

MAINE STATE LEGISLATURE

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1950-51

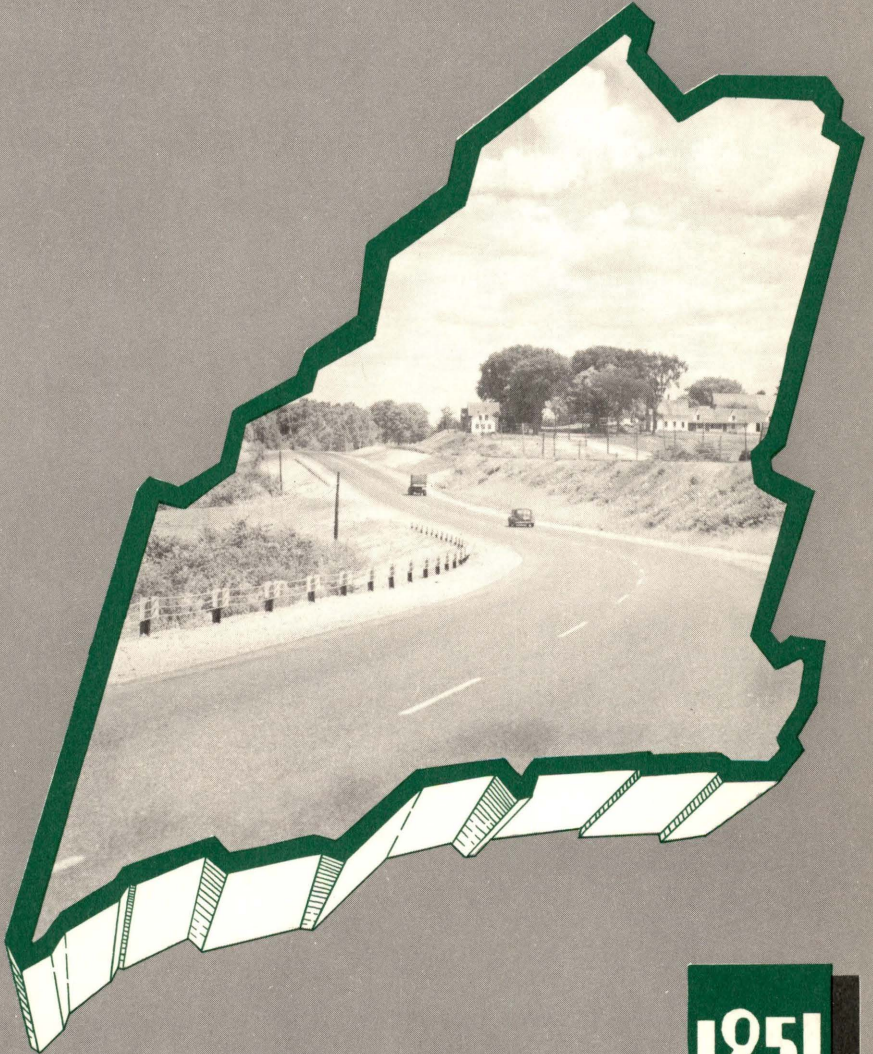
(in three volumes)

VOLUME II

THIRTY-EIGHTH

23

REPORT



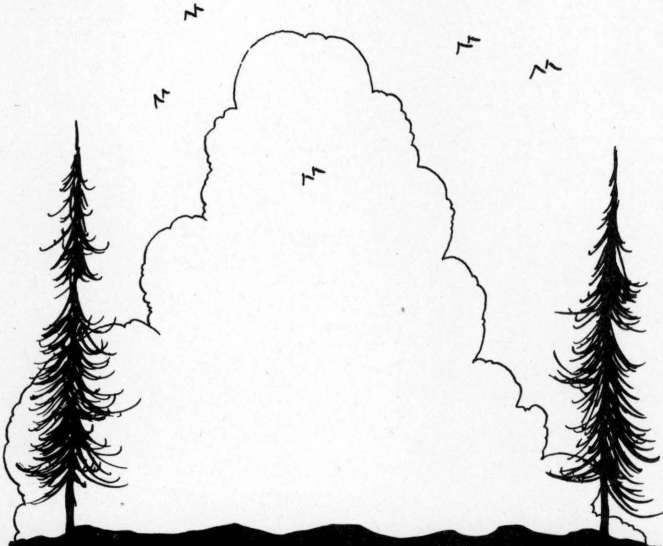
1951

**MAINE STATE
HIGHWAY COMMISSION**

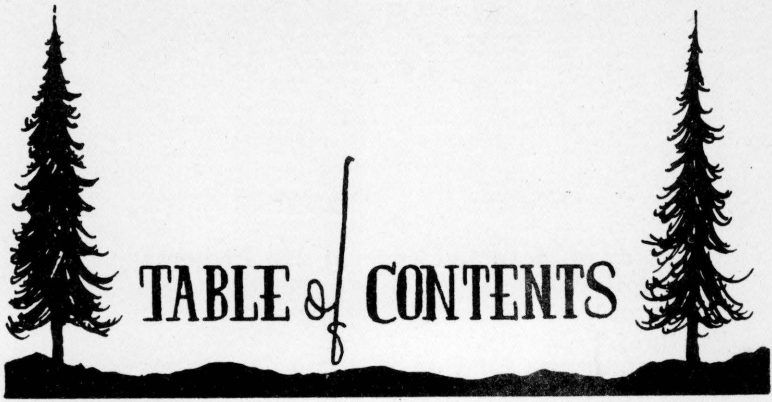
THIRTY-EIGHTH ANNUAL REPORT



July 1, 1950 - June 30, 1951.



STATE HIGHWAY
COMMISSION



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COMMISSIONERS

LLOYD B. MORTON

CHAIRMAN

HARLEY D. WELCH

HAROLD B. EMERY

LUCIUS D. BARROWS

CHIEF ENGINEER

TELEPHONE NO. 1200



State Highway Commission
State of Maine
Augusta

To His Excellency the Governor
and the Honorable Council:

We have the honor to present the thirty-eighth
report of the State Highway Commission, for the period
July 1, 1950, to June 30, 1951.

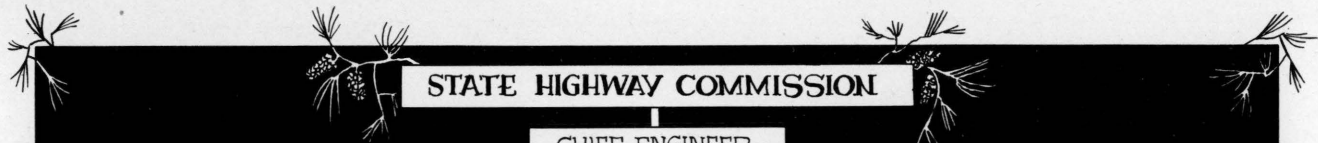
Respectfully yours,

Lloyd B. Morton
Chairman

Harley D. Welch

Harold B. Emery

Augusta, Maine
December 19, 1951



STATE HIGHWAY COMMISSION

CHIEF ENGINEER

BRIDGES

HIGHWAY CONSTRUCTION

ASSISTANT CHIEF ENGINEER

ASSISTANT TO CHIEF ENGINEER

HIGHWAY MAINTENANCE

BRIDGE ENGINEER
CONSTRUCTION ENGINEER
DESIGN ENGINEER

STATE & FEDERAL AID HIGHWAYS
PRINCIPAL HIGHWAY ENGINEER
ASSISTANT PRINCIPAL HIGHWAY ENGINEER
ASSISTANT HIGHWAY ENGR

STATE & F.A.G. HIGHWAYS
ENGINEER OF SECONDARY HIGHWAYS
ASSISTANT ENGINEER OF SECONDARY HIGHWAYS

OUTDOOR ADVERTISING

STATE & FEDERAL AID HIGHWAYS
STATE AID HIGHWAYS SUPERINTENDENT OF MAINTENANCE
ASSISTANT SUPERINTENDENT

BRIDGE MAINTENANCE ENGINEER
BRIDGE SUPERVISORS

PERMITS

7 DIVISIONS
DIVISION ENGINEERS
DIVISION SUPERVISORS
DISTRICT SUPERVISORS

SOILS
SOILS ENGINEER
ASSISTANTS

TESTING
TESTING ENGINEER
ASSISTANTS

RIGHT-OF-WAY
RIGHT-OF-WAY ENGR.
ASSISTANTS

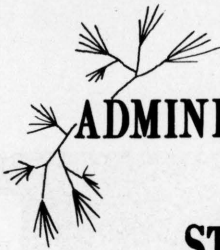
PUBLIC RELATIONS
DIRECTOR
PHOTOGRAPHER

MOTOR TRANSPORT
GARAGES
DIRECTOR
ASSISTANTS

TRAFFIC
TRAFFIC ENGINEER
ASSISTANTS

PLANNING
DIRECTOR
ASSISTANTS

ACCOUNTING
BUDGET ADMINISTRATOR
ASSISTANTS



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
Fred W. McConnell
Page Johnson
Earl L. Bartlett
Robert M. Vickery
Adin L. Hopkins
Harry L. Greenleaf
Frank M. Landers

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
Division Engineer, Presque Isle
Division Engineer, Ellsworth
Division Engineer, Bangor
Division Engineer, Waterville
Division Engineer, Rockland
Division Engineer, Portland
Division Engineer, Rumford

Thirty-eighth 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, 1949 and 1950).

The Federal Aid Highway Act of 1950, approved September 7, 1950, appropriates \$500,000,000 for each of the fiscal years 1952 and 1953 with the provision that the annual expenditure is to be divided as follows:

1. \$225,000,000 for projects on the regular federal-aid highway system.
2. \$150,000,000 for projects on the federal-aid secondary system.
3. \$125,000,000 for projects on the federal-aid system in urban areas.

The Federal Aid Highway Act of 1950 further provides that apportionments to the states shall be in accordance with the formulas set fourth in the Federal Aid Highway Act of 1944 and that the sums apportioned to the states shall be available for two fiscal years after the close of the fiscal year for which the sums are authorized. The apportionment to the State of Maine for the fiscal year 1952 is included in the following statement which has been prepared to show the apportionments of federal-aid under the Federal Aid Highway Acts of 1944, 1948, and 1950:

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
***1952	1,887,806	509,899	1,349,802	3,747,507
Totals	\$11,148,746	\$3,180,361	\$8,022,659	\$22,351,766

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

**Federal Aid Highway Act of 1948 - Total 6,913,667

***Federal Aid Highway Act of 1950, Corrected as of November 14, 1951

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 190, P & S, 1947 for fiscal year ending June 30, 1949	1,000,000
Transfer old balances	348,000
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
Chapter 220, P & S, 1951, for fiscal year ending June 30, 1952	3,700,000
Total	\$19,148,000

In order to allow for necessary expenditures in which federal funds do not participate, it was estimated that \$12,000,000 of state funds would be required to obligate the total of \$11,690,592 apportioned under the Federal Aid Highway Act of 1944, that \$7,200,000 of state funds would be needed to match the federal funds, amounting to \$6,913,667, apportioned under the Federal-Aid Highway Act of 1948 and that \$3,900,000 would be needed to match the federal funds amounting to \$3,747,468 apportioned under the Federal-Aid Highway Act of 1950, or a total of \$23,100,000.

On September 10, 1951, a \$27,000,000 bond issue was approved by the voters. No immediate difficulty is anticipated in matching Federal funds.

GENERAL *and* HIGHWAY FUND INCOME *and* EXPENDITURES

The total income to the general highway fund for the fiscal year 1951 was \$25,580,205.74 as compared with the total expenditures of \$24,828,883.17, resulting in an excess of revenues over expenditures of \$751,322.57. This increase, plus adjustments affecting previous years' transactions, less the increases in reserves, combine to make a surplus at the end of the year of \$2,420,401.26. This is an increase over last year's surplus of \$683,104.39.

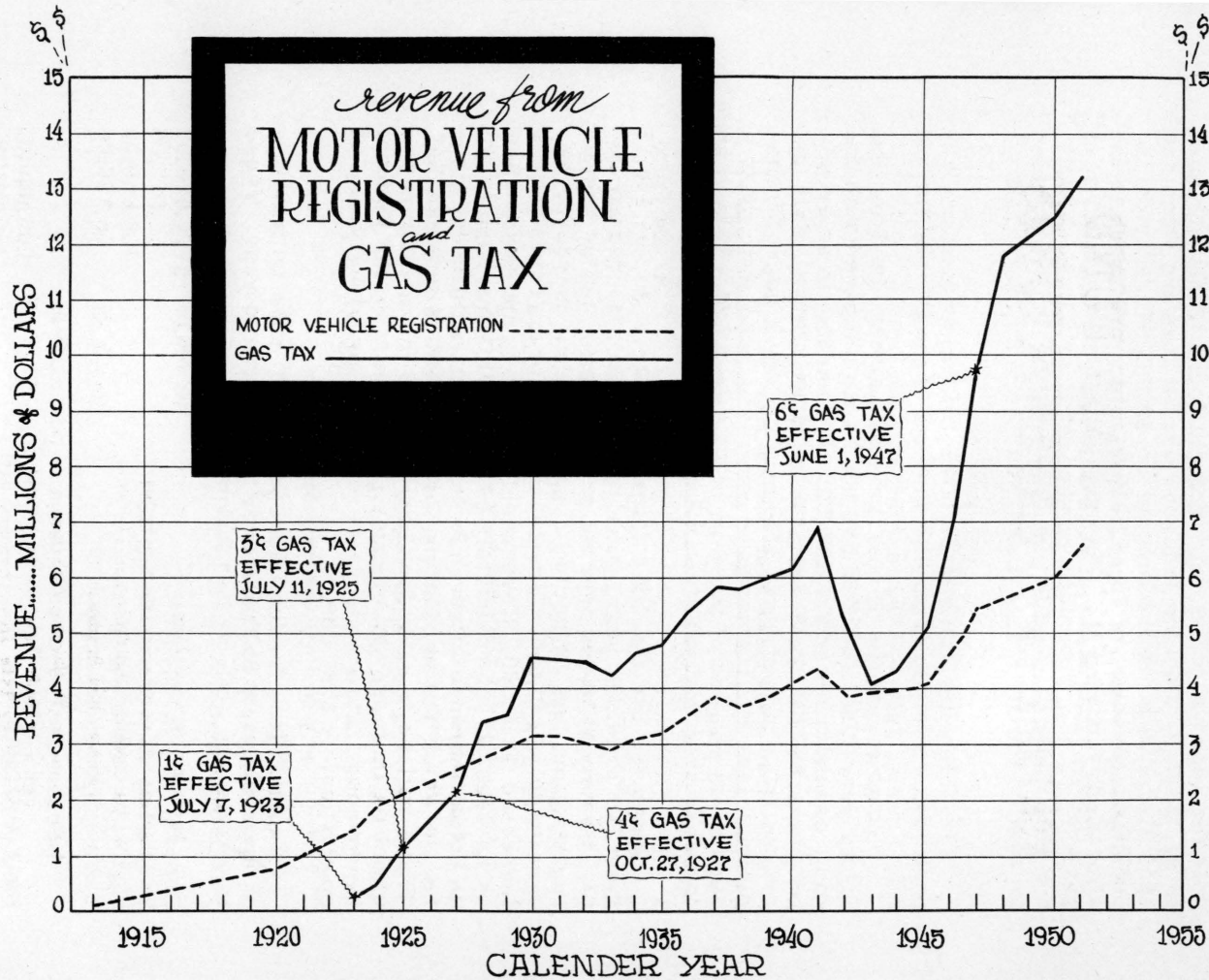
Revenues for the 1951 fiscal year were \$1,594,494.17 over the previous year. Gas tax revenues increased approximately \$700,000 over the previous year, motor vehicle registration and driver's license revenue increased approximately \$440,000. Service charges for current services increased \$320,000. Revenues from cities and towns show an increase of approximately \$700,000; this increase is not an actual increase in revenue, but reflects a different manner in which the accounting for state-aid is now handled. There will be a corresponding increase in expenditures to offset the increases in revenues. Revenues from the Federal Government show a decrease over the previous years of approximately \$580,000.

Expenditures for the fiscal year, 1951, show an increase of approximately \$570,000 over the last fiscal year. These increases are reflected as follows:

General administration	\$ 71,500.00
Protection of persons and property	31,577.00
Highways and bridges	708,859.00
Contributions and transfers	8,720.00

Decreases in expenditures are as follows:

Debt retirement	200,000.00
Interest on bonded debt	50,722.00



The legislative apportionment amounted to \$17,983,937 for the fiscal year. To this there were added transfers from surplus which were authorized by the Highway Commission with the approval of the Governor and Council. This amounted to \$1,459,745, plus the balance carried forward from the 1950 fiscal year in the amount of \$3,832,572.21 plus the dedicated revenues of \$5,552,338.27 which are added to the allocations, making the total available for expenditure of \$28,828,592.48. Expenditures amounted to \$24,828,883.17, and the balances lapsed to surplus were \$79,190.26. Carried forward to the 1951-1952 fiscal year were \$3,920,519.09.

The following statement shows the amounts of the apportionments made from the general highway fund for the fiscal year, July 1, 1950 to June 30, 1951:

ALLOCATION OF THE GENERAL HIGHWAY FUND
For the Fiscal Year Ending June 30, 1951

ITEMS	AMOUNTS
A Bond Interest	\$ 229,538.00
B Bond Retirement	1,429,000.00
C Highways and Bridges	
1 General Administration. State Highway Commission	\$ 251,000.00
2 Construction of State Aid Roads	1,230,000.00
3 Construction of Bridges (R.S.1944, Chap. 20, Sects. 82-89)	800,000.00
4 For matching funds apportioned under Federal Aid Highway Acts of 1944 and 1948	3,300,000.00
5 Maintenance of State and State Aid Highways	5,445,000.00
6 Betterments, 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	150,000.00
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, Pri- vate 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>	15,083,000.00
D	State Police		
1	General Administration and Maintenance		660,596.00
E	Public Buildings		
1	State Police Headquarters, Maintenance	8,015.00	
2	Motor Vehicle Registration, Building Maintenance	<u>10,600.00</u>	18,615.00
F	Secretary of State		
1	Motor Vehicle Division, General Administration		314,213.00
G	Contributions and Transfers to other Funds		
1	To general fund for accounting, audit- ing, purchasing and legal services to the State Highway Commission	49,210.00	
2	Bureau of Taxation, Administration of gasoline and use fuel tax	36,750.00	
3	To special revenue funds for auditing services rendered to the State Highway Commission	3,850.00	
4	To trust fund, Employee's Retirement System	<u>159,165.00</u>	<u>248,975.00</u>
	Sub Total		17,983,937.00
H	For extra administrative costs not an- ticipated in the budget of any de- partment or agency receiving allo- cations from the general highway fund.		
1	General Administration	253,537.00	
2	Secretary of State	55,650.00	
3	Secretary of State Buildings	470.00	
4	State Police	52,512.00	
5	State Police Buildings	312.00	
6	Maintenance of S. & S.A. Highways	900,000.00	

7 Betterments	85,000.00	
8 Snow Removal	110,000.00	
9 Contributions and Transfers	<u>2,264.00</u>	<u>1,459,745.00</u>
Grand Total		\$19,443,682.00

HIGHWAY SYSTEMS



The classification of public highways in Maine as of March 1, 1951, was as follows:

Classification	Miles
State highways	3,148
State aid highways	7,825
Third class highways	503
Fourth class highways (town roads)	10,346
Miscellaneous state reservation roads	28
Miscellaneous federal reservation roads	<u>111</u>
Total	21,961

REGULAR FEDERAL-AID SYSTEM

The designated regular federal-aid highway system includes 1622.95 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 2268.19 miles of which 1105.83 miles are included in the state highway system and 1162.36 miles are included in the State's secondary highway system.

IMPROVED AND UNIMPROVED MILEAGE

As of March 1, 1951, the mileage of improved and unimproved highways on the various state systems was as follows:

Classification	Improved Mileage	Unimproved Mileage
State highways	3125	23
State aid highways	6561	1264
Third class highways	<u>232</u>	<u>272</u>
Totals	9918	1559

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.

ADMINISTRATION

The apportionment from the general highway fund for administrative costs of the State Highway Commission was \$251,000.00 for the fiscal year 1951 (Chapter 208, Private and Special Laws of 1949). During the year an additional apportionment of \$253,537.00 was made, and other income from the sale of specifications, maps, blueprinting, etc., amounted to \$425.58, making a total of \$504,962.58 available.

Expenditures amounted to \$466,012.95. Debit transfers amounted to \$3,769.74. A balance of \$17,063.12 was lapsed, leaving a carrying balance on June 30, 1951, of \$18,116.77.

On May 21, 1951, the last division office was placed in operation, making a total of seven. Division offices are now located in Presque Isle, Ellsworth, Bangor, Waterville, Rockland, Portland, and Rumford. This decentralization makes possible better control of the work and allows closer contact with the public.

STATE HIGHWAY DIVISION

STATE AND FEDERAL HIGHWAY CONSTRUCTION

The following are brief descriptions of federal-aid

highway and federal-aid urban projects on which work has been carried on during the fiscal year ending June 30, 1951.

ANDROSCOGGIN COUNTY

STATE HIGHWAY "Z"

Lisbon, Federal-aid Project No. F-017-1(2). This project begins about 300 feet south of the junction of School and Lisbon Streets in Lisbon Falls Village and extends northerly. Length of project, 4.37 miles. 615 feet of this project is reconstruction of Federal-aid Project No. 147-A, the balance is reconstruction of part of Federal-aid Project No. 29. Width of surface, 40 feet in the villages and 24 feet with 8 foot shoulders elsewhere. Type of surface, 2 inch bituminous concrete with crushed gravel aggregate on a 5-inch bituminous concrete base. The project includes the construction of a 3-span steel and concrete bridge having a width of 28 feet between curbs. The length of the bridge is 149 feet. Contractor, W. H. Hinman, Inc. of North Anson, Maine. This work was started in 1950 and was 86% completed on June 30, 1951.



Lisbon, Route 196

AROOSTOOK COUNTY

STATE HIGHWAY "K"

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 penetrated with asphalt. Contractor, The Bridge Construction Corporation of Augusta, Maine. This work was started and completed in 1950.

STATE HIGHWAY "K-1"

Westfield, Federal-aid Project No. F-050-1(1). This project begins 3.03 miles north of the Mars Hill line 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 a 5-inch crushed stone base penetrated with asphalt. Contractor, J. R. Cianchette, Pittsfield, Maine. This project was started in 1950 and was 90% completed on June 30, 1951.

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 penetrated with asphalt. Contractor, The Bridge Construction Corporation of Augusta, Maine. This work was started and completed in 1950.

CUMBERLAND COUNTY

STATE HIGHWAY "B"

Portland, Federal-aid Project No. U-014-1(2). This project is located on Forest Avenue between Park Avenue and Pitt Street. Length of project, 0.76 miles. Type of surface, 2-inch bituminous concrete. Width of surface, 61 to 80 feet. Contractor, Warren Bros. Roads Co. of Cambridge, Mass. This work was started and completed in 1950.

STATE HIGHWAY "C-4"

Freeport, Federal-aid Project No. FI-01-1(1). This project begins at the Dutch Cabins on State Highway "C" and extends easterly over new location to State Highway "C" near the Roseland Cabins. Length of project, 3.67 miles of which 3.12 miles is an 8-inch reinforced concrete pavement and 0.55 miles is a 2-inch bituminous concrete surface on a 6-inch crushed stone base penetrated with asphalt. Width of surface, 24 feet. The easterly end of the project consists of a divided highway with two 24-foot lanes to provide channelization for the highway through Freeport Village. Contractor, W. H. Hinman, Inc. of North Anson, Maine. This work was started in 1951 and was 47% completed on June 30, 1951.

FRANKLIN COUNTY

STATE HIGHWAY "V"

New Sharon, Federal-aid Project No. F-025-2(1). This project begins at the end of Federal-aid Project No. F-64(2) and extends easterly to the Mercer line. Length of project, 2.34 miles. Width of surface, 22 feet with 8-foot shoulders. Type of surface, 3-inch bituminous macadam. Contractor, H. E. Sargent, Inc. of Stillwater, Maine. This project was started in 1950 and was 64% completed on June 30, 1951.

HANCOCK COUNTY

STATE HIGHWAY "N"

Hancock, Federal-aid Project No. F-044-1(1). This project begins at Franklin Road at the end of Federal-aid Project No. 98-E and extends easterly partly over new location to Federal-aid Project No. 98-D. Length, 2.41 miles. Width of surface, 24 feet with 8-foot shoulders. Type of surface, 2-1/2-inch premixed bituminous gravel using crushed gravel aggregate. Contractor, The Bridge Construction Corporation of Augusta, Maine. This work was started in 1950 and was 90% completed on June 30, 1951.

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 cement. 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 completed in 1950.



Augusta, U. S. Route 201

Augusta, Federal-aid Project No. FI 151(3). This project begins on Bangor Street 200 feet south of Newlands Avenue and extends northerly to the Vassalboro line. Length, 4.06 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 5-inch crushed stone base. The crushed stone base received two applications of 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 99% completed on June 30, 1951.

STATE HIGHWAY "W"

Belgrade, Federal-aid Project No. F-032-1(1). This project begins at the junction of State Highways "G" and "W" and extends northwesterly. Length, 2.07 miles. Width of surface, 22 feet with 8-foot gravel shoulders. Type of surface, 3-inch bituminous macadam. Contractor, A. P. Wyman, Inc. of Waterville, Maine. This work was started in 1950 and was 50% completed on June 30, 1951.

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-ft-6 inch shoulders. Length of project, 1.20 miles. Contractor, Thomas W. Watkins and Son, Inc. of Amesbury, Mass. This project was started in 1949 and completed in 1950.

STATE HIGHWAY "S"

Paris and Woodstock, Federal-aid Project No. F-017-1(1). This project begins 298 feet south of the end of Federal-aid Project No. 93-A and extends northerly to Federal-aid Project No. F-93(12). Length, 3.26 miles. Type of surface, 3-inch bituminous macadam. Width of surface, 24 feet with 8-foot shoulders. This work consists of the reconstruction of 298 feet of Federal-aid Project No. 93-A and all of Federal-aid Project No. 62. The work includes widening three bridges. Contractor, J. R. Cianchette of Pittsfield, Maine. This work was started in 1950 and was 67% completed on June 30, 1951.

PENOBSCOT COUNTY

STATE HIGHWAY "K"

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 reconstruc-

tion 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, Pittsfield, Maine. This work was started in 1949 and was 99% completed on June 30, 1951.

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 2100 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 99% completed on June 30, 1951.

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, premixed. Width of surface, 24 feet with 4-foot shoulders. Contractor, Crooker & Simpson of Brunswick, Maine. This work was started in 1949 and completed in 1950.

Shirley, Federal-aid Project No. F-037-1(1). This project begins about one and one-quarter miles north of the Monson line and extends northerly. Length of project, 2.03 miles. Type of surface, bituminous gravel, mixed in place. Width of surface, 24 feet with 4-foot shoulders. Contractor, P. E. Susi & Co. of Pittsfield, Maine. This work was started in 1950 and was 71% completed on June 30, 1951.

SOMERSET COUNTY

STATE HIGHWAY "V"

Mercer, Federal-aid Project No. F-025-2(2). This project begins at the New Sharon line and extends easterly to Federal-aid Project No. F-65(2). Length of project, 0.66 miles. Width of surface, 22 feet with 8-foot shoulders. Type of surface, 3-inch bituminous macadam. Contractor, H. E. Sargent, Inc. of Stillwater, Maine. This project was started in 1950 and was 59% completed on June 30, 1951.



Belfast, Route 3
WALDO COUNTY
STATE HIGHWAY "R"

Belfast, Federal-aid Project No. U-0215(1). This project begins at the rural urban zone line and extends easterly to High Street. Length of project, 0.52 miles. Width of surface, in general 40 feet between curbs. Type of surface, 2-inch bituminous concrete, crushed gravel aggregate, on a 5-inch bituminous concrete base. Contractor, Frank Rossi of West Gardiner, Maine. This project was started in 1950 and completed in 1951.

WASHINGTON COUNTY
STATE HIGHWAY "N"

Calais, Federal-aid Project No. U-044-2(1). This project begins at North Street and extends easterly to River Street. Length of project, 0.34 miles. Width of surface, about 45 feet. Type of surface, 3-inch bituminous macadam on a 5-inch crushed stone base, penetrated with asphalt. This work includes construction of a new bridge floor over the tracks of the Maine Central Railroad Company. This work was started and completed in 1951. Contractor, Thomas DiCenzo of Calais, Maine.

