

# MAINE STATE LEGISLATURE

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MAINE PUBLIC DOCUMENTS

1952 - 1954

(in four volumes)

VOLUME II



REPORT  
*of the*  
MAINE  
STATE HIGHWAY  
COMMISSION

1953



# FORTIETH ANNUAL REPORT



JULY 1, 1952—JUNE 30, 1953

**STATE HIGHWAY  
COMMISSION**

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COMMISSIONERS

LLOYD B. MORTON  
CHAIRMAN

HARLEY D. WELCH

HAROLD B. EMERY

LUCIUS D. BARROWS  
CIVIL ENGINEER  
TELEPHONE NO. 1-4011



State Highway Commission  
State of Maine  
Augusta

To His Excellency the Governor  
and the Honorable Council:

We have the honor to present the fortieth report  
of the State Highway Commission, for the period  
July 1, 1952, to June 30, 1953.

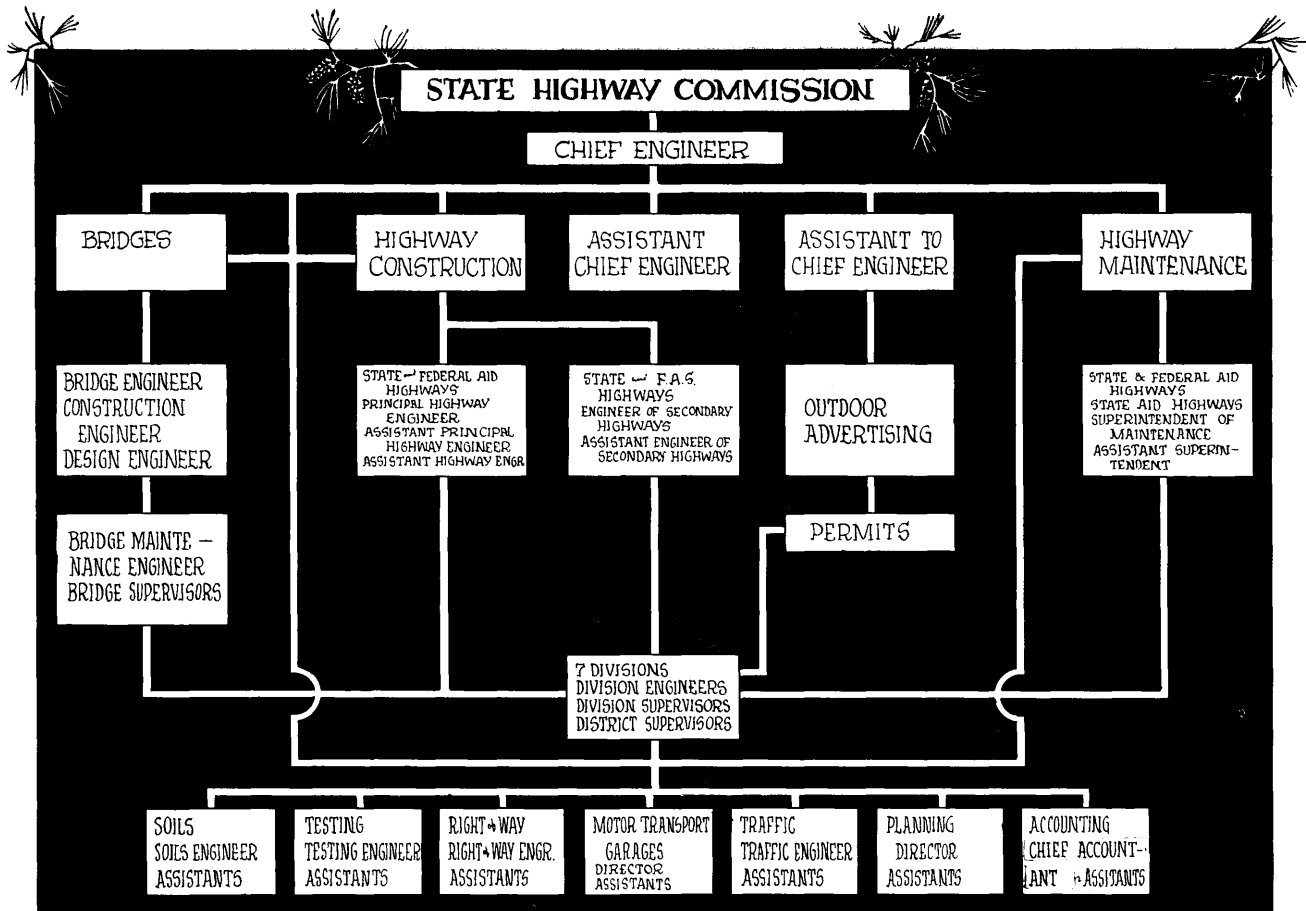
Respectfully submitted,

*Lloyd B. Morton*  
Chairman

*Harley D. Welch*

*Harold B. Emery*

Augusta, Maine  
November 25, 1953



**ADMINISTRATIVE OFFICERS OF THE  
STATE HIGHWAY COMMISSION**

STATE HIGHWAY COMMISSION

|                                  |            |
|----------------------------------|------------|
| LLOYD B. MORTON, <i>Chairman</i> | 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>Acting 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>        |
| RUSSELL W. CARTER     | <i>Chief Accountant</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>               |

# FORTIETH 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:

| Years             | Federal Aid<br>Primary | Federal Aid<br>Urban | Federal Aid<br>Secondary | Federal Aid<br>Interstate | Totals       |
|-------------------|------------------------|----------------------|--------------------------|---------------------------|--------------|
| Under 1944 Act    |                        |                      |                          |                           |              |
| For Fiscal Years: |                        |                      |                          |                           |              |
| 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 & 1949   | 5,300,000    |
| Chapter 190, P. & S., 1947, Sec. 1, Art. I, 2—1948 & 1949 | 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, 1951-52               | 3,700,000    |
| Chapter 220, P. & S., 1951, Sec. 1, 1952-53               | 3,900,000    |
| Chapter 159, P. & S., 1953, Sec. 1, 1953-54               | 4,670,000    |
| Chapter 159, P. & S., 1953, Sec. 1, 1954-55               | 5,000,000    |
| Bond Sales  | 27,000,000   |
|   | <hr/>        |
| Total Authorized State Matching Funds                     | \$59,718,000 |
| Estimated Total Federal Funds                             | 34,624,592   |
|   | <hr/>        |
| Excess of State Funds                                     | \$25,093,408 |

# GENERAL HIGHWAY FUND

## Income and Expenditures

Income to the General Highway Fund was \$28,737,766.84 as compared with the total expenditures of \$33,632,914.17, resulting in expenditures exceeding revenues in the amount of \$4,895,147.33.

