

# MAINE STATE LEGISLATURE

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**MAINE PUBLIC DOCUMENTS  
1948-1950**

**(in three volumes)**

**VOLUME II**

THIRTY-SEVENTH

# Report

21



OF THE

*Maine State Highway  
Commission*

19  50









# STATE HIGHWAY



# COMMISSION

**THIRTY-SEVENTH**

**ANNUAL REPORT**

*July 1, 1949 - June 30, 1950*





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COMMISSIONERS  
LLOYD B. MORTON  
CHAIRMAN  
CORNELIUS J. RUSSELL  
HARLEY D. WELCH  
LUCIUS D. BARROWS  
CHIEF ENGINEER



State Highway Commission  
State of Maine  
Augusta

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

We have the honor to present the thirty-seventh  
report of the State Highway Commission, for the period  
July 1, 1949, to June 30, 1950.

Respectfully yours,

*Lloyd B. Morton*  
Chairman

*C. J. Russell*

*Harley D. Welch*

Augusta, Maine  
December 31, 1950

STATE HIGHWAY COMMISSION

CHIEF ENGINEER

BRIDGES  
CONSTRUCTION  
AND  
MAINTENANCE

BRIDGE ENGINEER

CONSTRUCTION ENGINEER  
DESIGN ENGINEER  
MAINTENANCE ENGINEER

HIGHWAY  
CONSTRUCTION

STATE & FEDERAL-AID HIGHWAYS  
PRINCIPAL HIGHWAY ENGINEER

ASST. PRINCIPAL HIGHWAY ENGINEER  
ASST. HIGHWAY ENGINEER

ASST. CHIEF  
ENGINEER

ASST. TO  
CHIEF ENGINEER

STATE & FEDERAL SECONDARY HIGHWAYS  
ENGINEER OF SECONDARY HIGHWAYS

ASST. ENGINEER OF  
SECONDARY HIGHWAYS

HIGHWAY  
MAINTENANCE

STATE & FEDERAL HIGHWAYS  
SUPERINTENDENT OF MAINTENANCE  
ASSISTANT SUPERINTENDENT

DIVISION ENGINEERS

DIVISION SUPERVISORS

DISTRICT SUPERVISORS

SOILS  
MECHANICS  
SOILS ENGINEER

TESTING  
TESTING  
ENGINEER

RIGHT-OF-WAY  
RIGHT-OF-WAY  
ENGINEER

PUBLIC  
RELATIONS  
DIRECTOR

MOTOR  
TRANSPORT  
MANAGER

TRAFFIC  
TRAFFIC  
ENGINEER

PLANNING  
DIRECTOR

ACCOUNTS  
SUPERVISING  
ACCOUNTANT

# ADMINISTRATIVE OFFICERS *of the* STATE HIGHWAY COMMISSION

## STATE HIGHWAY COMMISSION

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

Farmington  
Bangor  
Chapman

## PERSONNEL

Lucius D. Barrows  
Vaughan M. Daggett  
Max L. Wilder  
Charles A. Whitten  
Clarence L. Partridge  
Roy A. Wentzel  
Ernest L. Merrill  
Vinton A. Savage

H. Stanley Weymouth  
Sylvester L. Poor

R. Morrell Page  
Edward W. Axtell  
William H. Bradford  
John B. Church  
J. Wesley Dority

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

Norman E. Weed  
Russell W. Carter

Chief Engineer  
Assistant Chief Engineer  
Bridge Engineer  
Bridge Construction Engineer  
Bridge Design Engineer  
Bridge Maintenance Engineer  
Principal Highway Engineer  
Assistant Principal Highway  
Engineer  
Engineer of Secondary Highways  
Assistant Engineer of Secondary  
Highways  
Assistant Highway Engineer  
Right of Way Engineer  
Right of Way Engineer  
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  
Budget Administrator  
Supervising Accountant-Auditor

Thirty-seventh 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, 1948 and 1949).

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.

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 un- appropriated general highway fund, . . .	1,000,000
Total, . . . . .	<u>\$15,448,000</u>

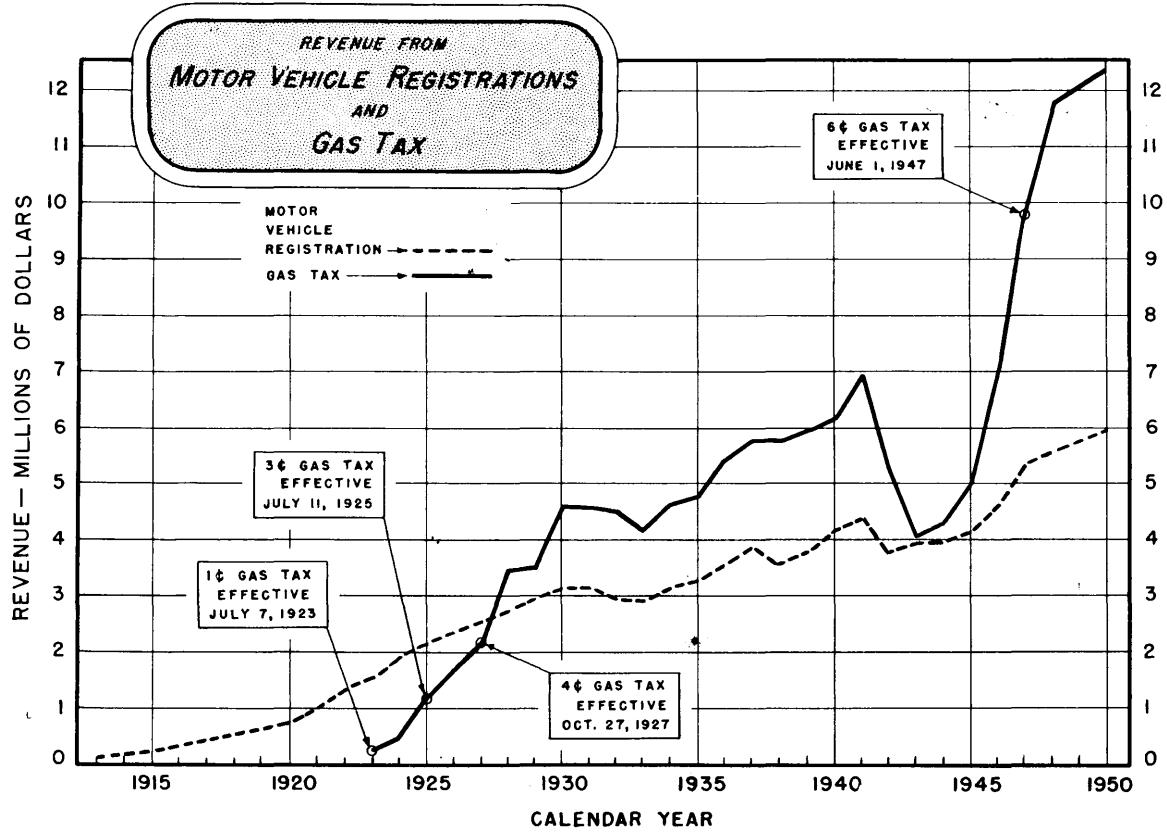
In order to allow for necessary expenditures in which federal funds do not participate, it was estimated that \$12,000,000.00 of state funds would be required to obligate the total of \$11,690,592.00 apportioned under the Federal-aid Highway Act of 1944, and that \$7,200,000.00 of state funds would be 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, 1949, was \$1,270,884.32. Adjustments made during the year on account of activities of the previous year amounted to \$2,751.73, making the total \$1,273,636.05.

Income to the general highway fund during the fiscal year ending June 30, 1950, consisted of current revenue of \$18,842,453.74, lapsed balances turned back to the general highway fund of \$103,670.89, payment of \$100,000.00 from the Motor Transport Division on loan, and a transfer of ex-



cess funds from the Motor Truck Carriers Division of the Public Utilities Commission of \$25,000.00, making a total of \$19,071,124.63 available for obligation to Highway Department and related activities.

Apportionments made from the general highway fund amounted to \$18,607,463.81.

The balance in the unappropriated general highway fund on June 30, 1950, was \$1,737,296.87. Current income exceeded apportionments by \$463,660.82, increasing 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.

Apportionments from the general highway fund were set up for the fiscal year 1950 under the provisions of Chapter 208, Private and Special Laws of 1949.

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 such 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, 1949, to June 30, 1950:

ALLOCATION OF THE GENERAL HIGHWAY FUND  
For the Fiscal Year Ending June 30, 1950

ITEMS	AMOUNTS
A Bond Interest	\$ 280,261.00
B Bond Retirement	1,629,000.00
C Highways & Bridges	
1 General Administration. State Highway Commission	\$ 241,000.00
2 Construction of State Aid Roads	1,230,000.00
3 Construction of Bridges (Sects. 82-92, Chap. 20, R.S.)	800,000.00

4	For Matching Federal funds apportioned under Federal-aid Highway Acts of 1944 and 1948	3,000,000.00	
5	Maintenance of State and State Aid Highways	5,445,000.00	
6	Letterments, State Highways	1,000,000.00	
7	Snow Removal	1,875,000.00	
8	Maintenance of Bridges	445,000.00	
9	Special Resolves of the legislature for Repair and Construction of Highways and Bridges	175,000.00	
10	Roads on North Haven, Vinalhaven, Swans Island, Isle au Haut, and Cranberry Isle in accordance with Chapter 99, Private and Special Laws of 1937 and Chapter 87, Private and Special Laws of 1939	7,000.00	
11	Town Road Improvement Fund	500,000.00	
12	Compensation for Injuries	50,000.00	
13	Topographic mapping	10,000.00	
14	Grade Crossing Protection, State and State Aid roads.	<u>20,000.00</u>	14,798,000.00
D	State Police		
1	General administration and maintenance		661,300.00
E	Public Buildings		
1	State Police Headquarters, Maintenance	7,780.00	
2	Motor Vehicle Registration Building, Maintenance	<u>10,130.00</u>	17,910.00
F	Secretary of State		
1	Motor Vehicle Division, general administration		303,890.00
G	Contributions and Transfers to other Funds		
1	To general fund for accounting, auditing, purchasing and legal services to the State Highway Commission	49,223.00	
2	Bureau of Taxation, administration of gasoline and use fuel tax	37,570.00	
3	To special revenue funds for auditing services rendered to the State Highway Commission	3,850.00	
4	To trust funds, Employee's Retirement System	<u>156,714.00</u>	<u>247,357.00</u>
	Sub-Total		\$17,937,718.00



H For extra administrative costs not anticipated in the budget of any department or agency receiving allocations from the general highway fund.

1	General Administration	100,000.00	
2	Special Resolves	3,059.81	
3	Maintenance of State and State Aid Highways	225,000.00	
4	Removal of Snow	275,000.00	
5	Trust and Agency fund	150.00	
6	State Police and Registration Buildings	782.00	
7	State Police Administration	49,754.00	
8	Motor Vehicle Administration	<u>16,000.00</u>	<u>669,745.81</u>
	Grand Total		\$18,607,463.81

## HIGHWAY SYSTEMS

The classification of public highways in Maine as of June 30, 1950, was as follows:

<u>Classification</u>	<u>Miles</u>
State highways	3,147
State aid highways	7,721
Third class highways	575
Fourth class highways (town roads)	10,401
Miscellaneous state reservation roads	28
Miscellaneous federal reservation roads	111
Total	<u>21,983</u>

### REGULAR FEDERAL-AID SYSTEM

The designated regular federal-aid highway system includes 1647.51 miles and is included in the state highway system with the exception of 3.69 miles.

### FEDERAL-AID SECONDARY SYSTEM

The federal-aid secondary highway system includes 2266.82 miles of which 1081.41 miles are included in the state highway system and 1185.41 miles are included in the State's secondary highway system.

## IMPROVED AND UNIMPROVED MILEAGE

As of June 30, 1950, 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	3,124	23
State aid highways	6,416	1,305
Third class highways	286	289
Totals	9,826	1,617

The mileage of improved highways includes mileage improved with federal, state and town funds under the various authorizations and provisions which have been in force during the years the State has had a highway department.

## 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 \$241,000.00 for the fiscal year 1950 (Chapter 208, Private and Special Laws of 1949). During the year an additional apportionment of \$100,000.00 was made, and other income from the sale of specifications, maps, blueprinting, etc., amounted to \$1,681.93, making a total of \$342,681.93 available.

Expenditures amounted to \$342,462.93 and the balance of \$219.00 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, 1950.

## AROOSTOOK COUNTY

### STATE HIGHWAY "K"

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 newly 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 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. This work was started in 1948 and completed in 1949.

Presque Isle, Federal-aid Project No. U-0327(1). This project begins on Academy Street near South Main Street and extends easterly. Length of project 0.57 miles. Width of surface 40 feet with granite curbs and a bituminous macadam sidewalk. Type of surface 3-inch bituminous macadam on a 5-inch crushed stone base. Contractor, The Bridge Construction Corp., of Augusta, Maine. This work was started in 1950 and was 11% completed on June 30, 1950.

### STATE HIGHWAY "K-1"

Westfield, Federal-aid Project No. F-050-1(1). This project begins 1.42 miles south of Westfield Corner and extends northerly to the Presque Isle line. Length of project 3.45 miles. Width of surface 24 feet with 8-foot shoulders. Type of surface 3-inch bituminous macadam on 5-inch crushed stone base. Contractor, J. R. Cianchette, Pittsfield, Maine. This work was started in 1950 and was 2% completed on June 30, 1950.

### STATE HIGHWAY "K-10"

Presque Isle, Federal-aid Project No. U-0326(1). This project begins on Mechanic Street near West State Street and extends westerly. Length of project 0.18 miles. Width of surface 40 feet with granite curbs. Type of surface 3-inch bituminous macadam on a 5-inch crushed stone base. Contractor, The Bridge Construction Corporation of Augusta, Maine. This work was started in 1950 and was 12% completed on June 30, 1950.

## 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 completed in 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 Company of Quincy, Mass. This work was started in 1947 and completed in 1949.

## FRANKLIN COUNTY

### 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 completed in 1949.

## KENNEBEC COUNTY

### 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-inch bituminous macadam on a 5-inch to 7-inch variable crushed stone base. The top course of the crushed stone base was penetrated with approximately one gallon per square yard of 85 - 100 penetration asphalt. Width of surface 24 feet with 8-foot shoulders. The work consisted of strengthening and surfacing part of Federal-aid Project No. 3. Contractor, H. E. Sargent, Inc., of Stillwater, Maine. This contract was let in 1948 and was 94% completed on June 30, 1950.

Augusta, Federal-aid Project No. FI-151(3). This project begins on Bangor Street, 200 feet south of Newlands Ave., and extends northeasterly to the Vassalboro line. Length 4.05 miles. Width of surface 40 feet between curbs for the southerly 822 feet and 24 feet with 10-foot gravel shoulders for the balance of the project. Type of surface 3-inch bituminous concrete on a five-inch crushed stone base. The crushed stone base received two applications 85 - 100 penetration asphalt, totalling 1-3/4 gallons per square yard. This work consisted of the reconstruction of a bituminous macadam road built in 1922 by force account. Contractor, H. E. Sargent, Inc., of Stillwater, Maine. This work was started in 1950 and was 25% completed on June 30, 1950.

### STATE HIGHWAY "Q"

Augusta, Federal-aid Project No. FI-UI-389(2). This project consists of a bridge across the Kennebec River, 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. The 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. This contract was completed in 1950.

The total length of the project is 0.776 miles, of which 0.402 miles is bridge and 0.374 miles is road.

## 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 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 and completed in 1949.

## OXFORD COUNTY

### STATE HIGHWAY "O"

Rumford, Federal-aid Project No. F-148(8). This project begins at the end of Federal-aid Project No. 148-G(1) and extends easterly. Type of surface bituminous gravel, mixed in place. Width of surface 26 feet with 8-foot - 6-inch shoulders. Length of project 1.20 miles. Contractor, Thos. W. Watkins & Son, Inc., of Amesbury, Mass. This work was started in 1949 and was 95% completed on June 30, 1950.

## 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 completed in 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 completed in 1949.

Winn, Federal-aid Project No. FI-45(2). This project begins at the Lincoln line and extends northerly to the Mattawamkeag line. The work consists of the reconstruction of the original Federal-aid Project No. 45. Type of surface, 3-inch bituminous macadam on a gravel base. Width of surface 24 feet with 10-foot shoulders. Length 5.70 miles. Contractor, J. R. Cianchette of Pittsfield, Maine. This work was started in 1949 and was 58% completed on June 30, 1950.

Mattawamkeag, Federal-aid Project No. FI-297(7). This project begins at the Winn line and extends northerly to the Mattawamkeag River bridge. Length of project 1.57 miles. Type of surface 3-inch bituminous macadam. Width of surface 24 feet with 10-foot shoulders, except for 2,100 feet at the northerly end where the width is 40 feet between curbs. Contractor, J. R. Cianchette of Pittsfield, Maine. This work was started in 1949 and was 13% completed on June 30, 1950.

## PISCATAQUIS COUNTY

### STATE HIGHWAY "J"

Monson, Federal-aid Project No. F-111(9). This project begins at the Abbot line and extends northerly. Length of project 2.50 miles. Type of surface bituminous gravel. Width of surface 24 feet with 4-foot shoulders. Contractor, Crooker & Simpson of Brunswick, Maine. The work was started in 1949 and was 75% completed on June 30, 1950.

## 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 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 and completed in 1949.

## SOMERSET COUNTY

### 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 completed in 1949.

## 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 and completed in 1949.

Prospect, Federal-aid Project No. F-84(13). This project begins at Route 174 and extends northerly nearly to the B. & A. R. R. crossing. This work was started and completed in 1949. Length of project 1.72 miles. Type of surface bituminous gravel. Width of surface 24 feet. Shoulders 8 feet, 6 inches and 4 feet, 6 inches. Contractor, J. R. Cianchette of Pittsfield, Maine.

#### STATE HIGHWAY "I-137"

Brooks, State Project. This project begins about 2.47 miles southerly from the Jackson line and extends southerly. The work was started and about 70% completed in 1942. This highway was formerly designated State Highway "D" and the 1942 work was reported under that designation. The work was done by force account. Type of surface gravel. Width of surface 18 feet with 2-foot shoulders. Length of project 1.00 mile. This work was completed in 1949.

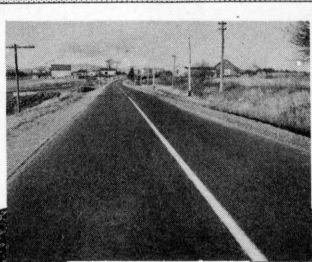
#### WASHINGTON COUNTY

##### STATE HIGHWAY "N"

Pembroke and Perry, Federal-aid Project No. F-5(3). This project begins at the end of Federal-aid Project No. F-123(9) and extends easterly largely on new location. Total length of the project is 1.21 miles, of which 0.34 miles is in Pembroke and 0.87 miles is in Perry. Type of surface bituminous gravel. Width of surface 24 feet with 4-foot shoulders. Contractor, Thomas DiCenzo of Calais, Maine. This work was started in 1950 and was 32% completed on June 30, 1950.

Pembroke, Federal-aid Project No. F-123(9). This project begins west of Pembroke Village and extends easterly mostly on new location to Federal-aid Project No. F-5(3). Total length of project 2.31 miles, of which 2.28 miles is road and 0.03 miles is a bridge over the Pennama-

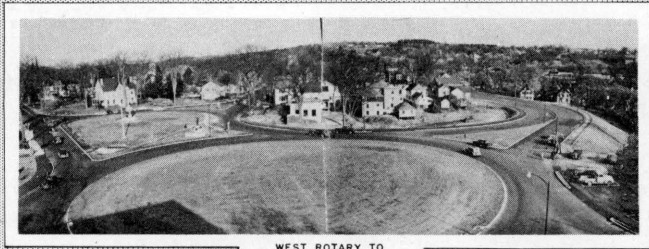
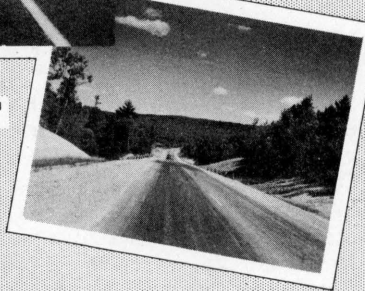
WISCASSET  
ROUTE 27



PROSPECT  
U. S. 1



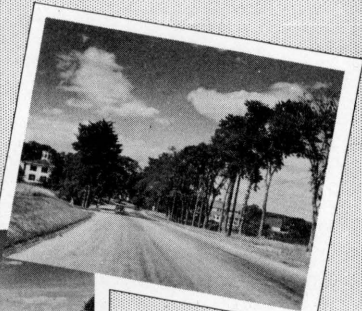
THOMASTON  
ROUTE 131



WEST ROTARY TO  
THE NEW AUGUSTA  
BRIDGE APPROACH



PITTSION  
ROUTE 27



WISCASSET  
U. S. 1



SEARSPORT  
U. S. 1



quan River. Type of surface bituminous gravel. Width of surface 24 feet with 4-foot shoulders. Contractor for the road, Thomas DiCenzo of Calais, Maine. The work on the road was started in 1950 and was 60% completed on June 30, 1950.

## YORK COUNTY

### STATE HIGHWAY "U"

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 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-inch bituminous macadam. Width 24 feet with 8-foot gravel shoulders. This work was started in 1949 and was completed in 1950.

## SUMMARY OF ABOVE PROJECTS COMPLETED WORK

Projects completed on the State Highway System during the fiscal year 1950 included 40.95 miles classified as follows:

Bituminous concrete	9.38 miles
Bituminous macadam	22.93 miles
Bituminous gravel	7.64 miles
Gravel	<u>1.00 miles</u>
Total	40.95 miles

## INCOMPLETE WORK

Projects under construction, but not completed on June 30, 1950, include 31.85 miles.

This work is classified as follows:

Bituminous concrete	4.05 miles
Bituminous macadam	20.61 miles
Bituminous gravel	<u>7.19 miles</u>
Total	31.85 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 FOR CONSTRUCTION

The total of expenditures on account of construction of state highways included in the regular federal-aid system was \$5,066,739.35. Of this amount \$44,622.76 was expended for surveys and plans, \$956.58 for advertising, \$430,184.63 for right of way and damage, \$166,586.40 for construction engineering and inspection and \$4,424,388.98 for labor and materials and other construction costs.

Included in the costs for engineering is the sum of \$6,087.65 expended on account of advance engineering projects carried on under the Defense Highways Act of 1941. These include:

Project AE-121-E (4) - Freeport	\$2,273.80
Project AE-389 (1) - Augusta-Gardiner	597.55
Project AE-123-G (1) - Pembroke	1,820.18
Project AE-5 (2) - Pembroke-Perry	216.16
Project AE-390 (1) - Alfred-Windham- Waterboro-Gray	1,179.96
	<u>\$6,087.65</u>

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, 1950, was \$1,066,690.26.

## STATE HIGHWAYS - NON-FEDERAL

### CONSTRUCTION AND RECONSTRUCTION

The balance in the fund for construction and reconstruction of non-federal state highways on July 1, 1949, was \$16,491.16.

Income to this fund amounted to \$37,360.00 making a total available of \$53,851.16.

Expenditures were \$14,610.93, and the balance of \$39,240.23 was transferred to the following accounts:

Maintenance of Bridges	-	\$17,728.81
Maintenance of State and State aid Highways	-	6,511.42
Betterment State Highways	-	15,000.00

Details of expenditures will be found in the table of "Project Expenditures - Construction and Reconstruction of State Highways - Non-Federal-aid Roads."

## POST-WAR SURVEYS

PUBLIC LAW 146, APPROVED JULY 13, 1943

### FEDERAL AND STATE FUNDS

An expenditure of \$23,436.24 was made under the above authorization during the fiscal year 1949-50 for surveys and

plans for post-war projects.

Location	Expended
Westfield	\$ 1,819.15
Augusta	3,355.86
Belgrade	1,820.13
Lincoln	8,483.36
Prospect-Frankfort	241.06
Ellsworth-Surry	995.14
Hancock	214.27
Hampden	69.11
Unity	170.82
Meddybemps	724.26
Hamlin	373.43
Bar Harbor	496.11
Albion	2,951.32
Chelsea	68.99
St. George	(12.64) Cr.
Hiram	326.12
No. Waterford	291.62
Hampden	693.96
Parkman	243.76
Sanford	110.41
	<b>\$23,436.24</b>
Plus \$22.08 error June, 1949	22.08
corrected by controller July, 1949	
Plus \$3.92 error June, 1950	3.92
corrected by controller August, 1950	
<b>Controller's total June 30, 1950</b>	<b>\$23,462.24</b>

# 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 523 towns, which made appropriations for this work. Of this number, 445 towns increased their appropriations for state aid road work to two units in accordance with the provisions made in Section 1, Chapter 18, Public Laws of 1949, 38 towns made appropriations for one unit only, while 40 towns made appropriations for various amounts between one and two units.