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, 1951.

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 Pennamaquan River. Type of surface, bituminous gravel. Width of surface, 24 feet with 4-foot shoulders. Contractor for the road, Thomas DiCenzo of Calais, Maine. Contractor for the bridge, Forest Frederick of Pittsfield, Maine. The work was started in 1950 and the bridge was completed and the road 64% completed on June 30, 1951.

SUMMARY OF STATE AND FEDERAL AID PROJECTS

Completed Work

Projects completed on the State Highway system during the fiscal year, 1951, included 15.21 miles classified as follows:

Bituminous concrete	1.28 miles
Bituminous macadam	10.23 miles
Bituminous gravel	<u>3.70 miles</u>
Total	15.21 miles

Incompleted Work

Projects under construction, but not completed on June 30, 1951 include 40.08 miles classified as follows:

Concrete	3.12 miles
Bituminous concrete	8.98 miles
Bituminous macadam	19.05 miles
Bituminous gravel	<u>8.93 miles</u>
Total	40.08 miles

(Details of location, types of surface, and mileage with respect to completed and incompleted 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 \$3,832,570.07. Of this amount \$70,288.45 was expended for surveys, plans and computations, \$191,574.96 for advertising, construction, engineering and inspection, \$256,945.22 for right of way and property damage, \$3,307,735.49 for labor and materials, \$5,424.37 for testing at the University of Maine, \$594.89 for nursery roadside improvement and \$6.69 was added to compensate for errors and to check with the Controller.

Included in the costs for engineering is the sum of \$2,946.38 expended on account of advance engineering projects carried on under the Defense Highways Act of 1941. These include:

Project AE-121-E(4) - Freeport	\$2,685.78
Project AE-123-G(1) - Pembroke	260.60
Total	\$2,946.38

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 on June 30, 1951, was \$768,216.27.

POST-WAR SURVEYS PUBLIC LAW 146, APPROVED JULY 13, 1943

Federal and State Funds

An expenditure of \$7,893.31 was made under the above authorization during the fiscal year 1950-51 for surveys and plans for post-war projects.

Following is an itemized statement of expenditures:

P. W. S. 1	Item 3	Rumford	\$ 642.84
P. W. S. 2	Item 30	Belgrade	1,212.08
P. W. S. 2	Item 33	Prospect-Frankfort	66.38
P. W. S. 2	Item 43	Albion	18.24
P. W. S. 2	Item 45	Oakland	4,521.33
P. W. S. 2	Item 53	Hampden	108.30
P. W. S. 2	Item 61	North Berwick	876.56
P. W. S. 2	Item 63	Sanford	447.58
			\$7,893.31

Less \$3.92 error of June 1950 corrected by
Controller August 1950

-3.92

Controller's total June 30, 1951

\$7,889.39



SECONDARY HIGHWAY DIVISION

STATE AID HIGHWAYS CONSTRUCTION AND RECONSTRUCTION

The Ninety-fourth Legislature appropriated in Chapter 208, Section 1, Item C-2, Private and Special Laws of 1949, the sum of \$1,230,000.00 for state aid highway construction during the fiscal year of 1950-51, that amount to be taken from the general highway fund.

Applications for State Aid apportionments were received from 533 cities, towns, plantations and townships. Of this number 463 increased their appropriations to two units in accordance with provisions made in Section 1, Chapter 18, Public Laws of 1949; 34 made appropriations for one unit only while 36 made appropriations for various amounts between one and two units.

The total appropriations by towns for state aid highway purposes amounted to \$653,906.70 of which \$340,890.30 was raised as the first unit and \$313,016.40 was additional not exceeding one extra unit.

The direct state apportionments to towns totalled \$1,151,109.59, being divided as follows: To match their first unit, \$601,801.06; to match the additional town appropriations, \$549,308.53; to Indian Township (by Sec. 28, Ch. 20, R. S. 1944) \$1,500.00; and \$77,390.41 was for engineering and supervision.

In addition to the above apportionments totalling \$1,230,000.00, the following transfers to state aid were made from other accounts as follows: From the special resolve account, \$78,461.70; from the town road improvement account, \$18,558.87; rebates from the bridge load fund,

\$1,097.13; from the third class reconstruction fund, \$12,089.23; from the betterment fund, \$97,296.68; from the maintenance account, \$1,477.45.

Unexpended balances from the previous fiscal year amounted to \$393,256.63 for state aid construction, and \$4,445.50 for reconstruction. These balances were transferred during the year to the state aid account. Town funds paid to the State were \$146,655.14; rental of land in Gardiner, \$15.00; making a total amount available of \$1,983,353.33.

The total expenditure on account of state aid construction and reconstruction for the period beginning July 1, 1950 and ending June 30, 1951, amounted to \$2,270,321.87, all of which was expended for labor and materials. \$73,934.89 was spent for general supervision and engineering. Of this total expenditure \$1,136,595.81 was from state funds; \$123,176.11 was from town funds paid to the State; \$440,398.55 from towns' share of state aid joint fund; and \$570,151.40 from additional town funds.

In addition, the sum of \$186,042.62 was reimbursed to towns from state funds for work done in previous years, \$88,195.10 was reimbursed from town funds matched by the State and \$9,177.91 from town funds paid to the State. Transfers to the bridge loan fund from state funds amounted to \$11,422.78 and from town funds paid to the State \$12,752.80. Transfers to the maintenance account from state funds amounted to \$1,560.83. Transfers to the betterment fund from state funds amounted to \$13,152.12 and from town funds paid to the State \$9,142.00. Only one transfer of \$69.11 was made to the special resolve account.

Balances remaining at the end of the fiscal year amounted to \$406,326.35. This includes \$42,280.44, town funds paid to the State.

Work accomplished on state aid roads during the fiscal year included the following:

Construction of 84.55 miles of gravel road costing \$975,122.60, or an average of \$11,533.09 per mile, not including surface treatment.

Surfacing of 10.88 miles of road (work previously based) at a cost of \$17,978.45.

Thus, 95.43 miles of completed road was added to mileage reported in previous years.

In addition, 12.24 miles were graded and based at a cost of \$148,612.94.

By reconstruction, 86.58 miles of gravel road were improved at a cost of \$632,497.19, or \$7,305.35 per mile.

There were 6.72 miles of road surfaced with gravel at a cost of \$11,089.17.

Also 0.95 miles were reconstructed with bituminous macadam surface costing \$17,992.39.

1.70 miles with bituminous concrete surface costing \$102,931.14, making a reconstruction mileage total of 95.95 miles.

In addition 2.84 miles were graded and based, costing \$32,574.99.

Bituminous surface treatment was applied on 231.60 miles of constructed gravel roads at a cost of \$331,523.31, or an average cost of \$1,431.45 per mile.

The total cost of all the above work was \$2,270,321.87, and in addition \$73,934.89 was spent for engineering and supervision, this latter being approximately 3.25% of the construction cost.

THIRD CLASS RECONSTRUCTION

There was no apportionment made from the general highway fund for third class reconstruction for the fiscal year 1950-51. The only funds available on July 1, 1950, were the 1949 unexpended balances amounting to \$33,242.55. Transfers were made into the account from special resolves amounting to \$1,197.63 and from the town road improvement fund \$200.00, making total funds available of \$34,640.18.

Of the available funds \$11,389.87 was transferred to the state-aid joint fund , \$699.36 to the state-aid supervision account and \$200.00 to the town road improvement fund, while \$6,848.25 was spent for road work. In addition, the towns spent \$6,816.44. The unexpended balance for 1950 is \$15,502.70.

Third class highway reconstruction added 6.16 miles of gravel reconstruction and 2.74 miles of tar surface treatment.

TOWN ROAD IMPROVEMENT FUND

Under Chapter 208, Private and Special Laws of 1949, (allocation of general highway fund) an allotment of \$500,000 was provided for the fiscal year ending June 30, 1951 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 1950, was determined by securing certificates from the municipal officers of all towns, stating the total mileage of unimproved rural roads within their limits. The mileage thus reported and accepted after checking was 9,816.51 miles.

To the \$500,000 allotment, the sum of \$122,717.67 was added, being the balance from the 1949-50 apportionment. Two hundred dollars was transferred from the third class reconstruction account in Calais. There was also received from the town of Milbridge \$323.99 and from Franklin County for Jerusalem Plantation ninety-two cents (92¢), to be added to their allotments. This made a total amount available of \$623,242.58. From the \$500,000 allotment \$125,200 was allotted to 626 towns at the minimum rate of \$200 per town, and \$373,027.38 was apportioned to 536 of the above towns at \$38.00 per mile, being the mileage allotment. This left a balance of \$1,772.62 which was set up for general supervision. To this was added \$7,835.14 balance left from 1949-50 supervision account. This made a total supervision account for 1950-51 of \$9,607.76.

From the above available funds \$2,209.18 was spent for supervision and the State paid \$494,790 for road work. Transfers to state aid amounted to \$18,758.87, to special resolves \$600, making total transfers of \$19,358.87. This leaves the following balances to carry forward to next year - general supervision \$7,398.58 and state funds of \$99,485.95 making a total balance of \$106,884.53.

SPECIAL RESOLVES

Available Funds

The unexpended balances from 1949 carried forward to July 1, 1950, amounted to \$128,808.40.

Chapter 183, Resolves of 1949, appropriated the sum of \$150,000 for the fiscal period ending June 30, 1951, subdivided into 275 resolves to aid 261 towns in the construction and repair of roads and bridges.

In addition to the above there was allotted to the island towns under the so-called 75% refund of registration fees \$7000. The amounts the towns were entitled to were as follows: Vinalhaven \$2,919.37; North Haven \$1,837.87; Swan's Island \$1,169.62; Isle au Haut \$454.13 and Cranberry Isles \$790.50, making a total of \$7171.49. This made an overdraft of \$171.49 on the island towns to be taken care of later on authority of the Governor and Council by a transfer from surplus .

There was also received from Percival P. Baxter a check for \$12,500.00 for use in Baxter Park. The amount of \$69.11 in the town of Corinth was transferred back into the special resolve account (9040) from the state aid joint fund (9030) so that it may be used for general repair; \$200. was transferred to the town of Burlington special resolve account from the town road improvement account for use on surface treatment on T.C.#1; and \$400. was transferred to the Detroit special resolve from the town road improvement fund to be used on the same road the resolve is on.

The above allotments, transfers and additional income, added to the unexpended balances from 1949 of \$128,808.40, make a total fund of \$298,977.51.

Expenditures

Total expenditures from special resolves amounted to \$189,739.50. Transfers were made to state aid of \$78,461.70; to the bridge division of \$2,946.85; to the third class reconstruction \$1,197.63; to the maintenance division \$500. for work done in Hudson by them; and to the accounts receivable (20012) \$500. for the town of Newport's share of Middle Bridge. Reimbursement for work previously reported amounted to \$7,911.74.

The remaining \$98,221.58 was spent directly for road work. In addition to this the towns furnished \$15,485.33, making the total cost of work \$113,706.91.

Unexpended balances carried forward to 1951 amount to \$109,238.01.

Work under special resolves included 3.61 miles of gravel construction; 36.41 miles of repairs and 5.38 miles of tar surface treatment.

Of the total cost of \$113,706.91 the amount of \$86.94 was spent for supervision and engineering and \$113,619.97 for labor and materials.

FEDERAL AID SECONDARY HIGHWAY PROJECTS

There were 30 projects under construction during the year, with a total length of 79.89 miles. Completed during the year were 17 projects, of which 1 was of bituminous concrete surface of 8.00 miles, 2 of surface treated gravel of 5.57 miles and 14 of bituminous gravel of 36.65 miles.

Of the above projects 3 were started and completed during the year of 8.86 miles, 14 were started in the previous year of 41.36 miles, 13 were incomplete at the end of the year of 29.67 miles.

The following projects were completed:

S-300(4)	Hamlin	2.09 miles
S-303(2)	Ellsworth-Surry	3.10 miles
S-51(2)	Mt. Vernon-Vienna	4.20 miles
S-54(2)	Pittston-Randolph	1.76 miles
S-364(2)	Hiram	1.96 miles
S-0288(1)	LaGrange	1.55 miles
S-85(1)	Patten-Stacyville	2.96 miles
S-319(4)	Big Squaw Mt'n Twp.	3.34 miles
S-275(2)	Parkman	1.88 miles
S-87(1)	Freedom-Knox	3.91 miles
S-84(1)	Whiting-Trescott	4.81 miles
S-60(1)	Hancock-Franklin	1.21 miles
S-62(1)	Eddington	2.20 miles
S-56(1)	Newburg-Hampden	8.00 miles
S-154(3)	Georgetown	2.23 miles
S-57(1)	Embden	2.52 miles
S-0303(1)	Cooper-Meddybemps	2.50 miles
	Total	50.22 miles

The following projects were incomplete:

S-0153(1)	Webster	1.13 miles
S-0319(1)	Ludlow-Smyrna-New Limerick	2.63 miles
S-0330(1)	Washburn	3.00 miles
S-0210(3)	Albion	1.35 miles
S-0267(1)	Sandy Bay Twp.	3.34 miles
S-0187(1)	Turner	1.71 miles
S-0124(1)	Gorham	2.95 miles
S-0143(1)	Brunswick-Harpswell	4.25 miles
S-0119(1)	Windham	3.91 miles
S-0237(1)	New Vineyard	1.80 miles
S-0184(1)	Weld	1.81 miles
S-0193(1)	Waldoboro	0.72 miles
S-0187(2)	Hartford	1.07 miles
	Total	29.67 miles

Total expenditures for the fiscal year 1951 on account of federal aid secondary highway and bridge projects were \$3,020,522.97, of which amount \$380,858.00 was for engineering and right-of-way, \$2,634,372.49 for labor, materials, and equipment; the balance was for testing and miscellaneous items.



Georgetown, Reid State Park Road

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

ANDROSCOGGIN COUNTY

State Highway "126"

Webster, Federal Aid Secondary Project No. S-0153(1). This project begins 250 feet east of the Lewiston-Webster town line, on State Route 126, and extends easterly to Sabattus Lake, 1.13 miles.

This project is mostly on new location and by-passes the village of Sabattus, eliminating three right-angle turns and reduces grades. Construction consisted of a gravel base 20-feet wide, with 4-foot gravel shoulders and a mixed-in-place bituminous gravel surface. The work includes a steel and concrete bridge having a 64-foot span. The bridge is over the Sabattus River.

Contractor, W. H. Hinman, Inc., of North Anson, Maine. Construction began November 7, 1950, and was 60 per cent completed June 30, 1951.

AROOSTOOK COUNTY

State Highway "K-2"

Hamlin, Federal Aid Secondary Project No. S-300(4). This project begins at the Van Buren-Hamlin town line on State 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 completed July 12, 1950. The project was built by Donald J. McKay of Houlton, Maine.

State Highway "K"

New Limerick-Ludlow-Smyrna, Federal Aid Secondary Project No. S-0319(1). This project begins at the end of U.S.W.P. Project No. W.P.H. 145E and extends northwesterly on Route U. S. 2 a distance of 2.63 miles. Construction consists of a gravel base 20 feet wide, 4-foot shoulders and a mixed-in-place bituminous gravel surface. Construction started November 22, 1950, and was 70 per cent completed June 30, 1951. Contractor, H. E. Sargent, Inc., of Stillwater, Maine.

State Highway "K-12"

Washburn, Federal Aid Secondary Project No. S-0330(1). This project begins at end of Project No. S-73(1) on State Route 164 and extends westerly a distance of 3.17 miles. Construction consists of a gravel base 20 feet wide 4-foot shoulders and a mixed-in-place bituminous gravel surface. Construction started July 7, 1950 and was 80 per cent completed June 30, 1951. Contractor Donald J. McKay of Houlton, Maine.

HANCOCK COUNTY

State Highway "Y"

Ellsworth-Surry, Federal Aid Secondary Project No. S-303(2). This project begins 0.8 mile 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 15, 1949, and was completed August 7, 1950.

KENNEBEC COUNTY

State Highway "137"

Albion, Federal Aid Secondary Project No. S-0210(3). This project begins 0.2 of a mile westerly of the Albion U. S. Post Office and extending easterly on Route 137 through Albion village. Construction consists of a gravel base 20 feet wide with 4-foot gravel shoulders and a mixed-in-place bituminous gravel surface. Length of project is 1.345 miles. Contractor, Lee Brothers of Albion, Maine. Construction began August 22, 1950, and was 80 per cent completed June 30, 1951.

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



Randolph-Pittston, Route 27

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 completed December 16, 1950. The Contractor was Thomas DiCenzo of Calais, Maine.

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 consisted 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 completed July 22, 1950.

OXFORD COUNTY

State Highway "Pequaket Trail"

Hiram, Federal Aid Secondary Project No. S-364(2).



Hiram, Routes 5 and 113

This project begins 1/2 mile south of the Saco River bridge on route 5 and extends northerly 1.963 miles. Contractor, Frank Rossi of Gardiner, Maine. Construction started October 17, 1949 and was completed August 23, 1950.

PENOBSCOT COUNTY

State Highway "J-K"

LaGrange, Federal Aid Secondary Project No. S-0288(1). This project begins at the Howland-LaGrange town line on route 11 and extends southwesterly 1.552 miles. Construction consists of a gravel base 18 feet wide, 3-foot gravel shoulders and a mixed-in-place bituminous gravel surface. Contractor, P. E. Susi & Co., of Pittsfield, Maine. Construction started July 6, 1950, and was completed September 1, 1950.

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 completed August 3, 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 or Route 15 and extends northerly 3.343 miles. Construction consists of an 18-foot gravel base with 3-foot gravel shoulders and a surface treated gravel course. Contractor, Thomas DiCenzo of Calais, Maine. Construction started November 15, 1949, and was completed September 18, 1950.

State Highway "150"

Parkman, Federal Aid Secondary Project No. S-275(2). This project begins at the Guilford-Parkman town line on Route 150 and extends southerly, three sections, a total length of 1.88 miles. 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 started September 6, 1949 and was completed September 29, 1950.

SOMERSET COUNTY

State Highway "H"

Sandy Bay Township, Federal Aid Secondary Project No. S-0267(1). This project begins 3-1/3 miles south of the U. S.-Canada boundary on Route U. S. 201 and extends southerly 3.34 miles. Construction consists of a gravel base 22 feet wide, 4-foot gravel shoulders and a mixed-in-place bituminous gravel surface. Contractor, Thomas DiCenzo of Calais, Maine. Construction started December 1, 1950, and was 60 per cent completed June 30, 1951.

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 137 and extends easterly 3.906 miles, three sections. Construction consists of an 18-foot (1-sect, 20-foot) gravel base, 3-foot gravel shoulders and a mixed-in-place bituminous gravel surface. Contractor, Thomas DiCenzo of Calais, Maine. Construction started September 13, 1949 and was completed September 21, 1950.

WASHINGTON COUNTY

State Highway "N-4"

Whiting-Trescott, Federal Aid Secondary Project No. S-84(1). This project begins at U. S. Route 1 and extends easterly on Route 189 for 4.805 miles. 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 started August 28, 1950 and was completed June 18, 1951.

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.

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 1951; of this amount \$5,445,000.00 was apportioned for routine maintenance work and \$1,000,000.00 for betterments.

An additional transfer of \$985,000.00 was made by the Commission from the unappropriated general highway fund, \$22,241.74 from miscellaneous income, and \$25,554.95 from credit transfers. A balance of \$1,683.44 was brought forward from the fiscal year 1950.

A total of \$7,479,480.13, therefore, was made available for maintenance and betterment work not including snow removal. A total amount available for betterment work was \$1,110,177.56 and the total for maintenance work \$6,369,302.57.

The highway maintenance program for the fiscal year 1951 included 9467.49 miles, classified as follows:

Improved state highways	3019.94 miles
Improved state aid highways	6447.55 miles
Total	9467.49 miles

The following table shows the maintenance expenditures by counties:

EXPENDITURES FOR MAINTENANCE OF STATE AND STATE AID HIGHWAYS, BY COUNTIES, FOR THE YEAR ENDING JUNE 30, 1951			
County	State Highway	State Aid	Total
Androscoggin	\$ 71,893.84	\$ 115,580.93	\$ 187,474.77
Aroostook	639,628.80	156,956.73	796,585.53
Cumberland	163,361.85	294,289.34	457,651.19
Franklin	125,009.76	122,328.23	247,337.99
Hancock	168,677.98	252,026.93	420,704.91
Kennebec	169,380.22	268,993.10	438,373.32
Knox	39,813.50	130,023.90	169,837.40
Lincoln	80,970.32	149,020.75	229,991.07
Oxford	121,810.09	192,760.35	314,570.44
Penobscot	243,668.99	389,783.89	633,452.88
Piscataquis	74,842.70	98,620.07	173,462.77
Sagadahoc	39,928.40	78,260.62	118,189.02
Somerset	187,788.97	260,511.88	448,300.85
Waldo	102,206.15	183,817.77	286,023.92
Washington	299,781.33	335,887.58	635,668.91
York	<u>169,091.84</u>	<u>272,812.54</u>	<u>441,904.38</u>
Total	\$2,697,854.74	\$3,301,674.61	\$5,999,529.35

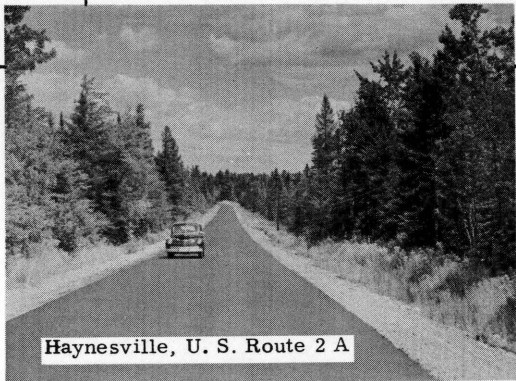
The total expenditure for maintenance was \$6,110,091.12. This includes \$9,167.19 for roads in Baxter State Park and \$101,394.58 in the expense account.

Transfers to other funds amounted to \$26,477.45. The sum of \$232,734.00 was returned to the unappropriated general highway fund.

Details of expenditures and mileages will be found in "Statistical Tables".

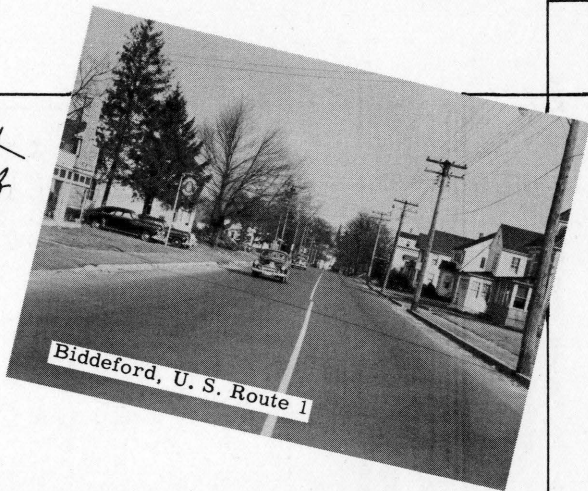
BETTERMENTS

The total fund for betterments included \$1,085,000.00 from the apportionment from the general highway fund, \$23,494.12 transferred from other funds and an unexpended balance of \$1,683.44 brought forward from the previous year, making a total of \$1,110,177.56.



Haynesville, U. S. Route 2 A

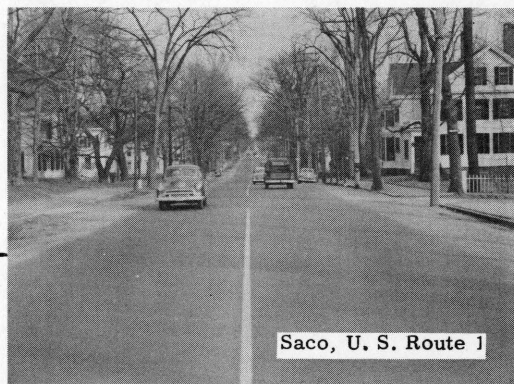
BELLEVILLE



Biddeford, U. S. Route 1



Farmingdale, U. S. Route 201



Saco, U. S. Route 1

During the year 51.09 miles were completed; the expenditures on these sections amounted to \$673,848.01.

At the end of the fiscal year 10.50 miles were under construction but not completed; the expenditure of these sections was \$128,523.31.

Expenditures for work previously reported amounted to \$5.04.

Expenditures for advertising projects in Biddeford-Saco and Waterville (Silver Street), to be constructed during the next fiscal year, amounted to \$33,70.

Expenditures, in total, amounted to \$802,410.06.

Transfers to other funds amounted to \$98,496.68.

The balance in the betterment account on June 30, 1951, was \$209,270.82.



SNOW REMOVAL

The snow removal program for the winter of 1950-1951 included 15246.97 miles of accepted snow removal routes.

This mileage included 2967.47 miles of state highways, 6127.22 miles of state aid highways and 6152.28 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 1951 (chapter 208, Private and Special Laws of 1949) was \$1,875,000.00. An additional \$110,000.00 was transferred to this account by the Commission. Other revenue amounted to \$123,456.57 making a total state fund \$2,108,456.57.

The total expenditure for snow removal on all classes of highways was \$2,895,274.52 of which \$2,057,176.79 was paid from state funds and \$838,097.73 was paid from town funds.

The average cost per mile including sanding for all classes of highways was \$189.88.

The cost of snow removal on state highways including sanding was \$1,538,017.63 of which \$1,415,033.54 was paid from state funds and \$122,984.09 from town funds. The average cost per mile was \$518.29.

The cost of snow removal on state aid, third class and town roads, including sanding, was \$1,357,256.89 of which \$642,143.25 was paid from state funds and \$715,113.64 from town funds. The average cost per mile was \$110.53; \$47,666.53 was lapsed into the general highway fund, leaving a carrying balance of \$3,613.25.

BRIDGE DIVISION

BRIDGE CONSTRUCTION

Rising prices and increasing difficulty in securing delivery of steel had some effect on the cost and progress of bridge construction during the fiscal year 1950-51. During this period there were placed under construction fifty-five state bridge projects, twenty-two bridges were included in federal aid projects, and there were four bridges as railway highway projects in the program for elimination of hazards at railroad crossings.

The state bridge projects were financed from the ap-

appropriation known as the bridge loan fund. The balance on July 1, 1950 was \$1,028,581.99 and the legislative apportionment from the general highway fund was \$800,000.00. Net receipts from counties and towns were \$368,265.31, there were transfers from other funds, principally state aid and special resolves, of \$35,869.88, and sales of material amounted to \$3,080.21.

Expenditures for engineering, advertising and inspection were \$144,811.93, for labor and material, principally payments to contractors \$1,038,741.11, and for right of way \$212.16. Transfers to other funds were \$9,844.58. The balance on June 30, 1951, was \$1,042,187.61, of which it is estimated \$450,000.00 will be needed to complete work already started.

Federal Aid Projects

CARIBOU, Aroostook County, Aroostook River Bridge. Project S-0331 (1). Seven steel spans, three beam spans, each 73 ft. c. to c. bearings, three deck cantilever truss spans, lengths 174 ft. 11 in., 250 ft., 175 ft. 0-7/8 in., one beam span, length 73 ft. c. to c. bearings, 24-ft. roadway, two 4-ft. sidewalks, concrete piers and abutments. Contractors, Forest Frederick, substructure; Pittsburgh-Des Moines Steel Company, steel superstructure. Contracts for floor and approaches will be let later. Estimated cost of two contracts now let \$596,900.00.

FAIRFIELD, Somerset County, Larone Bridge. Project S-0232 (1). Concrete slab span, clear span length 30 ft., 24-ft. roadway, concrete abutments. Length of project 250 ft. Contractor, Walter V. Mitton, Inc. Estimated cost \$23,480.00.

HAMPDEN, Penobscot County, York Bridge. Project S-0210 (1). Concrete T-beam span, clear span length 45 ft., 26-ft. roadway, two 1 ft. 6 in. safety curbs, concrete abutments. Length of project 800 ft. Contractor, C. H. Goodrich. Estimated cost \$29,740.00.

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

ALBION, Kennebec County, Project S-0210 (3), Tannery Bridge. Existing concrete bridge widened with concrete T-beam span, length 35 ft., roadway 28 ft., abutments extended with concrete.

BELGRADE, Kennebec County, Project F-032-1 (1). Belgrade Lakes (East) Bridge, replaced with 3 - 5-ft. corrugated metal pipes, roadway width 38 ft. on fill.

BRUNSWICK-HARPSWELL, Cumberland County, Project S-0143 (1), Gurnet Bridge. Sidewalk added to existing spans and approach walls, length 145 ft., width 4 ft., treated timber floor.