The above income figure does not include the proceeds from the sale of bonds, sold during the year to finance the highway accelerated program in the amount of \$27,000,000.00. This was the first year of construction under the program and is reflected in the total expenditure figure. The unused portion of the bond money will be noted in the balance carried forward to the 1953-1954 fiscal year.

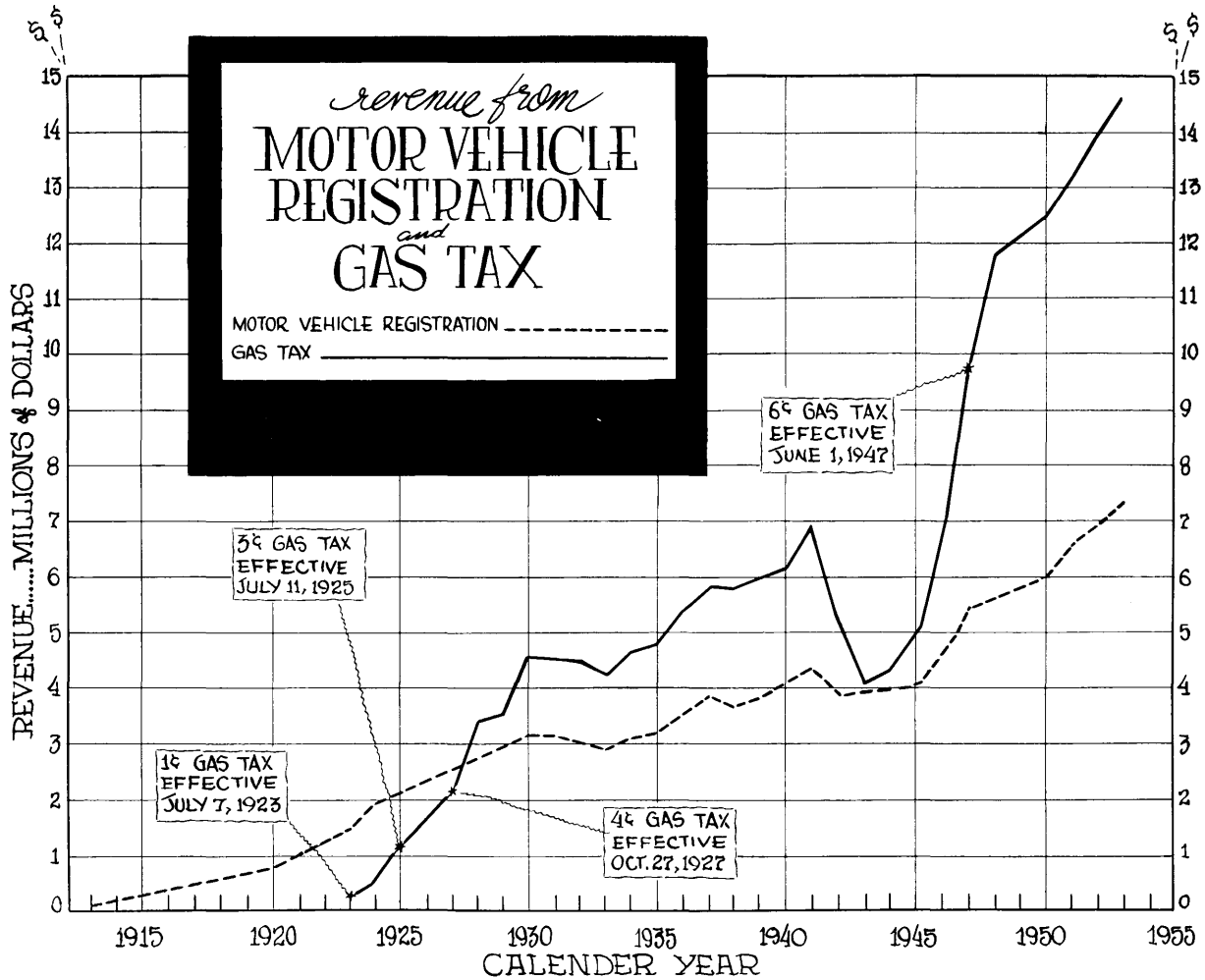
Revenues for the 1953 fiscal year were \$1,904,776.17 over the previous year. The increase (approximate) was derived from such sources as gasoline tax revenues of \$810,000, motor vehicle registration fees of \$302,000, federal government revenues of \$1,075,000, while revenues from cities and towns show a decrease of approximately \$316,000, due to towns' shares for state aid and bridge construction.

Expenditures for the fiscal year 1953 show an increase of approximately \$7,900,000. This appears to be an excessive increase, but we should bear in mind that our increase in highway construction of \$7,380,000 over the previous year is the major factor in this increase, with highway maintenance \$396,000 and contributions to other state agencies \$124,000.

The legislative apportionment amounted to \$20,157,181 for the fiscal year. During the year, transfers from surplus which were authorized by the highway commission with the approval of the governor and council, were made in the amount of \$1,412,018.75. To this were added the balance carried forward from the 1952 fiscal year in the amount of \$5,242,253.13, plus the dedicated revenues of \$6,470,349.79 and the sale of bonds in the amount of \$27,000,000.00, making a total available for expenditure of \$60,281,802.67. Expenditures amounting to \$33,632,914.17 and the balances lapsed to surplus of \$385,789.31 deducted from the total available, leaves a balance carried forward to the 1953-1954 fiscal year of \$26,263,099.19.

The unappropriated surplus account balance as of July 1, 1952, was \$2,048,260.04 plus adjustments affecting previous years' transactions and current year credits, less charges made against the account, leaving a balance at the end of the year of \$3,360,200.93, which is an increase of \$1,311,940.89.

An analysis of this account is shown in the financial section of this report.



