

MAINE STATE LEGISLATURE

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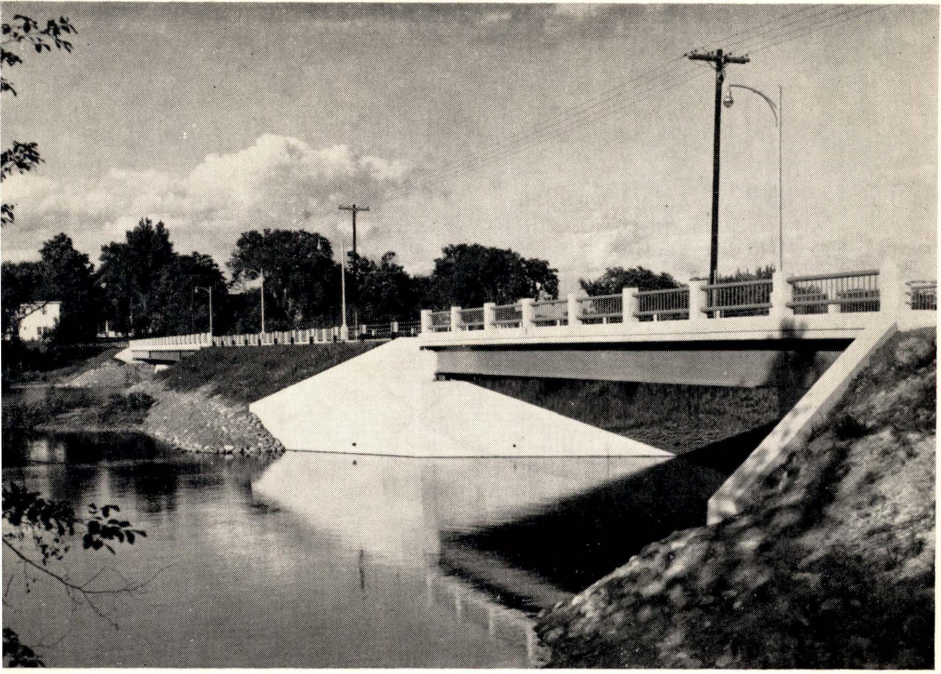
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MAINE PUBLIC DOCUMENTS

1950-51

(in three volumes)

VOLUME II



Thirty-ninth

**REPORT
1952**



MAINE STATE HIGHWAY COMMISSION

THIRTY-NINTH ANNUAL REPORT



JULY 1, 1951—JUNE 30, 1952

**STATE HIGHWAY
COMMISSION**

TABLE OF CONTENTS

	PAGE
Cover Picture—Stillwater Bridge, Old Town	
Letter of Transmittal	5
Organization Chart	6
Administrative Officers of State Highway Commission ...	7
Federal Aid Highway Program	8
General Highway Fund Income and Expenditures	9
Motor Vehicle Revenue Chart	10
Allocation of General Highway Fund Table	11
Highway Systems	12
Regular Federal Aid System	13
Federal Aid Secondary System	13
Improved and Unimproved Mileage	13
Administration	13
State Highway Division	
State and Federal Highway Construction	14
Summary of State and Federal Aid Projects	
Completed Work	25
Incomplete Work	26
Primary Federal Aid System	
Expenditures for Construction	26
Post-War Surveys	
Federal and State Funds	26
Secondary Highway Division	
State Aid Highways Construction and Reconstruction	27
Third Class Reconstruction	29
Town Road Improvement Fund	30
Special Resolves	
Available Funds	31
Expenditures	32
Federal Aid Secondary Highway Projects	32
Completed Work	32
Incomplete Work	33
Maintenance Division	
Maintenance of Improved State and State Aid Roads	39
Betterments	40
Snow Removal	42
Bridge Division	
Bridge Construction	43
Federal Aid Projects	45
State Projects	48
Elimination of Hazards at Railroad Crossings	55
Federal Aid Projects	55
State Projects	57
Bridge Maintenance	57
Toll Bridges	58
Waldo-Hancock Bridge	58
Deer Isle-Sedgwick Bridge	59
Augusta Bridge	59

	PAGE
Fore River Bridge, Portland-So. Portland	60
Bangor-Brewer Toll Bridge	60
Lewiston-Auburn Toll Bridge	60
Carlton (Kennebec) Bridge	
Analysis of Cash and Investments	60
Analysis of Toll Collections-Table	61
Toll Receipts from Toll Bridges-Chart	63
Planning Division	64
Traffic Engineering Division	68
Workmen's Compensation	68
Highway and Bridge Bonds	69
Motor Transport Highway Garage	70
Administration of Laws	
Outdoor Advertising Law	71
Permits for Loads Exceeding the Legal Road Limits	72
Permits to Open Highway Surfaces	73

STATISTICAL TABLES AND STATEMENTS

State Highway Construction and Reconstruction	
State Projects—Incompleted Work	73
Federal Aid Projects—Completed Work	74
Federal Aid Projects—Incompleted Work	75
Designated State Highway System—Mileage by Counties	76
Mileage of Unimproved Sections of Highway on the State Highway System	76
State Highway System Improved Mileage by Type and Appropriation	77
Mileage of Public Highways Within Each County by Administrative System	78
Project Expenditures—Construction and Reconstruction of State Highways	79
State Aid County Table—Miles Construction and Total Costs	83
Expenditures—Construction and Reconstruction of State Aid Roads	84
County Table—Expenditures from Town Road Improvement Fund	84
Tabular Statement of Expenditures Under Special Legislative Resolves	85
Special Resolves—County Table	85
Expenditures—Federal Aid Secondary Highways	86
Maintenance Expenditures	
By County and by System	89
By Function	90
By Surface Type	90
Cost per Mile by Surface Type	90
By Systems and by Function	91
By Systems and by Surface Type	91

	PAGE
Cost Per Mile by Systems and by Surface Type	92
By Activity and by Systems	93
Maintenance Mileage Report	95
By Counties	95
By Divisions	96
Maintenance-Betterments	96
Traffic Services—Expenditures	97
Removal of Snow	98
Analysis of Motor Transport Equipment Division	99

FINANCIAL STATEMENTS

Summary of Appropriations	100
Analysis of Surplus	100
Highway Fund	
Comparative Statement Revenues	101
Balance Sheet	103
Toll Bridges	
Comparative Statement of Revenues and Expenditures	104
Balance Sheet	105
Highway Garage	
Comparative Statement of Operations	106
Balance Sheet	107
State Highway Income Chart	108
State Highway Expenditure Chart	109
Highway Fund—Summary of Appropriation Accounts ..	110

COMMISSIONERS

LLOYD B. MORTON

CHAIRMAN

HARLEY D. WELCH

HAROLD B. EMERY

LUCIUS O. 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-ninth
report of the State Highway Commission, for the period
July 1, 1951, to June 30, 1952.

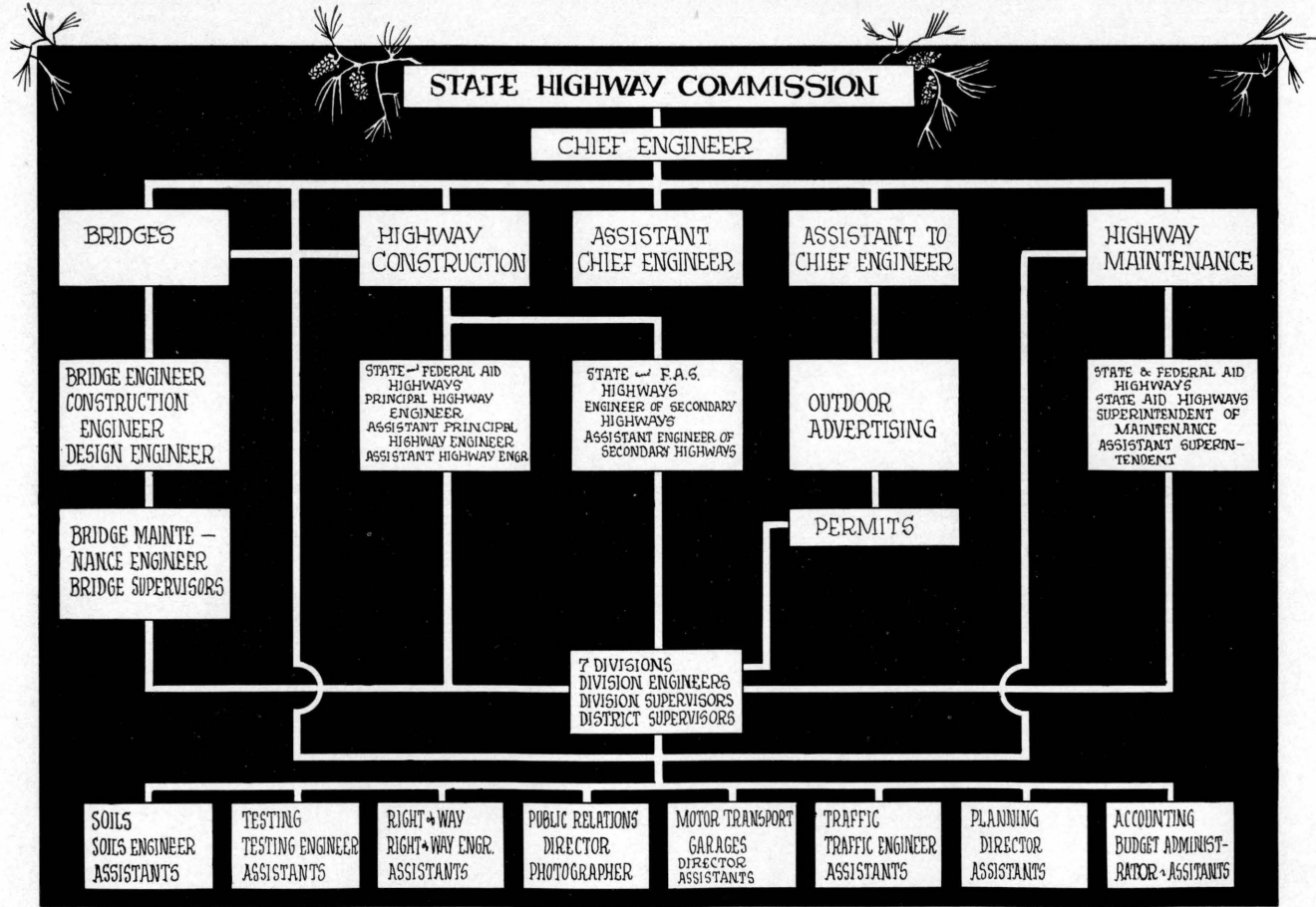
Respectfully submitted,

Lloyd B. Morton
Chairman

Harley D. Welch

Harold B. Emery

Augusta, Maine
November 12, 1952.



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-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	Farmington
HARLEY D. WELCH	Chapman
HAROLD B. EMERY	Limington

PERSONNEL

LUCIUS D. BARROWS	<i>Chief Engineer</i>
VAUGHAN M. DAGGETT	<i>Assistant Chief Engineer</i>
MAX L. WILDER	<i>Bridge Engineer</i>
CHARLES A. WHITTEN	<i>Bridge Construction Engineer</i>
CLARENCE L. PARTRIDGE	<i>Bridge Design Engineer</i>
ROY A. WENTZEL	<i>Bridge Maintenance Engineer</i>
ERNEST L. MERRILL	<i>Principal Highway Engineer</i>
VINTON A. SAVAGE	<i>Assistant Principal Highway Engineer</i>
H. STANLEY WEYMOUTH	<i>Engineer of Secondary Highways</i>
SYLVESTER L. POOR	<i>Assistant Engineer of Secondary Highways</i>
R. MORRELL PAGE	<i>Assistant Highway Engineer</i>
EDWARD W. AXTELL	<i>Right of Way Engineer</i>
WILLIAM H. BRADFORD	<i>Right of Way Engineer</i>
JOHN B. CHURCH	<i>Superintendent of Maintenance</i>
J. WESLEY DORITY	<i>Assistant Superintendent of Maintenance</i>
JOHN C. BURNHAM	<i>Assistant to Chief Engineer</i>
RALPH H. SAWYER	<i>Traffic Engineer</i>
HAMILTON GRAY	<i>Soils Engineer</i>
HORACE A. PRATT	<i>Testing Engineer</i>
FRED G. EATON	<i>Director, Planning Division</i>
RAE D. GRAVES	<i>Consultant, Planning Division</i>
ALTON W. BLAISDELL	<i>Manager, Motor Transport Division</i>
NORMAN E. WEED	<i>Budget Administrator</i>
RUSSELL W. CARTER	<i>Supervising Accountant-Auditor</i>
L. SMITH DUNNACK	<i>Assistant Attorney General</i>
FRED W. MCCONNELL	<i>Division Engineer, Presque Isle</i>
PAGE JOHNSON	<i>Division Engineer, Ellsworth</i>
EARL L. BARTLETT	<i>Division Engineer, Bangor</i>
ROBERT M. VICKERY	<i>Division Engineer, Waterville</i>
ADIN L. HOPKINS	<i>Division Engineer, Rockland</i>
HARRY L. GREENLEAF	<i>Division Engineer, Portland</i>
FRANK M. LANDERS	<i>Division Engineer, Rumford</i>

Thirty-Ninth Annual Report of the State Highway Commission

The Federal Aid Highway Program

Under the Federal Highway Acts of 1944, 1948, 1950 and 1952, Federal Funds are made available to the states for the construction of highways and bridges. The funds apportioned and to be apportioned to Maine are shown below and must be matched with state funds. Funds apportioned under the Federal Aid Highway Act of 1944 must be obligated within three years after the end of the fiscal year in which they were apportioned and funds apportioned under the 1948, 1950, and 1952 Acts must be obligated within two years after the end of the fiscal year in which they were apportioned.

Federal Funds Apportioned to Maine:

Under 1944 Act For Fiscal Years:	Federal Aid Primary	Federal Aid Urban	Federal Aid Secondary	Federal Aid Interstate	Totals
1945-46	\$1,948,954	\$560,538	\$1,404,017	—	\$3,913,509
1946-47	1,948,844	560,538	1,403,942	—	3,913,324
1947-48	1,924,224	553,352	1,386,183	—	3,863,759
Under 1948 Act For Fiscal Years:					
1949-50	1,721,234	498,017	1,240,539	—	3,459,790
1950-51	1,717,684	498,017	1,238,176	—	3,453,877
Under 1950 Act For Fiscal Years:					
1951-52	1,887,806	509,899	1,349,802	—	3,747,507
1952-53	1,864,396	505,956	1,333,474	—	3,703,826
Under 1952 Act For Fiscal Years:					
1953-54	2,061,148	560,854	1,474,586	210,101	4,306,689
1954-55 Estimated	2,040,852	553,146	1,459,414	208,899	4,262,311
Totals	\$17,115,142	\$4,800,317	\$12,290,133	\$419,000	\$34,624,592

State Funds Needed to Match Federal Funds (Construction on 50-50 Basis. Right of Way Approximately 2/3 State—1/3 Federal Up To and Including the 1948 Act. Later Acts on a 50-50 Basis.)

Authorized State Matching Funds:

Chapter 136, P. & S., 1945, Sec. 2, Art. E 1946-47	2,500,000
Chapter 190, P. & S., 1947, Sec. 1, Art. H 1948-49	5,300,000
Chapter 190, P. & S., 1947, Sec. 1, Art. 1-2 1948-49	1,000,000
Transfer Old Balances	348,000
Chapter 208, P. & S., 1949, Sec. 1, Art. C 1949-50	3,000,000

Chapter 208, P. & S., 1949, Sec. 1, Art. C 1950-51.....	3,300,000	
Chapter 220, P. & S., 1951, Sec. 1.....	3,700,000	
Chapter 220, P. & S., 1951, Sec. 1.....	3,900,000	
Bond Sales.....	12,000,000	
Authorized State Matching Funds.....		\$35,048,000
Excess of Legislative Authorization Required to Match Federal Funds.....		423,408
Estimated State Funds Available in Projected Budget for 1953-55 (not yet authorized)...		10,000,000
Excess State Funds Over Available Federal Funds Under Present Law.....		\$10,423,408

General Highway Fund

INCOME AND EXPENDITURES

The total income to the general highway fund was \$26,832,990.67 as compared with the total expenditures of \$25,665,879.18, resulting in an excess of revenues over expenditures of \$1,167,111.49. 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 \$2,048,260.04. This is a decrease of \$372,141.22 from the previous year.

Revenues for the 1952 fiscal year were \$1,252,784.93 over the previous year. Gas tax revenues increased approximately \$733,000 over the previous year, motor vehicle registration and drivers' license revenue increased approximately \$250,000. Service charges for current services increased \$31,000. Revenues from cities and towns show an increase of approximately \$440,000. Use fuel revenues increased \$51,000. Revenues from the Federal Government show a decrease from the previous years of approximately \$283,000.

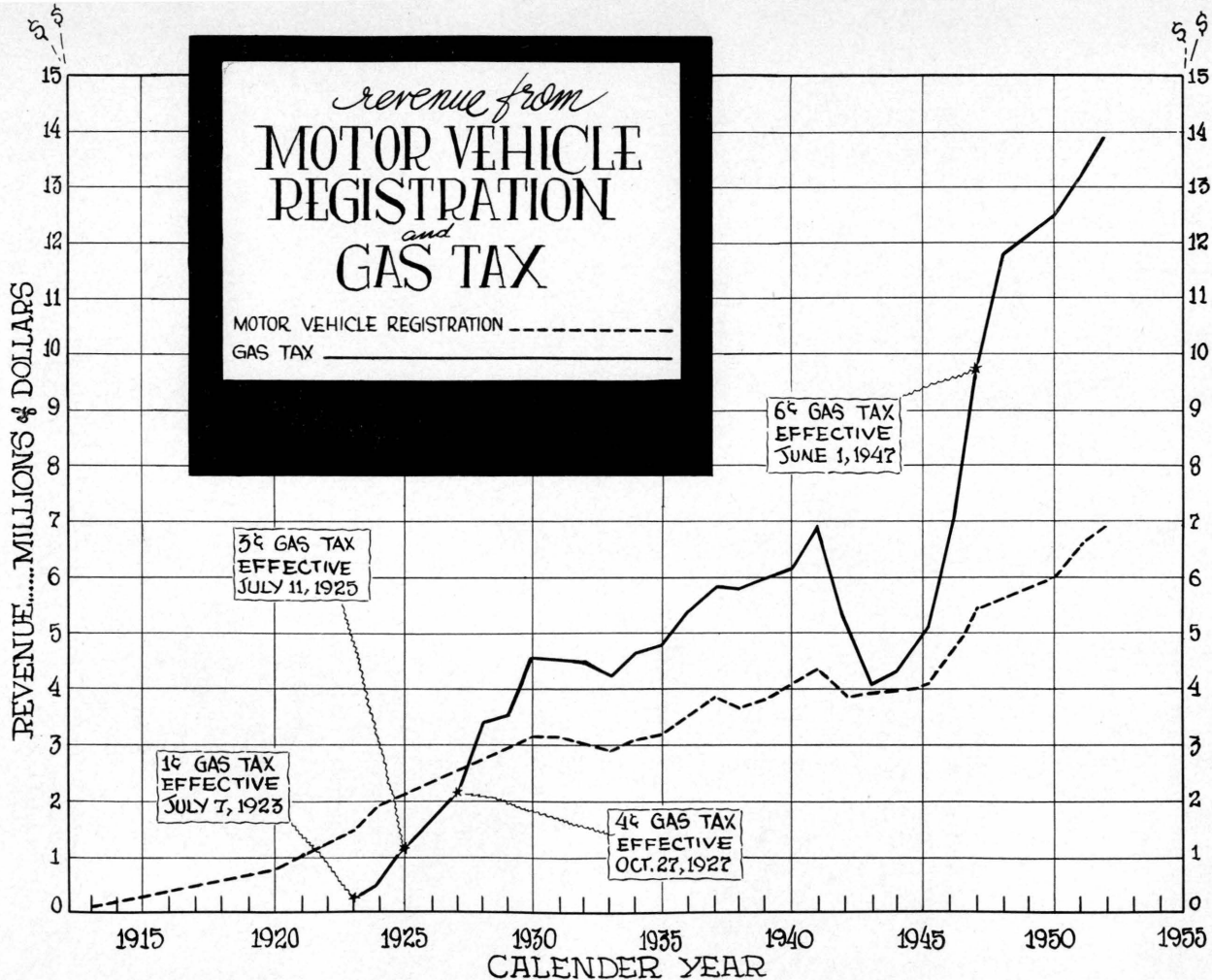
Expenditures for the fiscal year 1952 show an increase of approximately \$837,000 over the previous fiscal year. These increases are reflected as follows:

General administration	\$ 28,000
Protection of persons and property	160,000
Highways and bridges	964,000
Contributions and transfers	37,000

Decreases in expenditures are as follows:

Debt retirement	\$310,000
Interest on bonded debt	44,000

The legislative apportionment amounted to \$20,252,863.00 for the fiscal year. To this were added transfers from surplus which were authorized by the Highway Commission with the approval of the Governor and Council. This amounted to \$1,370,671.00, plus the balance carried forward from the 1951 fiscal year in the amount of \$3,834,020.24, plus the dedicated revenues of



\$5,684,270.61, which are added to the allocations, making the total available for expenditure of \$31,141,825.34. Expenditures amounted to \$25,665,879.18 and the balances lapsed to surplus were \$233,693.03. Carried forward to the 1952-1953 fiscal year were \$5,242,253.13.

The following statement shows the amounts of the apportionments made from the general highway fund for the fiscal year, July 1, 1951 to June 30, 1952:

ALLOCATION OF THE GENERAL HIGHWAY FUND		
For the fiscal year ending June 30, 1952		
ITEMS		AMOUNTS
Bond Interest		\$ 185,079
Bond Retirement		1,119,000
Fore River Bridge, Portland and South Portland, bond interest		40,000
Highways and Bridges		
General Administration, State Highway Commission	\$ 457,903	
Construction of State Aid Roads, engineering and supervision	1,230,000	
Construction of Bridges (R. S., 1944, Chap. 20, Secs. 82-92)	600,000	
Highway Construction (for matching federal funds apportionment under Federal Aid Highway Acts)	3,700,000	
Maintenance of State and State Aid Roads	6,500,000	
Betterments, State and State Aid Roads ..	1,000,000	
Snow Removal	2,250,000	
Maintenance of Bridges	450,000	
Special Resolves of the legislature for repair and construction of highways and bridges	175,000	
Special Resolves of the legislature, claims	4,355	
Town Road Improvement Fund	500,000	
Compensation for Injuries	50,000	
Traffic Services	150,000	
Topographic Mapping	10,000	
Grade Crossing Protection, State and State Aid highways	20,000	
Special Resolves (not included in above, to be paid from the general highway fund)	124,000	
Contingent expenses	150,000	
		\$16,771,258
Protection of Persons and Property		
State Police		
General administration	848,338	
Maintenance of State Police headquarters building	8,409	
Highway safety	10,000	866,747
Secretary of State		
Motor Vehicle Division, general administration	352,195	
Maintenance, motor vehicle registration building	11,330	363,525

Contributions and Transfers to
Other Funds

To general fund:			
Accounting services	\$51,150		
Auditing services	4,180		
Purchasing services	2,092		
Legal services	3,905		
Bureau of Taxation, adminis- tration of gasoline and use fuel taxes	42,892	\$ 104,219	
<hr/>			
To Other Special Revenue funds:			
Auditing services		5,170	
To Trust funds:			
Employees Retirement Sys- tem—pension	191,865		
Employees Retirement Sys- tem—expense	6,000	\$ 197,865	307,254
<hr/>			
Total legislative allocations			\$20,252,863
 For Extra Administrative Costs Not Antici- pated In the Budget Of Any Department Or Agency Receiving Allocations From The General Highway Fund			
General Administration	\$ 15,000.00		
Secretary of State	15,000.00		
Maint. Motor Vehicle Div. Bldg.	800.00		
Maint. State Police Headquarters	1,000.00		
Contingent Account	140,000.00		
Special Resolves	171.49		
Bangor-Brewer Bridge	60,000.00		
Portland-Fore River Bridge	250,000.00		
Prelim. Engineering-Bond Funds	275,000.00		
Compensation for Injuries	7,000.00		
Removal of Snow from Highways	600,000.00		
Contributions and Transfers	6,700.00		1,370,671.49
<hr/>			
GRAND TOTAL			\$21,623,534.49

Highway Systems

The classification of public highways in Maine as of March 1, 1952 was as follows:

<i>Classification</i>	<i>Miles</i>
State highways	3,167
State aid highways	7,922
Third class highways	463
Fourth class highways (town roads)	10,302
Miscellaneous state reservation roads	28
Miscellaneous federal reservation roads	100
	<hr/>
	21,982

REGULAR FEDERAL AID SYSTEM

The designated regular federal-aid highway system includes 1622.10 miles and is included in the state highway system with the exception of 3.95 miles.

FEDERAL-AID SECONDARY SYSTEM

The federal-aid secondary highway system includes 2248.57 miles of which 1105.29 miles are included in the state highway system and 1143.28 miles are included in the state's secondary highway system.

IMPROVED AND UNIMPROVED MILEAGE

As of March 1, 1952 the mileage of improved and unimproved highways on the various state systems was as follows:

<i>Classification</i>	<i>Improved Mileage</i>	<i>Unimproved Mileage</i>
State highways	3140	27
State aid highways	6665	1257
Third class highways	199	264
	<hr/>	<hr/>
	10,004	1,548

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 \$457,903.00 for the fiscal year 1952, (Chapter 220, Private and Special Laws of 1951). During the year an additional \$15,000.00 was transferred from surplus. Other income from the sale of specifications, maps, blueprinting, etc., amounted to \$1,450.21. A balance of \$17,763.70 was brought forward from the previous fiscal year making the total of \$492,116.91 available.

Expenditures in the Augusta office amounted to \$379,105.28 and those in the seven divisions amounted to \$105,591.91 making a total of \$484,697.19. Of the balance of \$7,419.72, the amount of \$3,404.83 was lapsed leaving a carrying balance on June 30, 1952 of \$4,014.89.

On February 6, 1952 the Governor and Council approved the transfer from surplus to the contingent account of \$140,000 for the purpose of purchasing and installing a two-way radio communication system. It is expected that this system will be in operation before December 31, 1952. The original installation will consist of nine control stations, twelve hilltop repeater stations and sixty-five mobile units. The mobile units are to be installed in maintenance cars and a trial installation in a few snow plows in Aroostook County. Closer contact with maintenance personnel, better service to the public and a saving in telephone bills should result.

State Highway Division

Preliminary engineering work necessary for the Accelerated Highway Program combined with the shortage of engineers made it necessary for the department to engage consulting engineers and private surveying companies. While the cost of preliminary engineering was slightly higher on these projects than it would have been with our own forces, the saving in time and the completion of work which otherwise would not have been done, more than justified the expense.

STATE AND FEDERAL HIGHWAY CONSTRUCTION

The following are brief descriptions of State, Federal-aid and Federal-aid urban projects on which work has been carried on during the fiscal year ending June 30, 1952.

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 4-foot shoulders elsewhere. Type of surface, 2-inch bituminous concrete using 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 completed in 1951.

AROOSTOOK COUNTY

STATE HIGHWAY "K"

Mars Hill, State Project No. 996. This project begins at the end of Federal-aid Project No. F-298(9) and extends northerly to the B. & A. R. R. Crossing with a spur on State Highway "K-1." Length of project, 0.27 miles of which 0.22 miles is on State Highway "K" and 0.05 miles is on State Highway "K-1." Type of surface, 3 inch bituminous macadam on a 5-inch crushed stone base penetrated with asphalt cement. Width of surface, 60 feet and 83 feet in the square, 40 feet from the square to the railroad crossing, and 40 feet to 24 feet on State Highway "K-1." Contractor, The Bridge Construction Corporation of Augusta, Maine. This was started in 1952 and was 47% completed on June 30, 1952.

STATE HIGHWAY "K-1"

Mars Hill, State Project No. 996. This project was constructed in connection with the work on State Highway "K" and is described under that project.

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 completed in 1951.

Presque Isle, Federal-aid Project No. F-050-1(2). This project begins at the end of Federal-aid Project No. F-050-1(1) at the Westfield line and extends northerly. Length of project, 5.69 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, Thomas DiCenzo of Calais, Maine. This work was started in 1951 and was 40% completed on June 30, 1952.

ACCESS ROAD TO LIMESTONE BASE

Caribou and Limestone, Project AD-1. This project begins at the corner of High and Limestone Streets in Caribou and extends easterly to Grass School Corner with a spur on Sawyer Road extending to the Air Base and a spur at Grass School Corner ex-

tending to the Air Base. Length of project, 10.52 miles of which 6.67 miles is in Caribou and 3.85 miles is in Limestone. Of the Caribou section, 5.67 miles is on Highway "K-28" and 1.00 mile is on State Aid Road No. 12. Of the Limestone section, 0.72 miles is on Highway "K-27," 2.54 miles on Highway "K-28" and 0.59 miles is on a town road. Type of surface, 3-inch bituminous macadam on a 5-inch crushed stone base. Width of surface, 40 feet for 0.27 miles in Caribou Village and 24 feet with 10-foot shoulders on the rest of the project. Contractor, J. R. Cianchette of Pittsfield, Maine. This work was started in 1951 and was 39% completed on June 30, 1952.

Project AD-1 also includes the construction of bridges over Otter Brook and Little Madawaska River under contract with Cyr and Denico of Waterville, Maine and an underpass of the B. & A. R. R. also under contract with Cyr & Denico with part of the work to be done by the Railroad Company. These structures make the total length of Project AD-1 10.58 miles.