CALAIS, Washington County, Project U-044-2 (1), Maine Central Railroad Overpass. Concrete slab span, length varies between 17 ft. 8 in. and 20 ft. 1 in., 44-ft. roadway, 2 sidewalks, 7 ft. 3 in., 4 ft. 3 in. existing stone abutments capped with concrete.

CHELSEA, Kennebec County, Project S-0206 (1), Madocks Bridge. Existing concrete culvert extended with corrugated metal plate arch span length 11 ft., roadway width 28 ft. on fill.

COOPER, Washington County, Project S-0303 (1), Dead Stream Bridge. Two sectional corrugated metal plate pipes, each 7 ft. 6 in. diameter, 28-ft. roadway on fill.

GORHAM, Cumberland County, Project S-0124 (1), Little River Bridge. One plate girder span, length 100 ft. c. to c. bearings, concrete floor, 28-ft. roadway, low concrete abutments on treated timber piles. Bridge under separate contract with Berry and Moser Construction Company, Inc.

HANCOCK, Hancock County, Project F-044-1 (1), Carrying Place Bridge. Existing steel beam span widened with concrete slab, length 27 ft., to provide 40-ft. roadway on fill, existing stone abutments widened with concrete.

LISBON, Androscoggin County, Project F-017-1 (2), Sabattus Stream Bridge. Three steel beam spans, lengths 40 ft., 60 ft., 40 ft., c. to c. bearings, concrete floor, 28-ft. roadway, concrete piers, low concrete abutments on steel piles.

NEW LIMERICK, Aroostook County, Project S-0319 (1). Titcomb Bridge. Existing concrete bridge widened with concrete slab span, length 30 ft., roadway 27 ft., abutments extended with concrete.

NEW SHARON, Franklin County, Project F-025-2 (1), Fillibrown Brook Bridge. Concrete T-beam span, length 25 ft., 32-ft. roadway on fill, concrete abutments.

PARIS, Oxford County, Project F-017-1 (1), Andrews Brook Bridge. Existing concrete bridge widened with concrete slab span, length 31 ft., to provide 40-ft. roadway. Abutments extended with concrete.

PARIS, Oxford County, Project F-017-1 (1), Moose Pond Bridge. Existing concrete bridge widened with concrete slab span, length 20 ft., to provide 40-ft. roadway. Abutments extended with concrete.

PEMBROKE, Washington County, Project F-123 (9), Pennamaquam Bridge. Three steel beam spans, lengths 50 ft., 60 ft., 50 ft., c. to c. bearings, concrete floor, 28-ft. roadway, concrete piers, low concrete abutments, one on ledge, the other one on steel piles. Bridge under separate contract with Forest Frederick.

PEMBROKE, Washington County, Project F-123 (9), Upper Crow Brook Bridge. Sectional corrugated metal plate pipe, 10 ft. diameter, roadway width 32 ft. on fill.

PERRY, Washington County, Project F-5 (3), Upper Sipp's Brook Bridge. Sectional corrugated metal plate pipe, 10 ft. diameter, roadway width 32 ft. on fill.

TURNER, Androscoggin County, Project S-0187 (1), Teague Bridge. Two sectional corrugated metal plate pipes each 14 ft. in diameter, roadway width 28 ft. on fill.

WEBSTER, Androscoggin County, Project S-0153 (1). One steel beam span, length 65 ft. c. to c. bearings, concrete floor, 26-ft. roadway, low concrete abutments on steel piles.

WOODSTOCK, Oxford County, Project F-017-1 (1), Sanborn Bridge. Existing concrete bridge widened with concrete slab span, length 12 ft., to provide 40-ft. roadway. Abutments extended with concrete and concrete floor slab.

State Projects

ANDOVER, Oxford County, Stony Brook Bridge. Concrete slab span, clear span 24 ft. 11-1/4 in., 22-ft. roadway, concrete abutments. Length of project 350 ft. Contractor, Farrin Bros. & Smith. Estimated cost \$17,500.00.

ANSON, Somerset County, Tibbetts Bridge. Sectional galvanized corrugated metal plate arch, span 16 ft., on concrete abutments, 24-ft. roadway on fill. Length of project 200 ft. Force account work. Estimated cost \$5,000.00.

BIG SQUAW-SAPLING TOWNSHIPS, Piscataquis and Somerset Counties, East Outlet Bridge. One concrete abutment and three concrete piers, concrete floor on steel bridge built 1933. Length of bridge 350 ft. 3-1/2 in. c. to c. end bearings, 20-ft. roadway. Contractor, Norman E. Jackson. Estimated cost \$95,000.00.

BRADFORD, Penobscot County, Larrabee Bridge. Concrete slab span, clear span length 14 ft., concrete abutments and bottom slab, 24-ft. roadway. Length of project 200 ft. Contractor, Farrin Bros. & Smith. Estimated cost \$8,400.00.

BRIDGTON, Cumberland County, Highland Lake Bridge. Sectional galvanized corrugated metal plate pipe arch, span 13 ft. 3 in., 26-ft. roadway, 5-ft. sidewalk on fill. Length of project 250 ft. Force account work. Estimated cost \$8,500.00.

BRISTOL, Lincoln County, Pemaquid Falls Bridge. Concrete slab span, clear span length 24 ft., 26-ft. roadway, old abutments jacketed, capped and extended with concrete. Length of project 150 ft. Contractor, Reed & Reed. Estimated cost \$11,000.00.

BUXTON, York County, Haines Meadow Bridge. Concrete slab span, clear span length 14 ft., on concrete abutments and bottom slab, 24-ft. roadway. Length of project 400 ft. Contractor, Gerard R. Genest. Estimated cost \$11,300.00.

CLIFTON, Penobscot County, Otis Road Bridge. Sectional galvanized corrugated metal plate arch, 15 ft. span, on timber floor, 26-ft. roadway on fill. Length of project 200 ft. Force account work. Estimated cost \$5,500.00.

DIXFIELD, Oxford County, Aunt Hannah Bridge. Concrete slab span, clear span length 18 ft., on concrete abutments and bottom slab, 26-ft. roadway. No approach work. Contractor, Lorello & Ventresca. Estimated cost \$16,100.00.

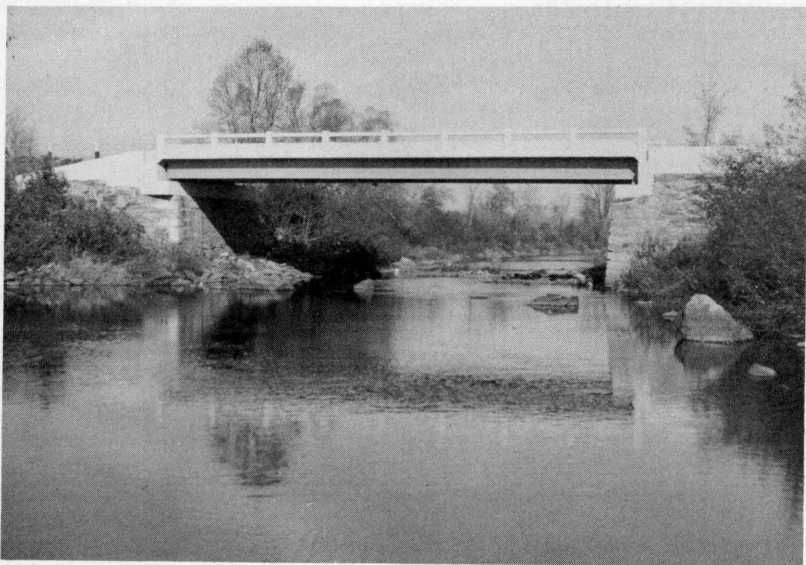
DIXFIELD, Oxford County, Reed Bridge. Sectional galvanized corrugated metal plate pipe, diameter 12 ft. 6 in., 26-ft. roadway on fill. Length of project 300 ft. Force account work. Estimated cost \$11,300.00.

FALMOUTH, Cumberland County, Staples Point Bridge. Three steel beam spans, each 77 ft. c. to c. bearings, concrete floor, 24 ft. roadway, two concrete piers, stone faced in tidal range, old stone abutments capped and one abutment underpinned with concrete. No approach work. Contractor, A. P. Wyman, Inc. Estimated cost \$103,400.00.

FRANKFORT, Waldo County, Harry Hartley Bridge. Two sectional galvanized corrugated metal plate pipes, each 10 ft. diameter, 26-ft. roadway on fill. Length of project 250 ft. Force account work. Estimated cost \$9,000.00.

FRANKFORT, Waldo County, Josiah Kingsbury Bridge. Two corrugated metal pipes, each 6 ft. diameter, 26-ft. roadway on fill. Length of project 100 ft. Force account work. Estimated cost \$6,000.00.

FRANKFORT-WINTERPORT, Waldo County, Tibbetts Bridge. Steel beam span, length 75 ft. 6 in. c. to c. bearings, concrete floor, 22-ft. roadway, old stone abutments and retaining walls capped with concrete. Length of project 750 ft. Contractor, Reed & Reed. Estimated cost \$22,000.00.



Frankfort-Winterport, Tibbetts Bridge

GARDINER, Kennebec County, Capen Road Bridge. Sectional galvanized corrugated metal plate pipe, diameter 10 ft., 24-ft. roadway on fill. Length of project 225 ft. Force account work. Estimated cost \$6,400.00.

GARDINER-RANDOLPH, Kennebec County, Gardiner-Randolph Bridge. Open steel grid floor (filled with concrete

over machinery) on steel swing span built 1938, length of floor 175 ft., 23-ft. roadway. Force account work. Estimated cost \$18,000.00.

GARLAND, Penobscot County, West Garland Bridge. Sectional galvanized corrugated metal plate pipe arch, span 10 ft. 3 in., 26-ft. roadway on fill. Length of project 500 ft. Force account work. Estimated cost \$7,600.00.

GILEAD, Oxford County, Larry Brook Bridge. Concrete floor on existing steel beam bridge, concrete abutments built in 1936, span 32 ft. c. to c. bearings, 22-ft. roadway. No approach work. Contractor, J. R. Partridge. Estimated cost \$3,800.00.

GORHAM, Cumberland County, Shaws Bridge. Concrete T-beam span, length 40 ft., roadway width 26 ft., concrete abutments. Length of project 300 ft. Contractor, Berry & Moser Construction Company. Estimated cost \$41,000.00.

GREENFIELD, Penobscot County, Olamon Bridge. Concrete slab span, length 22 ft., 22-ft. roadway, concrete abutments. Length of project 450 ft. Contractor, McEachern Brothers. Estimated cost \$15,300.00.

HAMPDEN, Penobscot County, Twin Bridges. Sectional galvanized corrugated metal plate arch, span length 25 ft., concrete abutments, 24-ft. roadway on fill. Length of project 450 ft. Contractor, C. H. Goodrich. Estimated cost \$12,000.00.

HARPSWELL, Cumberland County, Bailey Island Bridge. Steel and concrete sidewalk on existing bridge built in 1928, width of sidewalk 4 ft. Length of project 1,136 ft. Force account work. Estimated cost \$12,500.00.

HEBRON, Oxford County, Brighton Hill Bridge. Two sectional galvanized corrugated metal plate pipes, each 13 ft. diameter, 24-ft. roadway on fill. Length of project 800 ft. Contractor, Herbert E. Callahan, Inc. Estimated cost \$23,000.00.

HOLLIS, York County, Killick Bridge. Sectional galvanized corrugated metal plate pipe, 14 ft. diameter, 26-ft. roadway on fill. Length of project 550 ft. Force account work. Estimated cost \$14,300.00.

KENDUSKEAG, Penobscot County, Woster Bridge. Open steel grid floor on existing steel truss bridge, roadway width 21 ft., length of floor 108 ft. 10 in. Force account work. Estimated cost \$12,000.00.

KITTERY, York County, Kittery Point Bridge. Open steelgrid floor on existing steel beam bridge built 1937, five spans each 50 ft. c. to c. bearings, 24-ft. roadway. Force account work. Estimated cost \$30,000.00.

LINNEUS, Aroostook County, Campbell Bridge. Concrete slab span, length 20 ft., roadway width 24 ft., concrete abutments. Length of project 200 ft. Contractor, Joseph Frost and Company. Estimated cost \$15,000.00.

LUBEC, Washington County, McCurdy's Bridge. Sectional galvanized corrugated metal pipe arch, span length 11 ft. 10 in., 26-ft. roadway on fill. Length of project 200 ft. Force account work. Estimated cost \$7,200.00.

MADAWASKA, Aroostook County, Gagnon Bridge. Sectional galvanized corrugated metal pipe arch, span length 14 ft. 2 in., 24-ft. roadway on fill. Length of project 200 ft. Force account work. Estimated cost \$9,600.00.

MAPLETON, Aroostook County, Mapleton Bridge. Widening of concrete T-beam bridge built 1922, span 40 ft., to provide 25-ft. roadway, one 5 ft. sidewalk, no approach work. Force account work. Estimated cost \$7,500.00.

MARION TWP., Washington County, Patrick Brook Bridge. Sectional galvanized corrugated metal pipe, diameter 10 ft., 26-ft. roadway on fill. Length of project 650 ft. Force account work. Estimated cost \$9,700.00.

MARS HILL, Aroostook County, Boynton Road Bridge. Sectional galvanized corrugated metal plate arch, span length 19 ft., concrete abutments. Length of project 350 ft. Force account work. Estimated cost \$11,500.00.

MILFORD, Penobscot County, Second Otter Bridge. Concrete floor on steel truss bridge built 1936, length 210 ft. c. to c. bearings, 22-ft. roadway. No approach work. Contractor, McEachern Brothers. Estimated cost \$16,000.00.

NEWFIELD, York County, Dams Mill Bridge. Steel beam span, length 70 ft., 0-1/4 in. c. to c. bearings, concrete floor, 24-ft. roadway, concrete abutments. Length of project 350 ft. Contractor, Berry and Moser Construction Company. Estimated cost \$39,500.00.

NEWPORT, Penobscot County, Upper Bridge. Steel beam span, average length 66 ft. 6 in. c. to c. bearings, concrete floor, 24-ft. roadway, one 4-ft. sidewalk, existing stone abutments, capped, jacketed and extended with concrete.

Length of project 300 ft. Contractor, Virgil E. Goodrich. Estimated cost \$38,000.00.

NEW SHARON, Franklin County, New Sharon Bridge. Open steel grid floor on existing steel truss bridge, length of floor 262 ft. 5 in., 18-ft. 7-in. roadway. No approach work. Force account work. Estimated cost \$15,000.00.

ORRINGTON, Penobscot County, East Orrington Bridge. Sectional galvanized corrugated metal plate arch, span 14 ft., concrete abutments, 30-ft. roadway on fill. Length of project 50 ft. Contractor, Farrin Bros. & Smith. Estimated cost \$9,100.00.

ORRINGTON, Penobscot County, Swetts Pond Bridge. Sectional galvanized corrugated metal plate arch, span 13 ft., concrete abutments, 24-ft. roadway. Length of project 265 ft. Contractor, Farrin Bros. & Smith. Estimated cost \$5,600.00.

PHILLIPS, Franklin County, Field Bridge. Concrete floor slab, pier and abutments, partially rebuilding steel beam bridge built 1936. Two spans each 70 ft. c. to c. bearings, 20 ft. roadway. No approach work. Contractor, Lorello & Ventresca. Estimated cost \$29,600.00.

PITTSFIELD, Somerset County, Waverly Bridge. Four steel beam spans, each 65 ft. c. to c. bearings, 24-ft. roadway, one 4-ft. sidewalk, concrete piers and abutments. Length of project 500 ft. Contractor, Forest Frederick. Estimated cost \$85,000.00.

PRESQUE ISLE, Aroostook County, Clark Brook Bridge. Two sectional galvanized corrugated metal plate pipe arches, span of each 11 ft. 10 in., 26-ft. roadway on fill. Length of project 550 ft. Force account work. Estimated cost \$13,000.00.

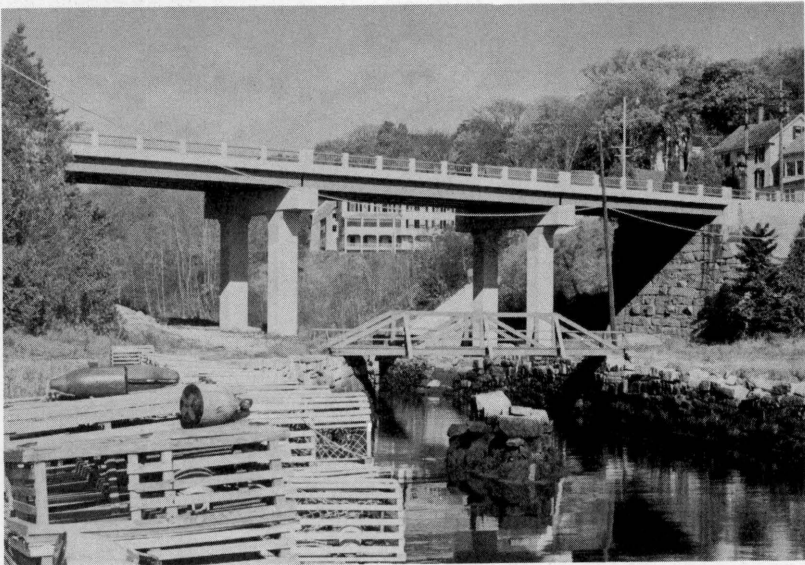
PROSPECT, Waldo County, Carley Bridge. Sectional galvanized corrugated metal plate arch, span 13 ft., timber floor, 24-ft. roadway on fill. Force account work. Estimated cost \$4,900.00.

RICHMOND, Sagadahoc County, Mill Stream Bridge. Extension of bridge built 1919 to provide 26-ft. roadway, one 7-ft. sidewalk on fill. Concrete slab span, clear span length 13 ft. Force account work. Estimated cost \$12,000.00.

RICHMOND, Sagadahoc County, Pleasant Pond Inlet Bridge. Sectional galvanized corrugated metal plate pipe

arch, 10-ft. 3-in. span, 26-ft. roadway on fill. Length of project 60 ft. Force account work. Estimated cost \$4,700.00.

ROCKPORT, Knox County, Rockport Bridge. Three steel beam spans, lengths 47 ft., 60 ft., 47 ft. c. to c. bearings, concrete floor, 26-ft. roadway, one 6-ft. sidewalk, concrete column piers, existing stone abutments capped with concrete. No approach work. Contractor, J. R. Partridge. Estimated cost \$60,000.00.



Rockport, Goose River Bridge

RUMFORD, Oxford County, Scotty Richardson Bridge. Sectional galvanized corrugated metal plate arch, 18-ft. span, concrete abutments, 26-ft. roadway on fill. Length of project 700 ft. Force account work. Estimated cost \$17,000.00.

STRONG, Franklin County, Starbird Bridge. Concrete T-beam span, clear span length 45 ft., 24-ft. roadway, one 5-ft. sidewalk, concrete abutments. Length of project 400 ft. Contractor, Herbert E. Callahan, Inc. Estimated cost \$27,500.00.

T 7, R 5, Aroostook County, Tracy Brook Bridge. Sectional galvanized corrugated metal plate pipe, diameter 10 ft., 26-ft. roadway on fill. Length of project 200 ft. Force account work. Estimated cost \$17,000.00.

T 8, R 5, Aroostook County, Boody Brook Bridge. Sectional galvanized corrugated metal plate arch, span length 18 ft., concrete abutments, 26-ft. roadway on fill. Length of project 250 ft. Force account work. Estimated cost \$12,000.00.

T 18, Washington County, Southern Inlet Bridge. Sectional galvanized corrugated metal plate arch, span length 18 ft., concrete abutments, 26-ft. roadway on fill. Length of project 250 ft. Force account work. Estimated cost \$9,150.00.

T 30, Washington County, Mopang Bridge. Concrete slab span, clear span length 30 ft., 24-ft. roadway, concrete abutments. Length of project 300 ft. Contractor, Norman E. Jackson. Estimated cost \$21,500.00.

UNITY, Waldo County, Crosby Bridge. Concrete slap span, clear span length 10 ft., one new concrete abutment, one existing stone abutment capped, jacketed and extended with concrete, 26-ft. roadway on fill. Length of project 600 ft. Contractor, Farrin Bros. & Smith. Estimated cost \$10,000.00.

VINALHAVEN, Knox County, Lane Island Bridge. Steel beam span, length 40 ft. c. to c. bearings, concrete floor, 14-ft. roadway, existing abutments capped with concrete. Length of project 350 ft. Force account work. Estimated cost \$21,300.00.

WASHBURN, Aroostook County, Clayton Brook Bridge. Sectional galvanized corrugated metal pipe arch, span length 14 ft. 2 in., 26-ft. roadway on fill. Length of project 200 ft. Force account work. Estimated cost \$13,800.00.

WISCASSET-EDGEComb, Lincoln County, Wiscasset-Edgecomb Bridge. Continuation of previous work to complete new floor. Open steel grid floor on draw span, length of floor 126 ft. 6 in., 22-ft. roadway. Force account work. Estimated cost \$13,000.00.

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

Town	County	Bridge	Total Cost	Paid by State	Paid by County	Paid by Town
Alna	Lin.	Head Tide	\$37,105.54	\$23,983.88	\$11,131.66	\$1,990.00
Benton	Ken.	Jewett	6,443.18	1,894.30	1,932.95	2,615.93
Biddeford-Saco	York	Main Street	142,257.80	36,844.77	42,677.34	41,843.91 E. 20,891.78 S.
Eingham	Som.	Johnson Erook	9,913.64	3,063.32	2,974.09	3,876.23
Brooksville	Han.	Cape Rosier	27,309.09	14,965.38	8,192.73	4,150.98
Burnham	Wal.	Village	73,325.60	47,867.92	21,997.68	3,460.00
Carmel	Pen.	Otis	13,286.80	6,324.52	3,986.04	2,976.24
Chesterville	Fra.	Dutch Gap	13,068.32	6,560.30	3,920.49	2,587.53
Dixfield	Oxf.	Wheelwright	16,154.09	5,718.55	4,846.23	5,589.31
Gorham	Cum.	Deguio	24,026.43	6,583.24	7,207.93	10,235.26
Gorham	Cum.	Warren	12,748.52	3,187.13	3,824.56	5,736.83
Gouldsboro	Han.	Guzzler	4,379.78	1,178.16	1,313.93	1,887.69
Harrison- Otisfield	Cum.	Bolsters Mill	34,402.14	14,999.33	10,320.64	5,558.17 H. 3,524.00 O.
Hartland	Som.	Raceway	4,299.08	1,109.16	1,289.73	1,900.19
Hermon	Pen.	Hermon Pond	19,707.48	8,651.58	5,912.25	5,143.65
Houlton	Aro.	Moose Ek. (Porter)	16,090.49	4,022.62	4,827.15	7,240.72
Howland	Pen.	No. Howland	14,628.88	4,622.73	4,388.66	5,617.49
Kenduskeag	Pen.	Higginsville	39,437.93	25,916.55	11,831.38	1,690.00
Kingfield	Fra.	Alder Stream	15,053.56	6,954.74	4,516.07	3,582.75
Lebanon	York	Grist Mill	5,159.55	1,362.12	1,547.87	2,249.56
Levant	Pen	Mill	18,370.00	10,562.75	5,111.00	2,296.25
Litchfield- West Gardiner	Ken.	Eurnham	12,970.74	4,319.26	3,891.22	2,370.40 L. 2,389.86 W.G.
Ludlow	Aro.	Moose Erook	14,032.75	8,181.09	4,209.83	1,641.83
Marion Twp.	Wash.	Clifford	6,695.29	3,910.05	2,008.59	776.65
Milford	Pen.	3rd Otter	22,519.10	10,268.71	6,755.73	5,494.66
Monticello	Aro.	Dead Stream	20,258.35	8,812.38	6,077.51	5,368.46
Morrill	Wal.	Paul	6,248.61	2,986.84	1,874.58	1,387.19
New Limerick	Aro.	Tannery	17,113.85	9,446.84	5,134.16	2,532.85
Newport	Pen.	Middle	25,056.47	9,696.85	7,516.94	7,842.68
Northport	Wal.	Shaws	13,393.57	5,317.25	4,018.07	4,058.25
Norway	Oxf.	Crockett	16,682.08	4,554.21	5,004.62	7,123.25
Norway	Oxf.	Waterford Rd.	6,591.33	1,647.83	1,977.40	2,966.10
Owl's Head	Knox	Cripple Creek	17,735.16	8,246.85	5,320.55	4,167.76
Oxford	Oxf.	Mill	16,890.42	7,110.86	5,067.13	4,712.43
Pittston	Ken.	East Pittston	12,179.12	5,285.74	3,653.74	3,239.64
Raymond	Cum.	Fish Hatchery	13,816.27	4,697.53	4,144.88	4,973.86
Scarboro	Cum.	New River	18,598.97	4,649.74	5,579.69	8,369.54
Standish- Windham	Cum.	Whites	55,792.87	17,128.41	16,737.86	9,045.99 S. 12,880.61 W.
Steuben	Wash.	Dyer Eay	18,102.24	10,101.05	5,430.67	2,570.52
Stockton Springs	Wal.	Meadow Road	7,940.58	2,652.15	2,382.18	2,906.25
Unity	Wal.	Crosby	12,125.33	4,947.13	3,637.60	3,540.60
Unity	Wal.	Hussey	26,030.64	13,431.81	7,809.19	4,789.64
Waterford	Oxf.	Durgin Mill	21,970.18	9,908.55	6,591.05	5,470.58
Willimantic	Pisc.	Monson Stream	7,754.75	4,079.00	2,326.42	1,349.33
Willimantic	Pisc.	Sears	21,307.31	13,375.12	6,392.19	1,540.00
Windsor	Ken.	Sampson	7,244.93	2,622.66	2,173.48	2,448.79

ELIMINATION OF HAZARDS AT RAILROAD CROSSINGS

In the current year there were fifteen railway-highway projects, nine being federal-aid and six state projects. Two of the federal-aid projects were the reconstruction of inadequate grade separation structures, one was the elimination of a grade crossing by a highway overpass, one a highway overpass for a new highway location, and five, together with the six state projects were signal installations.

The balance in the state appropriation known as the federal-aid grade crossing fund was \$87,664.83, and federal grants of \$76,752.00 were received. Expenditures were

\$4,827.07 for engineering, advertising and inspection, \$82,386.74 for labor and material, and \$7,924.28 for right of way, leaving a balance of \$69,278.74 on June 30, 1951. This appropriation is not used for railway-highway projects from post-war federal funds, and the project in Scarborough, described below, will be the last one in the program from that appropriation.

Federal-Aid Projects

FORT KENT, Aroostook County, Pleasant Street Crossing. Bangor and Aroostook Railroad. Project SG-0340 (1). Installation of automatic flashing light signals. Estimated cost \$3,470.00, 10 per cent paid by railroad.

FREEPORT, Cumberland County, Freeport Crossing. Maine Central Railroad. Project FGI-01-1 (2). Highway overpass on new highway location. Concrete rigid frame structure, clear span 38 ft. 6 in., 44-ft. roadway. Length of project 120 ft. Contractor, Cyr & Denico Company. Estimated cost \$83,300.00.

JAY, Franklin County, State Road Crossing. Maine Central Railroad. Project FG-021-1 (1). Installation of automatic flashing light signals. Estimated cost \$8,170.00, 10 per cent paid by railroad.

MASARDIS, Aroostook County, Squa Pan Crossing. Bangor and Aroostook Railroad. Project SG-0326 (1). Installation of automatic flashing light signals. Estimated cost \$4,440.00, 10 per cent paid by railroad.

PROSPECT-FRANKFORT, Waldo County, Stockton Road Crossing. Bangor and Aroostook Railroad. Project FG-84 (14). Reconstruction of inadequate grade separation, by highway underpass. Single track through plate girder railroad bridge, length 58 ft. c. to c. bearings, to provide 40-ft. width of highway, concrete abutments. Length of project 1,100 ft. Contractor, Cyr & Denico Company. Estimated cost \$130,200.00.

STANDISH, Cumberland County, Sebago Lake Road Crossing. Maine Central Railroad. Project SG-0113 (1). Reconstruction of inadequate grade separation by highway overpass. Three steel beam spans, lengths 55 ft., 60 ft., 55 ft., c. to c. bearings, concrete floor, 26-ft. roadway, two 1-ft.-6-in. safety curbs, concrete piers and abutments. Length of project 1,650 ft. Contractor, Cyr & Denico Company. Estimated cost \$68,600.00.