The following statement shows the amounts of the apportionments made from the general highway fund for the fiscal year, July 1, 1952 to June 30, 1953:

ALLOCATION OF THE GENERAL HIGHWAY FUND

For the fiscal year ending June 30, 1953

| ITEMS  | AMOUNTS   |            |
|--|-----------|------------|
| Bond Interest .....  | \$        | 147,100    |
| Bond Retirement .....  |           | 944,000    |
| Fore River Bridge, Portland and South Portland, bond interest .....                                  |           | 110,000    |
| <b>Highways and Bridges</b>  |           |            |
| General Administration, State Highway Commission .....   | \$        | 457,011    |
| 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) ..... | 3,900,000 |            |
| 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 .....        | 150,000   |            |
| 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    |            |
| Contingent expenses .....  | 150,000   | 17,417,011 |
| <b>Protection of Persons and Property</b>  |           |            |
| <b>State Police</b>  |           |            |
| General administration .....   | 861,921   |            |
| Maintenance of State Police headquarters building .....  | 8,543     | 870,464    |
| <b>Secretary of State</b>  |           |            |
| Motor Vehicle Division, general administration .....   | 351,945   |            |
| Maintenance, motor vehicle registration building .....   | 11,330    | 363,275    |
| <b>Contributions and Transfers to Other Funds</b>  |           |            |
| <b>To General Fund:</b>  |           |            |
| Accounting Services .....  | \$ 51,700 |            |
| Auditing Services .....  | 4,180     |            |
| Purchasing Services .....  | 2,212     |            |
| Legal Services .....   | 3,905     |            |
| Bureau of Taxation, administration of gasoline and use fuel taxes .....                              | 43,258    | 105,255    |
| <b>To Other Special Revenue Funds:</b>   |           |            |
| Auditing Services .....  | 5,170     |            |



|   |              |         |                 |
|---|--------------|---------|-----------------|
| To Trust Funds:   |              |         |                 |
| Employees' Retirement System—pension  | 188,906      |         |                 |
| Employees' Retirement System—expense  | 6,000        | 194,906 | 305,331         |
|   |              | <hr/>   | <hr/>           |
| Total legislative allocations .....   |              |         | \$20,157,181    |
| For Extra Administrative Costs Not Anticipated in the Budget of Any Department or Agency Receiving Allocations from the |              |         |                 |
| General Highway Fund  |              |         |                 |
| Administration .....  | \$ 65,000.00 |         |                 |
| Contingent Account .....  | 1,200.00     |         |                 |
| Planning Survey .....   | 24,500.00    |         |                 |
| Secretary of State .....  | 62,700.00    |         |                 |
| State Police .....  | 90,219.00    |         |                 |
| State Police Building .....   | 3,617.00     |         |                 |
| Flood Damage Repair .....   | 250,000.00   |         |                 |
| Maintenance State and State Aid .....   | 500,000.00   |         |                 |
| Compensation for Injuries .....   | 6,500.00     |         |                 |
| Snow Removal .....  | 300,000.00   |         |                 |
| Bridge Construction .....   | 100,000.00   |         |                 |
| Contributions and Transfers .....   | 8,282.75     |         |                 |
|   |              | <hr/>   | <hr/>           |
| GRAND TOTAL .....   |              |         | \$ 1,412,018.75 |
|   |              |         | <hr/>           |
|   |              |         | \$21,569,199.75 |

# HIGHWAY AND BRIDGE BONDS

During the fiscal year ending June 30, 1953, the sum of \$944,000 was paid to retire highway and bridge bonds, and the sum of \$184,620 was required to pay interest. Under Chapter 220, Private and Special Laws of 1951, the amount of \$147,100 was apportioned by the legislature for payment of bond interest.

The legislature also apportioned \$110,000 for interest on Fore River Bridge Bonds (Chapter 220, Private and Special Laws of 1951). The amount of \$52,500 was transferred to the Fore River Bridge Appropriation for payment of interest on the \$7,000,000 bond issue of August 1, 1953, and \$37,520 was transferred, by council order, to the general interest appropriation for payment of interest on the \$4,000,000 accelerated program bond issue of August 1, 1953. The balance of \$19,980 was lapsed into the general highway fund.

Outstanding highway and bridge bonds on June 30, 1953 amounted to \$37,130,500. This includes \$7,000,000 of Fore River Bridge Bonds, which the controller does not include in his report of highway and bridge bonds, but carries as a Public Service Enterprise Liability. We have included these bonds as the greater part will be retired from future revenues of the highway commission, although the Portland Terminal Company will make a substantial contribution.

## Schedule of Retirement and Interest on Bonded Debt Highway and Bridge Bonds

| Fiscal<br>Year<br>Ending<br>June 30 | Old<br>Issues      | Interest         | Prog.<br>Issues<br>Aug. 1,<br>1952 | Interest         | Prog.<br>Issues<br>Apr. 1,<br>1953 | Interest           | Fore<br>River<br>Aug. 1,<br>1952 | Interest           |
|-------------------------------------|--------------------|------------------|------------------------------------|------------------|------------------------------------|--------------------|----------------------------------|--------------------|
| 1954                                | \$719,000          | \$113,840        | —                                  | \$75,000         | \$1,000,000                        | \$407,000          | —                                | \$105,000          |
| 1955                                | 811,500            | 80,230           | —                                  | 75,000           | 1,000,000                          | 392,000            | —                                | 105,000            |
| 1956                                | 500,000            | 54,000           | —                                  | 75,000           | 1,000,000                          | 377,000            | —                                | 105,000            |
| 1957                                | 400,000            | 36,000           | —                                  | 75,000           | 1,000,000                          | 362,000            | —                                | 105,000            |
| 1958                                | 600,000            | 16,000           | —                                  | 75,000           | 2,500,000                          | 347,000            | —                                | 105,000            |
| 1959                                | 100,000            | 2,000            | —                                  | 75,000           | —                                  | 339,500            | —                                | 105,000            |
| 1960                                | —                  | —                | \$2,500,000                        | 51,550           | 1,000,000                          | 309,500            | —                                | 105,000            |
| 1961                                | —                  | —                | 1,590,000                          | 14,035           | 2,500,000                          | 204,500            | —                                | 105,000            |
| 1962                                | —                  | —                | —                                  | —                | 2,500,000                          | 247,000            | —                                | 105,000            |
| 1963                                | —                  | —                | —                                  | —                | 2,500,000                          | 199,500            | —                                | 105,000            |
| 1964                                | —                  | —                | —                                  | —                | 3,000,000                          | 152,000            | —                                | 105,000            |
| 1965                                | —                  | —                | —                                  | —                | 2,500,000                          | 95,000             | —                                | 105,000            |
| 1966                                | —                  | —                | —                                  | —                | 2,000,000                          | 47,500             | \$1,000,000                      | 97,500             |
| 1967                                | —                  | —                | —                                  | —                | 500,000                            | 9,500              | 3,000,000                        | 67,500             |
| 1968                                | —                  | —                | —                                  | —                | —                                  | —                  | 3,000,000                        | 22,500             |
|                                     | <b>\$3,130,500</b> | <b>\$302,070</b> | <b>\$4,000,000</b>                 | <b>\$515,605</b> | <b>\$23,000,000</b>                | <b>\$3,549,000</b> | <b>\$7,000,000</b>               | <b>\$1,447,500</b> |