CUMBERLAND COUNTY

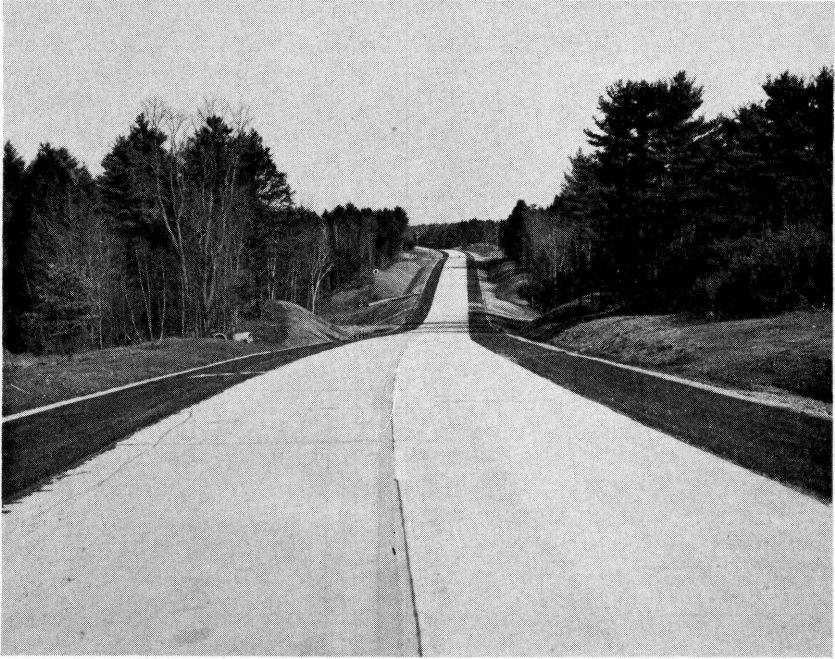
STATE HIGHWAY "B"

Bridgton, Federal-aid Project No. F-014-1(1). This project begins at the end of Federal-aid Project No. 130-C at the west end of the causeway over Moose Pond and extends easterly to Federal-aid Project No. 58 (2). Length of project, 3.15 miles. Type of surface, 3-inch bituminous macadam. Width of surface, 24 feet with 8-foot shoulders. Contractor, Frank Rossi of West Gardiner, Maine. This work was started in 1951 and was 86% completed on June 30, 1952. This project includes a three-span reinforced concrete bridge having a total length of 66 feet, 3 inches.

STATE HIGHWAY "C-4"

Freeport, Federal-aid Project No. F1-01-1(1). This project begins at the Dutch Cabins on State Highway "C" and extends easterly over new location to State Highway "C" near the Rose-land Cabins. Length of project, 3.67 miles of which 3.11 miles is an 8-inch reinforced concrete pavement and 0.56 miles is a 2-inch bituminous concrete surface on a 6-inch crushed stone base penetrated with asphalt. 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. The rest of the project has a width of surface of 24 feet with 10-foot shoulders. Contractor, W. H. Hinman, Inc. of North Anson, Maine. This work was started and completed in 1951.



Freeport — U. S. Route 1

FRANKLIN COUNTY STATE HIGHWAY "F"

Farmington-Strong. Federal-aid Project No. F-032-2(1). This project begins at the end of Federal-aid Project No. F-97-G(1) and extends northerly. Total length of project, 1.72 miles of which 0.55 mile is in Farmington and 1.17 miles is in Strong. Type of surface, 3-inch bituminous macadam. Width of surface, 22 feet with 8-foot shoulders. Contractor, Normandy Construction Company, Inc. of Everett, Mass. This work was started in 1951 and was 30% completed on June 30, 1952.

Strong, State Project No. 998. This project begins at the end of Federal-aid Project No. F-032-2(1) and extends westerly to Federal-aid Project No. 97-C. Length of project, 3.28 miles. Type of surface, 3-inch bituminous macadam. Width of surface, 22 feet with 8-foot shoulders. Contractor, Frank Rossi of West

Gardiner, Maine. This work was started in 1952 and was 6% completed on June 30, 1952.

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. Type of surface, 3-inch bituminous macadam. Width of surface, 22 feet with 8-foot shoulders. Contractor, H. E. Sargent, Inc. of Stillwater, Maine. This work was started in 1950 and completed in 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 of project, 2.41 miles. Width of surface, 24 feet with 8-foot shoulders. Type of surface, 2½-inch premixed bituminous gravel using crushed gravel aggregate. Contractor, The Bridge Construction Corporation of Augusta, Maine. This work was started in 1950 and completed in 1951.

STATE HIGHWAY "Y"

Bucksport, State Project No. 988. This project begins at School Street and extends northerly to McDonald Street. Length, 0.30 miles. The work consists of widening and resurfacing the existing pavement. Type of surface, 2-inch bituminous concrete on a 3-inch bituminous concrete base. Grading and gravel base widening was done by force account under the direction of Thomas Calcagni. A contract for the bituminous concrete will be awarded. This work was started in 1952 and was 10% completed on June 30, 1952.

KENNEBEC COUNTY

STATE HIGHWAY "H"

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, 4.08 miles. Type of surface, 3-inch bituminous concrete on a 5-inch crushed stone base penetrated with asphalt. 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. This work consisted of the reconstruction of a bituminous macadam road built by force account in 1922. Contractor, H. E. Sargent, Inc. of Stillwater, Maine. This work was started in 1950 and completed in 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. Type of surface, 3-inch bituminous macadam. Width of surface, 22 feet with 8-foot shoulders. Contractor, A. P. Wyman, Inc. of Waterville, Maine. This work was started in 1950 and completed in 1951.

Belgrade, Federal-aid Project No. F-032-1(2). This project begins at the end of Federal-aid Project No. F-032-1(1) and extends northwesterly to Belgrade Lakes Village. Length, 3.13 miles. Type of surface, 3-inch bituminous macadam. Width of surface, 22 feet with 8-foot shoulders. Contractor, The Bridge Construction Corporation of Augusta, Maine. This work was started in 1951 and was 50% completed on June 30, 1952.

KNOX COUNTY

STATE HIGHWAY "D"

Rockland, Federal-aid Project No. F-026-1(1). This project begins at the Thomaston line and extends easterly over new location to the junction of Park Street and the New County Road. This construction eliminates two railroad grade crossings from the State Highway and Federal-aid Systems. Length, 0.79 mile of which 2800 feet has a width of 24 feet with 8-foot shoulders and the balance has a width of 40 feet between curbs. Type of surface, 2-inch bituminous concrete using crushed gravel aggregate on a 4-inch bituminous concrete base. Contractor, Wyman & Simpson, Inc. of Augusta, Maine. This work was started in 1951 and was completed July 3, 1952.

Rockland, Federal-aid Projects Nos. U-026-1(3) and U-026-2(2). Project U-026-1(3) begins at Talbot Street and extends via Union and Rankin Streets to Main Street. Project U-026-

2(2) begins at Cedar Street and extends via Camden Street to the Rockport line. The length of Project U-026-1(3) is 0.183 miles and of Project U-026-2(2) is 1.062 miles, making the total length of the contract 1.25 miles. Type of surface, 2-inch bituminous concrete using crushed gravel aggregate on a 5-inch bitu-



Rockland — U. S. Route 1

minous concrete base. Width of surface of Project U-026-1(3) varies from 24 feet to 30 feet while the width of Project U-026-2(2) is 40 feet. Contractor, W. H. Hinman, Inc. of North Anson, Maine. This project was started in 1952 and was 9% completed June 30, 1952.

LINCOLN COUNTY

STATE HIGHWAY "D"

Newcastle and Damariscotta, Federal-aid Project No. F-026-1(2). This project begins opposite the 2nd Congregational Church in Newcastle and extends easterly to Federal-aid Project No. 117-F in Damariscotta. Length of project, 0.44 miles of which 0.20 miles is in Newcastle and 0.21 miles is in Damariscotta. This project includes the construction of a bridge over Damariscotta River. Two contracts were let for this work, one for the bridge structure and one for the road. The contractor

for both bridge and road is W. H. Hinman, Inc. of North Anson, Maine. Work was started on the bridge but not on the road.

OXFORD COUNTY

STATE HIGHWAY "O"

Canton and Peru, Federal-aid Project No. F-022-1(2). This project begins south of Herdsdale Crossing and extends northerly over new location to a point 1802 feet west of the Canton-Peru line. This project replaces parts of Federal-aid Projects Nos. 35 and 89-B and eliminates one railroad grade crossing and one railroad underpass. Length of project is 2.69 miles of which 2.35 miles is in Canton and 0.34 mile is in Peru. Type of surface, 3-inch bituminous macadam. Width of surface, 22 feet with 5-foot, 6-inch shoulders. Contractor, A. P. Wyman, Inc. of Waterville, Maine. This work was started in 1952 and was 39% completed on June 30, 1952.



Paris-Woodstock — Route 26

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). The total length of the project is 3.28 miles of which 1.62 miles is in Paris and 1.64 miles is in Woodstock. 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 completed in 1951.

PENOBSCOT COUNTY

STATE HIGHWAY "I"

^F Newport, Federal-aid Project No. FI-01-3(1). The part of this project located in Newport has a length of 0.62 miles. The balance of the project is located in Palmyra, Somerset County. The Newport section begins at the Palmyra line and extends easterly to Federal-aid Project No. 110-D. Type of surface, 2-inch bituminous concrete, crushed gravel aggregate, on a 6-inch bituminous concrete base. Width of surface, 24 feet with 10-foot gravel shoulders and channelization at the junction of Route U. S. 2 from the Palmyra line to 300 feet east of the Railroad Crossing and 40 feet between curbs from there to the end of the project. Contractor, J. R. Cianchette of Pittsfield, Maine. This work was started in 1952 and was 23% completed on June 30, 1952.

STATE HIGHWAY "K"

Passadumkeag and Enfield, Federal-aid Project No. FI-01-4(3). This project is in two sections. The first section begins at the end of Federal-aid Project No. SN 72(2) and extends northerly to Federal-aid Project No. 138-B(1). The second section begins at the end of that project and extends northerly to Federal-aid Project No. SN 4(2). The total length of the project is 4.37 miles of which 4.08 miles is in Passadumkeag and 0.29 mile is in Enfield. Type of surface, 3-inch bituminous macadam on a 5-inch crushed stone base penetrated with asphalt. Width of surface, 24 feet with 10-foot shoulders. Contractor, J. R. Cianchette of Pittsfield, Maine. This work was started in 1952 and was 4% completed on June 30, 1952.

Winn, Federal-aid Project No. FI-45(2). This project begins at the Lincoln line and extends northerly to the Mattawamkeag line. The work consists of the reconstruction of the original Federal-aid Project No. 45. Type of surface, 3-inch bituminous macadam. 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 completed in 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 completed in 1951.

PISCATAQUIS COUNTY STATE HIGHWAY "J"

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 & Company of Pittsfield, Maine. This work was started in 1950 and completed in 1951.

SOMERSET COUNTY STATE HIGHWAY "H-3"

Madison, Federal-aid Project No. F-033-1(1). This project begins at Lakewood at the end of Federal-aid Project No. 369-B and extends northerly. Length of project, 1.88 miles. Type of surface, 3-inch bituminous macadam. Width of surface, 24 feet with 8-foot shoulders. Contractor, Farrin Bros. and Smith of Brighton, Maine. This work was started in 1951 and was 63% completed June 30, 1952.

STATE HIGHWAY "I"

Palmyra, Federal-aid Project No. FI-01-3(1). The part of this project located in Palmyra has a length of 2.21 miles. The balance of the project is located in Newport, Penobscot County. The Palmyra section begins at the end of Federal-aid Project No. 137-

A and extends easterly to the Newport line. Type of surface, 2-inch bituminous concrete, crushed gravel aggregate, on a 6-inch bituminous concrete base. Width of surface, 24 feet with 10-foot shoulders. Contractor, J. R. Cianchette of Pittsfield, Maine. This work was started in 1952 and was 23% completed on June 30, 1952.

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. Type of surface, 3-inch bituminous macadam. Width of surface, 22 feet with 8-foot shoulders. Contractor, H. E. Sargent, Inc. of Stillwater, Maine. This work was started in 1950 and completed in 1951.

WASHINGTON COUNTY

STATE HIGHWAY "N"

Pembroke and Perry, Federal-aid Project No. F-5(3). This project begins at the end of Federal-aid Project No. F-123 (9) and extends easterly largely on new location. Total length of the project is 1.21 miles of which 0.34 miles is in Pembroke and 0.87 miles is in Perry. Type of surface, bituminous gravel. Width of surface, 24 feet with 4-foot shoulders. Contractor, Thomas DiCenzo of Calais, Maine. This work was started in 1950 and completed in 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 the project is 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 bridge, Forest Frederick of Pittsfield, Maine. Contractor for the road, Thomas DiCenzo of Calais, Maine. This work was started in 1950 and completed in 1951.

Calais, Federal-aid Project No. F-044-2(2). This project begins about 600 feet south of Steamboat Street and extends north-erly to Federal-aid Project No. U-044-2(1) at North Street. Type of surface, 3-inch bituminous macadam on a 5-inch crushed stone base. Length of project, 1.50 miles. Width of surface, 24 feet with 6- and 8-foot shoulders for the first 4725 feet, 40 feet

for the next 2225 feet and varies from 47 feet to 62½ feet for the remainder of the project. Contractor, The Bridge Construction Corporation of Augusta, Maine. This work was started in 1951 and was 92% completed on June 30, 1952.

YORK COUNTY
STATE HIGHWAY "A"

Kittery, Federal-aid Project No. FI-01-1(5). This project begins 325 feet east of Lewis Road and extends easterly mostly on new location to within 753 feet of the York line. This work replaces part of Federal-aid Project No. 87-C. Length of project, 0.80 miles. Type of surface, 2-inch bituminous concrete on a 6-inch bituminous concrete base. Width of surface, 24 feet with 10-foot shoulders. Contractor, Ernest J. Asselyn of Portland, Maine. This work was started in 1952 and was 41% completed on June 30, 1952.

STATE HIGHWAY "A-5"

North Berwick and Wells, Federal-aid Project No. F-06-1(1). This project begins at Portland Street in North Berwick Village and extends easterly to State Highway "A-2" in Wells, except for sections omitted for Railroad underpasses in North Berwick and Wells. Length of project, 5.72 miles of which 0.66 miles is in North Berwick and 5.06 miles is in Wells. Type of surface, 3-inch bituminous macadam. Width of surface, 24 feet with 8-foot shoulders. Contractor, Landers & Griffin, Inc. of Portsmouth, N. H. This work was started in 1951 and was 40% completed on June 30, 1952.

SUMMARY OF STATE AND FEDERAL AID PROJECTS

Completed Work

Projects completed on the state highway system during the fiscal year 1952 included 40.87 miles classified as follows:

Cement Concrete	3.11 Miles
Bituminous Concrete	9.78 Miles
Bituminous Macadam	19.05 Miles
Bituminous Gravel	8.93 Miles
Total	40.87 Miles

Incompleted Work

Projects under construction but not completed on June 30, 1952 include 45.66 miles classified as follows:

Bituminous Concrete	5.29 Miles
Bituminous Macadam	40.37 Miles
	<hr/>
	45.66 Miles

(Details of locations, 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 \$3,492,884.82. Of this amount \$95,214.63 was expended for surveys, plans and computations; \$155,536.25 for advertising, construction engineering and inspection; \$478,090.52 for right of way and property damage; \$2,763,552.20 for labor and materials; \$493.99 for nursery roadside improvement, and \$2.77 was deducted to compensate for errors and to check with the Controller.

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

The balance in the highway loan fund on June 30, 1952 was \$971,273.95.

POST WAR SURVEYS

PUBLIC LAW 146, APPROVED JULY 13, 1943

Federal and State Funds

An expenditure of \$1,397.58 was made under the above authorization during the fiscal year 1951-52 for surveys and plans for post war projects.

Following is an itemized statement of expenditures:

P. W. S. 1	Item 3	Rumford	\$ 2.77
P. W. S. 2	Item 30	Belgrade	197.88
P. W. S. 2	Item 60	Cherryfield	126.75
P. W. S. 2	Item 61	North Berwick	1,070.18
			<hr/>
Total			\$1,397.58

Secondary Highway Division

STATE AID HIGHWAYS

CONSTRUCTION AND RECONSTRUCTION

The Ninety-fifth Legislature appropriated in Chapter 220, Section 1, Private and Special Laws of 1951, the sum of \$1,230,000 for State Aid Highway construction during the fiscal year of 1951-1952, that amount to be taken from the general highway fund.

Applications for State Aid apportionments were received from 524 cities, towns, plantations and townships. Of this number 469 made appropriations for two units in accordance with provisions made in Sections 25 and 29, Chapter 20, Revised Statutes of 1944, as amended; 30 made appropriations for one unit only; 23 for various amounts between one and two units, while two towns made appropriations for only part of one unit.

The total appropriations by towns for State Aid highway purposes amounted to \$676,003.50 of which \$347,961.00 was raised as the first, or part of the first, unit and \$328,042.50 was additional, not exceeding one extra unit.

The direct State apportionments to towns totalled \$1,153,762.12, being divided as follows: to match their first or part of the first unit, \$598,111.36; to match the additional town appropriations, \$555,650.76. Also, \$1,500.00 was apportioned to Indian Township by Section 28, Chapter 20, Revised Statutes 1944 as amended. Balance of \$74,737.88 was for engineering and supervision.

In addition to the above apportionments totalling \$1,230,000.00, transfers to State Aid were made from other accounts as follows: from the Special Resolve account, \$53,553.57; from the Town Road Improvement account, \$15,496.02; from the Betterment fund \$211,272.31; and from the Maintenance account, \$8,297.07.

Unexpended balances from the previous fiscal year amounted to \$406,326.35 for State Aid construction. Town funds paid to the State were \$192,794.19; rental of land in Gardiner, \$15.00. This makes a total amount of State money available of \$2,117,754.51.

Other town funds entering into the State Aid account are: 1951 town appropriations not paid to State, \$580,635.19; balance of previous town appropriations not paid to State, \$82,211.87; from these two amounts the towns show conditional balances of \$113,132.36, as of June 30, 1952. Therefore, of town appropriations not paid to State, \$549,714.70 was spent by towns in 1951-52. Also, the various towns paid \$1,956.69 for gravel used on roads where special resolve funds were involved; \$120,076.27 town funds not anticipated; and town overdrafts amounting to \$635,630.09, which may or may not be anticipated. (These town overdrafts can be anticipated if requested by town officials and approved by the State Highway Commission.) This makes a total of \$1,307,377.75 town contributions in 1951-52 not paid to the State.

The total expenditures on account of State Aid construction and reconstruction for the period beginning July 1, 1951 and ending June 30, 1952 amounted to \$2,537,991.09, all of which was expended for labor and materials. \$90,001.10 was spent for general supervision and engineering. Of this total expenditure for **labor and materials**, \$1,159,712.75 was from State funds; \$181,131.75 was from town funds paid to the State; \$439,483.54 was from the towns' share of State Aid joint fund; and \$757,663.05 from additional town funds.

In addition, the sum of \$152,944.91 was reimbursed to towns from State funds for work done in previous years, \$110,231.16 was considered as reimbursement from town funds matched by the State, and \$2,143.94 from town funds paid to the State.

Transfers to the Maintenance account from State funds amounted to \$6,849.93 and from town funds paid to the State, \$2,664.00. Transfers to the Betterment fund from State funds amounted to \$4,526.70 and from town funds paid to the State \$600.00. Transfers to Town Road Improvement fund from State funds amounted to \$4,891.53, and from town funds paid to the State \$300.00. Transfers to Bridge Loan fund from State funds amounted to \$13,250.30, and from town funds paid to the State \$9,059.36. Only one transfer of \$390.25 was made to the Special Resolve account.

Balances remaining at the end of the fiscal year amounted to \$489,287.99. This includes \$39,190.58 town funds paid to the State.

Work accomplished on State Aid roads during the fiscal year included the following:

Construction of 65.58 miles of gravel road costing \$891,599.82, or an average of \$13,595.60 per mile, not including surface treatment.

Surfacing of 6.18 miles of road (work previously based) at a cost of \$14,239.16.

Thus, 71.76 miles of completed road was added to mileage reported in previous years.

In addition 28.65 miles were graded and based at a cost of \$365,001.68.

By **reconstruction**, 77.97 miles of gravel road were improved at a cost of \$724,373.93, or \$9,290.42 per mile. This includes 25.30 miles of old Third Class road on the state aid system.

There were 5.51 miles of road surfaced with gravel at a cost of \$7,169.60.

Also, 1.84 miles were reconstructed with bituminous concrete surface costing \$131,408.60.

1.49 miles with bituminous macadam surface costing \$33,391.92, making a reconstruction mileage total of 86.81 miles.

In addition 8.52 miles were graded and based, costing \$94,773.64.

Bituminous surface treatment was applied on 170.32 miles of constructed gravel roads at a cost of \$276,032.74, or an average cost of \$1,620.67 per mile.

The total cost of all the above work was \$2,537,991.09, and in addition \$90,001.10 was spent for engineering and supervision, this latter being approximately 3.54% of the construction cost.

THIRD CLASS HIGHWAY RECONSTRUCTION

This is an inactive account now in the process of being balanced out. There were no apportionments and no transfers during the fiscal year.

Available funds on July 1, 1951 consisted of balances amounting to \$15,502.70.

There was only one expenditure during the year as follows:

South Portland (Cumb. Co.) \$5,739.74, labor and materials.

In addition the city spent \$1,856.27 of city funds.

The balance remaining on June 30, 1952 is \$9,762.96 (being an unexpended allotment to the city of Portland).

Third Class Reconstruction work consisted of 890 feet (0.17 mi.) of gravel road, 27 ft. in width, and 0.17 mi. of bituminous surface treatment.

TOWN ROAD IMPROVEMENT FUND

Under Chapter 220, Section 1, Private and Special Laws of 1951 (allocation of general highway fund) an allotment of \$500,000.00 was provided for the fiscal year ending June 30, 1952, for the improvement of town roads. This is a continuation of work authorized by Chapter 371, Public Laws of 1945, as amended by Chapter 329, Public Laws of 1947 and Chapter 359, Public Laws of 1951.

As in previous years, the mileage of eligible town roads, used as a basis for apportioning the fund for 1951, was determined by securing certificates from 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 9,709.57 miles.

To the \$500,000.00 allotment the sum of \$106,836.23 was added, being the balance from the 1950-51 apportionment, and \$5,191.53 was transferred from State Aid Construction Account. There was also received \$300.00 from Somerset County (Concord), \$272.10 from town of Woodville and \$.50 from town of Readfield. This made a total amount available \$612,600.36.

From the \$500,000.00 made available by Legislative Appropriation plus \$19,723.74 (included in above 1950 balance) rescinded balances, \$118,400.00 was allotted to 592 towns at the minimum rate of \$200.00 per town and \$398,092.37 was apportioned to the towns at \$41.00 per mile, being the mileage allotment. This left a balance of \$3,231.37 which was set up for general supervision. To this supervision balance was added \$7,398.58, balance left from 1950-51 supervision account. This makes a total supervision account for 1951-52 of \$10,629.95.

From the above available funds \$2,543.08 was spent in 1951-52 for supervision and the State paid \$453,067.99 for road work.

Transfers to State Aid amounted to \$15,496.02 and in addition \$55,360.71 was spent by the towns from town funds. This leaves a balance of \$141,493.27 in T. R. I. account as of June 30, 1952.

There is the amount of \$48.30 error in previous year (J 8032) not corrected and \$27.36 which the State owes Codyville for shovel invoice #12863, deducted in error.

SPECIAL RESOLVES

Available Funds

The unexpended balances from 1950 carried forward to July 1, 1951 amounted to \$109,238.01.

Chapter 135, Resolves of 1951, appropriated the sum of \$150,000.00 for the fiscal period ending June 30, 1952, subdivided into 268 resolves to 256 towns for the construction and repair of roads and bridges.

There was further appropriated the sum of \$25,000.00 from the general highway fund for the fiscal period ending June 30, 1952 and this was subdivided into 41 resolves to 40 towns for the same purposes as above named.

An additional transfer of \$171.49 was made from surplus to Special Resolve to take care of an overdraft on the Island towns in the 1950-51 year.

In addition to the above there was allotted to the Island towns under the so-called 75% refund of registration fees \$7,493.25. The amounts the towns were entitled to were as follows: Vinalhaven \$3,049.12; North Haven \$1,825.88; Swan's Island \$1,113.75; Isle au Haut \$657.00; Cranberry Isles \$847.50. By Chapter 111, Resolves of 1951, the sum of \$10,400.00 was allotted for Indian Island bridge in Old Town.

\$12,500.00 in favor of Baxter Park, Chapter 68, Resolves of 1951, was transferred into the Special Resolve account. The amount of \$390.25 was transferred from the State Aid joint fund.

The above allotments, transfers and additional income, added to the unexpended balances of 1950, makes a total fund available of \$315,193.00.

(On June 30 the allotments for the Island towns of \$7,493.25 plus the Indian Island bridge allotment of \$10,400.00 still remain in a Special account (9042). These will be transferred to the Special Resolve, or 9040 account.)

Expenditures

Total expenditures from Special Resolves amounted to \$177,038.76. Transfers were made to State Aid for \$53,553.57; to the bridge division for \$4,294.00. Reimbursements for work previously reported amounted to \$1,984.57.

The remaining \$117,206.62 was spent directly for road work. In addition to this the towns furnished \$28,909.01, making a total cost of work \$146,115.63.

Unexpended balances carried forward to 1952 amount to \$138,154.24, of which \$17,893.25 still remains in the Special (9042) account.

Work under Special Resolves included 3.97 miles of gravel construction; 27.60 miles of repairs and 6.33 miles of tar surface treatment.

Of the total cost of \$146,115.63, the amount of \$289.88 was spent for supervision and engineering and \$145,825.75 for labor and materials.

FEDERAL AID SECONDARY HIGHWAY PROJECTS

There were 29 projects under construction during the year, with a total length of 66.59 miles. Completed during the year were 13 projects, of which 2 had a bituminous concrete surface of 4.63 miles and 11 of bituminous gravel surface of 23.61 miles.

Of the above project 13 were started in this previous year of 28.24 miles, 16 projects were incomplete at the end of the year of 38.35 miles.

The following projects were completed:

S-0187(1) Turner	1.71 miles
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-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-0210(3) Albion	1.35 miles
S-0206(1) Chelsea	1.52 miles
S-0187(2) Hartford	1.07 miles
S-0267(1) Sandy Bay	3.34 miles
S-0193(1) Waldoboro	0.72 miles

28.24 miles

The following projects were incomplete:

S-0151 (1)	Auburn	0.91 miles
S-0135 (2)	Poland	1.80 miles
S-0319 (2)	Macwahoc	3.56 miles
S-0123 (1)	Baldwin	4.05 miles
S-0124 (1)	Gorham-Little River	2.95 miles
S-0205 (1)	Rockland	1.43 miles
S-0163 (1)	Wiscasset	3.30 miles
S-0131 (1)	Norway	2.67 miles
S-0180 (1)	Roxbury	1.08 miles
S-0210 (2)	Dixmont	3.92 miles
S-0146 (1)	Arrowsic	0.82 miles
S-0217 (1)	Brooks-Waldo	3.93 miles
S-0215 (2)	Liberty	1.48 miles
S-0198 (1)	Cherryfield	3.00 miles
S-0105 (1)	North Berwick	2.11 miles
S-0110 (1)	Sanford-Shapleigh	1.34 miles

38.35 miles



Gorham — Route 95

Total expenditures for the fiscal year 1952 on account of federal aid secondary highway and bridge projects were

\$2,940,920.30, of which amount \$147,046.00 was for engineering and right of way. Following are brief descriptions of Federal Aid Secondary projects on the State Highway system:

ANDROSCOGGIN COUNTY

State Highway "B-S"

Poland, Federal Aid Secondary Project No. S-0135(2).

This project begins two miles north of Casco town line and extends northerly, partly on new location. Length of project, 1.8 miles. Width of surface, 22 feet with 4-foot shoulders. Type of surface, 2-inch bituminous gravel surface course, mixed-in-place.

Contractor, Guy R. Allen and Earle Vannah, Gardiner, Maine. The construction began October 9, 1951 and was 55% completed on June 30, 1952.

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.



Webster — Route 126

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 100% completed June 30, 1952.

AROOSTOOK COUNTY

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 100% completed June 30, 1952. Contractor, H. E. Sargent, Inc., of Stillwater, Maine.

State Highway "K"

Macwahoc and T-1, R-4, Federal Aid Secondary Project No. S-0319(2). This project begins at the junction of routes U. S. 2 and U. S. 2-A and extends northerly on route U. S. 2 (two sections). Length of project is 3.56 miles. Construction consists of a gravel base 22 feet wide, 4-foot shoulders and a mixed-in-place bituminous gravel surface. Construction started October 10, 1951 and was 40% completed June 30, 1952. Contractor, Harold Hornbrook of Madawaska, Maine.