Prospect-Frankfort, B. and A. R.R. Overpass

SCARBORO, Cumberland County, Pleasant Avenue Crossing. Boston and Maine Railroad. Project FAGS-76 (1). Highway overpass eliminating railroad grade crossing. Three steel beam spans, lengths 42 ft. 6 in., 72 ft., 42 ft. 6 in., c. to c. bearings, center span through beams with floor beams, concrete floor, 26-ft. roadway, two 1-ft.-6-in. safety curbs, concrete piers and abutments. Length of project 1,500 ft. Contractor, P. E. Susi & Company. Estimated cost \$118,080.00, \$10,000.00 paid by railroad.

WILTON, Franklin County, County Road Crossing. Maine Central Railroad. Project FG-18 (5). Installation of automatic flashing light signals. Estimated cost \$4,257.00, 10 per cent paid by railroad.

WINN, Penobscot County, Military Road Crossing. Maine Central Railroad. Project FGI-01-4 (1). Installation of automatic flashing light signals with half gates. Estimated cost \$10,650.00, 10 per cent paid by railroad.

State Projects

There was carried forward on July 1, 1950, \$10,090.34 in the grade crossing protection appropriation. The ap-

portionment was \$20,000.00, expenditures \$11,115.03, leaving a balance of \$18,975.31 on June 30, 1951.

This fund is for grade crossing protection on state and state-aid roads under appropriate orders of the Public Utilities Commission. The amounts given in the following list represent one-half the cost, the other half being paid by the railroad concerned.

ASHLAND, Aroostook County, Ashland Crossing, No. A-43.11, Bangor and Aroostook Railroad, \$1,817.47.

NEW GLOUCESTER, Cumberland County, State Aid Road No. 1 Crossing, Canadian National Railway, \$1,881.57.

OAKFIELD, Aroostook County, Spoffords Crossing, No. 148.24, Bangor and Aroostook Railroad, \$1,546.69.

SMYRNA, Aroostook County, Timoney Crossing, No. 152.73, Bangor and Aroostook Railroad, \$1,655.43.

VANCEBORO, Washington County, Spragues Crossing, No. 250.83, Maine Central Railroad, \$1,786.60.

WISCASSET, Lincoln County, Montsweag Crossing, No. 45.62, Maine Central Railroad \$2,427.27.

BRIDGE MAINTENANCE

Forty-nine more bridges, placed under construction or completed under the Bridge Act or as part of highway projects during the fiscal year 1950-51, were added to the list of those already under bridge maintenance, making a total of 1,711 bridges maintained as of June 30, 1951.

Bridge maintenance was continued under the same organization and manner as in preceding years. Some of the larger projects undertaken during the fiscal year 1950-51 were the following: widening structure and approaches of Pleasant River Bridge, Columbia Falls, to provide sidewalk for pedestrians; constructing concrete roadway slab and concrete-filled steel grid sidewalks on steel spans of Washington Street Bridge, Bangor; redecking floor of Guilford Bridge, Guilford, using 3,480 sq. ft. structural plate bridge flooring, covered with bituminous surfacing; reflooring Os-good Bridge, Fryeburg, replacing old 6" laminated type with concrete slabs; placing concrete slab decking for Head Gate Bridge, Newcastle-Nobleboro; construction of a sidewalk on the westerly side of Turner Bridge, Turner; completing

renewal of concrete wearing surface of Ticonic Bridge, Winslow-Waterville; installation of two 6'-0" diameter metal culvert pipes at Factory Brook Bridge, Woodland, to replace former wooden span; repairs to terminal slips of Islesboro-Lincolnton Ferry.

There was no extensive maintenance painting of steel structures, the paint crews being occupied mostly on construction projects. Painting of Carlton Bridge, Bath-Woolwich, was completed, also Six Mile Falls Bridge, Bangor, and seven other shorter spans.

The apportionment from the general highway fund for the fiscal year was \$445,000.00, while net income from other sources amounted to \$2,960.05. There was an unexpended balance of \$50,723.54, carried over from the previous year. Expenditures for the fiscal year 1950-51 amounted to \$371,156.96, leaving an unexpended balance of \$127,526.63 as of June 30, 1951.

Toll Bridges

In the present fiscal year there was no change in the number of state toll bridges operated by the highway commission, and there were no changes in toll rates.

The traffic over the Waldo-Hancock Bridge amounted to 380,762 vehicles, an increase of 7 per cent over the traffic for the previous fiscal year. At the Deer Isle-Sedgwick Bridge 72,769 vehicles crossed, an increase of 8 per cent over the fiscal year 1949-50. There were 1,951,322 vehicles crossing the Augusta Bridge, and while the bridge was not open for the entire previous fiscal year, the count for the first six months of 1951 was 23 per cent greater than for the corresponding period of 1950.

Waldo-Hancock Bridge

In the spring of 1951 repair work was begun on the bridge floor. Before suspension for summer traffic disintegrated concrete on the roadway area had been removed and replaced, and the entire roadway paved with bituminous concrete. In the fall the concrete in curbs, sidewalks and rails will be repaired.

The balance in the operating account on July 1, 1950, was \$246,366.28. The receipts from tolls were \$88,380.90, there was a shortage of \$0.20, and refunds were \$60.05, making

net income from tolls \$88,320.65. Interest of \$5,247.15 on savings accounts was credited. Bond interest charges were \$3,150.00, bonds amounting to \$45,000.00 were retired, the cost of maintenance and operation was \$25,711.82. On June 30, 1951, the balance was \$266,072.26, and the outstanding bonds had a value of \$405,000.00.

Deer Isle-Sedgwick Bridge

To the balance of \$66,824.83 on July 1, 1950, there was added net receipts from tolls of \$50,599.45. Toll collections were \$50,758.30, refunds were \$77.35, commutation tickets having value of \$80.30 were paid for in the previous year, and there was a shortage of \$1.00. There was paid to the bridge district \$14,820.00 for bond interest and \$15,000.00 for bond retirement. The cost of operation and bond service was \$12,935.73. On June 30, 1951, the balance in the operating account was \$74,668.55 and the bridge district had \$363,000.00 in bonds outstanding.

Augusta Bridge

The State's portion of the cost of the bridge to be reimbursed from tolls was determined to be \$1,237,000.00 and the interest rate 1-1/2 per cent from December 1, 1949.

The balance in the operating account July 1, 1950, was \$27,615.64. Toll collections were \$99,860.95, and there was an overage of \$140.05. In 1949-50 there was payment for \$7.50 in tickets issued in 1950-51 and in the current year there was payment for \$12.50 in tickets to be issued in the next fiscal year. A refund of \$1.60 was incorrectly charged to this account. The net tolls credited were \$100,004.40.

There was transferred to the general highway fund \$29,102.70 for interest, and \$52,000.00 for repayment. The cost of maintenance and operation was \$37,367.01, leaving \$9,150.33 in the operating account June 30, 1951, with a balance of \$1,185,000.00 to be repaid the general highway fund.

Fore River Bridge, Portland-So. Portland

At a referendum in September 1950, the voters approved a constitutional amendment providing a bond issue of not more than \$7,000,000.00 for the construction of a combination highway and railroad bridge across Fore River between the cities of Portland and South Portland, with highway ap-

proaches thereto. The work would be done in accordance with the provisions of Chapter 154, P. & S.L. 1949, which describes the location, general dimensions, and determines the amount to be repaid by the railroad to the state.

The 1951 legislature amended this act to provide for tolls on highway traffic. The amendment is subject to a favorable referendum vote on September 10, 1951.

Some preliminary engineering work was done during the current fiscal year.

Bangor-Brewer and Lewiston-Auburn Toll Bridges

The 1951 legislature provided, subject to referendum vote, a bond issue not exceeding \$2,500,000.00 for a toll bridge across the Penobscot River between Bangor and Brewer and by another act a bond issue not exceeding \$3,000,000.00 for a toll bridge across the Androscoggin River between Lewiston and Auburn. The voters will act on both referendums on September 10, 1951.

Carlton (Kennebec) Bridge

Analysis of Cash and Investments

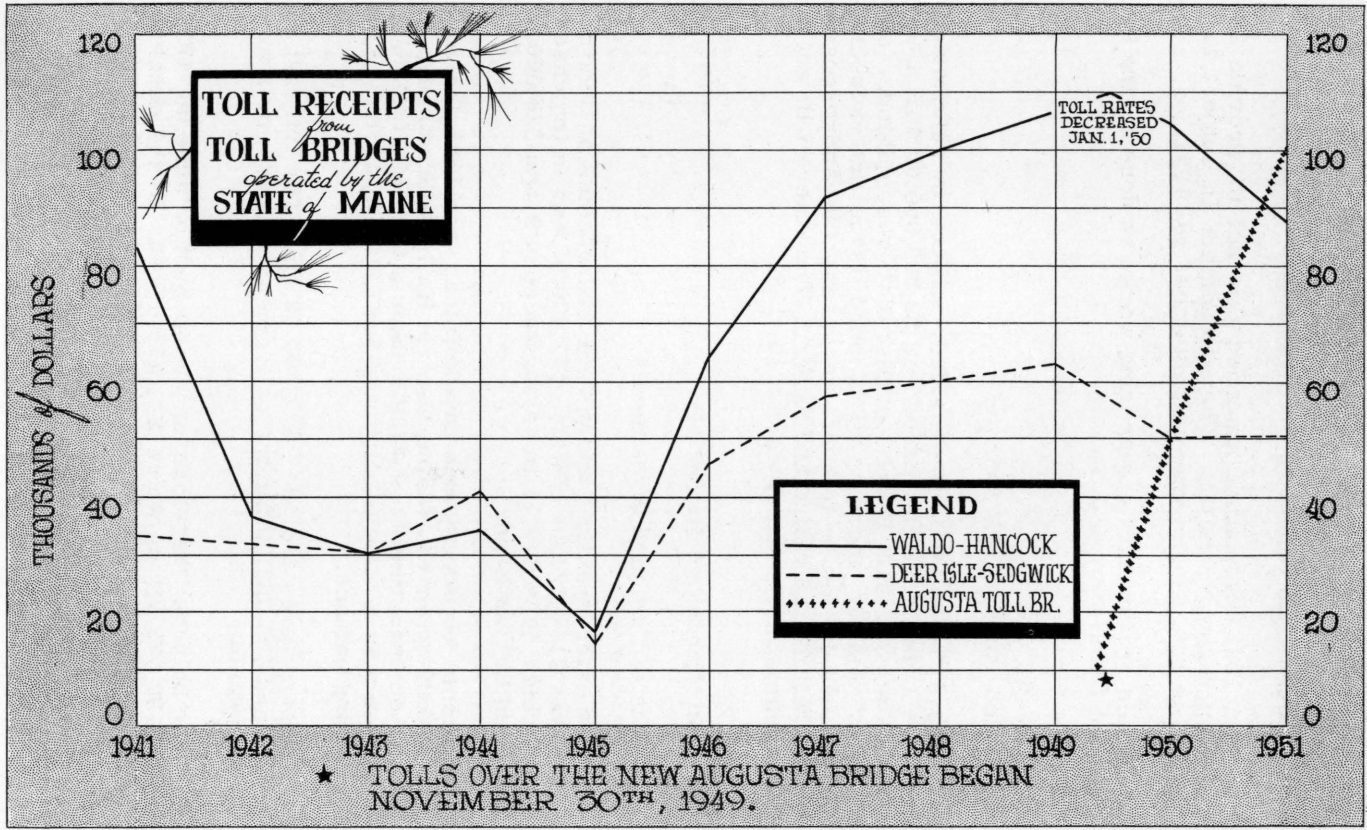
The balance in the sinking fund cash account on June 30, 1950, was \$184,220.08, of which \$19,400.97 was in the checking account, \$136,819.11 in savings accounts, and \$28,000.00 invested in War Bonds.

Income to this account for the fiscal year 1951, included \$70,000.00 from the Maine Central Railroad Company, interest on investments of \$3,586.43, or a total of \$73,586.43, which makes a total available of \$257,806.51, including the beginning balance.

Expenditures include \$33,500.00 paid for interest on bonds and \$25,000.00 for the retirement of bonds, or a total of \$58,500.00.

The balance, therefore, in the account on June 30, 1951, was \$199,306.51, of which \$31,475.97 was in the checking account, \$139,830.54 in savings accounts, and \$28,000.00 invested.

The present bonded indebtedness is \$1,375,000.00.



WALDO-HANCOCK BRIDGE, PROSPECT-VERONA

Toll Collections

Auto or 9,000 lb. truck,	283,395	\$0.25	\$70,848.75
Truck, over 9,000 to 14,000 lbs. or small bus, .	3,796	.35	1,328.60
Truck, over 14,000 to 26,000 lbs. or large bus,	5,548	.50	2,774.00
Truck, over 26,000 lbs. or well drill,	2,988	.75	2,241.00
Horse vehicle or motorcycle,	809	.10	80.90
Horse on hoof,	3	.05	.15

Commutation Tickets

Auto or 9,000 lb. truck, 20 trips	759	2.50	1,897.50
Auto or 9,000 lb. truck, 50 trips	890	4.00	3,560.00
Truck, over 9,000 to 14,000 lbs., . . 20 trips	46	4.50	207.00
Truck, over 9,000 to 14,000 lbs., . . 100 trips	35	10.00	350.00
Truck, over 14,000 to 26,000 lbs., . . 20 trips	88	6.00	528.00
Truck, over 14,000 to 26,000 lbs., . . 100 trips	135	15.00	2,025.00
Truck, over 26,000 lbs., 20 trips	18	10.00	180.00
Truck, over 26,000 lbs., 100 trips	118	20.00	2,360.00
			<u>\$88,380.90</u>

DEER ISLE-SEDGWICK BRIDGE, DEER ISLE-SEDGWICK

Toll Collections

Auto or 9,000 lb. truck,	25,785	\$0.75	\$19,338.75
Truck, over 9,000 to 14,000 lbs. or small bus,	1,467	1.15	1,687.05
Truck, over 14,000 to 26,000 lbs. or large bus,	851	1.50	1,276.50
Truck, over 26,000 lbs. or well drill,	643	1.85	1,189.55
Horse vehicle or motorcycle,	36	.20	7.20

Commutation Tickets

Auto or 9,000 lb. truck, 20 trips	666	11.50	7,659.00
Auto or 9,000 lb. truck, round trip	13,155	1.15	15,128.25
Truck, over 9,000 to 14,000 lbs. or small bus, . 20 trips	35	17.00	595.00
Truck, over 9,000 to 14,000 lbs. or small bus, . 100 trips	10	75.00	750.00
Truck, over 14,000 to 26,000 lbs. or large bus,. 20 trips	56	22.50	1,260.00
Truck, over 14,000 to 26,000 lbs. or large bus,. 100 trips	8	95.00	760.00
Truck, over 26,000 lbs., 20 trips	19	28.00	532.00
Truck, over 26,000 lbs., 100 trips	5	115.00	575.00
			<u>\$50,758.30</u>

AUGUSTA MEMORIAL BRIDGE, AUGUSTA

Toll Collections

2 axles, single rear tires,	490,078	\$0.10	\$49,007.80
2 axles, dual rear tires,	19,825	.15	2,973.75
3 or more axles,	17,312	.20	3,462.40

Commutation Tickets

2 axles, single rear tires, 10 tickets	136,276	.25	34,069.00
2 axles, dual rear tires, 10 tickets	6,086	.50	3,043.00
3 or more axles, 10 tickets	7,305	1.00	7,305.00
			<u>\$99,860.95</u>

PLANNING DIVISION

The Planning Division is under the direct control of the Highway Department subject to the advice and direction of the U. S. Bureau of Public Roads. Slightly less than one-half of the funds used to operate this Division is furnished by the U. S. Bureau of Public Roads. The activities of this Division may be divided into three classes: namely, the accumulation and compilation of highway data, the application of these data to specific problems and research.

Accumulation and compilation of highway data: A schedule that had been in operation for two years whereby traffic on all roads carrying 150 vehicles per day or over in rural areas were counted was completed. Beginning in January, in view of the fact that re-inventory work had already been done in York County and was contemplated in Sagadahoc, Androscoggin and Cumberland Counties, an intensive counting schedule was set up involving those counties. The 1938 basic survey did not furnish traffic information in places having a population of 1000 or more and it has been our custom to count these places as fast as possible. Complete traffic coverage was made in the urban portions of Damariscotta-Newcastle, Dexter, Eastport, Gardiner, Randolph, Guilford, Howland, Lubec, Newport, Norway-South Paris, Old Orchard, Oakland, Saco-Biddeford, Pittsfield, Waldoboro, Millinocket, East Millinocket, Brownville, Brownville Junction and Milo. Traffic counts and in some instances turning movements or other data were obtained at the request of the construction divisions to aid in the solution of special problems in Belgrade, Brunswick, Bucksport, West Enfield, Windham, Damariscotta, and Kittery.

A schedule involving the weighing of trucks was started. This schedule is more extensive in scope than has been the case heretofore and involves spring, summer and fall counts with at least two stations being operated for twenty-four hour intervals. A further expansion of this weighing operation, in view of the nationwide interest in damage being done to highways by the multiple application of heavy axles has been started. This further expansion involves the obtaining of soil samples at these several locations, there being nine in all, and observations as to the behavior of pavement in the spring and fall at these same locations.

Speed checks were made both in the fall and spring at eight separate locations. These checks were made at intervals through the day and, as a result of these observations,

it is to be noted that vehicles travel about the same speed regardless of time of day. Estimates of traffic, in some instances based on information in the office and in other instances requiring field visits, have been made to assist the Commission in determining whether a request for a state highway designation should be accepted.

The continuation of the inventory of the physical aspects of the highways of Maine involved the completion of 1517 miles in York County with plans in progress for the inventory of the highways in Cumberland, Sagadahoc, and Androscoggin Counties during the summer season of 1951. As of the close of the fiscal year, work had been concentrated in Cumberland County with 1150 miles done. Federal aid urban area routes were approved in the following places: Bath, Belfast, Portland-South Portland, Presque Isle, and Rockland.

As a part of the inventory work, a start was made on preparing a new general highway series of maps with work being done on the two maps needed for York County, the scale being one inch to one mile.

Further refinements were made in the urban area maps and a new route map was completed. More favorable comments have been received about this route map than any route map that has been prepared since this Division has been doing the work.

Work on the road life study was conducted for the entire period involving the use of two men for the most of the time. A new system of accounting was set up whereby maintenance figures for specific locations of the state highway system could be obtained. Because of these changes, adjustments were made and all the road life forms were revised and a new Manual of Instructions was written. The study is now being related to the new system of accounting. A transition to this new system for about 17 per cent of the state highway system has been completed.

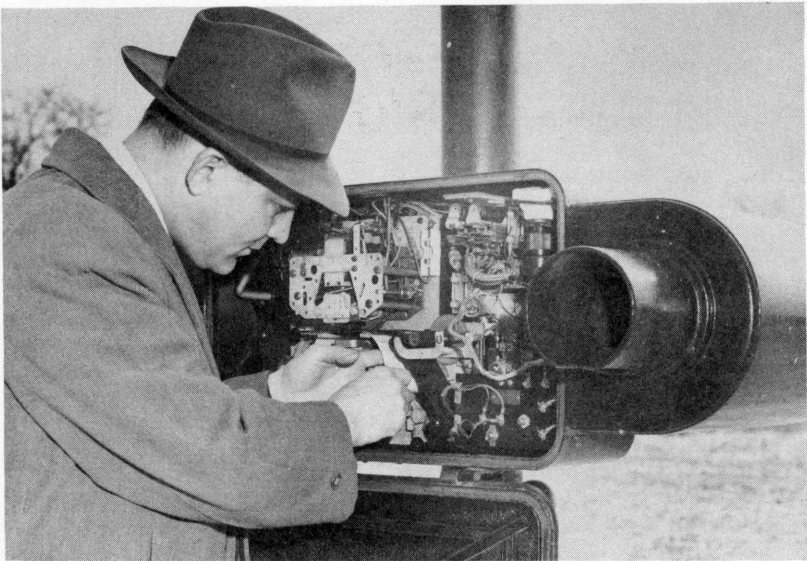
All annual requirements of the Bureau of Public Roads and other agencies relative to statistical data were completed. These include tables on gasoline tax income, motor vehicle receipts, motor carrier tax receipts, state mileage, statements of bonded debt, and summary of state highway income and expenditures. The state highway income and expenditures tables were completed by the Accounting Division with assistance furnished by this Division.

Tables showing income, expenditures and information

on indebtedness of the 505 minor civil divisions for the fiscal year ending prior to June 30, 1950, were completed and a start was made on the following year's tables. A review was made of the data as submitted by the Maine Turnpike Authority as to earnings, expenditures and debt service and released to the U. S. Bureau of Public Roads.

Application of basic data: The application of data to specific problems involved the preparation of an "Accelerated Highway Program". The work of selecting the projects was based on the Highway Needs Study and was done by construction and bridge people with due consideration to traffic requirements. A report was prepared relative to the need and location of a bridge crossing the Androscoggin River between Lewiston and Auburn and a bridge crossing the Penobscot River between Bangor and Brewer. Studies were conducted relative to improving facilities in Rockland and in the Old Town-Orono area and considerable work has been done and is now in progress in the Biddeford-Saco area.

Research: The Soils Survey Research Project employing aerial photo reconnaissance for identification of soil types to encompass a 1000 square mile area was completed other than the writing of the final report and conclusions to



The working mechanism of one of ten
Permanent Traffic Recorders

be drawn from the study. An additional area of some 400 square miles in Aroostook County was set up for study but little if any work has been accomplished in this particular study because of the fact that the personnel employed by us for this research project have been used to a considerable degree by the construction divisions for the determination of soil content at specific locations where construction is planned. Considerable trouble has also been had in this project owing to the lack of trained personnel and the fact that the personnel trained by us have received offers of employment in other places that we cannot compete with.

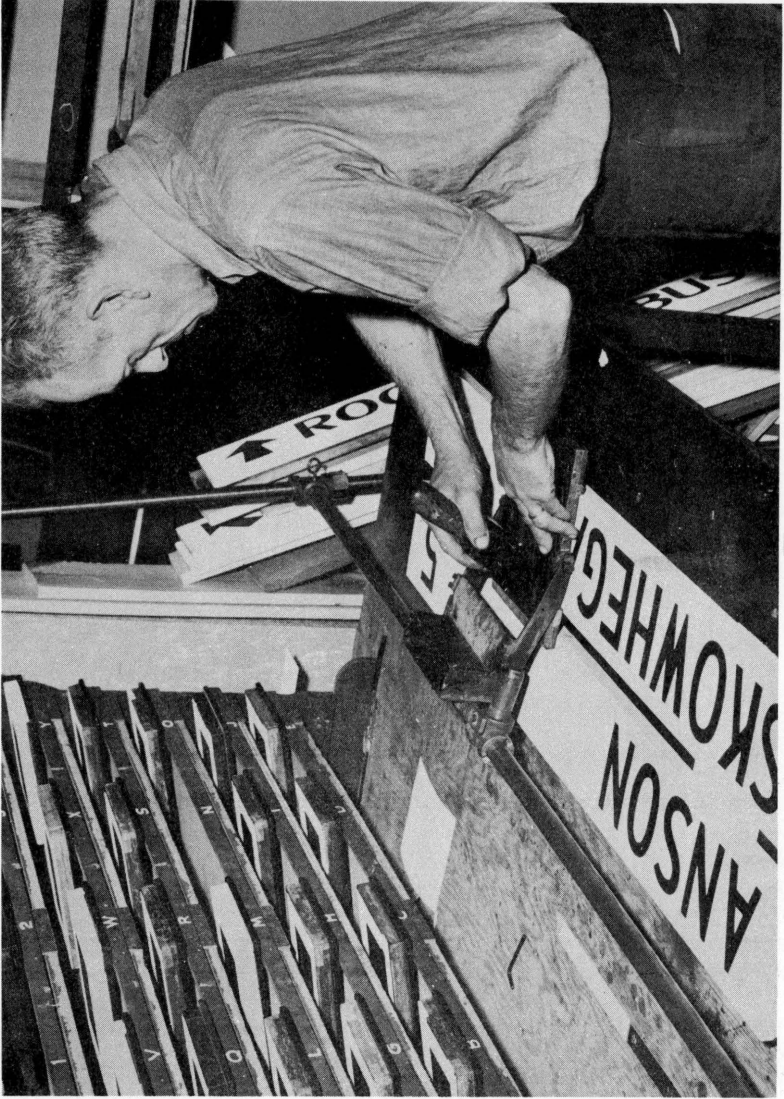
A project to study the durability of concrete was started in July, 1947. This study involved visits to bridges throughout the State and noting the condition of the bridges and tracing not only the source of the gravel but also the kind of cement that had been used and the time of year that the cement was poured. In addition to this research, a series of tests are being conducted at the University of Maine relative to the durability of concrete. No final conclusions have as yet been determined from this study.

The expenditure involved in planning work for the fiscal year ending June 30, 1951, was \$126,876.63.

TRAFFIC ENGINEERING DIVISION

The safe and orderly movement of traffic is one of the primary aims of the Commission. To this end we have endeavored to maintain our present standards in the provision of safeguards for our motorists, and to build into the highways themselves as many such features as our budget will permit, despite the continuing increase in costs of labor and materials.

Our program of signing our highways is intended to provide the motorists with all necessary warning, regulatory and directional information required in using our system of highways. The use of more durable reflecting traffic paints has results in a less urgent demand for early marking of our more heavily traveled, permanently surfaced highways thus enabling the paint crew to keep up on those roads which are resurfaced annually.



The phenomenal increase in construction of outdoor theatres required considerable attention on the part of the Commission's traffic engineer. Considerable advice and counsel was given to theatre owners as to proper and safe design of entrance and exit facilities in order that they cause the least amount of interference to traffic using the highway. In conjunction with the Insurance Department and State Police a set of rules and regulations were established until such time as legislation could be enacted for their control.

Increased demands by the cities and towns for assistance on traffic problems as well as those of our own department for advice and guidance in planning design have resulted in the spreading of the services of our one trained traffic engineer very thinly. Continuation of this trend will require the addition of more technically trained personnel to supervise and perform these duties of the Commission.

This year is the last that this division will have operated on the maintenance budget, the Legislature having set up a separate one for the next biennium. The costs of these services were as follows:

Traffic signs and signals and lighting	\$ 79,151.77
Traffic marking	<u>65,522.03</u>
Total Traffic services	\$144,673.80

WORKMEN'S 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, 1951, was \$50,000.00.

During the fiscal year 1951 there were 304 accidents. This total includes 27 cases for which no compensation nor medical aid was paid. In addition to these, 26 cases were continued from previous years, making 277 active cases which involved payments.

Payments for compensations, including amounts paid on

cases occurring previous to July 1, 1950, amounted to \$25,917.34. Payments on account of medical bills, including amounts paid on cases occurring previous to July 1, 1950, amounted to \$12,195.84.

An unexpended balance of \$11,886.82 remained on June 30, 1951.

HIGHWAY *and* BRIDGE BONDS

During the fiscal year ending June 30, 1951, the sum of \$1,429,000.00 was paid to retire highway and bridge bonds, and the sum of \$229,538.00 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, 1951, amounted to \$5,193,500.00.

FOUNDED DEBT AND INTEREST REQUIREMENTS			
Fiscal Year Ending June 30	Bond Maturities	Interest	Total
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	\$5,193,500.00	\$634,248.00	\$5,827,748.00

MOTOR TRANSPORT HIGHWAY GARAGE


The cash balance in the motor transport fund on June 30, 1950, was \$113,487.07.

Income from equipment rental amounted to \$1,149,823.47; the sum of \$5,381.52 was received from the sale of capital assets; miscellaneous income amounted to \$3,023.72, making a total of \$1,158,228.71 from operating revenue, or a grand total of \$1,271,715.78.

Operating expenses including depreciation of \$206,862.33, amounted to \$1,105,364.64; increase in liabilities amounted to \$128,170.57; increases in assets amounting to \$133,227.50, making a net total of \$1,100,307.71.

The cash balance on June 30, 1951, was \$108,430.14.





ADMINISTRATION LAWS

*to control advertising signs and permits
for overloads and highway surface open-
ings.*

There was an increase in the number of outdoor advertising licenses and permits issued and the fees paid during the calendar year 1950 over the number issued and the fees collected in 1949. This increase was due mostly to the erection of signs, the area of which did not exceed 100 square feet.

The provisions of the law were explained by three field inspectors to owners of signs. Locations where new signs were to be erected were inspected, permit number plates attached to signs legally erected for which permits were issued and illegal signs were removed by these inspectors.

A total of 3530 signs and posters were removed during the period from January 1, 1950, to December 31, 1950. Political and agricultural fair posters are exempt from certain 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, 1950 to December 31, 1950.