**Combined Schedule**

| Year<br>Ending<br>June 30 | Total<br>Debt<br>Service | Bond<br>Maturities | Interest<br>Maturities |
|---------------------------|--------------------------|--------------------|------------------------|
| 1954                      | \$2,419,840.00           | \$1,719,000.00     | \$700,840.00           |
| 1955                      | 2,463,730.00             | 1,811,500.00       | 652,230.00             |
| 1956                      | 2,111,000.00             | 1,500,000.00       | 611,000.00             |
| 1957                      | 1,978,000.00             | 1,400,000.00       | 578,000.00             |
| 1958                      | 3,643,000.00             | 3,100,000.00       | 543,000.00             |
| 1959                      | 591,500.00               | 100,000.00         | 491,500.00             |
| 1960                      | 3,966,035.00             | 3,500,000.00       | 466,050.00             |
| 1961                      | 4,413,555.00             | 4,000,000.00       | 413,555.00             |
| 1962                      | 2,852,000.00             | 2,500,000.00       | 352,000.00             |
| 1963                      | 2,804,500.00             | 2,500,000.00       | 304,500.00             |
| 1964                      | 3,257,000.00             | 3,000,000.00       | 257,000.00             |
| 1965                      | 2,700,000.00             | 2,500,000.00       | 200,000.00             |
| 1966                      | 3,145,000.00             | 3,000,000.00       | 145,000.00             |
| 1967                      | 3,577,000.00             | 3,500,000.00       | 77,000.00              |
| 1968                      | 3,022,500.00             | 3,000,000.00       | 22,500.00              |
| Total                     | \$42,944,660.00          | \$37,130,500.00    | \$5,814,175.00         |

This schedule includes \$7,000,000 of Fore River Bridge Bonds, part of which will be retired from funds received from the Portland Terminal Company.

**TOLL BRIDGES**  
**BONDED DEBT AND INTEREST MATURITIES**  
**JUNE 30, 1953**

| Year<br>Ending<br>June 30 | Kennebec (Carlton) |                        | Waldo-Hancock      |                        | Bangor-Brewer      |                        | Deer Isle-Sedgwick* |                        |
|---------------------------|--------------------|------------------------|--------------------|------------------------|--------------------|------------------------|---------------------|------------------------|
|                           | Bond<br>Maturities | Interest<br>Maturities | Bond<br>Maturities | Interest<br>Maturities | Bond<br>Maturities | Interest<br>Maturities | Bond<br>Maturities  | Interest<br>Maturities |
| 1954                      | 80,000             | 17,775                 | ---                | 630                    | ---                | 45,750                 | 16,000              | 12,920                 |
| 1955                      | 30,000             | 16,613                 | ---                | 630                    | ---                | 45,750                 | 18,000              | 12,240                 |
| 1956                      | 30,000             | 16,200                 | ---                | 630                    | 50,000             | 45,000                 | 18,000              | 11,520                 |
| 1957                      | 35,000             | 15,787                 | ---                | 630                    | 50,000             | 43,500                 | 18,000              | 10,800                 |
| 1958                      | 35,000             | 15,306                 | ---                | 630                    | 50,000             | 42,000                 | 20,000              | 10,040                 |
| 1959                      | 85,000             | 14,825                 | ---                | 630                    | 50,000             | 40,500                 | 20,000              | 9,240                  |
| 1960                      | 90,000             | 13,594                 | 45,000             | 315                    | 50,000             | 39,000                 | 22,000              | 8,400                  |
| 1961                      | 40,000             | 12,294                 | ---                | ---                    | 50,000             | 37,500                 | 22,000              | 7,520                  |
| 1962                      | 40,000             | 11,744                 | ---                | ---                    | 50,000             | 36,375                 | 23,000              | 6,620                  |
| 1963                      | 90,000             | 11,194                 | ---                | ---                    | 50,000             | 35,025                 | 24,000              | 5,680                  |
| 1964                      | 45,000             | 9,894                  | ---                | ---                    | 50,000             | 34,875                 | 24,000              | 4,720                  |
| 1965                      | 70,000             | 9,275                  | ---                | ---                    | 50,000             | 34,125                 | 26,000              | 3,720                  |
| 1966                      | 50,000             | 8,250                  | ---                | ---                    | 50,000             | 33,375                 | 26,000              | 2,680                  |
| 1967                      | 100,000            | 7,500                  | ---                | ---                    | 50,000             | 32,025                 | 27,000              | 1,620                  |
| 1968                      | 50,000             | 6,000                  | ---                | ---                    | 50,000             | 31,875                 | 27,000              | 540                    |
| 1969                      | 50,000             | 5,250                  | ---                | ---                    | 50,000             | 31,125                 | ---                 | ---                    |
| 1970                      | 100,000            | 4,500                  | ---                | ---                    | 50,000             | 30,375                 | ---                 | ---                    |
| 1971                      | 50,000             | 3,000                  | ---                | ---                    | 50,000             | 29,625                 | ---                 | ---                    |
| 1972                      | 100,000            | 2,250                  | ---                | ---                    | 50,000             | 28,875                 | ---                 | ---                    |
| 1973                      | 50,000             | 750                    | ---                | ---                    | 50,000             | 28,125                 | ---                 | ---                    |
| 1974                      | ---                | ---                    | ---                | ---                    | 50,000             | 27,375                 | ---                 | ---                    |
| 1975                      | ---                | ---                    | ---                | ---                    | 50,000             | 26,625                 | ---                 | ---                    |
| 1976                      | ---                | ---                    | ---                | ---                    | 50,000             | 25,812                 | ---                 | ---                    |
| 1977                      | ---                | ---                    | ---                | ---                    | 50,000             | 24,938                 | ---                 | ---                    |
| 1978                      | ---                | ---                    | ---                | ---                    | 50,000             | 24,062                 | ---                 | ---                    |
| 1979                      | ---                | ---                    | ---                | ---                    | 50,000             | 23,188                 | ---                 | ---                    |
| 1980                      | ---                | ---                    | ---                | ---                    | 50,000             | 22,312                 | ---                 | ---                    |
| 1981                      | ---                | ---                    | ---                | ---                    | 50,000             | 21,438                 | ---                 | ---                    |
| 1982                      | ---                | ---                    | ---                | ---                    | 50,000             | 20,562                 | ---                 | ---                    |
| 1983                      | ---                | ---                    | ---                | ---                    | 50,000             | 19,688                 | ---                 | ---                    |
| 1984                      | ---                | ---                    | ---                | ---                    | 50,000             | 18,812                 | ---                 | ---                    |
| 1985                      | ---                | ---                    | ---                | ---                    | 50,000             | 17,938                 | ---                 | ---                    |
| 1986                      | ---                | ---                    | ---                | ---                    | 50,000             | 17,062                 | ---                 | ---                    |
| 1987                      | ---                | ---                    | ---                | ---                    | 50,000             | 16,188                 | ---                 | ---                    |
| 1988                      | ---                | ---                    | ---                | ---                    | 50,000             | 15,312                 | ---                 | ---                    |
| 1989                      | ---                | ---                    | ---                | ---                    | 50,000             | 14,438                 | ---                 | ---                    |
| 1990                      | ---                | ---                    | ---                | ---                    | 50,000             | 13,562                 | ---                 | ---                    |
| 1991                      | ---                | ---                    | ---                | ---                    | 50,000             | 12,688                 | ---                 | ---                    |
| 1992                      | ---                | ---                    | ---                | ---                    | 50,000             | 11,812                 | ---                 | ---                    |
| 1993                      | ---                | ---                    | ---                | ---                    | 50,000             | 10,938                 | ---                 | ---                    |
| 1994                      | ---                | ---                    | ---                | ---                    | 50,000             | 10,062                 | ---                 | ---                    |
| 1995                      | ---                | ---                    | ---                | ---                    | 50,000             | 9,188                  | ---                 | ---                    |
| 1996                      | ---                | ---                    | ---                | ---                    | 50,000             | 8,312                  | ---                 | ---                    |
| 1997                      | ---                | ---                    | ---                | ---                    | 50,000             | 7,438                  | ---                 | ---                    |
| 1998                      | ---                | ---                    | ---                | ---                    | 50,000             | 6,562                  | ---                 | ---                    |
| 1999                      | ---                | ---                    | ---                | ---                    | 50,000             | 5,688                  | ---                 | ---                    |
| 2000                      | ---                | ---                    | ---                | ---                    | 50,000             | 4,812                  | ---                 | ---                    |
| 2001                      | ---                | ---                    | ---                | ---                    | 50,000             | 3,938                  | ---                 | ---                    |
| 2002                      | ---                | ---                    | ---                | ---                    | 50,000             | 3,062                  | ---                 | ---                    |
| 2003                      | ---                | ---                    | ---                | ---                    | 50,000             | 2,188                  | ---                 | ---                    |
| 2004                      | ---                | ---                    | ---                | ---                    | 50,000             | 1,312                  | ---                 | ---                    |
| 2005                      | ---                | ---                    | ---                | ---                    | 50,000             | 438                    | ---                 | ---                    |
|                           | 1,220,000(A)       | 202,001                | 90,000(B)          | 4,095                  | 2,500,000(C)       | 1,173,750              | 331,000             | 108,260                |