State Highway "K-12"

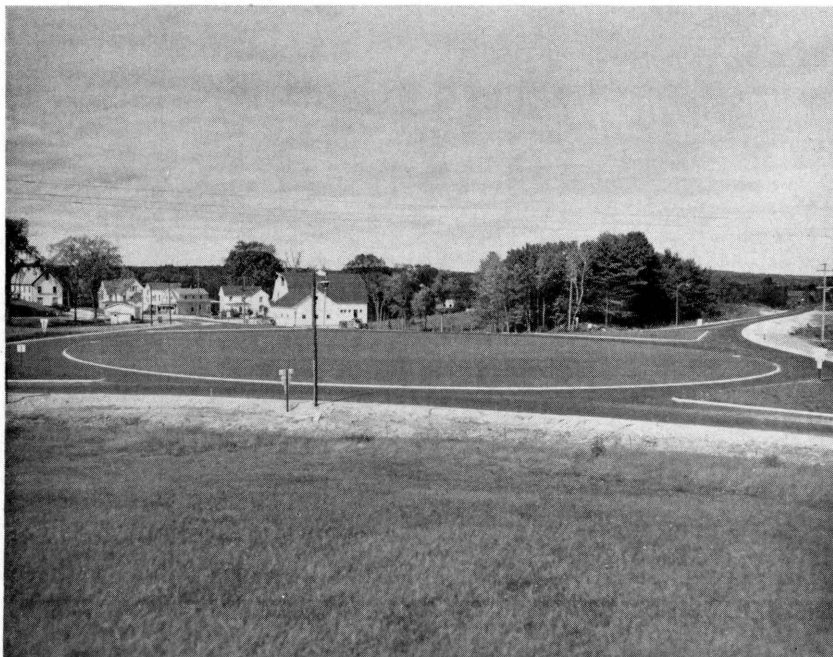
Washburn, Federal Aid Secondary Project No. S-0330(1). This project begins at end of Project No. S-73(1) on State Route 164 and extends westerly a distance of 3.17 miles. Construction consists of a gravel base 20 feet wide, 4-foot shoulders and a mixed-in-place bituminous gravel surface. Construction started July 7, 1950 and was 100% completed June 30, 1952. Contractor, Donald J. McKay of Houlton, Maine.

CUMBERLAND COUNTY

State Highway "Pequaket Trail"

Baldwin, Federal Aid Secondary Project No. S-0123(1). This project begins at the west end of project No. F. A. G. S. 334(B)

about 1 mile west from East Baldwin and extends northwesterly. Length of project, 4.05 miles. Width of surface, 20 feet with 4-foot shoulders. Type of surface, 2-inch bituminous gravel surface course, mixed-in-place. Contractor, Frank Rossi, Gardiner, Maine. The construction began September 17, 1951 and was 75% completed on June 30, 1952.



Windham — Routes U. S. 302 and U. S. 202

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 extends 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 100% completed June 30, 1952.

KNOX COUNTY

State Highway "P"

Rockland, Federal Aid Secondary Project No. S-0205(1). This project begins at Blackinton's Corner and extends westerly to

the Rockland-Rockport town line. Length of project, 1.429 miles. Width of surface, 22 feet with granite curbs through village, and 4-foot shoulders otherwise. Type of surface, 2-inch bituminous concrete.

Contractor, A. P. Wyman, Inc., Waterville, Maine. The construction began October 11, 1951 and was 55% completed on June 30, 1952.

LINCOLN COUNTY

State Highway "127"

Wiscasset, Federal Aid Secondary Project No. S-0163(1). This project begins about $1\frac{3}{4}$ miles north of the junction with U. S. Route 1, and extends northerly. Length of project, 3.295 miles. Width of surface, 20 feet with 4-foot shoulders.

Type of surface, 2-inch bituminous gravel surface course, mixed-in-place. Contractor, Ralph Romano, Jr., Portland, Maine. The construction began October 9, 1951 and was 45% completed on June 30, 1952.

OXFORD COUNTY

State Highway "17"

Roxbury, Federal Aid Secondary Project No. S-0180(1). This project begins about $1\frac{1}{4}$ miles north from Frye and extends northerly to Walker Brook. Length of Project, 1.081 miles. Width of surface, 18 feet with 4-foot shoulders.

Type of surface, 2-inch bituminous gravel surface course, mixed-in-place. Contractor, C. R. West, Errol, N. H. The construction began December 4, 1951 and was 35% completed on June 30, 1952.

SOMERSET COUNTY

State Highway "H"

Sandy Bay Township, Federal Aid Secondary Project No. S-0267(1). This project begins $3\frac{1}{3}$ 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 100% completed June 30, 1952.

WALDO COUNTY

State Highway "137"

Brooks-Waldo, Federal Aid Secondary Project No. S-0217(1). This project begins near the Brooks-Waldo town line and extends easterly toward Belfast. Length of project, 3.934 miles. Width of surface, 20 feet with 4-foot shoulders.

Type of surface, 2-inch bituminous gravel surface, mixed-in-place. Contractor, Lee Brothers, Albion, Maine. The construction began August 16, 1951 and was 70% completed on June 30, 1952.

State Highway "R"

Liberty, Federal Aid Secondary Project No. S-0215(2). This project begins approximately $2\frac{1}{4}$ miles east of the Palermo-Liberty line and extends easterly to the easterly end of the north shore of St. George Lake. Length of project, 1.477 miles. Width of surface, 22 feet with 4-foot shoulders.

Type of surface, 2-inch bituminous gravel surface course, mixed-in-place. Contractor, H. E. Sargent, Inc., Stillwater, Maine. The construction began December 7, 1951 and was 55 per cent completed on June 30, 1952.

State Highway "214"

North Berwick, Federal Aid Secondary Project No. S-0105(1). The project begins about 0.2 miles north of the South Berwick-North Berwick town line and extends northerly.

The construction consists of a 22-foot gravel base with 4-foot shoulders and a bituminous gravel surface course. Length of project is 2.106 miles. The contractor was Landers & Griffin, Inc., of Portsmouth, New Hampshire. Construction started December 3, 1951 and was 40% completed June 30, 1952.

YORK COUNTY

State Highway "A-2"

Sanford-Shapleigh, Federal Aid Secondary Project No. S-0110(1). This project begins about $\frac{1}{2}$ mile south from the Sanford-Shapleigh town line, and extends northerly. Length of project, 1.342 miles. Width of surface, 24 feet with 4-foot shoulders.

Type of surface, 3-inch bituminous macadam. Contractor, Frank Rossi, Gardiner, Maine. The construction began May 14, 1952 and was 13% completed on June 30, 1952.

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 State highways within the compact sections of towns having a population of over 2,000. The State does not participate in the cost of snow removal on State Aid highways or town ways within the compact sections of any town regardless of population.

The apportionment from the general highway fund for maintenance of improved state and state aid roads made under chapter 220, Private and Special Laws of 1951, was \$6,500,000.00 for the fiscal year 1952.

The amount of \$232,734.00 was brought forward from the fiscal year 1951. Miscellaneous revenue of \$6,592.94 and credit transfers of \$2,952.88 made the total amount available \$6,742,279.82.

The highway maintenance program for the fiscal year 1952, included 9572.55 miles, classified as follows:

Improved state highways	2972.89 Miles
Improved state aid highways	6599.66 Miles
Total	9572.55 Miles

The maintained mileage was classified by surface type as follows:

Type	State Highway	State Aid	Total
Concrete	123.89	7.70	131.59
Bituminous Concrete	210.17	14.21	224.38
Bituminous Macadam	423.73	47.14	470.87
Mixed Bituminous	244.76	40.25	285.01
Tar Surface	1943.27	5625.39	7568.66
Gravel Surface	27.07	864.97	892.04
Totals	2972.89	6599.66	9572.55

The following table shows the Maintenance expenditures by counties:

EXPENDITURES FOR MAINTENANCE OF STATE AND STATE AID
HIGHWAYS, BY COUNTIES

For the Fiscal Year ending June 30, 1952

County	State Highway	State Aid	Total
Androscoggin	\$67,362.50	\$102,387.61	\$169,750.11
Aroostook	507,544.77	366,373.97	873,918.74
Cumberland	170,140.86	270,051.27	440,192.13
Franklin	106,999.62	140,630.28	247,629.90
Hancock	120,851.57	271,329.58	392,181.15
Kennebec	124,802.46	279,375.17	404,177.63
Knox	51,503.88	174,983.90	226,487.78
Lincoln	72,677.96	157,697.64	230,375.60
Oxford	162,311.33	244,181.31	406,492.64
Penobscot	172,125.69	434,590.89	606,716.58
Piscataquis	80,328.32	94,546.45	174,874.77
Sagadahoc	29,526.45	93,012.13	122,538.58
Somerset	160,155.42	297,685.57	457,840.99
Waldo	73,667.68	232,517.72	306,185.40
Washington	183,211.42	260,919.29	444,130.71
York	169,167.70	250,804.68	419,972.38
Total	\$2,252,377.63	\$3,671,087.46	\$5,923,465.09

The total expenditure for maintenance was \$5,936,752.66. This includes \$7,922.94 for roads in Baxter State Park and \$5,-364.59 in the suspense account.

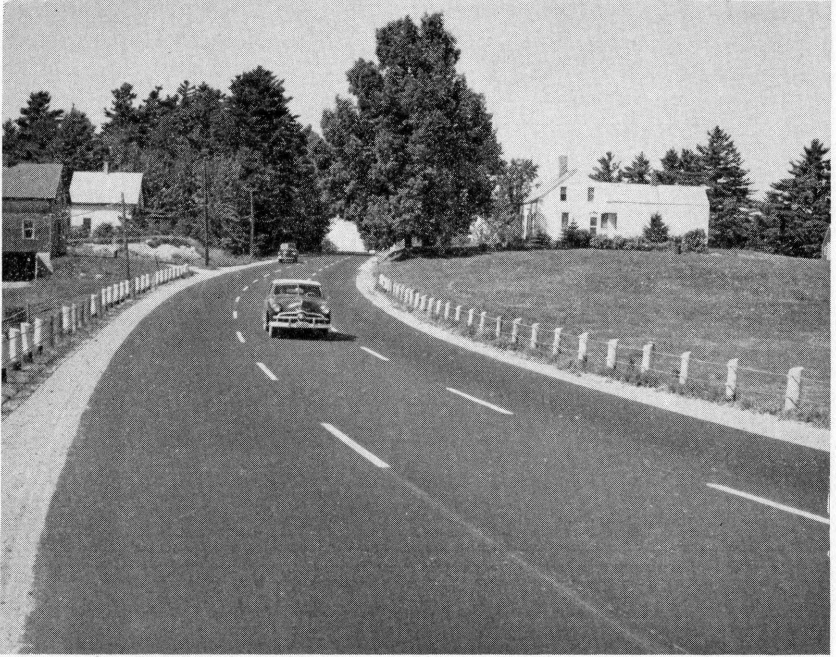
The sum of \$805,527.20 was returned to the unappropriated general highway fund.

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

BETTERMENTS

The total fund for betterments included \$1,000,000.00 apportioned under Chapter 220, Private and Special Laws of 1951, \$2,000 from miscellaneous revenues and \$124,270.82 unexpended balance brought forward from the fiscal year ending June 30, 1951.

During the fiscal year, 55.85 miles were completed; the expenditures on these sections amounted to \$801,434.97. At the end of the fiscal year, 9.50 miles were under construction but not completed; the expenditure on these sections was \$15,922.95. Expenditure on work reported in 1951 was \$13,630.67. Expenditure on projects previously reported was \$32,425.47. Expendi-



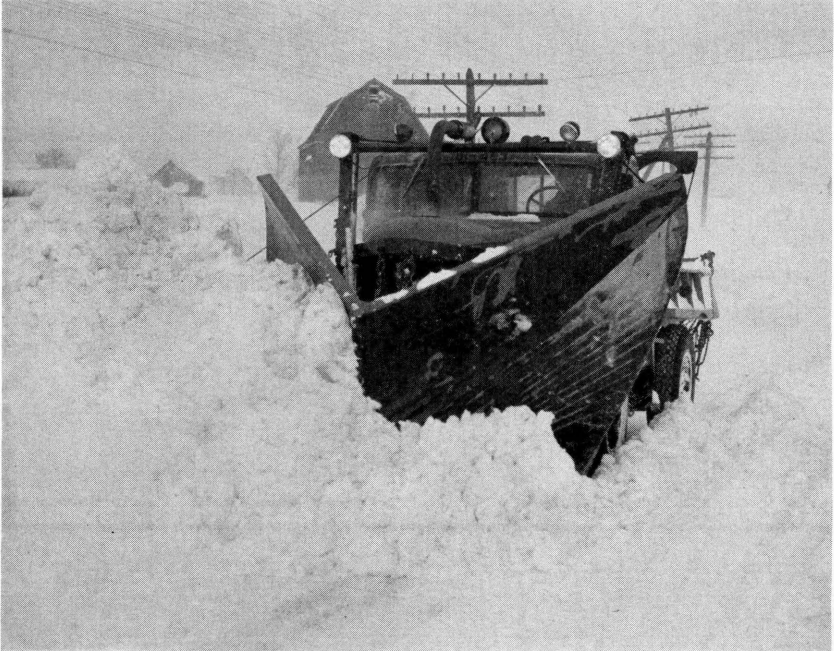
Manchester — U. S. Route 202



Orono — U. S. Route 2

ture on surveys and plans totaled \$721.81. Expenditure for advertising projects to be constructed during the next fiscal year amounted to \$33.38. Expenditure for general supervision amounted to \$6,393.76. The total of all expenditures amounted to \$870,563.01. Transfers to other funds amounted to \$207,881.63. The balance in the betterment fund on June 30, 1952 was \$47,826.18.

Details of expenditures may be found in "Statistical Tables."



SNOW REMOVAL

The snow removal program for the winter of 1951-1952 included 15237.98 miles of accepted snow removal routes. This mileage included 2946.06 miles on state highways, 6266.62 miles on state aid highways and 6025.30 miles of third and fourth class highways.

The apportionment from the general highway fund for the State's share of the cost of snow removal for the fiscal year 1952 (Chapter 220, Private and Special Laws of 1951) was \$2,250,000.00. An additional \$600,000 was transferred to this account by the Commission. Other revenue amounted to \$117,383.50. The amount of \$3,613.25 was brought forward from the fiscal

year ending June 30, 1951, making the total amount available \$2,970,996.75.

The total expenditure for snow removal including sanding on all classes of highways was \$4,386,623.20 of which \$2,827,948.39 was paid from state funds and \$1,558,674.81 was paid from town funds. The average cost per mile including sanding for all classes of highways was \$287.87.

The cost of snow removal on state highways including sanding was \$2,165,229.08 of which \$2,047,845.58 was paid from state funds and \$117,383.50 was paid from town funds. The average cost per mile was \$734.96.

The cost of snow removal on state aid, third class and town roads, including sanding, was \$2,221,394.12, of which \$780,102.81 was paid from state funds and \$1,441,291.31 was paid from town funds. The average cost per mile was \$180.71.

On June 30, 1952, the amount of \$24,384.90 was lapsed into the general highway fund, leaving a carrying balance of \$1,279.96.

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

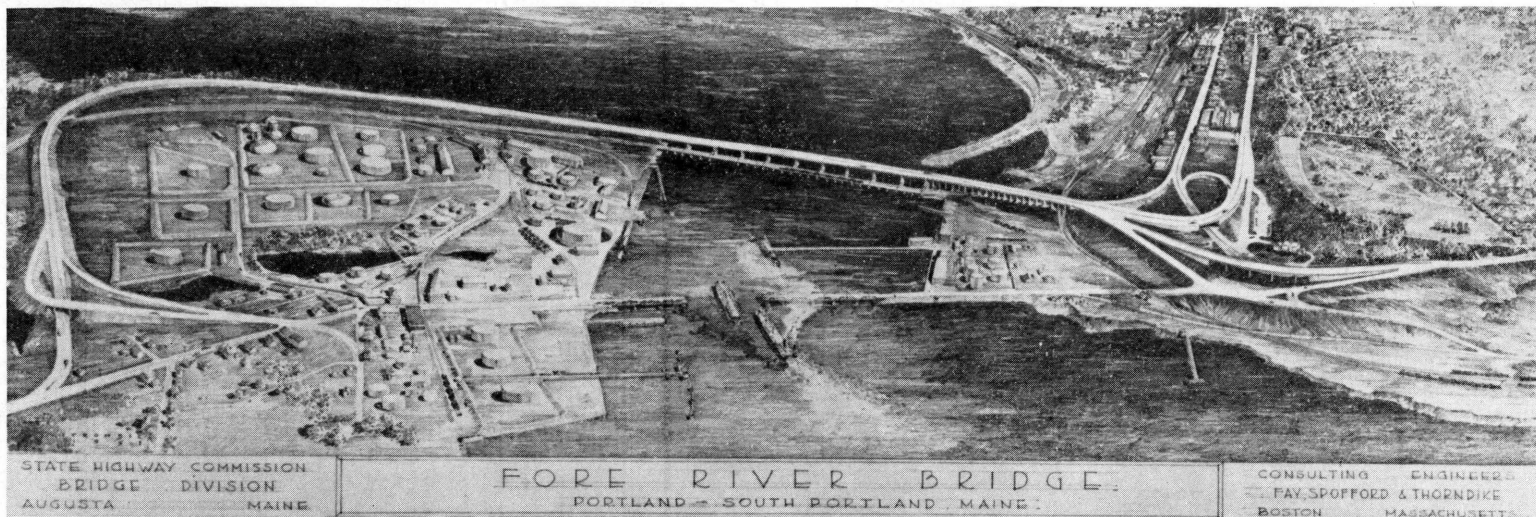
Bridge Division

BRIDGE CONSTRUCTION

During the fiscal year 1951-52 there were placed under construction forty-five state bridge projects, six federal-aid bridge projects, thirteen bridges were included in federal-aid and state highway projects, and there were three bridges as railway-highway projects in the program for elimination of hazards at railroad crossings.

Unit prices continued to rise. The steel allocation program had some effect on the types of bridges that could be built without unreasonable delays in delivery of material. It is evident that the steel strike is going to hinder the completion, before winter, of a number of bridges where, except for the strike, delivery of steel would be made in early fall.

Two state projects, Harding Bridge in Levant, and Goose River Bridge, Waldoboro-Friendship, were financed from the bond issue approved by referendum in September 1951, and which includes provision for work on the federal-aid secondary system on state-aid highways.



Artist's Conception Fore River Bridge — Portland-South Portland
Fay, Spofford & Thorndike, Consulting Engineers

All other state projects were financed from the appropriation known as the bridge loan fund. The balance on July 1, 1951 was \$1,042,187.61, and the legislative apportionment from the general highway fund was \$600,000.00. Net receipts from counties and towns were \$503,227.64, there were transfers from other funds, principally state aid and special resolves, of \$26,603.66, and sales of material amounted to \$236.20.

From this fund, expenditures for engineering, advertising and inspection were \$152,693.38, for labor and material, principally payments to contractors \$837,779.69, and for right of way \$328.06. The balance on June 30, 1952 was \$1,181,453.98, of which it is estimated \$750,000.00 will be needed to complete work already started.

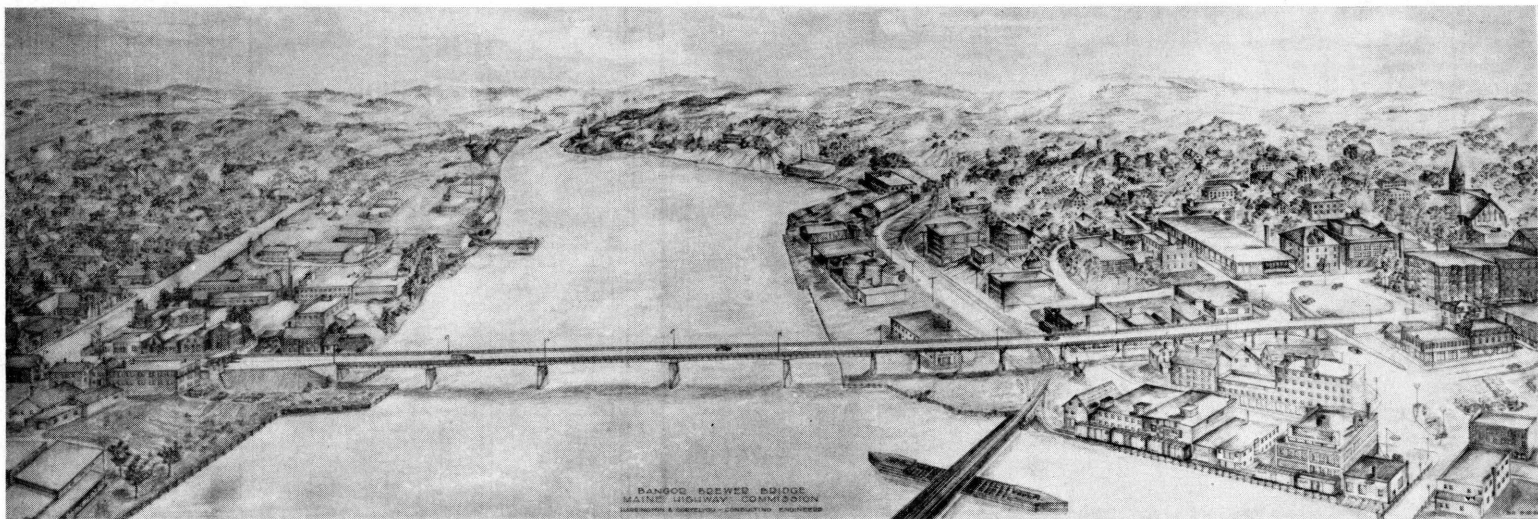
FEDERAL AID PROJECTS

BOWDOINHAM, Sagadahoc County, Brooklyn Bridge, Route 24. Project S-0157(1). Steel through truss span, length 150 ft. c. to c. bearings, concrete floor, 24 ft. roadway, one 5-ft. sidewalk. Concrete abutments, stone faced in tidal range. Length of project 600 ft. Contractor, Herbert E. Callahan, Inc. Estimated cost \$180,000.00, of which \$100,000.00 is under general bridge act.

CASCO and NAPLES, Cumberland County, Crooked River Bridge, Route 11. Project S-0135(1). Three concrete T-beam spans, lengths 42 ft., 52 ft., 42 ft. c. to c. bearings, 26-ft. roadway, concrete piers, treated timber pile bent abutments, concrete cap. Length of project 2,000 ft. Contractor, Forest Frederick. Estimated cost \$114,400.00.

DAMARISCOTTA and NEWCASTLE, Lincoln County, Damariscotta Bridge, Route U. S. 1. Part of Project F-026-1(2). Two steel beam spans, average length 80 ft. 6-3/16 in. c. to c. bearings, each, concrete floor, 28-ft. roadway, two 5-ft. sidewalks, concrete pier, stone faced in tidal range, existing stone abutments extended with concrete, stone faced. Approach roads in separate contract. Contractor, W. H. Hinman, Inc. Estimated cost of bridge portion of project \$274,300.00.

FORT KENT, Aroostook County, Main Street Bridge, Route U. S. 1. Project F-050-3(2). Three steel beam spans, lengths 65 ft., 75 ft., 65 ft. c. to c. bearings, concrete floor, 28-ft. roadway, two 5-ft. sidewalks, concrete piers and abutments. Length of project 450 ft. Contractor, Norman E. Jackson, Inc. Estimated cost \$210,660.00.



Artist's Conception Bangor-Brewer Toll Bridge
Harrington & Cortelyou, Consulting Engineers

HAYNESVILLE, Aroostook County, Mattawamkeag Bridge, Route U. S. 2, alternate. Project FI-01-5(1). Three cantilever steel beam spans, lengths 85 ft., 110 ft., 85 ft. c. to c. bearings, concrete floor, 28-ft. roadway, concrete piers and abutments. Length of project 4,100 ft. Contractor, Cianchette Brothers, Inc. Estimated cost \$342,100.00.

RUMFORD and MEXICO, Oxford County, Red Bridge, Route U. S. 2. Project F-025-1(2). Two steel plate girder spans, average length 84 ft. c. to c. bearings, each, concrete floor, 28-ft. roadway, two 5-ft. sidewalks, concrete pier, existing stone abutments partially rebuilt and extended with concrete. Length of project 400 ft. Contractor, Verrier Construction Company. Estimated cost \$197,700.00.

An additional contract for the floor of the Aroostook River Bridge, Caribou, Project S-0331(1), was awarded to Verrier Construction Company, bringing the estimated cost of the bridge portion of the project to \$680,000.00. See 1950-51 report. Contract for the approach roads will be let in fiscal year 1952-53 by highway division.

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

BRIDGTON, Cumberland County, Project F-014-1(1), Moose Pond Bridge. Three continuous concrete slab spans, lengths 20 ft., 25 ft., 20 ft. c. to c. bearings, 24-ft. bituminous macadam pavement, 40-ft. roadway. Corrugated metal pipe shell reinforced concrete column piers and abutments.

CARIBOU, Aroostook County, Project AD-1. Three bridges under separate contract with Cyr and Denico Company.

Little Madawaska River Bridge. Three steel beam spans, lengths 50 ft., 80 ft., 50 ft. c. to c. bearings, concrete floor, bituminous concrete surface, 28-ft. roadway, concrete piers and abutments.

Otter Brook Bridge. Three concrete T-beam spans, each 40 ft. clear span, 28-ft. roadway, concrete abutments and piers.

Railroad Crossing Underpass, Bangor and Aroostook Railroad. Single track through plate girder railroad bridge, length 62 ft. c. to c. bearings to provide 44-ft. width of highway and minimum 15-ft. vertical clearance, concrete abutments.

CHERRYFIELD, Washington County, Project S-0298(1), Upper Tunk Bridge. Existing concrete bridge widened with concrete T-beam span, length 25 ft. to provide 32-ft. roadway on fill. Abutments extended with concrete.

DIXMONT, Penobscot County, Project S-0210(4), Crocker Bridge. Sectional plate corrugated metal pipe arch, 14 ft. 1 in. diameter, 8 ft. 9 in. rise, roadway width 32 ft. on fill.

NORTH BERWICK, York County, Project S-0105(1), Hussey Bridge. Reinforced concrete slab span, clear span length 15 ft., 32-ft. roadway on fill. Concrete bottom slab and abutments.

PASSADUMKEAG, Penobscot County, Project FI-01-4(3), Lancaster Bridge. Reinforced concrete slab span, clear span length 12 ft., 44-ft. roadway on fill. Concrete bottom slab and abutments.

PRESQUE ISLE, Aroostook County, Project F-050-1(2), Clark Brook Bridge. Sectional corrugated metal plate pipe, 14 ft. diameter, roadway width 40 ft. on fill.

SANFORD, York County, Project S-0110(1), Jellison Bridge. Reinforced concrete slab span, clear span length 30 ft., 32-ft. 6-in. roadway, concrete abutments.

WALDO, Waldo County, Project S-0217(1), Sanborn Bridge. Existing concrete bridge widened with concrete slab span, clear span length 16 ft., 33-ft. roadway. Abutments extended with concrete.

STATE PROJECTS

ALEXANDER, Washington County, Bear Brook Bridge. Two corrugated metal pipes, each 6 ft. diameter, 24-ft. roadway on fill. Length of project 300 ft. Force account work. Estimated cost \$9,500.00.

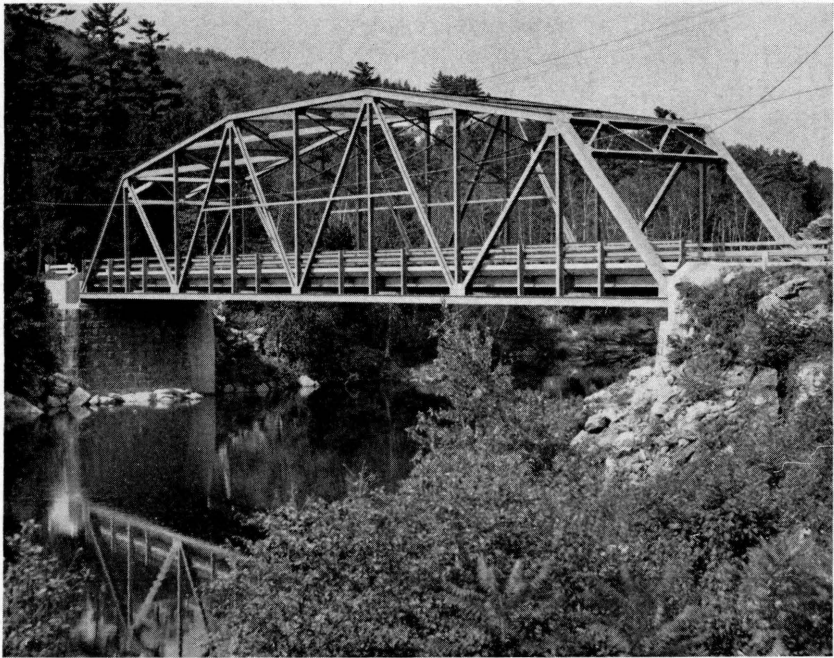
ALLAGASH PL., Aroostook County, St. John River Bridge. Five-span cantilever steel beam and girder bridge, span lengths 120 ft., 160 ft., 160 ft., 160 ft., 120 ft., concrete floor, 14-ft. roadway. Concrete piers and abutments. Length of project about 1,200 ft. Contractor, W. H. Hinman, Inc. Estimated cost \$300,000.00.

AUBURN, Androscoggin County, Auburn Road Bridge. Concrete slab span, clear span length 20 ft., 24-ft. roadway, one 4-ft.

sidewalk. Concrete abutments. Length of project 75 ft. Contractor, Edgar R. Cyr. Estimated cost \$13,600.00.

A2 GORE, Piscataquis County, Beaver Creek Bridge. Concrete slab span, clear span length 19 ft. 6 in., 24-ft. roadway. Concrete abutments. Length of project 350 ft. Contractor, George W. Crane. Estimated cost \$18,500.00.

BELGRADE, Kennebec County, Crank Bridge. Sectional corrugated metal plate pipe arch, span 14 ft. 2 in., 28-ft. roadway on fill. Length of project 450 ft. Force account work. Estimated cost \$9,100.00.



High Bridge — Rumford

BIDDEFORD, York County, Davis Bridge. Concrete slab span, clear span length 14 ft., 24-ft. roadway. Old stone abutments jacketed and extended with concrete. Length of project 100 ft. Contractor, Lorello and Ventresca. Estimated cost \$17,000.00.

BROOKS, Waldo County, Hall Bridge. Sectional corrugated metal plate pipe arch, span 10 ft. 3 in., 24-ft. roadway on fill. Length of project 300 ft. Force account work. Estimated cost \$7,200.00.

