carmel	Pen.	Ruggles	12,240.07	5,703.87	3,672.02	2,864.18
Charleston	Pen.	Richards	13,210.52	6,380.68	3,963.16	2,866.68
Chesterville	Fra.	Center	13,759.07	7,030.89	4,127.72	2,600.46
Dover-Foxcroft	Pisc.	East Dover	73,095.89	31,065.75	21,928.77	20,101.37
Haynesville	Aro.	Ferry	10,699.35	6,509.55	3,209.80	980.00
Highland Pl.	Som.	Brintnell	9,692.14	6,204.50	2,907.64	580.00
Hiram	Oxf.	Wadsworth	10,852.20	4,319.18	3,255.66	3,277.36
Houlton	Aro.	Highland Ave.	172,231.98	80,432.34	51,669.59	40,130.05
Hudson	Pen.	Mohawk	15,525.93	9,408.15	4,657.78	1,460.00
Lebanon-Milton,N.H	York	New	7,226.36	2,124.55	2,167.91	2,933.90
Lincolntonville	Wal.	Meeting House	7,968.98	2,773.21	2,390.69	2,805.08
Lisbon	And.	Durgin	16,066.12	4,016.53	4,819.84	7,229.75
Litchfield	Ken.	Palmer	7,649.35	2,784.36	2,294.81	2,570.18
New Limerick	Aro.	Mooers	20,185.70	11,586.59	6,055.71	2,543.40
Patten	Pen.	Lovejoy	12,984.53	5,193.81	3,895.36	3,895.36
Patten	Pen.	Peasley	17,414.58	7,557.93	5,224.37	4,632.28
Prentiss Pl.	Pen.	Spruce Brook	8,230.90	4,798.61	2,469.27	963.02
Rockport	Knox	Simonton Cor.	5,501.08	1,375.27	1,650.32	2,475.49
Sangerville	Pisc.	Carleton	36,916.25	20,045.52	11,074.88	5,795.85
Somerville Pl.	Lin.	Somerville Cor.	20,387.98	13,581.59	6,116.39	690.00
T9; R5	Aro.	Houlton Brook	5,195.51	3,018.59	1,558.65	618.27
Turner	And.	Turner Center	60,814.46	31,988.40	18,244.34	10,581.72
Union	Knox	Trues	40,629.39	22,630.57	12,188.82	5,810.00
Verona	Han.	Ulmers	3,773.84	1,641.62	1,132.15	1,000.07
Waterville	Ken.	Western Ave.	22,905.22	5,726.30	6,871.57	10,307.35
Wells	York	Bert Wells	21,141.44	5,433.35	6,342.43	9,365.66
Wells	York	Charles West	10,614.85	2,653.71	3,184.46	4,776.68
Wells	York	Lewis West	9,000.98	2,250.25	2,700.29	4,050.44

ELIMINATION OF HAZARDS AT RAILROAD CROSSINGS

Only one project was undertaken and completed during the present fiscal year. This was:

PARIS, Oxford County, Main Street Crossings, Federal Aid Project FG 93(11), two crossings of Canadian National Railway and Route 26. Automatic flashing light signals. Estimated cost, \$5,800.00.

Preliminary work was done on various types of railway-highway projects, including signal protection, reconstruction of inadequate highway overpasses and underpasses and elimination of grade crossings.

The 1949 legislature apportioned from the general highway fund \$20,000.00 each year for grade crossing protection, on state and state aid roads. This will be used on non-federal work, upon order of the Public Utilities Commission.

The balance in the federal aid grade crossing fund on July 1, 1948, was \$76,725.48 and the receipts from federal grants during the year were \$5,671.11. For engineering and inspection there was a credit of \$297.51, and charges of \$63.65 for right of way and property damage and \$30,823.64 for labor and material, leaving a balance of \$51,806.81 on June 30, 1949. This fund is not used with post-war federal funds and there will be only one more project in which this appropriation is involved.

BRIDGE MAINTENANCE

Bridge maintenance was continued in the same manner as during the preceding year. Forty-two more bridges built under the General Bridge Act, not previously maintained by the State, were added to the list of bridges under state maintenance, bringing the total number maintained to 1,635 at the end of the fiscal year 1948-49.

Some of the larger maintenance projects completed are the following: Reflooring Androscoggin River Bridge, Livermore Falls-Livermore, requiring 6,475 sq. ft. 5" open grid flooring; reflooring the middle long span of the Bangor-Brewer Bridge, requiring 705 sq. ft. 5" open grid flooring and 5,654 sq. ft. 3" concrete-filled grid flooring; reflooring lift span of the Memorial Bridge, Kittery-Portsmouth, N.H. (joint account with State of New Hampshire), requiring 7,890 sq. ft. 5" open grid and 466 sq. ft. 3" concrete-filled grid flooring; reflooring draw span of Mount Desert Bridge, Trenton, requiring 2,230 sq. ft. 5" open grid flooring; re-decking Knickerbocker Bridge, Boothbay, requiring 60

M.B.M. treated lumber; redecking Station 350 Bridge, Twp. 5, R9 (Piscataquis), requiring 41 M.B.M. treated lumber; restoration of deteriorated concrete at Milliken's Crossing over M. C. R. R., Hallowell; underpinning piers of Tukey's Bridge, Portland; erection of 110 ft. Bailey type span to replace old covered bridge at Olson Bridge, Lincoln Pl.; construction of new concrete abutment at East Outlet Bridge, Big Squaw - Sapling to replace old piling structure at easterly end.

Painting of steel structures was continued with three crews working during the summer months.

The apportionment from the general highway fund for the fiscal year was \$440,000.00. Income from other sources amounted to \$3,373.51. There was a carry-over from the previous year of \$38,076.51. The expenditure for the fiscal year 1948 - 1949 amounted to \$455,325.89. The sum of \$2,000.00 was transferred to the Maine Kennebec Bridge (Richmond - Dresden). The unexpended balance on June 30, 1949, was \$24,124.13.

TOLL BRIDGES

The traffic over the three toll bridges operated by the State increased during the present fiscal year over the previous fiscal year as follows:

Waldo-Hancock Bridge	5 per cent more
Deer Isle-Sedgwick Bridge	3 per cent more
Maine Kennebec Bridge	10 per cent more

By act of the 1949 legislature, to be effective August 6, the State Highway Commission will hereafter establish the tolls on the Deer Isle-Sedgwick Bridge, and the State will pay the cost of maintenance of the structure. By another act the Maine Kennebec Bridge between Richmond and Dresden will become a free bridge on the same date.

The new Augusta Bridge, which will be a toll bridge under the provisions of the act authorizing construction, should be opened to traffic late in 1949.

WALDO-HANCOCK BRIDGE

The balance on July 1, 1948, was \$140,983.33. The receipts from tolls were \$107,245.05, and refunds \$93.05, making net income from tolls \$107,152.00. Interest of \$945.11 on savings account was credited. Interest charges amounted to \$3,570.00, bonds amounting to \$30,000.00 were

retired, and the cost of maintenance and operation was \$25,580.85. On June 30, 1949, the balance was \$189,929.59, and the outstanding bonds had a value of \$480,000.00.

DEER ISLE-SEDGWICK BRIDGE

To the balance of \$43,863.18 on July 1, 1948, there was added \$62,151.80, net receipts from tolls, which amounted to \$62,181.80 with refunds of \$30.00. There was an overage of \$0.50. There was paid to the Bridge District \$15,960.00 for interest on bonds and \$14,000.00 for bond retirement. The cost of maintenance, operation and bond service was \$16,854.49. On June 30, 1949 the balance was \$59,200.99, and the Bridge District had bonds of \$392,000.00 outstanding.

MAINE KENNEBEC BRIDGE

The balance on July 1, 1948 was \$3,830.10. There was a transfer of \$2,000.00 from other funds (Bridge Maintenance). Toll receipts were \$12,969.60 and refunds \$18.00, making net toll income \$12,951.60. The cost of maintenance and operation was \$17,046.58. Painting was completed early in the fiscal year. The balance on June 30, 1949 was \$1,735.12.

WALDO-HANCOCK BRIDGE

Prospect-Verona

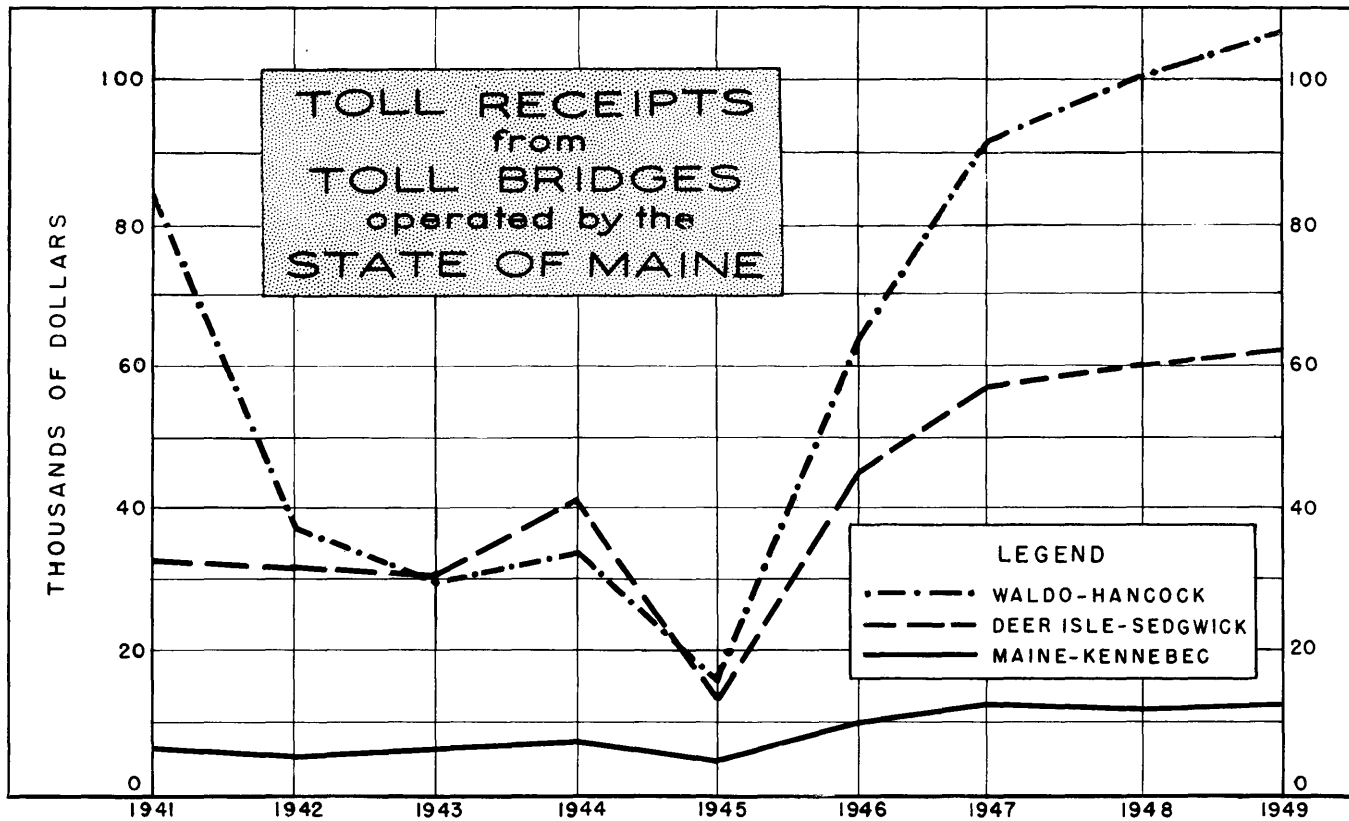
Toll Collections July 1, 1948-June 30, 1949

Automobile or 9,000 lb. truck	240,533	\$0.35	\$84,186.55
Truck, over 9,000 to 14,000 lbs. or bus, under 16 passenger	5,197	.50	2,598.50
Truck, over 14,000 to 26,000 lbs. or bus, over 16 passenger	5,223	.75	3,917.25
Truck, over 26,000 lbs. or well drill . .	1,725	1.25	2,156.25
Horse vehicle or motorcycle	585	.15	87.75
Horse on hoof . . . ,	15	.05	.75

Commutation Tickets

Auto or 9,000 lb. truck	20 trips	599	3.50	\$ 2,096.50
Auto or 9,000 lb. truck	50 trips	903	5.00	4,515.00
Truck, over 9,000 to 14,000 lbs.	20 trips	88	6.00	528.00
Truck, over 9,000 to 14,000 lbs.	100 trips	21	12.50	262.50
Truck, over 14,000 to 26,000 lbs. or bus	20 trips	84	9.00	756.00
Truck, over 14,000 to 26,000 lbs. or bus	100 trips	130	17.50	2,275.00
Truck, over 26,000 lbs.	20 trips	17	15.00	255.00
Truck, over 26,000 lbs.	100 trips	144	25.00	3,600.00
Horse vehicle	20 trips	5	2.00	10.00

\$107,245.05



DEER ISLE-SEDGWICK BRIDGE

Deer Isle-Sedgwick

Toll Collections July 1, 1948-June 30, 1949

Passenger	70,811	\$0.05	\$ 3,540.55
Automobile or 9,000 lb. truck	22,976	1.00	22,976.00
Truck, over 9,000 to 14,000 lbs.	1,383	1.50	2,074.50
Truck, over 14,000 to 26,000 lbs.	773	2.00	1,546.00
Truck, over 26,000 lbs.	441	2.50	1,102.50
Bus, over 16 passenger.	72	2.00	144.00
Motorcycle.	123	.25	30.75

Commutation Tickets

Passenger	25 trips	306	1.00	\$ 306.00
Auto or 9,000 lb. truck	20 trips	563	15.00	8,445.00
Auto or 9,000 lb. truck	round trip	10,696	1.50	16,044.00
Truck, over 9,000 to 14,000 lbs., or small bus.	20 trips	57	22.50	1,282.50
Truck, over 9,000 to 14,000 lbs., or small bus	100 trips	12	100.00	1,200.00
Truck, over 14,000 to 26,000 lbs. or large bus	20 trips	63	30.00	1,890.00
Truck, over 14,000 to 26,000 lbs. or large bus	100 trips	8	125.00	1,000.00
Truck, over 26,000 lbs.	20 trips	16	37.50	600.00
				\$62,181.80

MAINE KENNEBEC BRIDGE

RICHMOND-DRESDEN

Toll Collections July 1, 1948-June 30, 1949

Pedestrian	1,950	\$0.05	\$ 97.50
Automobile or 9,000 lb. truck	27,706	.25	6,926.50
Truck, over 9,000 to 14,000 lbs.	565	.35	197.75
Truck, over 14,000 to 26,000 lbs.	266	.50	133.00
Truck, over 26,000 lbs.	37	1.00	37.00
One or two horse vehicle	34	.15	5.10
Bus, over 16 passenger	21	.75	15.75
Live stock	14	.05	.70
Motorcycle	29	.15	4.35
Extra passengers	36,199	.05	1,809.95

Commutation Tickets

Pedestrian or passenger	25 trips	994	\$ 0.50	\$ 497.00
Auto or 9,000 lb. truck	20 trips	422	3.00	1,266.00
Auto or 9,000 lb. truck	50 trips	123	5.00	615.00
Auto or 9,000 lb. truck	100 trips	128	7.00	896.00
Truck, over 9,000 to 14,000 lbs.	20 trips	17	4.00	68.00
Truck, over 9,000 to 14,000 lbs.	100 trips	27	10.00	270.00
Truck, over 14,000 to 26,000 lbs.	20 trips	26	5.00	150.00
				\$12,969.60

CARLTON (KENNEBEC) BRIDGE - SINKING FUND

The balance in the sinking fund cash account on June 30, 1948, was \$102,407.92, of which \$67,162.96 was in the checking account, \$7,244.96 in savings accounts, and \$28,000.00 invested in War Bonds.