\* Contingent Liability only.

- (A) \$800,000 callable on any interest date after December 1, 1951; \$420,000 callable ten years from date of Issue.
- (B) Callable September 1, 1951.
- (C) Callable twenty-five years from date of Issue.

There were new bond issues during the year, of \$27,000,000 for the accelerated program: \$7,000,000 for the Fore River Bridge and \$2,500,000 for the Bangor-Brewer Bridge. The retirement and interest schedules are included in the above tables.

# HIGHWAY SYSTEMS

The classification of public highways in Maine as of March 1, 1953 was as follows:

| Classification                                | Miles  |
|---|--------|
| State Highways .....                          | 3,166  |
| State Aid Highways .....                      | 7,951  |
| Third Class Highways .....                    | 440    |
| Fourth Class Highways (Town Roads) .....      | 10,297 |
| Miscellaneous state reservation roads .....   | 28     |
| Miscellaneous federal reservation roads ..... | 100    |
|   | 21,982 |

## Regular Federal Aid System

The designated regular federal-aid highway system includes 1627.10 miles and is included in the State Highway system with the exception of 3.91 miles.

## Federal Aid Secondary System

The federal aid secondary highway system includes 2258.47 miles of which 1098.39 miles are included in the State Highway system, and 1160.08 miles are included in the State's secondary highway system.

## Improved and Unimproved Mileage

As of March 1, 1953, the mileage of improved and unimproved highways on the various State systems was as follows:

| Classification             | Improved<br>Mileage | Unimproved<br>Mileage |
|----------------------------|---------------------|-----------------------|
| State highways .....       | 3,147               | 19                    |
| State Aid highways .....   | 6,751               | 1,200                 |
| Third class highways ..... | 180                 | 260                   |
|                            | 10,078              | 1,479                 |

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 administration was \$457,011 for the fiscal year 1953 (Chapter 220, Private and Special Laws of 1951). During the year, an additional \$65,000 was transferred from surplus. Other income from sale of specifications, maps, blue-printing, etc., amounted to \$3,124.78. A balance of \$4,014.89 was brought forward from previous fiscal year, making a total available of \$529,150.67.

Expenditures in the Augusta office amounted to \$405,875.66 and those in the seven divisions amounted to \$117,972.57, making a total of \$523,848.23. Of the balance of \$5,302.44 the amount of \$2,390.50 was lapsed, \$802.52 transferred to surplus, leaving a carrying balance on June 30, 1953 of \$2,109.42.

# **STATE HIGHWAY DIVISION**

## **State and Federal Highway Construction**

### **Federal Primary and Urban Systems**

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The following are brief descriptions of State, Federal-aid Primary and Urban projects on which work has been carried on during the fiscal year ending June 30, 1953.

#### **Androscoggin County**

##### **STATE HIGHWAY "121"**

AUBURN - MINOT, STATE PROJECT NO. 953. This work begins at Poland - Minot Town Line extending to Garfield Road in Auburn, a distance of 1.22 miles in Minot and 2.23 miles in Auburn. Work consists of resurfacing the old bituminous macadam with a bituminous gravel laid with the State Highway Department travelling mixer plant. This work started on June 17, 1953 and was about 25% completed on June 30, 1953.