PERMITS FOR LOADS EXCEEDING THE LEGAL ROAD LIMITS

During the fiscal year July 1, 1950, to June 30, 1951 a total of 6361 permits were issued for transporting loads which exceeded the legal limits specified by law, upon highways.

Permits issued were as follows: 1998 for pipe, piling, culverts and steel beams; 536 for farm equipment, boats, tanks, screens, bins, etc.; 265 for scrapers, plows and backhoes; 1472 for rollers, tractors, and bulldozers; 1363

for shovels, cranes and trailers; and 727 for buildings.

Receipts during the fiscal year for over-limit permits amounted to \$16,318.52 which was credited to the general highway fund.

PERMITS	
3,698 permits were issued for 1950 for which the fees were as follows:	
Area not exceeding 100 sq. ft. - 2409 @ \$2.50	\$ 6,022.50
" " " 300 " " 1122 @ 4.50	5,049.00
" " " 700 " " 153 @ 5.00	765.00
" " " 900 " " 14 @ 7.00	98.00
	<u>\$11,934.50</u>
Plus fees paid for 1949 permits	23.00
Plus 1951 fees paid in 1950	2.50
Plus 1950 balance carried to 1951	30.00
Plus 1950 overpayments on permit fees (refunded)	89.50
	<u>\$12,079.50</u>
Less 1950 fees paid in 1951 - \$4.00	
Less 1950 fees paid in 1949 2.50	6.50
Total receipts for 1950 permits	\$12,073.00
LICENSES	
327 licenses were issued in 1950 for which fees were as follows:	
12 licenses @ \$100.00	\$ 1,200.00
193 " @ 25.00	4,825.00
122 " @ 5.00	610.00
	<u>\$ 6,635.00</u>
Plus 1950 overpayments on license fees (refunded)	10.00
Plus 1949 fees paid in 1950	5.00
Plus 1951 fees paid in 1950	5.00
Plus 1950 balance carried to 1951	25.00
	<u>\$ 6,680.00</u>
Less 1950 fee credited in 1949	25.00
Total receipts for 1950 licenses	\$ 6,655.00
Total receipts for 1950 licenses and permits	\$18,728.00
Refunded	99.50
Net receipts for 1950	<u>\$18,628.50</u>

PERMITS TO OPEN HIGHWAY SURFACES

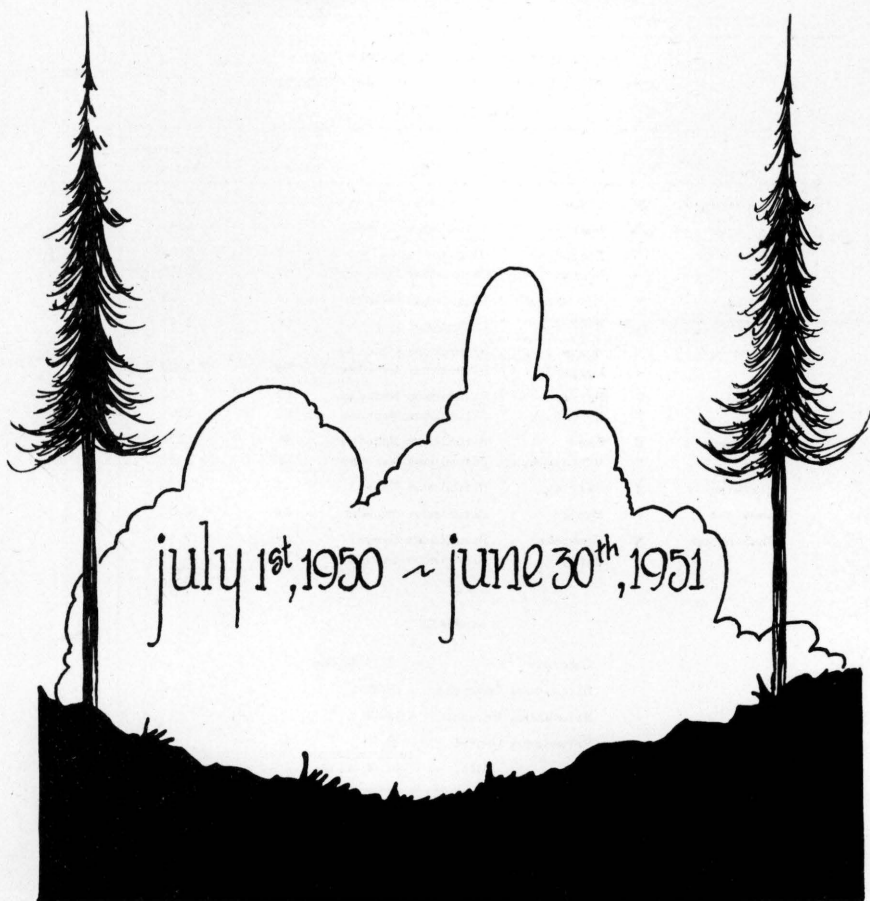
For the fiscal year ending June 30, 1951 a total of 760 permits was issued for making openings in state and state aid highways. These permits were issued for making repairs as well as for new water, gas and sewer pipes, tele-

phone and electric conduits, and for the Searsport-Limestone pipe line .

The total of 23,755-1/2 square yards were opened under these permits, of which 14,864 square yards were untreated shoulder, 6,251 were bituminous surface treated, 2,594 square yards were bituminous macadam, 37-1/2 square yards were concrete, and 9 square yards of granite block pavement. There were 12,261 less square yards opened during this fiscal year than in the previous one.

The State Highway Commission collected the legal fee for these openings and made all repairs.

statistical / tables *and* statements



STATE HIGHWAY CONSTRUCTION AND RECONSTRUCTION WORK COMPLETED JUNE 30, 1951					
County	Highway	Town	Type	Length Miles	
Aroostook	K	Presque Isle	Bituminous Macadam	0.57	
	K-10	Presque Isle	Bituminous Macadam	0.18	
Cumberland	B	Portland	Bituminous Concrete	0.76	
Kennebec	H	Vassalboro	Bituminous Macadam	9.03	
	H	Winslow	Bituminous Macadam	0.11	
Oxford	O	Rumford	Bituminous Gravel	1.20	
Piscataquis	J	Monson	Bituminous Gravel	2.50	
Waldo	R	Belfast	Bituminous Concrete	0.52	
Washington	N-9	Calais	Bituminous Macadam	0.34	
				TOTAL	15.21
SUMMARY					
			Bituminous Concrete	1.28 Miles	
			Bituminous Macadam	10.23 "	
			Bituminous Gravel	3.70 "	
			Total	15.21 Miles	

STATE HIGHWAYS CONSTRUCTION AND RECONSTRUCTION WORK UNDER CONSTRUCTION BUT NOT COMPLETED June 30, 1951					
County	Highway	Town	Type	Percent Complete	Total Length Miles
Androscoggin	Z	Lisbon	Bituminous Concrete	86	4.37
Aroostook	K-1	Westfield	Bituminous Macadam	90	3.45
Cumberland	C-4	Freeport	Concrete	47	3.12
	C-4	Freeport	Bituminous Concrete	47	0.55
Franklin	V	New Sharon	Bituminous Macadam	64	2.34
Hancock	N	Hancock	Bituminous Gravel	90	3.41
Kennebec	H	Augusta	Bituminous Concrete	99	4.06
	W	Belgrade	Bituminous Macadam	50	2.07
Oxford	S	Paris	Bituminous Macadam	67	1.62
	S	Woodstock	Bituminous Macadam	67	1.64
Penobscot	K	Winn	Bituminous Macadam	99	5.70
	K	Mattawankeag	Bituminous Macadam	99	1.57
Piscataquis	J	Shirley	Bituminous Gravel	71	2.03
Somerset	V	Mercer	Bituminous Macadam	59	0.66
Washington	N	Pembroke	Bituminous Gravel	64	2.62
	N	Perry	Bituminous Gravel	32	0.87
					40.08
SUMMARY					
			Concrete	3.12 Miles	
			Bituminous Concrete	8.98 "	
			Bituminous Macadam	19.05 "	
			Bituminous Gravel	8.93 "	
			Total	40.08 Miles	

DESIGNATED STATE HIGHWAY SYSTEM

MILEAGE BY COUNTIES

March 1, 1951

County	Federal Aid	Federal Aid Secondary	Non Federal Aid	Total	Federal Aid Not On State Highway
Androscoggin	85.08	18.83	2.15	106.06	
Aroostook	228.55	242.80	163.04	634.39	1.59
Cumberland	154.43	55.66	22.62	232.71	
Franklin	81.82	56.47	23.83	162.12	0.60
Hancock	93.94	47.84	27.89	169.67	
Kennebec	107.73	91.21	13.55	212.49	
Knox	23.52	38.57	2.37	64.46	
Lincoln	26.06	47.22	20.24	93.52	
Oxford	126.73	55.25	24.32	206.30	
Penobscot	170.93	78.44	24.17	273.54	
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	29.76	15.75	206.69	1.50
York	118.37	119.53	24.70	262.60	
	1619.26	1105.83	423.31	3148.40	3.69

F.A. Not on

S.H. System 3.69

Total Federal

Aid 1622.95

MILEAGE OF UNIMPROVED SECTIONS OF HIGHWAY

ON THE STATE HIGHWAY SYSTEM

AS OF MARCH 30, 1951

County	Highway	Mileage	Total by Counties
Aroostook	K-3	0.64	
	K-5	2.95	
	K-16	4.06	
	K-19	0.97	
	K-20	4.83	13.45
Cumberland	C-4	3.69	3.69
Hancock	M-N	0.13	
	Y	4.00	4.13
Piscataquis	J-K-157	0.15	0.15
Waldo	I-137	1.63	1.63
Total by Counties			23.05

STATE HIGHWAY SYSTEM									
IMPROVED MILEAGE TO MARCH 30, 1951									
FEDERAL, STATE, MUNICIPAL & PRIVATE CONSTRUCTION									
	Cem. Conc.	Bit. Conc.	Pit. Mac.	Pit. Gra.	Surf. Trea. Gra.	Plain Gra.	Wood & Gran. Block	Bridges	Total
State Highway Construction	133.65	92.01	358.43	102.77	824.33				1511.19
State Sponsored W.P.A.				4.35	15.56	2.49			22.40
U.S. Public Works Const.	3.23	11.57	37.92		41.32				94.04
U.S. Works Program Const.	1.72		1.40		25.31				28.43
U.S. Defense Roads Const.		2.28	5.18	4.33		7.85			19.64
F.A.S. Construction		7.46	5.76	45.88	32.13				91.23
Fed. Aid Grade Crossing Const.		0.31	0.09		6.47				6.87
State Aid Construction	11.71	11.84	32.71	3.65	879.28	26.71	0.40		966.30
Third Class Construction					20.26	1.84			22.10
Municipal Construction	2.62	4.87	9.68		23.06		0.31		40.54
Special Resolve Const.			0.52		34.84	6.64			42.00
F.E.R.A. Construction					1.19				1.19
C.C.C. and W.P.A. Construction					3.96				3.96
Special Resolve and W.P.A. Const.					1.64	6.52			8.16
Maintenance Fund Const.		0.12	3.70	2.50	20.42				26.74
Etterment Const.		95.15	43.99	6.55	67.25	5.68			218.62
Great Northern Paper Co. Const.					6.03				6.03
C.C.C. Construction					4.12	1.10			5.22
Eridges								10.69	10.69
Total Improved Mileage	<u>152.93</u>	<u>225.61</u>	<u>499.38</u>	<u>170.03</u>	<u>2007.17</u>	<u>58.83</u>	<u>0.71</u>	<u>10.69</u>	3125.35
Unimproved Mileage									<u>23.05</u>
Total Mileage State Highway System									3148.40

MILEAGE OF PUBLIC HIGHWAYS WITHIN EACH COUNTY
CLASSIFIED BY ADMINISTRATIVE SYSTEMS
AS OF MARCH 1, 1951

County	Highway	State Aid	Third Class	Town Ways	Misc.State Res.Highways	Misc. Fed. Res.Highways	Total All Systems	Fed. Aid Inc. in Col. 2
Androscoggin	106.06	298.84	27.50	669.15	0.30		1,101.85	85.08
Aroostook	634.39	698.96	102.13	1,034.05	0.75		2,470.28	228.55
Cumberland	232.71	592.48	37.57	972.39	6.50	7.90	1,849.55	154.43
Franklin	162.12	314.17	24.35	452.04	6.80		959.48	81.82
Hancock	169.67	542.07	11.01	457.52		57.20	1,237.47	93.94
Kennebec	212.49	542.29	24.58	820.04	1.00	2.70	1,603.10	107.73
Knox	64.46	209.97	11.11	312.10	3.20	1.00	682.84	23.52
Lincoln	93.52	326.34	13.47	394.70			828.03	26.06
Oxford	206.30	539.21	26.99	957.70		24.00	1,754.20	126.73
Penobscot	273.54	907.93	81.58	1,033.67	2.60		2,299.32	170.93
Piscataquis	116.81	274.70	30.07	357.96			779.54	49.22
Sagadahoc	52.80	179.59	8.30	237.36	0.50		478.55	34.21
Somerset	233.73	575.75	38.44	684.93	0.60		1,533.45	107.53
Waldo	120.51	485.19	34.49	658.51	5.70	2.00	1,306.40	49.96
Washington	206.69	608.94	18.28	284.68		1.20	1,124.79	161.18
York	262.60	647.30	13.37	1,019.59	0.20	9.90	1,952.96	118.37
Total	3,148.40	7,824.73	503.24	10,346.39	28.15	110.90	21,961.81	1,619.26
Federal Aid Mileage not on State Highway System								<u>3.69</u>
Total Federal Aid								<u>1,622.95</u>

PROJECT EXPENDITURES												
Construction and Reconstruction of State Highways												
Highway Loan Fund - Fiscal Year Ending June 30, 1951												
Federal Aid Project No.	Class of Highways	Towns	Survey-Plans & Computations	Advertising Construction Engineering & Inspection	Right of Way & Property Damage	Sub. Total	Labor & Materials	Totals	Expenditures to 6/30/50	Total Expenditures to 6/30/51	Misc. Credits	Fed. Aid Credits
ANDROSCOGGIN COUNTY												
F 386 (5)	E	Lewiston	--	--	--	--	--	--	--	--	--	\$ (268.15)
F 017-1-(2)	Z	Lisbon	\$ 820.12	\$ --	\$ --	\$ 820.12	\$ --	\$ 820.12	\$ 14,098.61	\$ 14,918.73	\$ --	--
F 106 (9)	Z	Lisbon	20,176.74	50,548.24	(170.00)	70,554.98	409,554.40	480,109.38	832.07	480,941.45	--	219,145.00
	121	Mechanic Falls	--	950.89	464.72	1,415.61	35,417.32	36,832.93	153,063.14	189,896.07	--	5,621.00
Total for Androscoggin County			\$ 20,996.86	\$ 51,499.13	\$ 294.72	\$ 72,790.71	\$ 444,971.72	\$ 517,762.43	\$ 167,993.82	\$ 685,756.25	--	\$ 224,497.85
AROSTOOK COUNTY												
F 298 (9)	K	Eridgewater-Elain-	--	--	\$ 1,836.65	\$ 1,836.65	\$ 6,027.97	\$ 7,864.62	\$ 495,111.80	\$ 502,976.42	--	\$ 21,483.21
51-1		Mars Hill	--	--	175.95	175.95	--	175.95	--	175.95	--	--
F 050-3 (2)		Fort Fairfield	\$ 521.46	--	--	521.46	--	521.46	509.58	1,031.04	--	--
F I 01-5 (1)	K-8	Fort Kent	--	--	--	--	--	--	--	--	--	--
		Haynesville-	--	--	3,667.19	3,667.19	--	3,667.19	372.74	4,039.93	--	--
50-1	K-1	Mattawankeag	7,281.65	\$ 15.60	148.00	7,445.25	--	7,445.25	--	7,445.25	--	200.00
	K-16	Presque Isle	--	--	--	--	--	--	30.00	30.00	--	--
U 326 (1)	K-10	Presque Isle	5.34	1,125.90	--	1,131.24	40,909.60	42,040.84	194.99	42,235.83	--	21,008.16
U 327 (1)	K	Presque Isle	26.46	3,288.54	1.00	3,316.00	138,887.05	142,203.05	1,690.60	143,893.65	--	71,187.02
F 050-1 (1)	K-1	Westfield	875.02	8,864.99	2,532.19	12,272.20	228,627.62	240,899.82	1,361.27	242,261.09	--	113,010.00
Total for Aroostook County			\$ 8,709.93	\$ 13,295.03	\$ 8,360.98	\$ 30,365.94	\$ 414,452.24	\$ 444,818.18	\$ 499,270.98	\$ 944,089.16	--	\$ 226,888.39
CUMBERLAND COUNTY												
F 0141-1 (1)	P	Eridgton	\$ 2,779.75	\$ 188.77	\$ 552.08	\$ 3,520.60	\$ --	\$ 3,520.60	\$ 896.61	\$ 4,417.21	--	--
S N 377-A (2)	C-3	Cumberland-Yarmouth-	--	--	--	--	--	--	--	--	--	\$ (2,423.74)
		Falmouth	--	--	--	--	--	--	--	--	--	(32.79)
S U 121-A (2)		Falmouth	--	--	--	--	--	--	--	--	--	--
F I 121- (13)	C	Falmouth	--	--	--	--	3,368.62	3,368.62	195,493.34	198,861.96	--	--
F I 337 (4)	C-3	Falmouth-Yarmouth	--	--	--	--	18,695.08	18,695.08	863,019.08	881,714.16	--	--
F I -01-1 (1)	C-4	Freeport	262.18	11,649.22	13,789.69	25,701.09	225,187.46	250,888.55	184.04	251,072.59	--	83,713.00
A E 121-E (4)	C-4	Freeport	2,685.78	--	--	2,685.78	--	2,685.78	--	2,273.80	--	4,959.58
F G 1-01-1 (2)		Freeport Crossing	1,332.99	957.31	--	2,290.30	--	2,290.30	524.68	2,814.98	--	--
F G 135 (4)		Portland Crossing	--	--	--	--	278.79	278.79	514.88	793.67	--	(40.50)
50001	Oss.Tr.	Portland	3,965.40	15.80	--	3,981.20	--	3,981.20	2,139.67	6,120.87	--	--
5002 (U 014-1-(2))	E	Portland	1,167.86	3,382.39	--	4,550.25	72,116.30	76,666.55	55.20	76,721.75	--	37,569.31
Total for Cumberland County			\$ 12,193.96	\$ 16,193.49	\$ 14,341.77	\$ 42,729.22	\$ 319,646.25	\$ 362,375.47	\$ 1,065,101.30	\$ 1,427,476.77	--	\$ 118,785.28
FRANKLIN COUNTY												
F 19 (4)	F	Farmington	--	--	\$ 15.95	\$ 15.95	\$ --	\$ 15.95	\$ 83,810.56	\$ 83,826.51	--	\$ (4.94)
F 032-2 (1)		Farmington-Strong	\$ 2,464.46	--	225.72	2,694.18	--	2,694.18	--	2,694.18	--	--
F G 021-1 (1)	F	Jay-State Road Crossing	28.66	\$ 227.05	--	255.71	--	255.71	--	255.71	--	--
F 025-2 (1)	V	Jay	--	1.00	--	1.00	--	1.00	--	1.00	--	--
	V	New Sharon	135.94	5,291.75	8,086.91	13,514.60	98,909.12	112,423.72	--	112,423.72	--	61,544.00
F G 18 (5)	V	New Sharon	196.04	--	83.55	279.59	--	279.59	5,265.44	5,545.03	--	--
		Wilton Crossing	--	--	72.16	72.16	3,165.95	3,238.11	108.99	3,347.10	--	3,669.76
Total for Franklin County			\$ 2,825.10	\$ 5,518.80	\$ 8,489.29	\$ 16,833.19	\$ 102,075.07	\$ 118,908.26	\$ 89,184.99	\$ 208,093.25	--	\$ 65,208.82

HANCOCK COUNTY											
F 91 (12)	Y	Bucksport	--	--	--	--	--	--	\$ 206,746.53	\$ 206,746.53	\$ (42.34)
F 044 (1)	N	Hancock	\$ 554.84	\$ 10,984.13	\$ 11,091.60	\$ 22,630.57	\$ 213,459.17	\$ 236,089.74	--	236,089.74	108,000.00
F 113 (5)	N	Hancock	983.78	--	44.16	1,027.94	--	1,027.94	11,823.34	12,851.28	--
	M	Mt. Desert	--	(51.72)	401.95	350.23	--	350.23	119,620.06	119,970.29	8,434.90
Total for Hancock County			\$ 1,538.62	\$ 10,932.41	\$ 11,537.71	\$ 24,008.74	\$ 213,459.17	\$ 237,467.91	\$ 338,189.93	\$ 575,657.84	\$ 116,392.56
KENNEBEC COUNTY											
F I 151 (3)	H	Augusta	\$ 11.04	\$ 11,598.51	\$ 36,457.56	\$ 48,067.11	\$ 350,391.68	\$ 398,458.79	\$ 70,613.48	\$ 469,072.27	\$ 201,686.00
F I U I 389 (2)	Q	Augusta	497.48	1,440.97	85,111.61	87,050.06	110,275.12	197,325.18	2,929,024.46	3,126,349.64	114,544.00
F 032-1 (1)	W	Belgrade	19.46	4,918.83	6,044.03	10,982.32	66,679.51	77,561.83	--	--	35,200.00
F 386 (3)	E	Monmouth-Winthrop	--	5.60	--	5.60	--	5.60	523,709.52	523,715.12	(66.67)
F I -3- (9)	H	Vassalboro-Winslow	--	2,571.76	333.56	2,905.32	79,145.52	82,050.84	499,542.83	581,593.67	49,616.28
F 015 (1)	W	Winthrop	3,073.61	1.44	13,327.23	16,402.28	--	16,402.28	--	16,402.28	--
Total for Kennebec County			\$ 3,601.59	\$ 20,537.11	\$ 141,273.99	\$ 165,412.69	\$ 606,491.83	\$ 771,904.52	\$ 4,022,890.29	\$ 4,794,794.81	\$ 400,979.61
KNOX COUNTY											
F 026-1- (1)	D	Rockland	\$ 1,119.84	\$ 261.54	\$ 5.82	\$ 1,387.20	--	\$ 1,387.20	--	\$ 1,387.20	--
52001	S	Rockland	544.96	--	--	544.96	--	544.96	--	544.96	--
F 104 (11)	D	Rockport-Camden	--	--	--	--	--	--	282,565.71	282,565.71	\$ (8,160.66)
Total for Knox County			\$ 1,664.80	\$ 261.54	\$ 5.82	\$ 1,932.16	--	\$ 1,932.16	\$ 282,565.71	\$ 284,497.87	\$ (8,160.66)
LINCOLN COUNTY											
26-1		Damariscotta	\$ 3,144.57	--	--	\$ 3,144.57	--	\$ 3,144.57	--	\$ 3,144.57	--
F 116 (11)	D	Woolwich-Wiscasset	(61.20)	\$ 1.25	\$ 2,958.86	2,898.91	\$ 18,059.80	20,958.71	\$ 424,791.35	445,750.06	--
Total for Lincoln County			\$ 3,083.37	\$ 1.25	\$ 2,958.86	\$ 6,043.48	\$ 18,059.80	\$ 24,103.28	\$ 424,791.35	\$ 448,894.63	--
OXFORD COUNTY											
F G 025-1 (1)	S	Bethel R.R. Crossing	\$ 18.90	--	--	\$ 18.90	--	\$ 18.90	--	\$ 18.90	\$
F G 93 (11)	S	Paris R.R. Crossing	545.38	--	--	545.38	--	545.38	\$ 5,341.46	5,341.46	\$ (234.34)
	K	Paris	--	--	--	--	--	--	1,798.08	2,343.46	--
F 025-1 (2)	O	Rumford-Mexico	1,340.10	--	\$ 98.96	1,439.06	--	1,439.06	--	1,439.06	--
F 148 (8)	O	Rumford	--	\$ 1,125.79	529.34	1,655.13	\$ 13,247.55	14,902.68	93,944.84	108,847.52	10,859.72
F 017-1 (1)	S	Woodstock	1,141.29	4,675.39	9,144.96	14,961.64	172,906.68	187,868.32	5,422.21	193,290.53	83,954.00
F 93 (12)	S	Woodstock	--	--	(41.70)	(41.70)	--	(41.70)	238,208.89	238,167.19	8,298.30
Total for Oxford County			\$ 3,045.67	\$ 5,801.18	\$ 9,731.56	\$ 18,578.41	\$ 186,154.23	\$ 204,732.64	\$ 344,715.48	\$ 549,448.12	\$ 102,877.68
PENOBSCOT COUNTY											
S N 4 (2)	K	Enfield	--	--	\$ 64.70	\$ 64.70	--	\$ 64.70	\$ 420,373.50	\$ 420,438.20	\$ (2,155.59)
F 84 (16)	L	Hampden	--	--	3.30	3.30	--	3.30	79,630.73	79,634.03	(569.77)
F G I 103 (14)	R.R. Sig.	Holden	--	--	--	--	--	--	4,079.53	4,079.53	(163.51)
F I 73 (2)	K	Lincoln	--	\$ 756.27	3,769.57	4,525.84	\$ 7,373.44	11,899.28	413,031.72	424,931.00	30,674.41
F G I 73 (3)	Aut. Sig.	Lincoln	--	--	--	--	6,395.78	6,395.78	429.33	6,825.11	6,825.13
F G I 297-(6)	R.R. Sig.	Mattawankeag	--	--	--	--	--	--	11,021.15	11,021.15	(449.46)
1-3		Newport-Palmyra	\$ 2,521.29	--	--	2,521.29	--	2,521.29	--	2,521.29	--
F I 53 (3)	K	Orono	50.39	10,912.15	1,691.60	12,654.14	207,060.80	219,714.94	268,480.81	488,195.75	\$ 1,953.28
F I 45 (2)	K	Winn	--	8,967.59	15,253.92	24,221.51	161,455.62	185,577.13	182,456.91	368,134.04	87,985.00
F G I 01-4 (1)	K	Winn	--	203.85	--	203.85	--	203.85	94.44	298.29	7,400.96
F I 297 (7)	K	Winn-Mattawankeag	--	3,889.61	4,938.28	8,827.89	93,641.61	102,469.50	8,580.26	111,049.76	47,692.00
Total for Penobscot County			\$ 2,571.68	\$ 24,729.47	\$ 25,721.37	\$ 53,022.52	\$ 475,927.25	\$ 528,949.77	\$ 1,338,178.38	\$ 1,917,128.15	\$ 1,953.28