Income to this fund for the fiscal year 1949 included \$76,569.90 from the Maine Central Railroad Company, interest on investments of \$1,238.69 and a net amount of \$1,964.40 from the U.S. Government for damages to bridge, or a total of \$182,180.91 including the balance brought forward from 1948.

Expenditures included \$4,000.00 on account of bonds presented for payment and \$33,520.00 paid for interest on bonds; making a total of \$37,520.00.

The balance, therefore, in the cash sinking fund on June 30, 1949 was \$144,660.91, of which \$10,363.47 was in the checking account, \$106,297.44 in savings accounts, and \$28,000.00 invested in War Bonds.

The present bonded indebtedness is \$1,400,000.00.

Planning Survey Division

Under the terms of the Federal-aid Highway Act of 1944, 1-1/2% of available federal funds were earmarked for surveys, plans, engineering and economic investigations, and highway research. The available funds must be matched by an equal amount of state funds.

For the fiscal year of 1949 there was available for these purposes the sum of \$114,404 from both sources. A program of work was prepared and approved by the State Highway Commission and the federal Bureau of Public Roads, at an estimated cost of \$102,000. The work resulting from the expenditure of these funds may best be divided into two types - continuing, or normal activities and those activities that were more or less specific in scope and had a definite accomplishment.

Continuing activities for the most part consist of keeping on a current basis statistics and highway usage data. This information, as required, was compiled and furnished to the

agencies or individuals requesting such facts. These statistics include the mileage tables and the costs for construction or maintenance for each system. The cost on local roads alone requires seven months' work for one person. The report of the registration of motor vehicles and gasoline taxes requires two months' additional work or approximately three and one-half days each month throughout the year.

For collecting the road use data, twelve continuous count stations and twenty-four portable recorders were operated from April 1 through December 1 throughout the State and at twelve locations for one week each month in the urban areas during December, January and February. The schedule for weight samples calls for ten days' weighing operations at stations located from York to Presque Isle during the last week in July and the first week in August. The regular speed studies are made at eight stations on week days and two stations on Sundays in May and September each year. This sample covers five hundred vehicles at each location or a time period of eight hours, whichever occurs first. Manual classifications counts are made at nine continuous count stations in May and October, a twenty-four hour classification made at one urban and one rural station one day each month of the year. Other classifications, turning movements, speed checks or weight samples are taken as requested. The accumulation and analysis of the above traffic data require the full time of seven persons.

The most important specific activity was the completion of the Legislative Report. That is, the 93rd Legislature requested the State Highway Commission to furnish for the consideration of the 94th Legislature a comprehensive highway program.

A program was presented to the Legislature under date of March 18, 1949. This report consisted of a 64-page book, touching on the needs of all the systems in the State. In a supplementary booklet, four proposals were made to the Legislature whereby these needs might well be met. The Legislature apparently favored a continuation of the pay-as-you-go policy since no other program was put forth.

During the year a new route map was prepared. The preparation of this map involved the drawing of a new base, and in fact the final product represents a new map almost in its entirety. The maps were received from the printer for distribution on July 3, the entire supply being 140,000.

An origin and destination study was conducted on the bridge between Bangor and Brewer to determine the need and location for another bridge that would best serve the

traffic passing over the Penobscot River in the immediate area.

A scale model of the Augusta bridge was the focal point in the State Highway Department exhibit at the Eastern States Exposition at Springfield, Massachusetts. This exhibit received favorable comment.

Three research projects, Soils Survey, Durability of Concrete, and the Maine Turnpike traffic, were conducted during the year. The first constitutes a study of the feasibility of using aerial photographs in determining soil boundaries. The second project was conducted to obtain data relative to the probable life of Portland cement, particularly in highway structures. The third, of national interest, represented the study of the Maine Turnpike.

In furtherance of the Soil Survey, an appraisal was made of a 500 square mile area in Penobscot and Somerset counties. This appraisal indicated that most of the soil in the area was of one type, therefore it seemed advisable to investigate another area where other soil types are present. No final conclusions had been reached at the end of the year on this study.

The durability of cement concrete study was conducted only during the period when bridge construction could not be carried on. During the period, 272 bridges were inspected and an appraisal made of their condition, but no definite conclusions had been reached at the end of the period.

As a preliminary to the Maine Turnpike study, information was obtained as to the use of the existing U. S. Route 1 in 1947. Similar data were obtained in 1948 at similar times and locations after the Turnpike was in operation. Interpretation of the basic data is now in process at the Washington office of the U. S. Bureau of Public Roads.

The requests by the other divisions of the Highway Department for information whereby they may solve their problems have been many. One of the newest types of request originates with the State Highway Commission. It comprises the estimating of traffic on roads which the Commission is requested to designate as a part of the state-aid system.

During the period the total expenditure made by this Division was \$123,281.48.

Administration of Laws to Control Advertising Signs and Permits for Overloads and Highway Surface Openings

OUTDOOR ADVERTISING

Licenses and permits issued during the calendar year 1948 show an increase in the number of highway advertising signs over the number displayed in 1947. The greater part of the increase was caused by automobile dealer signs erected by automobile manufacturers.

The enforcement of the outdoor advertising law is a responsibility of the State Highway Commission, and three inspectors are assigned to this work. It requires the full time of these inspectors on the highways for the greater part of the year, with the exception of approximately three of the winter months during which time two inspectors are assigned to office work.

The inspectors' time is devoted to inspecting new sign locations; rechecking after each sign has been erected, and attaching the number plates required by law; explaining the law to sign owners and effecting the removal of signs illegally erected.

The number of illegal signs removed by inspectors was somewhat less in 1948 than in 1947. The usual number of fair signs were erected, but due to an off year for election, political posters were at a minimum. Reports on file show that 1,854 illegal signs and posters were removed during the year 1948.

The income from license and permit fees is credited to the general highway fund and the cost of administering the law is charged to the highway administration account. Because the personnel employed in the administration of the law devotes part time to other activities of the Highway De-

partment, no attempt is made to show the cost of the administration of this law.

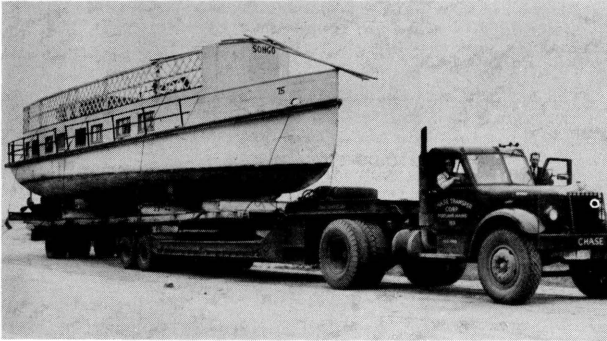
Licenses and permits are issued in accordance with the law upon a calendar year rather than on a fiscal year basis; therefore, the following statistical report gives the income for the calendar year 1948:

Permits issued in 1948:	
Area not exceeding 100 sq. ft. - 1936 at \$2.50	\$ 4,840.00
" " " 300 " " - 1099 at 4.50	4,945.50
" " " 700 " " - 162 at 5.00	810.00
" " " 900 " " - 6 at 7.00	42.00
Total for permits issued in 1948	\$10,637.50
Plus 1947 permit fee paid in 1948	4.00
	\$10,641.50
Plus cost for removal of illegal signs	92.82
	\$10,734.32
Plus 1948 overpayments (carried to 1949)	151.13
	\$10,885.45
Plus 1948 overpayments (refunded)	78.00
	\$10,963.45
Total	\$10,963.45
Less balance due on 1948 fee (paid in 1949)	.50
	\$10,962.95
Less 1947 balance to 1948	27.50
	\$10,935.45
Total receipts for 1948 permits	
\$10,935.45	
Licenses issued in 1948	
15 licenses at \$100.00	\$ 1,500.00
124 " " 25.00	3,100.00
83 " " 5.00	415.00
Total for licenses issued in 1948	\$ 5,015.00
Plus 1948 overpayments (refunded)	30.00
	\$5,045.00
Total receipts for 1948 licenses	5,045.00
Total receipts for permits and licenses for 1948	\$15,940.45

PERMITS FOR LOADS EXCEEDING LEGAL LIMITS

During the fiscal year July 1, 1948, to June 30, 1949, a total of 6,833 permits were issued for transporting loads that were in excess of the legal limits established by law. This increase was caused largely by an increase in highway and bridge construction.

A breakdown of the number of permits issued is as follows: Buildings - 992; pipes, logs, culverts, steel - 2,298; farm equipment, boats, tanks, miscellaneous - 554; machines, scrapers, snow plows, backhoes - 362; rollers tractors, bulldozers, angledozers - 1,384; shovels, cranes, empty trailers - 1,243.



**116,000 pounds
load transported
from Sebago
Lake station to
South Portland
over routs 95,
4, 25 & 9.
Width 15'
Height 15'
Length 85'
State Police Escort**

**22 ton Boiler—
Gross weight of
vehicle & load is
85,000 pounds.
Width 12'-10"
Length 52'
Height 14'-11"**



Following the Commission's established procedure, permits were not issued for holidays and Sundays during the entire year not for Saturday moves during the months of July and August. Because of the volume of traffic on the days mentioned above it is believed to be to the interest of highway users to restrict over-length, over-width, over-height and over-weight movements on these days.

The State Highway Commission received and credited to the general highway fund a total of \$18,273.78 for the fiscal year ending June 30, 1949.

PERMITS TO OPEN HIGHWAY SURFACES

The fiscal year July 1, 1948, to June 30, 1949, showed a decrease in the number of highway opening permits, compared with the preceding fiscal year. There was a total of 779 permits issued, showing a decrease of 61. These permits were issued for making openings in state and state aid highways maintained by the State Highway Commission. A large portion of the permits issued were to water companies for the purpose of extending water service to outlying districts. An analysis of permits issued also indicated that many were issued to farmers who were obliged to find new sources of water supply because of the drought effect upon many wells. Other permits were issued for the laying of gas and sewer pipes and electric and telephone cables.

Even though the number of permits decreased, the amount of yardage disturbed increased over the preceding year. Records show for the 779 permits issued that there was a total of 23,589 square yards of surface opened. A breakdown of the yardage opened is as follows; 18,728 square yards of shoulder; 4,167 square yards of tarred surface; 639 square yards of bituminous macadam; 51 square yards of Portland cement concrete, and 4 square yards of granite block pavement.

Chapter 196, P. L. 1949 amended the law affecting the fees for making openings in highways and streets and this amendment provides that a schedule of fees shall be established to cover the reasonable cost of replacing the excavated pavement. Although many cities and towns increased their fees over those previously established, the State Highway Commission made no change during the past fiscal year.

Traffic Engineering Division

During the past year the Traffic Engineering Division has made substantial progress in providing better signing and marking service.

In order to accelerate the program of placement of directional signs and route markers at every junction of state routes, a new modern sign shop was constructed at the Highway Garage. A method of silk screen processing of directional signs was developed to speed up the work, which previously required much skilled labor. Signs can now be

produced by semi-skilled workmen at a much faster rate of production and with greater uniformity of workmanship. Three sign crews were organized to survey the various routes, with particular emphasis on route junctions, and to lay out the new signs required. Upon completion of the sign orders by the sign shop, these crews erected the signs in the field.

Reflecting traffic paint was used in quantity for the first time, during the 1948 season. Glass beads added to 5000 gallons of our traffic paint was applied to the heavier traveled trunk line routes, which not only increased the night-time visibility but proved to be more durable than plain paint.

Early in the spring of 1949 the Commission purchased a new marking machine which proved to be a valuable aid in obtaining long wearing paint lines. This is the first commercially constructed paint marking machine owned by the Commission. The older machines, constructed in our own shops, although available for limited use, do not have sufficient capacity to fulfill the demands of the modern marking system.

Assistance was given the various towns on their traffic problems. The Traffic Engineer's services are made available to the towns by the Commission when possible.

In connection with several construction projects, traffic signals were installed under the direction and supervision of this Division. These signals were all of the traffic-actuated type, which are the most efficient for rural highway installation.

The acquisition of a radar speed-meter has made it possible to determine more accurately the need for speed zoning, the placement of warning signs, as well as the establishment of design speeds for highways.

To carry on the work of the Division required a considerable amount of materials and labor. About 15,000 gallons of traffic paint, enough to paint 1000 houses at the rate of 15 gallons per house, was used on the state and state aid highways during the past year. Signs manufactured in our own sign shop amounted to 5150 route markers, 2400 arrows, 350 junction signs, 1500 directional signs, 450 town-line signs, about 2500 warning signs - in addition to 1450 speed, stop and other regulatory signs. To improve the routing through the city of Portland required over 1000 directional signs. About 4000 steel posts, in addition to 2500 wood posts,

are required each year for our signing program.