#### **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 33 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. The work was started and completed in 1952.

MACWAHOC - MOLUNKUS, STATE PROJECT NO. 962. This work begins at Molunkus Stream Bridge in Macwahoc extending south 4.06 miles to Penobscot County line and 3.10 miles in Mattawamkeag, and consists of grading and base and widening from 20 to 24 feet by State Forces, preparatory to placing a bituminous concrete surface in 1953. Work started on June 15, 1953 and was 6% completed on June 30, 1953.

MACWAHOC, STATE PROJECT NO. 999. This work begins at the junction with State Highway "K-3" and extends southerly to Molunkus Stream. Length of project, 0.50 miles. Work was done in connection with work on

State Highway "K-8" in Reed, Township 1, Range 4, and Macwahoc to which reference is made for further description.

FORT KENT, STATE PROJECT No. 963. This work starts at the Fort Kent compact line and extends easterly 7.00 miles. The project consists of ditching and adding new gravel base preparatory to placing a new high type surface during 1954. Work started on June 1, 1953 by State Forces and was about 4% completed on June 30, 1953.

#### STATE HIGHWAY "K-1"

MARS HILL - WESTFIELD, STATE PROJECT No. 981. This work consists of widening the old road from 18 to 24 feet by State Forces, preparatory to resurfacing with a bituminous concrete pavement in 1953. Work started at the end of the Federal-aid Project No. F-050-1(1) in Westfield, extending south 2.00 miles in Westfield and 2.50 miles in Mars Hill to Mars Hill Village about 4.5 miles. Work started about October 1, 1952 and was about 23% completed on June 30, 1953.

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 project was started in 1951 and was 80% completed on June 30, 1953.

#### STATE HIGHWAY "K-8"

MILITARY ROAD, STATE PROJECT No. 999, REED, 1 RANGE 4, MACWAHOC. This work begins at the Reed, Glenwood Town Line, extending southerly 5.34 miles in Reed, 2.52 miles in Township 1, Range 4 and 4.20 miles on State Highway "K-8" in Macwahoc to State Highway "K". This work consists of placing a 3 inch thick, 20 foot wide bituminous concrete surface by contract to Warren Bros. Roads Co. of Cambridge, Mass. and Fairfield, Maine at a cost of \$202,230.18. Work started on July 25, 1952 and was finished on September 15, 1952. Shoulders were placed by State Forces after the surface was completed at an additional cost of \$52,964.57.

LINNEUS, HODGDON, AND HOULTON, STATE PROJECT No. 995. This project is in two sections: the first section begins 5.218 miles northerly of the A R 2-Linneus town line and extends northerly 5,250 feet; the second section begins 400 feet southerly of the Hodgdon-Houlton town line and extends northerly to Project DA-WR 15. Total length of the project is 3.85 miles of which 0.99 miles is in Linneus, 0.08 miles is in Hodgdon, and 2.78 miles is in Houlton. Type of surface, 3 inch bituminous macadam on a 5 inch crushed stone base. Width of surface, 24 feet with 4 foot



shoulders. Contractor, J. R. Cianchette of Pittsfield, Maine. This work was started in 1952 and was 52% completed on June 30, 1953.

#### STATE HIGHWAY "N"

HOULTON, HODGDON, AND CARY, STATE PROJECT No. 973. This work is being done by State Forces beginning at the Houlton Compact Line, extending southerly, 1.15 miles in Houlton, 6.86 miles in Hodgdon, and 1.99 miles in Cary, and consists of reconstruction preparatory to resurfacing in 1954 with a high type pavement. This work started about June 1, 1953 and was about 12% completed on June 30, 1953.

#### ACCESS ROAD TO LIMESTONE BASE

CARIBOL 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 extending to the Air Base. Length of project, 10.73 miles of which 7.42 miles is in Caribou and 3.31 miles is in Limestone. Of the Caribou section 5.62 miles is on State Highway "K-28" and 1.80 miles is on State Aid Road No. 12. Of the Limestone section 0.72 miles is on State Highway "K-27" and 2.59 miles is on State Highway "K-28". 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 80% completed on June 30, 1953.

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 whole length of Project AD-1 10.79 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 completed in 1952. This project includes a three span reinforced concrete bridge having a total length of 66 feet, 3 inches.

## STATE HIGHWAY "C"

PORTLAND, FEDERAL-AID PROJECTS UI-01-1(3) AND UGI-01-1(4). Project No. UI-01-1(3) begins near Tukeys Bridge and extends easterly nearly to the Marine Hospital. The work consists of a restricted access four lane divided highway with a railroad overpass of the Canadian National Railway and five highway overpasses. The length of Project



Bridgton, U. S. Route No. 302

UI-01-1(3) is 0.695 miles and of Project UGI-01-1(4) is 0.037 miles. Project UI-01-1(3) includes approaches to Washington Ave., Tukeys Bridge and Baxter Boulevard. The roadway consists of two lanes each 24 feet wide with an 11 foot shoulder on the outside separated by a 4 foot median strip. The pavement is 3 inch bituminous concrete on a 5 inch crushed stone base. The shoulders have a 3 inch bituminous macadam surface 10 feet wide. These projects were designed and the construction is being supervised by Thomas Worcester, Inc. of Boston, Mass. The contractor for the work is Gil Wyner Co., Inc. of Malden, Mass. The work was started in 1953 and was 10% completed on June 30, 1953.

YARMOUTH - FREEPORT, FEDERAL-AID PROJECT NO. FI-01-1(6). This project begins at the east end of the Royal River Bridge and extends easterly to a point east of the "Desert of Maine" road. The road consists

of the reconstruction of the existing road between the junction of routes U. S. 1 and 88 in Yarmouth and the junction of the road through Freeport Village with the Freeport by-pass together with the construction of a road on new location. These roads provide for divided traffic, the east-bound traffic using the existing road and west-bound traffic using the new location. The new location has restricted access from a point west of Cousins River to its connection with the Freeport by-pass. Total length of the project is 4.43 miles of which 1.68 miles is in Yarmouth and 2.75 miles is in Freeport. Type of surface, bituminous concrete on the present road and Portland Cement Concrete on the new location, except that 2,750 feet at the westerly end and 2,900 feet at Cousins River has a 3 inch bituminous concrete surface on a 5 inch penetrated crushed stone base. The present 20 foot concrete highway is widened 4½ feet with a 5 inch penetrated crushed stone base and is paved for the full 24 foot width with a 2 inch bituminous concrete surface. Where the grade is changed at Cousins River and at the connection with the Freeport by-pass a 3 inch bituminous concrete pavement is placed over a 5 inch crushed stone base 25 feet wide. The Portland Cement Concrete pavement has a thickness of 8 inches and is not reinforced. The project includes wrecking the existing bridge over the West Branch of Cousins River, widening the bridge over the East Branch and constructing a new bridge on the new location over the East Branch. The work is being done by W. H. Hinman, Inc. of North Anson, Maine under the supervision of Thomas Worcester, Inc. of Boston, Mass. The project was started in 1953 and was 12% completed on June 30, 1953.