BROWNFIELD, Oxford County, Billy Brook Bridge. Concrete slab span, clear span length 20 ft., variable roadway 26 ft. 8 in. to 30 ft. 7 in. Concrete abutments. Length of project 350 ft. Contractor, Berry and Moser Construction Company. Estimated cost \$16,700.00.

BROWNFIELD, Oxford County, Seavey Bridge. Concrete slab on existing steel beam bridge with concrete abutments, clear span length about 27 ft., 22-ft. roadway. No approach work. Contractor, Berry and Moser Construction Company. Estimated cost \$3,000.00.

BUCKFIELD, Oxford County, North Buckfield Bridge. Steel beam span, 42 ft. 6 in. c. to c. bearings, concrete floor, 24-ft. roadway. One existing stone abutment jacketed and capped, one abutment capped with concrete. Length of project 200 ft. Contractor, Theodore A. Plummer. Estimated cost \$21,000.00.

BUCKSPORT-ORLAND, Hancock County, Moosehorn Creek Bridge. Two treated timber stringer spans, each 18 ft. c. to c. bearings, 14-ft. roadway, some repairs to existing stone substructure. No approach work. Force account work. Estimated cost \$2,800.00.

BUXTON, York County, Dunn Bridge. Concrete slab span, clear span length 10 ft. 1 $\frac{3}{4}$ in., concrete abutments and bottom slab, 26-ft. roadway on fill. Length of project 250 ft. Contractor, Berry and Moser Construction Company. Estimated cost \$11,800.00.

CHARLOTTE, Washington County, Moosehorn Bridge. Two sectional corrugated metal plate pipes, each 13 ft. diameter, 24-ft. roadway on fill. Length of project 280 ft. Force account work. Estimated cost \$19,000.00.

CLINTON, Kennebec County, Hern Bridge. Concrete slab span, length 28 ft., 24-ft. roadway, concrete abutments. Length of project 650 ft. Contractor, Forest Frederick. Estimated cost \$30,000.00.

DEXTER, Penobscot County, Grove Street Bridge. Concrete slab span, span length 10 ft., concrete abutments and bottom slab, variable roadway, one 5-ft. sidewalk. Minor approach work. Contractor, Virgil E. Goodrich. Estimated cost \$17,800.00.

EAST MACHIAS, Washington County, Chase Mills Bridge. Concrete slab span, clear length 25 ft., concrete abutments, 24-ft. roadway. Length of project 150 ft. Contractor, C. H. Goodrich. Estimated cost \$15,500.00.

EAST MACHIAS, Washington County, Lower Jacksonville Bridge. Three steel beam spans, lengths 24 ft. 6 in., 64 ft., 24 ft. 6 in. c. to c. bearings, 22-ft. roadway, steel pile bent piers and abutments. Length of project 250 ft. Contractor, C. H. Goodrich. Estimated cost \$31,300.00.

HARMONY, Somerset County, Narrow Bridge. Concrete slab, clear span length 18 ft., 26-ft. roadway on fill, concrete abutments. Length of project 550 ft. Contractor, Farrin Bros. and Smith. Estimated cost \$20,200.00.

HEBRON, Oxford County, Hebron Station Bridge. Sectional corrugated metal plate pipe arch, span 13 ft. 3 in., 26-ft. roadway on fill. Length of project 500 ft. Force account work. Estimated cost \$11,100.00.

JACKMAN, Somerset County, Moose River Bridge. Two concrete T-beam spans, clear span length 48 ft. each, 26-ft. roadway, two 5-ft. sidewalks, concrete pier and abutments. Length of project 550 ft. Contractor, Verrier Construction Company. Estimated cost \$115,000.00.

JACKMAN, Somerset County, Nichols Bridge. Steel beam span, length 60 ft. c. to c. bearings, concrete floor, 22-ft. roadway. Treated timber pile bent abutments. Length of project 300 ft. Contractor, Verrier Construction Company. Estimated cost \$27,300.00.

LEE, Penobscot County, Mill Stream Bridge. Concrete slab span, clear span length 12 ft., 34-ft. roadway, one 5-ft. sidewalk, concrete abutments. Length of project 75 ft. Contractor, Virgil E. Goodrich. Estimated cost \$20,900.00.

LEVANT, Penobscot County, Harding Bridge. Concrete T-beam span, length 47 ft. c. to c. bearings, 26-ft. roadway, concrete abutments. Length of project 1100 ft. Contractor, Guy J. Thibodeau. Estimated cost \$35,000.00.

LILY BAY TOWNSHIP, Piscataquis County, South Brook Bridge. Concrete slab span, clear span length 23 ft. 1 in., 24-ft. roadway, concrete abutments and bottom slab. Length of project 500 ft. Contractor, George W. Crane. Estimated cost \$18,500.00.

LOVELL, Oxford County, Creek Bridge. Sectional corrugated metal plate pipe, diameter 10 ft., 24-ft. roadway on fill. Length of project 350 ft. Force account work. Estimated cost \$7,300.00.

MONROE, Waldo County, Fairbanks Bridge. Concrete slab span, clear span length 16 ft., 24-ft. roadway, one concrete abutment, one existing stone abutment extended with concrete. Length of project 400 ft. Contractor, Joseph Frost & Company. Estimated cost \$19,000.00.

MONSON, Piscataquis County, Gully Brook Bridge. Sectional corrugated metal plate arch, 15 ft. span on concrete abutments, 26-ft. roadway on fill. Length of project 300 ft. Contractor, Joseph Frost & Company. Estimated cost \$10,400.00.

MORRILL, Waldo County, Poland Bridge. Concrete slab span, clear span length 14 ft., concrete abutments and bottom slab, 22-ft. roadway. Length of project 200 ft. Contractor, Edgar R. Cyr. Estimated cost \$9,600.00.

OLD TOWN, Penobscot County, Stillwater Bridge. Bridge over westerly channel, steel beam span, 85 ft. c. to c. bearings, concrete floor, concrete abutments. Bridge over easterly channel, three continuous steel beam spans, lengths 75 ft., 100 ft., 75 ft., concrete piers, steel pile bent abutments, concrete caps. Both bridges have 26-ft. roadway, one 6-ft. sidewalk. Length of project 850 ft. Contractor, Herbert E. Callahan, Inc. Estimated cost \$242,000.00.

PERU, Oxford County, Gowell Bridge. Concrete T-beam span, clear span length 38 ft., concrete floor, 24-ft. roadway, existing abutments capped and extended with concrete. Length of project 225 ft. Contractor, Walter V. Mitton, Inc. Estimated cost \$19,200.00.

SEARSMONT, Waldo County, Stearns Bridge. Concrete slab span, clear span length 12 ft., concrete abutments, 26-ft. roadway on fill. Length of project 350 ft. Contractor, Berry and Moser Construction Company. Estimated cost \$13,200.00.

SIDNEY, Kennebec County, Mill Pond Bridge. Sectional corrugated metal plate pipe arch, span length 13 ft. 3 in., 26-ft. roadway on fill. Length of project 300 ft. Force account work. Estimated cost \$8,800.00.

STEUBEN, Washington County, Unionville Bridge. Concrete slab span, clear span length 25 ft., concrete abutments, 24-ft. roadway. Length of project 450 ft. Contractor, C. H. Goodrich. Estimated cost \$36,000.00.

TOWNSHIP 6, RANGE 7, Penobscot County, CCC Bridge. Two corrugated metal pipes, each 6 ft. diameter, 24-ft. roadway

on fill. Length of project 250 ft. Force account work. Estimated cost \$11,300.00.

TOWNSHIP 28, Hancock County, Starvation Brook Bridge. Concrete slab span, clear span length 20 ft., concrete abutments, 24-ft. roadway. Length of project 150 ft. Contractor, Cecil H. McNally. Estimated cost \$14,000.00.

WALDOBORO, Lincoln County, Soule Bridge. Steel beam span, length 73 ft. c. to c. bearings, concrete floor, 22-ft. roadway, existing stone abutments jacketed with concrete. Length of project 150 ft. Contractor, Reed and Reed. Estimated cost \$31,000.00.

WALDOBORO, Lincoln County and FRIENDSHIP, Knox County, Goose River Bridge. Concrete slab span, clear span length 22 ft., 26-ft. roadway, one concrete abutment, one existing stone abutment jacketed and extended with concrete. Length of project 550 ft. Contractor, J. R. Partridge. Estimated cost \$15,000.00.

WARREN, Knox County, Starrett Bridge. Two steel beam spans, each 46 ft. c. to c. bearings, concrete floor, 20-ft. roadway, treated timber crib abutments and pile bent pier, beams of existing bridge used. No approach work. Contractor, Reed and Reed. Estimated cost \$48,000.00.

WATERVILLE, Kennebec County, Drummond Avenue Bridge. Sectional corrugated metal plate pipe, 10 ft. diameter, 30-ft. roadway on fill. Length of project 250 ft. Force account work. Estimated cost \$10,000.00.

WELD, Franklin County, Bowley Brook Bridge. Concrete slab span, clear span length 30 ft. 4½ in., 26-ft. roadway, existing stone abutments extended with concrete. Length of project 600 ft. Contractor, Reed and Reed. Estimated cost \$20,800.00.

WELD, Franklin County, Houghton Brook Bridge. Concrete slab span, clear span length 30 ft., roadway width variable 26 ft. to 28 ft. 6 in., concrete abutments. Length of project 300 ft. Contractor, Reed and Reed. Estimated cost \$22,000.00.

WEST GARDINER and LITCHFIELD, Kennebec County, Wharff Bridge. Two steel beam spans, each 47 ft. 10 in. c. to c. bearings, 22-ft. roadway, concrete abutments, steel pile bent pier, beams of existing bridge used. No approach work. Contractor, Reed and Reed. Estimated cost \$20,500.00.

WINDHAM, Cumberland County, Ink Horn Bridge. Sectional corrugated metal plate pipe, 11 ft. diameter, 26-ft. roadway on fill. Length of project 300 ft. Contractor, Berry and Moser Construction Company. Estimated cost \$12,700.00.

WISCASSET, Lincoln County, Montsweag Stream Bridge. Sectional corrugated metal plate pipe arch, span 14 ft. 2 in., 26-ft. roadway on fill. Length of project 50 ft. Force account work. Estimated cost \$9,700.00.

YARMOUTH, Cumberland County, North Elm Bridge. Steel plate girder span, length 100 ft. c. to c. bearings, concrete floor, 24-ft. roadway, one 5-ft. sidewalk, concrete abutments. Length of project 400 ft. Contractor, Cyr and Denico Company. Estimated cost \$56,000.00.

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

STRONG, Franklin County, Project No. 998, Barton Brook Bridge. Reinforced concrete slab span, clear span length 10 ft., 32-ft. roadway width on fill. Concrete bottom slab and abutments.

STRONG, Franklin County, Project No. 998, Skillings Brook Bridge. Reinforced concrete slab span, clear span length 12 ft., 38-ft. roadway width on fill. Concrete bottom slab and abutments.

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

Town	County	Bridge	Total Cost	Paid by State	Paid by County	Paid by Town
Anson	Som.	Tibbetts	\$5,001.85	\$1,250.46	\$1,500.56	\$2,250.83
Biddeford	York	Moore's	10,879.60	2,719.90	3,263.88	4,895.82
Bradford	Pen.	Larrabee	8,912.39	4,064.05	2,673.72	2,174.62
Bridgton	Cum.	Highland Lake	10,961.79	2,784.29	3,288.54	4,888.96
Bristol	Lin.	Pemaquid Falls	10,598.75	3,084.24	3,179.62	4,334.89
Buxton	York	Haines Meadow	13,919.21	3,577.24	4,175.76	6,166.21
Clifton	Pen.	Otis Road	5,972.38	3,284.81	1,791.71	895.86
Dennysville-Edmunds	Wash.	Dennysville Steel	26,208.54	16,100.11	7,862.56	1,380.00D 865.87E
Dixfield	Oxf.	Aunt Hannah	15,263.80	5,128.64	4,579.14	5,556.02
Dixfield	Oxf.	Reed	10,591.04	3,187.90	3,177.31	4,225.83
Falmouth	Cum.	Staples Point	111,954.73	55,977.36	55,977.37	
Frankfort	Wal.	Josiah Kingsbury	5,238.34	1,891.04	1,571.50	1,775.80
Frankfort-Winterport	Wal.	Tibbetts	21,479.63	8,462.97	6,443.89	1,931.42F 4,641.35W
Gardiner	Ken.	Capen Road	4,787.25	1,196.81	1,436.18	2,154.26
Garland	Pen.	West Garland	8,188.10	3,717.40	2,456.43	2,014.27
Gilead	Oxf.	Leary Brook	4,225.89	1,538.22	1,267.77	1,419.90
Greenfield	Pen.	Olamon	13,972.78	12,290.95	5,691.83	990.00
Hampden	Pen.	Twin	13,523.38	3,840.64	4,057.01	5,625.73
Hebron	Oxf.	Brighton Hill	23,289.23	13,554.33	6,986.77	2,748.13
Hollis	York	Killick	14,488.73	4,621.90	4,346.62	5,520.21
Limestone	Aro.	Noyes Mill	22,635.75	8,058.32	6,790.73	7,786.70
Lincoln-Chester	Pen.	Lincoln-Chester	231,446.17	134,662.32	69,433.85	27,350.00*
Linneus	Aro.	Campbell	15,849.82	8,146.80	4,754.95	2,948.07
Lubec	Wash.	McCurdy's	5,095.99	1,274.00	1,528.80	2,293.19

Town	County	Bridge	Total Cost	Paid by State	Paid by County	Paid by Town
Madawaska.....	Aro....	Gagnon	\$8,256.87	\$2,064.22	\$2,477.06	\$3,715.59
Mars Hill	Aro....	Boynton	8,237.05	2,092.21	2,471.12	3,673.72
Milford	Pen....	Second Otter.....	15,358.35	6,235.49	4,607.51	4,515.35
Monroe	Wal....	Village	22,669.52	13,307.00	6,800.86	2,561.66
Newfield	York...	Dam's Mill	38,600.30	24,440.21	11,580.09	2,580.00
Newport	Pen....	Upper	37,810.77	16,674.55	11,343.23	9,792.99
Old Orchard Beach	York...	Milliken's Mill	16,813.20	4,203.30	5,043.96	7,565.94
Orrington	Pen....	East Orrington	8,929.07	2,857.30	2,678.72	3,393.05
Orrington	Pen....	Swetts Pond	6,094.93	1,718.77	1,828.48	2,547.68
Phillips	Fra....	Field	29,755.63	15,443.17	8,926.69	5,385.77
Pittsfield	Som....	Waverly	78,836.51	36,343.63	23,650.95	18,841.93
Presque Isle	Aro....	Clark Brook	10,988.50	2,747.13	3,296.55	4,944.82
Prospect	Wal....	Carley	3,698.03	1,445.93	1,109.41	1,142.69
Richmond	Sag....	Pleasant Pond Inlet..	4,887.26	1,221.82	1,465.18	2,199.26
Robbinston	Wash...	Sweeney	14,894.50	8,266.45	4,468.35	2,159.70
Rockport	Knox...	Rockport	61,966.67	61,966.67	—	—
Rumford	Oxf....	High	88,055.43	25,448.02	26,416.63	36,190.78
Sherman	Aro....	Village	20,558.02	20,558.02	—	—
Strong	Fra....	Starbird	31,003.41	15,625.72	9,301.02	6,076.67
T. 8, R. 5	Aro....	Boody Brook	15,168.11	9,368.72	4,550.43	1,248.96
T. 18, E.D.	Wash...	Southern Inlet	8,311.70	5,299.40	2,493.51	518.79
Van Buren	Aro....	Violette Brook	29,662.46	11,835.32	8,898.74	8,928.40
Windham	Cum....	Anderson	33,367.88	10,310.67	10,010.37	13,046.84

*Lincoln-Chester Bridge District.

ELIMINATION OF HAZARDS AT RAILROAD CROSSINGS

This year there were eighteen railway-highway projects, ten being federal-aid and eight state projects. Three of the federal-aid projects were for reconstruction of inadequate highway overpass grade separation structures. The remaining seven, and the eight state projects, were signal installations.

The balance in the state appropriation known as the federal-aid grade crossing fund was \$69,278.74 at the beginning of the year. Federal grants amounting to \$23,616.00 were received, and there was expended \$4,443.62 for engineering and inspection, \$32,645.90 for labor and material, and \$22.40 for right of way, leaving a balance of \$55,782.82 on June 30, 1952.

This appropriation is not used for railway-highway projects from post-war federal apportionments. The project in Scarborough, fiscal year 1950-51, is the last one in the program from this appropriation. When final settlement on that project is made, any remaining balance will be used for non-participating charges on federal-aid railway-highway projects.

FEDERAL AID PROJECTS

CALAIS, Washington County, State Road Crossing, Route U. S. 1, Maine Central Railroad. Project FG-046-1(1). Installation of automatic flashing light signal protection. Estimated cost \$5,000.00, 10 per cent paid by railroad.

DANFORTH, Washington County, Eaton Crossing, Route U. S. 1, Maine Central Railroad. Project FG-046-1 (2). Installation of automatic flashing light signal protection. Estimated cost \$10,000.00, 10 per cent paid by railroad.

DOVER-FOXCROFT, Piscataquis County, Cass Notch Crossing, Maine Central Railroad. Project SG-0275 (1). Reconstruction of inadequate grade separation by highway overpass. Three steel beam spans, each 52 ft. 6 in. c. to c. bearings, concrete floor, 24-ft. roadway, concrete piers, steel pile bent abutments. Length of project 600 ft. Contractor, Joseph Frost & Company. Estimated cost \$64,400.00.

EAGLE LAKE, Aroostook County, West Aroostook Crossing, Route 11, Bangor and Aroostook Railroad. Project SG-0340 (2). Installation of automatic flashing light signal protection. Estimated cost \$3,900.00, 10 per cent paid by railroad.

FORT FAIRFIELD, Aroostook County, East Road Crossing, Route 165, Bangor and Aroostook Railroad. Project SG-0332 (2). Installation of automatic flashing light signal protection. Estimated cost \$4,600.00, 10 per cent paid by railroad.

FRYEBURG, Oxford County, State Road Crossing, Route 113, Maine Central Railroad. Project SG-0123 (2). Installation of automatic flashing light signal protection. Estimated cost \$4,500.00, 10 per cent paid by railroad.

LAGRANGE, Penobscot County, Bradford Road Crossing, Route 11, Bangor and Aroostook Railroad. Project SG-0288 (4). Installation of automatic flashing light signal protection. Estimated cost \$4,800.00, 10 per cent paid by railroad.

LAGRANGE, Penobscot County, Howland Road Crossing, Route 11, Bangor and Aroostook Railroad. Project SG-0288 (3). Installation of automatic flashing light signal protection. Estimated cost \$3,800.00, 10 per cent paid by railroad.

NORTH BERWICK, York County, Junkins Crossing, Route 9, Boston and Maine Railroad. Project FG-06-1 (2). Reconstruction of inadequate grade separation by highway overpass. Steel beam span, length 76 ft. c. to c. bearings, concrete floor, 32 ft. 6 in. roadway, one 5-ft. sidewalk, one concrete abutment, one existing stone and concrete abutment extended with concrete. Length of project 1350 ft. Contractor, W. H. Hinman, Inc. Estimated cost \$220,200.00.

WELLS, York County, Merriland Ridge Crossing, Route 9, Boston and Maine Railroad. Project FG-06-1(3). Reconstruction of inadequate grade separation by highway overpass. Three spans, each 40 ft. c. to c. bearings, end spans concrete T-beams, center span steel beams, concrete floor, 30-ft. roadway, concrete piers and abutments. Length of project 500 ft.. Contractor, Forest Frederick. Estimated cost \$102,200.00.

STATE PROJECTS

There was carried forward on July 1, 1951, \$18,975.31 in the grade crossing protection appropriation. The apportionment was \$20,000.00, expenditures \$20,130.71, leaving a balance of \$18,844.60 on June 30, 1952.

This fund is for grade crossing protection on state and state-aid highways under appropriate orders of the Public Utilities Commission. Eight projects were completed during the fiscal year and other projects have been authorized.

The amounts given in the following list represent one-half the cost, the other half being paid by the railroad concerned.

ASHLAND, Aroostook County, Route 11 Crossing, No. A-45.40, Bangor and Aroostook Railroad, \$1,799.62.

HUDSON, Penobscot County, Old Town Road Crossing, No. 45.34, Bangor and Aroostook Railroad, \$1,989.33.

NEW SWEDEN, Aroostook County, Madawaska Road Crossing, No. 235.61, Bangor and Aroostook Railroad, \$1,842.28.

POLAND, Androscoggin County, State Aid Highway 1B Crossing, No. 32.12, Canadian National Railways, \$2,422.58.

PRESQUE ISLE, Aroostook County, Egypt Road Crossing, No. 204.43, Bangor and Aroostook Railroad, \$1,495.03.

WALDOBORO, Lincoln County, County Road Crossing, No. 68.45, Maine Central Railroad, \$2,665.90.

WINTERPORT, Waldo County, Route 139 Crossing, No. 19.17, Bangor and Aroostook Railroad, \$1,542.81.

YARMOUTH, Cumberland County, North Elm Street Crossing, No. 15.33, Maine Central Railroad, \$6,373.16.

BRIDGE MAINTENANCE

Fifty-three bridges, placed under construction or completed during the fiscal year 1951-52, were added to the list of bridges

under maintenance, bringing the total number maintained to 1,764 as of June 30, 1952.

Bridge maintenance was continued with the same organization as in previous years. Some of the larger expenditures were for the following projects: removal of old structure of Arrowsic-Woolwich Bridge after completion of the new bridge; reflooring two pony spans of the Bangor-Brewer Bridge, requiring 5,033 sq. ft. steel bridge plank; renewal of 200 ft. more of wooden structure of East Machias Bridge, Machiasport-East Machias; renewal of concrete floor of Brown Farm Bridge, Magalloway Pl.; and repairs to terminals of Islesboro-Lincolnvillle Ferry. Seventeen bridges were painted with Bridge Maintenance funds, the larger of which were Piscataquis River Bridge, Howland and Badger Island Bridge, Kittery.

The apportionment from the General Highway Fund for the fiscal year was \$450,000.00, while net income from other sources amounted to \$5,964.57. There was an unexpended balance of \$127,526.63 carried over from the previous year. Expenditures for the fiscal year 1950-51 amounted to \$400,971.40, leaving an unexpended balance of \$182,519.80 as of June 30, 1952.

TOLL BRIDGES

In the present fiscal year the number of toll bridges operated by the highway commission continued as three. At the Deer Isle-Sedgwick Bridge the rate for commutation tickets was decreased ten to fifteen per cent on August 1, 1951. There was no change in the single fare rate, and no changes in toll rates on the two other bridges.

The traffic over the Waldo-Hancock Bridge amounted to 415,013 vehicles, an increase of nine per cent over the traffic for the previous fiscal year. At the Deer Isle-Sedgwick Bridge 78,105 vehicles crossed, an increase of seven per cent over the fiscal year 1950-51. There were 2,200,942 vehicles crossing the Augusta Memorial Bridge, an increase of thirteen per cent over the previous corresponding period.

By Chapter 118, Resolves of 1951, the bridge at Augusta was named "Augusta Memorial Bridge."

WALDO-HANCOCK BRIDGE

In the fall of 1951, the repairs to the concrete was completed, and in the spring of 1952 the painting of the steel was begun.

Due to the difficulty in securing painters, it is not certain that the work can be completed this year.

The balance in the operating account on July 1, 1951 was \$266,072.26. The receipts from tolls were \$96,323.65, of which \$1,585.40 will not be credited until July, 1952. There were overages of \$9.20, and refunds of \$60.50, making net income from tolls \$94,686.95. Interest on savings accounts was \$1,249.91.

Expenditures for maintenance and operation were \$41,405.39 and insurance charges were \$105.00. Bond retirement amounted to \$225,000.00, bond interest \$2,047.50, and the expenses of bond retirement \$94.65. On June 30, 1952 the balance was \$93,356.58, and outstanding bonds had a value of \$180,000.00.

DEER ISLE-SEDGWICK BRIDGE

To the balance of \$74,668.55 on July 1, 1951 there was added net toll income of \$52,073.05, and rental of \$100.00 for power line attachment. The toll collections were \$52,654.90, of which \$565.35 will not be credited until July 1952. Commutation tickets having a value of \$23.00, paid for in fiscal year 1949-50, were issued and \$20.00 was received for tickets to be issued in the fiscal year 1952-53. There was a shortage of \$0.95, and refunds amounted to \$12.55.

The cost of operation was \$13,014.28, and insurance \$52.50. There was paid to the bridge district \$14,200.00 for bond interest, and \$16,000.00 for bond retirement. On June 30, 1952 the balance in the operating account was \$83,574.82 and the outstanding bonds of the bridge district \$347,000.00.

AUGUSTA MEMORIAL BRIDGE

The balance in the operating account on July 1, 1950, \$9,150.33 was adjusted to \$9,149.37 by the controller. The toll receipts were \$107,698.35, of which \$392.60 will be credited in July 1952. The overage amounted to \$130.95. Tickets with a value of \$12.50, paid for in 1950-51, were issued, and the refund of \$1.60 was corrected, crediting this account. The net tolls credited were \$107,425.80.

The cost of maintenance and operation was \$41,400.74, there was an insurance charge of \$166.54, and there was transferred to the general highway fund \$17,587.50 for interest and \$45,000.00 for repayment. On June 30, 1952, the balance in the operating account was \$12,420.39.

The commission, by agreement with the City of Augusta determined that the cost of the sewer work between Gage Street and the Kennebec River is a cost chargeable to the bridge approach. The final cost has not yet been definitely determined. Payment of \$50,000.00 has been made to the City from the project account, the balance to be paid after tolls have repaid other costs.

On June 30, 1952 the indebtedness of the bridge account to the general highway fund was \$1,140,000.00.

FORE RIVER BRIDGE, PORTLAND-SOUTH PORTLAND

In the September 1951 referendum, the voters rejected the legislative act to make the structure a toll bridge. The Commission engaged the services of consultants to do the preliminary engineering, as the force of state engineering employees was not adequate in number to perform this additional work. On June 30th the plans were practically completed and bids will be received early in the fall.

During the fiscal year there was charged from a temporary account which will be later charged to the proceeds of the bond issue, \$222,525.10 for engineering, \$972.21 for right of way, and \$17.63 for expenses of bond sales, a total of \$223,514.94.

BANGOR-BREWER TOLL BRIDGE

At the September 10, 1951 referendum, the voters approved the bond issue for the Bangor-Brewer Toll Bridge. Consulting engineers are preparing plans and the project should be advertised for bids in January 1953.

The expenditures to June 30, 1952, which will be later charged to the bond issue account, were \$20,920.68 for preliminary engineering, and \$17.63 expenses of bond sales, a total of \$20,938.31.

LEWISTON-AUBURN TOLL BRIDGE

The act of the 1951 legislature providing a bond issue for construction of a toll bridge between Lewiston and Auburn was rejected by referendum vote on September 10, 1951.

CARLTON (KENNEBEC) BRIDGE ANALYSIS OF CASH AND INVESTMENTS

The balance in the sinking fund cash 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 in War Bonds.

Income to this account for the fiscal year 1952, included \$70,-000.00 from the Maine Central Railroad Company, interest on investments of \$3,598.72, net proceeds from refunding bonds \$451,216.43 (face value of bonds reissued \$450,000.00) or a total of \$524,815.15, which makes a total available of \$724,121.66 including the beginning balance.

Expenditures include \$32,500.00 paid for interest on bonds and \$525,000.00 for the retirement of bonds, less bonds not presented for payment \$1,000.00 or a total of \$556,500.00.

The balance, therefore, in the account on June 30, 1952 was \$167,621.66 of which \$1,334.59 was in the checking account, \$138,287.07 in the savings accounts, and \$28,000.00 invested.

The present bonded indebtedness is \$1,300,000.00.

DEER ISLE-SEDGWICK BRIDGE, DEER ISLE-SEDGWICK

July 1, 1951 to June 30, 1952

Toll Collections:

Auto or 9,000 lb. truck.....	26,164	\$0.75	\$19,623.00
Truck, over 9,000 to 14,000 lbs. or small bus.....	1,232	1.15	1,416.80
Truck, over 14,000 to 26,000 lbs. or large bus.....	937	1.50	1,405.50
Truck, over 26,000 lbs. or well drill.....	616	1.85	1,139.60
Horse vehicle or motorcycle.....	34	0.20	6.80

Commutation Tickets:

Auto or 9,000 lb. truck..... 20 trips	64	11.50	736.00
Auto or 9,000 lb. truck..... 20 trips	832	10.00*	8,320.00
Auto or 9,000 lb. truck..... round trip	12,798	1.15	14,717.70
Truck, over 9,000 to 14,000 lbs. or small bus 20 trips	4	17.00	68.00
Truck, over 9,000 to 14,000 lbs. or small bus 20 trips	26	15.00*	390.00
Truck, over 9,000 to 14,000 lbs. or small bus 100 trips	9	60.00*	540.00
Truck, over 14,000 to 26,000 lbs. or large bus 20 trips	7	22.50	157.50
Truck, over 14,000 to 26,000 lbs. or large bus 20 trips	72	20.00*	1,440.00
Truck, over 14,000 to 26,000 lbs. or large bus 100 trips	1	95.00	95.00
Truck, over 14,000 to 26,000 lbs. or large bus 100 trips	18	80.00*	1,440.00
Truck, over 26,000 lbs. 20 trips	3	28.00	84.00
Truck, over 26,000 lbs. 20 trips	27	25.00*	675.00
Truck, over 26,000 lbs. 100 trips	4	100.00*	400.00

\$52,654.90

*Reduction in rate, August 1, 1951.