In addition to directing the above activities, the Traffic Engineering Division assisted the various design and construction engineers on special design problems involving operation and control of the movement of vehicles.

Annual cost of traffic services amounts to the following:

Engineering and supervision - Adm. budget	\$ 6,000.00
Traffic painting - Maint. budget	40,950.92
Traffic signs	<u>78,346.58</u>
Total cost of Traffic services	\$125,297.50

Workmens Compensation

Funds for paying compensation on account of injuries are apportioned from the general highway fund. The legislative apportionment for the fiscal year ending June 30, 1949, was \$50,000.00.

During the fiscal year 1949 there were 282 accidents. This total includes 32 cases for which no compensation nor medical aid was paid. In addition to these, 20 cases were continued from previous years, making 270 active cases which involved payments.

Payments for compensation, including amounts paid on cases occurring previous to July 1, 1948, amounted to \$27,142.32. Payments on account of medical bills, including amounts paid on cases occurring previous to July 1, 1948, amounted to \$12,802.76. The total of all payments was \$39,945.08.

An unexpended balance of \$10,054.92 was returned to the general highway fund.

Highway and Bridge Bonds

During the fiscal year ending June 30, 1949, the sum of \$1,629,000.00 was paid to retire highway and highway and bridge bonds, and the sum of \$331,983.50 was paid for interest. These payments do not include any payments made on account of toll bridge bonds.

Outstanding highway and highway and bridge bonds on June 30, 1949, amounted to \$8,251,500.00.

BONDED DEBT AND INTEREST REQUIREMENTS June 30, 1949			
Fiscal Year ending June 30	Bond Maturities	Interest	Total
1950	\$1,629,000	\$ 280,260	\$1,909,260
1951	1,429,000	229,538	1,658,538
1952	1,119,000	185,078	1,304,078
1953	944,000	147,100	1,091,100
1954	719,000	113,840	832,840
1955	811,500	80,230	891,730
1956	500,000	54,000	554,000
1957	400,000	36,000	436,000
1958	600,000	16,000	616,000
1959	100,000	2,000	102,000
Totals	\$8,251,500	\$1,144,046	\$9,395,546

Motor Transport State Highway Garage

The cash balance in the motor transport fund on June 30, 1948, was \$28,874.55.

Income from equipment rental amounted to \$1,118,802.98; the sum of \$22,814.78 was received from the sale of capital assets; and miscellaneous income amounted to \$7,574.24,

making a total of \$1,149,192.00 from operating revenue or a grand total of \$1,178,066.55.

Operating expenses including depreciation of \$182,954.62 amounted to \$1,048,237.87; increases in assets amounted to \$118,938.58; increase in liabilities amounted to \$73,755.04; making a net total of \$1,093,421.41.

The cash balance on June 30, 1949 was \$84,645.14.



SUMMARY OF EXPENDITURES

INCLUDES STATE, FEDERAL, AND TOWN FUNDS EXPENDED UNDER
DIRECTION OF THE STATE HIGHWAY COMMISSION
(EXPENDITURES OF MOTOR TRANSPORT DIVISION NOT INCLUDED)

Administration, State Highway Commission	\$ 257,226.64
State Highway Construction - Federal-aid Highways	4,468,161.63
State Highway Construction - Non Federal-aid	7,853.87
Post War Surveys	29,942.03
State Aid Road Construction and Reconstruction	2,033,661.96
Reconstruction of Third Class Roads	59,290.14
Town Road Improvement	586,913.01

Special Legislative Resolves	118,019.38
Secondary Federal-aid Highway Construction	1,261,590.36
Maintenance of Improved State and State Aid Highways	6,439,895.24
Betterments	1,242,662.63
Maintenance - Special Surface Treatment	27,238.97
Snow Removal	2,565,284.37
Bridge Construction	1,508,913.72
Bridge Maintenance	455,325.89
Elimination of Hazards at Railroad Grade Crossings	30,589.78
Waldo-Hancock Bridge - Operation and Maintenance	25,580.85
Deer Isle-Sedgwick Bridge - Operation and Maintenance	16,854.49
Maine-Kennebec Bridge (Richmond-Dresden)	
Operation and Maintenance	17,046.58
Highway Planning	123,281.48
Workmen's Compensation - Injuries	39,945.08
Sub-total	<u>\$21,315,278.10</u>

BONDS - INTEREST AND RETIREMENT

Waldo-Hancock Bridge	
Interest	\$ 3,570.00
Retirement	30,000.00
Deer Isle-Sedgwick Bridge	
Interest	15,960.00
Retirement	14,000.00
Highway and Highway and Bridge Bonds	
Interest	331,983.50
Retirement	1,629,000.00
Sub-total	<u>\$ 2,024,513.50</u>
Grand Total	<u><u>\$23,339,791.60</u></u>

MISCELLANEOUS EXPENDITURES

Reimbursements to Towns on Account of Work	
Previously Completed and Reported:	
State Aid Road Construction	\$114,090.01
Special Resolves	7,784.22
Total	<u>\$121,874.23</u>
Bridge Construction	
Refunds to towns and counties	11,136.87

CARLTON (KENNEBEC) BRIDGE SINKING FUND

Interest	\$ 33,520.00
Retirement of bonds	4,000.00
	<u>\$ 37,520.00</u>

*Statistical
Tables
and
Statements*

July 1, 1948 - June 30, 1949

STATE HIGHWAYS
CONSTRUCTION AND RECONSTRUCTION
WORK COMPLETED JUNE 30, 1949

County	Highway	Town	Type	Length Miles
Aroostook	K	Monticello	Bituminous Macadam	4.18
	K	Bridgewater	Bituminous Macadam	5.57
Franklin	F	Farmington	Bituminous Macadam	1.59
Hancock	M	Mt. Desert	Bituminous Macadam	0.53
	Y	Bucksport	Bituminous Macadam	2.61
Kennebec	E	Monmouth	Bituminous Gravel	5.17
	E	Winthrop	Bituminous Gravel	1.69
Knox	D	Rockport	Bituminous Macadam	1.58
	D	Camden	Bituminous Macadam	0.73
Penobscot	L	Hampden	Bituminous Concrete	0.28
Somerset	H	Fairfield	Bituminous Concrete	0.32
	V	Norridgewock	Bituminous Macadam	3.63
Washington	N	Princeton	Bituminous Gravel	3.30
	N	Baileysville	Bituminous Gravel	0.02
York	U	Lyman	Bituminous Macadam	0.89
	U	No. Kennebunkport	Bituminous Macadam	3.26
	U	Biddeford	Bituminous Macadam	2.18
				37.53

SUMMARY	Bituminous Concrete	0.60 Miles
	Bituminous Macadam	26.75 "
	Bituminous Gravel	10.18 "
	Total	37.53 Miles

STATE HIGHWAYS
CONSTRUCTION AND RECONSTRUCTION
WORK UNDER CONSTRUCTION BUT NOT COMPLETED
JUNE 30, 1949

County	Highway	Town	Type	Percent Complete	Total length Miles
Aroostook	K	Bridgewater	Bit. Macadam	80	1.17
	K	Blaine	Bit. Macadam	80	3.06
	K	Mars Hill	Bit. Macadam	80	0.27
Cumberland	C	Falmouth	Bit. Concrete	95	1.08
	C-3	Falmouth	Bit. Concrete	98	2.84
	C-3	Cumberland	Bit. Concrete	98	2.63
C-3		Yarmouth	Bit. Concrete	98	2.46
	Franklin	V	New Sharon	Bit. Macadam	87
Kennebec	H	Vassalboro	Bit. Macadam	18	9.03
	H	Winslow	Bit. Macadam	18	0.11
	Q	Augusta	Bit. Concrete	42	0.37
Lincoln	D	Wiscasset	Bit. Macadam	25	4.03
Oxford	S	Woodstock	Bit. Macadam	63	3.10
Penobscot	K	Lincoln	Bit. Gravel	58	5.92
Sagadahoc	D	Woolwich	Bit. Macadam	25	0.22
Somerset	V	Mercer	Bit. Macadam	79	3.12
	L	Searsport	Bit. Macadam	30	2.00
Waldo	1-137	Brooks *	Gravel	80	1.00
	York	U	Alfred	Bit. Macadam	14
	U	Lyman	Bit. Macadam	14	4.09
					48.37

SUMMARY	Bituminous Concrete	9.38 Miles	*State Project.
	Bituminous Macadam	32.07 "	
	Bituminous Gravel	5.92 "	
	Gravel	1.00 "	
	Total	48.37 Miles	

DESIGNATED STATE HIGHWAY SYSTEM

MILEAGE BY COUNTIES

JUNE 30, 1949

County	Federal Aid	Federal Aid Secondary	Non Federal Aid	Total	Federal Aid Not On State Highway
Androscoggin	85.09	18.68	2.15	105.92	
Aroostook	228.64	241.16	159.37	629.17	1.59
Cumberland	154.16	27.57	12.01	193.74	
Franklin	81.82	56.51	23.91	162.24	0.60
Hancock	94.04	47.86	27.88	169.78	
Kennebec	108.54	90.75	12.97	212.26	
Knox	23.52	38.61	2.37	64.50	
Lincoln	26.06	47.53	20.07	93.66	
Oxford	127.00	55.56	24.00	206.56	
Penobscot	171.65	54.79	23.49	249.93	
Piscataquis	49.22	38.60	28.01	115.83	
Sagadahoc	34.39	5.91	12.59	52.89	
Somerset	108.41	104.03	16.22	228.66	
Waldo	50.15	50.02	20.68	120.85	
Washington	160.77	29.56	15.75	206.08	1.91
York	118.25	119.15	26.37	263.77	
Total	1,621.71	1,026.29	427.84	3,075.84	4.10

Total Federal Aid 1,621.71 Miles
 Federal Aid Not On State Highway 4.10 "
 1,625.81 Miles

MILEAGE OF UNIMPROVED SECTIONS OF HIGHWAY

ON THE STATE HIGHWAY SYSTEM

JUNE 30, 1949

County	State Highway	Miles	Total by Counties
Aroostook	K-5	2.95	12.49
	K-16	3.74	
	K-19	0.97	
	K-20	4.83	
Hancock	Y	4.51	4.64
	M-N	0.13	
Kennebec	Q	0.77	0.77
Penobscot	JK-157	0.15	0.15
Waldo	I-137	1.63	1.63
Washington	N-7	0.24	0.24
York	A-2	3.76	3.84
	A-3	0.08	
Total by Counties			23.76

STATE HIGHWAY SYSTEM
 IMPROVED MILEAGE TO JUNE 30, 1949
 FEDERAL, STATE, MUNICIPAL, AND PRIVATE CONSTRUCTION

	Concrete	Bit. Conc.	Bit. Macadam	Bit. Gravel	Gravel	Block	Total
State Highway Const.	175.41	84.88	341.01	110.45	880.46		1,592.21
State Sponsored W.P.A. Const.				4.35	4.18		8.53
U.S. Public Works Construction	4.35	11.24	39.12		43.47		98.18
U. S. Works Program Construction	1.72		0.71		22.46		24.89
Defense Highway Const.		4.27	3.35	4.33	12.23		24.18
F.A.S. Construction			1.55	5.27	35.12		41.94
State Aid Construction	9.17	6.58	27.30	2.19	897.28	0.37	942.89
Third Class Const.					28.13		28.13
Municipal Construction	3.49	7.66	10.46		19.81	1.71	43.13
Betterment Construction		28.89	51.82	4.23	45.07		130.01
Special Resolve Const.				0.58	43.76		44.34
F.E.R.A. Construction					0.96		0.96
C.C.C. & C.W.A. Const.					3.96		3.96
F.E.R.A., C.W.A. & W.P.A. Construction					0.48		0.48
Special Resolve & W.P.A. Construction					8.23		8.23
Maintenance Fund Const.		0.19			21.46		21.65
Great Northern Paper Co. Const.					6.04		6.04
C.C.C. Construction					5.64		5.64
W.P.A. Construction			0.74		14.89		15.63
Bridges							11.06
Total Improved Mileage	194.14	143.71	476.06	131.40	2,093.63	2.08	3,052.08
Unimproved Mileage							23.76
Total Mileage State Highway System							3,075.84

PROJECT EXPENDITURES
Construction and Reconstruction of State Highways
Highway Loan Fund - Fiscal Year - Ending June 30, 1949

Federal Aid Project No.	Class of Highways	Towns	Surveys	Plans & Computation	Construction Engineer ring & Inspection	Advertising	Right of Way & Property Damage	Sub-Total	Labor and Materials	Totals	Federal Aid Credits & Misc.
ANDROSCOGGIN COUNTY											
F-106-(9)	E 121	Auburn Mechanic Falls			\$ 85.64		\$ 6,505.34	\$ 85.64 6,505.34		\$ 85.64 6,505.34	
Total for Androscoggin County					\$ 85.64		\$ 6,505.34	\$ 6,590.98		\$ 6,590.98	
AROOSTOOK COUNTY											
SN-F-298-F-(1)	K	Blaine			\$ 10.20			\$ 10.20		\$ 10.20	
F-298-(9)	K	Bridgewater			641.40			641.40	\$ 11,305.18	\$ 11,946.58	\$ 11,957.11
F-298-(8)	K	Bridgewater-Monticello			9,984.81	\$ 15.72	\$ 26,494.78	36,495.31	304,043.93	340,539.24	108,962.00
F-145-(10)	K-7	Houlton			7,741.48			7,741.48	195,051.44	202,792.92	127,542.79
F-24-(2)	K	Houlton			26.65			26.65	2,378.53	2,405.18	3,141.39
	K	Presque Isle		\$ 964.32	149.08			149.08	4,475.13	4,624.21	10,821.05
	K-10	Presque Isle	\$ 130.34					130.34		130.34	
	K	Van Buren	623.95					623.95		623.95	
	K	Westfield	63.42					63.42		63.42	
Total for Aroostook County			\$ 817.71	\$ 964.32	\$ 18,553.62	\$ 15.72	\$ 26,494.78	\$ 46,846.15	\$ 517,254.21	\$ 564,100.36	\$ 262,424.34
CUMBERLAND COUNTY											
FI-121-(3)	C	Falmouth			\$ 2,242.38		\$ 1,222.67	\$ 3,465.05	\$ 106,203.42	\$ 109,668.47	\$ 70,542.20
FI-377-(4)	C-3	Falmouth-Yarmouth		\$ 25.88	24,380.65		823.47	25,230.00	521,840.76	547,070.76	328,354.40
	C	Freeport			34.88			34.88		34.88	
	A	Portland	\$ 349.60		624.44			974.04		974.04	
FI-377-(3)	A	Portland	1,237.15		1,029.56			2,266.71		2,266.71	
	A	South Portland	6.15					6.15		6.15	
	C-3	Yarmouth			4,901.14			4,901.14	137,069.61	141,970.75	67,053.00
Total for Cumberland County			\$ 1,592.90	\$ 1,714.76	\$ 31,524.17		\$ 2,046.14	\$ 36,877.97	\$ 765,113.79	\$ 801,991.76	\$ 465,949.60
FRANKLIN COUNTY											
F-19-(4)	F	Farmington			\$ 667.37		\$ 135.94	\$ 803.31	\$ 20,229.09	\$ 21,032.40	\$ 41,071.98
F-96-(4)	F	Farmington			502.12		47.81	549.93	14,064.68	14,614.61	14,723.13
	F	Jay					1.00	1.00		1.00	
	F	New Sharon	\$ 120.35	\$ 404.64				524.99		524.99	
F-64-(2)	V	New Sharon			1,798.74	\$ 14.95	2,933.90	4,747.59	35,209.14	39,956.73	15,451.00
	F	Sandy River			1,178.66			1,178.66		1,178.66	
	F	Strong	149.64	14.24				163.88		163.88	
	F	Wilton					(50.00)	(50.00)		(50.00)	
Total for Franklin County			\$ 269.99	\$ 418.88	\$ 4,146.89	\$ 14.95	\$ 3,068.65	\$ 7,919.36	\$ 69,502.91	\$ 77,422.27	\$ 71,246.11