The total of new appropriations made by towns for state aid road work was \$641,532.00, of which \$336,772.00 was appropriated under the one-unit limit, and \$304,760.00 under the provision which allows for additional appropriations not to exceed one extra unit.

The sum of \$1,230,000.00 was allocated from the general highway fund for construction of state aid roads. From this appropriation the sum of \$1,127,073.49 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 \$593,074.74 was apportioned under the one-unit provision, \$532,498.75 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, \$102,926.51, was set aside for supervision and engineering. An overdraft of \$18,658.29 in this account for the fiscal year ending June 30, 1949, was taken from the unexpended balance from previous years.

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

Balances of apportionments of state aid from previous years	\$ 370,902.63
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Balances of town appropriations from previous years on deposit with the state	47,218.34
Apportionment from the general highway fund (authorization for fiscal year 1950)	1,230,000.00
Transferred from special resolve accounts	61,532.52
Transferred from town road improvement funds	20,679.40
Transferred from bridge loan fund	827.62
Transferred from third class reconstruction accounts	17,847.52
Transferred from betterment fund	112,530.71
Transferred from maintenance fund	19,478.86
Town funds deposited with the State (1949-1950 appropriations)	211,595.41
Miscellaneous payments by towns and cities	15.00
Town matching funds not deposited with the State, made available for 1948-49	484,490.06
Town funds furnished in addition to required matching funds	<u>376,442.97</u>
Total	<b>\$2,953,561.04</b>

Work on state aid roads included construction of 114.08 miles of gravel road at a cost of \$1,095,377.08, or an average of \$9,601.83 a mile, not including surface treatment, and completion of 15.72 miles of gravel road, started in previous years, for which the expenditure this year amounted to \$23,961.01 or an average expenditure of \$1,524.23 a mile. A total of 129.80 miles of gravel road was added to mileage previously reported.

Reconstruction work included 84.54 miles of old state aid gravel roads and former third class highways, 0.93 miles of bituminous macadam surfacing, 3.09 miles of bituminous concrete surface, 1.35 miles of bituminous gravel surface, and 8.18 miles, based in previous years, were completed by surfacing with gravel.



Reconstruction included 98.09 miles, and the expenditure for this work was \$585,973.79.

In addition to completed work, 19.76 miles of unimproved roads were graded and based at a cost of \$213,008.59, and 4.61 miles of old road were graded and based at a cost of \$47,211.82.

Bituminous surface treatment was applied to 247.79 miles of gravel roads at a cost of \$354,688.77, or an average cost of \$1,431.41 a mile.

The total expenditure on account of construction and reconstruction of state aid roads was \$2,320,221.04 of which \$2,249,353.56 was expended for labor, materials and equipment, and \$70,867.48 was expended for supervision and engineering.

Of the total expenditure, \$1,291,207.48 was paid from state funds and \$1,029,013.56 was paid from town funds.

Reimbursements to towns for work completed and reported in previous years amounted to \$136,243.67, of which \$67,742.30 was paid from state funds and \$68,501.37 was paid from town funds.

Transfers to the bridge loan fund include \$42,727.48 from state funds and \$15,185.18 from town funds.

Transfers to the maintenance account included \$2,100.00 from state funds and \$800.00 from town funds.

Transfers to the betterment fund included \$10,859.17 from state funds and \$19,312.00 from town funds.

Transfers to the special resolve account from state funds amounted to \$410.91.

Transfers to the town road improvement account from state funds amounted to \$400.00.

Unexpended balances of state aid road accounts, on June 30, 1950, amounted to \$397,702.13, which included \$347,843.01 of State funds and \$49,859.12 of town funds deposited with the State.

## THIRD CLASS RECONSTRUCTION

July 1, 1949, to June 30, 1950.

There was no apportionment made from the general highway fund for third class reconstruction for the fiscal year 1949-50. The only funds available on July 1, 1949, were the 1948 unexpended balances amounting to \$54,344.63. There were transferred into this account from Betterment "B" funds \$1,800.00; from special resolves \$3,995.85 and from the town road improvement fund \$600.00. This makes a total fund of \$60,740.48.

Of the available funds \$9,650.41 was spent for labor and materials and \$17,847.52 was transferred to state aid reconstruction and supervision. This leaves an unexpended balance of \$33,242.55. In addition to these state funds \$5,537.00 was paid by the towns.

Third class highway reconstruction added 4.26 miles of gravel reconstruction and 4.69 miles of tar surface treatment.

## TOWN ROAD IMPROVEMENT FUND

July 1, 1949, to June 30, 1950.

Under Chapter 208, Private and Special Laws of 1949, (allocation of general highway fund) an allotment of \$500,000.00 was provided for the fiscal year ending June 30, 1950, for the improvement of town roads. This is a continuation of work authorized by Chapter 371, Public Laws of 1945, as amended under Chapter 329, Public Laws of 1947.

As in previous years, the mileage of eligible town roads, used as a basis for apportioning the fund for 1949, was determined by securing certificates from the municipal officers of all towns, stating the total mileage of unimproved roads within their limits. The mileage thus reported and accepted after checking was 9,962.22 miles.

To the \$500,000.00 allotment, the sum of \$109,160.27 was added, being the balance from the 1948-49 apportionment. This made a total amount available of \$609,160.27. From the \$500,000.00 allotment \$126,000.00 was allotted to 630 towns at a rate of \$200.00 per town and \$368,602.14 was apportioned to 544 towns at \$37.00 per mile. This left a balance of \$5,397.86 which was set up for general supervision. To this was added \$3,360.75 balance left from 1948-49 su-

pervision account and \$4,062.18 from the following towns: Bigelow \$885.26, Dead River \$1,261.20, Flagstaff \$1,315.72 and No. 3 R 4 \$600.00, which amounts were transferred to supervision on account of the flowage from the new Dead River Dam covering the roads. This made a total supervision fund for 1949-50 of \$12,820.79.

From the above available funds \$4,985.65 was spent for supervision and the State paid \$460,577.55 for road work. Transfers to state aid amounted to \$20,279.40 and to third class reconstruction \$600.00. During the year \$400.00 was transferred to the state aid account (9030) from the town of Barnard through error. This was returned to the town road improvement fund and netted out. Total expenditures amounted to \$486,442.60. This leaves the following balances to carry forward to next year - general supervision \$7,835.14 and state funds of \$114,882.53; total balance \$122,717.67.

## **SPECIAL LEGISLATIVE RESOLVES**

### **AVAILABLE FUNDS**

The unexpended balances from 1948 carried forward to July 1, 1949, amounted to \$122,539.25.

Chapter 183, Resolves of 1949, appropriated the sum of \$150,000.00 subdivided into 262 resolves to aid 249 towns in the construction and repair of roads and bridges. There was further appropriated \$25,000.00 from the general highway fund subdivided into 45 resolves to aid 41 towns.

In addition to the above there was allotted to the island towns under the so-called 75% refund of registration fees the following amounts: to Cranberry Isles \$682.88; Swan's Island \$1,007.62; Isle au Haut \$475.12; North Haven \$1,701.75 and Vinalhaven \$2,742.38. There was also transferred from the general highway fund under Chapter 113, Resolves of 1949 the sum of \$132.00 to be paid to Alfred M. Joyce of Brooklin in full and final settlement of claim against the State for a certain check which was never cashed. Under Chapter 129, Resolves of 1949, \$875.00 was paid to the town of Chelsea in settlement of the claim against the State for the State's share of snow removal expense incurred during 1947 and 1948. Under Chapter 167, Resolves of 1949, the sum of \$2,344.80 was paid to the City of Bath as a full and final settlement of all claims against the State for the loss of taxes on land and buildings formerly taxed by said city. Under Chapter 173, Resolves of 1949, in favor of the Town

of Columbia, in the County of Washington, the sum of \$98.26 was paid, this being the State's share for snow removal for the fiscal year 1944-45.

There was also transferred back from the state aid account into the special resolve account for the town of Parsonsfield \$410.91 (previously transferred from special resolve to state aid) as it was unexpended since 1946 and the town wished to spend it with the special resolve for 1950. The town of New Gloucester sent in a check for \$390.00 to be spent with the 1949 balance and the town of Eddington sent in a check for \$32.64 refund for overpayment on statement of January 13, 1950.

The above allotment, transfers, and additional income, added to the unexpended balances from 1948 of \$122,539.25, makes a total fund of \$308,432.61.

## EXPENDITURES

Total expenditures from special resolves amounted to \$179,624.21. Transfers were made to state aid of \$60,982.52; state aid reconstruction \$550.00; third class reconstruction \$3,995.85 and to the bridge division \$13,830.00. Under special appropriations there was paid to Alfred M. Joyce \$132.00; to the city of Bath \$2,344.80; to the town of Chelsea \$875.00 and to the town of Columbia \$98.26. Reimbursement for work previously reported amounted to \$1,022.56.

The remaining \$95,793.22 was spent directly for road work. In addition to this the towns furnished \$25,317.17, making the total cost of work \$121,110.39.

Unexpended balances carried forward to 1950 amount to \$128,808.40.

Work under special resolves included 4.92 miles of gravel road construction; 53.97 miles of repairs and 1.45 miles of tar surface treatment.

Of the total cost of \$121,110.39 the sum of \$554.07 was spent for supervision and engineering and \$120,556.32 for labor and materials.

## FEDERAL AID SECONDARY HIGHWAY PROJECTS

There were 32 projects under construction during the year, with a total length of 78.61 miles. Completed during the year were 15 projects, of which 2 were macadam surface

of 2.34 miles and 13 of bituminous gravel of 24.86 miles.

At the end of the year 17 projects were incomplete, consisting of 12 projects of bituminous gravel of 29.37 miles, 2 projects of bituminous concrete of 15.68 miles, 2 projects of surface treated gravel of 5.57 miles and 1 project of macadam of 0.79 miles.

The following projects were completed:

S - 114	(3)	Addison-Jonesport	2.24 miles
S - 37	(1)	Auburn-Poland	4.43 miles
S - 62	(1)	Augusta-Chelsea	1.52 miles
S - 335	(4)	Dexter	0.33 miles
S - 378	(3)	Johnson Mt. Twp.	2.47 miles
S - 300	(5)	Limestone	0.18 miles
S - 54	(1)	Pittston	1.94 miles
S - 73	(1)	Presque Isle-Washburn	4.30 miles
S - 65	(1)	Rumford	1.34 miles
S - 329	(5)	Sidney	1.10 miles
S - 371	(6)	So. Thomaston-St. George	1.24 miles
S - 371	(5)	Thomaston-So. Thomaston	2.41 miles
S - 58	(3)	Troy	1.27 miles
S - 49	(2)	Waterford	1.27 miles
S - 64	(1)	Wiscasset	1.16 miles
Total			27.20 miles

The following projects were incomplete:

S - 288	(3)	Alfred-Lyman-Waterboro and So. Sanford	7.68 miles
S - 68	(1)	Bar Harbor	0.79 miles
S - 319	(4)	Big Squaw Mtn. Twp.	3.34 miles
S - 67	(1)	Bowdoin	1.58 miles
S - 66	(2)	Eddington	2.20 miles
S - 303	(2)	Ellsworth-Surry	3.10 miles
S - 57	(1)	Embden	2.52 miles
S - 87	(1)	Freedom-Knox	3.91 miles
S - 154	(3)	Georgetown	2.23 miles
S - 300	(4)	Hamlin	2.09 miles
S - 60	(1)	Hancock-Franklin	1.21 miles
S - 364	(2)	Hiram	1.96 miles
S - 51	(2)	Mt. Vernon-Vienna	4.20 miles
S - 56	(1)	Newburg-Hampden	8.00 miles
S - 275	(2)	Parkman	1.88 miles
S - 54	(2)	Pittston-Randolph	1.76 miles
S - 85	(1)	Stacyville-Patten	2.96 miles
Total			51.41 miles

Total expenditures for the fiscal year 1950 on account of federal aid secondary highway and bridge projects were \$2,380,246.40, of which amount \$327,471.04 was for engineering and right-of-way, \$2,050,310.62 for labor, materials and equipment; the balance was for testing and miscellaneous items.

Following are brief descriptions of federal aid secondary projects 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 completed July 12, 1949.

### STATE HIGHWAY "K-2"

HAMLIN, Federal Aid Secondary Project No. S-300(4). This project begins at the Van Buren town line on Route 165 and extends southerly 2.094 miles. Construction consists of a gravel base 20 feet wide, 3-foot shoulders and a mixed-in-place bituminous gravel surface. Construction started July 19, 1949, and was 98% completed June 30, 1950. The project was built by Donald J. McKay of Houlton, Maine.

### STATE HIGHWAY "K-2"

LIMESTONE, Federal Aid Secondary Project No. S-300(5). This project is in the village of Limestone on Main and Bridge Streets with a length of 0.182 miles. Construction consists of an 18" gravel base, 5" crushed stone and 3" of bituminous macadam; width is from 46 to 52 feet with a granite curb and 5-foot sidewalks. Construction was by J. R. Cianchette of Pittsfield, Maine. Construction began July 19, 1949, and was completed October 1, 1949.

## HANCOCK COUNTY

### STATE HIGHWAY "Y"

ELLSWORTH - SURRY, Federal Aid Secondary Project No. S-303(2). This project begins 0.8 miles south of the Ellsworth - Surry town line, on Route 172 and extends northerly 3.097 miles. Construction consists of a 22-foot gravel base with 4-foot gravel shoulders and a mixed-in-place bituminous gravel surface. Contractor, The Bridge Construction Corporation of Augusta, Maine. Construction began November 16, 1949, and was 75% completed June 30, 1950.

## KENNEBEC COUNTY

### STATE HIGHWAY "127"

PITTSTON - RANDOLPH, Federal Aid Secondary Project No. S-54(2). This project begins near the Randolph - Pittston town line and extends southerly 1.757 miles. Construction consists of a gravel base 20 feet wide, 4-foot gravel shoulders and a mixed-in-place bituminous gravel surface. Contractor, P. E. Susi & Co., of Pittsfield, Maine. Construction started November 15, 1949, and was 75% completed June 30, 1950.

### STATE HIGHWAY "P"

AUGUSTA - CHELSEA, Federal Aid Secondary Project No. S-62(1). This project begins 0.7 miles west of the Augusta - Chelsea town line at end of F.A. Route 35 and extending 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 completed on August 13, 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 completed October 22, 1949. The project was built by the State, force account method.

## STATE HIGHWAY "134"

MOUNT VERNON - VIENNA, Federal Aid Secondary Project No. S-51(2). The construction begins near Mt. Vernon village and extends northerly, three sections, with a total length of 4.198 miles. Construction consists of an 18-foot gravel base, with 3-foot gravel shoulders and a mixed-in-place bituminous gravel surface. Construction started May 16, 1950, and was 30% completed June 30, 1950. The contractor was Thomas DiCenzo of Calais, Maine.

## KNOX COUNTY

### STATE HIGHWAY "D-4"

THOMASTON - SO. THOMASTON - ST. GEORGE, Federal Aid Secondary Projects Nos. S-371(5) & S-371(6). These two projects were let as one contract. The construction began near F.A. Route 13, Route U.S. 1, and extended southerly 4.89 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 completed July 15, 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 Routes 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 & Earl L. Keene of Portland, Maine. Construction started May 26, 1949, and was completed August 31, 1949.

## OXFORD COUNTY

### STATE HIGHWAY "PEQUAKET TRAIL"

HIRAM, Federal Aid Secondary Project No. S-364(2). This project begins 1/2 mile south of the Saco River Bridge on Route 5 and extends northerly 1.963 miles. Construction consists of a 20-foot gravel base, 4-foot gravel shoulders and a mixed-in-place bituminous gravel surface. Contractor, Frank Rossi of Gardiner, Maine. Construction began October 17, 1949, and was 70% completed June 30, 1950.



## PENOBSCOT COUNTY

### STATE HIGHWAY "K-21"

STACYVILLE - PATTEN, Federal Aid Secondary Project No. S-85(1). This project begins 1/2 mile north of Sherman Station on Route 11 and extends northerly, 2 sections, with a total length of 2.955 miles. Construction consists of a 20-foot gravel base, 3-foot gravel shoulders and a mixed-in-place bituminous gravel surface. Construction started August 31, 1949, and was 80% completed June 30, 1950. Contractor, Thomas DiCenzo of Calais, Maine.

## PISCATAQUIS COUNTY

### STATE HIGHWAY "J"

BIG SQUAW MOUNTAIN TOWNSHIP, Federal Aid Secondary Project No. S-319(4). This project begins 3-1/3 miles south of East Outlet on Route 15 and extends northerly 3.343 miles. Construction consisted of an 18-foot gravel base with 3-foot gravel shoulders and a surface treated gravel surface course. Contractor, Thomas DiCenzo of Calais, Maine. Construction began November 15, 1949, and was 60% completed June 30, 1950.

### STATE HIGHWAY "150"

PARKMAN, Federal Aid Secondary Project No. S-275(2). This project begins at the Parkman - Guilford town line and extends southerly 1.88 miles on Route 150, three sections. Construction consists of a 20-foot gravel base, 3-foot gravel shoulders, and a mixed-in-place bituminous gravel surface. Contractor, Thomas DiCenzo of Calais, Maine. Construction began September 6, 1949, and was 70% completed June 30, 1950.

## SOMERSET COUNTY

### STATE HIGHWAY "H"

JOHNSON MOUNTAIN TWP., 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 completed in July, 1949.

## WALDO COUNTY

### STATE HIGHWAY "137"

**FREEDOM - KNOX**, Federal Aid Secondary Project No. S-87(1). This project begins 1-1/2 miles east of the Albion - Freedom town line on Route No. 137 and extends easterly 3.906 miles (three sections). Construction consists of an 18-foot (1 sect. 20') gravel base, 3-foot gravel shoulders and a mixed-in-place bituminous gravel surface. Contractor, Thomas DiCenzo of Calais, Maine. Construction began September 13, 1949, and was 50% completed June 30, 1950.

## WASHINGTON COUNTY

### STATE HIGHWAY "N-2"

**ADDISON - JONESPORT**, Federal Aid Secondary Project No. S-114(3). This project begins 1-1/4 miles north of the Addison - Jonesport town line on Route 187 and extends southerly 2.243 miles. Construction consisted of an 18-foot gravel base, 3-foot gravel shoulders and a mixed-in-place bituminous gravel surface. Contractor, P. E. Susi & Co. of Pittsfield, Maine. Construction began August 18, 1949, and was completed October 22, 1949.

## YORK COUNTY

### STATE HIGHWAY "214"

**ALFRED - LYMAN - WATERBORO - SOUTH SANFORD**, Federal Aid Secondary Project No. S-288(3). This project begins at Alfred Village and extends northerly on Route U.S. 202 to Route 5 at East Waterboro (Section 1) a distance of 7.378 miles, and a section 0.3 mile at the junction of Routes 4 & 11 at South Sanford (Section 2). Construction (Section 1) consists of a 24-foot gravel base, 4-foot gravel shoulders and a 3" bituminous concrete surface, and Section 2 consists of a 22-foot gravel base, 4-foot gravel shoulders and a mixed-in-place bituminous gravel surface. Contractor, Frank Rossi of Gardiner, Maine. Construction began December 3, 1949, and was 40% completed June 30, 1950.

# 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 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 208, Private and Special Laws of 1949, was \$6,445,000.00 for the fiscal year 1950, of this amount \$5,445,000.00 was apportioned for routine maintenance work and \$1,000,000.00 for betterments.

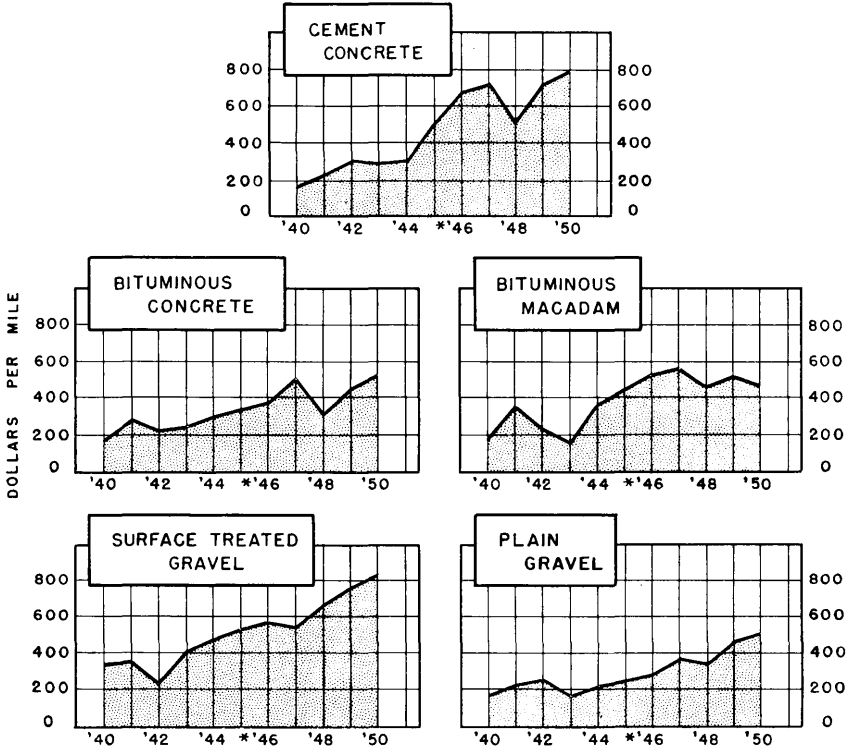
An additional transfer of \$225,000.00 was made by the Commission from the unappropriated general highway fund, \$12,373.55 from miscellaneous income, \$46,082.59 from credit transfers. A balance of \$2,016.23 was brought forward from the fiscal year 1949.

A total of \$6,739,472.37 therefore, was made available for maintenance and betterment work, not including snow removal. The total amount available for betterment work was \$1,057,187.40 and the total for maintenance work \$5,682,284.97.

The highway maintenance program for the fiscal year 1950 included 9311.83 miles, classified as follows:

Improved state highways	2,989.39 miles
Improved state aid highways	<u>6,322.44 miles</u>
Total	9,311.83 miles

## MAINTENANCE COST PER MILE OF IMPROVED STATE AND STATE AID HIGHWAYS



\* CHANGE FROM CALENDAR YEAR TO A FISCAL YEAR

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	152.74	8.08	160.82	\$ 790.98
Bituminous Concrete	136.47	1.62	138.09	529.95
Bituminous Macadam	410.67	41.45	452.12	462.83
Mixed Bituminous and Surface Treated Gravel	2,221.99	5,244.42	7,466.41	627.60
Plain Gravel Surface	67.52	1,026.87	1,094.39	504.72
Totals	2,989.39	6,322.44	9,311.83	

The total expenditure for maintenance was \$5,617,920.90.

Transfers to other funds amounted to \$44,478.86. The sum of \$19,885.21 was returned to the unappropriated general highway fund.

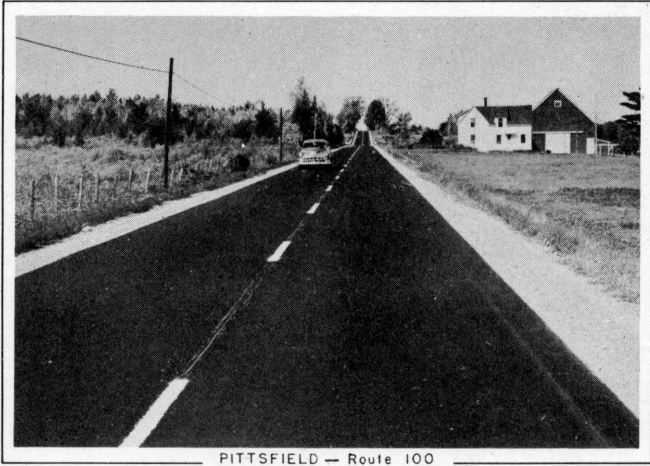
### HINKLEY — SKOWHEGAN U.S. 201



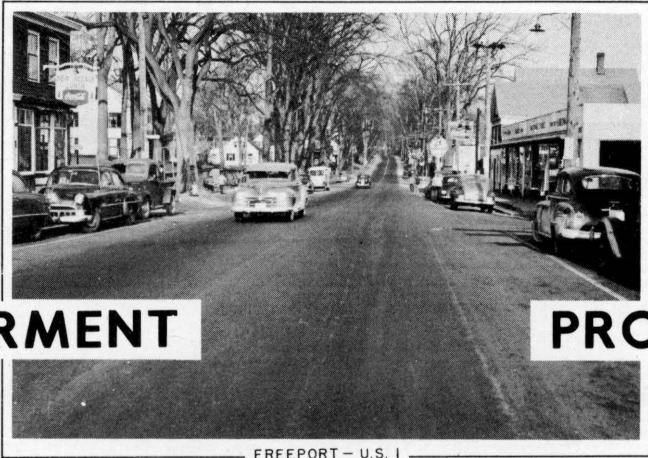
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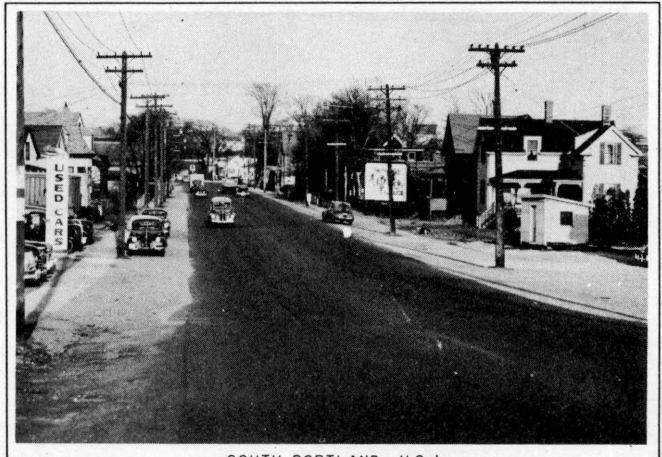
PITTSFIELD — Route 100



**BETTERMENT**

**PROJECTS**

FREEPORT — U.S. 1



SOUTH PORTLAND — U.S. 1

## BETTERMENTS

The total fund for betterments included \$1,000,000.00 from the apportionment from the general highway fund, \$10,000.00 net income, \$45,171.17 transferred from other funds and an unexpended balance of \$2,016.23 brought forward from the previous year, making a total of \$1,057,187.40.