WALDO-HANCOCK BRIDGE, PROSPECT-VERONA

July 1, 1951 to June 30, 1952

Toll Collections:

Auto or 9,000 lb. truck.....	317,428	\$0.25	\$79,357.00
Truck, over 9,000 to 14,000 lbs. or small bus	2,900	0.35	1,015.00
Truck, over 14,000 to 26,000 lbs. or large bus	4,881	0.50	2,440.50
Truck, over 26,000 lbs. or well drill.....	2,745	0.75	2,058.75
Horse vehicle or motorcycle.....	464	0.10	46.40

Commutation Tickets:

Auto or 9,000 lb. truck	20 trips	854	2.50	2,135.00
Auto or 9,000 lb. truck	50 trips	856	4.00	3,424.00
Truck, over 9,000 to 14,000 lbs.	20 trips	26	4.50	117.00
Truck, over 9,000 to 14,000 lbs.	100 trips	23	10.00	230.00
Truck, over 14,000 to 26,000 lbs.	20 trips	90	6.00	540.00
Truck, over 14,000 to 26,000 lbs.	100 trips	134	15.00	2,010.00
Truck, over 26,000 lbs.	20 trips	25	10.00	250.00
Truck, over 26,000 lbs.	100 trips	135	20.00	2,700.00

\$96,323.65

AUGUSTA MEMORIAL BRIDGE, AUGUSTA

July 1, 1951 to June 30, 1952

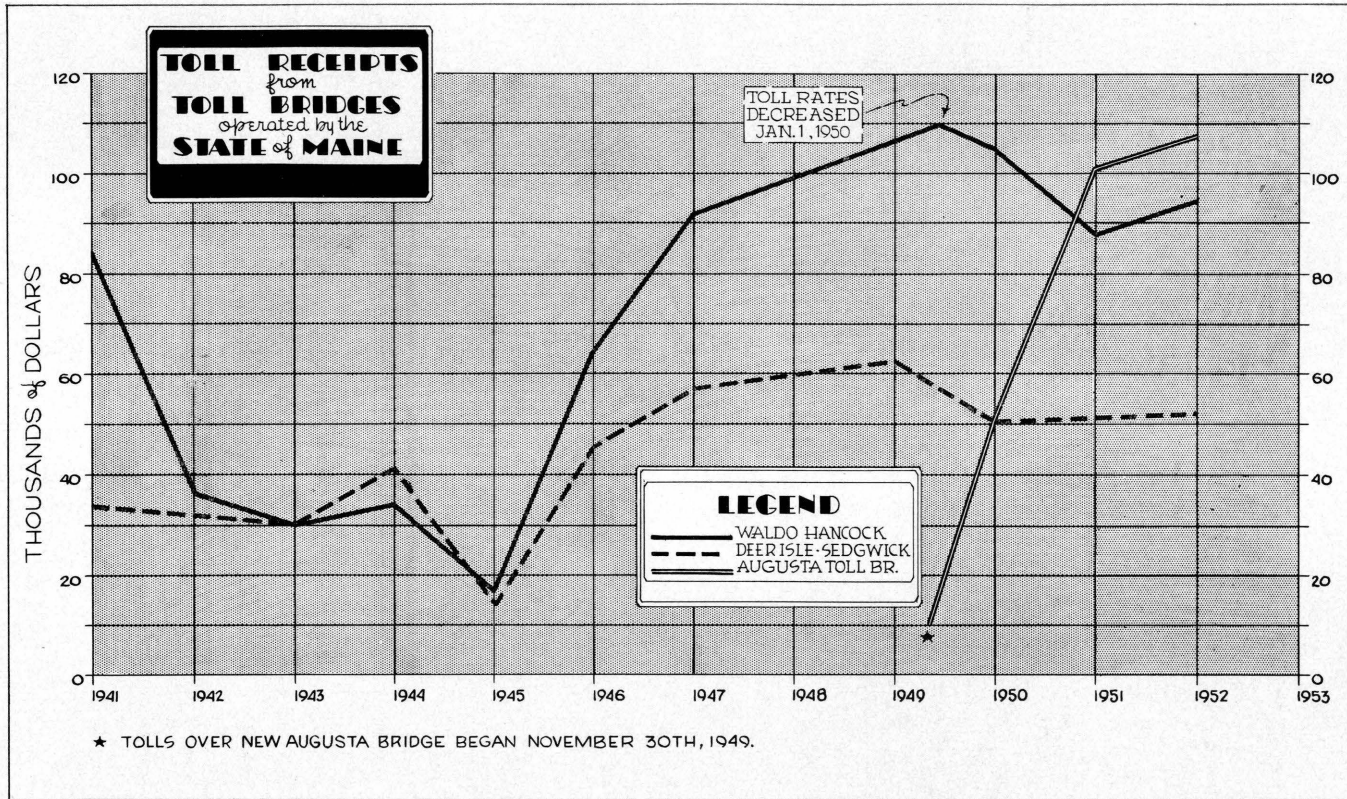
Toll Collections:

2 axles, single rear tires	501,482	\$0.10	\$50,148.20
2 axles, dual rear tires	17,279	0.15	2,591.85
3 or more axles	17,504	0.20	3,500.80

Commutation Tickets:

2 axles, single rear tires	10 tickets	159,094	0.25	39,773.50
2 axles, dual rear tires	10 tickets	6,986	0.50	3,493.00
3 or more axles	10 tickets	8,191	1.00	8,191.00

\$107,698.35



Planning Division

The Planning Division is under the direct control of the Highway Commission with all work subject to approval by the U. S. Bureau of Public Roads. The activities are divided into three groups; namely, the accumulation and compilation of highway data, the application of these data to specific problems and research.

Accumulation and compilation of highway data: Traffic was counted continuously at eleven rural stations and one urban station. At fourteen urban locations traffic was counted one week each month. These control stations furnish a basis whereby limited counts may be expanded to include an entire year. The counts in urban places have been operated for a matter of three years and are now giving a definite pattern of urban traffic. Traffic counts at eight specific locations known as maintenance sections have been continued for the fourth year.

Complete coverage counts were made on the through routes and most important stations in the following urban areas: Calais, Woodland, Richmond, Wiscasset, Waterville-Fairfield, Winslow, and Brunswick-Topsham.

In rural areas traffic counts were completed in Androscoggin, Cumberland, Sagadahoc and York Counties and a start was made on counting traffic on all roads in Lincoln, Franklin and Oxford Counties.

Sampling of truck weights using the highways was made in the spring and fall at three separate locations for an eight-hour period and at one location for twenty-four hours. During the summer, trucks were weighed at seven locations for a sixteen-hour period and at two locations for a twenty-four hour period. Classification as to type of vehicle was made including direction of travel for twenty-four hours at the time of weighing the trucks.

Speed checks were made in October and April as in previous years. The trend in speed of vehicles travelling on the highways shows some increase in this State but not to the same extent as for the United States as a whole.

The continuation of the road inventory involved the completion of the remaining 37 per cent in Cumberland County and the entire re-inventory of Sagadahoc, Androscoggin, Lincoln and

Franklin Counties. The total number of miles inventoried during the year was 4,048.

Based on the new inventory work, two sheets of the general highway series of maps comprising York County were completed. The scale of these maps is one inch equals one mile. Further refinements were made in urban area maps, a new route map was completed and a revised minor civil division map was drawn.

The work on the Road Life Study was conducted for ten months, resulting in a transition of about 25 per cent of the State Highway System mileage to comply with the new method of cost accounting now in operation for this Department. This transition involves changing mileage and other related data on RL 1, 6 and 7 cards. This work was concentrated so far as possible in Division 6.

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, summary of state highway income and expenditures and local road finance data. The operating agency in most cases furnishes the basic data for these statistics; however, mileage tables actually take about four or five man months and local road finance data takes about six man months. These activities are conducted by personnel of this Division.

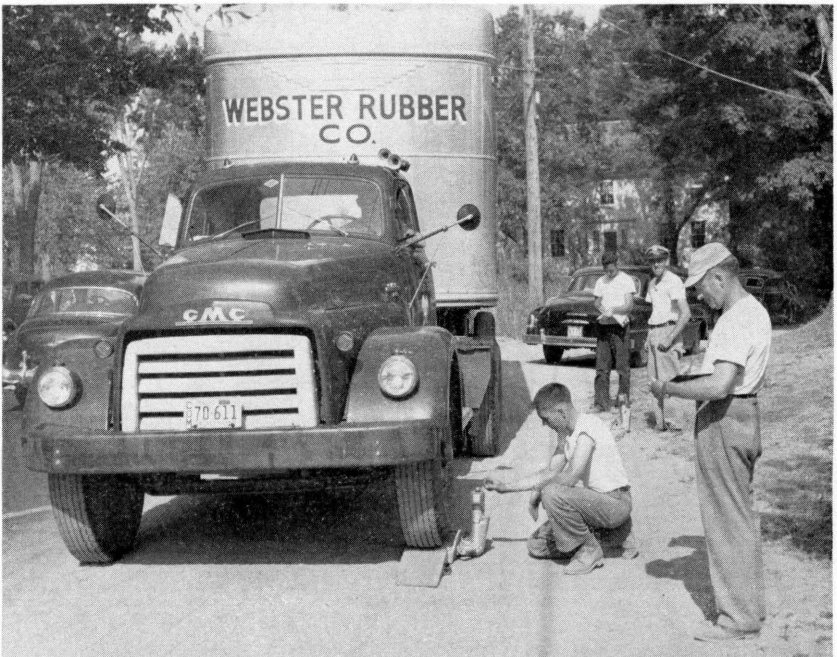
Application of highway data: The application of data to specific problems involved the determination of income to be obtained from tolls on a new Bangor-Brewer Bridge, thus suggesting a retirement schedule for the bonds when issued. Similar information was furnished for the Lewiston-Auburn Bridge. The construction of the Lewiston-Auburn Bridge, however, was rejected by the voters.

A study report for the Biddeford-Saco area, exclusive of determining costs for the proposed new route to serve the area, was completed. A preliminary report for recommending the location and width of a bridge to be constructed by the Dominion of Canada and the United States at Calais-St. Stephen was also completed.

An estimate of costs was made for needed improvement for the Federal-Aid highways in Maine both on a long term basis

and on an emergency basis. The sections to be improved were selected by information obtainable in this Division and the costs for their improvement were furnished by the construction divisions.

Research: The investigation of the air-photo interpretation method of classifying soils from aerial photographs and the preparation of an Engineering Soils Reconnaissance Map and related items in a glaciated region of the United States has been completed for a 1000 square mile project area in the coastal section of southern central Maine except for the maps which were not issued with the Final Report.



A smaller area, situated in central Aroostook County where soil and terrain conditions are entirely different from previous areas was started early in the year and has reached the field study portion of the project work schedule.

These investigations include, besides the Final Report which discusses and analyzes the procedures of the study and the results, the preparation of an Engineering Soils Reconnaissance Map; a Drainage Map showing streams, brooks and drainage ways traced directly from the air photos; a Materials Inven-

tory Map indicating the locations of sand and gravel pits, rock quarries and probable deposits of material suitable for road construction and a Materials Test Record giving laboratory results on test samples obtained from the project area. Some investigation of soil and geological conditions on several proposed highway construction projects was made for other divisions during the year.

A project to study the durability of concrete was started in July, 1947. The inspection of 828 concrete bridges throughout the state, as part of this project, has been completed. At the Highway Testing Laboratory new tests that should better reveal the durability of the concrete have been developed and are continuing at the present time.

These tests, the new tests, consist of alkali-aggregate reaction tests on mortar bars, freezing and thawing tests on 3" x 4" x 12" concrete beams, magnesium sulfate and sodium sulfate soundness tests on fine and coarse aggregates, mineralogical composition of fine aggregates and a lithological count on coarse aggregates. This study is almost to the conclusive stage.

Reclassification of Highways study: Under date of March 3, 1952 a Memorandum of Understanding was entered into with the Automotive Safety Foundation of Washington, D. C. and the State Highway Commission whereby the Foundation would complete a Reclassification of Highways with the report to be made to the Commission prior to January 1, 1953. In addition, the Foundation is to conduct a Town Road Needs Study to be completed by January 1, 1955. The Foundation to furnish the part-time services of an engineer and actual work to be done by personnel of this Division under the Foundation's guidance.

Work was started on this project with Planning Survey personnel beginning in April. By the end of the year a total of approximately fifteen people from this Division were working on this study with the part-time services of an engineer from the Automotive Safety Foundation (in accordance with the agreement).

Expenditures have been made as follows: for regular Planning Survey activities, \$115,654.35; for the study being conducted under the guidance of the Automotive Safety Foundation, \$3,650.77. This last figure does not represent a true cost of the study inasmuch as there is considerable co-mingling of regular

planning activities with the study as being conducted by the Foundation.

Traffic Engineering Division

Prior to the fiscal year 1951-52, money spent by the Highway Commission on traffic services was drawn largely from the Maintenance Funds. This past fiscal year the Traffic Division has functioned on its own budget. For these activities the Legislature set up \$150,000.00 from the General Highway fund. This figure was approximately the same amount as spent during the previous fiscal year out of Maintenance Funds for those traffic services which included the cost of all signs, signals and markings installed and maintained on the highway system.

Increases in speed and traffic volumes were reflected in greater demand for warning signs, markings and other traffic control devices necessary for aiding and controlling traffic along the highways. The use of those devices and techniques which gave the greatest return in safe driving dividends was increased. Greater emphasis was placed on the design of traffic features on all new construction and reconstruction projects.

The cost of all traffic services for the year was \$149,914.51. Traffic lighting, including signals and street lighting, amounted to \$3,000.87 for those units installed by the State Highway Commission. The painting of traffic lines, including the cost of materials, amounted to \$69,408.02. The largest expenditure was for the manufacture and installation of traffic signs in the amount of \$77,535.36. All traffic control devices on new construction, even though designed and furnished by this division, were paid as a part of the construction cost and do not appear in this account.

Details of expenditures appear under "Statistical Tables."

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, 1952, was \$50,000.00. During the year an additional \$7,000 was transferred from surplus. \$11,886.82 was brought forward from the previous fiscal year making the total amount available \$68,886.82.

During the fiscal year 1952 there were 229 accidents. This total includes 12 cases for which no compensation nor medical aid was paid. In addition to these, 33 cases were continued from previous years, making 250 active cases which involved payments.

Payments for compensations, including amounts paid on cases occurring previous to July 1, 1951, amounted to \$33,017.31. Payments on account of medical bills including amounts paid on cases occurring previous to July 1, 1951, amounted to \$35,104.16.

The balance of \$765.35 was lapsed into the general highway fund on June 30, 1952.

Highway and Bridge Bonds

During the fiscal year ending June 30, 1952, the sum of \$1,119,000.00 was paid to retire highway and bridge bonds, and the sum of \$185,078.50 was required to pay interest. Under Chapter 220, Private and Special Laws of 1951, the amount of \$185,079.00 was apportioned by the legislature. The balance of \$0.50 was lapsed into the general highway fund. These payments do not include any payments made on account of toll bridge bonds.

The legislature also apportioned \$40,000.00 for interest on Fore River Bridge Bonds (Chapter 220, Private and Special Laws of 1951). There was no issuance of these bonds during the fiscal year and the amount of \$40,000 was lapsed into the general highway fund.

Outstanding highway and bridge bonds on June 30, 1952 amounted to \$4,074,500.00.

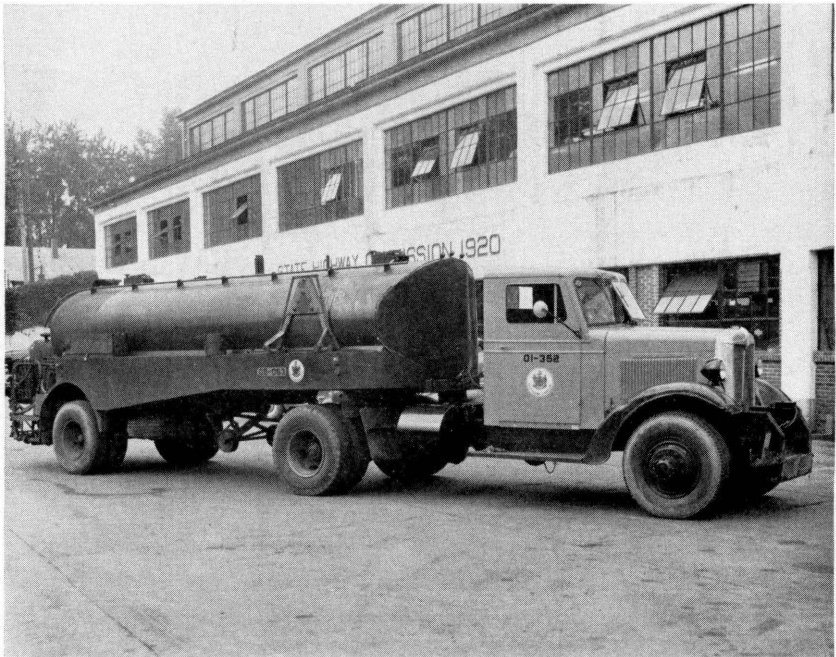
BONDED DEBT AND INTEREST REQUIREMENTS

Fiscal Year Ending June 30	Bond Maturities	Interest	Total
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
Total	\$4,074,500.00	\$449,170.00	\$4,523,670.00

On August 1, 1952, new bond issues of \$4,000,000 of highway bonds, \$7,000,000 of Fore River Bridge bonds and \$2,500,000 of Bangor-Brewer Bridge bonds were sold. Retirement and interest schedules are not included in the above table.

Motor Transport Highway Garage

The Highway Garage operated at a profit of \$213,103.92 for the fiscal year ended June 30, 1952.



The total Rentals for the year amounted to \$1,404,225.08, Auto and Working Equipment Expense \$1,080,744.13, leaving income from Equipment Rental of \$323,480.95.

Overhead Expense amounted to \$142,982.30. Income from the sale of Capital Assets, etc., amounted to \$32,605.27, leaving a net profit to be transferred to Surplus of \$213,103.92 against \$52,864.07 for the 1951 fiscal year.

Unappropriated Surplus at the end of the year was \$540,021.71, an increase of \$213,431.61 over the previous year's figure.

Administration of Laws

To Control Advertising Signs and Permits for Overloads and Highway Surface Openings

THE OUTDOOR ADVERTISING LAW

The number of outdoor advertising licenses and permits issued during the calendar year 1951 increased over the number issued in 1950 and the fees collected during 1951 were more than in the previous year. The increase was mostly due to the erection of signs, the area of which did not exceed 100 square feet.

Four field inspectors explained the provisions of the law to new advertisers, inspected locations where new signs were to be erected, attached permit number plates to signs legally erected for which permits were issued, and removed illegal signs.

A total of 3,453 signs and posters were removed by the field inspectors during 1951.

The income from license and permit fees is credited to the general highway fund and the cost of administering the law is charged to the 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, 1951 to December 31, 1951.

PERMITS

4088 permits were issued in 1951 for which fees were as follows:

Area not over 100 sq. ft.	2785 @ \$2.50	\$6,962.50
Area over 100 sq. ft. not over 300 sq. ft.	1127 @ \$4.50	5,071.50
“ “ 300 “ “ “ “ 700 “ “	152 @ \$5.00	760.00
“ “ 700 “ “ “ “ 900 “ “	14 @ \$7.00	98.00
		<hr/>
		\$12,892.00
Plus fees paid for 1950 permits in 1951		4.00
Plus 1951 fees carried to 1952		18.50
Plus 1951 overpayments on permit fees (refunded)		70.00
		<hr/>
		\$12,984.50
Less 1950 receipts carried to 1951	\$32.50	
Less 1951 fees collected in 1952	20.00	
	<hr/>	
		52.50
		<hr/>
Total receipts for Permits		\$12,932.00

LICENSES

366 licenses were issued in 1951 for which fees were as follows:

13 licenses @ \$100.00		1,300.00
218 " @ 25.00		5,450.00
136 " @ 5.00		680.00
		<hr/>
		7,430.00
Plus 1951 overpayments on license fees (refunded)		15.00
		<hr/>
		7,445.00
Less 1950 balance used in 1951	\$25.00	
Less 1951 fee paid in 1950	5.00	30.00
		<hr/>
Total receipts for licenses		\$7,415.00
		<hr/>
Total receipts for licenses and permits		\$20,347.00
Refunded		85.00
		<hr/>
Net receipts for licenses and permits 1951		\$20,262.00
Receipts for cost of removing illegally erected signs	\$152.60	
Receipts for cost of replacing tag plates	9.00	161.60
		<hr/>
Grand Total		\$20,423.60

PERMITS FOR LOADS EXCEEDING LEGAL LIMITS

During the fiscal year July 1, 1951 to June 30, 1952 a total of 4,534 permits were issued for transporting loads that were in excess of the legal limits established by law.

A breakdown of the number of permits issued is for the following loads: buildings—748; pipes, logs, culverts, steel—587; farm equipment, boats, tanks, miscellaneous—631; machines, scrapers, snow plows, backhoes—343; rollers, tractors, bulldozers, angledozers—1893; shovels, cranes, empty trailers—1540.

Permits for transporting loads exceeding the legal limits were not issued for holidays and Sundays during the entire year nor for Saturday moves during the months of July and August. This was done because of the volume of traffic on those days and it is believed by the Commission, to be in the interest of highway users to restrict the travel of over length, over width, over height and over weight vehicles on those days.

The State Highway Commission received and credited to the general highway fund a total of \$23,198.02 for permits issued during the fiscal year ending June 30, 1952.

PERMITS TO OPEN HIGHWAY SURFACES

During the fiscal year July 1, 1951 to June 30, 1952 a total of 683 permits were issued for openings in state and state aid highways. These permits were issued for laying new water, gas and sewer pipes, also telephone and electric conduits.

The total of 20,756 square yards were opened under these permits, of which 15,060 square yards were untreated shoulder, 4,903 square yards were bituminous surface treated, 540 square yards were macadam, 251 square yards were concrete and 2 square yards of granite block pavement. The number of permits issued and the square yardage opened were less during this period than in the previous fiscal year.

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

Statistical Tables and Statements

STATE HIGHWAYS

STATE PROJECTS

CONSTRUCTION AND RECONSTRUCTION

WORK UNDER CONSTRUCTION BUT NOT COMPLETED

June 30, 1952

County	Highway	Town	Type	Percent Complete	Total Length Miles
Aroostook	K	Mars Hill	Bit. Macadam	47	0.22
	K-1	Mars Hill	Bit. Macadam	47	0.05
Franklin	F	Strong	Bit. Macadam	6	3.28
Hancock	Y	Bucksport	Bit. Concrete	10	0.30
					3.85

SUMMARY

Bituminous Concrete	0.30 Miles
Bituminous Macadam	3.55 "
Total	3.85 Miles

STATE HIGHWAYS
 FEDERAL AID PROJECTS
 CONSTRUCTION AND RECONSTRUCTION
 Work Completed June 30, 1952

County	Highway	Town	Type	Length Miles
Androscoggin	Z	Lisbon	Bit. Concrete	4.37
Aroostook	K-1	Westfield	Bit. Macadam	3.45
Cumberland	C-4	Freeport	Concrete	3.11
	C-4	Freeport	Bit. Concrete	0.56
Franklin	V	New Sharon	Bit. Macadam	2.34
Hancock	N	Hancock	Bit. Gravel	3.41
Kennebec	H	Augusta	Bit. Concrete	4.06
	W	Belgrade	Bit. Macadam	2.07
Knox	D	Rockland	Bit. Concrete	0.79
Oxford	S	Paris	Bit. Macadam	1.62
	S	Woodstock	Bit. Macadam	1.64
Penobscot	K	Winn	Bit. Macadam	5.70
	K	Mattawamkeag	Bit. Macadam	1.57
Piscataquis	J	Shirley	Bit. Gravel	2.03
Somerset	V	Mercer	Bit. Macadam	0.66
Washington	N	Pembroke	Bit. Gravel	2.62
	N	Perry	Bit. Gravel	0.87
				40.87

SUMMARY

Concrete	3.11 Miles
Bituminous Concrete	9.78 "
Bituminous Macadam	19.05 "
Bituminous Gravel	8.93 "
Total	40.87 Miles

STATE HIGHWAYS
CONSTRUCTION AND RECONSTRUCTION
WORK UNDER CONSTRUCTION BUT NOT COMPLETED
June 30, 1952

County	Highway	Town	Type	Percent Complete	Total length Miles
Aroostook	K-1	Presque Isle	Bit. Macadam	40	5.69
	K-28	Caribou	Bit. Macadam	39	5.67
	SA-12	Caribou	Bit. Macadam	39	1.00
	K-27	Limestone	Bit. Macadam	39	0.72
	K-28	Limestone	Bit. Macadam	39	2.54
Cumberland	Town	Limestone	Bit. Macadam	39	0.59
	B	Bridgton	Bit. Macadam	86	3.15
Franklin	F	Farmington	Bit. Macadam	30	0.55
	F	Strong	Bit. Macadam	30	1.17
Kennebec	W	Belgrade	Bit. Macadam	50	3.13
Knox	D	Rockland	Bit. Concrete	9	1.25
Lincoln	D	Newcastle	Bit. Concrete	0	0.20
	D	Damariscotta	Bit. Concrete	0	0.21
Oxford	O	Canton	Bit. Macadam	39	2.35
	O	Peru	Bit. Macadam	39	0.34
Penobscot	I	Newport	Bit. Concrete	23	0.62
	K	Passadumkeag	Bit. Macadam	4	4.08
	K	Enfield	Bit. Macadam	4	0.29
Somerset	H-3	Madison	Bit. Macadam	63	1.88
	I	Palmyra	Bit. Concrete	23	2.21
Washington	N	Calais	Bit. Macadam	92	1.50
York	A	Kittery	Bit. Concrete	41	0.80
	A-5	North Berwick	Bit. Macadam	40	0.66
	A-5	Wells	Bit. Macadam	40	5.06
					45.66

SUMMARY

Bituminous Concrete	5.29 Miles
Bituminous Macadam	40.37 "
Total	45.66 Miles

DESIGNATED STATE HIGHWAY SYSTEM
MILEAGE BY COUNTIES
March 1, 1952

County	Federal Aid	Federal Aid Secondary	Non Federal Aid	Total	Federal Aid Not On State Highway
Androscoggin....	84.92	18.52	2.12	105.56	—
Aroostook.....	228.55	242.61	168.28	639.44	1.59
Cumberland.....	154.31	55.66	22.90	232.87	—
Franklin	81.41	56.47	23.83	161.71	0.60
Hancock	93.80	47.84	27.89	169.53	—
Kennebec	107.74	91.21	13.55	212.50	—
Knox.....	23.52	38.57	2.37	64.46	—
Lincoln	26.06	47.22	20.24	93.52	—
Oxford.....	126.59	55.25	35.12	216.96	0.26
Penobscot.....	170.95	78.44	27.98	277.37	—
Piscataquis.....	49.22	51.54	16.05	116.81	—
Sagadahoc.....	34.32	5.82	12.79	52.93	—
Somerset.....	107.53	117.02	9.18	233.73	—
Waldo	49.96	49.87	20.68	120.51	—
Washington.....	160.90	29.72	15.75	206.37	1.50
York	118.37	119.53	24.70	262.60	—
Totals	1618.15	1105.29	443.43	3166.87	3.95

F. A. Not on
S. H. System 3.95
Total Federal Aid 1622.10

MILEAGE OF UNIMPROVED SECTIONS OF HIGHWAY
ON THE STATE HIGHWAY SYSTEM

As of March 1, 1952

County	State Highway	Mileage	Total by Counties
Aroostook	K-3	0.64	—
	K-5	2.95	—
	K-16	3.52	—
	K-19	0.97	—
	K-20	4.83	—
	K-28	8.28	21.19
Hancock	Y	3.44	—
	M-N	0.13	3.57
Waldo	I-137	1.63	1.63

Total Unimproved Miles = 26.39

STATE HIGHWAY SYSTEM
IMPROVED MILEAGE TO MARCH 1, 1952
FEDERAL, STATE, MUNICIPAL, AND PRIVATE CONSTRUCTION

	Port. Cement Concrete	Bit. Concrete	Bit. Mac.	Bit. Gravel	Surface Treated Gravel	Plain Gravel	Granite Block	Bridges	Total
State Highway Construction	126.84	95.49	368.95	80.52	792.72	2.10	—	—	1,466.62
State Sponsored W.P.A.	—	—	—	4.35	17.65	1.09	—	—	23.09
U.S. Public Works Const.	2.01	15.95	36.76	—	41.74	—	—	—	96.46
U.S. Works Program Const	1.72	—	1.53	—	22.81	—	—	—	26.06
U.S. Defense Roads Const.	0.44	3.15	9.00	28.78	4.21	1.20	—	—	46.78
F.A.S. Construction	—	7.47	2.89	69.68	32.62	—	—	—	112.66
Fed.-Aid Grade Crossing Const.	—	0.69	0.22	—	7.16	—	—	—	8.07
State Aid Construction	6.28	11.42	25.06	3.34	876.59	29.03	0.40	—	952.12
Third Class Construction	—	—	—	—	25.25	1.84	—	—	27.09
Municipal Construction	2.22	6.34	10.70	—	22.19	0.20	0.31	—	41.96
Special Resolve Construction	—	—	0.58	—	25.76	—	—	—	26.34
F.E.R.A. Construction	—	—	—	—	0.96	—	—	—	0.96
C.C.C. & C.W.A. Construction	—	—	—	—	3.96	—	—	—	3.96
Special Resolve & W.P.A. Construction	—	—	—	—	1.84	6.52	—	—	8.36
Maintenance Fund Construction	—	0.40	2.57	3.46	16.22	—	—	—	22.65
Betterment Construction	—	130.18	34.93	6.87	80.32	3.00	—	—	255.30
Great Northern Paper Co. Construction	—	—	—	—	6.00	—	—	—	6.00
C.C.C. Construction	—	—	—	—	3.10	—	—	—	3.10
Bridges	—	—	—	—	—	—	—	12.90	12.90
Total Improved Mileage	139.51	271.09	493.19	197.00	1,981.10	44.98	0.71	12.90	3,140.48
Unimproved Mileage	—	—	—	—	—	—	—	—	26.39

Total Mileage State Highway System . .