PISCATAQUIS COUNTY												
F 111 (9)	J	Monson	--	\$ 150.40	--	\$ 150.40	--	\$ 150.40	\$ 2,095.96	\$ 2,246.36	--	--
F 037-1 (1)	J	Monson Shirley	1,723.27	3,090.09	935.30	5,201.62	55,470.45	60,672.07	52,152.79	94,630.06	31,070.00	--
Total for Piscataquis County			\$ 1,176.23	\$ 4,963.76	\$ 1,282.23	\$ 7,422.22	\$ 95,877.52	\$ 103,299.74	\$ 55,065.37	\$ 158,365.11		\$ 48,479.32
SAGADAHOC COUNTY												
F G 116 (10)	C-1	Arrowsic-Woolwich Eath	\$ 3.30	--	\$ (3.30)	--	--	--	--	--	--	--
Total for Sagadahoc County			\$ 3.30	--	\$ (3.30)	--	--	--	\$ 21,531.87	\$ 21,531.87		\$ (1,087.87)
SOMERSET COUNTY												
F 033-1 (1)	H-3	Madison	\$ 2,268.21	--	\$ 115.19	\$ 2,383.40	--	\$ 2,383.40	--	\$ 2,383.40	--	--
F 025-2 (2)	V	Mercer	117.00	\$ 470.05	653.92	1,240.97	\$ 18,332.56	19,573.53	--	19,573.53	\$ 3,770.00	--
F 65 (2)	V	Mercer	--	--	552.40	552.40	--	552.40	\$ 233,823.34	234,375.74	--	--
F 131 (3)	V	Mercer	23.28	--	31.28	54.56	--	54.56	4,384.27	4,438.83	--	--
	V	Norridgewock	--	--	667.37	667.37	--	667.37	195,499.64	196,167.01	8,116.00	--
Total for Somerset County			\$ 2,408.49	\$ 470.05	\$ 2,020.16	\$ 4,898.70	\$ 18,332.56	\$ 23,231.26	\$ 433,707.25	\$ 456,938.51		\$ 11,886.00
WALDO COUNTY												
U 0215 (1)	R	Eelfast	\$ 33.95	\$ 3,716.68	\$ 262.04	\$ 4,012.67	\$ 92,702.27	\$ 96,714.94	\$ 710.52	\$ 97,425.46	\$ 46,992.00	--
F 84 (13)	L	Prospect	--	51.72	22.01	73.73	5,571.39	5,645.12	--	5,645.12	4,641.65	--
F G 84 (14)	L	Prospect-Frankfort	23.52	9,753.54	13.67	9,790.73	81,060.95	90,851.68	41.20	90,892.88	91,140.00	--
F 84 (15)	L	Searsport	--	--	256.47	256.47	--	256.47	247,296.10	247,552.57	--	--
Total for Waldo County			\$ 57.47	\$ 13,521.94	\$ 554.19	\$ 14,133.60	\$ 179,334.61	\$ 193,468.21	\$ 248,047.82	\$ 441,516.03		\$ 142,773.65
WASHINGTON COUNTY												
U 044-2 (1)	N	Calais	\$ 754.56	\$ 4,882.51	--	\$ 5,637.07	\$ 64,802.14	\$ 70,439.21	\$ 661.81	\$ 71,101.02	\$ 23,850.00	--
44-1	N	Jonesboro	2,308.81	--	--	2,308.81	--	2,308.81	--	2,308.81	--	--
A E 123 G (1)	N	Pembroke	260.60	--	--	260.60	--	260.60	8,805.55	9,066.15	--	--
F 123 (9)	N	Pembroke	6.60	6,633.11	\$ 24,505.53	31,145.24	62,407.05	93,552.29	88,790.47	182,342.76	59,889.00	--
F 5 (3)	N	Perry-Pembroke	22.65	576.84	1,301.86	1,901.35	3,972.32	5,873.67	17,141.82	23,015.49	3,366.00	--
Total for Washington County			\$ 3,353.22	\$ 12,092.46	\$ 25,807.39	\$ 41,253.07	\$ 131,181.51	\$ 172,434.58	\$ 115,399.65	\$ 287,834.23		\$ 87,105.00
YORK COUNTY												
F 08-1 (1)	U	Alfred	\$ 685.76	--	\$ 2,853.44	\$ 3,239.20	\$ --	\$ 3,239.20	--	\$ 3,239.20	--	--
F 360 (4)	R.R.Over	Alfred-Lyman	--	\$ 149.72	1,522.24	1,671.96	\$ 278.45	1,950.41	\$ 413,173.26	415,123.67	\$ 29,498.18	--
F G 360 (2)	U pass	Biddeford-Alfred	34.48	11,607.62	16.20	11,658.30	101,493.28	113,151.58	8,435.54	121,587.12	\$ 415.75	115,855.00
F 360 (1)		Lyman-N. Kennebunkport- Biddeford	--	--	476.60	476.60	--	476.60	338,402.49	338,879.09	28,132.07	--
F 06-1 (1)		North Berwick-Wells	1,587.67	--	--	1,587.67	--	1,587.67	--	1,587.67	--	--
F G O-6-1 (2)		North Berwick	750.25	--	--	750.25	--	750.25	--	750.25	--	--
D A M R-1-S H-A 10		Kittery	--	--	--	--	--	--	--	--	50.00	--
Total for York County			\$ 3,058.16	\$ 11,757.34	\$ 4,568.48	\$ 19,383.98	\$ 101,771.73	\$ 121,155.71	\$ 760,011.29	\$ 881,167.00	\$ 465.75	\$ 173,485.25
TOTAL FOR ALL COUNTIES			\$ 70,288.45	\$ 191,574.96	\$ 256,945.22	\$ 518,808.63	\$ 3,307,735.49	\$ 3,826,544.12				
Testing at U. of Maine Nursery Roadside Improvement						5,424.37 594.89		5,424.37 594.89				
GRAND TOTALS			\$ 70,288.45	\$ 191,574.96	\$ 256,945.22	\$ 524,827.89	\$ 3,307,735.49	\$ 3,832,563.38				
To Reconcile With Controller									3.92	Error June 1950, corrected July 50-51		
									2.77	Error June 1951, corrected Aug. 51-52		
									\$ 3,832,570.07	Controller's Net Expenditures		

**EXPENDITURES AND MILEAGE
CONSTRUCTION AND RECONSTRUCTION OF STATE AID ROADS**

Type of Work	Miles	Cost per Mile	Total Cost
Gravel Construction	84.55	\$ 11,533.09	\$ 975,122.60
Surfacing-Work previously based	10.88	1,652.43	17,978.45
Work graded and based	12.24	12,141.58	148,612.94
Reconstruction - Gravel road	86.58	7,305.35	632,497.19
" - Surface	6.72	1,650.17	11,089.16
" - Grading & Base	2.84	11,469.96	32,574.69
" - Pit. Macadam	.95	18,939.36	17,992.39
" - Bit. Concrete	1.70	60,547.73	102,931.14
Tar Surface Treatment	231.60	1,431.45	331,523.31
Cost - Labor, Materials, Equipment			\$2,270,321.87
Engineering and Supervision			73,934.89
Total Cost			\$2,344,256.76

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

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. & Macadam	
Androscoggin	5.17	.10	.04	8.56	3.34	--	--	--	\$ 94,829.17
Aroostook	6.42	.36	2.14	20.64	13.86	--	2.97	.12	245,267.80
Cumberland	7.95	.63	.26	9.56	2.21	--	--	.59	166,481.17
Franklin	5.18	.16	.18	8.57	6.50	--	--	--	118,899.80
Hancock	4.59	.70	.22	11.49	2.28	--	--	.95	150,826.61
Kennebec	5.77	2.54	.75	22.01	7.03	--	--	.36	165,097.27
Knox	2.72	.46	.15	8.67	2.46	--	--	--	66,764.77
Lincoln	6.63	.56	.32	10.79	2.19	.29	--	--	115,122.02
Oxford	4.76	.21	.45	10.29	2.60	.04	--	--	130,438.89
Penobscot	6.05	--	1.36	22.19	6.60	1.35	2.94	.63	222,403.42
Piscataquis	1.20	--	1.88	3.83	2.76	.65	--	--	101,655.72
Sagadahoc	3.30	.28	.81	4.19	.78	--	--	--	82,811.89
Somerset	6.20	1.17	--	24.80	13.27	.31	--	--	176,095.83
Waldo	4.19	2.02	1.93	34.64	9.63	--	.34	--	120,310.44
Washington	3.31	1.29	.71	18.55	10.69	.20	.47	--	162,712.12
York	11.11	.40	1.04	12.82	.38	--	--	--	150,604.95
Totals	84.55	10.88	12.24	231.60	86.58	2.84	6.72	2.65	\$2,270,321.87

SUMMARY OF EXPENDITURES ON THIRD CLASS RECONSTRUCTION

July 1, 1950 to June 30, 1951

No. of Towns	Type of Road	Length Miles	Total cost of Labor and Materials	Cost per mile
10	Gravel Reconstruction	6.16	\$8,668.15	\$1,407.17
6	Surface Treatment	2.74	<u>4,996.54</u>	1,823.55
			\$13,664.69	
Cost of Labor & Materials				
Paid by State			\$ 6,848.25	
Paid by Towns			<u>6,816.44</u>	
			\$13,664.69	

THIRD CLASS COUNTY TABLE SHOWING MILES RECONSTRUCTED AND TOTAL COSTS

July 1, 1950 to June 30, 1951

County	Gravel Reconstruction	Tar Surface Treatment	Paid by State	Paid by Town	Total
Androscoggin	.34	.34	\$ 500.00	\$1,629.64	\$ 2,129.64
Aroostook	.80	.50	2,038.69	1,232.90	3,271.59
Cumberland	--	.55	1,004.58	708.38	1,712.96
Franklin	.19	--	78.80	--	78.80
Hancock	--	--	--	--	--
Kennebec	--	--	--	--	--
Knox	.70	.70	697.63	227.66	925.29
Lincoln	.40	.40	--	2,242.53	2,242.53
Oxford	--	--	--	--	--
Penobscot	.73	--	972.79	89.24	1,062.03
Piscataquis	--	--	--	--	--
Sagadahoc	--	--	--	--	--
Somerset	--	--	--	--	--
Waldo	3.00	.25	1,555.76	686.09	2,241.85
Washington	--	--	--	--	--
York	--	--	--	--	--
TOTALS	<u>6.16</u>	<u>2.74</u>	<u>\$6,848.25</u>	<u>\$6,816.44</u>	<u>\$13,664.69</u>

COUNTY TABLES SHOWING EXPENDITURES FROM
TOWN ROAD IMPROVEMENT FUND

County	Paid by State	Paid by Town	Total Cost.
Androscoggin	\$ 21,396.35	\$ 1,857.59	\$ 23,253.94
Aroostook	59,681.26	5,545.54	65,226.80
Cumberland	32,250.58	5,259.98	37,510.56
Franklin	21,581.37	1,866.54	23,447.91
Hancock	28,962.03	2,699.03	31,661.06
Kennebec	32,726.27	7,636.36	40,362.63
Knox	14,403.55	2,553.95	16,957.50
Lincoln	19,869.78	3,853.52	23,723.30
Oxford	43,457.61	4,553.29	48,010.90
Penobscot	49,958.17	3,791.36	53,749.53
Piscataquis	17,700.09	1,646.01	19,346.10
Sagadahoc	11,144.86	5,110.95	16,255.81
Somerset	35,369.30	4,828.71	40,198.01
Waldo	32,339.17	4,442.05	36,781.22
Washington	29,663.50	1,040.54	30,704.04
York	44,334.41	3,557.41	47,891.82
	<u>\$494,838.30</u>	<u>\$60,242.83</u>	<u>\$555,081.13</u>
Journal #8032	<u>-48.30</u>	<u>_____</u>	<u>-48.30</u>
	\$494,790.00	\$60,242.83	\$555,032.83

TABULAR STATEMENT OF EXPENDITURES UNDER SPECIAL LEGISLATIVE RESOLVES

	Cost of Super. & Engineering	Cost of Labor and Materials	Total Cost	Paid by Towns	Paid by State
Repairs	\$31.55	\$ 82,586.24	\$ 82,617.79	\$ 9,333.41	\$ 73,284.38
Road Construction	16.55	19,667.16	19,683.71	4,197.13	15,486.58
Tar Surface Treatment	--	7,032.05	7,032.05	1,954.79	5,077.26
Baxter Park	38.84	4,334.52	4,373.36	--	4,373.36
	\$86.94	\$113,619.97	\$113,706.91	\$15,485.33	\$ 98,221.58
Special Resolves Trans. to State Aid					78,461.70
" " " " Bridge Div.					2,946.85
" " " " Third Class Reconst.					1,197.63
" " " " Maintenance (work in Hudson)					500.00
" " " " Accts. Rec. (20012) for Town of Newport's share for Middle Bridge					500.00
Reimbursement for work previously reported					7,911.74
					<u>\$189,739.50</u>

COUNTY TABLE - SPECIAL RESOLVES

County	CONSTRUCTION			REPAIRS		TAR SURFACE TREATMENT		EAXTER PARK	Total Cost	Paid by Town	Paid by State
	Length in		Cost	Length in Miles	Cost	Length in Miles	Cost	Cost			
	Miles	Feet									
Androscoggin	.41	2,150	\$ 2,318.79	.70	\$ 3,251.71	.41	\$ 718.21	--	\$ 6,288.71	\$ 403.54	\$ 5,885.17
Aroostook	.19	1,000	796.08	10.13	16,531.86	.20	324.14	--	17,652.08	2,347.51	15,304.57
Cumberland	.49	2,600	5,316.22	2.35	5,713.30	1.27	2,270.83	--	13,300.35	4,174.59	9,125.76
Franklin	--	--	--	.42	1,289.85	--	--	--	1,289.85	86.40	1,203.45
Hancock	--	--	--	1.85	1,881.49	--	--	--	1,881.49	156.55	1,724.94
Kennebec	.30	1,600	499.85	.89	3,372.03	.35	511.75	--	4,383.63	690.96	3,692.67
Knox	--	--	--	--	3,730.60	.75	576.30	--	4,306.90	285.15	4,021.75
Lincoln	.11	600	669.98	.92	3,762.73	--	--	--	4,432.71	463.57	3,969.14
Oxford	.63	3,350	1,510.11	1.88	3,047.29	--	--	--	4,557.40	355.85	4,201.55
Penobscot	--	--	--	3.92	7,598.92	.40	771.96	--	8,370.88	652.43	7,718.45
Piscataquis	.15	800	1,359.48	1.55	2,957.27	--	--	\$4,373.36	8,690.11	437.62	8,252.49
Sagadahoc	.11	600	911.98	1.27	2,547.64	.11	112.85	--	3,572.47	654.89	2,917.58
Somerset	.38	1,980	2,468.67	1.81	3,939.24	--	--	--	6,407.91	498.92	5,908.99
Waldo	.57	3,000	748.15	.53	5,556.50	--	--	--	6,304.65	1,005.85	5,298.80
Washington	.06	300	983.16	6.93	7,700.38	--	--	--	8,683.54	429.37	8,254.17
York	.21	1,100	2,101.24	1.26	9,736.98	1.89	1,746.01	--	13,584.23	2,842.13	10,742.10
	3.61	19,080	\$19,683.71	36.41	\$82,617.79	5.38	\$7,032.05	\$4,373.36	\$113,706.91	\$15,485.33	\$98,221.58

FEDERAL AID SECONDARY HIGHWAYS
EXPENDITURES-JULY 1, 1950 TO JUNE 30, 1951

STATE HIGHWAYS

F. A. S. Proj. No.	Counties	Location	Class of		Expenditures for 1951	Total Expenditures to June 30/51	Per Cent Complete	Length of Proj.in Miles	Contractor
			Highways	Route					
0135-(2)	Androscoggin	Poland	S.H.	11	\$ 3,171.45	\$ 3,281.57	--	1.80	Survey Only
0153-(1)	Androscoggin	Webster	S.H.	126	33,818.57	36,267.09	60	1.13	W. H. Hirman, Inc.
0331-(1)	Aroostook	Caribou	S.H.	US#1 Alt.	23,652.64	42,114.65	01	0.17	Pittsburg - Des Moines Steel Co. Forest Frederick
0338-(1)	Aroostook	Caribou	S.H.	161	16,742.24	82,546.86	--	--	Survey Only
0332-(1)	Aroostook	Fort Fairfield	S.H.	165	6,144.89	6,161.31	--	--	Survey Only
G0340-(1)	Aroostook	Fort Kent Crossing	S.H.	11	98.52	98.52	100	--	E.M.A. R.R. - Force Account
300-(4)	Aroostook	Hamlin	S.H.	165	7,842.66	86,970.76	100	2.09	Donald McKay
300-(5)	Aroostook	Limestone	S.H.	165	1,252.36	61,638.06	100	0.18	J. R. Cianchette
0319-(1)	Aroostook	Ludlow-Smyrna-New Limerick	S.H.	US2	91,126.30	91,940.18	70	2.63	H. E. Sargent, Inc.
0319-(2)	Aroostook	Macwahoc	S.H.	US2	2,463.87	2,463.87	--	3.56	Survey Only
73-(1)	Aroostook	Presque Isle-Washburn	S.H.	164	2,054.59	176,579.46	100	4.00	Eridge Construction Corp.
0330-(1)	Aroostook	Washburn	S.H.	164	91,381.27	95,148.20	80	3.00	Donald McKay
0330-(2)	Aroostook	Washburn	S.H.	164	2,195.51	2,195.51	--	--	Survey Only
0123-(1)	Cumberland	Baldwin	S.H.	113	3,486.87	8,287.30	--	4.05	Survey Only
26-(2)	Cumberland	Standish	S.H.	113	--	77,581.78	100	2.92	J. R. Cianchette
0181-(1)	Franklin	Rangley-Oquossoc	S.H.	114	39,295.93	42,244.80	75	0.22	C. W. Bagley
0250-(1)	Hancock	Elus Hill	S.H.	172	2,220.68	2,220.68	--	--	Survey Only
303-(2)	Hancock	Ellsworth-Surry	S.H.	15	41,175.07	110,690.04	100	3.10	Eridge Construction Corp.
0210-(3)	Kennebec	Albion	S.H.	137	65,305.94	65,313.36	80	1.35	Lee Brothers
62-(1)	Kennebec	Augusta-Chelsea	S.H.	157	58.65	95,832.21	100	1.52	P. E. Susi & Company
51-(2)	Kennebec	Mt. Vernon-Vienna	S.H.	41	165,210.77	188,704.20	100	4.20	Thomas DiCenzo
54-(1)	Kennebec	Pittston	S.H.	27	3,520.06	100,256.60	100	1.94	Force Account by State
54-(2)	Kennebec	Pittston-Randolph	S.H.	27	48,439.63	137,621.58	100	1.76	P. E. Susi & Company
0226-(1)	Kennebec	Winslow-China	S.H.	137	3,200.30	3,200.30	--	--	Survey Only
0205-(1)	Knox	Rockland	S.H.	17	6,601.85	6,601.85	--	1.43	Survey Only
0205-(2)	Knox	Rockport	S.H.	17	18.84	18.84	--	--	Survey Only
371-(6)	Knox	So. Thomaston-St. George	S.H.	131	504.59	51,579.22	100	1.24	A. P. Wyman, Inc.
371-(5)	Knox	Thomaston-St. Thomaston	S.H.	131	563.82	102,753.44	100	2.41	A. P. Wyman, Inc.
G371-(7)	Knox	Thomaston St. George Crossing	S.H.	131	4,189.56	4,490.73	100	--	M.C.R.R. Force Account
64-(1)	Lincoln	Wiscasset	S.H.	27	972.91	75,714.94	100	1.16	Grant & Keene
0163-(1)	Lincoln	Wiscasset	S.H.	27	4,548.02	4,559.06	--	3.30	Survey Only
G0123-(2)	Oxford	Fryeburg Crossing	S.H.	SM113	32.10	32.10	--	--	Survey Only
364-(2)	Oxford	Hiram	S.H.	113	41,534.35	96,976.90	100	1.96	Frank Rossi
0180-(1)	Oxford	Roxbury	S.H.	17	19.28	1,882.68	--	--	Survey Only
0228-(1)	Penobscot	La Grange	S.H.	11	40,764.45	42,539.80	--	--	Survey Only
0228-(2)	Penobscot	La Grange	S.H.	11	555.52	555.52	--	--	Survey Only
G78-(1)	Penobscot	La Grange	S.H.	11	56,912.50	56,912.50	100	1.55	P. E. Susi & Company
85-(1)	Penobscot	Patten-Stacyville	S.H.	11	33,008.49	97,687.19	100	2.96	Thomas DiCenzo
319-(4)	Piscataquis	Eg Squaw Mt. Twp.	S.H.	15	26,633.75	77,029.78	100	3.34	Thomas DiCenzo
275-(2)	Piscataquis	Parkman	S.H.	150	19,089.22	59,068.05	100	1.88	Thomas DiCenzo
152-(5)	Somerset	Anson	S.H.	US201	38.25	82,367.72	100	2.37	P. E. Susi & Company
378-(3)	Somerset	Johnson Mt. Twp.	S.H.	US201	--	137,897.22	100	2.47	Thomas DiCenzo
0267-(1)	Somerset	Sandy Bay Twp.	S.H.	US201	64,347.21	69,910.35	60	3.34	Thomas DiCenzo
379-(2)	Somerset	Sandy Bay Twp.	S.H.	US201	--	246,835.08	100	3.33	Force Account by State
0217-(2)	Waldo	Elfast	S.H.	137	1,292.67	1,292.67	--	--	Survey Only
0217-(1)	Waldo	Prooks-Waldo	S.H.	137	9,023.22	9,085.32	--	3.93	Survey Only
87-(1)	Waldo	Freedom-Knox	S.H.	137	65,240.58	123,375.18	100	3.91	Thomas DiCenzo
0215-(1)	Waldo	Liberty	S.H.	3	2,882.78	2,882.78	--	--	Survey Only
114-(3)	Washington	Addison-Tonesport	S.H.	187	24.95	63,717.94	100	2.24	P. E. Susi & Company
84-(1)	Washington	Whiting-Trescott	S.H.	189	191,678.34	226,351.56	100	4.81	Thomas DiCenzo
288-(3)	York	Alfred-Lyman-Waterboro-So. Sanford	S.H.	US202	335,390.51	547,982.87	100	7.38	Frank Rossi
0105-(1)	York	North Berwick	S.H.	4	1,599.81	1,599.81	--	--	Survey Only
0110-(1)	York	Sanford-Shapleigh	S.H.	11	353.66	415.54	--	--	Survey Only
71-(1)	York	York	S.H.	US-1-A	--	261,395.67	100	1.35	W. H. Hirman, Inc.

STATE AID HIGHWAYS

0151-(1)	Androscoggin	Auburn	S.A.	219	\$ 302.44	\$ 302.44	--	--	Survey Only
G-343-(5)	Androscoggin	Mc Falls-Poland Crossing	S.A.	11	5,108.77	5,658.68	100	--	M.C.R.R.-Force Account
37-(1)	Androscoggin	Auburn-New Gloucester-Poland	S.A.	122	17.06	231,633.12	100	4.43	Thomas DiCenzo
153-(3)	Androscoggin	Turner	S.A.	219	4.59	60,178.64	100	1.47	J. R. Cianchette
0187-(1)	Androscoggin	Turner	S.A.	219	39,051.24	39,051.24	50	1.71	P. E. Susi & Company
G0326	Aroostook	Masardis Crossing	S.A.	11	74.10	74.10	100	--	E. & A. R.R.-Force Account
0124-(1)	Cumberland	Gorham Little River	S.A.	95	181,188.84	186,760.80	80	2.95	Frank Rossi
0143-(1)	Cumberland	Erunswick-Harpwell	S.A.	24	155,159.32	161,159.32	75	4.25	Bridge Construction Corp.
G0112-(1)	Cumberland	Scarboro	S.A.	9	808.26	2,211.16	--	--	Survey Only
G0113-(1)	Cumberland	Standish-Sebago Lake	S.A.	35	62,004.69	62,169.59	85	0.31	Berry & Mosher, Inc.
0119-1	Cumberland	Windham	S.A.	US202	161,689.74	163,953.19	80	3.91	Frank Rossi
169-(2)	Franklin	Farmington	S.A.	27	9.96	86,678.45	100	2.66	Bridge Construction Corp.
0237-(1)	Franklin	New Vineyard	S.A.	27	49,497.46	53,988.60	75	1.80	P. E. Susi & Company
0184-(1)	Franklin	Weid	S.A.	142	5,250.58	5,537.90	05	1.81	Frank Rossi
68-(1)	Hancock	Far Harbor	S.A.	3	22,100.99	107,615.55	100	0.79	Frank Rossi
20-(2)	Hancock	Deer Isle	S.A.	--	6,237.24	6,237.24	100	0.64	Frank Rossi
60-(1)	Hancock	Hancock-Franklin	S.A.	182	12,991.42	59,478.58	100	1.21	Thomas DiCenzo
0206-(1)	Kennebec	Chelsea	S.A.	9	112,425.24	121,423.10	70	2.56	Wyman & Simpson, Inc.
53-(1)	Kennebec	Manchester-Readfield	S.A.	17	41.18	111,059.60	100	2.63	J. E. Cianchette
0230-(1)	Kennebec	Oakland	S.A.	137	3.73	3.73	--	--	Survey Only
329-(5)	Kennebec	Sidney	S.A.	104	--	62,466.38	100	1.10	Force Account by State
0193-(1)	Lincoln	Waldoboro	S.A.	220	46,945.61	47,534.05	75	0.72	A. P. Wyman, Inc.
0187-(2)	Oxford	Hartford	S.A.	219	9,131.74	9,131.74	50	1.07	P. E. Susi & Company
49-(2)	Oxford	North Waterford	S.A.	358118	434.68	77,402.45	100	1.27	Frank Rossi
49-(1)	Oxford	Norway-Waterford	S.A.	118	221.00	56,841.00	--	1.29	W. E. Rogers
0131-(1)	Oxford	Norway	S.A.	118	4,049.03	4,049.03	--	--	Survey Only
65-(1)	Oxford	Rumford	S.A.	5	934.84	59,572.98	100	1.34	Thomas DiCenzo
49-3	Oxford	Waterford-Horrs Bridge	S.A.	358118	6,685.84	45,403.83	100	2.18	Rioux & Robinson
14-3	Penobscot	Corinna-Exeter	S.A.	11843	2.00	55,610.45	100	2.16	Force Account by State
33-3	Penobscot	Corinth-Exeter	S.A.	11843	4.00	41,040.36	100	1.67	Force Account by State
335-(4)	Penobscot	Dexter	S.A.	24	435.26	90,962.74	100	0.33	H. E. Sargent, Inc.
0210-(2)	Penobscot	Dismont	S.A.	US202	2,539.36	7,345.84	--	--	Survey Only
66-(2)	Penobscot	Eddington	S.A.	9	16,982.90	90,613.96	100	2.20	H. E. Sargent, Inc.
0210-(1)	Penobscot	Hampden York Eridge	S.A.	US202	22,056.56	22,233.61	--	0.15	A. P. Wyman, Inc. & C. H. Goodrich
0288-(4)	Penobscot	LaGrange Crossing	S.A.	11	11.50	11.50	--	--	Survey Only
56-(1)	Penobscot	Newburg-Hampden	S.A.	US202	97,899.44	311,181.94	100	8.00	Bridge Construction Corp.
0265-(1)	Piscataquis	Abhatt	S.A.	16	911.35	1,185.64	--	--	Survey Only
G0275-(1)	Piscataquis	Dover-Foxcroft	S.A.	--	46.72	46.72	--	--	Survey Only
0146-(1)	Sagadahoc	Arrowsic	S.A.	127	1,963.43	5,580.34	--	--	Survey Only
154-(2)	Sagadahoc	Arrowsic-Woolwich	S.A.	127	228,858.87	537,142.41	100	0.52	W. H. Hinman, Inc.-Harris Structural Steel Co.
67-(4)	Sagadahoc	Fowolno	S.A.	125	9,515.27	78,579.44	100	1.58	Force Account by State
0157-(1)	Sagadahoc	Fowolno-Brooklyn Eridge	S.A.	24	134.72	134.72	--	--	Survey Only
154-(3)	Sagadahoc	Georgetown	S.A.	Reed Park	38,792.92	86,090.63	100	2.23	Harold McQuinn
57-(1)	Somerset	Embden	S.A.	16	49,219.12	100,659.86	100	2.52	McEachern & Perkins
0232-(1)	Somerset	Fairfield-Larone	S.A.	--	1,304.43	1,348.70	--	--	Survey Only
46-(1)	Somerset	Smithfield	S.A.	137	--	23,838.75	100	1.36	Force Account by State
58-(3)	Waldo	Troy	S.A.	US202	12,701.49	69,181.65	100	1.27	Farrin Brothers & Smith
58-(1)	Waldo	Unity Eridge	S.A.	US202	3.00	52,600.59	100	0.19	C. H. Goodrich
298-(1)	Washington	Cherryfield	S.A.	182	2,581.86	2,581.86	--	--	Survey
0303-(1)	Washington	Cooper-Meddytemp	S.A.	191	85,828.80	91,221.58	100	2.50	J. R. Cianchette
	Testing				5,292.48				
Total Expenditures					\$3,020,522.97	\$7,304,838.14			

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MAINTENANCE EXPENDITURES, BY COUNTY AND BY SYSTEM, FOR THE YEAR ENDING, JUNE 30, 1951

County	Maintenance Construction		Surface Operations		Shoulder Maintenance		Drainage, Roadside, Ditch and Slope		Traffic Services		Extraordinary Maintenance		Supervision		Total		Cost per Mile*	
	S.H.	S.A.	S.H.	S.A.	S.H.	S.A.	S.H.	S.A.	S.H.	S.A.	S.H.	S.A.	S.H.	S.A.	S.H.	S.A.	S.H.	S.A.
Androscoggin	\$ 399.81	\$ 2.10	\$ 39,683.54	\$ 83,646.12	\$ 7,688.93	\$ 7,507.42	\$ 15,131.50	\$ 17,230.86	\$ 5,935.74	\$ 3,899.50	\$ 325.74	\$ 974.31	\$ 2,728.58	\$ 2,320.62	\$ 71,893.84	\$ 115,580.93	\$ 777.48	\$ 808.18
Aroostook	33,480.33	1,540.74	478,860.34	115,999.82	16,339.38	7,047.60	79,784.83	26,112.89	13,566.11	829.56	43.04	37.12	17,554.77	5,389.00	639,628.80	156,956.73	1,076.11	297.08
Cambriand	1,495.76	--	75,542.07	204,640.04	30,887.82	18,901.30	34,714.48	58,688.40	14,105.26	6,724.17	567.66	475.01	6,048.80	4,860.42	163,361.85	294,289.34	797.59	616.97
Franklin	39.72	--	88,264.79	84,535.06	6,897.43	5,372.24	18,953.82	21,620.00	4,980.62	1,530.25	1,096.15	6,640.64	4,777.23	2,630.04	125,009.76	122,328.23	773.14	473.98
Hancock	2,430.38	63.20	103,137.24	175,001.45	6,837.56	9,950.46	40,881.66	58,819.74	10,464.09	3,304.70	70.35	304.15	4,856.70	4,583.23	168,677.98	252,026.93	1,025.83	560.75
Kennebec	1,564.12	4,523.00	99,489.60	184,291.16	16,554.18	19,644.56	33,445.45	50,261.77	11,743.88	4,918.64	737.29	996.36	5,845.70	4,357.61	169,380.22	268,993.10	856.23	629.06
Knox	445.60	--	21,992.37	95,040.09	5,386.32	11,146.63	8,087.37	19,237.56	1,929.88	1,067.84	161.74	985.54	1,810.22	2,546.24	39,813.50	130,023.90	650.87	521.28
Lincoln	--	767.77	46,558.13	97,128.94	8,789.96	7,566.17	17,607.32	34,133.51	4,424.17	5,327.10	402.98	1,525.24	3,187.76	2,572.02	80,970.32	149,020.75	750.77	590.30
Oxford	86.45	40.00	60,947.30	127,585.58	14,521.40	16,852.22	28,276.20	39,209.37	8,039.33	2,737.13	3,952.42	1,881.74	5,986.99	4,454.31	121,810.09	192,760.35	601.06	441.03
Penobscot	215.11	--	167,233.85	288,322.22	15,700.80	19,185.68	38,764.99	66,072.43	13,235.43	5,562.96	1,145.46	2,692.47	7,373.35	7,948.13	243,668.99	389,783.89	975.69	499.90
Piscataquis	--	5,298.73	51,478.26	66,371.31	3,716.15	3,160.67	11,787.21	16,980.44	3,831.72	1,307.25	744.46	3,077.91	3,284.90	2,423.76	74,842.70	98,620.07	673.11	414.74
Sagadahoc	--	--	24,004.20	51,032.56	2,317.14	2,598.57	9,130.64	20,924.86	2,783.14	2,074.03	192.12	309.13	1,501.16	1,321.47	39,928.40	78,260.62	786.77	603.16
Somerset	9,035.99	332.73	113,159.36	191,017.16	11,500.92	12,062.24	31,704.14	42,063.07	11,630.15	2,863.57	3,861.89	7,242.05	6,896.52	4,931.06	187,788.97	260,511.88	804.37	541.84
Waldo	166.42	--	69,962.99	138,984.32	5,750.60	5,666.19	17,405.56	31,623.27	4,325.23	1,807.00	1,204.49	1,618.10	3,390.86	4,118.89	102,206.15	183,817.77	890.22	457.37
Washington	6,170.88	10.50	203,281.27	242,903.79	9,335.96	14,629.57	68,254.32	69,479.00	6,110.29	1,545.08	650.45	2,323.86	5,978.16	4,995.78	299,781.33	335,887.58	1,481.50	685.55
York	4,120.26	3,430.13	86,409.09	189,640.75	13,034.54	11,761.73	44,671.66	56,906.70	13,469.49	5,542.51	304.85	476.92	7,081.95	5,053.80	169,091.84	272,812.54	705.17	550.36
TOTAL	\$59,650.83	\$16,008.90	\$1,730,004.40	\$2,336,140.37	\$175,289.09	\$173,053.25	\$498,601.15	\$629,363.87	\$130,574.53	\$51,041.29	\$15,461.09	\$31,560.55	\$88,303.65	\$64,506.38	\$2,697,854.74	\$3,301,674.61	\$ 902.48**	\$522.22**

* Mileages based on report dated June 30, 1950.