## **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 miles 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 completed in 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 98% completed on June 30, 1953.

## **Hancock County**

### **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. The bituminous concrete pavement was placed by the Lane Construction Corporation of Meriden, Conn. This work was started and completed in 1952.

## **Kennebec County**

### **STATE HIGHWAY "Q"**

GARDINER - RICHMOND, FEDERAL-AID PROJECT NO. FI-01-2(1). This project is located partly in Richmond, Sagadahoc County. The total length of the project is 9.90 miles of which 5.15 miles is in Gardiner, and 4.75 miles is in Richmond. The project begins at the end of Federal-aid Project No. 1-B in Richmond and extends northerly to the concrete pavement in Gardiner. Part of this project is on new location. Type of surface, 2 inch bituminous concrete on a 6 inch penetrated crushed stone base. Width of surface, 24 feet with 10 foot shoulders. An extra truck lane is provided on steep grades. Contractor, The Bridge Construction Corporation of Augusta, Maine. This work was started in 1952 and was 54% completed on June 30, 1953.

### **STATE HIGHWAY "W"**

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 completed in 1952.

## **Knox County**

### **STATE HIGHWAY "D"**

ROCKLAND, FEDERAL-AID PROJECTS NOS. U-026-1(3) AND U-026-2(2). Project No. 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 bituminous 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. These projects were started and completed in 1952.

THOMASTON, STATE PROJECT NO. 972. This work started at the Rockland town line, extending to the Portland Cement Pavement 1.95 miles and consists of resurfacing the old bituminous macadam pavement with the State Highway Department travelling mixer plant. This work started on June 3, 1953 and was 75% completed on June 30, 1953.



Damariscotta-Newcastle, U. S. Route No. 1

## Lincoln County

### STATE HIGHWAY "D"

NEWCASTLE - 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. This work was started in 1952 and completed in 1953.

## Oxford County

### STATE HIGHWAY "O"

CANTON - 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 miles is in Peru. Type of surface, 3 inch bituminous macadam. Width of surface, 22 feet with 5'-6" shoulders. Contractor, A. P. Wyman, Inc. of Waterville, Maine. This work was started and completed in 1952.

GILEAD, STATE PROJECT NO. 961. This work begins at the New Hampshire State line and extends easterly about 8.00 miles. This work consists of grading and base preparatory to placing a higher type pavement. Work was started on May 22, 1953 by State Forces and was about 15% done on June 30, 1953.

### STATE HIGHWAY "O-1"

RUMFORD, FEDERAL-AID PROJECT NO. U-022-1(1) AND STATE PROJECT NO. 975. These projects were let under one contract to W. H. Hinman, Inc. of North Anson, Maine. The State Project begins at the end of Project WPSS 302 at Smith's Crossing and extends to the beginning of the Federal-aid Project opposite the Rumford-Mexico bridge. The Federal-aid Project begins at this point and extends to Bridge Street near Canal Street.

The length of the Federal-aid Project is 0.52 miles which includes a three span steel girder bridge over the canal having an overall length of 266 feet.

The length of the State Project is 1.53 miles, making the total length of the contract, including the bridge, 2.10 miles.

The width of the Federal-aid Project is 26 feet with a granite curb on the left and an 8 foot shoulder on the right. The width of surface of the State Project is 24 to 32 feet with 8 foot shoulders. The bridge has a concrete deck with a bituminous concrete surface. The contract was awarded as a bituminous macadam surface on a penetrated crushed stone base, but was later changed to a 2 inch bituminous concrete surface using gravel aggregate on a 4 inch bituminous concrete base.

These projects were started in 1953 and were 1% completed on June 30, 1953.

#### STATE HIGHWAY "S"

WOODSTOCK, STATE PROJECT No. 964. This project begins at the end of Project N.R.H. 93-B and extends through Bryants Pond Village to Federal-aid Project No. 93-H(1). Length of project, 0.64 miles. Width of project, 24 feet with 6 and 8 foot surface treated gravel shoulders and 36 feet between curb and sidewalk. Type of surface, bituminous macadam. Contractor, Raymond F. Sargent of Ellsworth, Maine, and Owen M. Taylor of Hallowell, Maine. This work was started in 1953 and was 6% completed on June 30, 1953.

### Penobscot County

#### STATE HIGHWAY "I"

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 project was started and completed in 1952.

#### STATE HIGHWAY "J"

CORINNA AND DEXTER, STATE PROJECT No. 994. This project consists of two sections: the first section in Corinna begins at the Town Memorial and extends northerly partly over new location; the second section in Dexter begins 140 feet south of Bridges Brook and extends northerly mostly over new location to a point 187 feet south of the existing concrete pavement with an approach to that pavement. Type of surface, 3 inch bituminous macadam. Width, 24 feet with 4 foot shoulders, except in Corinna Village where the width varies from 32 feet to 52 feet. Length of project, 3.49 miles of which 2.57 miles is in Corinna and 0.92 miles is in Dexter. Contractor, Farrin Bros. and Smith of Brighton, Maine. This work was started in 1953 and was 9% completed on June 30, 1953.

#### STATE HIGHWAY "K"

PASSADUMKEAG - 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 miles 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, Pittsfield, Maine. This work was started in 1952 and was 90% completed on June 30, 1953.

OLD TOWN - MILFORD, STATE PROJECT NO. 987. This work consists of a 2 inch bituminous concrete pavement over the old Portland Cement pavement beginning at the end of the 1951 Betterment Project in Old Town, extending northerly about 0.30 miles in Old Town and 0.91 miles in Milford to Federal-aid Project No. 138-A. Through the compact portion of Milford work by State Forces consisted of widening each side of the pavement to a total width of 24 feet. The contract for pavement was awarded to Lane Construction Corporation of Meriden, Conn. on June 25, 1952. Work was started on July 8, 1952 and completed on July 15, 1952 at a cost of \$20,759.05. The pavement varied in width from 30 ft. across the bridges in Old Town to 24 ft. wide in Milford Compact and 20 ft. from Compact to end of project. Preparatory work of widening and placing new shoulders after the pavement was completed by State Forces required \$2,004.04 in addition to the pavement cost.