During the year 46.25 miles were completed, the expenditures on these sections amounted to \$480,488.80.

At the end of the season 5.40 miles were under construction but not completed; the expenditure on these sections was \$96,264.58.

Expenditures on work previously reported amounted to \$351,727.62.

Expenditures for advertising projects in Benton-Pittsfield and Biddeford to be constructed during the next fiscal year amounted to \$13.00.

The sum of \$12,179.25 was charged to the general stone account to be distributed to projects later.

Expenditures, in total, amounted to \$940,673.25.

Transfers to other funds amounted to \$114,830.71.

The balance in the betterment account on June 30, 1950 was \$1,683.44.

## 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, 1949, was \$5,621.46.

The sum of \$2,542.35 was expended for surface treatment of 2.20 miles. The work was done in the following towns:

West Gardiner	1.40 miles
Jefferson	0.25 miles
Northport	0.15 miles
Eustis	0.40 miles
Total	<u>2.20 miles</u>

The unexpended balance of \$3,079.11 lapsed into the general highway fund unappropriated surplus.

### SNOW REMOVAL

The snow removal program for the winter of 1949-1950 included 14,887.57 miles of accepted snow removal routes. This mileage included 2,957.23 miles of state highways, 5,928.04 miles of state aid highways, and 6,002.30 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 1950, (chapter 208, Private and Special Laws of 1949) was \$1,875,000.00. An additional \$275,000.00 was transferred to this account by the Commission. Other revenue amounted to \$120,868.67 making the total state fund \$2,270,868.67.

The total expenditure for snow removal on all classes of highways was \$3,195,864.63 of which \$2,109,293.10 was paid from state funds and \$1,086,571.13 was paid from town funds.

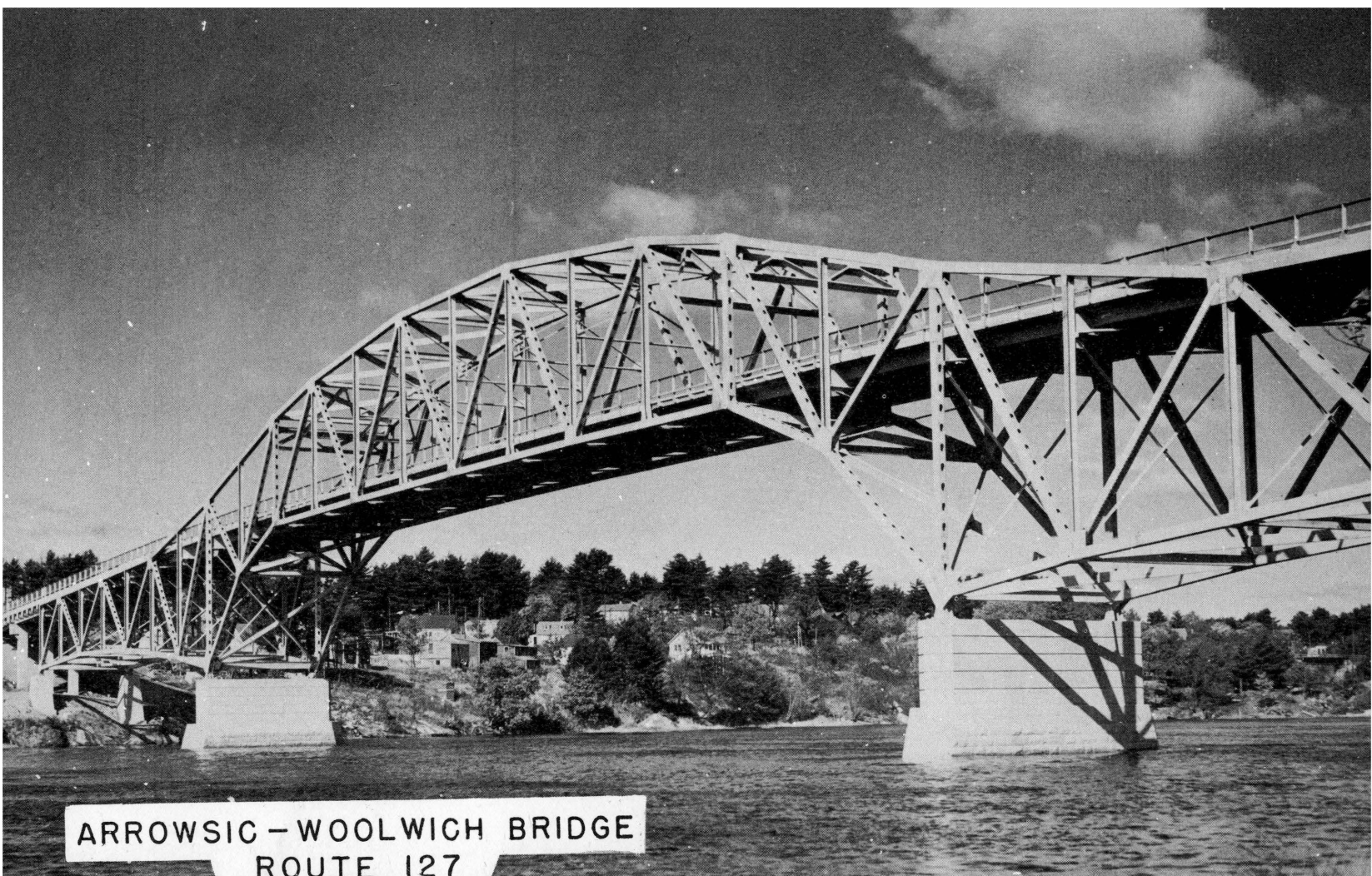
The average cost a mile, including sanding, for all classes of highways, was \$214.67.

The cost of snow removal on state highways, including sanding, was \$1,545,790.12, of which \$1,427,500.92 was paid from state funds and \$118,289.20 from town funds. The average cost a mile was \$522.68.

The cost of snow removal on state aid, third class and town roads, including sanding, was \$1,650,074.11, of which \$681,792.18 was paid from state funds and \$968,281.93 from town funds. The average cost a mile was \$137.16.

An unexpended balance of \$43,286.37 was returned to the unappropriated general highway fund.





ARROWSIC - WOOLWICH BRIDGE  
ROUTE 127

# BRIDGE DIVISION

## BRIDGE CONSTRUCTION

During the fiscal year 1949-1950, there were placed under construction, fifty-six state bridge projects, eleven bridges were included in federal aid projects, and there were two bridges as railway - highway projects in the program of elimination of hazards at railroad crossings.

State bridge projects are financed from the appropriation known as the bridge loan fund. The balance on July 1, 1949, was \$947,779.83, and the legislative apportionment from the general highway fund was \$800,000.00. Receipts from counties and towns, and transfers from other funds, principally state aid and special resolves, were \$688,731.41. Sales of material amounted to \$2,985.12. There was expended for engineering, advertising and inspection \$135,809.69, for labor and material, principally payments to contractors, \$1,255,096.83, for right of way \$3,089.88, and refunds to counties and towns and transfers to other funds amounted to \$16,917.97. The balance on June 30, 1950, was \$1,028,581.99. It is estimated that about \$510,000.00 will be needed to complete bridges under construction, leaving about \$520,000.00 which will be used with future apportionments for the State's share of new work.

## FEDERAL AID PROJECTS

**ARROWSIC - WOOLWICH**, Sagadahoc County, Project S-154(2), Arrowsic Bridge. Three span steel cantilever truss bridge, span lengths 175 ft., 300 ft., 175 ft., with two steel beam approach spans each 50 ft. long at one end, and two steel beam approach spans each 40 ft. long at other end, concrete floor, 24-foot roadway, two 2-foot safety curbs. Concrete abutments and piers, stone faced in tidal range. Project includes also bridge over railroad, three steel beam spans, lengths 20 ft., 35 ft., 40 ft., c. to c. bearings, concrete piers, one concrete abutment, one steel pile abutment with concrete cap. Length of project, 2,750 ft. Contractors, substructure, floor and approaches, W. H. Hinman, Inc.; structural steel, Harris Structural Steel Co. Estimated cost, \$550,100.00.

**MECHANIC FALLS**, Androscoggin County, Project F-106(9), Mechanic Falls Bridge. Three concrete rigid

frame spans, lengths 56 ft., 64 ft., 56 ft., 28-foot roadway, two 6-foot sidewalks, concrete piers and abutments. Length of project 1,950 ft. Contractor, Herbert E. Callahan, Inc. Estimated cost, \$187,300.00.

**ORONO**, Penobscot County, Project FI-53(3), Ferry Hill Bridge. Five continuous steel beam spans, lengths 75 ft., 3 at 100 ft., 75 ft., concrete floor, 28-foot roadway, two 6-foot sidewalks, concrete piers, low concrete abutments on steel piles. Length of project 1,690 ft. Contractor, Ellis C. Snodgrass, Inc. Estimated cost, \$491,800.00.

One additional contract on Project FI-UI-389(2), Augusta Bridge was awarded. This was to J. R. Partridge for the toll houses. Estimated contract price \$25,400.00.

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

**ALFRED**, York County, Project S-288(3), Shaker Mill Bridge. Concrete slab span, length 25 ft., 31-foot roadway, concrete abutments.

**AUGUSTA**, Kennebec County, Project FI-151(3), Riggs Brook Bridge. Existing stone arch, widened with concrete slab span, length 17 ft. 4 in., to provide 45-foot roadway on fill, concrete abutments.

**HAMLIN PL.**, Aroostook County, Project S-300(4), Hammond Bridge. Existing concrete bridge widened with concrete slab span, length 27 ft. 6 in., to provide 26-foot roadway, concrete abutments.

**PITTSTON - RANDOLPH**, Kennebec County, Project S-54(2), Togus Bridge. Existing concrete bridge widened with concrete slab span, length 25 ft., to provide 28-foot roadway, concrete abutments.

**TRESCOTT**, Washington County, Project S-84(1), East Stream Bridge. Existing concrete bridge widened with concrete T-beam span, length 30 ft., to provide 24-foot roadway, concrete abutments. Bridge let as separate contract to C. H. Goodrich.

**WATERBORO**, York County, Project S-288(3), School Bridge. Concrete slab span, length 15 ft., concrete abutments, 34-foot roadway and one 5-foot sidewalk on fill.

**WHITING**, Washington County, Project S-84(1), Boynton and Estey Bridge. Concrete T-beam bridge, length 30 ft.,

existing concrete abutments extended, 28-foot roadway on fill. Bridge let as separate contract to C. H. Goodrich.

**WINN**, Penobscot County, Project FI-45(2), Salmon Stream Bridge. Existing concrete bridge widened with concrete slab span, length 10 ft., to provide 44-foot roadway on fill, concrete abutments.

## **STATE PROJECTS**

**BENTON**, Kennebec County, Jewett Bridge. Sectional corrugated metal plate arch. Span 18 ft. Roadway width 24 ft. on fill. Length of project 200 ft. Force account work. Estimated cost, \$7,500.00.

**BIDDEFORD**, York County, Moores Bridge. Concrete slab span, span length 13 ft. Old abutments jacketed and extended with concrete. Roadway width 30 ft. on fill. Length of project 175 ft. Contractor, Reed and Reed. Estimated cost, \$9,400.00.

**BINGHAM**, Somerset County, Johnson Brook Bridge. Sectional corrugated metal plate arch, span 22 ft. Roadway width 24 ft. on fill. Length of project 300 ft. Contractor, Norman E. Jackson. Estimated cost, \$11,200.00.

**BURNHAM**, Waldo County, Village Bridge. Two steel beam spans, each 85 ft. 5 in., c. to c. bearings, concrete floor, 26-foot roadway, one 6-foot sidewalk. Concrete pier, old abutments jacketed and extended with concrete. Length of project 300 ft. Contractor, P. E. Susi and Co. Estimated cost, \$73,000.00.

**CARMEL**, Penobscot County, Otis Bridge. Concrete slab span, length 21 ft. Roadway width 22 ft. Length of project 350 ft. Contractor, Cyr and Denico Co. Estimated cost, \$11,000.00.

**CHESTERVILLE**, Franklin County, Dutch Gap Bridge. Two sectional corrugated metal plate pipes, each 13 ft. diameter. Roadway width 26 ft. on fill. Length of project 200 ft. Force account work. Estimated cost, \$16,000.00.

**DENNYSVILLE - EDMUNDS**, Washington County, Denysville Steel Bridge. Steel beam span, length 60 ft., c. to c. bearings, concrete floor, 22-foot roadway. One concrete abutment, one abutment extended with concrete. Length of project 200 ft. Contractor, C. H. Goodrich. Estimated cost \$24,000.00.

**DEXTER**, Penobscot County, Lincoln Street Bridge. Five corrugated metal pipes, each 4 ft. diameter. Roadway width 32 ft. on fill. Length of project 150 ft. Force account work. Estimated cost of \$5,000.00.

**DIXFIELD**, Oxford County, Wheelwright Bridge. Steel beam span, length 70 ft. c. to c. bearings, concrete floor, 14-foot roadway. Steel pile abutments, concrete caps. Length of project 250 ft. Contractor, Norman E. Jackson. Estimated cost, \$14,500.00.

**GOULDSBORO**, Hancock County, Guzzle Bridge. Concrete slab span, length 19 ft. old stone abutments capped with concrete, 22-foot roadway. No approach work. Force account work. Estimated cost, \$4,100.00.

**HARRISON - OTISFIELD**, Cumberland County, Bolsters Mills Bridge. Steel beam span, length 70 ft. c. to c. bearings, concrete floor, 24-foot roadway, one 5-foot sidewalk. One concrete abutment, one old abutment extended with concrete. Length of project 125 ft. Contractor, Berry and Moser Construction Co. Estimated cost, \$35,000.00.

**HARTLAND**, Somerset County, Raceway Bridge. Concrete slab on existing steel beams, length 30 ft. 6 in. c. to c. bearings, 32-ft. 6-in. roadway, one 5-ft. 6-in. sidewalk. No approach work. Contractor, Virgil E. Goodrich. Estimated cost, \$4,100.00.

**HAYNESVILLE**, Aroostook County, Mill Brook Bridge. Sectional corrugated metal plate pipe arch, span 10 ft. 3 in. Roadway width 28 ft. on fill. No approach work. Force account work. Estimated cost, \$4,500.00.

**HERMON**, Penobscot County, Hermon Pond Bridge. Steel beam span, length 65 ft. c. to c. bearings, concrete floor, 22-foot roadway. Steel pile abutments, concrete caps. Length of project 100 ft. Contractor, Forest Frederick. Estimated cost, \$20,000.00.

**HOLLIS - DAYTON**, York County, Leavitt Bridge. Sectional corrugated metal plate pipe, 13 ft. 6 in. diameter. Roadway width 24 ft. on fill. Length of project 200 ft. Force account work. Estimated cost, \$8,700.00.

**HOWLAND**, Penobscot County, North Howland Bridge. Steel beam span, length 67 ft. 6 in. c. to c. bearings. Old abutments underpinned with concrete. Treated timber floor, 16-foot roadway. Length of project 300 ft. Contractor, C. H. Goodrich. Estimated cost, \$13,500.00.

**KENDUSKEAG**, Penobscot County, Higginsville Bridge. Two steel beam spans, each 60 ft. c. to c. bearings, concrete floor, 22-foot roadway. Concrete abutments, concrete pier built in 1942 (see 1942 report). Length of project 700 ft. Contractor, C. H. Goodrich. Estimated cost, \$40,000.00.

**KINGFIELD**, Franklin County, Alder Brook Bridge. Concrete slab span, length 24 ft., concrete abutments 22-foot roadway. Length of project 400 ft. Contractor, Berry and Moser Construction Co. Estimated cost, \$14,200.00.

**LEBANON**, York County, Grist Mill Bridge. Two treated timber stringer spans, lengths 24 ft. and 26 ft. c. to c. bearings. Roadway width 22 ft. Old substructure used. Length of project 75 ft. Force account work. Estimated cost \$8,000.00.

**LEVANT**, Penobscot County, Mill Bridge. Two concrete slab spans, each 25 ft. long, 22-foot roadway, concrete abutments and pier. Length of project 100 ft. Contractor, Forest Frederick. Estimated cost, \$18,000.00.

**LIMESTONE**, Aroostook County, Noyes Mill Bridge. Concrete slab span, length 20 ft. Roadway width 26 ft. on fill. Concrete abutments. Length of project 500 ft. Contractor, George W. Crane. Estimated cost, \$24,600.00.

**LITCHFIELD - WEST GARDINER**, Kennebec County, Burnham Bridge. Concrete floor on existing steel beam bridge, two spans, each 45 ft. 6 in. c. to c. bearings, 22-foot roadway. Existing abutments and pier partially rebuilt with treated timber. No approach work. Force account work. Estimated cost, \$16,000.00.

**LITTLETON**, Aroostook County, Wiley Road Bridge. Sectional corrugated metal plate arch, span length 15 ft., roadway width 24 ft. on fill. Length of project 200 ft. Force account work. Estimated cost, \$6,900.00.

**LUDLOW**, Aroostook County, Moose Brook Bridge. Concrete slab span, length 25 ft., roadway width 22 ft. Concrete abutments. Length of project 650 ft. Contractor, Starr Bros., Inc. Estimated cost, \$15,200.00.

**MARION TWP.**, Washington County, Clifford Bridge. Sectional corrugated metal plate arch, span length 16 ft., roadway width 24 ft. on fill. Length of project 300 ft. Force account work. Estimated cost, \$7,500.00.

**MASARDIS**, Aroostook County, St. Croix Bridge. Two steel beam spans, length 73 ft. 4 in. each, concrete floor,

24-foot roadway, concrete pier, old abutments utilized. Length of project 400 ft. Contractor, George W. Crane. Estimated cost, \$45,500.00.

MILFORD, Penobscot County. Third Otter Bridge. Concrete T-beam span, length 35 ft., roadway width 22 ft., concrete abutments. Length of project 350 ft. Contractor, Joseph Frost and Co. Estimated cost, \$21,500.00.

MONROE, Waldo County, Village Bridge. Steel beam span, length 49 ft. c. to c. bearings, concrete floor, 24-foot roadway, one 4-foot sidewalk, old abutments capped and extended with concrete. Length of project 350 ft. Contractor, C. H. Goodrich. Estimated cost, \$21,500.00.

MONTICELLO, Aroostook County, Dead Stream Bridge. Two sectional corrugated metal plate pipes, each 13 ft. diameter, 24-foot roadway on fill. Length of project 300 ft. Contractor, Raymond F. Sargent. Estimated cost \$21,100.00.

MORRILL, Waldo County, Paul Bridge. Sectional corrugated metal plate arch, span 17 ft., roadway 24 ft. on fill. Length of project 150 ft. Force account work. Estimated cost, \$7,200.00.

NEW LIMERICK, Aroostook County, Tannery Bridge. Concrete slab span, length 22 ft. 5 in., roadway 28 ft. Old abutments jacketed and extended with concrete. Length of project 75 ft. Contractor, J. R. Delahunty. Estimated cost \$17,000.00.

NEWPORT, Penobscot County, Middle Bridge. Steel beam span, length 60 ft. c. to c. bearings. Open Steel grid floor, 22-foot roadway, one 4-foot sidewalk. Old abutments capped and extended. Length of project 300 ft. Contractor, McEachern Bros. and Perkins. Estimated cost \$23,000.00.

NORTHPORT, Waldo County, Shaw. Bridge. Sectional corrugated metal plate arch, span length 15 ft., roadway width 26 ft. on fill. Length of project 200 ft. Force account work. Estimated cost, \$12,500.00.

NORWAY, Oxford County, Crockett Bridge. Sectional corrugated metal plate pipe, 15 ft. diameter, roadway width 28 ft. on fill. Length of project 400 ft. Contractor, Berry and Moser Construction Co. Estimated cost, \$17,000.00.

NORWAY, Oxford County, Waterford Road Bridge. Concrete slab span, length 10 ft., old abutments jacketed with concrete. Roadway width 30 ft., one 6-foot sidewalk. Length

of project 50 ft. Contractor, Berry and Moser Construction Co. Estimated cost, \$5,850.00.

**OLD ORCHARD BEACH**, York County, Millikens Mill Bridge. Sectional corrugated metal plate pipe arch, span length 11 ft. 10 in., roadway 26 ft. wide on fill. Fill acts as dam to retain pond elevation of water. Length of project 1,150 ft. Contractor, Guy R. Allen. Estimated cost, \$16,000.00.

**OLD TOWN**, Indian Island Bridge. Three through steel truss spans, length 174 ft. each, 12-ft. roadway. Concrete piers, low concrete abutments on steel piling. Length of project 950 ft. Contractors, steel superstructure, Lackawanna Steel Construction Corp.; substructure, floor and approaches, A. P. Wyman, Inc. Estimated cost \$165,000.00, provided from general fund of State.

**OWLS HEAD**, Knox County, Cripple Creek Bridge. Concrete slab span, length 10 ft., roadway 24 ft. in width on fill, stone abutments. Length of project 350 ft. Contractor, Reed and Reed. Estimated cost, \$18,700.00.

**OXFORD**, Oxford County, Mill Bridge. Steel beam span, length 51 ft. 6 in. c. to c. bearings, concrete floor, 24-foot roadway, two 5-foot sidewalks, old abutments capped with concrete. Length of project 150 ft. Contractor, Emile Rioux. Estimated cost, \$75,600.00.

**PITTSTON**, Kennebec County, East Pittston Bridge. Concrete slab span, length 20 ft., 24-foot roadway, concrete abutments. Length of project 175 ft. Contractor, Reed and Reed. Estimated cost, \$11,500.00.

**PORTER**, Oxford County. Robbins Mill Bridge. Two sectional corrugated metal plate pipes, each 7 ft. diameter, 24-foot roadway on fill. Length of project 250 ft. Force account work. Estimated cost, \$6,000.00.

**RAYMOND**, Cumberland County, Fish Hatchery Bridge. Concrete slab span, length 22 ft., roadway width 24 ft., concrete abutments. Length of project 225 ft. Contractor, Berry and Moser Construction Co. Estimated cost, \$13,500.00.

**ROBBINSTON**, Washington County. Sweeney Bridge. Concrete slab span, length 18 ft., roadway width 22 ft., concrete abutments. Length of project 200 ft. Contractor, Virgil E. Goodrich. Estimated cost, \$13,500.00.

**RUMFORD**, Oxford County, High Bridge. Steel through truss span, length 198 ft., c. to c. bearings, 24-foot road-



way, 2-foot safety curb. One new concrete abutment, one old abutment capped and extended with concrete. Length of project 550 ft. Contractors, steel superstructure, American Bridge Company; substructure, floor and approaches, Walter V. Mitton, Inc. Estimated cost, \$91,700.00.

SCARBORO, Cumberland County, New River Bridge. Sectional corrugated metal plate pipe arch, span 14 ft. 2 in., roadway 26 ft. wide on fill. Length of project 700 ft. Contractor, Norman E. Jackson. Estimated cost, \$18,600.00.

SHERMAN, Aroostook County, Village Bridge. Concrete slab span, length 28 ft., 26-foot roadway, one 5-foot sidewalk, concrete abutments. Length of project 100 ft. Force account work. Estimated cost, \$21,000.00.

STANDISH - WINDHAM, Cumberland County, Whites Bridge. Three steel beam spans, lengths 40 ft., 75 ft., 40 ft., c. to c. bearings, concrete floor, 22-foot roadway. Steel pile bent piers and abutments. Length of project 800 ft. Contractor, Herbert E. Callahan, Inc. Estimated cost \$49,000.00.