HANCOCK COUNTY											
F-91-(12)	Y N M	Bucksport Hancock Mt. Desert Mt. Desert	\$ 154.34 16.95	\$ 378.48 157.72 332.77	\$ 3,200.10 124.65 4,348.39	\$ 4,344.67 378.44 46.90 349.82	\$ 7,544.72 378.44 483.61 5,084.87	\$ 81,857.96 378.44 483.61 78,626.19	\$ 89,402.68 378.44 483.61 83,711.06	\$ 60,085.00 378.44 483.61 21,477.00	
Total for Hancock County			\$ 171.29	\$ 868.97	\$ 7,673.14	\$ 36.94	\$ 4,741.34	\$ 13,491.68	\$ 160,484.15	\$ 173,975.83	\$ 81,562.00
KENNEBEC COUNTY											
FI-UI-389-(2)	Q Q	Augusta Augusta-Gardiner	\$ 71.20 .50	\$ 8.32 7,723.08	\$ 25,842.54 102.56	\$ 168.61 209,731.87	\$ 235,822.54 7,826.14	\$ 896,050.50 7,826.14	\$ 1,131,873.04 7,826.14	\$ 553,092.21 7,826.14	
F-366-(3)	E	Morrison-Winthrop			10,353.26	825.93	11,179.19	143,585.99	154,765.18	28,574.00	
FI-3-(9)	H H E	Vassalboro Vassalboro Winthrop	46.12 1,255.68	316.80	4,270.33	81.75	28.48	4,352.08 391.40 1,255.68	42,319.14 391.40 1,255.68	46,671.22 391.40 1,255.68	
Total for Kennebec County			\$ 1,373.50	\$ 8,048.20	\$ 40,568.69	\$ 250.36	\$ 210,586.28	\$ 260,827.03	\$ 1,081,955.63	\$ 1,342,782.66	\$ 581,666.21
KNOX COUNTY											
F-104-(11)	D D	Rockland Rockport-Camden		\$ 1,029.10	\$ 3,061.04		\$ 2,613.71	\$ 1,029.10 5,674.75	\$ 1,029.10 70,643.78	\$ 104,930.00 104,930.00	
Total for Knox County				\$ 1,029.10	\$ 3,061.04		\$ 2,613.71	\$ 6,703.85	\$ 64,969.03	\$ 71,672.88	\$ 104,930.00
LINCOLN COUNTY											
F-116-(11)	D D	Wiscasset Wiscasset	\$ 300.23	\$ 1,413.76	\$ 4,721.31	\$ 129.11	\$ 5,983.36	\$ 10,852.02 1,713.99	\$ 58,366.87	\$ 69,218.89 71,713.99	
Total for Lincoln County			\$ 300.23	\$ 1,432.00	\$ 4,721.31	\$ 129.11	\$ 5,983.36	\$ 12,566.01	\$ 58,366.87	\$ 70,932.88	
OXFORD COUNTY											
F-93-(10)	Q S	Canton Paris		\$ 479.60	\$ 563.25		\$ 29.96	\$ 479.60 593.21	\$ 479.60 14,157.07	\$ 14,231.03 14,750.28	\$ 14,231.03 14,750.28
FG-93-(11)	O O	Paris R.R. Crossing Peru	\$ 34.88	42.72	20.12			20.12 77.60	4,946.41	4,966.53 77.60	5,506.95
F-148-(8)	O	Runford		82.42	14.24	\$ 44.59	142.40	82.42	201.23	82.42	201.23
F-93-(12)	S S	Runford Woodstock Woodstock	25.70 181.22	412.24	6,039.41 75.03	32.56	665.34	6,763.01 668.49	98,912.62	105,675.63 668.49	27,034.00
Total for Oxford County			\$ 241.80	\$ 1,016.98	\$ 6,712.05	\$ 77.15	\$ 837.70	\$ 8,885.68	\$ 118,016.10	\$ 126,901.78	\$ 46,771.98
PENOBSCOT COUNTY											
SN-4-(2)	K J	Enfield-Lincoln Garland-Dexter					\$ 51.70	\$ 51.70	\$ 51.70	\$ 41,653.70 (35.50)	
F-84-(16)	L	Hampden		\$ (8.32)	\$ 2,587.32			2,579.00	\$ 44,528.85	47,107.85	35,443.00
FGI-103-(14)	K	Holden			12,276.14	\$ 41.71	6,830.60	19,148.45	173,711.18	192,859.63	4,205.38
FI-73-(2)		Lincoln			96.64			96.64		96.64	28,661.00
FGI-73-(3)		Lincoln						96.64		96.64	
FGI-297-(6)		Matawankeag	\$ 438.25					438.25	9,705.51	10,143.76	11,026.62
	K-25	Old Town	1,100.95	2,843.55				3,944.50		3,944.50	
FI-53-(3)	K	Orono Orono	2,240.62	3,258.20 137.54	95.20		342.98	5,937.00 137.54		5,937.00 137.54	
Total for Penobscot County			\$ 3,779.82	\$ 6,230.97	\$ 15,055.30	\$ 41.71	\$ 7,225.28	\$ 32,333.08	\$ 227,945.54	\$ 260,278.62	\$ 120,954.20

PISCATAQUIS COUNTY										
	J	Dover-Foxcroft						\$ 44.51	\$ 44.51	\$ (126.68)
	J	Monson	\$ 446.87	\$ 733.44			\$ 1,180.31	\$ 1,180.31	\$ 1,180.31	\$ (126.88)
Total for Piscataquis County			\$ 446.87	\$ 733.44			\$ 1,180.31	\$ 44.51	\$ 1,224.82	\$ (126.88)
SAGADAHOE COUNTY										
SN-116-(9)	C-1	Bath		\$ 95.20	\$ 7,942.56		\$ 13,553.67	\$ 21,591.43	\$ 15,134.43	\$ 36,725.86
Property Acct.	C-1	Bath				(12.83)	(12.83)			(12.83)
FG-116-(10)	C-1	Bath						128.90	128.90	\$ 22,619.74
	C	Bath							128.90	
	C-1	West Bath				44.16	44.16		44.16	
	D	Woolwich		506.08			506.08		506.08	
Total for Sagadahoe County			\$ 601.28	\$ 7,942.56		\$ 13,585.00	\$ 22,128.84	\$ 15,263.33	\$ 37,392.17	\$ 22,619.74
SOMERSET COUNTY										
U-150-(13)	H	Fairfield			\$ 2,510.46			\$ 2,510.46	\$ 56,092.60	\$ 58,603.06
	H	Fairfield				\$ 1.57		1.57	1.57	\$ 29,240.42
SN-(PE)-378-A-(1)	H	Jackman	\$ 31.08	18.24				49.32	49.32	
F-65-(2)	V	Mercer		5,709.91	14.95	\$ 1,519.85	7,244.71	137,989.86	145,234.57	56,517.00
F-131-(3)	V	Mercer	91.20	6,793.38			91.20	8,717.94	178,078.73	186,796.67
	V	Norridgewock				1,924.56	8,717.94	178,078.73	186,796.67	96,204.67
Total for Somerset County			\$ 122.28	\$ 15,031.99	\$ 16.52	\$ 3,444.41	\$ 18,615.20	\$ 372,161.19	\$ 390,776.39	\$ 181,962.09
WALDO COUNTY										
F-84-(13)	L	Prospect				\$ 20.91	\$ 1,569.80	\$ 1,590.71	\$ 1,590.71	
F-84-(15)	L	Searsport	\$ (11.84)	(1,630.60)				(1,642.44)	(1,642.44)	
	L	Searsport			\$ 2,949.94	67.67	101.50	3,119.11	55,434.30	58,553.41
Total for Waldo County			\$ (11.84)	(1,630.60)	\$ 2,949.94	\$ 88.58	\$ 1,671.30	\$ 3,067.38	\$ 55,434.30	\$ 58,501.68
WASHINGTON COUNTY										
SN-376-(3)	N	Machias-East Machias			\$ (855.70)		\$ 8.22	\$ (847.48)	\$ 1,200.49	\$ 353.01
FG-376-(4)	N	Machias							207.90	207.90
AE-123-G-(1)	N	Pembroke								315.00
AE-5-(2)	N	Perry-Pembroke								475.00
F-132-(6)	N	Princeton		6,282.05	\$ 1.56	1,876.54	8,160.15	122,815.16	130,975.31	65,081.72
Total for Washington County				\$ 5,426.35	\$ 1.56	\$ 1,884.76	\$ 7,312.67	\$ 124,223.55	\$ 131,536.22	\$ 61,681.57
YORK COUNTY										
F-360-(4)	U	Alfred		\$ 1,329.72	\$ 243.36	\$ 3,040.08	\$ 49.00	\$ 2,518.51	\$ 5,607.59	\$ 28,419.71
	U	Alfred							1,573.08	1,573.08
F-360-(1)	U	Biddeford		1,300.93	1,592.72	10,504.17	1.41	3,173.67	13,679.25	270,821.54
FG-360-(2)	U	Biddeford						161.83	3,035.48	475.00
U-360-(3)	U	Biddeford				2,064.54	1.41	158.10	2,224.05	44,448.85
AE-390-(1)	U	Lebmon-Alfred		19.64	3,233.29				3,252.93	3,252.93
	U	Windham-Gray			249.44				249.44	249.44
	A-5	Lynon		279.30					279.30	279.30
	A-5	Wells							279.30	279.30
Total for York County			\$ 2,929.59	\$ 5,318.81	\$ 15,608.79	\$ 51.82	\$ 5,992.11	\$ 29,901.12	\$ 322,179.21	\$ 352,080.33

MILEAGE OF PUBLIC HIGHWAYS WITHIN EACH COUNTY

CLASSIFIED BY ADMINISTRATIVE SYSTEMS

MILEAGE AS OF JUNE 30, 1949

County	State Highway	State Aid	Third Class	Town Ways	Misc. State Res. Highways	Misc. Fed. Res. Highways	Total all Systems	Federal-aid Included in Column 2
Androscoggin	106.07	283.56	35.75	676.18	0.30	-	1,101.86	85.09
Aroostook	634.69	695.36	104.08	1,035.70	0.75	-	2,470.58	230.06
Cumberland	229.02	588.16	40.57	973.71	6.50	7.90	1,845.86	154.30
Franklin	162.12	305.07	31.80	453.69	6.80	-	959.48	81.82
Hancock	169.67	535.57	15.65	459.38	-	57.20	1,237.47	93.94
Kennebec	212.49	512.53	36.73	836.85	1.00	2.70	1,602.30	107.73
Knox	64.37	285.72	13.71	314.75	3.20	1.00	682.75	23.43
Lincoln	93.52	318.25	17.62	398.05	-	-	827.45	26.06
Oxford	206.36	536.46	29.77	957.72	-	24.00	1,754.31	126.79
Penobscot	273.55	900.79	87.33	1,035.04	2.60	-	2,299.31	194.28
Piscataquis	116.81	271.95	30.52	360.66	-	-	779.94	49.22
Sagadahoc	52.80	174.89	13.20	237.16	0.50	-	478.55	34.21
Somerset	233.73	595.05	44.04	687.13	0.60	-	1,560.55	107.53
Waldo	120.51	477.16	39.10	662.04	5.70	2.00	1,306.51	49.96
Washington	206.69	602.40	18.28	290.97	-	6.20	1,124.54	161.18
York	264.35	638.00	15.93	1,021.61	0.20	9.90	1,950.99	118.22
Total	3,146.75	7,720.93	575.08	10,400.64	28.15	110.90	21,982.45	1,643.82
Federal Aid Mileage not on State Highway System								3.69
Total Federal Aid								1,647.51

TABLE OF PUBLIC HIGHWAYS WITHIN EACH COUNTY,
CLASSIFIED BY ADMINISTRATIVE SYSTEMS
PERIOD ENDING JUNE 30, 1950

INSERT 1949 REPORT TO REPLACE TABLE ON PAGE 82

COUNTY	STATE HIGHWAY	STATE AID	FED. CLASS	TOT. TRAV.	ISC. STATE DES. HIGHWAYS	UNASC. FED. DES. HIGHWAYS	TOTAL ALL SYSTEMS	FEDERAL AID INCLUDED IN COL. 2
ANDROSCOGUS	105.02	277.00	39.67	676.00	0.30		1,062.57	58.00
ARDELSBORO	625.17	672.26	109.93	1,060.70	0.75		2,472.01	220.64
BRIDGEMAN	193.74	615.00	45.15	677.20	0.50	7.90	1,846.15	154.16
FRANKLIN	162.24	304.97	36.45	482.14	0.00		959.60	81.82
WARREN	166.70	516.86	20.30	470.36		57.20	1,237.53	54.04
KEENE	212.26	499.73	40.00	830.75	1.00	2.70	1,602.04	108.54
SUCC	64.50	281.05	16.20	396.00	3.20	1.00	692.85	23.52
LINCOLN	53.00	307.15	21.76	403.25			825.92	26.06
OXFORD	206.56	522.86	31.77	969.02		24.00	1,754.31	127.00
PERDORF	240.93	909.45	94.42	1,040.66	2.60		2,297.06	171.65
PISCATAWAY	115.83	287.55	38.07	360.66			779.11	40.22
SAGADA DC	52.00	165.77	17.14	241.89	0.50		420.19	31.30
SOMERSET	220.00	506.62	53.44	600.47	0.80		1,557.76	103.41
VALLEY	120.05	437.00	69.90	671.17	5.70	2.00	1,300.70	50.15
WASHINGTON	206.06	582.21	33.00	295.76		6.20	1,124.15	100.77
YORK	263.77	609.43	20.13	1,047.34	0.20	9.00	1,950.77	110.25
TOTAL	3,085.04	7,556.37	691.80	10,511.51	29.15	110.00	21,974.52	1,621.71