3,166.87

MILEAGE OF PUBLIC HIGHWAYS WITHIN EACH COUNTY

CLASSIFIED BY ADMINISTRATIVE SYSTEMS

As of March 1, 1952

County	Highway	State Aid	Third Class	Town Ways	Misc. State Res. Highways	Misc. Fed. Res. Highways	Total All Systems	Fed. Aid Inc. Col. 2
Androscoggin..	105.56	301.82	24.93	670.75	0.30	—	1,103.36	84.92
Aroostook....	639.44	708.31	99.08	1,030.35	0.75	—	2,477.93	228.55
Cumberland...	232.87	596.88	37.57	968.11	6.50	7.90	1,849.83	154.31
Franklin.....	161.71	320.56	22.85	449.19	6.80	—	961.11	81.41
Hancock.....	169.53	546.91	11.18	454.78	—	57.20	1,239.60	93.80
Kennebec.....	212.50	551.59	22.68	812.74	1.00	2.70	1,603.21	107.74
Knox.....	64.46	295.32	8.96	309.90	3.20	1.00	682.84	23.52
Lincoln.....	93.52	330.79	13.47	390.25	—	—	828.03	26.06
Oxford.....	216.96	551.06	26.49	946.35	—	13.20	1,754.06	126.59
Penobscot....	277.37	932.03	62.52	1,028.03	2.60	—	2,302.55	170.95
Piscataquis...	116.81	274.70	30.07	357.96	—	—	779.54	49.22
Sagadahoc....	52.93	179.59	8.30	237.36	0.50	—	478.68	34.32
Somerset.....	233.73	581.20	36.09	681.78	0.60	—	1,533.40	107.53
Waldo.....	120.51	491.26	31.38	655.39	5.70	2.00	1,306.24	49.96
Washington...	206.37	609.48	17.23	290.08	—	6.20	1,124.36	160.90
York.....	262.60	650.57	10.34	1,018.65	0.20	9.90	1,952.26	118.37
Total.....	3,166.87	7,922.07	463.14	10,301.67	28.15	100.10	21,977.00	1,618.15

Federal Aid Mileage not on State Highway System

3.95

1,622.10

PROJECT EXPENDITURES
CONSTRUCTION AND RECONSTRUCTION OF STATE HIGHWAYS
HIGHWAY LOAN FUND—FISCAL YEAR ENDING JUNE 30, 1952
FEDERAL AID PROJECTS

9095 Federal Aid Project No.	Fiscal Year State High- ways	Towns	Surveys— Plans and Computations	Advertising Construction Engineering & Inspection	Right of Way & Property Damage	Sub Total	Labor & Materials	Totals	Expenditures to 6-30-51	Total Expenditures to 6-30-52	Misc. Credits	Fed. Aid Credits
ANDROSCOGGIN COUNTY												
17-1	E	Auburn	\$1,287.07	—	—	\$1,287.07	—	\$1,287.07	—	\$1,287.07	—	—
U-017-1 (4)	Z	Lewiston	906.88	—	—	906.88	—	906.88	—	906.88	—	—
17-1	Z	Lisbon-Lewiston	2,523.32	—	—	2,523.32	\$178.79	2,702.11	—	2,702.11	—	—
F. 017-1 (2)	Z	Lisbon	—	\$14,341.09	\$8,084.45	22,425.54	177,855.06	200,280.60	\$480,941.45	681,222.05	—	\$111,312.00
Total for Androscoggin County			\$4,717.27	\$14,341.09	\$8,084.45	\$27,142.81	\$178,033.85	\$205,176.66	\$480,941.45	\$686,118.11	—	\$111,312.00
AROOSTOOK COUNTY												
F.G-051 (1)	K-6	Fort Fairfield	\$224.80	—	—	\$224.80	—	\$224.80	—	\$224.80	—	—
F.050-3 (2)	K	Fort Kent	4,499.85	\$171.10	—	4,670.95	—	4,670.95	\$1,031.04	5,701.99	—	—
F.1-01-5 (1)	K-8	Haynesville	\$57.70	2,506.14	\$3,028.98	6,392.82	\$21,187.25	27,580.07	4,039.93	31,620.00	—	\$5,131.00
1-5	K-8	Linneus-Houlton	1,951.76	—	—	1,951.76	—	1,951.76	—	1,951.76	—	—
50-1	K	Mars Hill-Presque Isle	610.53	207.00	—	817.53	—	817.53	—	817.53	—	—
F.050-1 (2)	K-1	Presque Isle	442.64	9,876.98	8,585.89	18,905.51	241,407.13	260,312.64	—	260,312.64	—	96,140.00
U 327-(1)	K	Presque Isle	—	—	—	—	2,017.33	2,017.33	143,893.65	145,910.98	—	—
F 050-1 (1)	K-1	Westfield	—	4,910.83	888.00	5,798.83	61,766.07	67,564.90	242,261.09	309,825.99	—	38,201.00
Total for Aroostook County			\$8,587.28	\$17,672.05	\$12,502.87	\$38,762.20	\$326,377.78	\$365,139.98	\$391,225.71	\$756,365.69	—	\$139,472.00
CUMBERLAND COUNTY												
F. 014-1-(1)	B	Bridgton	\$720.07	\$10,638.02	\$3,818.64	\$15,176.73	\$230,309.45	\$245,486.18	\$4,417.21	\$249,903.39	—	\$129,109.00
AE-121-E(4)	C-4	Freeport	—	—	—	—	—	—	4,959.58	4,959.58	—	738.60
F1-01-1 (1)	C-4	Freeport	39.90	15,892.54	67,353.18	83,285.62	463,239.95	546,525.57	251,072.59	797,598.16	—	196,543.80
F.G.1-01-1 (2)	C-4	Freeport Crossing	41.80	5,454.79	—	5,496.59	57,022.44	62,519.03	2,814.98	65,334.01	(\$241.13)	71,638.00
1-1	C	Freeport-Yarmouth	16,237.49	—	339.87	16,577.36	—	16,577.36	—	16,577.36	—	—
U.G.1-01-1(3)	C	Portland	5,885.83	—	208,954.57	214,840.40	—	214,840.40	—	214,840.40	—	—
50001	C	Portland Express Way	18.05	—	—	18.05	—	18.05	6,120.87	6,138.92	—	—
U.G.1-01-1 (4)	C	Portland Express Way	416.89	—	—	416.89	—	416.89	—	416.89	—	—
Total for Cumberland County			\$23,360.03	\$31,985.35	\$280,466.26	\$335,811.64	\$750,571.84	\$1,086,383.48	\$269,385.23	\$1,355,768.71	(\$241.13)	\$398,029.40

FRANKLIN COUNTY

F-032-2(1).....	F	Farmington-Strong.....	—	\$4,815.92	\$2,052.79	\$6,868.71	\$33,682.69	\$40,551.40	\$2,694.18	\$43,245.58	—	\$23,764.00
96-B.....	F	Jay.....	—	—	1.00	1.00	—	1.00	—	1.00	—	—
F.G.021-1 (1)...	F	Jay.....	—	—	—	—	6,370.29	6,370.29	255.71	6,626.00	—	6,600.43
F-025-2 (1).....	V	New Sharon.....	\$28.73	2,414.14	2,332.76	4,775.63	101,384.67	106,160.30	112,423.72	218,584.02	—	46,606.00
32-2.....	F	Strong-Farmington.....	1,176.70	350.61	253.31	1,780.62	—	1,780.62	—	1,780.62	—	—
FG-18 (5).....	F	Wilton Crossing.....	—	—	—	—	343.52	343.52	3,347.10	3,690.62	—	—
Total for Franklin County.....			\$1,205.43	\$7,580.67	\$4,639.86	\$13,425.96	\$141,781.17	\$155,207.13	\$118,720.71	\$273,927.84	—	\$76,970.43

HANCOCK COUNTY

F.044-1-1.....		Hancock.....	\$18.27	\$5,257.24	\$5,553.30	\$10,828.81	\$59,942.05	\$70,770.86	\$236,089.74	\$306,860.60	—	\$31,500.00
Total for Hancock County.....			\$18.27	\$5,257.24	\$5,553.30	\$10,828.81	\$59,942.05	\$70,770.86	\$236,089.74	\$306,860.60	—	\$31,500.00

KENNEBEC COUNTY

151 (3).....	H	Augusta.....	—	\$3,248.34	\$14,301.54	\$17,549.88	\$42,312.48	\$59,862.36	\$469,072.27	\$528,934.63	—	—
FI-U1-389(2)...	Q	Augusta.....	—	—	17,093.50	17,093.50	11,718.67	28,812.17	—	28,812.17	—	\$48,183.00
F.032-1 (1).....	W	Belgrade.....	—	3,821.91	1,588.00	5,409.91	81,379.68	86,789.59	77,661.83	164,451.42	—	43,650.00
F.032-1 (2).....	W	Belgrade.....	\$263.20	5,348.28	4,758.68	10,370.16	92,306.12	102,676.28	—	102,676.28	\$1,000.00	96,723.00
I-2.....	Q	Gardiner.....	6,810.60	140.84	428.57	738.01	—	7,380.01	—	7,380.01	—	—
F.015-1 (1).....	E	Winthrop.....	—	—	2,027.00	4,861.50	—	4,861.50	16,402.28	21,263.78	—	—
F.015-1 (2).....	E	Winthrop Crossing.....	—	—	—	3,667.98	—	3,667.98	—	3,667.98	—	—
Total for Kennebec County.....			\$13,576.28	\$12,559.37	\$40,197.29	\$66,332.94	\$227,716.95	\$294,049.89	\$563,136.38	\$857,186.27	\$1,000.00	\$188,556.00

KNOX COUNTY

52001.....	D	Rockland.....	\$1,822.04	—	\$37.33	\$1,859.37	—	\$1,859.37	\$544.96	\$2,404.33	—	—
F.026-1 (1).....	D	Rockland.....	—	\$5,768.38	12,791.27	18,559.65	\$86,780.62	105,340.27	1,387.20	106,727.47	—	\$53,764.00
U.026-1 (3).....	D	Rockland.....	221.90	358.58	9,430.13	10,010.61	—	10,010.61	—	10,010.61	—	—
U.026-2 (2).....	D	Rockland.....	1,035.00	958.01	113.40	2,106.41	—	2,106.41	—	2,106.41	—	—
Total for Knox County.....			\$3,078.94	\$7,084.97	\$22,372.13	\$32,536.04	\$86,780.62	\$119,316.66	\$1,932.16	\$121,248.82	—	\$53,764.00

LINCOLN COUNTY

F 026-1-(2).....	D	Damariscotta-Newcastle.....	\$3,741.68	\$2,042.82	\$9,108.84	\$14,893.34	—	\$14,893.34	—	\$14,893.34	—	—
F-116 (11).....	D	Woolwich-Wiscasset.....	—	—	2,404.93	2,404.93	—	2,404.93	—	2,404.93	—	\$34,550.00
Total for Lincoln County.....			\$3,741.68	\$2,042.82	\$11,513.77	\$17,298.27	—	\$17,298.27	—	\$17,298.27	—	\$34,550.00

OXFORD COUNTY

F. 022-1-(2).....	O	Canton-Peru.....	\$509.65	\$5,501.61	\$851.94	\$6,863.20	\$69,249.95	\$76,113.15	—	\$76,113.15	—	\$42,195.00
F. 017-1-(1).....	S	Paris-Woodstock.....	—	5,521.84	3,664.04	9,185.88	132,110.05	141,295.93	\$193,290.53	334,586.46	—	69,423.00
22-1.....	O-1	Rumford.....	1,146.54	—	—	1,146.54	—	1,146.54	—	1,146.54	—	—
F-148 (8).....	O	Rumford.....	—	—	256.76	—	—	—	—	108,847.52	109,104.28	(88.25)
F.025-1-(2).....	O-1	Rumford.....	2,478.50	575.79	—	3,054.29	—	3,054.29	1,439.06	4,493.35	—	—
Total for Oxford County.....			\$4,134.69	\$11,599.24	\$4,772.74	\$20,506.67	\$201,360.00	\$221,866.67	\$303,577.11	\$525,443.78	—	\$111,529.75

PENOBSCOT COUNTY

37-1.....	J	Dexter.....	\$131.82	—	—	\$131.82	—	\$131.82	—	\$131.82	—	—
FI-73 (2).....	K	Lincoln.....	—	\$94.00	\$685.75	779.75	\$1,196.10	\$1,975.85	\$424,931.00	\$426,906.85	—	(\$678.47)
FI-297 (7).....	K	Mattawamkeag-Winn..	—	800.80	683.48	1,484.28	6,548.93	8,033.21	111,047.76	119,080.97	—	4,227.73
F.G.-01-3-(2).....	I	Newport.....	314.40	—	—	314.40	—	314.40	—	314.40	—	—
1-3.....	I	Newport-Palmyra.....	1,114.70	—	244.58	1,359.28	—	1,359.28	2,521.29	3,880.57	—	—
FI-53 (3).....	K	Orono.....	—	1,640.05	37,606.76	39,246.81	(36,952.43)	2,294.38	488,195.75	490,490.13	—	11,465.00
1-4.....	K	Orono-Old Town.....	2,442.11	—	—	2,442.11	—	2,442.11	—	2,442.11	—	—
F-01-3-(1).....	I	Palmyra.....	97.15	2,260.55	1,597.32	3,955.02	52,939.47	56,894.49	—	56,894.49	—	28,840.00
FI-01-4 (3).....	K	Passadumkeag.....	3,876.08	2,159.58	983.35	7,019.01	—	7,019.01	—	7,019.01	—	—
FI-45 (2).....	K	Winn.....	—	1,897.15	630.71	2,527.86	21,822.91	24,350.77	368,134.04	392,484.81	—	16,651.21
F.G.1-01-4-(1).....	K	Winn.....	—	—	—	—	7,125.39	7,125.39	298.29	7,423.68	—	15.42
Total for Penobscot County.....			\$7,976.26	\$8,852.13	\$42,431.95	\$59,260.34	\$52,680.37	\$111,940.71	\$1,395,128.13	\$1,507,068.84	—	\$60,520.89

PISCATAQUIS COUNTY

F-111(9).....	J	Monson.....	—	—	—	—	\$21.20	\$21.20	\$94,630.06	\$94,651.26	—	—
F.037-1-(1).....	J	Shirley.....	—	\$2,213.64	\$14.75	\$2,228.39	32,093.91	34,322.30	61,488.69	95,510.99	—	\$15,266.90
Total for Piscataquis County.....			—	\$2,213.64	\$14.75	\$2,228.39	\$32,115.11	\$34,343.50	\$156,118.75	\$190,462.25	—	\$15,266.90

SAGADAHOC COUNTY

SN-116(9).....	C	Bath.....	—	—	\$328.16	\$328.16	—	\$328.16	\$623,982.39	\$624,310.55	—	—
1-2.....	Q	Richmond.....	\$4,296.05	\$499.76	43.00	4,838.81	—	4,838.81	—	4,838.81	—	—
Total for Sagadahoc County.....			\$4,296.05	\$499.76	\$371.16	\$5,166.97	—	\$5,166.97	\$623,982.39	\$629,149.36	—	—

NON-FEDERAL AID PROJECTS

996.....	K	Mars Hill.....	—	\$464.15	—	\$464.15	\$15,082.81	\$15,546.96	
999.....	K-s	Military Road.....	—	—	—	—	15,936.07	15,936.07	
998.....	F	Strong.....	\$60.80	1,131.90	\$132.88	1,325.58	7,901.25	9,226.83	
988.....	Y	Bucksport.....	223.73	—	—	223.73	—	223.73	
389.....	H	Bingham-Caratunk.....	—	—	—	—	2,612.86	2,612.86	
993.....	H-3	Madison-Solon.....	313.60	—	248.57	562.17	—	562.17	
991.....	N	Jonesboro.....	212.00	—	—	212.00	—	212.00	
997.....	A-4	Kittery.....	—	67.15	—	67.15	—	67.15	
		Roadside Improvement.....	—	—	—	—	493.99	493.99	
Total Non-Federal Aid Projects.....			\$810.13	\$1,663.20	\$381.45	\$2,854.78	\$42,026.98	\$44,881.76	
GRAND TOTAL.....			\$95,214.63	\$155,536.25	\$478,090.52	\$728,841.40	\$2,764,046.19	\$3,492,887.59	
								2.77	Less March 1951 error corrected in August, 1952
								\$3,492,884.82	Controllers Net Expenditures

STATE AID TABLE
SHOWING MILES CONSTRUCTED AND TOTAL COSTS
July 1, 1951 to June 30, 1952

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.	Miles Bit. Gravel Mix	
Androscoggin.....	2.35	—	.81	5.54	2.56	.57	—	—	—	\$92,937.27
Aroostook.....	6.13	.67	1.74	17.78	10.39	1.83	—	—	—	271,270.87
Cumberland.....	5.57	.26	1.66	9.66	5.15	—	—	.67	—	290,664.68
Franklin.....	3.50	.18	.51	8.17	5.66	—	—	—	—	130,798.54
Hancock.....	6.89	.43	1.38	8.69	3.90	.79	—	—	.41	223,135.82
Kennebec.....	4.37	.37	3.95	10.54	5.82	2.11	—	.14	—	198,598.29
Knox.....	2.94	.17	1.08	5.50	1.54	—	—	—	.51	88,319.12
Lincoln.....	5.13	.39	.19	6.75	1.18	.52	.13	—	.57	114,208.93
Oxford.....	3.99	—	1.70	5.72	4.01	—	—	—	—	148,085.82
Penobscot.....	4.24	1.32	3.94	25.43	15.57	.55	.29	.71	—	250,025.81
Piscataquis.....	.24	.72	1.23	5.06	1.29	1.69	.43	—	—	61,250.87
Sagadahoc.....	.73	.84	2.56	3.87	2.44	—	—	.32	—	66,391.25
Somerset.....	5.73	.10	1.94	19.16	2.36	—	.31	—	—	172,373.68
Waldo.....	4.13	.46	1.85	14.88	3.87	.35	3.45	—	—	90,008.35
Washington.....	3.41	—	.57	14.87	10.45	.11	.90	—	—	180,804.32
York.....	6.23	.27	3.54	8.70	1.78	—	—	—	—	159,117.47
Totals.....	65.58	6.18	28.65	170.32	77.97	8.52	5.51	1.84	1.49	\$2,537,991.09

EXPENDITURES AND MILEAGE
CONSTRUCTION AND RECONSTRUCTION OF STATE AID ROADS

Type of Work	Miles	Cost per Mile	Total Cost
Gravel Construction	65.58	\$13,595.60	\$891,599.82
Surfacing-Work previously based	6.18	2,304.07	14,239.16
Work graded and based	28.65	12,740.02	365,001.68
Reconstruction—Gravel road	77.97	9,290.42	724,373.93
“ Surfaced	5.51	1,301.20	7,169.60
“ Grading and Base	8.52	11,123.67	94,773.64
“ Bit. Concrete	1.84	71,417.72	131,408.60
“ Bit. Macadam	1.49	22,410.68	33,391.92
Tar Surface Treatment	170.32	1,620.67	276,032.74
Cost—Labor, Materials, Equipment			\$2,537,991.09
Engineering and Supervision			90,001.10
Total Cost			\$2,627,992.19

COUNTY TABLES SHOWING EXPENDITURES FROM
TOWN ROAD IMPROVEMENT FUND

County	Paid by State	Paid by Town	Total Cost
Androscoggin.....	\$24,074.89	\$2,516.52	\$26,591.41
Aroostook.....	48,927.79	4,989.27	53,917.06
Cumberland.....	30,434.33	6,011.95	36,446.28
Franklin.....	24,510.34	3,440.77	27,951.11
Hancock.....	27,508.28	2,737.96	30,246.24
Kennebec.....	29,021.44	6,857.78	35,879.22
Knox.....	14,368.80	1,021.56	15,390.36
Lincoln.....	15,605.53	3,398.16	19,003.69
Oxford.....	43,396.70	1,710.62	45,107.32
Penobscot.....	42,500.22	5,642.02	48,142.24
Piscataquis.....	17,895.00	5,166.36	23,061.36
Sagadahoc.....	11,511.85	1,540.96	13,052.81
Somerset.....	27,591.25	3,640.52	31,233.77
Waldo.....	33,081.26	2,415.23	35,496.49
Washington.....	20,078.14	796.43	20,874.57
York.....	42,562.17	3,472.60	46,034.77
	\$453,067.99	\$55,360.71	\$508,428.70

TABULAR STATEMENT OF EXPENDITURES UNDER SPECIAL LEGISLATIVE RESOLVES

	Cost of Super. and Engineering	Cost of Labor and Materials	Total Cost	Paid by Towns	Paid by State
Repairs.....	\$182.85	\$85,237.93	\$85,420.78	\$14,921.89	\$70,498.89
Road Construction.....	21.62	19,536.84	19,558.46	1,923.47	17,634.99
Tar Surface Treatment.....	23.56	9,629.83	9,653.39	2,290.58	7,362.81
Baxter Park.....	61.85	18,921.15	18,983.00	—	18,983.00
Cutts Island Br.....	—	12,500.00	12,500.00	9,773.07	2,726.93
	\$289.88	\$145,825.75	\$146,115.63	\$28,909.01	\$117,206.62
Special Resolves Trans. to State Aid.....					53,553.57
“ “ “ “ “ Bridge.....					4,294.00
Reimbursement for work previously reported.....					1,984.57
					\$177,038.76

COUNTY TABLE—SPECIAL RESOLVES

County	Construction		Repairs				Tar Surface Treatment		Baxter Park	Cutts Island Bridge (Kit'ry)	Total Cost	Paid by Town	Paid by State
	Length in Miles	Feet Construction	Cost	Length in Miles	Cost	Length in Miles	Cost	Cost	Cost				
Androscoggin.....	—	—	—	.34	\$1,383.77	1.10	\$1,811.67	—	—	\$3,195.44	\$1,657.77	\$1,537.67	
Aroostook.....	1.16	—	\$3,939.50	2.80	8,071.12	1.18	2,164.88	—	—	14,775.50	2,207.37	12,568.13	
Cumberland.....	—	—	—	.99	4,141.58	1.50	1,501.83	—	—	5,643.41	1,299.90	4,343.51	
Franklin.....	.34	—	2,233.22	.70	4,121.98	—	—	—	—	6,355.20	275.75	6,079.45	
Hancock.....	—	—	—	.31	5,186.29	—	—	—	—	5,186.29	1,176.18	4,010.11	
Kennebec.....	.10	—	803.79	1.67	3,537.54	.27	148.65	—	—	4,489.98	606.55	3,883.43	
Knox.....	.08	—	434.91	.20	1,656.75	—	—	—	—	2,091.66	266.10	1,825.56	
Lincoln.....	—	—	—	1.19	4,670.13	—	—	—	—	4,670.13	1,211.87	3,458.26	
Oxford.....	—	—	—	.45	4,810.03	—	—	—	—	4,810.03	62.51	4,747.52	
Penobscot.....	1.20	—	7,791.63	5.75	7,368.69	1.14	1,579.11	—	—	16,739.43	1,021.98	15,717.45	
Piscataquis.....	—	—	—	2.26	7,474.44	.30	472.38	—	—	26,929.82	1,667.74	25,262.08	
Sagadahoc.....	.19	—	504.34	1.03	4,054.60	.34	1,220.45	\$18,983.00	—	5,779.39	505.76	5,273.63	
Somerset.....	—	—	—	4.42	10,361.27	—	—	—	—	10,361.27	4,175.11	6,186.16	
Waldo.....	.20	—	615.08	1.75	6,222.81	—	—	—	—	6,837.89	562.25	6,275.64	
Washington.....	—	—	—	1.70	5,471.02	—	—	—	—	5,471.02	167.04	5,303.98	
York.....	.70	—	3,235.99	2.04	6,288.76	.50	754.42	—	\$12,500.00	22,779.17	12,045.13	10,734.04	
Totals.....	3.97		\$19,558.46	27.60	\$85,420.78	6.33	\$9,653.39	\$18,983.00	\$12,500.00	\$146,115.63	\$28,909.01	\$117,206.62	

FEDERAL AID SECONDARY HIGHWAYS
EXPENDITURES—JULY 1, 1951 to JUNE 30, 1952

F. A. S. Proj. No.	County	Location	Class of Highway	Route	Expenditures for 1952	Total Expenditures to June 30/52	Per Cent Complete	Length of Project in Miles	Contractor
S-0151 (1)	Androscoggin	Auburn	S.A.	219	\$28,011.96	\$28,314.40	60	0.91	Guy Allen & Earle Vannah
S-0135(2)	Androscoggin	Poland	S.H.	11	51,751.60	55,033.17	55	1.80	Guy Allen & Earle Vannah
S-0187(1)	Androscoggin	Turner	S.A.	219	86,742.68	86,742.68	100	1.71	P. E. Susi & Co.
S-0153(1)	Androscoggin	Webster	S.H.	126	55,661.03	91,928.12	100	1.13	W. H. Hinman, Inc.
S-0331(1)	Aroostook	Caribou	S.H.	U.S. 11 Alt.	402,021.15	444,135.80	90	0.72	Pittsburgh-Des Moines Steel Co., Forest Frederick and Bridge Construction Corp.
S-0338(1)	Aroostook	Caribou	S.H.	161	4,010.94	86,557.80	—	—	Survey Only
SG-0340(2)	Aroostook	Eagle Lake	S.H.	11	247.11	247.11	—	—	Survey Only
S-0340(3)	Aroostook	Eagle Lake—Wallagrass	S.H.	11	19.32	19.32	—	—	Survey Only
S-0332(1)	Aroostook	Fort Fairfield	S.H.	165	6,434.34	12,595.64	—	—	Survey Only
SG-0332(2)	Aroostook	Fort Fairfield	S.H.	165	216.73	216.73	100	—	B. & A.R.R.—Force Account
SG-0340(1)	Aroostook	Fort Kent	S.H.	11	2,588.39	2,686.91	100	—	B. & A. R.R.—Force Account
S-300(4)	Aroostook	Hamlin	S.H.	165	1,116.95	88,087.71	100	2.09	Donald J. McKay
S-0332(3)	Aroostook	Limestone Road	S.H.	165	814.26	814.26	—	—	Survey Only
S-0319(1)	Aroostook	Ludlow-Smyrna-New Limerick	S.H.	U.S. 2	45,193.95	137,134.13	100	2.63	H. E. Sargent, Inc.
S-0319(2)	Aroostook	Maawahoc	S.H.	U.S. 2	57,445.89	59,909.76	40	3.56	Harold A. and Azilda Hornbrook
SG-0326(1)	Aroostook	Masardis	S.A.	11	3,103.87	3,177.97	100	—	B. & A. R.R.—Force Account
SG-0326(3)	Aroostook	Masardis	S.A.	11	21.40	21.40	—	—	Survey Only
S-73(1)	Aroostook	Presque Isle—Washburn	S.H.	164	38.40	146,454.19	100	4.00	Bridge Construction Corp.
S-0319(4)	Aroostook	Smyrna	S.H.	U.S. 2	1,965.82	1,965.82	—	—	Survey Only
S-0330(1)	Aroostook	Washburn	S.H.	164	40,764.26	135,912.46	100	3.00	Donald J. McKay
S-0330(2)	Aroostook	Washburn	S.H.	164	2,003.82	4,199.33	—	—	Survey Only
S-0123(1)	Cumberland	Baldwin	S.H.	113	159,413.60	167,700.90	75	4.05	Frank Rossi
S-0123(3)	Cumberland	Baldwin	S.H.	5&113	1,168.90	1,168.90	—	—	Survey Only
S-0143(1)	Cumberland	Brunswick—Harpowell	S.A.	24	141,836.78	303,006.28	100	4.25	Bridge Construction Corp.
S-0135(1)	Cumberland	Casco—Naples	S.H.	11	12,963.51	12,963.51	22	0.03	Forest Frederick
S-0124(1)	Cumberland	Gorham—Little River	S.A.	95	128,786.84	315,547.64	95	2.95	Frank Rossi
S-0126(1)	Cumberland	Sebago—Naples	S.H.	114	6,255.06	6,255.06	—	—	Survey Only
SG-0113(1)	Cumberland	Standish—Sebago	S.A.	35	9,339.82	71,509.41	100	0.31	Berry & Moser Construction Co., Inc.
S-0119(1)	Cumberland	Windham	S.A.	U.S. 202	177,421.44	341,374.63	100	3.91	Frank Rossi
S-0119(2)	Cumberland	Windham—Gorham	S.A.	U.S. 202	2,286.31	2,286.31	—	—	Survey Only
S-0237(1)	Franklin	New Vineyard	S.A.	27	48,881.51	102,770.11	100	1.80	P. E. Susi & Co.
S-0237(2)	Franklin	New Vineyard	S.A.	27	11,645.92	11,645.92	—	—	Survey Only
S-0181(1)	Franklin	Rangeley—Oquossoc	S.H.	114	16,140.42	58,385.22	100	0.22	C. W. Bagley
S-0184(1)	Franklin	Weld	S.A.	142	85,261.31	90,779.21	100	1.81	Frank Rossi
S-0184(2)	Franklin	Weld	S.A.	142	50.40	50.40	—	—	Survey Only