STOCKTON SPRINGS, Waldo County, Meadow Road Bridge. Concrete slab span, length 10 ft., concrete abutments, 22-foot roadway. Length of project 100 ft. Contractor, Walter V. Mitton, Inc. Estimated cost, \$8,000.00.

UNITY, Waldo County, Hussey Bridge. Concrete T-beam span, length 35 ft., concrete abutments, 22-foot roadway. Length of project 600 ft. Contractor, Berry and Moser Construction Co. Estimated cost, \$25,500.00.

VAN BUREN, Aroostook County, Violette Brook Bridge. Concrete slab span, length 30 ft., concrete abutments, 24-foot roadway. Length of project 150 ft. Contractor, McEachern Bros. and Perkins. Estimated cost, \$29,000.00.

WHITEFIELD, Lincoln County, Albee Schoolhouse Bridge. Sectional corrugated metal plate pipe arch, span 13 ft. 3 in., roadway width 28 ft. on fill. Length of project 200 ft. Force account work. Estimated cost, \$7,400.00.

WHITING, Washington County, Crane Bridge. Three steel beam spans, lengths 44 ft. 3 in., 58 ft. 6 in., 44 ft. 3 in., concrete floor, 28-foot roadway, concrete abutments and piers. Length of project 1,400 ft. Contractor, Norman E. Jackson. Estimated cost, \$64,000.00.

WILLIMANTIC, Piscataquis County, Monson Stream Bridge. Sectional corrugated metal plate arch, span 19 ft.,

roadway width 24 ft. on fill. Length of project 250 ft. Contractor, Farrin Bros. and Smith. Estimated cost \$7,500.00.

WINDHAM, Cumberland County, Anderson Bridge. Steel beam span, length 46 ft. c..to c. bearings, concrete floor, 24-foot roadway, old abutments extended and capped with concrete. Length of project 550 ft. Contractor, Herbert E. Callahan, Inc. Estimated cost, \$35,000.00.

WINDSOR, Kennebec County, Sampson Bridge. Sectional corrugated metal plate arch, span 16 ft., 24-foot roadway on fill. Length of project 150 ft. Force account work. Estimated cost, \$6,000.00.

WISCASSET - EDGECOMB, Lincoln County, Sheepscot River Bridge. Continuation of previous work. Concrete filled steel grid floor on existing stringers, length of section improved this year 1,887 ft., 22-foot roadway. Force account work. Estimated cost, \$150,000.00.

One additional contract was let to complete work at Penobscot River Bridge, Lincoln - Chester. This was the floor, Walter V. Mitton, Inc., contractor. For description see 1948-49 report.



MILL BRIDGE - OXFORD

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
Addison	Wash.	Ada Batson	\$ 6,336.13	\$ 2,730.87	\$ 1,900.84	\$ 1,704.42
Amity	Aro.	Davis	14,964.67	9,175.27	4,489.40	1,300.00
Andover	Oxf.	Brickett	30,167.10	16,561.74	9,050.13	4,555.23
Auburn	And.	Iron	135,907.30	37,374.51	40,772.19	57,760.60
Benton	Ken.	Sebasticook R.	24,949.33	12,000.63	7,484.80	5,463.90
Blaine	Aro.	Robinson	43,966.75	25,500.71	13,190.03	5,276.01
Bowdoinham	Sag.	Lower Abagadasset	25,761.58	13,447.55	7,728.47	4,585.56
Bridgton	Cum.	Sandy Creek	25,737.18	8,441.80	7,721.15	9,574.23
Brighton Pl.	Som.	Corson	4,664.80	2,351.06	1,399.44	914.30
Brunswick	Cum.	Bunganuc	8,889.00	2,222.25	2,666.70	4,000.05
Burlington	Pen.	Saponac	24,988.23	15,851.76	7,496.47	1,640.00
Carmel	Pen.	Tracy	21,451.95	11,712.76	6,435.59	3,303.60
Centerville	Wash.	Mill Stream	18,655.40	11,498.78	5,596.62	1,560.00
Chesterville	Fra.	Bersley	14,926.26	7,761.65	4,477.88	2,686.73
Columbia	Wash.	Carberry School	7,067.70	3,710.54	2,120.31	1,236.85
Crystal	Aro.	Fish Stream	34,440.31	21,948.22	10,332.09	2,160.00
Dexter	Pen.	Lincoln St.	4,835.71	1,208.93	1,450.71	2,176.07
Easton	Aro.	Flewelling	11,412.17	3,549.19	3,423.65	4,439.33
Ellsworth	Han.	Reed Brook	20,539.55	5,258.12	6,161.87	9,119.56
Farmington	Fra.	Walton Mill	41,293.85	13,998.61	12,388.16	14,907.08
Freeport	Cum.	Porter Landing	17,020.04	4,765.61	5,106.01	7,148.42
Fryeburg	Oxf.	Weston's	144,344.09	87,870.86	43,363.23	13,310.00
Haynesville	Aro.	Mill Brook	4,735.13	4,735.13		
Hollis-Buxton	York	Salmon Falls	81,751.03	35,806.95	24,525.31	H 8,609.51 B12,809.26
Jonesboro	Wash.	Drisko	32,467.82	20,887.47	9,740.35	1,840.00
Limestone	Aro.	Long Road	24,249.46	8,899.55	7,274.84	8,075.07
Lincoln	Pen.	High Street	23,364.89	7,032.83	7,009.47	9,322.59
Litchfield	Ken.	Maxwell	4,975.69	1,527.54	1,492.71	1,955.44
Littleton	Aro.	Jarvis	6,084.28	1,770.53	1,825.28	2,488.47
Littleton	Aro.	Wiley Road	5,244.15	1,447.39	1,573.24	2,223.52
Madison	Som.	E. Madison Lower Mills	7,454.33	1,853.58	2,236.30	3,354.45
Mariaville	Han.	Goodwin	58,179.06	39,535.34	17,453.72	1,190.00
Marshfield	Wash.	Stride	6,055.43	3,596.92	1,816.63	641.88
Mars Hill	Aro.	Customs House	8,897.32	2,304.40	2,669.20	3,923.72
Monroe	Wal.	Brasley	39,280.35	25,086.39	11,784.16	2,410.00
Montville	Wal.	So. Montville	26,821.56	16,795.09	8,046.47	1,980.00
Moscow	Som.	Chase Stream	9,747.28	2,436.82	2,924.18	4,386.28
New Sharon	Fra.	Sucker Brook #2	8,794.01	3,746.25	2,638.20	2,469.56
Nobleboro	Lin.	Oak Hill Oyster Ck.	6,154.53	2,271.02	1,846.36	2,037.15
North Haven	Knox	Beach	25,996.77	12,166.49	7,799.03	6,031.25
Prentiss Pl.	Pen.	Mattagodus	11,476.21	7,043.35	3,442.86	990.00
Presque Isle	Aro.	Gouldville	66,886.31	21,136.08	20,065.89	25,684.34
Ripley	Som.	Addon	6,821.30	3,349.26	2,046.39	1,425.65
Rome-Smithfield	Ken.	Upper	10,202.46	3,285.19	K1,829.83	R2,342.45
	Som.				S1,230.91	S1,514.08
Roque Bluffs	Wash.	Englishman R.	35,986.12	24,670.28	10,795.84	520.00
Saco	York	Cataract	22,101.36	5,525.34	6,630.41	9,945.61
Strong	Fra.	Lisherness	21,117.21	9,777.27	6,335.15	5,004.78
Temple	Fra.	Blodgett	11,796.47	6,617.82	3,538.94	1,639.71
T 3, Indian Purch.	Pen.	W. Br. Penobscot	145,966.70	145,966.70		
T 9, R 5	Aro.	Houlton Brook	5,195.51	3,018.59	1,558.65	618.27
T 31	Wash.	Old Stream	22,649.63	14,034.76	6,794.89	1,819.98
Wallagrass Pl.	Aro.	Soldier Pond	119,840.87	81,898.61	35,952.26	1,990.00
West Gardiner	Ken.	Curtis	3,392.79	912.66	1,017.84	1,462.29
Whitefield	Lin.	Albee Schoolhouse	6,081.81	1,964.43	1,824.54	2,292.84
Whitefield	Lin.	Hickey	6,302.88	2,079.95	1,890.86	2,332.07
Windham	Cum.	Loveitts	34,444.08	11,056.55	10,333.22	13,054.31
Yarmouth	Cum.	Cotton Mill	53,281.47	24,402.91	15,984.44	12,894.12

## ELIMINATION OF HAZARDS AT RAILROAD CROSSINGS

Ten railway - highway projects were included in the work for the current fiscal year. Six of these were federal-aid projects, two being the reconstruction of inadequate grade separation structures and their approaches. The remaining four, and four state projects, were signal installations.

The balance in the state appropriation known as the federal aid grade crossing fund was \$51,806.81 on July 1, 1949. Federal grants of \$43,179.00 were received and there were expenditures of \$4,608.06 for engineering, advertising, and inspection, \$2,022.73 for right of way, and \$690.19 for labor and material, leaving a balance of \$87,664.83 June 30, 1950. This fund is not used for railway-highway projects with post-war federal funds, and one remaining project will be let to contract early in the next fiscal year.

The balance in the state appropriation known as the Grade Crossing Protection appropriation was \$10,090.34 on June 30, 1950.

## FEDERAL AID PROJECTS

**BIDDEFORD**, York County, Project FG-360(2), Alfred Road Crossing, Boston & Maine Railroad. Reconstruction of existing grade separation. Three steel beam spans, lengths 53 ft., 52 ft., 57 ft., c. to c. bearings, concrete floor, 28-foot roadway, two 4-foot Sidewalks, concrete piers, steel pile abutments with concrete caps. Length of project 1,500 ft. Contractor, Cyr & Denico Co. Estimated cost, \$139,300.00.

**LA GRANGE**, Penobscot County, Project SG-78(1). Overhead Bridge, Bangor and Aroostook Railroad. Reconstruction of existing grade separation. Four steel beam spans, length 45 ft. each c. to c. bearings, concrete floor, 26-foot roadway, concrete piers and abutments. Length of project 925 ft. Contractor, P. E. Susi and Co. Estimated cost, \$59,600.00.

**LINCOLN**, Penobscot County, Project FGI-73(3), Military Road Crossing, Maine Central Railroad. Installation of automatic flashing light signals with half-gates. Estimated cost, \$9,400.00.

**MECHANIC FALLS**, Androscoggin County, Project SG-343(5), Poland Road Crossing, Maine Central Railroad.

Installation of automatic flashing light signals. Estimated cost, \$5,300.00.

PORTLAND, Cumberland County, Project FG-135(4), Brighton Avenue Crossing, Portland Terminal Co. Installation of manually controlled flashing light signals with additional lights on existing crossing gates. Estimated cost, \$5,000.00.

THOMASTON, Knox County, Project SG-317(7), St. George Crossing, Maine Central Railroad. Installation of automatic flashing light signals. Estimated cost, \$5,000.00.

### STATE PROJECTS

Under the act of the 1949 legislature, apportioning \$20,000.00 each year for grade crossing protection on state and state aid roads, four automatic flashing light signals were installed, and payment of one-half the cost made to the railroad, by appropriate orders of the Public Utilities Commission.

These installations and payments are:

CUMBERLAND, Cumberland County, Tuttle Road Crossing, Canadian National Railways \$1,976.70.

GRAY, Cumberland County, Sweetser Road Crossing, Maine Central Railroad \$3,890.67.

STANDISH, Cumberland County, Richville Road Crossing, Maine Central Railroad \$2,088.67.

NEWCASTLE, Lincoln County, Clark Crossing, Maine Central Railroad \$1,953.62.

Other installations have been ordered and will be completed during the next fiscal year.

### BRIDGE MAINTENANCE

Bridge maintenance was continued in the same manner as in preceding years, with the State divided into four maintenance districts. Fifty-one more bridges built under the General Bridge Act, not previously maintained, were added to the list under state maintenance, bringing the total number maintained to 1,683 at the end of the fiscal year 1949-50.

Some of the larger projects undertaken were the following: Reflooring West Branch Bridge, Old Town, using 6,056 sq. ft. 2-1/2" open flooring; reflooring Madison-Anson Bridge, using 7,785 sq. ft. 2-1/2" open flooring; reflooring West Outlet Bridge, Taunton & Raynham, requiring 2,488 sq. ft. 5" open flooring; raising grade 3"-6" at South Branch Bridge, Eustis, requiring jacking up 96'-0" truss span and adding concrete approach spans, this work necessitated by creation of new storage reservoir on Dead River (reimbursement made by Central Maine Power Company); rebuilding Trout Brook Bridge, Eustis, on new alignment, installing two sectional plate pipes 10'-0" dia., 46'-0" long; rebuilding McIntyre Bridge, Plymouth, installing sectional plate pipe arch 14'-2" x 8'-8", 49'-0" long; installing one sectional plate pipe 9'-0" dia., 55'-0" long, at Abbott Brook Overflow Bridge, Lincoln Pl.; erection of sidewalk bridge on easterly side of M.C.R.R. Crossing, Carmel; renewal of trestle spans at East Machias end of East Machias Bridge, Machiasport-East Machias; removal of old wearing surface and placing new concrete surfacing on Ticonic Bridge, Winslow-Waterville; repairs to ferry slips of Isleboro-Lincolnvile Ferry; rebuilding West Sebois Bridge, Long A, a steel stringer span on log-crib abutments; repairs to operating machinery, including extensive electrical work, at Memorial Bridge, Kittery-Portsmouth (joint account with State of New Hampshire).

Painting of steel structures continued, with three crews working. Many of the shorter span bridges were painted during the summer and fall of 1949. Two of the larger bridges painted were Memorial Bridge, Kittery-Portsmouth (joint account with State of New Hampshire) and Carlton Bridge, Bath-Woolwich (joint account with Maine Central Railroad Co.).

The apportionment from the General Highway Fund for the fiscal year was \$445,000.00, while income from other sources amounted to \$21,824.01. There was an unexpended balance of \$24,124.13 from the previous year. Expenditures for the fiscal year 1949-50 amounted to \$440,224.60, leaving a carrying balance of \$50,723.54 as of June 30, 1950.

## TOLL BRIDGES

During the fiscal year, one new toll bridge was opened to traffic, one other was made free from tolls, and the rates were materially decreased on the other two bridges.

The Augusta Bridge was opened on November 30, 1949. Under the provisions of the act authorizing the bridge, tolls are to be collected until the State's share of the cost is re-

paid. There were no bonds issued, and it is estimated that the period required for repayment is twenty years.

The Maine Kennebec Bridge between Richmond and Dresden was freed at midnight, August 5th and the maintenance of the bridge, including the draw operation is now paid from bridge maintenance funds.

At the same time, by another act of the 1949 legislature, the State assumed the maintenance of the Deer Isle - Sedgwick Bridge, and the Highway Commission was authorized to establish the toll rates. The Commission was able to reduce vehicle rates about 25 per cent, and eliminate the passenger fare. The revenue received under the new rates is adequate for collection costs, interest, and bond retirement.

Effective January 1, 1950, the Public Utilities Commission reduced the toll rates at the Waldo-Hancock Bridge, making the charge for automobile and light truck 25 cents instead of 35 cents, with somewhat similar reductions in other classes.

#### WALDO-HANCOCK BRIDGE

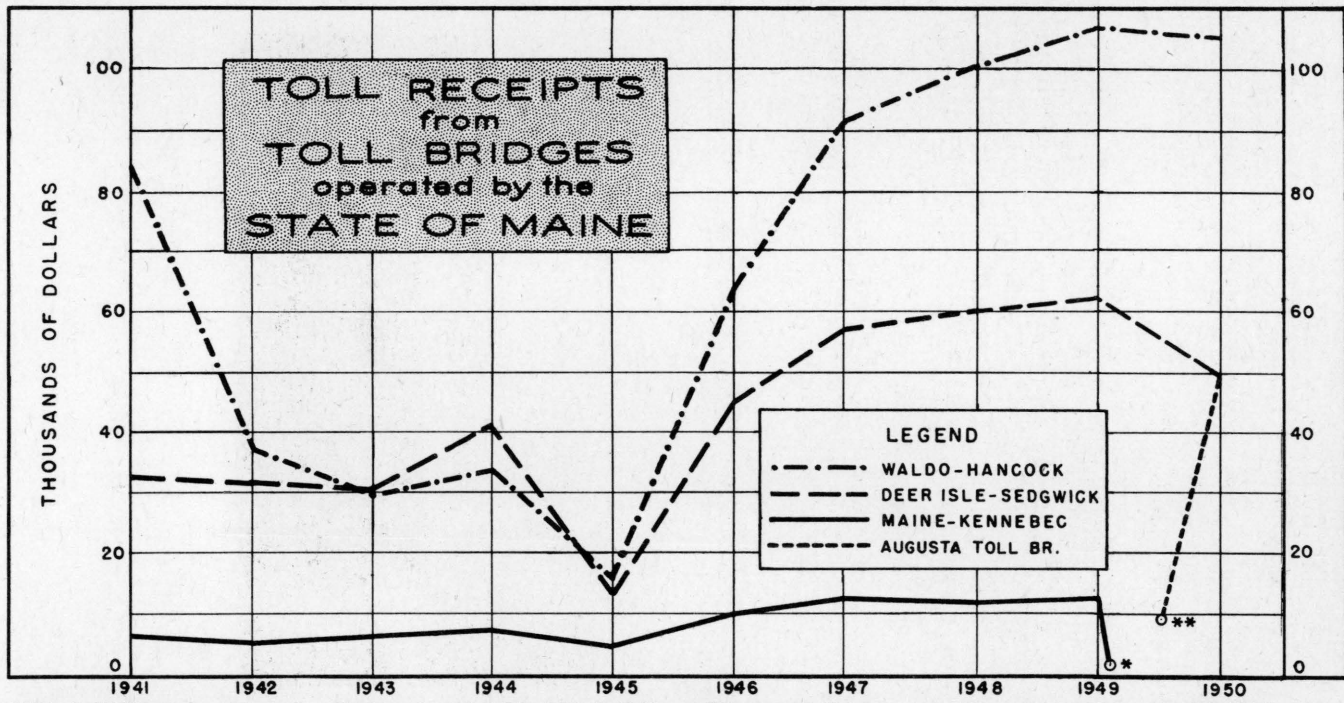
The balance on July 1, 1949, was \$189,929.59. The receipts from tolls were \$105,003.85, and refunds \$125.95, making net income from tolls \$104,877.90. Interest of \$4,859.61 on savings account was credited, and there were sales of \$249.60 for old equipment. Interest charges were \$3,360.00, bonds amounting to \$30,000.00 were retired, and the cost of maintenance and operation was \$20,190.42. On June 30, 1950, the balance was \$246,366.28 and the outstanding bonds had a value of \$450,000.00.

#### DEER ISLE - SEDGWICK BRIDGE

To the balance of \$59,200.99 on July 1, 1949, there was added \$49,616.20 net receipts from tolls, which amounted to \$49,696.60, with refunds of \$80.40. Included in the receipts are advance payments of \$103.50 for commutation tickets not issued. There was a shortage of \$0.05. The Bridge District was paid \$15,400.00 for bond interest, and \$14,000.00 for bond retirements. The cost of operation and bond service was \$12,592.31. On June 30, 1950, the balance was \$66,824.83, and the Bridge District had \$378,000.00 in bonds outstanding.







\* TOLLS OVER MAINE-KENNEBEC BRIDGE DISCONTINUED AUG. 5, 1949 \*\* TOLLS OVER THE NEW AUGUSTA BRIDGE BEGAN NOV. 30, 1949

## CARLTON (KENNEBEC) BRIDGE

### ANALYSIS OF CASH AND INVESTMENTS

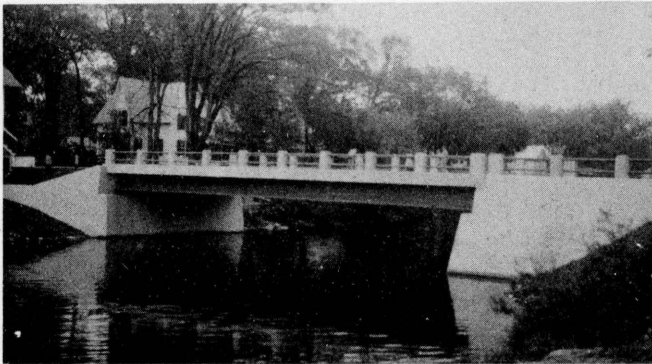
The balance in the sinking fund cash account on June 30, 1949, was \$144,660.91, of which \$10,363.47 was in the checking account, \$106,297.44 in savings account and \$28,000.00 invested in War Bonds.

Income to this account for the fiscal year 1950 included \$70,000.00 from the Maine Central Railroad Company, interest on investments of \$3,096.67, or a total of \$73,096.67, which makes the total available of \$217,757.58, including the beginning balance.

Expenditures include \$33,537.50 paid for interest on bonds.

The balance, therefore, in the account on June 30, 1950, was \$184,220.08, of which \$19,400.97 was in the checking account, \$136,819.11 in savings accounts and \$28,000.00 invested.

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



BOLSTER'S MILLS BRIDGE  
HARRISON - OTISFIELD



# PLANNING DIVISION

The Planning Division is under the direct control of the State Highway Department, subject to the advice and direction of the Bureau of Public Roads. An approximate one-half of the funds used to operate this Division is furnished by the U. S. Bureau of Public Roads. This Division conducts economic and engineering programs for projects for future construction and highway research necessary in connection therewith.

The activities of this Division fall into three categories; namely, the gathering and compiling of highway data and the application of these data to specific problems and research.

The gathering and compiling of data represent the activity requiring the largest number of men, with the compilation of traffic information the greatest activity. During the last year, twelve fixed location recorders were operated for the entire period. These recorders furnish controls whereby traffic obtained at specific locations may be expanded for an annual figure. Major control stations were also operated for one week each month at forty-eight separate locations both in urban and rural areas. A traffic counting operation was conducted involving sixty-four minor control stations every other month for forty-eight hour intervals and an approximate eight hundred coverage counts involving at least twenty-four hours. Based on these counts a statewide traffic flow map for 1949 was prepared. In addition to this map, urban traffic flow maps were prepared for Bangor, Brewer, Bath, Belfast, Berwick, Bridgton, Brunswick, Calais, Farmington, Gardiner, Houlton, Kennebunk, Kittery, Lincoln, Madison, North Berwick, Old Town, Rockland, Skowhegan, South Berwick, Waterville, Fairfield, Westbrook, Winslow and Wilton. The initial traffic survey in 1938 did not determine traffic volumes in urban places and in some of these places the last year's operation represented the first traffic obtained.

Classification of vehicles was made at the location of fixed type recorders twice during the year for 8-hour intervals and with some classification work done at major control stations. In Portland a classification was obtained for twenty-four hours once every month. Speed checks were made at eight locations twice annually. Trucks were weighed whereby trends in truck loading practices may be



determined for eight-hour intervals at eleven locations located through the State, and for twenty-four hours at Mattawamkeag. These stations were all operated during the summer with the exception of the one at Mattawamkeag. This station was operated during the time when the frost was coming out of the ground to determine the actual loads being carried from Aroostook County.

In addition to the continuing activities relative to traffic, considerable work was done whereby the physical aspects of the highways of Maine might be tabulated. Inventory for the Federal-aid secondary system was completed and a start made on an inventory of all the highways in York County. The field work was in progress at the end of the fiscal year. Physical aspects involved in road inventory work include obtaining the mileage, surface, type, width and improvements such as dwellings, business establishments, etc., adjacent to the highways, and a rather elaborate compilation for each bridge. During the year an approximate 2400 miles of highway located throughout the State was inventoried.

As a part of the inventory work, refinements were made in many of the urban area maps where inconsistencies, errors, or changes were discovered. An important phase of the mapping work involved the preparation of a new route map for printing. Many changes so far as routes are concerned had been made in the last year and all these changes were indicated.

Work on the road life study was conducted for the entire period involving the use of three men for the most of the time. This study, as the name implies, has to do with the anticipated life of highways based on historical data obtained from existing records. Conclusions that might be determined from this work are not presently available because of the fact that maintenance costs cannot be assigned to particular sections of highways. Recognition of this fact caused the setting up of a new system of accounting whereby maintenance figures for the state highway system and that portion of the state aid system eligible for federal aid secondary funds could be obtained. This work was done by the Accounting Division. Because of these changes, adjustments had to be made in the road life study and, in addition, a review of urban boundaries was made for all places where the municipality is required to furnish maintenance, there being thirty such places.

The requirements of the U. S. Bureau of Public Roads relative to annual statistical data were completed. These

reports have to do with mileages, gasoline tax income, motor vehicle receipts, motor carrier receipts, statement of bonded debt and summary of State Highway income and State Highway expenditures. This last table is prepared by the Accounting Division with a review made by personnel of this Division. In addition to these annual tables, monthly information is furnished to the Bureau relative to gas tax receipts and motor vehicle registrations. One additional statistical requirement is that pertaining to Highway expenditure in minor units, there being 500 such units. This work requires about six months for one man.