FEDERAL AID TRAFFIC LIGHT ON STATE HIGHWAY SYSTEM 1.10

TOTAL FEDERAL AID 1,621.71

EXPENDITURES AND MILEAGE

CONSTRUCTION AND RECONSTRUCTION OF STATE AID ROADS

JULY 1, 1948 to JUNE 30, 1949

Type of Work	Miles	Cost per Mile	Total Cost
Gravel - Construction	79.47	\$10,058.30	\$ 799,344.45
Surfacing - Work previously based	20.50	1,534.16	31,450.38
Work graded and based	12.12	11,333.69	137,364.28
Reconstruction - Gravel road	86.64	5,148.47	446,063.58
" Surface	4.96	1,253.59	6,217.84
" Grading and base	2.02	1,268.99	25,633.78
" Bit. Macadam	.10	20,035.60	2,003.56
" Bit. Concrete	2.18	43,135.16	94,034.66
Tar Surface Treatment	220.23	1,456.20	320,698.40
Incomplete Work	-	-	97,729.00
Cost - Labor, Materials, Equipment			\$1,960,539.93
Engineering and Supervision			73,122.03
Total Cost			\$2,033,661.96

COUNTY TABLE

MILEAGE AND COST OF STATE AID ROAD CONSTRUCTION AND RECONSTRUCTION

JULY 1, 1948 TO JUNE 30, 1949

County	Construction				Miles Tar Surface Treatment	Reconstruction			Total Cost
	Miles Gravel	Miles Surface Only	Miles Graded & Based	Miles Gravel		Miles Based	Miles Bit. Concrete & Base		
Androscoggin	2.94			6.11	2.40	0.56		\$ 55,994.30	
Aroostook	14.77	1.88		22.04	7.15	0.53	0.27	258,986.07	
Cumberland	5.27	0.63	0.66	20.37	7.95	-	-	163,705.80	
Franklin	2.84	0.60	0.69	8.65	5.78	0.04	-	92,568.73	
Hancock	3.36	0.25	0.49	14.09	5.72	0.29	-	122,123.88	
Kennebec	3.76	0.30	1.74	10.25	7.61	-	0.45	126,266.60	
Knox	2.53	3.18	0.45	9.20	3.84	0.06	-	61,939.29	
Lincoln	3.46	1.81	-	10.74	3.38	-	-	60,099.15	
Oxford	4.91	1.15	1.57	14.84	2.54	-	-	124,119.05	
Penobscot	7.60	1.27	0.24	25.46	9.77	0.19	1.46	269,472.45	
Piscataquis	2.03	1.38	-	9.15	4.10	0.07	-	86,979.15	
Sagadahoc	1.85	0.36	0.06	3.46	1.73	-	-	37,273.22	
Somerset	5.70	2.96	0.53	11.50	5.27	-	-	119,787.49	
Waldo	4.75	1.90	2.54	8.36	5.68	-	0.10	93,447.90	
Washington	7.30	1.18	1.81	35.41	10.12	0.28	-	170,790.55	
York	6.40	1.65	1.34	10.60	3.60	-	-	116,986.30	
Totals	79.47	20.50	12.12	220.23	86.64	2.02	2.28	\$1,960,539.93	

RECONSTRUCTION OF THIRD CLASS HIGHWAYS

JULY 1, 1948 TO JUNE 30, 1949

Type of road	Length Miles	Total cost of Labor and Materials	Cost per Mile
Gravel Reconstruction	32.96	\$32,986.89	\$1,000.81
Tar Surface Treatment	24.27	26,303.25	1,083.77
Totals	57.23	\$59,290.14	

Cost of Labor and Materials	
Paid by State	\$30,692.64
Paid by Town	<u>28,597.50</u>
	\$59,290.14

COUNTY TABLE
 RECONSTRUCTION OF THIRD CLASS HIGHWAYS
 EXPENDITURES & MILEAGE

JULY 1, 1948 TO JUNE 30, 1949

County	Miles		Paid by State	Paid by Town	Total
	Gravel Reconstruction	Tar Surface Treatment			
Androscoggin	.72	.73	700.00	1,946.60	\$ 2,646.60
Aroostook	3.04	2.10	2,736.48	2,993.23	5,729.71
Cumberland	.40	.40	- -	1,105.53	1,105.53
Franklin	1.63	-	3,562.29	1,727.10	5,289.39
Hancock	-	3.05	2,660.20	210.86	2,871.06
Kennebec	2.29	.50	1,477.17	3,817.52	5,294.69
Knox	-	-	- -	- -	- -
Lincoln	.87	2.10	1,492.16	249.62	1,741.78
Oxford	4.01	2.47	1,522.55	5,137.81	6,660.36
Penobscot	5.20	-	3,750.41	1,218.06	4,968.47
Piscataquis	-	-	- -	- -	- -
Sagadahoc	1.00	1.90	500.00	3,235.13	3,735.13
Somerset	3.70	4.37	5,262.30	2,616.48	7,878.78
Waldo	7.35	3.90	4,835.43	3,723.47	8,558.90
Washington	.50	.50	424.16	434.59	858.75
York	2.25	2.25	1,769.49	181.50	1,950.99
Totals	32.96	24.27	\$30,692.64	\$28,597.50	\$59,290.14

COUNTY TABLE SHOWING EXPENDITURES
 FROM TOWN ROAD IMPROVEMENT FUND
 JULY 1, 1948 TO JUNE 30, 1949

County	Paid by State	Paid by Town	Total Cost
Androscoggin	\$ 24,521.53	\$ 2,201.49	\$ 26,723.02
Aroostook	59,770.47	6,229.33	65,999.80
Cumberland	34,937.78	10,597.44	45,535.22
Franklin	23,769.94	2,194.22	25,964.16
Hancock	29,803.60	1,282.19	31,085.79
Kennebec	39,926.13	4,504.03	44,430.16
Knox	16,812.81	1,763.81	18,576.62
Lincoln	22,999.81	3,384.38	26,384.19
Oxford	46,820.40	3,399.95	50,220.35
Penobscot	54,993.76	4,444.38	59,438.14
Piscataquis	19,963.08	1,876.98	21,840.06
Sagadahoc	13,252.63	1,733.64	14,986.27
Somerset	35,749.35	3,433.48	39,182.83
Waldo	30,992.30	3,375.86	34,368.16
Washington	24,075.97	2,375.14	26,451.11
York	47,174.54	3,281.55	50,456.09
Totals	\$525,564.10	\$56,077.87	\$581,641.97

TABULAR STATEMENT OF EXPENDITURES UNDER SPECIAL LEGISLATIVE RESOLVES

CONSTRUCTION AND REPAIRS

(Expenditures from July 1, 1948, to June 30, 1949)

	Cost of Supervision and Engineering	Cost of Labor and Materials	Total Cost	Paid by Towns	Paid by State
Road Construction	\$174.99	\$ 28,845.07	\$ 29,020.06	\$ 6,936.22	\$ 22,083.84
Repairs	295.98	83,828.67	84,124.65	9,719.05	74,405.60
Tar Surface Treatment	- -	5,345.64	5,345.64	1,824.94	3,520.70
	\$470.97	\$118,019.38	\$118,490.35	\$18,480.21	\$100,010.14
Special Resolves transferred to State Aid					90,146.63
" " " " State Aid Reconstruction					500.00
" " " " Bridge Division					7,869.00
" " " " Maintenance Division					207.20
" " " " Patten (20012)					810.00
Reimbursement for work previously reported					7,784.22
					<u>\$207,327.19</u>

COUNTY TABLE

MILEAGE AND EXPENDITURES

SPECIAL LEGISLATIVE RESOLVES

JULY 1, 1948 TO JUNE 30, 1949

County	ROAD CONSTRUCTION		REPAIRS		TAR SURFACE TREATMENT		Total Cost	Paid by Town	Paid by State
	Length in Miles	Cost	Length in Miles	Cost	Length in Miles	Cost			
Androscoggin	.20	\$ 725.15	-	\$ 2,813.96	.40	\$ 595.11	\$ 4,134.22	\$ 77.40	\$ 4,056.82
Aroostook	1.31	5,700.21	12.05	14,547.14	-	-	20,247.35	2,798.69	17,448.65
Cumberland	.68	4,936.18	.30	903.18	.74	1,771.33	7,610.69	3,014.23	4,596.46
Franklin	-	-	.08	355.93	-	-	355.93	31.10	324.83
Hancock	.05	214.70	1.85	3,851.46	.28	198.32	4,264.48	112.27	4,152.21
Kennebec	-	-	8.36	9,478.96	-	-	9,478.96	1,001.52	8,477.44
Knox	.06	444.20	-	4,506.04	-	-	4,950.24	293.58	4,656.66
Lincoln	.41	2,267.59	1.87	6,233.72	.20	499.36	9,000.67	916.94	8,083.73
Oxford	.25	1,214.10	3.19	8,939.41	-	-	10,153.51	1,238.02	8,915.49
Penobscot	.08	4,357.05	8.82	9,220.21	-	-	13,577.26	4,744.60	8,832.66
Piscataquis	.13	1,080.15	2.00	2,426.46	-	-	3,506.61	211.53	3,295.08
Sagadahoc	-	-	1.42	3,207.61	.04	111.90	3,319.51	367.97	2,951.54
Somerset	.35	2,634.52	3.98	3,945.90	-	-	6,580.42	898.18	5,682.24
Waldo	.15	1,105.55	1.60	5,146.67	-	-	6,252.22	986.62	5,265.60
Washington	.09	349.97	3.97	3,676.55	.11	197.87	4,224.39	134.12	4,090.27
York	1.14	3,990.69	1.11	4,871.45	1.13	1,971.75	10,833.89	1,653.44	9,180.45
Totals	4.90	\$29,020.06	50.60	\$84,124.65	2.90	\$5,345.64	\$118,490.35	\$18,480.21	\$100,010.14

FEDERAL AID SECONDARY HIGHWAYS
Expenditures - July 1, 1948 to June 30, 1949

F. A. S. Project No.	County	Location	Class of Highway	Route	Expenditures for 1949	Total Expenditures to June 30, 1949	Per Cent Complete	Length of project in miles	Contractor
S-25-(3)	Androscoggin	Durham	State Aid	136	\$ 17.00	\$ 28,377.01	100	0.81	P. E. Susi & Co., Pittsfield, Maine
SG-34-(5)	Androscoggin	Mechanic Falls	S.H.*121*	11	98.24	98.24			
S-37-(1)	Androscoggin	Poland-New Gloucester-Auburn	State Aid	122	164,823.37	164,823.37	95	4.43	Thomas DiCenzo, Calais, Maine
S-153-(3)	Androscoggin	Turner	State Aid	219	24.03	60,161.21	100	1.47	J. R. Cianchette, Pittsfield, Maine
S-81-(1)	Aroostook	Caribou	S.H.*K-14*	161	(300.00)	64,565.72	100	0.22	The Bridge Construction Corp., Augusta, Maine
S-174-(4)	Aroostook	Fort Fairfield-Caribou	S.H.*K-3*	Alt. U.S.-1	114.24	114.24			
S-300-(4)	Aroostook	Hamlin Plt.	S.H.*K-2*	165	5.57	5.57			
S-300-(5)	Aroostook	Limestone	S.H.*K-2*	1	607.97	607.97			Donald J. McKay, 71 Pleasant St., Houlton, Maine
S-308-(2)	Aroostook	New Canada	S.H.*K-14*	167	2,825.34	176,337.98	100	5.43	J. R. Cianchette, Pittsfield, Maine
S-74-(2)	Aroostook	New Limerick	S.H.*K	U.S.-2	230.64	230.64			Thomas DiCenzo, Calais, Maine
S-73-(2)	Aroostook	Presque Isle	S.H.*K-12*	164	262.70	262.70			
S-73-(1)	Aroostook	Presque Isle-Washburn	S.H.*K-12*	164	87,336.43	111,356.77	100	4.32	The Bridge Construction Corp., Augusta, Maine
S107-(5)	Aroostook	Silver Ridge-Sherman	S.H.*K*	U.S.-2	(89.14)	(89.14)	100	1.20	Force Account by State
S-40-(1)	Cumberland	Gorham	State Aid	114	944.88	944.88			
S-23-(3)	Cumberland	Gray-Windham	State Aid	U.S.-202	58.80	241,472.77	100	3.52	The Bridge Construction Corp., Augusta, Maine
SG-34-(1)	Cumberland	Scarboro	S.H.*A-9*	9	523.65	523.65			
S-26-(2)	Cumberland	Standish	S.H.Pequaket Trail	113	25,950.74	77,573.78	100	2.92	J. R. Cianchette, Pittsfield, Maine
S-51-(1)	Franklin	Chesterville	State Aid	134	25.97	49,574.99	100	2.10	Force Account by State
S-169-(2)	Franklin	Farmington	State Aid	27	85,743.53	86,633.90	100	2.66	The Bridge Construction Corp., Augusta, Maine
S-8-(4)	Franklin	Franklin	State Aid	27	3,199.69	33,008.58	100	0.64	Force Account by State
S-82-(1)	Franklin	Rangleey-Oquossoc	S.H.*F*	144	803.83	1,034.07			
S-68-(1)	Hancock	Bar Harbor	State Aid	3	3,136.45	3,136.45			
S-35-(2)	Hancock	Mt. Desert	S.H.*M*	102	16,914.90	57,503.85	100	1.25	Thomas DiCenzo, Calais, Maine
S-62-(1)	Kennebec	Augusta-Chelsea	S.H.*P*	11	27,709.40	27,709.40	80	1.52	P. E. Susi & Co., Pittsfield, Maine
S-53-(1)	Kennebec	Manchester-Readfield	State Aid	27	8,016.70	110,973.30	100	2.63	J. R. Cianchette, Pittsfield, Maine
S-51-(2)	Kennebec	Mt. Vernon-Vienna	State Aid	41	458.79	458.79			
S-54-(1)	Kennebec	Pittston	S.H.*127*	17	51,691.24	51,691.24	70	1.94	Force Account by State
S-54-(2)	Kennebec	Pittston	S.H.*127*	27	2,887.66	2,887.66			
S-329-(6)	Kennebec	Sidney	State Aid	104	59,506.66	59,506.66	100	1.43	Force Account by State
S-329-(5)	Kennebec	Sidney	State Aid	104	51,905.68	52,364.80	100	1.10	Force Account by State
S-371-(6)	Knox	So. Thomaston-St. George	S.H.*D-4*	131	45,445.65	45,711.66	90	1.24	A. P. Wyman, Inc., Waterville, Maine
SG-371-(7)	Knox	Thomaston-St. George Crossing	S.H.*D-4*	131	95.04	95.04			
S-371-(5)	Knox	Thomaston-So. Thomaston	S.H.*D-4*	131	80,144.49	80,909.01	90	2.41	A. P. Wyman, Inc., Waterville, Maine
S-16-(3)	Lincoln	Damariscotta	State Aid	129	17,704.22	45,389.86	100	0.79	Force Account by State
S-229-(5)	Lincoln	Dresden	State Aid	197	29,471.50	48,163.45	100	1.26	Force Account by State
S-64-(1)	Lincoln	Wiscasset	S.H.*127*	27	9,418.26	9,418.26	70	1.16	Grant & Keene, 700 Erighton Ave., Portland, Maine
S-98-(1)	Oxford	Byron-Roxbury	State Aid	17	1,863.40	1,863.40			
S-55-(1)	Oxford	Fryeburg	State Aid	5	(3,459.11)	36,273.16	100	1.29	Force Account by State
S-49-(2)	Oxford	North Waterford	State Aid	35 & 118	56,808.55	56,808.55	85	1.27	Frank Rossi, Gardiner, Maine
S-49-(1)	Oxford	Norway	State Aid	118	(50.00)	56,614.03	100	2.18	W. E. Rogers, Gardiner, Maine
S-65-(1)	Oxford	Rumford	State Aid	5	263.77	263.77	100	1.34	Thomas DiCenzo, Calais, Maine
S-49-(3)	Oxford	Waterford	State Aid	35 & 118	4.62	4.62			