** Average cost per mile for all counties

STATE HIGHWAY AND STATE AID MAINTENANCE EXPENDITURES BY FUNCTIONS, FOR THE YEAR ENDING JUNE 30, 1951									
System	Construction	Surface Operations	Shoulder Maintenance	Drainage, Roadside, Ditch, and Slope	Traffic Services	Extraordinary Maintenance	Supervision	Total	Cost Per Mile*
State Highway	\$ 59,650.83	\$1,730,004.40	\$175,259.09	\$ 498,601.15	\$130,574.53	\$ 15,461.09	\$ 88,303.65	\$2,697,854.74	\$902.48
State Aid	<u>16,008.90</u>	<u>2,336,140.37</u>	<u>173,053.25</u>	<u>629,363.87</u>	<u>51,041.29</u>	<u>31,560.55</u>	<u>64,506.38</u>	<u>3,301,674.61</u>	<u>522.22</u>
Total	\$ 75,659.73	\$4,066,144.77	\$348,312.34	\$1,127,965.02	\$181,615.82	\$ 47,021.64	\$ 152,810.03	\$5,999,529.35	\$644.29
STATE HIGHWAY AND STATE AID SURFACE OPERATION EXPENDITURES, BY SURFACE TYPES, FOR THE YEAR ENDING JUNE 30, 1951									
System	Plain Gravel	Surf. Tr. Gravel	Mixed Bituminous	Pituminous Macadam	Bituminous Concrete	Portland Cement Concrete	Total	Cost Per Mile*	
State Highway	\$ 11,707.16	\$1,406,547.44	\$ 55,215.83	\$ 175,933.94	\$ 35,561.22	\$ 45,038.81	\$1,730,004.40	\$ 578.71	
State Aid	<u>309,348.32</u>	<u>2,016,748.50</u>	<u>2,060.25</u>	<u>7,253.14</u>	<u>203.12</u>	<u>527.04</u>	<u>2,336,140.37</u>	<u>369.50</u>	
Total	\$321,055.48	\$3,423,295.94	\$ 57,276.08	\$ 183,187.08	\$ 35,764.34	\$ 45,565.85	\$4,066,144.77	\$ 436.66	
COST PER MILE* FOR SURFACE OPERATIONS ON STATE HIGHWAY AND STATE AID SYSTEMS, BY SURFACE TYPES, FOR THE YEAR ENDING JUNE 30, 1951									
System	Plain Gravel	Surf. Tr. Gravel	Mixed Bituminous	Pituminous Macadam	Bituminous Concrete	Portland Cement Concrete	Total		
State Highway	\$ 173.39	\$ 691.22	\$ 295.10	\$ 428.41	\$ 260.58	\$ 294.87	\$ 578.71		
State Aid	<u>301.25</u>	<u>385.63</u>	<u>140.25</u>	<u>174.99</u>	<u>125.38</u>	<u>65.23</u>	<u>369.50</u>		
Total	\$ 293.36	\$ 471.23	\$ 283.83	\$ 405.17	\$ 258.99	\$ 283.33	\$ 436.66		
*Mileages based on report dated June 30, 1950.									

MAINTENANCE EXPENDITURES, BY SYSTEMS AND BY FUNCTIONS, FOR THE YEAR ENDING JUNE 30, 1951									
System	Maintenance Construction	Surface Operations	Shoulder Maintenance	Drainage, Roadside, Ditch, and Slope	Traffic Services	Extraordinary Maintenance	Supervision	Total	Cost Per Mile*
F.A.P. State Highway	\$ 45,903.01	\$ 901,619.74	\$116,425.77	\$ 290,426.07	\$ 88,691.49	\$ 7,639.20	\$ 54,994.53	\$1,505,699.81	\$ 991.82
F.A.S. State Highway	13,685.96	653,367.04	47,446.10	152,517.33	36,765.90	6,509.17	24,109.76	934,401.26	866.36
F.A.S. State Aid	40.00	449,794.98	40,068.47	138,867.62	22,061.88	3,447.49	22,608.24	676,888.68	595.12
S.H. Non-federal	61.86	175,017.62	11,387.22	55,657.75	5,117.14	1,312.72	9,199.36	257,753.67	656.23
S.A. Non-federal	15,968.90	1,886,345.39	132,984.78	490,496.25	28,979.41	28,113.06	41,898.14	2,624,785.93	506.22
Total	\$ 75,659.73	\$4,066,144.77	\$348,312.34	\$1,127,965.02	\$181,615.82	\$ 47,021.64	\$ 152,810.03	\$5,999,529.35	\$ 644.29**
SURFACE OPERATION EXPENDITURES, BY SYSTEM AND BY SURFACE TYPE, FOR THE YEAR ENDING JUNE 30, 1951									
System	Plain Gravel	Surf. Tr. Gravel	Mixed Bituminous	Bituminous Macadam	Bituminous Concrete	Portland Cement Concrete	Total	Cost Per Mile*	
F.A.P. State Highway	\$ --	\$ 619,126.03	\$ 44,801.61	\$ 159,864.14	\$ 35,542.90	\$ 42,285.06	\$ 901,619.74	\$ 593.91	
F.A.S. State Highway	3,395.00	625,694.72	10,248.89	13,254.96	12.07	761.40	653,367.04	605.79	
F.A.S. State Aid	16,266.43	425,872.31	2,060.25	5,188.47	203.12	204.40	449,794.98	395.46	
S.H. Non-Federal	8,312.16	161,726.69	165.33	2,814.84	6.25	1,992.35	175,017.62	445.59	
S.A. Non-Federal	293,081.89	1,590,876.19	--	2,064.67	--	322.64	1,886,345.39	363.81	
Total	\$321,055.48	\$3,423,295.94	\$ 57,276.08	\$ 183,187.08	\$ 35,764.34	\$ 45,565.85	\$4,066,144.77	\$ 436.66**	
COST PER MILE* FOR SURFACE OPERATIONS, BY SYSTEMS AND BY SURFACE TYPES, FOR THE YEAR ENDING JUNE 30, 1951									
System	Plain Gravel	Surf. Tr. Gravel	Mixed Bituminous	Bituminous Macadam	Bituminous Concrete	Portland Cement Concrete	Total		
F.A.P. State Highway	\$ --	\$ 846.03	\$ 395.60	\$ 414.79	\$ 238.82	\$ 304.63	\$ 593.91		
F.A.S. State Highway	119.80	661.56	195.89	267.18	15.28	450.53	605.79		
F.A.S. State Aid	549.17	398.82	144.78	231.22	781.23	67.91	395.46		
S.H. Non-federal	194.98	504.20	170.44	179.29	13.89	162.38	445.59		
S.A. Non-federal	293.89	382.25	--	108.61	--	63.64	363.81		
Total	\$ 293.36	\$ 471.23	\$ 283.83	\$ 405.17	\$ 258.99	\$ 283.33	\$ 436.66**		
*Mileages based on report dated June 30, 1950. ** Average cost per mile for all systems									

MAINTENANCE EXPENDITURES, BY ACTIVITY AND BY SYSTEM, FOR THE YEAR ENDING JUNE 30, 1951

Activity	Federal Aid Primary State Highway	Federal Aid Secondary State Highway	Federal Aid Secondary State Aid	State Highway Non-federal	State Aid Non-federal	Total	Per Cent
Maintenance Construction							
Engineering and Soils Investigation	\$ 509.38	\$ 356.40	--	--	\$ 205.44	\$ 1,071.22	0.02
Roadway and Drainage Grading	9,567.58	1,653.27	--	2,372.67	13,693.52	0.23	
Culverts	1,582.37	158.94	--	--	1,741.31	0.03	
Ease	12,336.86	5,630.25	--	\$ 42.90	11,989.20	0.49	
Surface	10,128.65	5,752.09	--	--	2,182.99	27,063.73	0.45
Traffic Services	2,480.55	136.01	\$ 40.00	18.96	--	2,675.52	0.04
Roadside Development	197.62	--	--	--	--	197.62	(1)
Total	\$ 45,903.01	\$ 13,685.96	\$ 40.00	\$ 61.86	\$ 15,968.90	\$ 75,659.73	1.26
Surface Operations							
Asphalt Surface Treatment	169,940.04	156,230.23	82,441.67	46,283.80	324,608.63	779,504.37	12.99
Tar Surface Treatment	347,749.58	216,631.30	151,304.06	44,894.11	548,700.55	1,309,279.60	21.82
Cover for Surface Treatment	109,299.48	108,179.50	56,933.92	27,881.73	206,666.72	508,961.35	8.48
Patching	226,890.26	124,981.14	112,903.57	36,451.96	424,677.34	925,904.27	15.43
Machining and Dragging	18,654.81	18,882.19	14,735.67	10,703.84	143,722.49	206,699.00	3.45
Filling Joints Conc. Surfaces	3,388.09	--	153.89	484.08	106.86	4,132.92	0.07
Gravel Surfacing	--	533.01	7,724.97	3,485.28	135,580.86	147,324.12	2.46
Hauling and Applying Calcium	13.80	679.81	937.07	1,191.42	34,833.40	37,655.50	0.63
Correcting Frost Heaves, etc.	25,683.68	27,249.86	22,660.16	3,641.40	67,448.54	146,683.64	2.44
Total	901,619.74	653,367.04	449,794.98	175,017.62	1,886,345.39	4,066,144.77	67.77
Shoulders							
Graveland Earth Shoulders	85,617.12	44,117.54	38,540.36	10,655.25	127,944.63	306,874.90	5.12
Treated Shoulders	30,808.65	3,328.56	1,528.11	731.97	5,040.15	41,437.44	0.69
Total	116,425.77	47,446.10	40,068.47	11,387.22	132,984.78	348,312.34	5.81
Roadside Maintenance							
Ditch and Slope Maintenance	117,165.29	48,694.61	46,134.54	21,565.84	146,415.03	379,975.31	6.33
Installing and Maintaining Culverts	60,954.45	44,662.28	28,488.17	19,086.37	102,822.61	256,013.88	4.27
Bushes and Grass	88,613.98	50,736.64	56,955.82	13,759.29	224,990.29	434,655.92	7.24
Cleaning Debris	14,923.28	5,531.26	4,654.81	1,023.53	11,393.30	37,526.18	0.63
Care of Roadside Develop. Projs.	8,769.17	2,892.54	2,634.28	222.72	5,275.02	19,793.73	0.33
Total	290,426.07	152,517.33	138,867.62	55,657.75	490,496.25	1,127,965.02	18.80
Traffic Services							
Painting Traffic Lines	20,092.94	7,600.03	4,453.99	492.47	558.70	33,196.13	0.56
Repairing, Painting and Resetting Signs	25,019.45	13,866.21	10,433.54	2,021.53	10,011.03	61,351.76	1.02
Replacing and Repairing Guard Rail	30,875.33	12,456.81	5,166.69	2,278.14	15,253.29	66,030.26	1.10
Painting Guard Rail	11,110.67	2,698.05	2,007.66	325.00	3,145.39	19,286.77	0.32
Traffic Lights	1,593.10	144.80	--	--	11.00	1,748.90	0.03
Total	88,691.49	36,765.90	22,061.88	5,117.14	28,979.41	181,615.82	3.03
Extraordinary Maintenance							
Extraordinary Maint. Hlys.	7,639.20	6,509.17	3,447.49	1,312.72	28,113.06	47,021.64	0.78
Total	7,639.20	6,509.17	3,447.49	1,312.72	28,113.06	47,021.64	0.78
Supervision							
Supervision - Hwy. Maint.	54,994.53	24,109.76	22,608.24	9,199.36	41,898.14	152,810.03	2.55
Total	54,994.53	24,109.76	22,608.24	9,199.36	41,898.14	152,810.03	2.55
Grand Total	\$1,505,699.81	\$934,401.26	\$676,888.68	\$257,753.67	\$2,624,785.93	\$5,999,529.35	100.00

(1) Less than one-tenth of one per cent.

MAINTENANCE REPORT

July 1, 1950, to June 30, 1951

Fiscal Year 1950 - 1951

County		Concrete Mileage	Bit. Concrete Mileage	Bit. Macadam Mileage	Mixed Bit. Mileage	Tar Mileage	Gravel Mileage	Totals
Androscoggin	S.H.	2.47	13.87	38.72	13.51	23.82	--	92.39
	S.A.	.20	--	2.70	3.44	221.14	9.43	236.91
Aroostook	S.H.	--	11.44	60.40	13.06	519.24	8.79	612.93
	S.A.	--	.18	--	--	390.02	127.13	517.33
Cumberland	S.H.	30.15	53.18	52.72	2.92	64.08	--	203.05
	S.A.	--	--	6.88	.50	469.52	11.83	488.73
Franklin	S.H.	--	--	2.70	16.60	114.04	27.38	160.72
	S.A.	--	--	--	2.65	219.40	44.91	266.96
Hancock	S.H.	16.87	--	27.59	7.23	112.54	--	164.23
	S.A.	--	--	2.06	2.01	440.13	15.29	459.49
Kennebec	S.H.	8.99	15.63	36.46	27.41	107.74	1.55	197.78
	S.A.	--	.15	17.24	1.81	358.33	70.01	447.54
Knox	S.H.	3.60	5.80	11.55	3.64	36.53	--	61.12
	S.A.	1.65	--	2.10	.15	238.87	12.34	255.11
Lincoln	S.H.	--	10.52	13.24	.25	68.83	--	92.84
	S.A.	--	--	--	1.98	248.80	26.78	277.56
Oxford	S.H.	10.38	5.12	22.05	5.77	163.54	4.19	211.05
	S.A.	2.30	--	--	2.61	416.51	14.03	435.45
Penobscot	S.H.	25.07	15.79	33.36	46.47	126.30	.50	247.49
	S.A.	.85	8.11	.06	.33	604.70	175.50	789.55
Piscataquis	S.H.	1.50	--	9.19	13.12	86.09	5.79	115.69
	S.A.	--	--	.05	--	165.36	74.45	239.86
Sagadahoc	S.H.	3.48	10.10	13.08	8.38	15.67	--	50.71
	S.A.	--	--	1.15	1.56	126.68	6.73	136.12
Somerset	S.H.	7.16	11.75	29.12	17.21	170.82	5.25	241.31
	S.A.	--	--	--	2.52	355.69	126.99	485.20
Waldo	S.H.	--	2.47	10.04	20.27	94.12	.09	126.99
	S.A.	--	--	--	3.60	285.19	117.88	406.67
Washington	S.H.	--	--	4.16	23.76	173.70	--	201.62
	S.A.	--	--	--	--	397.65	99.01	496.66
York	S.H.	27.31	16.93	47.31	1.98	146.49	--	240.02
	S.A.	2.70	1.35	9.35	.40	489.23	5.38	508.41
TOTALS	S.H.	136.98	172.60	411.69	221.58	2023.55	53.54	3019.94
	S.A.	7.70	9.79	41.59	23.56	5427.22	937.69	6447.55
TOTAL MILEAGE								9467.49

MAINTENANCE - BETTERMENTS

RECONSTRUCTION

July 1, 1950 to June 30, 1951

Location	Route	Description	Under Const.	Complete	Expenditures
					Fiscal Year 1951
Arnold Trail	4	S.T.G.	--	1.20	\$ 57,863.08
Bangor-Clinton-Pittsfield	100	B.C.	--	4.70	47,733.87
Belfast	3	B.C.	--	1.75	22,712.54
Biddeford	1	B.C.	--	1.95	33,037.89
Biddeford-Saco	1	B.C. (Advt.)	--	--	6.78
Brownville-Millinocket	157	S.T.G.	--	1.80	21,144.93
Corrina-Dexter	7	S.T.G.	3.75	--	49,345.80
Farmingdale	201	S.T.G.	2.50	--	21,224.51
Freeport	1	S.T.G.	--	1.00	18,776.90
Intersection Rt. 1-Turnpike	1	--	--	--	22,679.52
Kennebunk	1	S.T.G.	--	0.10	2,432.68
Kittery-York Corner	1	S.T.G.	--	4.00	57,399.72
Lewiston-Sabbattus	126	S.T.G.	--	2.60	96,951.75
Livermore Falls	4	R.M.	1.00	--	6,829.07
Military Road (Aroostook Co.)	2A	B.C.	--	11.50	159,787.01
Military Road Res.	--	--	--	--	23.56
Norway Village	--	B.C.	--	0.81	44,246.98
Oquossoc	--	S.T.	--	6.00	17,703.12
Portland-Kittery	1	B.C.	2.75	--	36,980.39
Saco Overpass	1	*	--	--	1,316.67
Skowhegan	2+147	B.C.	--	0.40	21,086.26
Stockholm	--	P.R.	--	--	5.04
Waterville-Gilman Street	SA	S.T.G.	0.50	--	14,143.54
Waterville-Silver Street	11	B.C. (Advt.)	--	--	26.92
Westbrook-Gorham	25	B.C.	--	2.13	33,413.81
Whiting	1	S.T.G.	--	0.35	15,537.72
Total (Net)			10.50	51.09	\$802,410.06

Description

- B.C. Bituminous Concrete
- R.M. Road Mix (Bituminous)
- S.T.G. Surface Treated Gravel
- S.T. Surface Treatment
- ADVT. Advertising 1952 Projects
- P.R. Previously Reported
- * Part of cost of removing Overpass

MAINE STATE HIGHWAY DEPARTMENT

Removal of Snow (Including Sanding and Snow Fence)
July 1, 1950, to June 30, 1951

All Classes of Highway - 15,246.97 Miles		
Total Cost		\$2,895,274.52
Paid from State Funds	\$2,057,176.79	
Paid from Town Funds	<u>838,097.73</u>	2,895,274.52
Average Cost per Mile		\$ 189.88
<hr/>		
State Highways - 2,967.47 Miles		
Total Cost		\$1,538,017.63
Paid from State Funds	\$1,415,033.54	
Paid from Town Funds	<u>122,984.09</u>	1,538,017.63
Average Cost per Mile		\$ 518.29
<hr/>		
State Aid and Town Roads		
State Aid Roads	6,127.22 Miles	
Town Roads	<u>6,152.28 Miles</u>	
	12,279.50 Miles	
Total Cost		\$1,357,256.89
Paid from State Funds	\$ 642,143.25	
Paid from Town Funds	<u>715,113.64</u>	1,357,256.89
Average Cost per Mile		\$ 110.53
<hr/>		

STATE HIGHWAY GARAGE

Operating Statement, July 1, 1950 to June 30, 1951

Revenue		
Rentals:		
Highway Department	\$ 909,870.58	
Other State Departments	56.08	
Within Garage Division	40,469.48	
Municipalities, etc.	<u>199,427.33</u>	
Total Rentals	\$1,149,823.47	
Profit on Sale of Capital Assets	5,381.52	
Miscellaneous Income	<u>3,023.72</u>	
Total Revenue		\$1,158,228.71
Expenses:		
Auto and Working Equipment Expense	745,165.05	
Reserve for Depreciation	206,862.33	
General Overhead (Net)	<u>153,337.26</u>	
Total Expenses		<u>1,105,364.64</u>
Net Profit		\$ 52,864.07

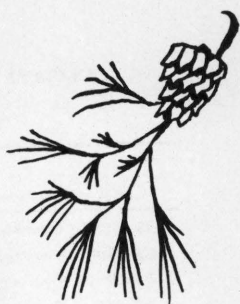
Proof of Cash Balance June 30, 1951

Cash Balance July 1, 1950		\$ 113,487.07
Add:		
Net Profit from operations (above)	\$ 52,864.07	
Increase in Liabilities	<u>75,306.50</u>	128,170.57
		<u>241,657.64</u>
Increase in Assets		<u>133,227.50</u>
Cash Balance June 30, 1951		\$ 108,430.14

ANALYSIS OF MOTOR TRANSPORT DIVISION EQUIPMENT

JUNE 30, 1951

Code	Equipment	Number Of Units	Cost	Current Value
01-000	Trucks	154	\$ 833,804.49	\$376,458.85
02-000	Pickups, etc.	67	82,328.00	30,981.40
03-000	Boilers	2	200.00	--
04-000	Compressors	12	28,433.54	14,810.90
05-000	Distributors	41	107,551.57	49,384.56
07-000	Drills	5	513.00	87.50
08-000	Chain Saw	1	205.50	83.50
11-000	Drawn Graders	33	22,538.99	2,606.42
12-000	Hammers	16	3,228.89	190.01
13-000	Hoists	6	6,652.94	--
14-000	Loaders	21	72,336.24	32,201.87
15-000	Mixers	5	5,976.42	--
16-000	Pumps	24	9,607.16	67.77
17-000	Rollers	8	18,264.72	7,631.72
18-000	Shovels	62	471,383.84	153,661.80
19-000	Power Graders	17	158,907.68	107,297.46
21-000	Tractors	11	46,416.44	17,546.73
22-000	Trailers	72	69,949.47	27,457.67
24-000	Clam Shell Buckets	2	1,008.00	948.75
25-000	Maintenance	5	5,907.24	864.52
32-000	Eush Cutter	1	13,180.20	10,650.20
33-000	Paint Outfits	6	11,041.34	5,780.58
34-000	Mud Jack	1	2,779.20	--
35-000	Generators	8	2,036.07	--
36-000	Sandspreaders	383	48,370.65	14,757.86
37-000	Welders	15	6,568.85	2,464.03
39-000	Snowplows	223	249,393.04	113,635.59
40-000	Sno-Gos	2	13,825.00	2,345.00
41-000	Washborer	1	4,354.18	78.94
42-000	Dragline Outfits	3	2,924.01	702.01
43-000	Snow Scoop	1	529.68	190.88
44-000	Paint Mixer	1	543.58	280.84
45-000	Pulvi-Mixers	2	7,578.75	3,363.75
47-000	Tar Kettles	33	9,362.47	362.48
48-000	Battery Chargers	2	429.24	--
50-000	Loadometers	36	1,564.69	76.94
		1,282	\$2,319,695.08	\$976,970.53



financial statements

july 1, 1950 june 30, 1951

SUMMARY OF APPROPRIATIONS		
Amounts Available, Expenditures & Balances		
Balance July 1, 1950		\$ 3,832,572.21
Legislature Appropriation	\$17,983,937.00	
Commission Transfers from Surplus	<u>1,459,745.00</u>	19,443,682.00
		<u>23,276,254.21</u>
Revenues to Appropriations		<u>5,552,338.27</u>
Total Available		\$28,828,592.48
Total Expenditures		<u>24,828,883.17</u>
		\$ 3,999,709.31
<hr/>		
Balance lapsed to Surplus		79,190.26
Balance carried forward		<u>3,920,519.05</u>
		\$ 3,999,709.31

HIGHWAY DEPARTMENT		
ANALYSIS OF CHANGE IN UNAPPROPRIATED SURPLUS		
YEAR ENDING JUNE 30, 1951		
Balance at Start of Year		\$1,737,296.87
Adjustments affecting previous year's transactions		<u>4,433.78</u>
		1,741,730.65
Additions:		
Excess of Revenues over Expenditures		
Total Revenue	\$25,580,205.74	
Total Expenditures	<u>24,828,883.17</u>	
Excess Revenue over Expenditures		\$751,322.57
Repayment from Augusta Toll Bridge		<u>81,102.70</u>
TOTAL ADDITIONS		\$832,425.27
Deductions:		
Increase in Reserves		
For Authorized Expenditures	\$ 87,946.84	
For Working Capital Advance	<u>65,000.00</u>	
Expenditures for Warning Signs at Grade Crossings	<u>807.82</u>	
TOTAL DEDUCTIONS		<u>153,754.66</u>
Net Additions		<u>678,670.61</u>
Balance at End of Year		\$2,420,401.26