Application of Basic Data: The application of the data to specific problems involved the completion of an urban area study report for the cities of Portland and South Portland. This report required several years' study but was completed in June. Calais and Belfast urban area reports were also completed. Considerable work was done in formulating an accelerated highway program. This report, however, was not completed until July.



During the year State investigations were made relative to the designation of state aid highways in twenty places. Numerous requests were made for turning movements at specific locations for the construction divisions to aid them in designing proper highway service.

The field data as part of a parking study in Portland was completed and an analysis started. The field data for a location relative to a bridge over the Androscoggin River between Lewiston and Auburn was obtained and a study started. Field data were also attained in the Orono-Old Town area. Conclusions were determined as a result of the Bangor study relative to the location and need of a new bridge over the Penobscot River between Bangor and Brewer.

Research: A project to study the durability of concrete was started in July, 1947. About 400 bridges were inspected during the past fiscal year and a report made on each one showing the condition of the concrete. The source of the materials and the test results were also recorded on each bridge report. At the Highway Testing laboratory new tests are being developed which should reveal the durability of the concrete materials better than the standard tests now in use.

A soils survey research project employing aerial photo reconnaissance for identification of soil types for a 500 square mile area of glacial soils was completed. In order to extend the research to sand and clay soils, a new area of 1000 square miles was commenced. In connection with this study, an investigation of frost action upon pavement performance was carried on for selected road sections in both project areas.

The expenditure involved in planning work for the fiscal year ending June 30, 1950, was \$133,921.68.

# TRAFFIC ENGINEERING DIVISION

1949 - 1950

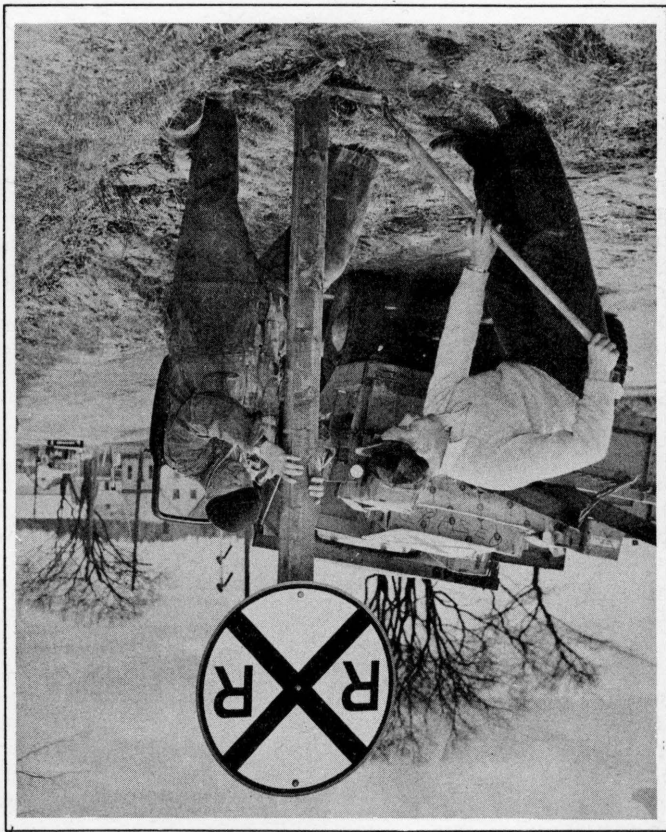
This year has seen greater progress made in the Traffic Division than in any previous year. The Commission's interest has been intensified by the public reaction to the effort which they have been expending on traffic services during the past few years. The Commission realizes that money expended on traffic services not only provides the motorist with opportunity for freer and safer movement but helps to reduce or reverse the trend in higher insurance premiums and costs as well as the costs of accidents themselves.

During the year our primary goal of adding directional signs and new route markers along with the proper turning arrows at every route junction was nearly realized. Considerable progress has been made in signing complete routes with all necessary types of warning signs. On many of our principal routes signs of special design indicating the name of the community have been placed at the entrance to the built-up portion. This helps the motorist to know just where he is along any certain route.

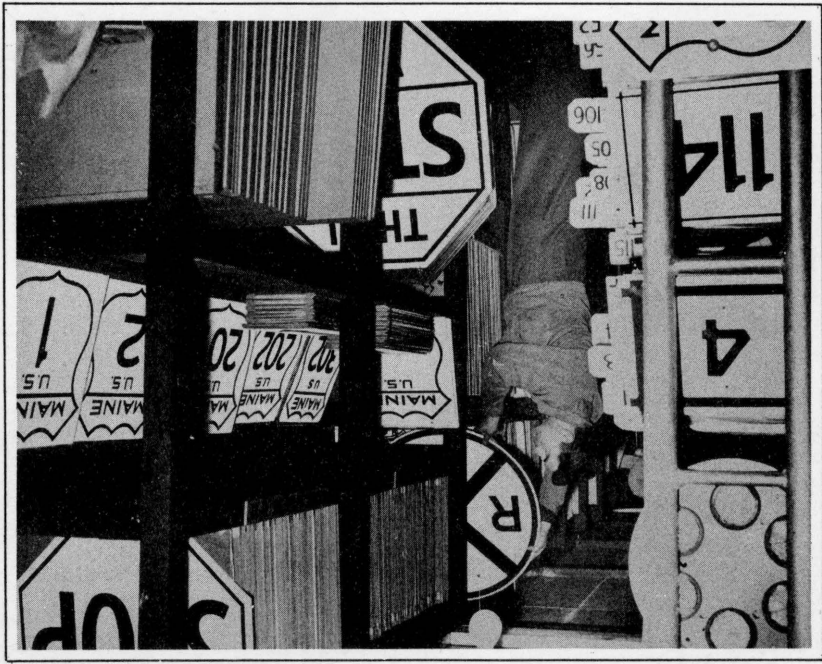
As a result of our experience with reflecting type traffic paint last year, a larger quantity of this type of material was purchased this year. Although the cost of this material is more than that of plain paint it is offset by its additional night time visibility especially under fog conditions as well as increased life.

More attention has been given to speed zoning during this past year. Average speeds on our highways are increasing each year. Speed as a cause of accidents ranks among the highest. On major highways, the size of the speed signs has been increased to obtain more target value. In addition flashing beacons have been installed in some locations to give further warning of the need for reduced speed. Our experience has been that these installations have had very little effect on traffic speeds which points to the necessity of applying enforcement after giving adequate notice of a reduced speed zone.





*Signs from the sign shop*



The usual amount of assistance has been given the other divisions in planning and designing the various traffic features of their projects. The addition of channelizing islands, traffic signals, or even a few paint lines oftentimes makes the difference between success and failure of a project to handle traffic safely and without unnecessary delay.

In conjunction with the chief engineers of the Maine Central and Bangor and Aroostook railroads, an inspection has been made of most of the unprotected grade crossings on those two railroads in order to establish a priority for the grade crossing protection funds.

Three field men constantly surveying and erecting traffic signs have enabled us to make good progress toward well-signed highways. During the year, the sign crew erected 16,042 signs of various kinds, all of them manufactured in our own shop. These consisted principally of 9,356 directional, 3,102 warning, 2,192 regulatory and 1,033 informational signs.

Using our new striping machine, the paint crew has used nearly 21,000 gallons of traffic paint this year. Of this amount reflectorized paint amounted to 8,000 gallons.

The costs of operation for all traffic services this year were as follows:

Engineering and supervision, Administration budget	\$ 6,000.00
Traffic painting, Maintenance budget	54,146.14
Traffic signs, Maintenance budget	<u>85,376.28</u>
Total traffic services	\$145,522.42

## 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, 1950 was \$50,000.00.

During the fiscal year 1950 there were 294 accidents. This total includes 30 cases for which no compensation nor medical aid was paid. In addition to these, 28 cases were

continued from previous years, making 292 active cases which involved payments.

Payments for compensation, including amounts paid on cases occurring previous to July 1, 1949, amounted to \$26,662.83. Payments on account of medical bills, including amounts paid on cases occurring previous to July 1, 1949, amounted to \$15,586.23.

An unexpended balance of \$7,750.94 was returned to the general highway fund.

## HIGHWAY AND BRIDGE BONDS

During the fiscal year ending June 30, 1950, the sum of \$1,629,000.00 was paid to retire highway and highway and bridge bonds, and the sum of \$280,260.50 was required to pay 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, 1950, amounted to \$6,622,500.00.

BONDED DEBT AND INTEREST REQUIREMENTS			
June 30, 1950			
Fiscal Year Ending June 30	Bond Maturities	Interest	Total
1951	\$1,429,000.00	\$229,538.00	\$1,658,538.00
1952	1,119,000.00	185,078.00	1,304,078.00
1953	944,000.00	147,100.00	1,091,100.00
1954	719,000.00	113,840.00	832,840.00
1955	811,500.00	80,230.00	891,730.00
1956	500,000.00	54,000.00	554,000.00
1957	400,000.00	36,000.00	436,000.00
1958	600,000.00	16,000.00	616,000.00
1959	100,000.00	2,000.00	102,000.00
Totals	\$6,622,500.00	\$863,786.00	\$7,486,286.00

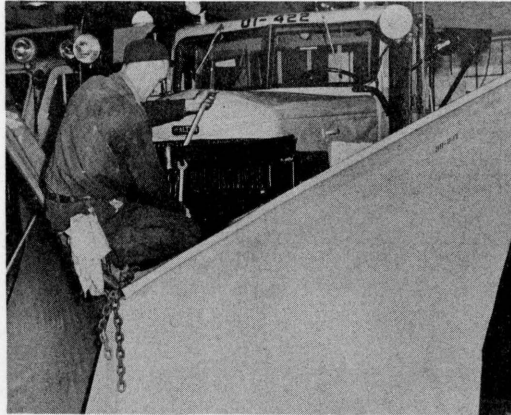
# MOTOR TRANSPORT HIGHWAY GARAGE

The cash balance in the motor transport fund on June 30, 1949, was \$84,645.14.

Income from equipment rental amounted to \$1,201,450.59; the sum of \$2,907.02 was received from the sale of capital assets; and miscellaneous income amounted to \$1,997.18, making a total of \$1,206,354.79 from operating revenue, or a grand total of \$1,290,999.93.

Operating expenses including depreciation of \$204,016.80, amounted to \$1,110,899.01; decrease in liabilities amounted to \$167,782.25; less decrease in assets amounting to \$101,168.40 making a net total of \$1,177,512.86.

The cash balance on June 30, 1950, was \$113,487.07.





# ADMINISTRATION OF LAWS TO CONTROL ADVERTISING SIGNS AND PERMITS FOR OVERLOADS AND HIGHWAY SURFACE OPENINGS

## OUTDOOR ADVERTISING

The increase in outdoor advertising licenses and permits issued and fees paid during the calendar year 1949 over the number issued in 1948 was caused mostly by the erection of signs, the area of which did not exceed 100 square feet, rather than by the erection of large signs.

Three field inspectors, in addition to inspecting locations where new signs were to be erected, attached permit number plates to all legally erected signs for which permits were issued, explained the complicated provisions of the law to all new owners of places of business affected by the law, and removed illegally erected signs.

Although political and agricultural fair posters are exempt from certain provisions of the law, those that were illegally erected were immediately removed by the inspectors, and all legally erected posters were removed as soon as fairs and elections were over.

A total of 3,116 signs and posters were removed during the calendar year January 1, 1949, to December 31, 1949, and whenever possible the inspectors contacted the owners of illegal signs and explained to them the provisions of the law.

All income from license and permit fees is credited to the general highway fund and the cost of administering the law is charged to the general administration account of the State Highway Commission.

As outdoor advertising licenses and permits are issued in accordance with the law on a calendar year basis, the following statistical report gives the income for the period from January 1, 1949, to December 31, 1949.

**PERMITS**

3,433 permits were issued for 1949 for which the fees were as follows:

Area not exceeding 100 sq. ft. - 2,170 @ \$2.50 . . . . .	\$ 5,425.00	
" " " 300 " " 1,102 @ 4.50 . . . . .	4,959.00	
" " " 700 " " 154 @ 5.00 . . . . .	770.00	
" " " 900 " " 7 @ 7.00 . . . . .	49.00	
	<u>11,203.00</u>	
Plus fees paid for 1948 permits	17.50	
Plus 1950 fees paid in 1949	2.50	
Plus 1948 balance due on account (Paid in 1949)	.50	
Plus 1949 overpayment on permit fees (Refunded)	142.63	
	<u>11,366.13</u>	
Less balance due on 1949 accounts (Pd in 1950) - \$ 23.00		
Less 1948 overpayments carried to 1949	126.13	149.13
Total receipts for 1949 permits . . . . .		\$11,217.00

**LICENSES**

270 licenses were issued in 1949 for which fees were as follows:

13 licenses @ \$100.00 . . . . .	\$ 1,300.00	
149 " @ 25.00 . . . . .	3,725.00	
107 " @ 5.00 . . . . .	535.00	
1 " @ 25.00 (Issued 1949 - paid by 1948	25.00	
balance on permit fees)		
	<u>5,585.00</u>	
Plus 1949 overpayments on license fees (Refunded)	5.00	
	<u>5,590.00</u>	
Less 1948 balance to 1949	\$ 25.00	
Less balance due on 1949 accounts (Pd 1950)	5.00	30.00
Total receipts for 1949 licenses . . . . .		\$ 5,560.00
Plus 1950 license fee credited in 1949	\$ 25.00	
Plus charges for replacing permit plates	214.00	
Plus charges for removal costs	67.63	306.63
Total receipts for 1949 licenses and permits . . . . .		<u>\$17,083.63</u>
Refunded . . . . .		<u>147.63</u>
Net receipts for 1949 . . . . .		<u>\$16,936.00</u>

**PERMITS FOR LOADS EXCEEDING**

**THE LEGAL LIMITS**

For the fiscal year July 1, 1949, to June 30, 1950, a total of 6,261 permits was issued for transporting loads over the highways which exceeded the legal limits as specified by law.

These permits were issued for the following: 2,613 for loads of pipes, piling, steel and culverts; 1,161 for tractors, bulldozers and rollers; 1,028 for power shovels and cranes; 775 for buildings, 381 for tanks, boats, screens, etc., and 303 for scrapers, backhoes and plows.

Because of an opinion by the Attorney General's Office in December, 1949, classifying hay balers, combines, hay racks, etc., as "light-weight farming vehicles" they are exempt from the provisions of the law requiring permits when traveling on the highways.

The State Highway Commission received and credited to the general highway fund fees amounting to \$14,331.00.

#### PERMITS TO OPEN HIGHWAY SURFACES

During the fiscal year July 1, 1949, to June 30, 1950, a total of 758 permits was issued for openings in state and state aid highways. These permits were issued for laying new water, gas and sewer pipes, also telephone and electric conduits, as well as for the pipeline crossings in the highways from Westbrook to the New Hampshire line at Gilead.

The total of 36,017 square yards was opened under these permits, of which 30,886 square yards were untreated shoulder, 4,572 square yards were bituminous surface treated, 516 square yards were macadam, 41 square yards were concrete, and 2 square yards were granite block pavement. Over 7,000 square yards more of surface were opened under permits issued during this period than in the previous fiscal year, although the total number of permits issued was somewhat decreased.

Fees were collected for this yardage opened and repairs were made by the State Highway Commission.

SUMMARY OF EXPENDITURES

(INCLUDES STATE, FEDERAL AND TOWN FUNDS EXPENDED UNDER DIRECTION OF THE  
STATE HIGHWAY COMMISSION. DOES NOT INCLUDE MOTOR TRANSPORT.)

CONSTRUCTION, MAINTENANCE AND OPERATING ACCOUNTS

Administration, State Highway Commission	\$ 339,350.72
State Highway Construction - Federal-aid Highways	5,066,739.35
State Highway Construction - Non Federal-aid	14,610.93
Post War Surveys	23,462.24
State Aid Road Construction and Reconstruction	2,391,088.52
Reconstruction of Third Class Roads	15,187.41
Town Road Improvement	521,253.37
Special Legislative Resolves	125,583.01
Federal-aid Secondary Highway Construction	2,380,246.40
Maintenance of Improved State and State Aid Highways	5,617,920.90
Maintenance - Betterments	940,673.25
Maintenance - Special Surface Treatment	2,542.35
Snow Removal	2,227,582.30
Bridge Construction	1,403,586.75
Elimination of Hazards at R. R. Grade Crossings	7,320.98
Bridge Maintenance	440,224.60
Augusta Toll Bridge	22,183.57
Waldo - Hancock Toll Bridge-Operation and Maintenance	20,190.42
Deer Isle - Sedgwick Toll Bridge-Operation and Maintenance	12,592.31
Maine - Kennebec Toll Bridge-Operation and Maintenance	1,527.36
Highway Planning	133,921.68
Compensation for Injuries	42,249.06
Sub-Total	<u>\$21,750,037.48</u>

BONDS - INTEREST AND RETIREMENT

Waldo - Hancock Toll Bridge	
Interest	3,360.00
Retirement	30,000.00
Deer Isle - Sedgwick Toll Bridge	
Interest	15,400.00
Retirement	14,000.00
Highway and Bridge Bonds	
Interest	280,260.50
Retirement	1,629,000.00
Sub-Total	<u>1,972,020.50</u>

MISCELLANEOUS EXPENDITURES

Grade Crossing Protection	7,430.26
General Suspense	9,909.66
Indian Island Bridge	13,496.85
Sub-Total	<u>30,836.77</u>
Grand Total	<u>\$23,752,894.75</u>



STATISTICAL  
TABLES  
AND  
STATEMENTS

*July 1, 1949 - June 30, 1950*



STATE HIGHWAYS  
CONSTRUCTION AND RECONSTRUCTION  
WORK COMPLETED JUNE 30, 1950

County	Highway	Town	Type	Length Miles
Aroostook	K	Bridgewater	Bituminous Macadam	1.17
	K	Blaine	Bituminous Macadam	3.06
	K	Mars Hill	Bituminous Macadam	0.27
Cumberland	C	Falmouth	Bituminous Concrete	1.08
	C-3	Falmouth	Bituminous Concrete	2.84
	C-3	Cumberland	Bituminous Concrete	2.63
	C-3	Yarmouth	Bituminous Concrete	2.46
Franklin	V	New Sharon	Bituminous Macadam	0.75
Kennebec	Q	Augusta	Bituminous Concrete	0.37
Lincoln	D	Wiscasset	Bituminous Macadam	4.03
Oxford	S	Woodstock	Bituminous Macadam	3.10
Penobscot	K	Lincoln	Bituminous Gravel	5.92
Sagadahoc	D	Woolwich	Bituminous Macadam	0.22
Somerset	V	Mercer	Bituminous Macadam	3.12
	L	Searsport	Bituminous Macadam	2.00
Waldo	L	Prospect	Bituminous Gravel	1.72
	I-137	Brooks *	Gravel	1.00
	U	Alfred	Bituminous Macadam	1.12
York	U	Lyman	Bituminous Macadam	4.09
				40.95

\*State Project.

SUMMARY

Bituminous Concrete	9.38 Miles
Bituminous Macadam	22.93 Miles
Bituminous Gravel	7.64 Miles
Gravel	1.00 Miles
<b>Total</b>	<b>40.95 Miles</b>

STATE HIGHWAYS  
CONSTRUCTION AND RECONSTRUCTION  
WORK UNDER CONSTRUCTION BUT NOT COMPLETED  
JUNE 30, 1950

County	Highway	Town	Type	Percent Complete	Total Length Miles
Aroostook	K	Presque Isle	Bit. Macadam	11	0.57
	K-1	Westfield	Bit. Macadam	2	3.45
	K-10	Presque Isle	Bit. Macadam	12	0.18
Kennebec	H	Augusta	Bit. Concrete	25	4.05
	H	Vassalboro	Bit. Macadam	94	9.03
	H	Winslow	Bit. Macadam	94	0.11
Oxford	O	Rumford	Bit. Gravel	95	1.20
Penobscot	K	Winn	Bit. Macadam	58	5.70
	K	Mattawankeag	Bit. Macadam	13	1.57
Piscataquis	J	Monson	Bit. Gravel	75	2.50
Washington	N	Penbrooke	Bit. Gravel	60	2.62
	N	Perry	Bit. Gravel	32	0.87
					31.85

SUMMARY

Bituminous Concrete	4.05 Miles
Bituminous Macadam	20.61 Miles
Bituminous Gravel	7.19 Miles
<b>Total</b>	<b>31.85 Miles</b>

DESIGNATED STATE HIGHWAY SYSTEM  
MILEAGE BY COUNTIES  
JUNE 30, 1950

County	Federal Aid	Federal Aid Secondary	Non Federal Aid	Total	Federal Aid Not On State Highway
Androscoggin	85.09	18.83	2.15	106.07	
Aroostook	230.06	241.59	163.04	634.69	1.59
Cumberland	154.30	55.66	19.06	229.02	
Franklin	81.82	56.47	23.83	162.12	0.60
Hancock	93.94	47.84	27.89	169.67	
Kennebec	107.73	91.23	13.53	212.49	
Knox	23.43	38.57	2.37	64.37	
Lincoln	26.06	47.22	20.24	93.52	
Oxford	126.79	55.25	24.32	206.36	
Penobscot	194.28	55.08	24.19	273.55	
Piscataquis	49.22	51.54	16.05	116.81	
Sagadahoc	34.21	5.82	12.77	52.80	
Somerset	107.53	117.02	9.18	233.73	
Waldo	49.96	49.87	20.68	120.51	
Washington	161.18	29.75	15.75	206.69	1.50
York	118.22	119.66	26.47	264.35	
	1,643.82	1,081.41	421.52	3,146.75	3.69

F.A. not on  
S.H. System           3.69  
Total Federal  
Aid                     1,647.51

MILEAGE OF UNIMPROVED SECTIONS OF HIGHWAY  
ON THE STATE HIGHWAY SYSTEM  
JUNE 30, 1950

County	State Highway	Miles	Total by Counties
Aroostook	K-5	2.95	
	K-16	4.18	
	K-19	0.97	
	K-20	4.83	12.93
Hancock	M-N	0.13	
	Y	4.00	4.13
Piscataquis	JK-157	0.15	0.15
Waldo	I-137	1.63	1.63
York	A-2	3.76	3.76
		Total By Counties	22.60

NOTE: Unimproved Highways are roads where no State Funds of any nature have been expended.