S-14-(2)	Penobscot	Corinna-Exeter	State Aid	11 & 43	54,091.16	54,662.24	100	2.16	Force Account by State
S-33-(3)	Penobscot	Corinth-Exeter	State Aid	11 & 43			100	1.67	Force Account by State
S-335-(4)	Penobscot	Dexter	State Aid	24	59,391.43	60,294.31	100	0.33	Herbert Sargent, Stillwater, Maine
S-66-(2)	Penobscot	Eddington	State Aid	9	1,958.79	1,958.79		2.20	
S-274-(4)	Penobscot	Enfield-Howland	S.H.*J-K*	11	59,420.74	436,213.92	100	0.27	A.P.Wyman, Waterville, Maine - W.H.Hinman, No.Anson,Me.
S-56-(1)	Penobscot	Newburg	State Aid	U.S.-202	2,041.60	2,041.60		8.00	
S-85-(1)	Penobscot	Patten	State Aid	11	2,231.02	2,231.02		2.96	
S-236-(6)	Penobscot	Plymouth	S.H.*D*	7	2,822.56	50,286.35	100	0.48	Force Account by State
S-319-(4)	Piscataquis	Big Squaw	S.H.*J*	15	1,879.57	1,879.57		3.34	
SG-86-(1)	Piscataquis	Dover-Foxcroft	State Aid	None	329.28	329.28			
S-275-(2)	Piscataquis	Parkman	S.H.*150*	150	122.64	122.64		1.88	
S-335-(3)	Piscataquis	Sangerville	State Aid	24	8,545.56	86,491.21	100	2.20	P. E. Susi & Co., Pittsfield, Maine
S-154-(2)	Sagadahoc	Arrowsic-Woolwich	State Aid	127	5,280.13	9,093.37			
S-67-(1)	Sagadahoc	Bowdoin	State Aid	125	30,969.08	31,019.14	70	1.58	Force Account by State
S-378-(2)	Somerset	Johnson Mt.	S.H.*H*	U.S.-201	349.08	123,719.03	100	2.09	H. E. Sargent, Inc., Stillwater, Maine
S-378-(3)	Somerset	Johnson Mt.	S.H.*H*	U.S.-201	100,941.45	101,086.03	100	2.47	Thomas DiCenzo, Calais, Maine
S-379-(2)	Somerset	Sandy Bay	S.H.*H*	U.S.-201	23,857.24	246,831.08	100	3.33	Force Account by State
S-379-(3)	Somerset	Sandy Bay	S.H.*H*	U.S.-201	3,041.97	3,041.97			
S-46-(1)	Somerset	Smithfield	State Aid	137	45.75	23,838.75	100	1.36	Force Account by State
S-32-(3)	Somerset	St. Albans	State Aid	43	9,106.83	70,592.05	100	3.09	Force Account by State
S-87-(1)	Waldo	Freedom-Knox	State Aid	137	3,478.47	3,478.47		3.91	
S-58-(3)	Waldo	Troy	State Aid	U.S.-202	150.15	150.15		1.27	
S-58-(1)	Waldo	Unity	State Aid	U.S.-202	47,591.02	47,832.17	100	0.19	C. H. Goodrich, Columbia, Maine
S-58-(2)	Waldo	Unity-Troy	State Aid	U.S.-202	61,742.54	61,870.30	100	2.30	H. E. Sargent, Inc., Stillwater, Maine
S-114-(3)	Washington	Addison-Jonesport	S.H.*N-2*	187	2,691.55	3,624.52		2.24	
S-24-(4)	Washington	Codyville	State Aid	16			100	0.73	Force Account by State
S-6-(3)	Washington	East Machias	State Aid	191			100	1.63	Force Account by State
SG-6-(4)	Washington	East Machias	State Aid	191	176.23	176.23	100		R.R. Force Account by State
S-84-(1)	Washington	Whiting-Trescott	S.H.*N-4*	189	2,081.17	2,081.17			
S-59-(1)	Washington	No. 14 Pit.	State Aid	191	3,445.20	37,802.24	100	1.12	Force Account by State
S-288-(3)	York	Alfred-Waterboro	S.H.*214*	U.S.-202&4A	91.22	107.06			
S-70-(1)	York	Sanford	S.H.*214*	U.S.-202&4A	78.24	78.24			
Totals					\$1,261,590.36	\$3,308,298.76			

To check with Controllers expenditure, add \$22.08, June 1949 (To be corrected July 1949)

FEDERAL-AID SECONDARY HIGHWAYS

COUNTY TABLE OF EXPENDITURES

1948 - 1949

Androscoggin	\$ 164,962.64
Aroostook	90,993.75
Cumberland	27,478.07
Franklin	89,773.02
Hancock	20,051.35
Kennebec	142,669.47
Knox	125,685.18
Lincoln	56,593.98
Oxford	55,431.23
Penobscot	181,957.30
Piscataquis	10,877.05
Sagadahoc	36,249.21
Somerset	137,342.32
Waldo	112,962.18
Washington	8,394.15
York	169.46
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	\$1,261,590.36

MAINTENANCE
STATE AND STATE AID HIGHWAYS
July 1, 1948 to June 30, 1949

COUNTY MILEAGE
Fiscal Year 1948-1949

County	SURFACE TREATED MILEAGE	GRAVEL MILEAGE	BIT. MACADAM MILEAGE	CONCRETE MILEAGE	BIT. CONCRETE MILEAGE	Total Miles
ANDROSCOGGIN						
State Highway	36.92		46.81	2.20	10.06	95.99
State Aid	201.58	10.80	2.70	.20		215.28
ARCOSTOOK						
State Highway	510.51	9.79	69.42			589.72
State Aid	375.33	143.17				518.50
CUMBERLAND						
State Highway	34.02		54.40	35.67	48.42	172.51
State Aid	477.94	14.70	6.13			498.77
FRANKLIN						
State Highway	126.01	33.27	.54			159.82
State Aid	196.88	48.86				245.74
HANCOCK						
State Highway	119.60		24.48	16.87	2.50	163.45
State Aid	406.18	28.73	.30			437.21
KENNEBEC						
State Highway	135.14	5.49	37.16	18.07	2.13	197.99
State Aid	293.74	97.05	17.39	.30		408.48
KNOX						
State Highway	40.15		12.90	6.67	2.28	62.00
State Aid	216.52	20.13	1.75	1.73	.54	240.67
LINCOLN						
State Highway	69.12	5.53	11.82		6.79	93.26
State Aid	227.95	33.34				261.29
OXFORD						
State Highway	155.70	10.84	19.51	10.34	4.69	201.08
State Aid	403.73	21.73		2.30		427.76
PENOBSCOT						
State Highway	142.07	3.90	37.79	35.43	9.25	228.44
State Aid	555.93	225.56	.67	1.44		783.60
PISCATAQUIS						
State Highway	99.07	1.30	6.49	1.50		108.36
State Aid	154.20	83.72	.05			237.97
SAGadahOC						
State Highway	40.34		17.00	6.50	6.83	70.67
State Aid	95.98	10.23	.65			106.86
SOMERSET						
State Highway	181.96	4.95	30.62	8.95	1.96	228.44
State Aid	322.35	158.45				480.80
WALDO						
State Highway	89.78	4.65	20.11		2.47	117.01
State Aid	234.97	137.57				372.54
WASHINGTON						
State Highway	188.40		9.87		.33	198.60
State Aid	363.95	116.89				480.84
YORK						
State Highway	170.02	1.05	35.58	34.62	6.41	247.68
State Aid	457.24	7.18	8.00	2.70	1.35	476.47
TOTALS ST. HWY	2138.81	80.77	434.50	176.82	104.12	2,935.02
• STATE AID	4984.47	1158.11	39.64	8.67	1.89	6,192.78
TOTAL MILEAGE						9,127.80

MAINTENANCE OF IMPROVED STATE AND STATE AID ROADS

July 1, 1948 to June 30, 1949

Item	Bituminous Concrete 106.01 Miles	Cement Concrete 185.49 Miles	Bituminous Macadam 474.14 Miles	Surface Treated Gravel 7123.28 Miles	Plain Gravel 1238.88 Miles	Total 9127.80 Miles	Per Cent
Surface Treatment, Asphalt	\$ 2,335.03		\$ 5,874.24	\$ 563,022.32		\$ 571,231.59	8.87 %
Surface Treatment, Tar	641.95	\$ 5,609.04	18,565.33	1,863,470.61		1,888,286.93	29.32
Hauling Cover for Surface Treatment	150.53	3,097.39	15,043.92	597,449.60		615,741.44	9.56
Painting and Patching	12,046.47	31,470.09	46,882.47	756,845.57		847,244.60	13.16
Filling Joints, Concrete Surfaces		4,561.65				4,561.65	.08
Mud Jacking		179.65				179.65	.01
Gravel Surfacing					\$200,251.10	200,251.10	3.11
Mechining and Dragging				22,983.77	155,526.92	178,510.69	2.77
Hauling and Applying Calcium					33,968.90	33,968.90	.53
Hauling Materials on Surface							
Treated Gravel, Macadam, Concrete			12,093.51	262,492.66		274,586.17	4.26
Ditch and Shoulder Maintenance	7,958.66	31,175.40	45,080.76	537,138.25	43,959.56	665,312.63	10.33
Surface Treatment of Shoulders	590.05	1,598.56	4,521.12	460.36		7,170.09	.11
Installing and Maintaining Culverts	1,831.32	11,310.20	14,199.86	155,754.43	36,437.91	219,533.72	3.41
Draining Water from Surface	595.72	1,965.54	4,411.07	43,047.82	6,806.48	56,826.63	.88
Erecting and Repairing Guard Rails, Including Winter Warnings	2,191.76	8,717.98	10,666.66	73,477.80	2,459.42	97,513.62	1.51
Painting Guard Rail	2,279.69	4,540.25	7,670.07	34,560.03	2,423.17	51,473.21	.79
Cutting Bushes and Grass	4,356.19	12,428.36	21,837.11	328,969.58	50,335.73	417,926.97	6.49
Roadside Improvement	1,462.56	706.64	1,444.20	16,442.93		20,056.33	.32
Traffic Lines	2,047.55	3,276.73	8,599.03	27,027.61		40,950.92	.64
Signs	4,531.59	7,940.29	16,931.10	48,779.45	164.15	78,346.58	1.22
Vacations and Sick Leave	260.16	520.31	1,300.78	20,292.21	3,642.20	26,015.66	.40
Supervision	1,269.32	2,538.63	6,346.58	99,006.65	17,770.42	126,931.60	1.97
Salary Increase	172.69	345.37	863.43	13,469.47	2,417.60	17,268.56	.26
Totals	\$44,721.24	\$131,982.08	\$242,331.24	\$5,464,691.12	\$555,163.56	\$6,439,889.24	100.00 %
Average Cost per Mile	\$421.86	\$711.53	\$511.10	\$767.16	\$448.92		

Expenditure on State Highways \$2,722,529.07 on 2,935.02 miles Average \$927.60 per mile
 Expenditure on State Aid Roads \$3,717,360.17 on 6,192.78 miles Average \$600.27 per mile.
 Total Expenditure \$6,439,889.24 on 9,127.80 miles Average \$705.52 per mile.