8-68(1)	Hancock	Bar Harbor	S.A.	3	614.99	108,230.54	100	0.79	Frank Rossi
8-0250(1)	Hancock	Blue Hill	S.H.	172	1,049.38	3,270.06	—	—	Survey Only
8-303(2)	Hancock	Ellsworth—Surry	S.H.	15	588.22	111,278.26	100	3.10	Bridge Construction Corp.
8-0298(2)	Hancock	Franklin	S.A.	182	13.14	—	—	—	Survey Only
8-60(1)	Hancock	Hancock—Franklin	S.A.	182	1,974.52	61,453.10	100	1.21	Thomas DiCenzo
8-0257(1)	Hancock	Mt. Desert	S.H.	198	5,888.60	5,888.60	—	—	Survey Only
8-0210(3)	Kennebec	Albion	S.H.	137	33,963.40	99,276.76	100	1.35	Lee Brothers
8-0206(2)	Kennebec	Augusta—Chelsea	S.A.	17	111.50	111.50	—	—	Survey Only
8-0206(1)	Kennebec	Chelsea	S.A.	9	75,961.11	171,793.32	100	1.52	Wyman & Simpson, Inc.
8-51(2)	Kennebec	Mt. Vernon—Vienna	S.H.	41	230.70	188,934.90	100	4.20	Thomas DiCenzo
8-0230(1)	Kennebec	Oakland	S.A.	137	3,958.97	3,962.70	—	—	Survey Only
8-54(2)	Kennebec	Pittston—Randolph	S.H.	27	87.79	137,709.37	100	1.76	P. E. Susi & Co.
8-0190(1)	Kennebec	Readfield	S.A.	17	4,236.96	4,236.96	—	—	Survey Only
8-0227(1)	Kennebec	Sidney	S.A.	104	1,338.83	1,338.83	—	—	Survey Only
8-0225(1)	Kennebec	Vassalboro—Winslow	S.A.	32	393.90	393.90	—	—	Survey Only
8-0188(1)	Kennebec	Wayne—Winthrop	S.A.	133	9,487.18	9,487.18	—	—	Survey Only
8-0226(1)	Kennebec	Winslow—China	S.A.	137	799.67	3,999.97	—	—	Survey Only
8-0205(1)	Knox	Rockland	S.H.	17	52,507.51	59,109.36	55	1.43	A. P. Wyman, Inc.
8-0205(2)	Knox	Rockport	S.H.	17	52.40	71.24	—	—	Survey Only
8-0193(1)	Lincoln	Waldoboro	S.A.	220	20,072.99	67,607.04	100	0.72	A. P. Wyman, Inc.
8-0193(2)	Lincoln	Waldoboro	S.A.	220	3,540.35	3,540.35	—	—	Survey Only
8-0163(1)	Lincoln	Wiscasset	S.H.	27	41,527.28	46,236.34	45	3.30	Ralph Romano, Jr.
8-G-0123(2)	Oxford	Fryeburg	S.H.	5 & 113	3,515.80	3,547.90	100	—	M.C.R.R.—Force Account
8-0187(2)	Oxford	Hartford	S.A.	219	27,563.96	36,695.70	100	1.07	P. E. Susi & Co.
8-364(2)	Oxford	Hiram	S.H.	113	1,680.85	98,657.75	100	1.96	Frank Rossi
8-49(2)	Oxford	North Waterford	S.A.	35 & 118	2,077.50	79,479.95	100	1.27	Frank Rossi
8-0131(1)	Oxford	Norway	S.A.	118	10,408.67	14,457.70	6	2.67	A. P. Wyman, Inc.
8-0180(1)	Oxford	Roxbury	S.H.	17	16,947.48	18,830.16	35	1.08	C. R. West
8-0281(1)	Penobscot	Clifton—Amherst	S.A.	9	5,793.74	5,793.74	—	—	Survey Only
8-335(4)	Penobscot	Dexter	S.A.	24	18.10	90,980.84	100	0.33	H. E. Sargent, Inc.
8-0210(2)	Penobscot	Dixmont	S.A.	U.S. 202	113,178.49	120,524.33	35	3.92	P. E. Susi & Co.
8-0210(4)	Penobscot	Dixmont	S.A.	U.S. 202	2,358.57	2,358.57	—	—	Survey Only
8-66(2)	Penobscot	Eddington	S.A.	9	320.28	90,934.24	100	2.20	H. E. Sargent, Inc.
8-0210(1)	Penobscot	Hampden—York Bridge	S.A.	U.S. 202	8,438.98	30,672.59	100	0.15	A. P. Wyman, Inc. & C. H. Goodrich
8-0288(1)	Penobscot	LaGrange	S.H.	11	40.00	42,579.80	100	1.55	P. E. Susi & Co.
8-0288(2)	Penobscot	LaGrange	S.H.	11	65.00	620.52	—	—	Survey Only
8-G-0288(3)	Penobscot	LaGrange	S.H.	11	209.11	209.31	—	—	Survey Only
8-G-78(1)	Penobscot	LaGrange Overhead	S.H.	11	7,690.56	64,614.56	100	1.55	P. E. Susi & Co.
8-56(1)	Penobscot	Newburg—Hampden	S.A.	U.S. 202	903.00	312,084.94	100	8.00	Bridge Construction Corp.
8-0320(1)	Penobscot	Patten—Stacyville	S.H.	11	2,023.74	2,023.74	—	—	Survey Only
8-85(1)	Penobscot	Patten—Stacyville	S.H.	11	3.25	97,690.44	100	2.96	Thomas DiCenzo

FEDERAL AID SECONDARY HIGHWAYS
EXPENDITURES—JULY 1, 1951 to JUNE 30, 1952

F. A. S. Proj. No.	County	Location	Class of Highway	Route	Expenditures for 1952	Total Expenditures to June 30/52	Per Cent Complete	Length of Project in Miles	Contractor
S-0265(1)	Piscataquis	Abbot.....	S.A.	16	1,471.28	2,656.92	—	—	Survey Only
SG-0287(1)	Piscataquis	Brownville.....	S.H.	221	42.80	42.80	—	—	Survey Only
SG-0287(2)	Piscataquis	Brownville.....	S.H.	221	42.80	42.80	—	—	Survey Only
SG-0275(1)	Piscataquis	Dover—Foxcroft.....	S.A.		24,746.49	24,793.21	30	0.31	Joseph Frost & Co.
S-275(2)	Piscataquis	Parkman.....	S.H.	150	60.04	59,128.09	100	1.88	Thomas DiCenzo
S-0146(1)	Sagadahoc	Arrowsic.....	S.A.	127	83,178.36	83,178.36	40	0.82	W. H. Hinman, Inc.
S-154(2)	Sagadahoc	Arrowsic—Woolwich.....	S.A.	127	9,179.03	546,321.44	100	0.52	W. H. Hinman, Inc.—Harris Structural Steel Co.
S-67(1)	Sagadahoc	Bowdoin.....	S.A.	125	418.97	79,298.41	100	1.58	Force Account by State
S-0157(1)	Sagadahoc	Bowdoin—Brooklyn Bridge.....	S.A.	24	28,523.89	28,658.61	14	0.03	Herbert E. Calahan, Inc.
S-0144(1)	Sagadahoc	Phippsburg.....	S.A.	209	2,206.91	2,206.91	—	—	Survey Only
S-0287(3)	Somerset	Dennistown.....	S.H.	U.S. 201	6,870.78	6,870.78	—	—	Survey Only
S-57(1)	Somerset	Embden.....	S.A.	16	2,536.43	103,196.29	100	2.52	McEachern & Perkins
S-0232(1)	Somerset	Fairfield—Larone.....	S.A.	139	20,189.25	21,537.95	90	0.01	Walter V. Mitton, Inc.
S-0287(4)	Somerset	Jackman—Parlin Pond.....	S.H.	U.S. 201	5,641.82	5,641.82	—	—	Survey Only
S-0237(3)	Somerset	New Portland.....	S.A.	27	256.59	256.59	—	—	Survey Only
S-0287(1)	Somerset	Sandy Bay.....	S.A.	U.S. 201	214,353.44	284,263.69	100	3.34	Thomas DiCenzo
S-0267(2)	Somerset	The Forks.....	S.H.	U.S. 201	8,484.67	8,484.67	—	—	Survey Only
S-0217(2)	Waldo	Belfast.....	S.H.	137	2,070.34	3,363.01	—	—	Survey Only
S-0217(1)	Waldo	Brooks—Waldo.....	S.H.	137	120,846.39	129,931.71	70	3.93	Lee Brothers
S-87(1)	Waldo	Freedom—Knox.....	S.H.	137	776.54	124,151.72	100	3.91	Thomas DiCenzo
S-0215(2)	Waldo	Liberty.....	S.H.	3	43,081.84	45,664.62	55	1.48	H. E. Sargent, Inc.
S-0210(5)	Waldo	Troy.....	S.A.	U.S. 202	4,916.62	4,916.62	—	—	Survey Only
S-0298(1)	Washington	Cherryfield.....	S.A.	182	177,427.95	180,009.81	70	3.00	Bridge Construction Corp.
S-0298(3)	Washington	Cherryfield.....	S.A.	182	85.60	85.60	—	—	Survey Only
S-0303(1)	Washington	Cooper—Meddybemps.....	S.A.	191	17,653.53	108,875.11	100	2.50	J. R. Cianchette
S-0300(1)	Washington	Jonesport.....	S.H.	187	2,534.61	2,534.61	—	—	Survey Only
S-0306(1)	Washington	Lubec.....	S.H.	189	6,023.24	6,023.24	—	—	Survey Only
S-84(1)	Washington	Whiting—Trescott.....	S.H.	189	17,755.91	244,107.47	100	4.81	Thomas DiCenzo
S-288(3)	York	Alfred—Waterboro.....	S.H.	U.S. 202	565.10	548,547.97	100	7.38	Frank Rossi
S-0114(2)	York	Dayton.....	S.H.	5	2,086.17	2,086.17	—	—	Survey Only
S-0105(1)	York	North Berwick.....	S.H.	4	59,389.93	60,989.74	40	2.11	Landers & Griffin
S-0114(1)	York	Saco.....	S.H.	5	2,779.51	2,779.51	—	—	Survey Only
S-0110(1)	York	Sanford—Shapleigh.....	S.H.	11	19,082.40	19,497.94	13	1.34	Frank Rossi
S-0114(3)	York	Waterboro.....	S.H.	5	2,497.71	2,497.71	—	—	Survey Only
S-371(5)		Miscellaneous Credits.....			119.00				
Total Expenditures					\$2,940,920.30	\$7,815,381.93			

MAINTENANCE EXPENDITURES, BY COUNTY AND BY SYSTEM FOR THE FISCAL YEAR ENDING JUNE 30, 1952

County	Maintenance Construction		Surface S.H.	Operations S.A.	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.
Androscoggin	\$1,910.93	—	\$35,138.53	\$70,363.27	\$9,094.50	\$10,744.95	\$15,940.07	\$16,393.16	\$2,651.37	\$1,601.20	\$233.46	\$1,188.00	\$2,393.64	\$2,097.03	\$67,362.50	\$102,387.61	\$729.11	\$432.17
Aroostook	7,467.06	\$4,009.36	409,348.75	320,389.72	13,161.52	4,726.82	49,077.64	32,068.74	13,529.55	596.73	—	—	14,960.25	4,582.60	507,544.77	366,373.97	828.06	708.20
Cumberland	6,507.55	—	100,754.49	211,498.21	16,852.47	10,782.29	35,894.81	37,925.49	5,066.51	1,251.22	53.35	4,262.87	5,011.68	4,331.19	170,140.86	270,051.27	837.92	552.55
Franklin	17,807.34	163.20	57,267.66	97,413.52	6,089.54	7,503.68	17,049.53	29,158.19	4,484.64	2,953.18	336.44	1,072.93	3,964.47	2,365.58	106,999.62	140,630.28	665.75	526.78
Hancock	—	2,074.59	79,140.74	197,232.42	6,035.21	9,566.28	28,366.99	56,967.03	3,219.04	1,400.20	50.32	15.00	4,039.27	4,074.06	120,851.57	271,329.58	735.86	590.50
Kennebec	118.50	—	79,238.95	219,285.70	16,562.63	21,718.24	20,011.72	32,904.14	3,765.32	1,145.80	243.26	355.80	4,862.08	3,965.49	124,802.46	279,375.17	631.01	624.24
Knox	—	—	32,177.48	132,993.49	5,005.30	12,574.85	6,893.02	17,642.93	932.58	970.77	4,999.48	8,539.13	1,496.02	2,262.73	51,503.88	174,983.90	842.66	685.91
Lincoln	—	—	42,079.33	110,160.33	4,930.92	5,965.45	19,330.51	24,855.93	2,879.27	877.02	1,064.29	13,381.91	2,393.64	2,457.00	72,677.96	157,697.64	782.83	568.15
Oxford	3,314.44	1,170.15	87,705.79	179,345.33	25,331.47	17,111.95	26,851.24	35,154.64	9,749.54	4,751.36	4,122.76	2,790.95	5,236.09	3,856.93	162,311.33	244,181.31	769.06	560.75
Penobscot	388.21	—	116,006.58	332,163.81	13,862.59	16,936.68	31,141.68	76,938.54	4,867.00	1,450.05	427.55	102.20	6,208.50	6,999.61	172,125.69	434,590.89	695.48	550.42
Piscataquis	603.73	4,475.28	59,295.28	78,569.14	3,657.81	2,174.66	10,878.60	15,338.81	3,050.45	813.52	—	—	2,842.45	2,125.60	80,328.32	94,546.45	694.34	394.17
Sagadahoc	168.01	660.58	19,287.21	72,055.07	1,890.23	2,938.24	5,101.96	10,784.31	1,524.00	900.05	208.62	4,468.23	1,346.42	1,205.65	29,526.45	93,012.13	582.26	683.30
Somerset	159.50	—	105,981.82	222,396.12	16,434.09	16,488.14	27,218.56	50,787.39	4,377.35	2,336.77	—	1,374.53	5,984.10	4,302.62	160,155.42	297,685.57	663.69	613.53
Waldo	47.94	19.80	48,094.97	190,456.32	6,951.89	6,238.22	11,456.46	17,026.60	1,314.89	284.17	2,659.88	14,887.10	3,141.65	3,605.51	73,667.68	232,517.72	580.10	571.76
Washington	2,239.26	69.72	113,171.97	190,906.85	10,371.79	7,325.33	48,046.03	57,023.88	3,991.98	674.99	378.71	518.76	5,011.68	4,399.76	183,211.42	260,919.29	908.69	525.34
York	430.37	8,155.58	115,143.20	179,406.63	12,645.89	10,770.81	31,689.37	46,360.66	3,349.57	1,602.68	—	—	5,909.30	4,508.32	169,167.70	250,804.68	704.80	493.31
TOTAL	\$40,386.42	\$11,847.70	\$1,499,832.75	\$2,804,635.93	\$168,877.85	\$163,566.59	\$384,948.19	\$557,330.44	\$68,753.06	23,609.71	\$14,778.12	\$52,957.41	\$74,801.24	\$57,139.68	\$2,252,377.63	\$3,671,087.46	\$745.84‡	\$569.38‡

†Mileages based on report dated June 30, 1951.

‡Average cost per mile for all counties.

STATE HIGHWAY AND STATE AID MAINTENANCE EXPENDITURES FOR THE FISCAL YEAR ENDING JUNE 30, 1952

System	Maintenance Construction	Surface Operations	Shoulder Maintenance	Drainage, Road-side Ditch, and Slope	Traffic Services	Extraordinary Maintenance	Supervision	Total	Cost Per Mile*
State Highway	\$40,386.42	\$1,499,832.75	\$168,877.85	\$384,948.19	\$68,753.06	\$14,778.12	\$74,801.24	\$2,252,377.63	\$745.84
State Aid	11,847.70	2,804,635.93	163,566.59	557,330.44	23,609.71	52,957.41	57,139.68	3,671,087.46	569.38
Total	\$52,234.12	\$4,304,468.68	\$332,444.44	\$942,278.63	\$92,362.77	\$67,735.53	\$131,940.92	\$5,923,465.09	\$625.66

STATE HIGHWAY AND STATE AID SURFACE OPERATION EXPENDITURES, BY SURFACE TYPES, FOR THE FISCAL YEAR ENDING JUNE 30, 1952

System	Plain Gravel	Surf. Tr. Gravel	Mixed Bituminous	Bituminous Macadam	Bituminous Concrete	Portland Cement Concrete	Total	Cost Per Mile*
State Highway	\$7,042.98	\$1,228,597.16	\$34,194.75	\$139,745.36	\$51,024.42	\$39,228.08	\$1,499,832.75	\$496.64
State Aid	278,444.86	2,508,532.49	6,160.66	8,094.56	2,438.94	964.42	2,804,635.93	434.99
Total	\$285,487.84	\$3,737,129.65	\$40,355.41	\$147,839.92	\$53,463.36	\$40,192.50	\$4,304,468.68	\$454.65

COST PER MILE FOR SURFACE OPERATIONS ON STATE HIGHWAY AND STATE AID SYSTEMS, BY SURFACE TYPES, FOR THE FISCAL YEAR ENDING JUNE 30, 1952

System	Plain Gravel	Surf. Tr. Gravel	Mixed Bituminous	Bituminous Macadam	Bituminous Concrete	Portland Cement Concrete	Total	
State Highway	\$131.54	\$607.14	\$154.32	\$339.44	\$295.62	\$286.37	\$496.64	
State Aid	296.94	462.21	261.48	194.62	249.12	125.24	434.99	
Averages	\$288.01	\$501.57	\$164.62	\$326.15	\$293.12	\$277.80	\$454.65	

*Mileages Based On Report Dated June 30, 1951.

MAINTENANCE EXPENDITURES, BY SYSTEMS, FOR THE FISCAL YEAR ENDING JUNE 30, 1952

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 . . .	\$21,779.57	\$676,246.53	\$109,443.69	\$225,763.28	\$47,663.92	\$9,385.14	\$44,955.48	\$1,135,237.61	\$747.65
F.A.S. State Highway . . .	854.79	636,880.44	50,580.70	122,831.55	18,817.63	5,061.05	21,984.80	857,010.96	794.97
F.A.S. State Aid	10,137.07	499,162.11	41,888.67	128,512.11	11,271.55	12,458.12	14,661.26	718,090.89	630.26
S.H. Non-Federal	17,752.06	186,705.78	8,853.46	36,353.36	2,271.51	331.93	7,860.96	260,129.06	653.55
S.A. Non-Federal	1,710.63	2,305,473.82	121,677.92	428,818.33	12,338.16	40,499.29	42,478.42	2,952,996.57	556.30
Total	\$52,234.12	\$4,304,468.68	\$332,444.44	\$942,278.63	\$92,362.77	\$67,735.53	\$131,940.92	\$5,923,465.09	\$625.66§

SURFACE OPERATION EXPENDITURES, BY SYSTEMS AND BY SURFACE TYPES
FOR THE FISCAL YEAR ENDING JUNE 30, 1952

System	Plain Gravel	Surf. Tr. Gravel	Mixed Bituminous	Bituminous Macadam	Bituminous Concrete	Portland Cement Concrete	Total	Cost Per Mile*
F.A.P. State Highway	—	\$450,164.17	\$30,156.02	\$107,385.18	\$50,889.50	\$37,651.66	\$676,246.53	\$445.36
F.A.S. State Highway	—	604,710.34	4,038.73	27,587.92	37.80	505.65	636,880.44	590.77
F.A.S. State Aid	\$9,554.34	481,317.73	6,160.66	1,982.02	2,438.94	72.34	501,526.03	440.18
S.H. Non-Federal	7,042.98	173,722.65	—	4,772.26	97.12	1,070.77	186,705.78	469.08
S.A. Non-Federal	268,890.52	2,027,214.76	—	6,112.54	—	892.08	2,303,109.90	433.87
Total	\$285,487.84	\$3,737,129.65	\$40,355.41	\$147,839.92	\$53,463.36	\$40,192.50	\$4,304,468.68	\$454.65§

COST PER MILE FOR SURFACE OPERATIONS, BY SYSTEMS AND BY SURFACE TYPES,
FOR THE FISCAL YEAR ENDING JUNE 30, 1952

System	Plain Gravel	Surf. Tr. Gravel	Mixed Bituminous	Bituminous Macadam	Bituminous Concrete	Portland Cement Concrete	Total
F.A.P. State Highway	—	\$628.04	\$275.27	\$274.79	\$292.33	\$295.95	\$445.36
F.A.S. State Highway	—	642.58	730.06	539.88	4.40	297.44	590.77
F.A.S. State Aid	\$349.58	456.43	258.96	88.32	295.27	24.03	440.18
S.H. Non-Federal	166.97	532.12	—	303.96	215.82	87.40	469.08
S.A. Non-Federal	295.36	463.60	—	272.39	—	190.20	433.87
Total	\$288.01	\$501.57	\$164.62	\$326.15	\$293.12	\$277.80	\$454.65§

*Mileages Based On Report Dated June 30, 1951.
§Average Cost Per Mile For All Systems.

MAINTENANCE EXPENDITURES, BY ACTIVITY AND BY SYSTEMS FOR THE FISCAL YEAR ENDING JUNE 30, 1952

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 . . .	\$432.63	\$116.44	—	—	\$89.52	\$638.59	.01
Roadway and Drainage Grading	4,481.19	10.50	\$6,221.36	\$1,956.26	1,333.35	14,002.66	.24
Culverts	594.28	—	—	169.76	155.90	808.62	—
Base	9,335.14	571.51	21.20	14,546.26	673.39	23,800.72	.40
Surface	7,965.39	151.84	3,894.51	1,079.78	805.25	13,896.77	.23
Traffic Services	159.50	4.50	—	—	—	164.00	(1)*
Roadside Development	—	—	—	—	—	—	—
Total	\$21,779.57	\$854.79	\$10,137.07	\$17,752.06	\$1,710.63	\$52,234.12	.88
Surface Operations:							
Asphalt Surface Treatment	80,017.17	176,163.97	132,897.64	55,528.44	575,255.46	1,019,862.68	17.22
Tar Surface Treatment	249,703.46	179,027.70	147,132.54	39,960.13	563,719.17	1,179,543.00	19.91
Cover for Surface Treatment	102,661.85	104,034.54	74,968.80	35,806.80	351,350.39	668,822.38	11.29
Patching	209,438.69	148,423.12	110,471.22	36,780.44	466,677.61	971,791.08	16.41
Machining and Dragging	13,363.60	15,933.85	10,609.69	10,172.60	136,407.62	186,487.36	3.15
Filling Joints-Concrete Surfaces	1,956.18	—	—	103.20	20.48	2,079.86	.04
Gravel Surfacing	—	—	5,032.96	2,582.67	123,650.27	131,265.90	2.22
Hauling and Applying Calcium	174.46	87.16	158.81	1,077.70	25,947.55	27,445.68	.46
Correcting Frost Heaves, etc.	18,931.12	13,210.10	17,890.45	4,693.80	62,445.27	117,170.74	1.97
Total	676,246.53	636,880.44	499,162.11	186,705.78	2,305,473.82	4,304,468.68	72.67
Shoulders:							
Gravel and Earth Shoulders	91,170.71	49,276.80	40,995.66	7,888.57	119,288.59	308,620.33	5.21
Treated Shoulders	18,272.98	1,303.90	893.01	964.89	2,389.33	23,824.11	.40
Total	109,443.69	50,580.70	41,888.67	8,853.46	121,677.92	332,444.44	5.61
Roadside Maintenance:							
Ditch and Slope Maintenance	73,766.17	45,753.49	46,780.08	11,574.18	140,809.95	318,683.87	5.38
Installing and Maintaining Culverts	59,310.71	31,918.69	33,686.40	13,792.92	121,129.57	259,838.29	4.39
Bushes and Grass	72,858.49	39,074.16	42,292.54	10,107.24	155,815.52	320,147.95	5.40
Cleaning Debris	11,366.44	3,306.68	4,172.06	504.10	7,513.40	26,862.68	.45
Care of Roadside Develop'm't Projects	8,461.47	2,778.53	1,581.03	374.92	3,549.89	16,745.84	.29
Total	225,763.28	122,831.55	128,512.11	36,353.36	428,818.33	942,278.63	15.91

MAINTENANCE EXPENDITURES BY ACTIVITY AND BY SYSTEMS FOR THE FISCAL YEAR ENDING JUNE 30, 1952 — Continued

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
Traffic Services:							
Repairing, Painting & Resetting Signs	2,287.33	949.69	1,272.13	194.22	677.44	5,380.81	.09
Replacing and Repairing Guard Rail	31,459.48	13,726.74	5,508.87	1,808.19	10,566.22	63,069.50	1.07
Painting Guard Rail	12,401.41	4,141.20	4,490.55	258.27	1,004.98	22,296.41	.38
Policing Picnic Areas	621.37	—	—	—	89.52	710.89	.01
Traffic Lights	894.33	—	—	10.83	—	905.16	.01
Total	47,663.92	18,817.63	11,271.55	2,271.51	12,338.16	92,362.77	1.56
Extraordinary Maintenance:							
Extraordinary Maint.—Highways	9,385.14	5,061.05	12,458.12	331.93	40,499.29	67,735.53	1.14
Total	9,385.14	5,061.05	12,458.12	331.93	40,499.29	67,735.53	1.14
Supervision:							
Supervision—Highway Maintenance	44,955.48	21,984.80	14,661.26	7,860.96	42,478.42	131,940.92	2.23
Total	44,955.48	21,984.80	14,661.26	7,860.96	42,478.42	131,940.92	2.23
Grand Total	\$1,135,237.61	\$857,010.96	\$718,090.89	\$260,129.06	\$2,952,996.57	\$5,923,465.09	100.00

*(1)—Less Than One One-hundredth of One Percent.

MAINTENANCE REPORT
MILEAGE BY SURFACE TYPE BY COUNTIES
Fiscal Year 1951-1952

County		Concrete Mileage	Bit. Concrete Mileage	Bit. Macadam Mileage	Mixed Bit. Mileage	Tar Mileage	Gravel Mileage	Totals
Androscoggin . . .	S.H. . . .	2.47	18.24	33.22	13.43	24.56	—	91.92
	S.A. . . .	.20	—	4.93	5.01	227.29	6.93	244.36
Aroostook	S.H. . . .	—	26.14	64.04	16.73	481.88	6.65	595.44
	S.A. . . .	—	—	—	—	425.24	119.47	544.71
Cumberland	S.H. . . .	33.50	53.52	52.72	2.92	64.70	—	207.36
	S.A. . . .	—	3.91	9.88	5.93	466.83	9.28	495.83
Franklin	S.H. . . .	—	—	4.90	16.60	128.30	10.21	160.01
	S.A. . . .	—	—	—	6.27	226.46	41.83	274.56
Hancock	S.H. . . .	16.15	—	26.75	12.07	107.20	—	162.17
	S.A. . . .	—	—	1.41	2.65	444.01	21.04	469.11
Kennebec	S.H. . . .	6.51	18.59	38.63	28.18	104.18	1.55	197.64
	S.A. . . .	—	.12	17.24	4.36	365.78	65.03	452.53
Knox	S.H. . . .	3.60	5.80	11.55	3.64	36.53	—	61.12
	S.A. . . .	1.65	—	2.10	.15	243.70	10.45	258.05
Lincoln	S.H. . . .	—	10.67	13.24	—	68.90	—	92.81
	S.A. . . .	—	.72	.57	1.98	252.81	26.42	282.50
Oxford	S.H. . . .	9.44	6.04	26.46	6.97	149.99	3.27	202.17
	S.A. . . .	2.30	—	—	3.69	428.00	15.51	449.50
Penobscot	S.H. . . .	13.48	27.50	34.86	46.40	124.09	.50	246.83
	S.A. . . .	.85	8.11	.06	2.53	625.94	157.81	795.30
Piscataquis	S.H. . . .	.87	.63	9.19	15.55	87.85	1.70	115.79
	S.A. . . .	—	—	.05	—	170.14	70.49	240.68
Sagadahoc	S.H. . . .	3.48	10.10	13.08	8.38	15.67	—	50.71
	S.A. . . .	—	—	1.15	1.56	131.08	6.31	140.10
Somerset	S.H. . . .	7.16	11.75	29.77	20.55	154.35	3.10	226.68
	S.A. . . .	—	—	—	2.52	385.80	119.85	508.17
Waldo	S.H. . . .	—	4.26	10.04	20.27	80.97	.09	115.63
	S.A. . . .	—	—	—	3.60	311.69	109.55	424.84
Washington	S.H. . . .	—	—	7.85	31.10	166.48	—	205.43
	S.A. . . .	—	—	—	—	423.61	79.18	502.79
York	S.H. . . .	27.23	16.93	47.43	1.97	147.62	—	241.18
	S.A. . . .	2.70	1.35	9.75	—	497.01	5.82	516.63
Totals	S.H. . . .	123.89	210.17	423.73	244.76	1943.27	27.07	2972.89
	S.A. . . .	7.70	14.21	47.14	40.25	5625.39	864.97	6599.66

Total Mileage 9572.55

MAINTENANCE
MILEAGE BY SURFACE TYPE BY DIVISIONS
Fiscal Year 1951-1952

Division		Conc. Mileage	Bit. Conc. Mileage	Bit. Mac. Mileage	Mixed Bit. Mileage	Tar Mileage	Gravel Mileage	Totals	Grand Total
Presque Isle I . . .	S.H.	—	26.14	64.04	19.68	487.16	7.15	604.17	1178.02
	S.A.	—	—	—	—	448.98	124.87	573.85	
Ellsworth II. . . .	S.H.	16.15	—	34.60	43.17	273.68	—	367.60	1344.02
	S.A.	—	—	1.41	2.65	870.22	102.14	976.42	
Bangor III.	S.H.	14.35	28.13	44.05	59.00	206.66	1.70	353.89	1345.98
	S.A.	.85	8.11	.11	2.53	770.99	209.50	992.09	
Waterville IV. . .	S.H.	13.67	32.81	71.49	45.82	265.08	4.65	433.52	1390.62
	S.A.	—	.12	17.24	6.88	734.58	198.28	957.10	
Rockland V. . . .	S.H.	7.08	28.36	47.91	32.29	202.07	.09	317.80	1407.26
	S.A.	1.65	.72	3.82	7.29	925.17	150.81	1089.46	
Portland VI. . . .	S.H.	60.73	70.45	117.69	4.89	215.40	—	469.16	1512.24
	S.A.	2.70	5.26	19.63	8.53	991.86	15.10	1043.08	
Rumford VII. . . .	S.H.	11.91	24.28	43.95	39.91	293.22	13.48	426.75	1394.41
	S.A.	2.50	—	4.93	12.37	883.59	64.27	967.66	
Totals.	S.H.	123.89	210.17	423.73	244.76	1943.27	27.07	2972.89	9572.55
	S.A.	7.70	14.21	47.14	40.25	5625.39	864.97	6599.66	