STATE HIGHWAY SYSTEM  
IMPROVED MILEAGE TO JUNE 30, 1950  
FEDERAL, STATE, MUNICIPAL AND PRIVATE CONSTRUCTION

	Cement Concrete	Bit. Concrete	Bit. Macadam	Bit. Gravel	Surface Treated Gravel	Plain Gravel	Wood & Granite Block	Bridges	Total
State Highway Construction	148.22	86.55	346.00	108.13	835.46				1,524.36
State Sponsored WPA Const.				4.35	15.56	2.49			22.40
U.S. Public Works Construction	3.35	11.57	37.92		41.32				94.16
U.S. Works Program Const.	1.72		1.40		25.86				28.98
U.S. Defense Roads Const.		2.28	5.18	4.33		7.85			19.64
F.A.S. Construction			4.60	24.28	28.38				57.26
Fed. Aid Grade Crossing Const.		0.31	0.09		6.47				6.87
State Aid Construction	12.21	10.28	35.54	3.62	903.38	28.51	1.37		994.91
Third Class Construction					20.94	1.84			22.78
Municipal Construction	2.71	5.44	10.79		25.25		0.74		44.93
Special Resolve Construction			0.52		38.80	6.64			45.96
F.E.R.A. Construction					1.19				1.19
C.C.C. and C.W.A. Const.					3.96				3.96
Special Resolve & W.P.A. Const.					1.64	6.52			8.16
Maintenance Fund Construction		0.19	3.63	2.50	22.84				29.16
Betterment Construction		66.92	51.37	4.87	68.65	5.68			197.49
Great Northern Paper Co. Const.					6.03				6.03
C.C.C. Construction					4.12	1.10			5.22
Bridges								10.69	10.69
Total Improved Mileage	168.21	183.54	497.04	152.08	2,049.85	60.63	2.11	10.69	3,124.15
Unimproved Mileage									22.60
Total Mileage State Highway System									3,146.75



PROJECT EXPENDITURES  
Construction and Reconstruction of State Highways  
Highway Loan Fund - Fiscal Year - Ending June 30, 1950

Federal Aid Project No.	Class of Highway	Towns	Surveys	Plans & Computation	Construction Engineering & Inspection	Advertising	Right of Way & Property Damage	Sub-Total	Labor & Materials	Total	Federal Aid Credits & Misc.
ANDROSCOGGIN COUNTY											
F.017-1(2)	2	Lisbon	--	\$ 369.67	--	--	\$ 462.40	\$ 832.07	--	\$ 832.07	--
	2	Lisbon	\$7,444.97	6,430.16	\$ 223.48	--	--	14,098.61	--	14,098.61	--
F.106(9)	121	Mechanic Falls	--	18.84	6,763.12	\$ 81.40	334.42	7,197.78	\$139,360.02	146,557.80	\$ 79,037.43
Total for Androscoggin County			\$7,444.97	\$ 6,818.67	\$ 6,986.60	\$ 81.40	\$ 796.82	\$22,128.46	\$139,360.02	\$161,488.48	\$ 79,037.43
AROSTOOK COUNTY											
F.298(9)	K (1)	Blaine	--	--	\$ 1.20	--	--	\$ 1.20	--	\$ 1.20	--
	K	Bridgewater-Blaine	--	--	--	--	--	--	--	--	--
S-050-3(2)		Mars Hill	--	\$ 96.20	8,596.27	--	\$ 2,555.67	11,248.14	\$143,151.68	154,399.82	\$116,689.00
F.050-3	K	Fort Kent-Main Street	\$ 494.06	15.52	--	--	--	509.58	--	509.58	--
	K (1)	Fort Kent	152.23	26.16	--	--	--	178.39	--	178.39	--
	K (1)	Frenchville	--	--	--	--	(100.00)	(100.00)	--	(100.00)	--
F.I.-01-5(1)	K-8	Haynesville	373.86	155.40	15.64	--	--	545.90	--	545.90	--
F.I.-01-5(1)	K-8	Haynesville-Mattawankeag	314.64	58.20	--	--	--	372.74	--	372.74	--
U.0326-(1)	K (16)	Presque Isle	71.53	413.88	231.60	\$ 8.17	--	725.28	1.00	726.28	--
	K-10	Presque Isle	--	110.79	19.28	8.18	--	138.25	--	138.25	--
F.050-1-(1)	K	Westfield	116.40	--	746.03	16.35	482.49	1,361.27	--	1,361.27	--
Total for Aroostook County			\$1,522.72	\$ 877.15	\$ 9,610.22	\$ 32.70	\$ 2,938.16	\$14,980.75	\$143,182.68	\$158,163.43	\$116,689.00
CUMBERLAND COUNTY											
F.014-1-(1)	B	Bridgton	\$ 896.61	--	--	--	--	\$ 896.61	--	\$ 896.61	--
F.I.121-(13)		Falmouth	--	--	\$ 386.48	--	\$ 6,143.06	6,529.54	\$ 1,776.45	8,305.99	\$ 5,492.12
F.I.377-(4)	C-3	Falmouth-Yarmouth	--	\$ 78.20	6,625.18	--	1,971.94	8,675.32	66,386.37	75,061.69	44,307.43
A.E.121-E-(4)	C	Freeport	--	2,273.80	--	--	--	2,273.80	--	2,273.80	443.16
F.I.-01-1-(1)	C	Freeport	--	184.04	--	--	--	184.04	--	184.04	--
F.G.1-01-1-(2)		Freeport	515.88	8.80	--	--	--	524.68	--	524.68	--
F.G.135-(4)	Oss. Tr.	Portland R.R. Crossing	34.88	155.48	324.52	--	--	514.88	3,077.20	3,592.08	3,911.37
	A	Portland	--	2.19	--	--	--	2.19	--	2.19	--
	C	Portland	--	379.28	--	--	--	379.28	--	379.28	--
50001	C	Portland	2,139.67	--	--	--	--	2,139.67	--	2,139.67	--
50002 (U 014-1(2))	B	Portland	--	55.20	--	--	--	55.20	--	55.20	--
F.I.377(3)	C-3	Yarmouth	75.22	2,624.15	5.12	--	--	2,704.49	419.81	3,124.30	14,067.00
Total for Cumberland County			\$3,664.45	\$ 5,758.95	\$ 7,341.30	--	\$ 8,115.00	\$24,879.70	\$ 71,659.83	\$ 96,539.53	\$ 68,221.08
FRANKLIN COUNTY											
F.64 (2)	F	Jay	--	--	--	--	\$ 1.00	\$ 1.00	--	\$ 1.00	--
F.G. 18(5)	V	New Sheron	--	\$ 517.28	--	--	--	517.28	--	517.28	--
	V	New Sheron	--	--	\$ 582.53	--	881.91	1,464.00	\$ 14,599.56	16,064.00	\$ 11,855.24
	F	Wilton R.R. Crossing	--	78.20	30.79	--	--	108.99	--	108.99	--
Total for Franklin County			--	\$ 595.48	\$ 613.32	--	\$ 882.91	\$ 2,091.71	\$ 14,599.56	\$ 16,691.27	\$ 11,855.24

HANCOCK COUNTY											
	Y	Bucksport	--	--	--	--	\$ (33.57)	\$ (33.57)	\$ (2,994.89)	\$ (3,028.46)	\$ 5,069.62
	N	Bucksport	--	--	--	--	15.64	15.64	--	15.64	--
	N	Hancock	\$ 104.29	\$ 2,456.76	--	--	--	2,561.05	--	2,561.05	--
	M	Mt. Desert	--	--	\$ 1,542.35	--	1,407.96	2,950.31	32,958.69	35,909.00	29,267.00
Total for Hancock County			\$ 104.29	\$ 2,456.76	\$ 1,542.35	--	\$ 1,390.03	\$ 5,493.43	\$ 29,963.80	\$ 35,457.23	\$ 34,336.62
KENNEBEC COUNTY											
	H	Augusta	\$ 17.83	--	--	--	\$ 2.20	\$ 20.03	--	\$ 20.03	--
F. I. 151 (13)	H	Augusta	--	\$ 1,001.19	\$ 3,854.82	\$ 78.99	1,593.63	6,528.63	\$ 64,084.85	70,613.48	\$ 37,648.00
F. I. U. I. 389 (2)	Q	Augusta	--	--	25,928.28	39.18	278,489.62	304,457.08	1,396,684.12	1,701,141.20	803,366.00
A. E. 389 (1)	Q	Augusta-Gardiner	--	534.96	--	62.59	--	597.55	--	597.55	12,180.00
F. 386 (3)	H	Momouth-Winthrop	--	--	35.10	--	379.20	414.30	--	414.30	50,767.22
F. I. 3 (9)	H	Yasaboro-Winslow	--	11.64	9,488.94	--	604.74	10,105.32	442,766.29	452,871.61	236,160.00
S. N. 257-J (1)	E	Winthrop-Manchester	--	--	(32.54)	--	--	(32.54)	32.54	--	--
	E	Winthrop	161.52	456.84	--	--	10,001.75	10,620.11	--	10,620.11	--
Total for Kennebec County			\$ 179.35	\$ 2,004.63	\$ 39,274.60	\$ 180.76	\$ 291,071.14	\$ 332,710.48	\$ 1,903,357.80	\$ 2,236,278.28	\$ 1,140,121.22
KNOX COUNTY											
F. 104 (11)	D	Rockland-Camden	--	--	--	--	\$ 63.98	\$ 63.98	\$ 160.00	\$ 223.98	\$ 16,401.34
Total for Knox County			--	--	--	--	\$ 63.98	\$ 63.98	\$ 160.00	\$ 223.98	\$ 16,401.34
LINCOLN COUNTY											
F. 116 (11)	D	Wiscasset	--	--	\$ 9,431.45	--	\$ 5,282.00	\$ 14,713.45	\$ 340,859.01	\$ 355,572.46	\$ 184,450.00
Total for Lincoln County			--	--	\$ 9,431.45	--	\$ 5,282.00	\$ 14,713.45	\$ 340,859.01	\$ 355,572.46	\$ 184,450.00
OXFORD COUNTY											
F. 93 (10)	S	Paris	--	--	\$ 81.20	--	--	\$ 81.20	--	\$ 81.20	--
F. G. 93 (11)	S	Paris	\$ 416.90	\$ 1,381.18	--	--	--	1,798.08	--	1,798.08	--
F. 148 (8)	O	Paris R. R. Crossing	--	--	--	--	--	--	\$ 315.83	315.83	--
F. 025-1-(2)	O	Rumford	--	--	3,379.57	\$ 75.31	\$ 7,718.39	11,173.27	\$ 82,056.55	93,229.82	\$ 45,280.00
F. 93 (12)	S	Rumford-Mexico	386.34	67.90	--	--	--	454.24	--	454.24	--
	S	Woodstock	1,580.52	689.06	4,273.79	--	2,201.28	6,475.07	126,058.19	132,533.26	83,141.00
	S	Woodstock	--	--	56.95	--	--	2,212.63	--	2,212.63	--
Total for Oxford County			\$ 2,383.76	\$ 2,138.14	\$ 7,515.21	\$ 75.31	\$ 9,919.67	\$ 22,032.09	\$ 208,430.57	\$ 230,462.56	\$ 128,421.00
PENOBSCOOT COUNTY											
U. 103 (12)	M	Brewer	--	--	--	--	--	--	--	--	--
S. N. 4 (2)	K	Enfield-Lincoln	--	--	--	--	\$ 79.22	\$ 79.22	--	\$ 79.22	--
F. 84 (16)	L	Hampden	--	--	--	--	--	--	\$ 4.13	\$ 4.13	\$ 592.47
F. G. I. 103 (14)	M	Holden	--	--	--	--	--	--	\$ 551.59	551.59	--
F. I. 73 (2)	K	Lincoln	--	--	\$ 8,032.14	--	6,651.51	14,683.65	205,488.44	220,172.09	152,995.00
F. G. I. 73 (3)	K	Lincoln	--	\$ 100.40	232.29	--	--	332.69	--	332.69	--
F. I. 297 (5)	K	Mattawamkeag	--	--	--	--	9.64	9.64	--	9.64	6,665.00
F. G. I. 297 (6)	K	Mattawamkeag	--	--	--	--	--	--	628.93	628.93	--
F. I. 53 (3) (Br.)	K	Orono	\$ 13.91	932.78	11,195.89	\$ 80.90	\$ 43,931.62	56,155.10	206,638.71	262,543.81	140,176.00
F. I. 45 (2)	K	Winn	--	257.88	14,125.08	--	2,968.80	17,370.66	165,086.25	182,456.91	82,250.00
F. G. I. 0-1-4-(1)	K	Winn	--	94.44	--	--	--	94.44	--	94.44	--
F. I. 297 (7)	K	Winn-Mattawamkeag	--	11.64	1,199.21	18.90	5,396.76	6,626.51	6,553.75	13,180.26	4,022.00
Total for Penobscot County			\$ 13.91	\$ 1,397.14	\$ 34,784.61	\$ 118.70	\$ 58,879.11	\$ 95,193.47	\$ 584,701.80	\$ 679,895.27	\$ 386,700.47

PISCATAQUIS COUNTY											
F. 111 (9)	J	Monson	--	\$ 38.64	--	--	--	\$ 38.64	--	\$ 38.64	--
F. 037-1-(1)	J	Monson Shirley	--	798.85	\$ 5,278.99	\$ 27.49	\$ 1,694.84	7,001.32	\$ 45,151.47	\$ 52,152.79	\$ 28,656.00
Total for Piscataquis County			--	\$ 837.50	\$ 5,296.75	\$ 27.49	\$ 1,694.84	\$ 7,856.58	\$ 45,151.47	\$ 53,008.05	\$ 28,656.00
SAGADAHOE COUNTY											
S.N. 116 (9)	C-1	Bath	--	\$ 5.82	\$ 376.38	--	\$ 841.75	\$ 1,223.95	\$ 2,250.41	\$ 3,474.36	\$ 38,301.38
F.G. 116 (10)	C-1	Bath	--	--	--	--	--	21,421.55	--	21,421.55	--
	C	Bath	--	--	--	--	10,033.13	10,033.13	--	10,033.13	--
	C-1	West Bath	--	--	--	--	215.84	215.84	--	215.84	--
	D	Woolwich	--	81.48	--	--	--	81.48	--	81.48	--
Total for Sagadahoe County			--	\$ 87.30	\$ 376.38	--	\$ 11,090.72	\$ 11,554.40	\$ 23,671.96	\$ 35,226.36	\$ 38,301.38
SOMERSET COUNTY											
S.N.(P.E.) 378-A(1)	H	Jackman	--	--	--	--	--	--	--	--	\$ 1,200.00
F. 65 (2)	V	Mercer	--	\$ 331.11	\$ 2,352.85	--	\$ 2,669.66	\$ 5,353.62	\$ 83,235.15	\$ 88,588.77	\$ 59,380.54
	V	Mercer	--	190.08	--	--	--	190.08	--	190.08	--
F. 131 (3)	V	Norridgewock	--	--	--	--	129.14	129.14	328.66	457.80	--
Total for Somerset County			--	\$ 521.19	\$ 2,352.85	--	\$ 2,798.80	\$ 5,672.84	\$ 83,563.81	\$ 89,236.65	\$ 60,580.54
WALDO COUNTY											
U. 0215-(1)	L	Belfast	\$ 129.76	\$ 580.76	--	--	--	\$ 710.52	--	\$ 710.52	--
	L	Belfast	--	435.20	--	--	--	435.20	--	435.20	--
F. 84 (13)	L	Prospect	--	--	\$ 4,843.16	\$ 111.06	\$ 2,268.44	7,222.66	\$ 79,099.96	86,322.62	\$ 40,068.00
F.G. 84-1-(1)	L	Prospect-Frankfort Searsport	--	23.28	--	--	17.92	41.20	12,642.93	236,295.61	248,938.54
Total for Waldo County			\$ 129.76	\$ 1,039.24	\$ 15,450.58	\$ 111.06	\$ 4,321.87	\$ 21,052.51	\$ 315,395.57	\$ 336,448.08	\$ 192,527.03
WASHINGTON COUNTY											
U. 044-2-(1)	N	Calais	\$ 448.25	\$ 213.56	--	--	--	\$ 661.81	--	\$ 661.81	--
S.N. 376 (3)	N	Machias-East Machias	550.19	1,197.68	\$ 41.03	--	\$ 852.15	852.15	--	852.15	--
A.E. 123 G (1)	N	Pembroke	--	--	--	--	31.28	1,820.18	--	1,820.18	--
F. 123 (9)	N	Pembroke	90.36	70.20	3,463.91	\$ 130.55	5,688.61	9,443.63	\$ 79,346.84	88,790.47	\$ 29,214.00
F. 5 (3)	N	Perry	209.55	31.28	1,538.80	91.30	651.39	2,522.32	14,619.50	17,141.82	5,984.00
A.E. 5 (2)	N	Perry-Pembroke	--	169.24	--	--	46.92	216.16	--	216.16	--
F. 132 (6)	N	Princeton-Baileyville	--	--	63.14	--	52.52	115.66	--	115.66	--
Total for Washington County			\$ 1,298.35	\$ 1,681.96	\$ 5,106.88	\$ 221.85	\$ 7,322.87	\$ 15,631.91	\$ 93,966.34	\$ 109,598.25	\$ 35,198.00
YORK COUNTY											
F. 360 (4)	U	Alfred	\$ 41.92	\$ 29.68	\$ 81.63	\$ 4.94	--	\$ 158.17	--	\$ 158.17	--
A.E. 390 (1)	U	Alfred-Lyman Alfred-Windham	--	--	12,513.32	61.27	\$ 6,178.37	18,752.96	\$ 365,987.95	384,740.91	\$ 176,045.00
	U	Waterboro-Gray	66.66	1,113.30	--	--	--	1,179.96	--	1,179.96	1,000.00
U. 360 (3)	U	Biddeford	--	11.64	26.94	--	502.60	541.18	8,623.29	9,164.47	1,710.42
F.G. 360 (2)	U	Biddeford-Alfred	73.91	228.74	38.20	41.10	5,018.11	5,400.06	--	5,400.06	--
(R.R. Overpass)	U	Biddeford-Lyman	--	--	2,712.15	--	11,780.60	14,492.75	51,543.52	66,036.27	--
F. 360 (1)	A	Kittery	33.32	52.92	--	--	137.03	223.27	--	223.27	--
	A-5	Wells	15.00	--	--	--	15.00	--	--	15.00	--
Total for York County			\$ 230.81	\$ 1,436.28	\$ 15,372.24	\$ 107.31	\$ 23,616.71	\$ 40,763.35	\$ 426,154.76	\$ 466,918.11	\$ 170,755.42
Testing			--	--	\$ 5,535.18	--	--	\$ 5,535.18	--	\$ 5,535.18	--

To check with Controller's expenditure, deduct \$3.92, June, 1950 (Corrected August, 1950).



PROJECT EXPENDITURES

Construction and Reconstruction of State Highways

Non Federal Aid Roads

July 1, 1949 to June 30, 1950

Highways	Towns	Surveys	Plans and Computation	Construction Engineering & Inspection	Advertising	Right of Way and Property Damage	Sub-Total	Labor and Materials	Totals
FRANKLIN COUNTY									
	Eustis	\$177.95	\$ 32.88	--	--	\$ 50.00	\$ 260.83	\$12,810.00	\$13,070.83
	Total for Franklin County	\$177.95	\$ 32.88	--	--	\$ 50.00	\$ 260.83	\$12,810.00	\$13,070.83
WALDO COUNTY									
	Brooks	--	--	--	--	--	--	\$ 1,540.10	\$ 1,540.10
	Total for Waldo County	--	--	--	--	--	--	\$ 1,540.10	\$ 1,540.10
	TOTAL ALL COUNTIES	\$177.95	\$ 32.88	--	--	\$ 50.00	\$ 260.83	\$14,350.10	\$14,610.93

## MILEAGE OF PUBLIC HIGHWAYS WITHIN EACH COUNTY

## CLASSIFIED BY ADMINISTRATIVE SYSTEMS

MILEAGE AS OF JUNE 30, 1950

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	318.26	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	16.93	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

## STATE AID COUNTY TABLE

## SHOWING MILES CONSTRUCTED AND TOTAL COSTS

July 1, 1949, to June 30, 1950

County	Construction				Reconstruction				Total Cost
	Miles Constructed Gravel	Miles Surfaced Prev. Based	Miles Graded and Based	Miles Tar Surface Treated	Miles Gravel	Miles Based	Miles Surfaced	Miles Bit. Conc. & Base	
Androscoggin	6.08	0.79	0.58	9.88	0.67	--	0.42	1.79	\$ 130,476.42
Aroostook	15.10	0.70	8.13	18.19	16.88	0.63	0.96	0.18	344,098.33
Cumberland	7.54	0.66	0.63	12.84	2.34	--	0.27	0.38	150,468.02
Franklin	5.53	0.32	0.68	11.36	1.83	--	0.35	--	96,690.75
Hancock	5.37	--	0.84	12.12	3.96	0.15	--	0.43	156,897.18
Kennebec	6.99	3.23	1.85	18.82	2.29	0.46	2.75	1.20	185,983.13
Knox	4.24	2.34	0.38	10.66	0.83	--	2.84	0.16	75,284.62
Lincoln	5.40	--	1.21	8.04	1.36	0.08	--	--	81,989.76
Oxford	8.82	0.17	0.21	13.92	2.04	--	--	--	140,705.72
Penobscot	9.24	1.71	0.91	43.80	19.00	2.24	0.59	0.86	300,934.21
Piscataquis	1.83	0.57	0.44	7.18	4.60	--	--	--	65,351.19
Sagadahoc	2.30	0.36	0.40	5.30	1.55	--	--	0.03	49,581.03
Somerset	4.00	0.38	1.50	15.17	4.94	--	--	--	114,387.83
Waldo	7.35	1.92	--	20.22	12.99	0.34	--	--	80,204.44
Washington	10.21	1.06	1.55	23.40	8.54	0.71	--	--	184,674.95
York	14.08	1.51	0.45	16.89	0.72	--	--	0.34	162,393.46
Totals	114.08	15.72	19.76	247.79	84.54	4.61	8.18	5.37	\$2,320,221.04

EXPENDITURES AND MILEAGE  
CONSTRUCTION AND RECONSTRUCTION OF STATE AID ROADS

July 1, 1949, to June 30, 1950

Type of Work	Miles	Cost per Mile	Total Cost
Gravel - Construction	114.08	\$ 9,601.83	\$1,095,377.08
Surfacing - Work previously based	15.72	1,524.24	23,961.01
Work graded and based	19.76	10,779.80	213,008.59
Reconstruction - Gravel Road	84.54	4,907.54	414,883.65
"        Surface	8.18	786.52	6,433.71
"        Grading and Base	4.61	10,241.17	47,211.82
"        Bit. Macadam	0.93	41,770.00	38,846.80
"        Bit. Concrete	3.09	35,166.76	108,665.28
"        Bit. Gravel	1.35	12,700.00	17,144.33
Tar Surface Treatment	247.79	1,431.41	354,688.77
Cost - Labor, Materials, Equipment			\$2,320,221.04
Engineering and Supervision			70,867.48
Total Cost			\$2,391,088.52

RECONSTRUCTION OF THIRD CLASS HIGHWAYS

SUMMARY

JULY 1, 1949 TO JUNE 30, 1950

Type of Road	Length Miles	Total Cost of Labor and Materials	Cost Per Mile
Gravel - Reconstruction	4.26	\$ 10,123.11	\$ 2,376.32
Tar Surface Treatment	4.69	5,064.30	1,079.81
Totals	8.95	\$ 15,187.41	
Cost of Labor and Materials:			
	Paid by State	\$ 9,650.41	
	Paid by Town	5,537.00	
		<u>\$ 15,187.41</u>	

COUNTY TABLE

RECONSTRUCTION OF THIRD CLASS HIGHWAYS

EXPENDITURES AND MILEAGE

JULY 1, 1949 TO JUNE 30, 1950

County	Miles		Paid by State	Paid by Town	Total
	Gravel Reconstruction	Tar Surface Treatment			
Androscoggin	0.49	0.49	\$ 1,650.00	\$2,273.34	\$ 3,923.34
Aroostook	0.40	--	261.31	--	261.31
Cumberland	--	--	--	--	--
Franklin	0.49	--	1,277.37	1,678.36	2,955.73
Hancock	--	--	--	--	--
Kennebec	--	1.60	1,278.24	957.29	2,235.53
Knox	--	--	--	--	--
Lincoln	--	--	--	--	--
Oxford	--	--	--	--	--
Penobscot	1.35	0.40	2,979.95	137.04	3,116.99
Piscataquis	--	--	--	--	--
Sagadahoc	--	--	--	--	--
Somerset	--	2.20	755.39	490.22	1,245.61
Waldo	1.53	--	1,448.15	0.75	1,448.90
Washington	--	--	--	--	--
York	--	--	--	--	--
	4.26	4.69	\$ 9,650.41	\$5,537.00	\$15,187.41



COUNTY TABLE SHOWING EXPENDITURES FROM  
TOWN ROAD IMPROVEMENT FUND

July 1, 1949, to June 30, 1950

COUNTY	PAID BY STATE	PAID BY TOWN	TOTAL COST
Androscoggin	\$ 21,248.21	\$ 2,074.74	\$ 23,322.95
Aroostook	55,569.35	8,082.44	63,651.79
Cumberland	30,153.50	3,693.39	33,846.89
Franklin	22,668.10	2,817.46	25,485.56
Hancock	24,827.74	1,909.43	26,737.17
Kennebec	32,283.60	5,379.79	37,663.39
Knox	15,585.57	1,922.24	17,507.81
Lincoln	19,080.96	2,564.31	21,645.27
Oxford	43,497.23	3,109.32	46,606.55
Penobscot	46,423.24	4,732.56	51,155.80
Piscataquis	16,901.32	3,293.69	20,195.01
Sagadahoc	10,588.91	2,523.05	13,111.96
Somerset	30,117.76	4,079.68	34,197.44
Waldo	28,381.71	3,498.15	31,879.86
Washington	20,578.59	2,474.63	23,053.22
York	42,671.76	3,535.29	46,207.05
<b>Totals</b>	<b>\$ 460,577.55</b>	<b>\$ 55,690.17</b>	<b>\$516,267.72</b>

TABULAR STATEMENT OF EXPENDITURES UNDER SPECIAL LEGISLATIVE RESOLVES

CONSTRUCTION AND REPAIRS

(EXPENDITURES FROM JULY 1, 1949, TO JUNE 30, 1950)

	Cost of Supervision and Engineering	Cost of Labor and Materials	Total Cost	Paid by Towns	Paid by State
Repairs	\$ 323.65	\$ 95,751.75	\$ 96,075.40	\$20,825.06	\$ 75,250.34
Road Construction	223.42	20,727.46	20,950.88	3,861.03	17,089.85
Tar Surface Treatment	7.00	4,077.11	4,084.11	631.08	3,453.03
	\$ 554.07	\$120,556.32	\$121,110.39	\$25,317.17	\$ 95,793.22
Special Resolves transferred to State Aid					60,982.52
"	"	"	to Third Class Reconstruction		3,995.85
"	"	"	to State Aid Reconstruction		550.00
"	"	"	to Bridge Division		13,830.00
Reimbursement for work previously reported					1,022.56
					<u>\$176,174.15</u>