STATE AND STATE AID HIGHWAYS

COUNTY TABLE

Expenditures for Maintenance

July 1, 1948 to June 30, 1949

County	State Highways	State Aid Highways	Total
Androscoggin	\$ 96,680.57	\$ 126,215.66	\$ 222,896.23
Aroostook	686,001.94	299,355.62	985,357.56
Cumberland	124,372.39	319,963.56	444,335.95
Franklin	167,605.41	208,299.90	375,905.31
Hancock	151,347.57	273,655.26	425,002.83
Kennebec	234,641.26	305,062.30	539,703.56
Knox	44,417.80	143,161.03	187,578.83
Lincoln	85,995.08	184,726.97	270,722.05
Oxford	153,161.47	213,466.16	366,627.63
Penobscot	224,455.32	404,247.65	628,702.97
Piscataquis	77,650.10	120,504.91	198,155.01
Sagadahoc	44,603.01	95,124.76	139,727.77
Somerset	185,430.79	282,289.65	467,720.44
Waldo	80,049.87	178,875.42	258,925.29
Washington	170,911.25	276,776.58	447,687.83
York	195,205.24	285,634.74	480,839.98
Totals	\$2,722,529.07	\$3,717,360.17	\$6,439,889.24

The above figures include Net to Income, Supervision, Paint Account, Sign Account, Salary Increase

MAINTENANCE - BETTERMENTS

RECONSTRUCTION

July 1, 1948 to June 30, 1949

Location	Route	Type	MILES		EXPENDITURES	
			Under Construction	Completed	Fiscal Year 1948	Fiscal Year 1949
Arnold Trail	4	Sur. Treated	5.5		\$ 17,452.34	\$ 98,191.19
Auburn - Turner	4	Bit. Conc.		10.00	58,146.56	104,394.66
Benton	100	"	6.00			36,365.21
Benton			Previously Reported			87.54
Benton - Clinton (Bangor)	100	Bit. Conc.		1.7		34,938.08
Brettun's Mills - Livermore	4	Road Mix		4.25	3,901.40	21,268.02
Brownville - Millinocket		Gravel		2.5	23,460.66	1,987.08
Brunswick			Previously Reported			18.64
Calsis	1	Road Mix		6.00	37,536.56	71,688.87
Dexter	7	"		1.50		8,036.70
Edgecomb			Previously Reported			283.64
Farmington - Temple			Previously Reported			147.60
Fairfield			Previously Reported			2,491.00
Frankfort	1	Road Mix		3.15	5,381.58	40,101.88
Freeman - Strong	145	Sur. Treated		3.6	23,570.36	10,270.70
Freeport - Brunswick	1	Bit. Conc.		4.00	47,640.16	24,796.60
Fryeburg	302	Road Mix		1.00	16,244.60	11,575.29
Greenville - Rockwood	15	Sur. Treated		5.00	25,214.31	41,674.48
Hallowell	201	Road Mix		0.50	4,083.29	19,659.88
Heron	100	Bit. Conc.	5.00			28,567.66
Hinckley	201	Bit. Conc.	8.00			83,328.44
Island Falls - Ludlow	159	Sur. Treated		0.90		1,350.85
Jay - Wilton	4	Road Mix	8.00			19,766.17
Jefferson		Sur. Treated		1.65		3,358.34
Kittery			Grading			15,073.05
Lubec	29	Sur. Treated		1.25		13,299.15
Madawaska	1	Sur. Treated	2.00			26,411.69
Manchester		Sur. Treated		4.85		8,413.22
Military Road	2 A	Road Mix	30.00		76,026.83	197,111.90
Milo	16	Road Mix		1.50		11,083.70
Monson - Shirley	15	Sur. Treated		1.00		20,843.88
Newport - Dexter - Corinna	7	Road Mix		7.00	28,883.28	84,114.98
New Sweden	165	Sur. Treated		1.45		28,026.77
North Kennebunkport	1	Bit. Conc.		4.00	35.98	54,939.62
Old Orchard Beach	98	Road Mix		0.55	18,233.30	6,064.81
Oquossoc			Previously Reported			750.27
Penobscot	175	Sur. Treated		2.64	23,152.81	16,646.12
South Portland	1	Bit. Conc.		0.55		24,677.03
T - 17, R-5	161	Sur. Treated		1.9		10,572.44
Vassalboro			Previously Reported			1,526.98
Westbrook	25	Bit. Conc.		0.60		7,569.92
Westfield			Previously Reported			317.60
Westport - Wiscasset Bridge District						25,000.00
Whitefield	126			4.15	8,134.48	14,833.72
Windsor			Previously Reported			394.66
General Stone Account			Undistributed			10,642.60
Totals			64.50	77.19	417,098.50	1,242,662.63

**REMOVAL OF SNOW
(INCLUDES SANDING)**

Expenditures and Mileage
July 1, 1948 to June 30, 1949

All Classes of Highways - 14,949.15 miles

Total Cost		\$ 2,565,284.37
Paid from State Funds	\$ 1,732,905.53	
Paid from Town Funds	832,378.84	
		2,565,284.37
Average Cost per Mile		\$ 171.60

State Highways - 2,939.16 miles

Total Cost		\$ 1,207,545.38
Paid from State Funds	\$ 1,090,666.98	
Paid from Town Funds	116,878.40	
		1,207,545.38
Average Cost per Mile		\$ 410.85

State Aid and Town Roads

State Aid Roads	5,929.98 miles	
Town Roads	6,080.01 miles	
	12,009.99 miles	

Total Cost		\$ 1,357,738.99
Paid from State Funds	\$ 642,238.55	
Paid from Town Funds	715,500.44	
		\$ 1,357,738.99
Average Cost per Mile		\$ 113.05

STATE HIGHWAY GARAGE

OPERATING STATEMENT, JULY 1, 1948 TO JUNE 30, 1949

Revenue		
Rentals--		
Highway Department	\$ 880,378.96	
Other State Departments	1,013.45	
Within Department	41,361.25	
Others	196,049.32	
Total Rental	1,118,802.98	
Profit on Sale of Capital Assets	22,814.78	
Miscellaneous Income	7,574.24	
Total Revenue		\$1,149,192.00
Expenses:		
Auto and Working Equipment Expense	750,280.45	
Depreciation	182,954.62	
General Overhead (net)	115,002.80	
Total Expense		1,048,237.87
Net Profit		\$ 100,954.13

Proof of Cash Balance, June 30, 1949

Cash Balance, July 1, 1948		\$ 28,874.55
Add:		
Net Profit from Operations (above)	100,954.13	
Increase in Liabilities	73,755.04	
		174,709.17
		\$ 203,583.72
Deduct:		
Increase in Assets		118,938.58
Cash Balance June 30, 1949		\$ 84,645.14

STATE HIGHWAY COMMISSION
MOTOR TRANSPORT DIVISION
Equipment Inventory June 30, 1949

<u>Equipment</u>	<u>Units</u>	<u>Cost</u>	<u>Current Value</u>
Trucks	160	\$ 764,362.82	\$ 380,860.57
Pickups-Station Wagons	55	65,543.65	37,473.53
Boilers	2	300.00	
Compressors	12	27,612.54	13,931.30
Tar Tanks	39	84,651.57	37,137.24
Derricks	12	2,840.32	
Drills	5	501.16	
Chain Saws	1	205.50	131.50
Drawn Graders	33	22,538.99	3,777.62
Hammers	16	3,228.89	478.01
Hoists	6	6,652.94	144.92
Loaders	22	62,909.74	37,131.85
Mixers	5	5,976.42	
Pumps	28	10,032.16	607.33
Rollers	7	17,964.72	10,139.72
Shovels	60	456,540.95	216,897.53
Power Graders	16	131,753.02	98,088.64
Tractors	8	25,984.21	4,433.40
Trailers	64	54,066.37	18,084.40
Orange Peel Bucket	1	100.00	
Clam Shell Bucket	1	100.00	
Maintainers	5	5,907.24	1,908.44
Supply Tanks	1	266.00	134.00
Paint Outfits	6	11,041.34	7,295.58
Mud Jack	1	2,779.20	
Generators	8	2,036.07	363.40
Sand Spreaders	336	41,581.76	8,011.89
Welders	12	4,718.21	1,670.89
Snow Plows	210	226,843.66	126,926.77
Snowgo	2	13,825.00	3,209.00
Washboring Outfit	1	4,354.18	978.94
Dragline	3	2,924.01	1,326.01
Snow Scoop	1	529.68	296.48
Paint Mixer	1	543.58	389.56
Pulvi-Mixer	2	7,578.75	5,223.75
Tar Kettles	33	9,362.47	742.64
Battery Chargers	2	429.24	13.24
Loadometers	5	1,564.69	390.14
Total		\$ 2,080,151.05	\$ 1,018,198.29
Shop Equipment		\$ 63,200.75	47,458.31
Stock Materials and Parts		280,868.14	

Financial Statements

July 1, 1948 - June 30, 1949

STATE HIGHWAY COMMISSION
 APPROPRIATION REVENUES FROM ALL SOURCES
 July 1, 1948 to June 30, 1949

Gasoline Tax	\$ 11,964,225.53	
Gas Tax Fines & Penalties	105.00	
Use Fuel Tax	21,640.76	
Use Fuel Penalties & Interest	240.31	
Use Fuel License Fees	11.00	
Inspection Fees	29,679.50	
Outdoor Advertising	16,970.45	
Permits to Open Highways	20,812.54	
Commission on Telephone Booths	121.27	
Information	66.10	
State Police Court Fees	25,380.51	
Motor Vehicle Registration	5,871,205.60	
Overload Permit Fees	18,268.78	
Motor Carrier Tax	43,592.10	
Interest on War Bond Investment	<u>14,836.27</u>	18,027,155.72
Bridge Tolls	182,255.90	
Rentals	2,760.00	
Miscellaneous Sales	8,890.09	
Federal	2,882,732.35	
Counties	332,924.11	
Cities & Towns	870,827.95	
Miscellaneous Income	<u>1,211.94</u>	4,281,602.34
M. C. R. R. Co. Debt Service Payment		<u>76,569.90</u>
		\$ 22,385,327.96

STATE HIGHWAY COMMISSION
 SUMMARY OF APPROPRIATIONS
 INCOME AND EXPENDITURES

Total Appropriation Balances July 1, 1948		\$ 4,508,753.25
Funds Allotted from General Highway Fund	17,703,173.32	
Revenue from Other Sources	<u>4,281,602.34</u>	
		21,984,775.66
Total Available		<u>26,493,528.91</u>
Total Expenditures		21,995,810.74
		4,497,718.17
Balances Lapsed		<u>77,361.44</u>
Appropriation Balances June 30, 1949		\$ 4,420,356.73

STATE HIGHWAY COMMISSION
GENERAL HIGHWAY FUND
STATEMENT OF APPROPRIATIONS
Fiscal Year 1948-49

	Chapter #190 P. & S. Laws 1947		
General Administration	\$ 209,500.00	\$ 47,000.00	\$ 256,500.00
Highway Planning Survey	16,000.00		16,000.00
State Aid Construction	850,000.00		850,000.00
Special Resolves	154,000.00	2,028.32	156,028.32
Maintenance of Bridges	440,000.00		440,000.00
Maint. & Bettm'ts of St. & St. Aid Hwys.	5,925,000.00	1,298,000.00	7,223,000.00
Town Road Improvement	520,000.00		520,000.00
Compensation for Injuries	50,000.00		50,000.00
Removal of Snow from the Highways	1,700,000.00	25,000.00	1,725,000.00
Federal Secondary Roads		1,000,000.00	1,000,000.00
Bridge Loan Fund	812,500.00		812,500.00
Highway Loan Fund		2,650,000.00	2,650,000.00
Retirement of Bonds	1,629,000.00		1,629,000.00
Interest on Bonded Debt	375,145.00		375,145.00
Sub Total - Highway	\$ 12,681,145.00	\$ 5,022,028.32	\$ 17,703,173.32
Employees Retirement	107,168.00	20,886.81	128,054.81
Bureau of Accts. & Control, State Auditor, and Atty. Gen.	56,568.00	4,000.00	60,568.00
State Police	542,413.00		542,413.00
State Police Buildings	7,300.00		7,300.00
Motor Vehicle Registration	280,179.00		280,179.00
Motor Vehicle Registration Buildings	10,000.00		10,000.00
Gasoline Tax Administration	49,877.00		49,877.00
Sub Total Other Funds	1,053,505.00	24,886.81	1,078,391.81
Grand Total	\$ 13,734,650.00	\$ 5,046,915.13	\$ 18,781,565.13

GENERAL HIGHWAY FUND
 LEGISLATIVE ALLOCATIONS and DEBIT ADJUSTMENTS
 Comparison 1947-48 & 1948-49 Years

	1947-48	1948-49	Increase or Decrease
General Administration	\$ 228,500.00	\$ 256,500.00	\$ 28,000.00
Highway Planning-Survey	58,699.00	16,000.00	(42,699.00)
State Aid Construction	800,000.00	850,000.00	50,000.00
Special Resolves	198,742.16	156,028.32	(42,713.84)
Maintenance of Bridges	440,000.00	440,000.00	
Maintenance of St. & St. Aid Highways	5,118,575.98	6,008,000.00	889,424.02
Betterment of St. & St. Aid Highways	1,200,000.00	1,215,000.00	15,000.00
Town Road Improvement	520,000.00	520,000.00	
Compensation for Injuries	60,000.00	50,000.00	(10,000.00)
Removal of Snow from Highways	1,894,979.49	1,725,000.00	(169,979.49)
Federal Secondary Roads	1,000,000.00	1,000,000.00	
Bridge Loan Fund	812,500.00	812,500.00	
Highway Loan Fund	1,650,000.00	2,650,000.00	1,000,000.00
Retirement of Bonds	1,729,000.00	1,629,000.00	(100,000.00)
Interest on Bonded Debt	429,868.00	375,145.00	(54,723.00)
Employees Retirement	105,524.00	128,054.81	22,530.81
Bureau of Accts. & Control, State Auditor and Atty. Gen.	57,026.00	60,568.00	3,542.00
State Police	541,426.00	542,413.00	987.00
State Police Buildings	7,195.00	7,300.00	105.00
Motor Vehicle Registration	498,890.00	280,179.00	(218,711.00)
Motor Vehicle Registration Building	9,700.00	10,000.00	300.00
Gasoline Tax Administration	49,877.00	49,877.00	
Motor Transport Division	50,000.00		(50,000.00)
Rock Crusher	37,500.00		(37,500.00)
	\$ 17,498,002.63	\$ 18,781,565.13	\$ 1,283,562.50