HIGHWAY FUND				
COMPARATIVE STATEMENT OF REVENUES				
YEARS ENDED JUNE 30				
	1951	%	1950	%
Taxes:				
Property Taxes:				
Non-Resident Excise Taxes	\$ 2,559.41	.01	\$ 4,127.74	.02
Selective Sales Taxes:				
Use Fuel Tax	\$ 61,637.59	.24	\$ 39,430.23	.16
Gasoline Tax (Net)	13,172,825.25	51.50	12,456,622.82	51.94
	\$13,234,462.84	51.74	\$12,496,053.05	52.10
Other Taxes on Specific Business or Occupations:				
Beano Licenses	\$ 3,299.07	.01	\$ 3,011.81	.01
Use Fuel Licenses	60.00	--	57.00	--
Motor Trucks Application Fees	66,020.00	.26	61,045.50	.25
Outdoor Advertising Permits	19,063.00	.07	18,764.00	.08
Motor Carrier Fuel Tax (Net)	23,244.28	.09	26,763.21	.11
	\$ 111,686.35	.43	\$ 109,641.52	.45
Motor Vehicle Registrations and Drivers' Licenses:				
Registrations, Drivers' Licenses & Operators' Examination Fees	\$ 6,663,192.18	26.05	\$ 6,222,659.27	25.95
Other Taxes	38,097.18	.15	26,980.16	.11
Fines, Forfeits and Penalties	36,352.99	.14	33,720.32	.14
Revenue from Use of Money and Property	(321.89)	--	5,231.52	.02
	\$ 6,737,320.46	26.34	\$ 6,288,591.27	26.22
Revenue from Other Agencies:				
From Federal Government	\$ 3,386,147.04	13.24	\$ 3,971,252.32	16.56
From Cities, Towns and Counties	1,655,765.20	6.48	958,058.84	3.99
Other	12,500.00	.05	38,368.94	.16
Service Charges for Current Services	370,042.44	1.45	49,869.34	.21
	\$ 5,424,454.68	21.22	\$ 5,017,549.44	20.92
Contributions and Transfers from Other State Funds:				
From General Fund	\$ 68,842.00	.27	\$ 69,283.55	.29
Sales and Compensation for Loss of Properties	\$ 880.00		\$ 465.00	
TOTAL REVENUES	\$25,580,205.74	100.00	\$23,985,711.57	100.00

HIGHWAY DEPARTMENT

BALANCE SHEET

JUNE 30, 1951

ASSETS		LIABILITIES	
Cash in Banks	\$2,595,734.29	Accounts Payable	\$ 143,782.69
Petty Cash	2,000.00	Bonds Matured-Not Presented for Payment	11,000.00
Federal Trust Fund	500,000.00	Interest Matured-Not Presented for Payment	3,590.00
Taxes Receivable	\$ 829.98	Suspense Account-Credit	3,286.51
Less Reserve for Loss	<u>98.27</u>	Bonds Unmatured	5,193,500.00
Federal Accounts Receivable	135,278.18	Federal Trust Fund	500,000.00
Other Accounts Receivable	176,038.53	TOTAL LIABILITIES	\$ 5,855,159.20
Less Reserve for Loss	<u>1,284.81</u>	RESERVES	
Accounts Receivable Special		For Authorized Expenditures	\$3,920,519.05
Federal Project	17,611.67	Working Capital Advances	607,500.00
Working Capital Advances	607,500.00	Augusta Toll Bridge	<u>1,185,000.00</u>
Due from Other Funds	1,260,000.00	SURPLUS	
Investments Bonds	3,500,000.00	Unappropriated	2,420,401.26
Less Disc. on Bonds	<u>2,165.07</u>	TOTAL LIABILITIES.	<u> </u>
Suspense Account-Dr.	3,635.01	RESERVES AND SURPLUS	\$13,988,579.51
Amount Necessary to Retire Bonds	<u>5,193,500.00</u>		
TOTAL ASSETS	<u>\$13,988,579.51</u>		

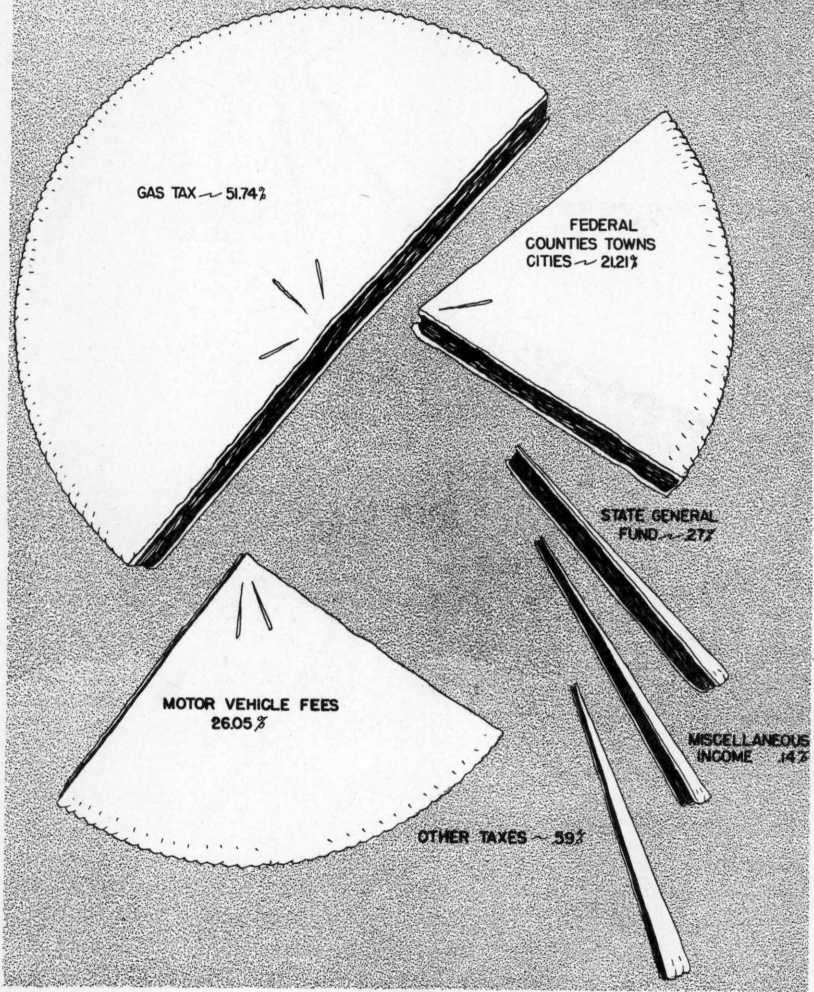
TOLL FRIDGES
COMPARATIVE STATEMENT OF REVENUES AND EXPENDITURES
YEARS ENDED JUNE 30

	Waldo-Hancock		Deer Isle-Sedgwick		Augusta Toll	
	1951	1950	1951	1950	1951	1950
REVENUES						
Tolls Collected	\$ 88,320.65	\$104,871.40	\$50,599.45	\$49,616.15	\$100,004.40	\$49,799.21
Other Revenues	5,247.15	5,109.21	--	--	--	--
Total Revenues	<u>\$ 93,567.80</u>	<u>\$109,980.61</u>	<u>\$50,599.45</u>	<u>\$49,616.15</u>	<u>\$100,004.40</u>	<u>\$49,799.21</u>
EXPENDITURES						
Operating Expenditures:						
Personal Services	\$ 15,728.42	\$ 15,707.66	\$11,211.82	\$11,328.35	\$ 31,356.54	\$16,435.85
Other Expenses	9,983.40	4,476.26	1,723.91	1,236.96	6,010.47	5,747.72
Total Operating Expenditures	<u>\$ 25,711.82</u>	<u>\$ 20,183.92</u>	<u>\$12,935.73</u>	<u>\$12,592.31</u>	<u>\$ 37,367.01</u>	<u>\$22,183.57</u>
Net Available for Principal and Interest	\$ 67,855.98	\$ 89,796.69	\$37,663.72	\$37,023.84	\$ 62,637.39	--
Interest Maturities	3,150.00	3,360.00	14,820.00	15,400.00	29,102.70	
Bonds Matured	45,000.00	30,000.00	15,000.00	14,000.00	--	--
Total Requirements	<u>\$ 48,150.00</u>	<u>\$ 33,360.00</u>	<u>\$29,820.00</u>	<u>\$29,400.00</u>	<u>\$ 29,102.70</u>	<u>-0-</u>
Net To Surplus	\$ 19,705.98	\$ 56,436.69	\$ 7,843.72	\$ 7,623.84	\$ 33,534.69	\$27,615.64
Surplus at Beginning of Year	246,366.28	189,929.59	(8,175.17)	(15,799.01)	27,615.64	
Retirement of Debt	--	--	--	--	52,000.00	
Surplus at End of Year	<u>\$266,072.26</u>	<u>\$246,366.28</u>	<u>\$ (331.45)</u>	<u>\$ (8,175.17)</u>	<u>\$ 9,150.33</u>	<u>\$27,615.64</u>

TOLL BRIDGES
BALANCE SHEET
JUNE 30, 1951

	Waldo-Hancock	Deer Isle-Sedgwick	Kennebec (Carlton)	Augusta Toll
ASSETS				
Cash	\$ 266,072.26	\$ 74,668.55	\$ 171,306.51	\$ 9,150.33
Investments	--	--	28,000.00	--
Amount Due from M.C.R.R. 1951-1972	--	--	1,209,897.78	--
Funded Debt	405,000.00	--	--	--
Due Highway Fund	--	--	--	1,185,000.00
Total Assets	\$ 671,072.26	\$ 74,668.55	\$1,409,204.29	\$1,194,150.33
LIABILITIES				
Due to Other Funds	--	\$ 75,000.00	--	\$1,185,000.00
Total Current Liabilities	--	75,000.00	--	1,185,000.00
Bonds Payable	\$ 405,000.00	--	\$1,375,000.00	--
Total Liabilities	\$ 405,000.00	\$ 75,000.00	\$1,375,000.00	\$1,185,000.00
RESERVES AND SURPLUS				
Surplus Account:				
Unappropriated Surplus	\$ 266,072.26	\$ (331.45)	\$ 34,204.29	\$ 9,150.33
Total Liabilities, Reserves and Surplus	\$ 671,072.26	\$ 74,668.55	\$1,409,204.29	\$1,194,150.33

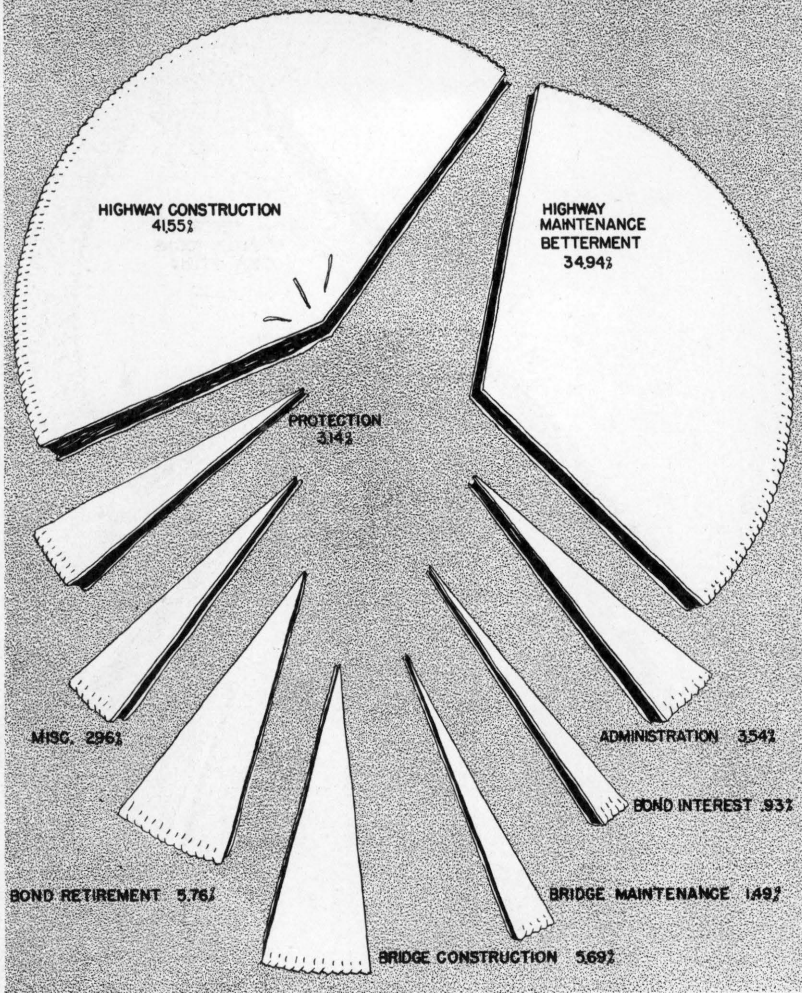
STATE HIGHWAY DEPARTMENT INCOME JULY 1, 1950 JUNE 30, 1951



INCOME

Source	Amount	Percent
Gas Tax	\$13,234,462.84	51.74
Motor Vehicle Fees	6,663,192.18	26.05
Federal, Counties, Towns and Cities	5,424,454.68	21.21
State General Fund	68,842.00	0.27
Miscellaneous Income	36,911.10	0.14
Other Taxes	152,342.94	0.59
	<u>\$25,580,205.74</u>	<u>100.00</u>

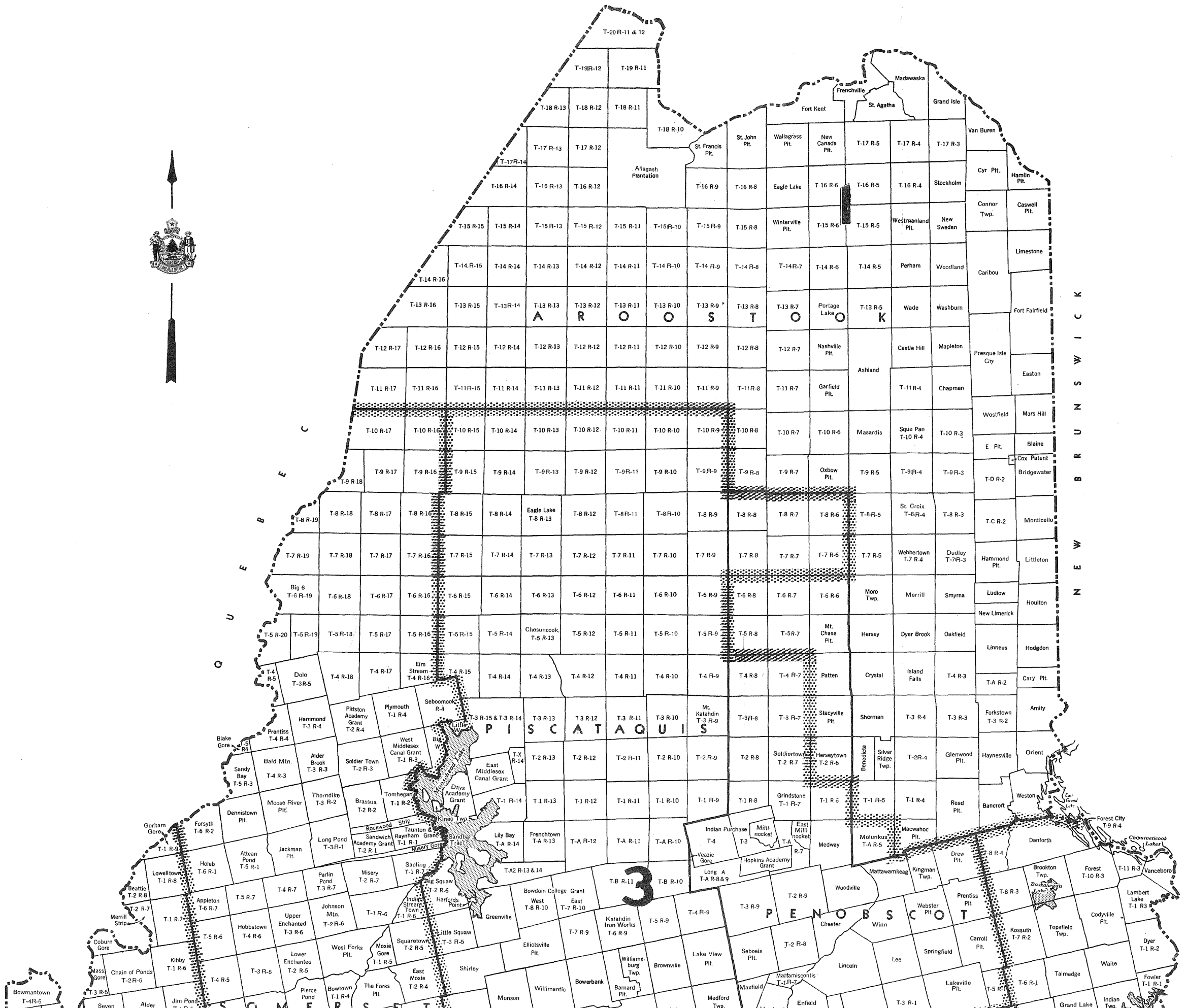
STATE HIGHWAY DEPARTMENT EXPENDITURES JULY 1, 1950 - JUNE 30, 1951



EXPENDITURES		
Purpose	Amount	Percent
Protection	\$ 780,126.07	3.14
Highway Construction	10,315,508.91	41.55
Highway Maintenance & Betterment	8,675,382.12	34.94
Bridge Construction	1,413,879.40	5.69
Bridge Maintenance	371,156.96	1.49
Miscellaneous	735,031.64	2.96
Administration	879,260.07	3.54
Bond Retirement	1,429,000.00	5.76
Bond Interest	229,538.00	0.93
	<hr/>	
	\$24,828,883.17	100.00

HIGHWAY FUND
SUMMARY OF APPROPRIATION ACCOUNTS SHOWING DETAIL OF AMOUNTS AVAILABLE
EXPENDITURES AND DISPOSITION OF BALANCES

	Carried Balance July 1/50	Legislative Appro.	Commission Transfer	Revenues	Departmental Transfer	Total Available	Expenditures	Unexpended Balance, June 30/51	
								Lapsed	Carrying
General Administration									
Highway Administration	--	\$ 251,000.00	\$ 223,537.00	\$ 425.58	\$ (3,769.74)	\$ 471,192.84	\$ 436,012.95	\$17,063.12	\$ 18,116.77
Portland To Bangor Survey	--	--	30,000.00	--	--	30,000.00	30,000.00	--	--
Highway Planning Survey	\$ 30,475.51	--	--	63,009.81	50,500.00	143,985.32	126,876.63	--	17,108.69
Topographic Mapping	--	10,000.00	--	--	(10,000.00)	--	--	--	--
Sec. of State-Motor Vehicle Div.	5,591.75	314,213.00	55,650.00	25,743.92	--	401,198.67	379,150.88	4,348.38	17,699.41
Maint. of Motor Vehicle Div. Bldg.	--	10,600.00	470.00	--	--	11,070.00	10,991.75	--	78.25
Total General Administration	\$ 36,067.26	\$ 585,813.00	\$ 309,657.00	\$ 89,179.31	\$ 36,730.26	\$ 1,057,446.83	\$ 983,032.21	\$21,489.75	\$ 52,924.87
Protection of Persons and Property									
State Police	\$ 10,532.00	\$ 660,596.00	\$ 52,512.00	\$ 74,211.85	\$ (3,607.98)	\$ 794,243.87	\$ 772,559.57	\$ 9,285.83	\$ 12,398.47
Maint. of St. Police Headqts.	--	8,015.00	312.00	--	--	8,327.00	7,566.50	--	748.15
Public Utilities Commission-									
Regulations of Motor Truck Carrier	35,480.94	--	--	68,914.55	--	104,395.49	53,104.49	--	51,291.00
Total Protection of Persons and Property	\$ 46,012.94	\$ 668,611.00	\$ 52,824.00	\$ 143,126.40	\$ (3,607.98)	\$ 906,966.36	\$ 833,230.56	\$10,033.98	\$ 63,701.82
Highway and Bridges									
Construction of State Aid Roads	\$ 393,256.63	\$ 1,230,000.00	--	\$1,164,267.04	\$ 165,326.92	\$ 2,952,850.59	\$ 2,546,524.24	--	\$ 406,326.35
State Aid Reconstruction	4,445.50	--	--	--	(4,445.50)	--	--	--	--
Secondary Reconstruction Fund	33,242.55	--	--	--	(10,891.60)	22,350.95	6,848.25	--	15,502.70
Special Resolves	128,808.40	157,000.00	--	12,500.00	(82,437.07)	215,871.33	106,633.32	--	109,238.01
Maint. of Bridges	50,723.54	445,000.00	--	2,960.05	--	498,683.59	371,156.96	--	127,526.63
Const. of Roadside Picnic Areas	--	--	--	--	25,000.00	25,000.00	--	--	25,000.00
Maint. of S. & S.A. Highways	--	5,445,000.00	\$ 900,000.00	22,241.74	(24,416.62)	6,342,825.12	6,110,091.12	--	232,734.00
Receivable-Suspense Account	17,569.74	--	--	295,534.93	--	313,104.67	263,535.72	--	49,568.95
Etterment of S. and S.A. Highways	1,683.44	1,000,000.00	85,000.00	--	(75,002.56)	1,011,680.88	802,410.06	--	209,270.82
Town Road Improvement Fund	122,717.67	500,000.00	--	324.91	(19,158.87)	603,883.71	496,999.18	--	106,884.53
Compensation for Injuries	--	50,000.00	--	--	--	50,000.00	38,113.18	--	11,886.82
Removal of Snow from Highways	--	1,875,000.00	110,000.00	123,456.57	--	2,108,456.57	2,057,176.79	\$47,666.53	3,613.25
Post War Surveys	11,521.84	--	--	--	--	11,521.84	7,889.39	--	3,632.45
Federal Secondary Roads	641,992.13	--	--	1,279,720.72	1,686,333.00	3,608,045.85	3,020,522.97	--	587,522.88
Federal Grade Crossings	87,664.83	--	--	76,752.00	--	164,416.83	95,138.09	--	69,278.74
Eridge Loan Fund Apportioned	1,028,581.99	800,000.00	--	371,345.52	26,025.30	2,225,952.81	1,183,765.20	--	1,042,187.61
Old Town-Indian Island Eridge	151,503.15	--	--	--	--	151,503.15	134,976.11	--	16,527.04
Highway Loan Fund	1,066,690.26	3,300,000.00	--	1,970,929.08	(1,736,833.00)	4,600,786.34	3,832,570.07	--	768,216.27
Grade Crossing Prt.-S. & S.A. Highways	10,090.34	20,000.00	--	--	--	30,090.34	11,115.03	--	18,975.31
Total Highways and Bridges	\$3,750,492.01	\$14,822,000.00	\$1,095,000.00	\$5,320,032.56	\$ (50,500.00)	\$24,937,024.57	\$21,085,465.68	\$47,666.53	\$3,803,892.36
Interest on Bonded Debt	--	\$ 229,538.00	--	--	--	\$ 229,538.00	\$ 229,538.00	--	--
Debt Retirement	--	1,429,000.00	--	--	--	1,429,000.00	1,429,000.00	--	--
Contribution and Transfer to Other Funds									
To General Fund	--	\$ 85,960.00	\$ 2,099.00	--	\$ 19,087.25	\$ 107,146.25	\$ 107,146.25	--	--
To Other Special Reserve Fund	--	3,850.00	--	--	(1,709.53)	2,140.47	2,140.47	--	--
To Trust Funds	--	159,165.00	165.00	--	--	159,330.00	159,330.00	--	--
Total Contributions and Transfers	--	\$ 248,975.00	\$ 2,264.00	--	\$ 17,377.72	\$ 268,616.72	\$ 268,616.72	--	--
TOTAL	\$3,832,572.21	\$17,983,937.00	\$1,459,745.00	\$5,552,338.27	-0-	\$28,828,592.48	\$24,828,883.17	\$79,190.26	\$3,920,519.05



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Bowmantown
T-4R-6

Seven Bays
T-3R-6

Alder Stream
T-1R-5

Jim Pond
T-1R-5

Pierce Pond
T-1R-4

Bowtown
T-1R-4

The Forks
T-2R-4

East Moxie
T-2R-4

Shirley
T-2R-4

Squaretown
T-2R-5

Little Squaw
T-3R-5

Harford Point
T-3R-5

Big Squaw
T-2R-6

Indian Stream
T-1R-6

Greenville
T-1R-6

Beattie
T-2R-8

Lowelltown
T-1R-8

Haleb
T-6R-1

Appleton
T-6R-7

Parlin Pond
T-3R-7

Misery
T-2R-7

Johnson Mtn.
T-2R-6

Upper Enchanted
T-3R-6

Hobbs town
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Hobbs town
T-4R-6

Lower Enchanted
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West Forks
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Moxie Gore
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West Forks
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West Forks
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Gorham Gore
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Forsyth
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Attean Pond
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Jackman
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Long Pond
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Sandwich
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Attean Pond
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Attean Pond
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Blake Gore
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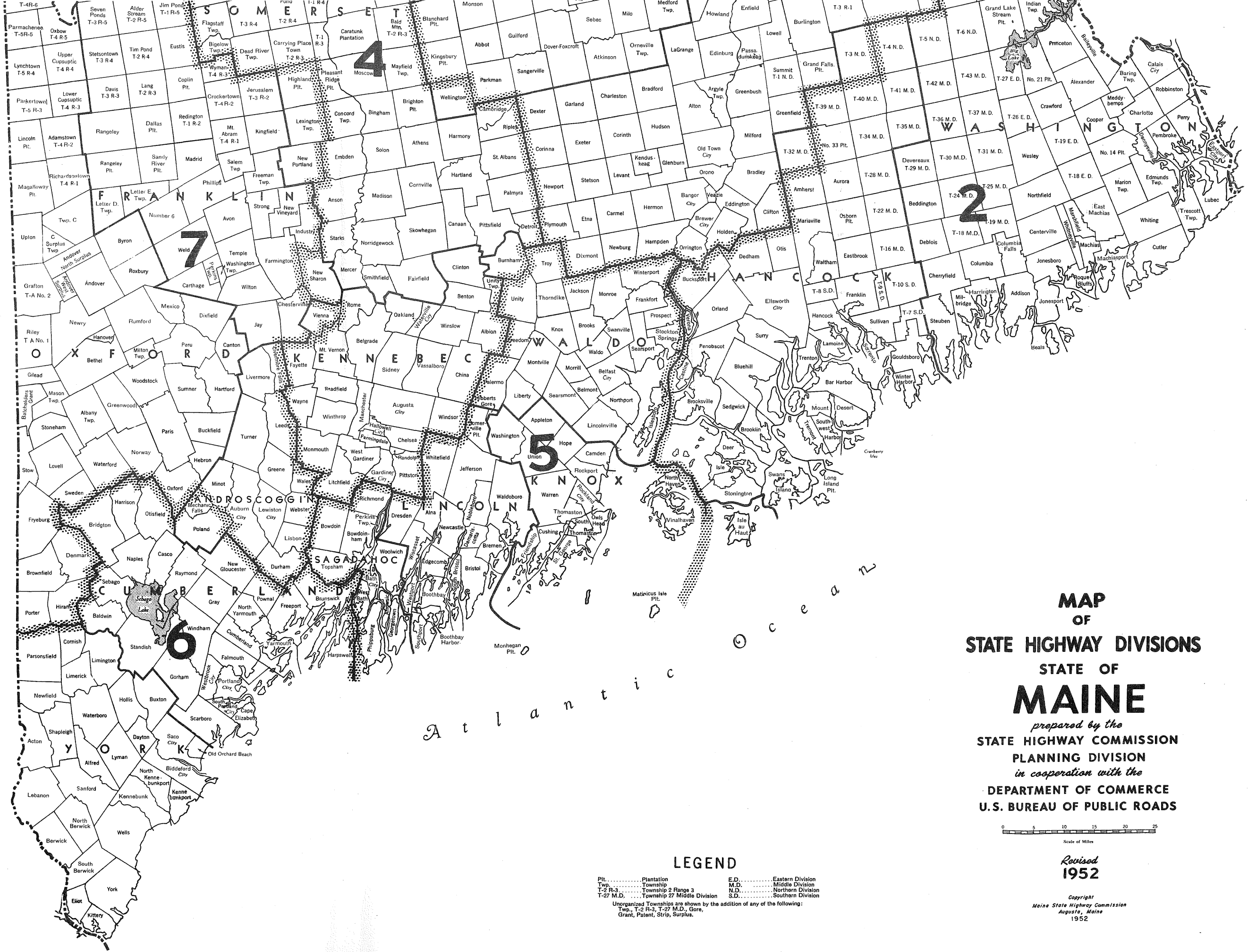
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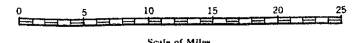
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MAP
OF
STATE HIGHWAY DIVISIONS
STATE OF
MAINE
prepared by the
STATE HIGHWAY COMMISSION
PLANNING DIVISION
in cooperation with the
DEPARTMENT OF COMMERCE
U.S. BUREAU OF PUBLIC ROADS



Revised
1952

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Augusta, Maine
1952

LEGEND

- Pit. Plantation
- Twp. Township
- T-2 R-3 Township 2 Range 3
- T-27 M.D. Township 27 Middle Division
- Unorganized Townships are shown by the addition of any of the following:
Twp., T-2 R-3, T-27 M.D., Gore,
Grant, Patent, Strip, Surplus.
- E.D. Eastern Division
- M.D. Middle Division
- N.D. Northern Division
- S.D. Southern Division