COUNTY TABLE  
MILEAGE AND EXPENDITURES  
SPECIAL LEGISLATIVE RESOLVES  
JULY 1, 1949, TO JUNE 30, 1950

County	REPAIRS		ROAD CONSTRUCTION		TAR SURFACE TREATMENT		Total Cost	Paid by Town	Paid by State
	Length in Miles	Cost	Length in Miles	Cost	Length in Miles	Cost			
Androscoggin	--	--	--	--	--	--	--	--	--
Aroostook	15.97	\$16,963.86	--	--	--	\$2,161.66	\$ 19,125.52	\$ 4,284.82	\$14,840.70
Cumberland	1.65	3,703.48	.60	\$ 4,373.87	--	317.13	8,394.48	4,683.87	3,710.61
Franklin	.28	1,561.06	--	1,271.68	--	--	2,832.74	20.10	2,812.64
Hancock	1.20	3,997.96	--	--	.27	313.59	4,311.55	389.25	3,922.30
Kennebec	2.69	6,602.12	1.88	3,961.29	.15	138.62	10,702.03	2,803.89	7,898.14
Knox	.15	2,812.57	.06	453.42	.15	127.11	3,393.10	758.19	2,634.91
Lincoln	--	3,693.10	--	--	--	--	3,693.10	600.00	3,093.10
Oxford	4.87	8,495.78	.27	3,289.18	--	--	11,784.96	1,923.08	9,861.88
Penobscot	8.00	8,371.37	--	--	--	--	8,371.37	830.74	7,540.63
Piscataquis	6.39	9,313.82	.11	1,101.25	--	--	10,415.07	2,283.41	8,131.66
Sagadahoc	--	3,162.37	--	--	--	--	3,162.37	1,114.11	2,048.26
Somerset	--	10,493.23	.10	658.25	.10	164.34	11,315.82	3,028.39	8,287.43
Waldo	4.30	4,500.29	1.28	3,637.25	.50	576.02	8,713.56	625.77	8,087.79
Washington	5.67	5,031.11	--	--	--	--	5,031.11	414.41	4,616.70
York	2.80	7,377.28	.62	2,204.69	.28	281.64	9,863.61	1,557.14	8,306.47
Totals	53.97	\$96,079.40	4.92	\$20,950.88	1.45	\$4,080.11	\$121,110.39	\$25,317.17	\$95,793.22



FEDERAL AID SECONDARY HIGHWAYS

Expenditures - July 1, 1949 to June 30, 1950

F. A. S. Project No.	County	Location	Class of Highway	Route	Expenditures for 1950	Total Expenditures to June 30, 1950	Per Cent Complete	Length of Project in miles	Contractor
S-25-(3)	Androscoggin	Durham	S.A.	136	\$ 2.00	\$ 28,379.01	100%	0.81	P. E. Susi
S-25-(4)	Androscoggin	Durham	S.A.	136	2.00	2.00	100	0.21	P. E. Susi
SG-343-(5)	Androscoggin	Mechanic Falls	S.A.	11	361.67	479.91	100	*	MCRK Force Account
S-0135-(1)	Androscoggin	Poland	S.H.	11	110.12	110.12	--	--	
S-37-(1)	Androscoggin	Poland-New Gloucester-Auburn	S.A.	122	66,792.69	231,616.06	100	4.43	Thos. DiCenzo
S-153-(3)	Androscoggin	Turner	S.A.	219	12.84	60,174.05	100	1.47	J. R. Cianchette
S-0187-(1)(2)	Androscoggin	Turner-Hartford	S.A.	219-140	975.01	975.01	--	--	
S-0153-(1)	Androscoggin	Webster	S.H.	126	2,448.52	2,448.52	--	1.13	W. H. Hinman, Inc.
S-0331-(1)	Aroostook	Caribou	S.H.	U. S. 1 Alt.	18,347.77	18,462.01	--	--	
S-91-(1)	Aroostook	Caribou	S.H.	161	1,239.90	65,804.62	75	0.22	Bridge Construction, Corp.
S-0332-(1)	Aroostook	Ft. Fairfield	S.H.	165	35.25	35.25	--	--	
S-300-(4)	Aroostook	Hamlin	S.H.	165	79,122.53	79,128.10	100	2.09	Donald J. McKay
S-300-(5)	Aroostook	Limestone	S.H.	165	59,777.10	60,385.07	100	0.18	J. R. Cianchette
S-0319-(1)	Aroostook	Ludlow	S.H.	U. S. 2	813.88	813.88	--	2.63	
S-308-(2)	Aroostook	New Canada	S.H.	161	6.00	176,343.98	--	5.43	Thos. DiCenzo
S-0319-(1)	Aroostook	New Limerick	S.H.	U. S. 2	287.70	318.34	--	--	
S-0319-(1)	Aroostook	New Limerick-Smyrna	S.H.	U. S. 2	436.83	436.83	--	--	
S-73-(1)	Aroostook	Presque Isle-Washburn	S.H.	164	33,009.23	144,366.00	100	4.32	Bridge Construction, Corp.
S-0330-(1)	Aroostook	Washburn	S.H.	164	3,504.23	3,766.93	--	3.17	Donald J. McKay
S-0123-(1)	Cumberland	Baldwin	S.H.	113	4,800.43	4,800.43	--	--	
S-0143-(1)	Cumberland	Brunswick-Harpwell	S.A.	24	6,019.28	6,019.28	--	--	
S-0104-(1)	Cumberland	Gorham	S.A.	95	4,627.08	5,571.96	--	2.95	Frank Rossi
S-23-3	Cumberland	Gray-Windham	S.A.	U. S. 202	32.00	241,504.77	100	3.52	Bridge Construction, Corp.
SG-0112-(1)	Cumberland	Scarboro	S.A.	9	879.25	1,402.90	--	--	Survey Only
S-26-(2)	Cumberland	Stapdish	S.H.	113	8.00	77,581.78	100	2.92	J. R. Cianchette
SG-0113-(1)	Cumberland	Stapdish-Sebago Lake	S.A.	35	164,300.90	164,300.90	25	0.31	Berry & Moser, Inc.
S-0119-(1)	Cumberland	Windham	S.A.	U. S. 202	2,263.45	2,263.45	100	3.91	Survey Only
S-51-(1)	Franklin	Chesterville	S.A.	134	11.90	49,586.89	100	2.10	Force Account
S-169-(2)	Franklin	Farmington	S.A.	27	34.59	86,668.49	100	2.66	Bridge Construction Corp.
S-8-(4)	Franklin	Jerusalem	S.A.	27	2.00	33,010.50	100	0.64	Force Account
S-0237-(1)	Franklin	New Vineyard	S.A.	27	4,391.14	4,391.14	--	1.80	Survey Only
S-0181-(1)	Franklin	Rangleley-Oquossoc	S.H.	144	1,914.40	2,948.87	9	0.22	C. W. Bagley
S-0184-(1)	Franklin	Weid	S.A.	142	287.32	287.32	--	--	
S-68-(1)	Hancock	Bar Harbor	S.A.	3	82,378.11	85,514.56	100	0.79	Frank Rossi
S-303-(2)	Hancock	Elisworth	S.H.	15	415.18	415.18	80	3.10	Bridge Construction Corp.
S-303-(2)	Hancock	Elisworth-Surry	S.H.	15	69,514.97	69,514.97	80	3.10	Bridge Construction Corp.
S-60-(1)	Hancock	Franklin-Hancock	S.A.	182	46,487.16	46,487.16	85	1.21	Thomas DiCenzo
S-35-(2)	Hancock	Mt. Desert	S.H.	102	2.00	57,505.85	100	1.25	Thomas DiCenzo
S-0210-(3)	Kennebec	Albion	S.H.	U. S. 202	7.42	7.42	--	1.35	Survey Only
S-62-(1)	Kennebec	Augusta-Chelsea	S.H.	17	68,064.16	95,773.56	100	1.52	P. E. Susi & Company
S-206-(1)	Kennebec	Chelsea	S.A.	9	5,925.20	3,997.86	--	2.56	Survey Only
S-34-(1)	Kennebec	Manchester-Readfield	S.A.	17	45.12	111,018.42	100	2.63	J. R. Cianchette
S-51-(2)	Kennebec	Mt. Vernon-Vienna	S.H.	41	23,034.64	23,493.43	40	4.20	Thomas DiCenzo
S-54-(1)	Kennebec	Pittston	S.H.	27	45,045.30	96,736.54	100	1.94	Force Account
S-54-(2)	Kennebec	Pittston	S.H.	27	86,294.29	89,181.95	90	1.76	P. E. Susi & Company
S-329-(5)	Kennebec	Sidney	S.A.	104	10,101.58	62,466.38	100	1.10	Force Account

S-0205-(1)	Knox	Rockland	S.H.	17	1,599.08	1,599.08	--	--	Survey Only
S-0205-(2)	Knox	Rockport	S.H.	17	25.19	25.19	--	--	Survey Only
S-371-(6)	Knox	South Thomaston-St. George	S.H.	131	5,362.97	51,074.63	100	1.24	A. P. Wyman Inc.
SG-373-(7)	Knox	Thomaston-St. George Crossing	S.H.	131	206.13	201.17	100	*	McKer Force Account
S-371-(5)	Knox	Thomaston-So. Thomaston	S.H.	131	21,280.61	102,189.62	100	2.41	A. P. Wyman Inc.
S-229-(5)	Lincoln	Dresden	S.A.	197	4.00	48,167.45	100	1.26	Force Account
S-0193-(1)	Lincoln	Waldoboro	S.A.	220	588.44	588.44	--	0.72	Survey Only
S-64-(1)	Lincoln	Wiscasset	S.H.	27	65,323.77	74,742.03	100	1.16	Grant & Keene
S-0163-(1)	Lincoln	Wiscasset	S.H.	27	11.04	11.04	--	--	Survey Only
S-55-(1)	Oxford	Fryeburg	S.A.	5	4.00	36,277.16	100	1.29	Force Account
S-364-(2)	Oxford	Hiram	S.H.	113	55,442.55	55,442.55	90	1.96	Force Account
S-49-(2)	Oxford	No. Waterford	S.A.	35 & 118	20,159.22	76,967.77	100	1.27	Frank Rossi
S-49-(1)	Oxford	Norway	S.A.	118	6.00	56,620.03	100	1.29	W. E. Rogers
S-65-(1)	Oxford	Rumford	S.A.	5	58,374.37	58,638.14	100	1.34	Thomas DiCenzo
S-49-(3)	Oxford	Waterford-Horrs Bridge	S.A.	35 & 118	38,713.37	38,717.99	100	2.18	Rioux & Robinson
S-14-(2)	Penobscot	Corinna-Exeter	S.A.	11 & 43	946.21	55,608.45	100	2.16	Force Account
S-335-(4)	Penobscot	Dexter	S.A.	24	30,233.17	90,527.48	100	0.33	Herbert Sargent
S-210-(2)	Penobscot	Dixmont	S.A.	U.S. 202	4,806.48	4,806.48	--	--	Survey Only
S-56-(2)	Penobscot	Edgington	S.A.	9	71,672.27	73,631.06	95	2.20	Herbert Sargent
S-274-(4)	Penobscot	Enfield-Howland	--	--	--	--	100	0.27	W. H. Hinman Inc.-American Bridge Co.
S-0210-(1)	Penobscot	Hampden	S.H.	U.S. 202	63.73	63.73	57	--	A. P. Wyman Inc.-C. H. Goodrich
S-0210-(1)	Penobscot	Hampden-York Bridge	S.H.	U.S. 202	113.32	113.32	57	0.15	C. H. Goodrich
S-0288-(1)	Penobscot	Lagrange	S.H.	11	1,775.35	1,775.35	--	1.55	Survey Only
S-56-(1)	Penobscot	Newburg-Hampden	S.A.	U.S. 202	211,540.90	213,382.50	85	8.00	Bridge Construction Corp.
S-85-(1)	Penobscot	Patten-Stacyville	S.A.	11	62,447.68	64,678.70	85	2.96	Thomas DiCenzo
S-0265-(1)	Piscataquis	Abbot	S.A.	16	274.29	274.29	--	--	Survey Only
S-319-(4)	Piscataquis	Big Squaw	S.H.	15	48,516.46	50,396.03	75	3.34	Thomas DiCenzo
SG-0275-(1)	Piscataquis	Dover-Foxcroft	S.A.	--	1,390.65	1,719.93	--	--	Survey Only
S-275-(2)	Piscataquis	Parkman	S.H.	150	39,856.19	39,978.83	75	1.88	Thomas DiCenzo
S-0146-(1)	Sagadahoc	Arrowsic	S.A.	127	3,616.91	3,616.91	--	--	Survey Only
S-154-(2)	Sagadahoc	Arrowsic-Woolwich	S.A.	127	299,190.17	308,283.54	100	0.52	W. H. Hinman Inc.-Harris Structural Steel Co.
S-67-(1)	Sagadahoc	Bowdoin	S.A.	125	38,348.03	69,367.17	85	1.58	Force Account
S-362-(3)	Sagadahoc	Bowdoinham	S.A.	24	2.00	2.00	90	0.23	Force Account
S-0154-(3)	Sagadahoc	Georgetown	S.A.	Reed Park	47,297.71	47,297.71	90	2.23	Harold McQuinn
S-152-(5)	Somerset	Anson	S.H.	U.S. 201	8.00	8.00	100	2.37	P. E. Susi
S-57-(1)	Somerset	Emden	S.A.	16	51,440.74	51,440.74	80	2.52	McEachern & Perkins
S-0232-(1)	Somerset	Fairfield-Larone	S.A.	--	44.27	44.27	--	--	Survey Only
S-378-(2)	Somerset	Johnson Mt.	S.H.	U.S. 201	6.00	123,725.03	100	2.09	Herbert Sargent Inc.
S-378-(3)	Somerset	Johnson Mt.	S.H.	U.S. 201	36,811.19	127,897.22	100	2.47	Thomas DiCenzo
S-378-(2)	Somerset	Sandy Bay	S.H.	U.S. 201	4.00	246,835.08	100	3.33	Force Account
S-0267-(1)	Somerset	Sandy Bay	S.H.	U.S. 201	2,521.07	5,563.04	--	3.34	Survey Only
S-0217-(1)	Waldo	Brooks-Waldo	S.H.	137	62.10	62.10	--	--	Survey Only
S-87-(1)	Waldo	Freedom-Knox	S.H.	137	54,656.13	58,134.60	80	3.91	Thomas DiCenzo
S-58-(3)	Waldo	Troy	S.A.	U.S. 202	56,330.01	56,480.16	100	1.27	Farrin Bros. - Smith
S-58-(1)	Waldo	Unity	S.A.	U.S. 202	4,765.42	52,597.59	100	0.19	C. H. Goodrich
S-58-(2)	Waldo	Unity-Troy	S.A.	U.S. 202	22.08	61,892.38	100	2.30	H. E. Sargent, Inc.
S-114-(3)	Washington	Addison-Jonesport	S.H.	187	60,068.45	63,692.99	100	2.24	P. E. Susi
S-0303-(1)	Washington	Coeper	S.A.	191	5,302.78	5,302.78	--	2.50	Survey Only
S-84-(1)	Washington	Whiting-Trescott	S.H.	189	32,592.05	34,673.22	--	4.81	Thomas DiCenzo
S-288-(3)	York	Alfred-Waterboro	S.H.	U.S. 202	212,485.30	212,592.36	70	7.38	Frank Rossi
S-0110-(1)	York	Sanford-Shapleigh	S.H.	11	61.88	61.88	--	--	Survey Only
S-288-(3)	York	South Sanford	S.H.	U.S. 202	260.79	339.03	70	0.30	Frank Rossi
S-71-(1)	York	York	S.H.	U.S. 1-A	2.00	179,074.20	100	1.35	W. H. Hinman, Inc.
Testing					2,486.82	2,486.82			
Total Expenditures					\$2,380,268.48	\$5,057,640.91			

To check with Controllers expenditure, deduct \$22.08 June, 1949. Corrected July, 1950.

\* R. R. Crossing Signal

MAINTENANCE OF IMPROVED STATE AND STATE AID ROADS

July 1, 1949, to June 30, 1950

Item	Bituminous Concrete 138.09 Miles	Cement Concrete 160.82 Miles	Bituminous Macadam 452.12 Miles	Mixed Bituminous and Surface Treated Gravel 7466.41 Miles	Plain Gravel 1094.39 Miles	Total 9311.83 Miles	Per Cent
Surface Treatment, Asphalt	\$ 1,912.71	--	\$ 1,342.52	\$ 480,495.10	--	\$ 483,750.33	8.61 %
Surface Treatment, Tar	19,765.17	\$ 5,092.81	12,961.19	1,358,481.61	--	1,396,300.78	24.85
Hauling Cover for Surface Treatment	987.18	5,246.58	14,774.98	460,291.65	--	481,300.39	8.57
Retread Surfaces	--	--	6,933.00	354.89	--	7,287.89	0.13
Painting and Patching	8,862.48	29,317.69	56,392.81	798,720.97	--	893,293.95	15.90
Filling Joints, Concrete Surfaces	--	4,273.63	--	--	--	4,273.63	0.08
Mud Jacking	--	97.26	--	--	--	97.26	(1.)
Gravel Surfacing	--	--	--	--	\$193,616.16	193,616.16	3.45
Machining and Dragging	--	329.55	285.13	10,491.19	174,175.77	185,281.64	3.30
Hauling and Applying Calcium	--	--	--	--	29,008.93	29,008.93	0.52
Hauling Material on Surface Treated Gravel, Macadam & Concrete Surfaces	91.11	8,664.28	10,023.61	239,876.36	--	258,655.36	4.60
Shoulder and Ditch Maintenance	13,045.93	24,836.28	31,042.58	533,189.05	45,248.13	647,361.97	11.52
Surface Treatment of Shoulders	1,297.40	1,098.50	129.19	4,074.45	--	6,599.54	0.12
Installing and Maintaining Culverts	2,575.37	12,170.04	7,755.82	161,359.05	21,126.63	204,986.91	3.65
Draining Water from Surfaces	761.64	942.98	1,743.26	19,551.75	2,051.30	25,050.93	0.45
Erecting and Repairing Guard Rail	1,199.78	5,788.63	9,721.23	54,312.49	2,503.32	73,525.45	1.31
Painting Guard Rail	2,003.61	2,224.85	1,908.99	15,790.46	109.23	22,037.14	0.39
Cutting Bushes and Grass	4,192.54	11,421.61	22,211.95	315,148.10	39,989.97	392,964.17	6.99
Roadside Improvement	7,156.35	5,903.54	4,712.44	18,726.64	1,578.83	38,087.80	0.68
Traffic Lines	2,060.34	3,351.84	8,674.24	40,059.72	--	54,146.14	0.96
Signs	3,108.22	2,793.93	7,308.69	69,964.08	2,201.36	85,376.28	1.52
Supervision	4,150.97	3,651.31	11,332.35	105,033.26	10,750.36	134,918.25	2.40
TOTALS	\$ 73,180.80	\$127,205.31	\$209,253.98	\$4,685,920.82	\$522,359.99	\$5,617,920.90	100.00 %
(1.) Less than one-tenth of one percent.							
Average Cost per Mile	\$ 529.95	\$ 790.98	\$ 462.83	\$ 627.60	\$ 504.72		

Expenditure on State Highways

\$2,505,078.14 on 2,989.39 miles

Average \$837.99 per mile

Expenditure on State Aid Roads

\$3,112,842.76 on 6,322.44 miles

Average \$492.35 per mile

Total Expenditure

\$5,617,920.90 on 9,311.83 miles

Average \$603.31 per mile

**MAINTENANCE REPORT**  
July 1, 1949, to June 30, 1950

Fiscal Year 1949-1950

County		Concrete Mileage	Bit. Concrete Mileage	Bit. Macadam Mileage	Mixed Bit. Mileage	Tar Mileage	Gravel Mileage	Totals
Androscoggin	S.H.	2.47	13.87	38.26	14.05	23.82	--	92.47
	S.A.	.20	--	2.70	3.44	216.42	4.68	227.44
Aroostook	S.H.	--	--	60.35	17.68	502.74	13.62	594.39
	S.A.	--	.18	--	--	391.91	136.22	528.31
Cumberland	S.H.	34.54	50.27	52.88	--	67.13	--	204.82
	S.A.	--	--	6.13	.50	458.77	11.59	476.99
Franklin	S.H.	--	--	2.70	16.60	114.26	28.13	161.69
	S.A.	--	--	--	2.65	216.97	38.47	258.09
Hancock	S.H.	16.87	--	27.60	3.75	116.21	--	164.43
	S.A.	--	--	1.91	.80	423.75	22.99	449.45
Kennebec	S.H.	12.11	8.65	40.64	19.42	111.51	5.49	197.82
	S.A.	.30	--	17.39	1.81	325.83	82.28	427.61
Knox	S.H.	3.67	5.73	11.62	3.64	36.51	--	61.17
	S.A.	1.73	.09	2.20	--	232.00	13.41	249.43
Lincoln	S.H.	--	6.79	17.21	--	79.77	4.08	107.85
	S.A.	--	--	--	.25	223.83	28.37	252.45
Oxford	S.H.	10.38	5.12	22.50	3.81	156.68	4.17	202.66
	S.A.	2.30	--	--	2.61	415.16	17.00	437.07
Penobscot	S.H.	26.27	17.11	25.78	41.97	138.11	.50	249.74
	S.A.	.85	--	.17	.33	583.60	194.77	779.72
Piscataquis	S.H.	1.50	--	10.46	5.59	90.12	3.52	111.19
	S.A.	--	--	.05	--	162.21	75.53	237.79
Sagadahoc	S.H.	3.48	10.10	13.04	8.46	15.67	--	50.75
	S.A.	--	--	1.15	--	121.57	7.03	129.75
Somerset	S.H.	8.66	10.14	29.30	17.21	163.20	4.95	233.46
	S.A.	--	--	--	--	335.14	145.65	480.79
Waldo	S.H.	--	2.47	10.19	14.91	87.24	--	114.81
	S.A.	--	--	--	2.30	260.52	139.08	401.90
Washington	S.H.	--	.33	3.83	18.34	178.37	1.48	202.35
	S.A.	--	--	--	--	385.62	104.33	489.95
York	S.H.	32.79	5.89	44.31	1.68	153.54	1.58	239.79
	S.A.	2.70	1.35	9.75	--	476.43	5.47	495.70
TOTALS	S.H.	152.74	136.47	410.67	187.11	2034.88	67.52	2989.39
	S.A.	8.08	1.62	41.45	14.69	5229.73	1026.87	6322.44
TOTAL MILEAGE								9311.83

**COUNTY TABLE**  
Expenditures for Maintenance  
July 1, 1949, to June 30, 1950

County	State Highways	State Aid Highways	Total
Androscoggin	\$ 61,123.91	\$ 82,833.85	\$ 143,957.76
Aroostook	553,872.78	212,147.75	766,020.53
Cumberland	149,302.66	245,662.41	394,965.07
Franklin	111,225.47	114,562.20	225,787.67
Hancock	122,748.83	221,248.74	343,997.57
Kennebec	214,685.20	324,402.79	539,087.99
Knox	67,386.60	116,430.40	183,817.00
Lincoln	98,449.57	139,335.72	237,785.29
Oxford	127,007.46	234,528.26	361,535.72
Penobscot	213,182.15	388,635.60	601,817.75
Piscataquis	69,140.15	96,313.17	165,453.32
Sagadahoc	49,851.05	83,996.18	133,847.23
Somerset	178,111.05	218,592.95	396,704.00
Waldo	95,443.48	156,912.95	252,356.43
Washington	203,161.84	271,933.20	475,095.04
York	190,385.94	205,306.59	395,692.53
TOTALS	\$2,505,078.14	\$3,112,842.76	\$5,617,920.90



MAINTENANCE - BETTERMENTS

RECONSTRUCTION

July 1, 1949, to June 30, 1950

Location	Route	Description	Miles		Expenditures
			Under Const.	Complete	Fiscal Year 1950
Arnold Trail	4	S.T.G.	5.00	--	\$ 93,481.98
Belfast	3	P.R.	--	--	20,047.97
Benton - Pittsfield	100	Advt.	--	--	1.35
Benton	100	P.R.	--	--	27,816.99
Biddeford	1	Advt.	--	--	11.65
Brownville - Millinocket	--	P.R.	--	--	38,265.65
Brunswick	1-201	B.C.	--	5.00	59,615.39
Caratunk	201	S.T.G.	--	0.70	12,974.45
Farmington	4	R.M.	--	0.60	3,326.75
Freeman - Kingfield	145	S.T.G.	--	3.60	26,373.49
Hampden	1	B.C.	--	4.00	43,697.36
Heron	100	P.R.	--	--	42,989.52
Hinkley	201	P.R.	--	--	99,393.73
Jay - Wilton	4	P.R.	--	--	76,495.07
Jonesboro	1	S.T.G.	--	1.75	28,382.78
Van Buren (Keegan)	1	P.R.	--	--	33,456.82
Lubec	29	P.R.	--	--	21.92
Manchester	--	P.R.	--	--	3,567.49
Military Road (Aroostook County)	2	Base	--	20.00	238,735.83
Milo	16	P.R.	--	--	79.05
Rangeley (Oquossoc)	--	S.T.	--	6.00	14,347.21
Skowhegan	201	B.C.	0.40	--	2,782.60
T 17 - R 5	161	P.R.	--	--	9,593.41
Warren	1	B.C.	--	3.00	31,080.16
Wilton	4	R.M.	--	1.60	21,955.38
<b>Totals</b>			<b>5.40</b>	<b>46.25</b>	<b>\$928,494.00</b>
Gen. Stone					12,179.25
<b>Grand Total</b>					<b>\$940,673.25</b>