GENERAL HIGHWAY FUND
LEGISLATIVE ALLOCATIONS

and

OTHER DEBIT ADJUSTMENTS

SCHEDULE NO. 2

LEGISLATIVE ALLOCATIONS

Bond Interest	\$ 375,145.00	
Bond Retirement	1,629,000.00	
General Administration	209,500.00	
Highway Planning	16,000.00	
Maintenance of Bridges	440,000.00	
Maintenance and Betterment	5,925,000.00	
Snow Removal	1,700,000.00	
Construction of Bridges	812,500.00	
Special Roads	4,000.00	
Compensation for Injuries	50,000.00	
Construction of State Aid	850,000.00	
Town Road Improvement	520,000.00	
Special Resolves	150,000.00	
State Police, Administration	542,413.00	
State Police, Buildings	7,300.00	
Motor Vehicle, Building	10,000.00	
Motor Vehicle, General Expense	280,179.00	
Bureau of Taxation	49,877.00	
General Fund	53,068.00	
Special Revenue Fund	3,500.00	
To Trust and Agency Fund	<u>107,168.00</u>	
		\$ 13,734,650.00

OTHER DEBIT ADJUSTMENTS

Administration	\$ 47,000.00	
Special Resolves	2,028.32	
Betterments	15,000.00	
Federal Secondary Roads	1,000,000.00	
Highway Loan Fund	2,650,000.00	
Maintenance of St. & St. Aid Highways	1,283,000.00	
Snow Removal	25,000.00	
To Trust and Agency Fund	20,886.81	
General Fund	<u>4,000.00</u>	
		<u>5,046,915.13</u>
		\$ 18,781,565.13

GENERAL HIGHWAY FUND
 ANALYSIS OF SURPLUS ACCOUNT
 Fiscal year ending June 30, 1949

Balance July 1, 1948		\$ 1,897,145.40
Previous year adjustments		<u>1,031.58</u>
		1,898,176.98
Revenue - Schedule #1	18,029,279.70	
Lapsed Balances - Schedule #1	<u>124,992.77</u>	
		18,154,272.47
Legislative Allocations - Schedule #2	13,734,650.00	
Other Adjustments Debit - Schedule #2	<u>5,046,915.13</u>	
		<u>18,781,565.13</u>
		(627,292.66)
Allocations in excess of Revenue		\$ 1,270,884.32

GENERAL HIGHWAY FUND
 REVENUE and LAPSED BALANCES
 SCHEDULE NO. 1

REVENUE

Gasoline Tax	\$ 11,964,225.53	
Use Fuel Tax	21,640.76	
Registration Fees	5,871,205.60	
Outdoor Advertising	16,970.45	
Permits to Open Highways	20,812.54	
State Police Court Costs	25,380.51	
Inspections	29,679.50	
Motor Carrier Tax	43,592.10	
Overload Permit Fees	18,268.78	
Interest on War Bond Investment	14,836.27	
Miscellaneous	<u>543.68</u>	
		18,027,155.72
Add: Controller's Accounts Receivable		<u>2,123.98</u>
		\$ 18,029,279.70

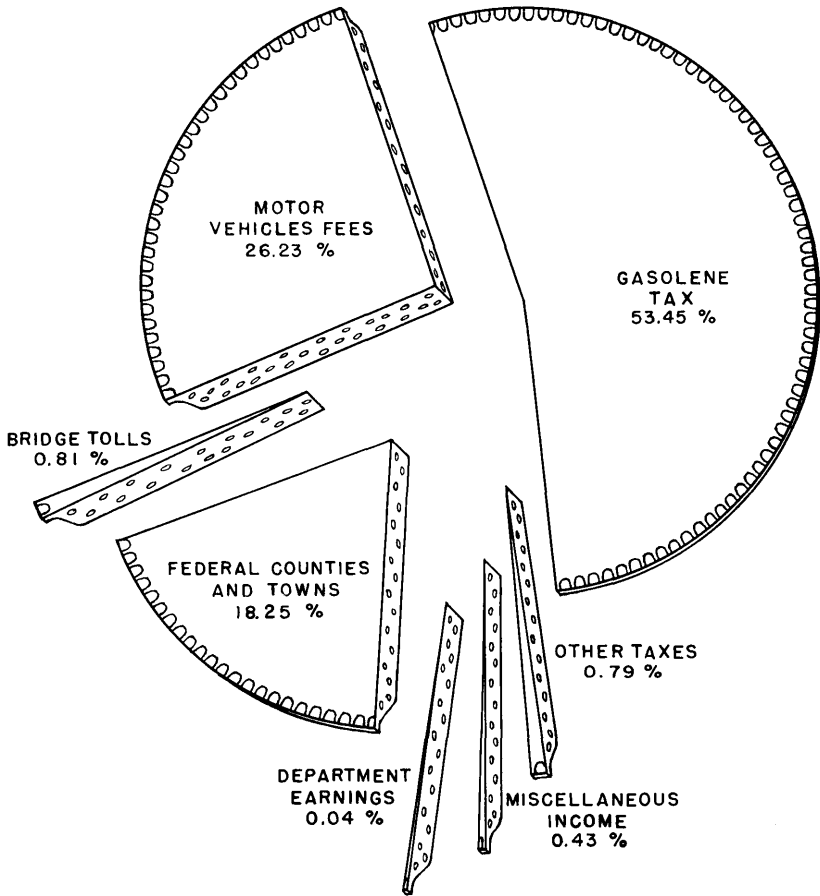
LAPSED BALANCES

Administration	\$ 1,821.93	
Maint. of St. & St. Aid Highways	15,686.48	
Removal of Snow from Highways	6,636.61	
Compensation for Injuries	10,054.92	
Interest on Bonded Debt	43,161.50	
Motor Vehicle Registration	8,125.75	
Motor Vehicle Registration Building	35.94	
State Police	13,806.95	
State Police Buildings	24.49	
Contribution and Transfers	<u>25,638.20</u>	
		<u>124,992.77</u>
		\$ 18,154,272.47

STATE HIGHWAY COMMISSION

Total Expenditures - July 1, 1948 to June 30, 1949	\$	23,026,571.22	
Less Operation and Debt Service - Toll Bridges		<u>123,011.92</u>	
		22,903,559.30	100%
<hr style="width: 50%; margin-left: 0;"/>			
Construction and Maintenance State & State Aid Highways		19,911,815.32	86.9%
Debt Service Bonds and Interest		1,960,983.50	8.6%
Other			
State Police	\$	528,606.05	
State Police Buildings		7,275.51	
Employees Retirement		128,054.81	
Bureau of Accts. & Control, State Auditor, and Atty. Gen.		51,297.62	
Motor Vehicle Registration		272,053.25	
Motor Vehicle Registration Bldg..		9,964.06	
Gasoline Tax Administration		<u>33,509.18</u>	
		<u>1,030,760.48</u>	4.5%
Total	\$	<u>22,903,559.30</u>	100%

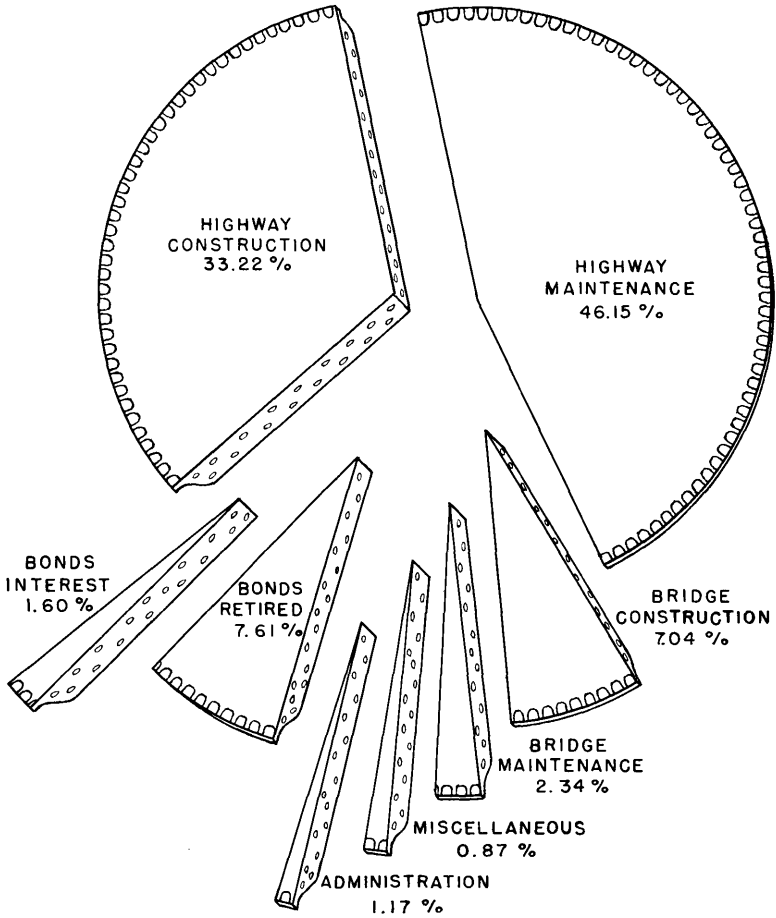
STATE HIGHWAY DEPARTMENT INCOME
JULY 1, 1948 TO JUNE 30, 1949



<u>Source</u>	<u>Amount</u>	<u>Percent</u>
Gasoline Tax	11,966,031.45	53.45
Motor Vehicle Fees	5,871,205.60	26.23
Bridge Tolls	182,225.90	0.81
Federal, Counties, Towns	4,086,484.41	18.25
Departmental Earnings	8,890.09	0.04
Miscellaneous Income*	95,378.11	0.43
Other Taxes	177,206.38	0.79
	<u>22,387,421.94</u>	<u>100.00</u>

* Interest on War Bond Investment	14,836.27
* MCRR Co. Debt Service	76,569.90

STATE HIGHWAY DEPARTMENT EXPENDITURES
 JULY 1, 1948 TO JUNE 30, 1949



<u>Purpose</u>	<u>Amount</u>	<u>Percent</u>
Highway Construction	7,306,384.03	33.22
Highway Maintenance and Betterments	10,151,421.30	46.15
Bridge Construction	1,548,310.95	7.04
Bridge Maintenance	511,807.81	2.34
Miscellaneous	193,146.51	0.87
Administration	257,226.64	1.17
Bonds Retirement *	1,673,000.00	7.61
Bonds Interest **	351,513.50	1.60
	<u>21,995,810.74</u>	<u>100.00</u>

* Waldo-Hancock Bonds Retired 30,000.00
 * Deer Isle-Sedgwick Bond Retired 14,000.00
 ** Waldo-Hancock Bond Interest Paid 3,570.00
 ** Deer Isle-Sedgwick Bond Interest Paid 15,960.00

STATE HIGHWAY COMMISSION
APPROPRIATION SUMMARY
AVAILABLE FUNDS-EXPENDITURES-BALANCES
July 1, 1948 to June 30, 1949

August 1, 1949

Title of Appropriations	Balances Beginning 7/1/48	Allotments	Transfers	Other Net Revenue	Total Available	Expenditures	Transfers	Balances Lapsed	Carrying Balances 6/30/49
Highway Administration		256,500.00	1.25	2,547.32	259,048.57	257,226.64		1,821.93	
Highway Planning & Survey	39,061.74	16,000.00	41,202.00	58,450.63	151,714.37	123,281.48	1.25		31,431.64
Improvement State & State Aid Roads	645,113.01	850,000.00	279,045.77	449,777.40	1,923,966.18	1,476,516.16	37,926.85		409,531.17
State Aid Reconstruction	14,539.67		46,520.35		61,060.02	13,739.12	38,711.10		8,589.80
Third Class Reconstruction	120,457.62		9,926.76		130,384.38	30,692.61	15,317.11		54,344.63
Special Resolves	173,638.12	156,028.32	1,700.00		331,366.44	108,811.56	100,015.63		122,539.25
Const. & Reconst. of State Highways	30,345.03				30,345.03	7,853.87	6,000.00		16,491.16
Maintenance of Bridges	38,076.51	440,000.00		3,373.51	481,450.02	455,325.89	2,000.00		24,124.13
Maintenance of State & State Aid Highways	128.00	6,008,000.00	2,625.00	445,055.00	6,455,808.00	6,439,895.24	226.28		15,686.48
Settlements of State & State Aid Highways	159,351.21	1,215,000.00	8,225.00		1,382,576.21	1,242,662.63	137,897.35		2,016.23
Town Road Improvement	138,330.40	520,000.00	526.76		658,857.16	530,835.14	18,861.75		109,160.27
Compensation for Injuries		50,000.00			50,000.00	39,945.08		10,054.92	
First Surface Treatment Maintenance	32,960.43		400.00		33,360.43	27,238.97	500.00		5,621.46
Snow Removal from Highways		1,725,000.00		131,420.54	1,856,420.54	1,849,783.93		6,636.61	
Post War Surveys	34,239.03				34,239.03	29,919.95			4,319.08
Federal Secondary Roads	469,725.62	1,000,000.00		721,196.55	2,190,922.17	1,261,612.44	14,523.00		914,786.73
Federal Grade Crossings	76,725.48			5,671.11	82,396.59	30,589.78			51,806.81
Bridge Loan Fund	1,135,355.86	812,500.00	38,835.85	481,138.71	2,467,830.42	1,517,721.17	2,329.42		947,779.83
Highway Loan Fund	1,212,018.91	2,650,000.00		2,092,770.56	5,964,789.47	4,468,461.63	26,672.00		1,466,248.84
Retirement of Bonds		1,629,000.00			1,629,000.00	1,629,000.00			
Interest Paid on Bonded Debt		375,115.00			375,115.00	331,983.50		43,161.50	
Waldo-Hancock Bridge	440,983.33			108,097.11	249,080.44	59,150.85*			189,929.59
Richmond-Dresden Bridge	3,830.10		2,000.00	12,951.60	18,781.70	17,046.58			1,735.12
Deer Isle-Sedgwick Bridge	43,863.18			62,152.30	106,015.48	46,814.49**			59,200.99
Totals	4,508,753.25	17,703,173.32	431,008.74	4,281,602.34	26,924,537.65	21,995,810.74	431,008.74	77,361.44	4,420,356.73

* Retirement of Bonds Waldo-Hancock Bridge 30,000.00
 * Interest Paid on Bonds " " " 3,570.00
 ** Retirement of Bonds Deer Isle-Sedgwick Bridge 14,000.00
 ** Interest Paid on Bonds " " " " 15,960.00