Total Mileage. 9572.55

MAINTENANCE — BETTERMENTS
RECONSTRUCTION
July 1, 1951 to June 30, 1952

Project No.	Location	Route	Description	Miles		Expenditures Fiscal Year '52
				Under Const.	Complete	
303	Arnold Trail	4	S.T.	—	14.00	\$20,087.03
321	Brownville-Millinocket	157	S.T.G.	—	1.50	28,122.24
456	Belfast	3	B.C.	—	*	3,149.41
464	Norway Village	—	B.C.	—	*	6,732.55
472	Farmingdale	201	B.C.	—	2.50	86,173.56
474	Lewiston-Sabattus	126	B.C.	—	*	1,160.03
476	Corinna-Dexter	7	B.C.	—	3.75	97,129.92
481	Kittery	1	B.C.	—	*	190.54
482	Livermore Falls	4	R.M.	—	1.00	16,487.04
483	Kittery-York Corner	1	B.C.	—	*	991.73
486	Waterville—(Gilman Street)	SA	S.T.G.	—	*	1,406.41
490	Waterville—(Silver Street)	11	B.C.	—	1.55	24,653.41
491	Biddeford-Saco	1	B.C.	—	2.75	61,691.10
492	Military Road	2A	B.C.	—	15.00	241,891.35
493	Van Buren	1	S.T.G.	—	2.50	3,000.00
494	Van Buren-Keegan	1	R.M. & S.T.G.	—	**	32,425.47
495	Abbot-Guilford	15	S.T.G.	—	0.35	7,491.20
496	Williamsburg	SA	S.T.G.	—	0.75	9,580.21
497	Brownville	157	S.T.G.	—	0.10	4,860.37
498	Hermon-Etna	100	B.C.	—	8.25	115,751.79
499	Old Town-Orono	2	B.C.	—	1.10	52,919.87
501	Bath	1	B.C.	—	0.63	27,561.86
502	Waldoboro—(Old Route 1)	—	B.C.	—	0.12	4,034.02
503	Bangor—(Hammond Street)	—	Surv. & Pl.	—	—	714.49
601	Scarboro	—	Advt.	—	—	5.40
602	Kennebunk-Wells	—	Advt.	—	—	5.23
603	Hallowell-Manchester-Augusta	—	B.C.	2.70	—	5,471.13
604	Pittsfield-Detroit-Palmyra	—	Advt.	—	—	22.75
605	Carmel-Newport	—	B.C.	6.30	—	752.64
606	Jackman-Long Pond-Rockwood	—	S.T.G.	0.50	—	9,699.18
607	Rangeley	—	Surv.	—	—	7.32
	General Supervision	—	—	—	—	6,393.76
				9.50	55.85	\$870,563.01

DESCRIPTION:

B.C. Bituminous Concrete	S.T. Surface Treatment	*Reported 1951
R.M. Road Mix (Bituminous)	Advt. Advertising 1953 Projects	**Previously Reported
S.T.G. Surface Treated Gravel	Surv. Survey	
	Pl. Plans	

TRAFFIC SERVICE EXPENDITURES, BY ACTIVITY AND BY SYSTEM, FOR THE FISCAL YEAR ENDING JUNE 30, 1952

Activity	State Highway			State Aid		Undistributed Expenditures	Total
	Federal Aid Primary	Federal Aid Secondary	Non-Federal	Secondary	Non-Federal		
Traffic Lighting (including signals, beacons, street lighting).....	\$2,522.95	\$242.38	\$16.68	\$181.26	\$37.60		\$3,000.87
Painting Traffic Lines.....	9,435.66	2,751.43	180.22	1,560.42	684.50		14,612.23
Repairing, Painting, and Resetting Signs	25,249.58	10,838.69	2,453.90	15,531.85	7,361.44		61,435.46
Traffic Paint.....	35,398.08	10,301.61	657.55	5,863.15	2,575.40		54,795.79
Sign Materials.....						\$5,103.38	5,103.38
Outstanding obligations (materials and services contracted for but not received)						10,966.78	10,966.78
Total Expenditure.....	\$72,606.27	\$24,134.11	\$3,308.35	\$23,136.68	\$10,658.94	\$16,070.16	\$149,914.51
Lapsed to Surplus—General Highway Fd							85.49
Legislative Appropriation.....							\$150,000.00

MAINE STATE HIGHWAY DEPARTMENT
 Removal of Snow (Including Sanding and Snow Fence)
 July 1, 1951, to June 30, 1952

All Classes of Highways—15,237.98 Miles		
Total Cost		\$4,386,623.20
Paid from State Funds	\$2,827,948.39	
Paid from Town Funds	1,558,674.81	\$4,386,623.20
Average Cost per Mile		\$287.87
State Highways—2,946.06 Miles		
Total Cost		\$2,165,229.08
Paid from State Funds	\$2,047,845.58	
Paid from Town Funds	117,383.50	\$2,165,229.08
Average Cost per Mile		\$734.96
State Aid and Town Roads		
State Aid Roads	6,266.62 Miles	
Town Roads	6,025.30 Miles	
	12,291.92 Miles	
Total Cost		\$2,221,394.12
Paid from State Funds	\$780,102.81	
Paid from Town Funds	1,441,291.31	\$2,221,394.12
Average Cost per Mile		\$180.71

HIGHWAY GARAGE
ANALYSIS OF EQUIPMENT

June 30, 1952

Equipment	Units	Cost	Current Value
Trucks	162	\$918,680.04	\$452,768.59
Pickups, Station Wagons, Sub- urbans and Sedans	93	115,360.18	49,962.22
Boilers	2	200.00	—
Compressors	11	26,737.65	12,712.70
Tar Tanks	45	130,307.97	63,478.35
Drills	5	513.00	63.50
Chain Saw	1	205.50	59.50
Drawn Grader	33	22,538.99	2,026.30
Hammers	16	3,228.89	92.50
Hoists	6	6,652.94	—
Loaders	30	81,079.23	34,370.92
Mixers	6	7,320.42	1,299.20
Pumps	26	10,416.16	856.27
Rollers	8	18,264.72	6,227.72
Shovels	62	471,383.84	116,078.48
Power Graders	24	252,808.68	184,590.62
Tractors	25	125,869.25	98,668.90
Trailers	72	69,949.47	22,888.25
Clamshell Buckets	1	990.00	849.75
Maintainers	5	5,907.24	596.44
Bushcutter	1	13,180.20	9,330.20
Paint Outfits	6	11,041.34	5,060.58
Mud Jack	1	2,779.20	—
Generators	8	2,036.07	—
Sand Spreaders	375	47,505.83	13,075.12
Welders	15	6,568.85	1,761.43
Snow Plows	249	283,935.65	124,555.40
Sno-Go	2	13,825.00	1,913.00
Washboring Outfits	2	7,610.33	3,202.15
Draglines	5	3,834.01	1,232.51
Snow Scoop	1	529.68	138.08
Paint Mixer	1	543.58	226.48
Pulvi-Mixers	2	7,578.75	2,433.75
Pug Mixers	1	4,410.00	4,152.75
Tar Kettles	33	9,362.47	172.40
Battery Chargers	2	429.24	—
	1,337	\$2,683,584.37	\$1,214,844.06

Financial Statements

SUMMARY OF APPROPRIATIONS AMOUNTS AVAILABLE, EXPENDITURES AND BALANCES

June 30, 1952

Balance July 1, 1951		\$3,834,020.24
Legislature Appropriation	\$20,252,863.00	
Commission Transfers from Surplus	1,370,671.49	21,623,534.49
		\$25,457,554.73
Revenues to Appropriations		5,684,270.61
Total Available		\$31,141,825.34
Total Expenditures		\$25,665,879.18
		\$5,475,946.16
Balance Lapsed to Surplus		233,693.03
Balance Carried Forward		5,242,253.13
Balance Jan. 30, 1952		\$5,475,946.16

HIGHWAY FUND ANALYSIS OF SURPLUS

Year ended June 30

	1952	1951
Balance at Start of Year	\$2,420,401.26	\$1,737,296.87
Adjustments of Previous Year's Transactions	11,019.82	3,625.96
	\$2,409,381.44	\$1,740,922.83
Additions:		
Repayment from Augusta Toll Bridge	45,000.00	81,102.70
Return of Advance for Betterment program	85,000.00	—
Excess of Revenues over Expenditures:		
Total Revenues	\$26,832,990.67	\$25,580,205.74
Less Expenditures	25,665,879.18	24,828,883.17
	\$1,167,111.49	\$751,322.57
Deductions:		
Increase in Reserves:		
For Authorized Expenditures	\$1,408,232.89	\$87,946.84
For Working Capital	175,000.00	65,000.00
For Deer Isle-Sedgwick Bridge	75,000.00	—
Balance at End of Year	\$2,048,260.04	\$2,420,401.26

HIGHWAY FUND
COMPARATIVE STATEMENT OF REVENUES
Years ended June 30

	1952	%	1951	%
Taxes:				
Property Taxes:				
Non-Resident Excise Taxes	\$3,382.51	.01	\$2,559.41	.01
Selective Sales Tax:				
Use Fuel Tax	118,224.82	.44	61,637.59	.24
Gasoline Tax (Net)	13,906,183.94	51.83	13,172,825.25	51.50
	\$14,024,408.76	52.27	\$13,234,462.84	51.74
Other Taxes on Specific Business or Occupations:				
Beano Licenses	3,020.06	.01	3,299.07	.01
Use Fuel Licenses	50.00	—	60.00	—
Motor Trucks Application Fees	75,081.50	.28	66,020.00	.26
Outdoor Advertising Permits	22,146.60	.08	19,063.00	.07
Motor Carrier Fuel Tax (Net)	18,767.79	.07	23,244.28	.09
	\$119,065.95	.44	\$111,686.35	.43
Motor Vehicle Registrations and Drivers' Licenses:				
Registrations, Drivers' Licenses and Operators' Examination Fees . . .	\$6,915,326.21	25.77	\$6,663,192.18	26.05
Other Taxes	71,764.93	.26	38,097.18	.15
Fines, Forfeits and Penalties	78,137.02	.29	36,352.99	.14
Revenue from Use of Money and Property	44,028.00	.17	(321.89)	—
	\$7,109,256.16	26.49	\$6,737,320.46	26.34

HIGHWAY FUND
 COMPARATIVE STATEMENT OF REVENUES—Continued
 Years Ended June 30

	1952	%	1951	%
Revenue from Other Agencies:				
From Federal Government.....	3,102,445.25	11.57	\$3,386,147.04	13.24
From Cities, Towns and Counties.....	2,018,124.52	7.52	1,655,765.20	6.48
Other.....	2,000.00	—	12,500.00	.05
Service Charges for Current Services.....	367,890.52	1.37	370,042.44	1.45
	\$5,490,460.29	20.46	\$5,424,454.68	21.22
Contributions and Transfers from Other State Funds:				
From General Fund.....	\$85,857.00	.33	\$68,842.00	.27
Sales and Compensation for Loss of Properties.....	560.00	—	880.00	—
	86,417.00	.33	69,722.00	.27
Total Revenues.....	\$26,832,990.67	100%	\$25,580,205.74	100%

HIGHWAY FUND
BALANCE SHEET

June 30

	1952	1951		1952	1951
		Assets		Liabilities	
Cash.....	\$2,530,006.86	\$2,597,734.29	Accounts Payable.....	\$38,504.03	\$143,782.69
Short Term U. S. Securities ..	4,005,624.55	3,497,834.93	Federal Trust Fund.....	—	500,000.00
Federal Trust Fund Deposit..	—	500,000.00	Other Current Liabilities.....	295,786.00	17,876.51
			Total Current Liabilities	\$334,290.03	\$661,659.20
Accounts Receivable:			Bonds Payable (Contra).....	\$4,074,500.00	\$5,193,500.00
Tax Accounts.....	2,047.66	829.98			
Other.....	1,084,972.53	328,928.38	Total Liabilities.....	\$4,408,790.03	\$5,855,159.20
	1,087,020.19	329,758.36			
Less Reserve for Losses....	972.50	1,383.08	Reserves and Surplus		
Net Accounts Receivable...	1,086,047.69	328,375.28	Reserve:		
Due From Other Funds.....	1,215,000.00	1,260,000.00	For Authorized Expenditures	\$5,242,253.13	\$3,920,519.05
Working Capital Advanced			For Working Capital Ad-		
to Other Funds.....	782,500.00	607,500.00	vances.....	782,500.00	607,500.00
Other Assets.....	3,124.10	3,635.01	For Augusta Toll Bridge....	1,140,000.00	1,185,000.00
Enc. Future Tax Revenue to			For Adv. Deer Isle-Sedg-		
Retired Bonded Indebted-			wick Bridge.....	75,000.00	—
ness (Contra).....	4,074,500.00	5,193,500.00	Total.....	\$7,239,753.13	\$5,713,019.05
Total Assets.....	\$13,696,803.20	\$13,988,579.51	Surplus Account:		
			General Highway Fund.....	2,048,260.04	2,420,401.26
			Total Reserves and Surplus	\$9,288,013.17	\$8,133,420.31
			Total Liabilities, Reserves		
			and Surplus.....	\$13,696,803.20	\$13,988,579.51

TOLL BRIDGES
 COMPARATIVE STATEMENT OF REVENUES AND EXPENDITURES
 Years Ended June 30

	Waldo-Hancock		Deer Isle-Sedgwick		Augusta Toll	
	1952	1951	1952	1951	1952	1951
Revenues:						
Tolls Collected	\$94,686.95	\$88,320.65	\$52,073.05	\$50,599.45	\$107,425.80	\$100,004.40
Other Revenues	1,249.91	5,247.15	100.00	—	—	—
Total Revenues	\$95,936.86	\$93,567.80	\$52,173.05	\$50,599.45	\$107,425.80	\$100,004.40
Expenditures:						
Operating Expenditures:						
Personal Services	\$27,057.37	\$15,728.42	\$12,028.10	\$11,211.82	\$33,357.38	\$31,356.54
Other Expenses	14,547.67	9,983.40	1,038.68	1,723.91	8,209.90	6,010.47
Total Operating Expenditures	\$41,605.04	\$25,711.82	\$13,066.78	\$12,935.73	\$41,567.28	\$37,367.01
Net Available for Principal and Interest	54,331.82	67,855.98	39,106.27	37,663.72	65,858.52	62,637.29
Interest Maturities	2,047.50	3,150.00	14,200.00	14,820.00	17,587.50	29,102.70
Bonds Matured or Called	225,000.00	45,000.00	16,000.00	15,000.00	—	—
Total Requirements	\$227,047.50	\$48,150.00	\$30,200.00	\$29,820.00	\$17,587.50	\$29,102.70
Net to Surplus	(172,715.68)	19,705.98	8,906.27	7,843.72	48,271.02	33,534.69
Surplus at Beginning of Year	266,072.26	246,366.28	(331.45)	(8,175.17)	9,150.33	27,615.64
Adjustment of Prior Year's Transactions—	—	—	—	—	(.96)	—
Retirement of Debt	—	—	—	—	(45,000.00)	(52,000.00)
Surplus at End of Year	\$93,356.58	\$266,072.26	\$8,574.82	(\$331.45)	\$12,420.39	\$9,150.33

TOLL BRIDGES
BALANCE SHEET
June 30, 1952

	Waldo- Hancock	Deer Isle- Sedgwick	Kennebec (Carlton)	Augusta Toll
Assets				
Cash	\$93,094.93	\$83,574.82	\$139,621.66	\$12,420.39
Accounts Receivable	261.65	—	—	—
Investments	—	—	28,000.00	—
Amount Due from M.C.R.R. 1952-1972 ...	—	—	1,165,915.24	—
Bonded Debt	180,000.00	—	—	—
Due Highway Fund ..	—	—	—	1,140,000.00
Total Assets	\$273,356.58	\$83,574.82	\$1,333,536.90	\$1,152,420.39
Liabilities				
Due to Other Funds	—	\$75,000.00	—	\$1,140,000.00
Other Current Liabilities ..	—	—	\$1,000.00	—
Bonds Payable	\$180,000.00	—	\$1,300,000.00	—
Total Liabilities	\$180,000.00	\$75,000.00	\$1,301,000.00	\$1,140,000.00
Reserves and Surplus				
Surplus Account: Unappropriated Surplus	\$93,356.58	\$8,574.82	\$32,536.90	\$12,420.39
Total Liabilities, Reserves and Surplus	\$273,356.58	\$83,574.82	\$1,333,536.90	\$1,152,420.39

WORKING CAPITAL FUNDS
HIGHWAY GARAGE
COMPARATIVE STATEMENT OF OPERATIONS
Years Ending June 30

	1952	1951
Rental of Equipment:		
Highway Department	\$1,159,908.68	\$909,870.58
Other State Departments	1,760.72	56.08
Within Department	35,855.62	40,469.48
Others	206,700.06	199,427.33
Total Rentals	\$1,404,225.08	\$1,149,823.47
Autos and Working Equipment Expense:		
Personal Services	\$167,147.40	\$144,571.72
Travel Expense	71.65	93.17
Miscellaneous Auto Expense	32,209.02	33,796.31
Gasoline, Oil and Grease	186,661.54	157,068.27
Repairs, Parts and Supplies	453,921.78	389,919.31
Fuel Oil	10,583.49	8,455.20
Insurance	8,386.73	7,849.20
Rent of Buildings and Offices	896.50	1,162.83
Other Expense	1,153.51	2,249.04
Depreciation	219,712.51	206,862.33
Total Autos and Working Equipment Expense	\$1,080,744.13	\$952,027.38
Net Income from Equipment	\$323,480.95	\$197,796.09
General Overhead Expense:		
Personal Services	\$43,480.34	\$32,773.86
Heat, Light, Power and Water	10,262.99	6,682.34
Insurance	7,209.05	5,913.69
Repairs to Buildings and Grounds	7,359.35	6,664.25
Travel Expense	2,521.36	2,525.58
Miscellaneous Auto Expense	1,274.47	1,377.27
Caretaker and Messenger Service	8,455.12	9,910.43
General Operating Expense	1,080.10	1,676.25
Cleaning and Watching	21,309.58	21,581.48
Depreciation on Buildings and Furniture and Fixtures	21,008.67	20,578.33
Miscellaneous Supplies and Expense	4,526.20	13,585.69
Telephone and Telegraph	2,439.28	2,056.22
Repairs to Equipment	12,055.79	9,904.39
Total General Overhead Expense	\$142,982.30	\$135,229.78
Net Profit from Operations	\$180,498.65	\$62,566.31
Other Income:		
Profit or Loss on Sale of Capital Assets	\$19,307.18	\$5,381.52
Net Stockroom Overhead Over-absorbed	2,831.42	1,776.42
Net Shop Overhead Over-absorbed	7,943.23	(19,883.90)
Miscellaneous Income	2,523.44	3,023.72
Total Other Income	\$32,605.27	(9,702.24)
Net Profit Transferred to Surplus	213,103.92	52,864.07
Unappropriated Surplus at beginning of Year	326,590.10	273,726.03
Adjustment of Prior Years Transactions	327.69	—
Unappropriated Surplus at end of Year	\$540,021.71	\$326,590.10

WORKING CAPITAL FUNDS
Balance Sheet, June 30, 1952
HIGHWAY GARAGE

Assets	
Cash	\$322,161.72
Accounts Receivable	19,227.08
Less Reserve for Loss	15.25
	19,211.83
Net Accounts Receivable	19,211.83
Due from Other Funds	26,324.89
Inventories	347,638.71
Plant and Equipment	3,418,664.04
Less Reserve for Depreciation	1,756,666.35
	1,661,997.69
Net Plant and Equipment	1,661,997.69
Other Assets	—
	\$2,377,334.84
Total Assets	
Liabilities	
Accounts Payable	\$92,112.92
Due Other Funds	200.21
Other Current Liabilities	—
	\$92,313.13
Total Liabilities	
Reserves and Surplus	
Working Capital Advances:	
From General Fund	—
From Highway Fund	745,000.00
Donated Surplus	1,000,000.00
Surplus Accounts:	
Unappropriated Surplus	540,021.71
	\$2,377,334.84
Total Liabilities, Reserves and Surplus	
\$2,377,334.84	

OF EACH DOLLAR RECEIVED BY THE HIGHWAY DEPARTMENT DURING 1952.....



FIFTY TWO CENTS WAS PROCURED FROM THE GAS TAX.



TWENTY SIX CENTS WAS PROCURED FROM MOTOR VEHICLE FEES.



TWENTY CENTS WAS PROCURED FROM FEDERAL, COUNTIES, TOWNS & CITIES.



ONE CENT WAS PROCURED FROM OTHER TAXES.



A HALF CENT WAS PROCURED FROM MISCELLANEOUS INCOME.



A HALF CENT WAS PROCURED FROM THE STATE GENERAL FUND.

INCOME

Source	Amount	Percent
Gas Tax.....	\$14,024,408.76	52.27
Motor Vehicle Fees.....	6,915,326.21	25.77
Federal, Counties, Towns and Cities.....	5,490,460.29	20.46
State General Fund.....	85,857.00	0.33
Miscellaneous Income.....	122,725.02	0.46
Other Taxes.....	194,213.39	0.71
	\$26,832,990.67	100.00

OF EACH DOLLAR SPENT BY THE HIGHWAY DEPARTMENT DURING THE YEAR 1952...



THIRTY NINE CENTS WENT FOR HIGHWAY CONSTRUCTION.



THIRTY EIGHT CENTS WENT FOR MAINTENANCE & BETTERMENT.



FIVE CENTS WENT FOR BOND RETIREMENT & INTEREST.



FIVE CENTS WENT FOR BRIDGE CONSTRUCTION.



FOUR CENTS WENT FOR MISCELLANEOUS.



FOUR CENTS WENT FOR PROTECTION.



THREE CENTS WENT FOR ADMINISTRATION.



TWO CENTS WENT FOR BRIDGE MAINTENANCE.

EXPENDITURES

Purpose	Amount	Percent
Protection.....	\$936,936.34	3.66
Highway construction.....	9,980,043.34	38.88
Highway maintenance and betterment.....	9,752,647.52	38.00
Bridge construction.....	1,251,781.42	4.88
Bridge maintenance.....	400,971.40	1.56
Miscellaneous.....	1,143,042.58	4.45
Administration.....	896,378.08	3.49
Bond retirement and interest.....	1,304,078.50	5.08
	\$25,665,879.18	100.00

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

Year Ended June 30, 1952

	Carried Balance July 1, 1951	Legislative Appropriation	Commission	Revenues	Transfers	Total Available	Expenditures	Unexpended Balance June 30, 1952	
								Lapsed	Carried
General Administration:									
Highway Administration	\$17,763.70	\$457,903.00	\$15,000.00	\$1,450.21	—	\$492,116.91	\$484,697.19	\$3,404.83	\$4,014.89
Highway Planning Survey	17,101.69	—	—	54,621.31	\$85,500.00	157,223.00	115,654.35	—	41,568.65
Topographic Mapping	—	10,000.00	—	—	(10,900.00)	—	—	—	—
Sec. of State—Motor Vehicle Div.	16,810.67	352,195.00	15,000.00	25,913.80	—	409,919.47	401,511.37	1,375.78	7,032.32
Maint. Motor Vehicle Div. Bldg.	—	11,330.00	800.00	—	—	12,130.00	10,169.52	794.88	1,165.60
Total General Administration	\$51,676.06	\$831,428.00	\$30,800.00	\$81,985.32	\$75,500.00	\$1,071,389.38	\$1,012,032.43	\$5,575.49	\$53,781.45
Protection of Persons and Property:									
State Police	\$12,167.02	\$848,338.00	—	\$92,506.73	(\$5,711.43)	\$947,300.32	\$924,528.64	\$7,937.52	\$14,834.16
Maint. State Police Headquarters	—	8,409.00	\$1,000.00	—	—	9,409.00	7,016.87	1,366.13	1,026.00
Highway Safety	—	10,000.00	—	—	—	10,000.00	5,390.83	4,609.17	—
Public Utilities Commission— Regulation Motor Truck Carriers	51,284.80	—	—	81,739.49	—	133,024.29	56,494.29	—	76,530.00
Total Protection of Persons and Prop.	\$63,451.82	\$866,747.00	\$1,000.00	\$174,246.22	(\$5,711.43)	\$1,099,733.61	\$993,430.63	\$13,912.82	\$92,390.16
Highways and Bridges:									
Contingent Account	—	\$150,000.00	\$140,000.00	—	—	\$290,000.00	\$56,786.32	\$126,087.44	\$107,126.24
Improvement State & State Aid Highways	\$406,326.35	\$1,230,000.00	—	\$1,389,955.78	\$246,086.90	\$3,272,369.03	\$2,783,081.04	—	489,287.99
Secondary Reconstruction	15,502.70	—	—	—	—	15,502.70	5,739.74	—	9,762.96
Special Resolves	109,238.01	303,355.00	171.49	—	(87,457.33)	325,307.18	124,684.24	—	200,622.94
Bangor-Brewer Bridge	—	—	60,000.00	—	—	60,000.00	20,938.31	—	39,061.69
Portland Fore River Bridge	—	—	250,000.00	—	—	250,000.00	223,514.94	—	26,485.06
Prelim. Engineering on Bond Funds	—	—	275,000.00	—	—	275,000.00	118,509.28	—	156,490.72
Maintenance of Bridges	128,589.39	450,000.00	—	4,901.81	—	583,491.20	400,971.40	—	182,519.80
Construction Picnic Areas	25,000.00	—	—	—	—	25,000.00	7,489.40	—	17,510.60
Maint. State & State Aid Highways	232,734.00	6,500,000.00	—	6,592.94	2,952.88	6,742,279.82	5,936,752.62	—	805,527.20
Receivable—Suspense Account	48,506.19	—	—	390,057.40	—	438,563.59	392,764.63	—	45,798.96
Traffic Services	—	150,000.00	—	—	—	150,000.00	138,947.73	85.49	10,966.78
Betterment State & State Aid Highways	124,270.82	1,000,000.00	—	2,000.00	(207,881.63)	918,389.19	870,563.01	—	47,826.18
Town Road Improvement Fund	106,884.53	500,000.00	—	572.60	(10,304.49)	597,152.64	455,583.71	—	141,568.93
Compensation for Injuries	11,886.82	50,000.00	7,000.00	—	—	68,886.82	68,121.47	765.35	—
Removal of Snow from Highways	3,613.25	2,250,000.00	600,000.00	117,383.50	—	2,970,996.75	2,945,331.89	24,384.90	1,279.96
Post War Surveys	3,632.45	—	—	4,649.99	—	8,282.44	1,397.58	—	6,884.86

HIGHWAY FUND
SUMMARY OF APPROPRIATION ACCOUNTS SHOWING DETAIL OF AMOUNTS AVAILABLE,
EXPENDITURES AND DISPOSITION OF BALANCES—Continued
Year Ended June 30, 1952

	Carried Balance July 1, 1951	Legislative Appropriation	Commission	Revenues	Transfers	Total Available	Expenditures	Unexpended Balance June 30, 1952	
								Lapsed	Carried
Federal Secondary Roads.....	587,522.88	—	—	1,315,117.71	1,618,285.00	3,520,925.59	2,940,920.30	—	580,005.29
Federal Grade Crossings.....	69,278.74	—	—	23,616.00	—	92,894.74	37,111.92	—	55,782.82
Bridge Loan Fund.....	1,042,187.61	600,000.00	—	503,463.84	26,603.66	2,172,255.11	990,801.13	—	1,181,453.98
Old Town Indian Island Bridge.....	16,527.04	—	—	—	—	16,527.04	16,527.04	—	—
Highway Loan Fund.....	768,216.27	3,700,000.00	—	1,669,727.50	(1,673,785.00)	4,464,158.77	3,492,884.82	—	971,273.95
Grade Crossing Prot. S. & S.A. Highways	18,975.31	20,000.00	—	—	—	38,975.31	20,130.71	—	18,844.60
Total Highways and Bridges.....	\$3,718,892.36	\$16,903,355.00	\$1,332,171.49	\$5,428,039.07	(\$85,500.00)	\$27,296,957.92	\$22,049,553.23	\$151,323.18	\$5,096,081.51
Interest on Bonded Indebtedness.....	—	\$225,079.00	—	—	—	\$225,079.00	\$185,078.50	\$40,000.50	—
Contributions & Transfers to Other Funds:									
General Fund.....	—	\$104,219.00	\$6,700.00	—	\$15,711.43	\$126,630.43	\$122,383.30	\$4,247.13	—
Other Special Revenue Funds.....	—	5,170.00	—	—	—	5,170.00	4,522.77	647.23	—
Trust and Agency Funds.....	—	197,865.00	—	—	—	197,865.00	179,878.32	17,986.68	—
Total Con. & Trans. to Other Funds...	—	\$307,254.00	\$6,700.00	—	\$15,711.43	\$329,665.43	\$306,784.39	\$22,881.04	—
Debt Retirement.....	—	\$1,119,000.00	—	—	—	\$1,119,000.00	\$1,119,000.00	—	—
Totals.....	\$3,834,020.24	\$20,252,863.00	\$1,370,671.49	\$5,684,270.61	—	\$31,141,825.34	\$25,665,879.18	\$233,693.03	\$5,242,253.13