Description

- B.C. Bituminous Concrete
- R.M. Bituminous Road Mix. - Crushed Gravel
- S.T.G. Surface Treated Gravel
- S.T. Surface Treatment
- P.R. Previously Reported
- Advt. Advertising 1951 Projects

MAINE STATE HIGHWAY DEPARTMENT

REMOVAL OF SNOW

July 1, 1949, to June 30, 1950

All Classes of Highway - 14,887.57 miles

Total Cost		\$3,195,864.63
Paid from State Funds	\$2,109,293.10	
Paid from Town Funds	<u>1,086,571.13</u>	3,195,864.63
Average Cost per Mile		\$ 214.67

State Highways - 2,957.23 miles

Total Cost		\$1,545,790.12
Paid from State Funds	\$1,427,500.92	
Paid from Town Funds	<u>118,289.20</u>	1,545,790.12
Average Cost per Mile		\$ 522.68

State Aid and Town Roads

State Aid Roads	5,928.04 miles
Town Roads	<u>6,002.30 miles</u>
	11,930.34 miles

Total Cost		\$1,650,074.11
Paid from State Funds	\$ 681,792.18	
Paid from Town Funds	<u>968,281.93</u>	1,650,074.11
Average Cost per Mile		\$ 137.16

STATE HIGHWAY GARAGE

OPERATING STATEMENT, JULY 1, 1949, TO JUNE 30, 1950

Revenue:		
Rentals--		
Highway Department	\$ 957,008.95	
Within Garage Division	42,367.86	
Other State Departments	2,081.83	
Municipalities, etc.	<u>199,991.95</u>	
Total Rental	\$1,201,450.59	
Profit on Sale of Capital Assets	2,907.02	
Miscellaneous Income	<u>1,997.18</u>	
Total Revenue		\$1,206,354.79
Expenses		
Auto and Working Equipment Expense	\$ 771,730.67	
Reserve for Depreciation	204,016.80	
General Overhead (net)	<u>135,151.54</u>	
Total Expense		1,110,899.01
Net Profit		\$ 95,455.78

Proof of Cash Balance, June 30, 1950

Cash Balance, July 1, 1949		\$ 84,645.14
Add:		
Net Profit from Operations (above)	\$ 95,455.78	
Decrease in Assets	<u>101,168.40</u>	
		<u>196,624.18</u>
		\$ 281,269.32
Decrease in Liabilities		<u>167,782.25</u>
Cash Balance June 30, 1950		\$ 113,487.07

Highway Garage  
Analysis of Equipment  
June 30, 1950

<u>Equipment</u>	<u>Units</u>	<u>Cost</u>	<u>Current Value</u>
Trucks	152	\$ 762,874.60	\$ 337,557.10
Pickups-Station Wagons	62	75,790.93	37,332.04
Boilers	2	200.00	---
Compressors	10	24,138.54	12,394.10
Tar Tanks	39	84,651.57	31,267.92
Derricks	12	2,840.32	---
Drills	5	513.00	111.50
Chain Saws	1	205.50	107.50
Drawn Graders	33	22,538.99	3,192.02
Hammers	16	3,228.89	334.01
Hoists	6	6,652.94	48.20
Loaders	22	72,834.74	39,769.85
Mixers	5	5,976.42	---
Pumps	25	9,674.16	239.01
Rollers	8	19,898.14	10,345.14
Shovels	61	470,677.29	192,503.92
Power Graders	16	131,789.02	87,938.32
Tractors	11	45,263.52	20,110.88
Trailers	64	61,175.52	22,721.28
Clam Shell Buckets	1	100.00	---
Maintainers	5	5,907.24	1,317.56
Bush Cutter	1	13,180.20	11,970.20
Paint Outfits	6	11,041.34	6,500.58
Mud Jack	1	2,779.20	---
Generators	8	2,036.07	131.40
Sandspreaders	353	44,307.87	10,033.71
Welders	12	5,911.27	2,421.45
Snow Plows	212	231,596.98	114,105.35
Snowgo	2	13,825.00	2,777.00
Washboring Outfit	1	4,354.18	528.94
Dragline	3	2,924.01	1,014.01
Snow Scoop	1	529.68	243.68
Paint Mixer	1	543.58	335.20
Pulvi-Mixer	2	7,578.75	4,293.75
Tar Kettles	33	9,362.47	552.56
Battery Chargers	2	429.24	---
Loadometers	36	1,564.69	233.54
	1,230	\$2,158,895.86	\$952,431.72





FINANCIAL  
STATEMENTS

*July 1, 1949 - June 30, 1950*

GENERAL HIGHWAY FUND			
Legislative Allocations and Debit Adjustments			
Comparison 1948-49 - 1949-50 Years			
	1948-49	1949-50	Increase or Decrease
Administration	\$ 256,500.00	\$ 341,000.00	\$ 84,500.00
Highway Planning Survey	16,000.00	--	(16,000.00)
State Aid Construction	850,000.00	1,230,000.00	380,000.00
Special Resolves	156,028.32	185,059.81	29,031.49
Maintenance of Bridges	440,000.00	445,000.00	5,000.00
Maint. of St. & St. Aid Hwys.	6,008,000.00	5,670,000.00	(338,000.00)
Betterments of St. & St. Aid Hwys.	1,215,000.00	1,000,000.00	(215,000.00)
Town Road Improvement	520,000.00	500,000.00	(20,000.00)
Compensation for Injuries	50,000.00	50,000.00	--
Snow Removal	1,725,000.00	2,150,000.00	425,000.00
Federal Sec. Roads	1,000,000.00	--	(1,000,000.00)
Bridge Loan Fund	812,500.00	800,000.00	(12,500.00)
Highway Loan Fund	2,650,000.00	3,000,000.00	350,000.00
Retirement of Bonds	1,629,000.00	1,629,000.00	--
Interest on Bonded Debt	375,145.00	280,261.00	(94,884.00)
Mapping and Grade Crossing Protection	--	30,000.00	30,000.00
Employees Retirement	128,054.81	156,864.00	28,809.19
Bureau of Accts. & Control, State	--	--	--
Auditor and Attorney General	60,568.00	53,073.00	(7,495.00)
State Police	542,413.00	711,054.00	168,641.00
State Police Buildings	7,300.00	8,092.00	792.00
Motor Vehicle Registration	280,179.00	319,890.00	39,711.00
Motor Vehicle Reg. Building	10,000.00	10,600.00	600.00
Gasoline Tax Admin.	49,877.00	37,570.00	(12,307.00)
	\$18,781,565.13	\$18,607,463.81	\$ (174,101.32)

GENERAL HIGHWAY FUND			
STATEMENT OF APPROPRIATIONS			
Fiscal Year 1949-1950			
Chapter 208 P. & S. Laws 1949			
Administration	\$ 241,000.00	\$100,000.00	\$ 341,000.00
Planning Survey	--	--	--
State Aid Construction	1,230,000.00	--	1,230,000.00
Special Resolves	182,000.00	3,059.81	185,059.81
Maintenance of Bridges	445,000.00	--	445,000.00
Maint. & Bettm'ts St. & St. Aid Hwys.	6,445,000.00	225,000.00	6,670,000.00
Town Road Improvement	500,000.00	--	500,000.00
Compensation for Injuries	50,000.00	--	50,000.00
Removal of Snow from the Hwys.	1,875,000.00	275,000.00	2,150,000.00
Federal Secondary	--	--	--
Bridge Loan Fund	800,000.00	--	800,000.00
Highway Loan Fund	3,000,000.00	--	3,000,000.00
Retirement of Bonds	1,629,000.00	--	1,629,000.00
Interest on Bonded Debt	280,261.00	--	280,261.00
Geographic Mapping	10,000.00	--	10,000.00
Grade Crossing Protection	20,000.00	--	20,000.00
Sub Total Highway	\$16,707,261.00	\$603,059.81	\$17,310,320.81
Employees Retirement	156,714.00	150.00	156,864.00
Bureau Accts. & Control, State	--	--	--
Auditor and Attorney General	53,073.00	--	53,073.00
State Police	661,300.00	49,754.00	711,054.00
State Police Buildings	7,780.00	312.00	8,092.00
Motor Vehicle Registration	303,890.00	16,000.00	319,890.00
Motor Vehicle Buildings	10,130.00	470.00	10,600.00
Gasoline Tax Administration	37,570.00	--	37,570.00
Grand Total	\$17,937,718.00	\$669,745.81	\$18,607,463.81

**LEGISLATIVE ALLOCATIONS  
AND  
OTHER DEBIT ADJUSTMENTS**

Fiscal year 1949-50

**Legislative Allocations**

Bond Interest	\$ 280,261.00
Bond Retirement	1,629,000.00
General Administration	241,000.00
Maintenance of Bridges	445,000.00
Maintenance & Betterments	6,445,000.00
Snow Removal	1,875,000.00
Construction of Bridges	800,000.00
Special Resolves	182,000.00
Compensation for Injuries	50,000.00
Construction State Aid	1,230,000.00
Town Road Improvement	500,000.00
Highway Loan Fund	3,000,000.00
Grade Crossing Protection & Mapping	30,000.00
State Police, Admin.	661,300.00
State Police, Buildings	7,780.00
Motor Vehicle, Admin.	303,890.00
Motor Vehicle, Building	10,130.00
Bureau of Taxation	37,570.00
General Fund, State	49,223.00
Special Revenue Fund	3,850.00
Trust and Agency Fund	156,714.00

156,714.00 \$17,937,718.00

**Other Debit Adjustments**

General Administration	\$ 100,000.00
Special Resolves	3,059.81
Maint. St. & St. Aid Highways	225,000.00
Removal of Snow	275,000.00
Trust and Agency Fund	150.00
State Police, Registration Bldgs.	782.00
State Police, Admin.	49,754.00
Motor Vehicle, Admin.	16,000.00

669,745.81  
\$18,607,463.81

Summary of Appropriations Income and Expenditures	
Balance July 1, 1949	\$ 4,420,356.73
Appropriation Allocations	\$17,310,320.81
Less Transfer to General Fund	<u>10,000.00</u>
	17,300,320.81
Revenue from other Sources	\$ 5,190,897.70
Plus Transfer from General Fund	<u>165,000.00</u>
	<u>5,355,897.70</u>
	\$ 22,656,218.51
Total Available	<u>27,076,575.24</u>
Total Expenditure	<u>22,878,393.03</u>
	\$ 4,198,182.21
Lapsed Balances	<u>76,407.94</u>
Appropriation Balance June 30, 1950	<u>\$ 4,121,774.27</u>

GENERAL HIGHWAY FUND  
REVENUE AND LAPSED BALANCES  
Fiscal year 1949-50

Revenue

Gasoline Tax (Net)	\$12,455,858.23	
Use Fuel Tax	39,267.76	
Registration Fees	6,205,563.84	
Outdoor Advertising	18,764.00	
Permits to Open Highways	12,646.65	
State Police Court Fees	30,015.82	
Inspections	32,016.20	
Motor Carrier Tax	26,918.17	
Overload Permit Fees	14,333.51	
Interest on Investments	5,186.54	
Miscellaneous Income	<u>1,053.92</u>	
		\$18,841,624.64
Add: Controller's Accounts Receivable		<u>829.10</u>
		\$18,842,453.74

Lapsed Balances

General Administration	\$ 219.00	
Maint. State & State Aid Hwys.	19,885.21	
Compensation	7,750.94	
First Surface Treatment	3,079.11	
Snow Removal from Highways	43,286.37	
Interest on Bonded Debt.	.50	
State Police Admin.	27,209.09	
State Police Buildings	382.33	
Motor Vehicle Building	930.22	
Contributions and Transfers	<u>928.12</u>	
		<u>103,670.89</u>
		\$18,946,124.63

Appropriation Revenues From All Sources July 1, 1949 to June 30, 1950		
	Fiscal Year 1948-1949	Fiscal Year 1949-1950
Gasoline Tax	\$11,964,225.53	\$12,455,818.23
Gas Tax Fines & Penalties	105.00	40.00
Use Fuel Tax	21,640.76	38,917.20
Use Fuel Penalties & Interest	240.31	293.56
Use Fuel License Fees	11.00	57.00
Inspection Fees	29,679.50	32,016.20
Outdoor Advertising	16,970.45	18,764.00
Permits to open Highways	20,812.54	12,646.65
Commission on Telephone Booths	121.27	108.83
Information	66.10	195.00
Auto Court Fees	25,380.51	30,015.82
Motor Vehicle Registration	5,871,205.60	6,205,260.01
Miscellaneous Income	---	1,053.92
Overload Permits	18,268.78	14,333.51
Motor Carrier Tax	43,592.10	26,918.17
Interest on War Bond Inv.	14,836.27	5,186.54
	<u>\$18,027,155.72</u>	<u>\$18,841,624.64</u>
Private Contributions	---	38,368.94
Bridge Tolls	182,255.90	206,323.06
Rentals	2,760.00	2,862.70
Miscellaneous Sales	8,890.09	10,216.92
Federal	2,882,732.35	3,969,435.69
Counties	332,924.11	440,958.86
Cities & Towns	870,827.95	518,916.61
Miscellaneous Income	1,211.94	3,814.92
	<u>4,281,602.34</u>	<u>5,190,897.70</u>
M.C.R.R. Co. Debt Service	76,569.90	70,000.00
Transfer from General Fund	---	165,000.00
	<u>\$22,385,327.96</u>	<u>\$24,267,522.34</u>

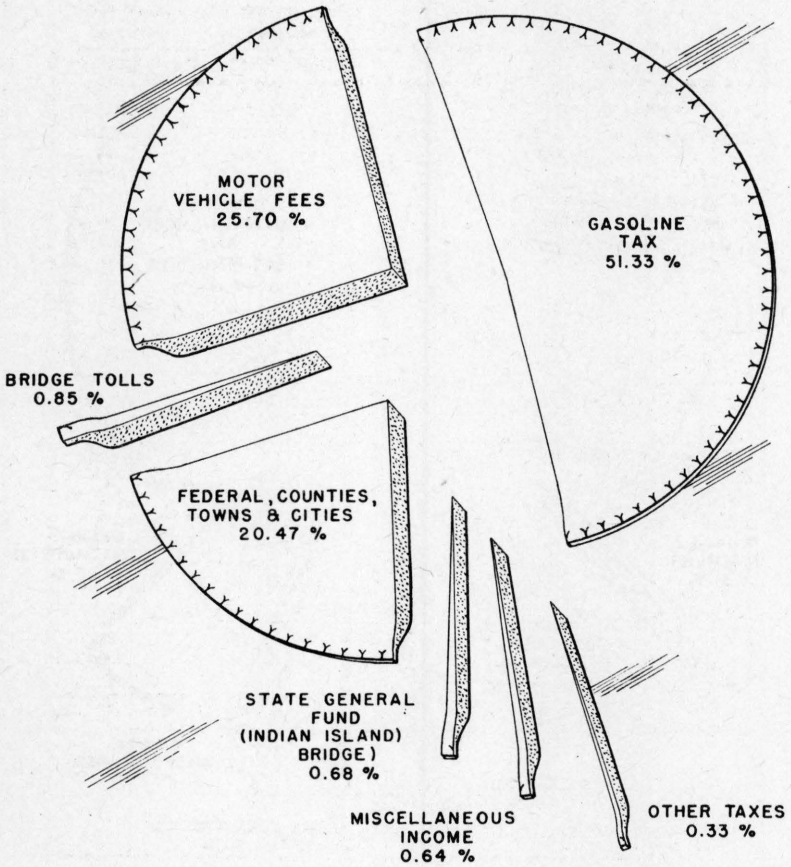
ANALYSIS OF SURPLUS ACCOUNT

Fiscal year ending June 30, 1950

Balance July 1, 1949		\$1,270,884.32
Previous year adjustments		<u>2,751.73</u>
		\$1,273,636.05
Add:		
Payment from Garage on Loan	\$100,000.00	
Transfer of Fund from P. U. Comm.	<u>25,000.00</u>	<u>125,000.00</u>
		\$1,398,636.05
Revenue	\$18,842,453.74	
Lapsed Balances	<u>103,670.89</u>	
		18,946,124.63
Legislative Allocations	\$17,937,718.00	
Other Debit Adjustments	<u>669,745.81</u>	
		<u>18,607,463.81</u>
Add:		
Revenue in excess of allocations		<u>338,660.82</u>
		\$1,737,296.87



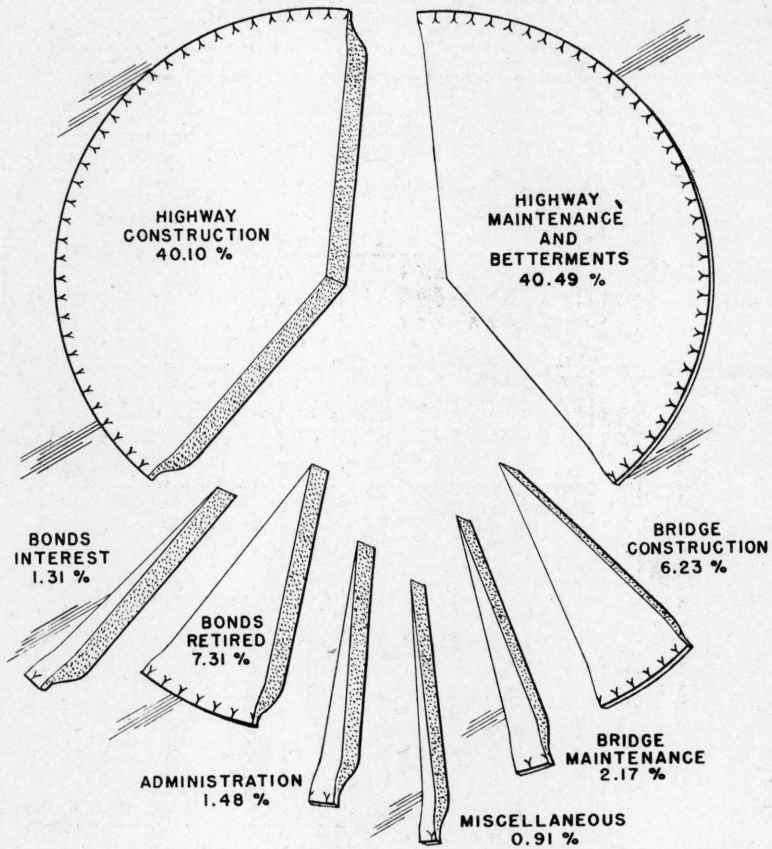
**STATE HIGHWAY DEPARTMENT INCOME**  
**JULY 1, 1949 TO JUNE 30, 1950**



<u>Source</u>	<u>Amount</u>	<u>Percent</u>
Gasoline Tax	12,455,858.23	51.33
Motor Vehicle Fees	6,237,276.21	25.70
Bridge Tolls	206,323.06	0.85
Federal, Counties, Towns and Cities	4,966,671.16	20.47
State General Fund (Indian Island Bridge)	165,000.00	0.68
Miscellaneous Income *	155,874.24	0.64
Other Taxes	<u>80,519.44</u>	<u>0.33</u>
	24,267,522.34	100.00

\* Interest on War Bond Investment                      5,186.54  
 \* MCRR Co. Debt Service                                      70,000.00

**STATE HIGHWAY DEPARTMENT EXPENDITURES**  
**JULY 1, 1949 TO JUNE 30, 1950**



<u>Purpose</u>	<u>Amount</u>	<u>Percent</u>
Highway Construction	9,174,644.07	40.10
Highway Maintenance and Betterments	9,264,191.66	40.49
Bridge Construction	1,424,404.58	6.23
Bridge Maintenance	496,718.26	2.17
Miscellaneous	207,063.24	0.91
Administration	339,350.72	1.48
Bonds Retirement *	1,673,000.00	7.31
Bonds Interest **	299,020.50	1.31
	<hr/>	
	22,878,393.03	100.00

* Waldo-Hancock Bonds Retired	30,000.00
* Deer Isle-Sedgwick Bond Retired	14,000.00
** Waldo-Hancock Bond Interest Paid	3,360.00
** Deer Isle-Sedgwick Bond Interest Paid	15,400.00

HIGHWAY APPROPRIATION - BALANCES  
FISCAL YEAR-ENDING JUNE 30, 1950

Appropriation Titles	Balance July 1, 1949	Legislative Allotments	Credit Transfers	Net Income	Amount Available	Debit Transfers	Net Expenditures	Lapsed Balances	Balance June 30, 1950
Highway Administration	--	\$ 341,000.00	--	\$ 1,681.93	\$ 342,681.93	\$ 3,112.21	\$ 339,350.72	\$ 219.00	--
Highway Planning & Surveys	\$ 31,431.64	--	\$ 62,260.21	70,705.34	164,397.19	--	133,921.68	--	\$ 30,475.51
Improv. State & State Aid Roads	409,531.17	1,230,000.00	236,151.14	211,610.41	2,087,292.72	92,183.24	1,601,852.85	--	393,256.63
State Aid Reconstruction	8,589.80	--	18,641.66	--	27,231.46	21,507.67	1,278.29	--	4,445.50
Third Class Reconstruction	54,344.63	--	6,395.85	--	60,740.48	17,847.52	9,650.41	--	33,242.55
Special Resolves	122,539.25	185,059.81	410.91	422.64	308,432.61	79,358.37	100,265.84	--	128,808.40
Const. & Reconst. of State Highways	16,491.16	--	--	37,360.00	53,851.16	39,240.23	14,610.93	--	--
Maintenance of Bridges	24,124.13	445,000.00	17,728.81	4,095.20	490,948.14	--	440,224.60	--	50,723.54
" State & State Aid Highways	--	5,670,000.00	9,911.42	2,373.55	5,682,284.97	44,478.86	5,617,920.90	19,885.21	--
Betterments State & State Aid Roads	2,016.23	1,000,000.00	45,171.17	10,000.00	1,057,187.40	114,830.71	940,673.25	--	1,683.44
Town Roads Improvements	109,160.27	500,000.00	400.00	--	609,560.27	21,279.40	465,563.20	--	122,717.67
Compensation for Injuries	--	50,000.00	--	--	50,000.00	--	42,249.06	7,750.94	--
First Surface Treatment Maint.	5,621.46	--	--	--	5,621.46	--	2,542.35	3,079.11	--
Snow Removal From Highways	--	2,150,000.00	--	120,868.67	2,270,868.67	--	2,227,582.30	43,286.37	--
Post War Surveys	4,319.08	--	--	30,665.00	34,984.08	--	23,462.24	--	11,521.84
Federal Secondary Roads	914,786.73	--	1,000,000.00	1,126,328.80	3,041,115.53	18,877.00	2,380,246.40	--	641,992.13
Federal Grade Crossings	51,806.81	--	--	43,179.00	94,985.81	--	7,320.98	--	87,664.83
Bridge Loan Fund	947,779.83	800,000.00	71,742.66	619,973.87	2,439,496.36	7,327.62	1,403,586.75	--	1,028,581.99
Highway Loan Fund	1,466,948.84	3,000,000.00	--	2,700,251.77	7,167,206.61	1,033,771.00	5,066,739.35	--	1,066,690.26
Retirement of Bonds	--	1,629,000.00	--	--	1,629,000.00	--	1,629,000.00	--	--
Interest Paid on Bonded Debt	--	280,261.00	--	--	280,261.00	--	280,260.50	.50	--
Waldo-Hancock Bridge	189,929.59	--	--	109,987.11	299,916.70	--	53,550.42	--	246,366.28
Richmond-Dresden Bridge	1,735.12	--	--	1,979.05	3,714.17	--	1,527.36	2,186.81	--
Deer Isle-Sedgwick Bridge	59,200.99	--	--	49,616.15	108,817.14	--	41,992.31	--	66,824.83
Augusta Bridge	--	--	--	49,799.21	49,799.21	--	22,183.57	--	27,615.64
Suspense	--	--	25,000.00	--	25,000.00	--	7,430.26	--	17,569.74
Topographic Mapping	--	10,000.00	--	--	10,000.00	10,000.00	--	--	--
Grade Crossing Protection	--	20,000.00	--	--	20,000.00	--	9,909.66	--	10,090.34
Indian Island Bridge	--	--	165,000.00	--	165,000.00	--	13,496.85	--	151,503.15
Grand Total	\$4,420,356.73	\$17,310,320.81	\$1,493,813.83	\$5,190,897.70	\$28,580,389.07	\$1,493,813.83	\$22,878,393.03	\$76,407.94	\$4,121,774.27

From General Fund (165,000.00) To Contributions & Transfers ( 10,000.00)