MATTAWAMKEAG, STATE PROJECT NO. 962. In connection with the work in Macwahoc and Molunkus, 3.10 miles was constructed in Mattawamkeag. This work consists of grading and base and widening from 20 to 24 feet by State Forces preparatory to placing bituminous concrete surface in 1953. The work started in June 1953 and was 6% completed on June 30, 1953.

#### STATE HIGHWAY "X"

BANGOR - GLENBURN, STATE PROJECT NO. 982. This project begins about 2.20 miles northwest of the junction of State Street and Broadway in Bangor, extending northwesterly 3.94 miles in Bangor and 0.06 miles in Glenburn. Work started on October 7, 1952 by State Forces and consists of drainage improvement and widening to increase the width of pavement from 18 to 24 feet as far as the Kenduskeag Stream Bridge preparatory to placing a bituminous concrete pavement in 1953. From the Kenduskeag Stream Bridge to end of Project, 0.71 miles, a relocation survey was made and a contract was awarded on June 3, 1953 to G. E. Goding & Son of Lincoln, Maine for grading and base of this section. Work started



on June 22, 1953 and on June 30, 1953 the entire project was about 20% completed.

## **Sagadahoc County**

### **STATE HIGHWAY "Q"**

RICHMOND - GARDINER, FEDERAL-AID PROJECT No. FI-01-2(1). This project is located partly in Gardiner, Kennebec County. The total length of the project is 9.90 miles of which 5.15 miles is in Gardiner and 4.75 miles is in Richmond. The project begins at the end of Federal-aid Project No. 1-B in Richmond and extends northerly to the concrete pavement in Gardiner. Part of this project is on new location. Type of surface, 2 inch bituminous concrete on a 6 inch penetrated crushed stone base. Width of surface, 24 feet with 10 foot shoulders. An extra truck lane is provided on steep grades. Contractor, The Bridge Construction Corporation of Augusta, Maine. This work was started in 1952 and was 54% completed on June 30, 1953.

## **Somerset County**

### **STATE HIGHWAY "H"**

BINGHAM, MOSCOW, CARATUNK, STATE PROJECT No. 989. This project begins at the Austin Stream Bridge in Bingham and extends northwesterly 0.40 miles in Bingham, 8.70 miles in Moscow, and 4.3 miles in Caratunk. Work was started in May 1952 and consists of grading, base, and drainage preparatory to placing a bituminous concrete surface course in 1953. Work was about 75% completed on June 30, 1953.

### **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, 1.83 miles. Type of surface, 3 inch bituminous macadam. Width of surface, 24 feet with 8 foot shoulders. Contractor, Farrin Bros. & Smith of Brighton, Maine. This work was started in 1951 and completed in 1952.

MADISON - SOLON, STATE PROJECT No. 993. This project begins at the end of Federal-aid Project No. F-033-1(1) and extends northerly to Route U. S. 201 in Solon Village. Length of project, 7.40 miles of which 2.69 miles is in Madison and 4.71 miles is in Solon. Type of surface, 3 inch bituminous macadam. Width of surface, 24 feet with 4 foot shoulders. This project includes a reinforced concrete bridge over Michael Stream having a 25 foot clear span. Contractor, H. E. Sargent, Inc.

of Stillwater, Maine. This project was started in 1952 and was 84% completed on June 30, 1953.

### 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 and completed in 1952.

## Waldo County

### STATE HIGHWAY "D"

NORTHPORT, STATE PROJECT NO. 992. This project begins 4,800 feet north of the Lincolnville line and extends northerly to Project SN-A-68(3). The work consists of strengthening, widening, and surfacing part of Project NRH-104-E and Projects NRH-104-G(1935), F. A. Project Nos. 104-H, 104-I, 104-B and 68(2). Type of surface, 2 inch bituminous concrete on a 5 inch penetrated crushed stone base. Width of surface, 24 feet with 4 foot shoulders. Length, 6.65 miles. Contractor, H. E. Sargent, Inc. of Stillwater, Maine. This project was started in 1952 and was 35% completed on June 30, 1953.

## Washington County

### STATE HIGHWAY "N"

MILLBRIDGE - CHERRYFIELD, STATE PROJECT NO. 983. This project begins near Route 1-A in Millbridge Village and extends easterly 2.12 miles in Millbridge and 0.38 miles in Cherryfield. Work consists of grading, base, and drainage by State Forces preparatory to surfacing with higher type pavement in 1954. Work was about 70% completed on June 30, 1953.

HARRINGTON - COLUMBIA, STATE PROJECT NO. 990. This project begins 1,500 feet east of the junction of Routes U. S. 1 and U. S. 1-A in Harrington and extends easterly to the Columbia-Columbia Falls town line at the beginning of Federal-aid Project No. 367-B(1). Total length of the project is 3.71 miles of which 1.05 miles is in Harrington and 2.66 miles

is in Columbia. Type of surface, 3 inch bituminous macadam. Width of surface, 24 feet. Shoulders, 3 feet. Contractor, A. P. Wyman, Inc. of Watterville, Maine. This work was started in 1952 and was 42% completed on June 30, 1953.

COLUMBIA FALLS - JONESBORO, STATE PROJECT No. 978. This project begins at the junction of Routes U. S. 1 and 187 in Columbia Falls and extends easterly. Total length of the project is 2.91 miles of which 2.14 miles is in Columbia Falls and 0.77 miles is in Jonesboro. Type of surface, 3 inch bituminous macadam. Width of surface, 24 feet. Shoulders, 4 feet. Contractor, Thomas DiCenzo of Calais, Maine. This work was started in 1953 and was 32% completed on June 30, 1953.

JONESBORO, STATE PROJECT No. 991. This project begins about 2,500 feet west of the Chandler River Bridge and extends easterly mostly on new location. The project was let as a bituminous gravel road but the type of surface was changed during construction to 3 inch bituminous macadam. Length, 1.78 miles. Width of surface, 24 feet. Shoulders, 4 feet. Contractor, Guy R. Allen of Chelsea, Maine. This work was started in 1952 and was 85% completed on June 30, 1953.

CALAIS, FEDERAL-AID PROJECT No. F-044-2(2). This project begins about 600 feet south of Steamboat St. and extends northerly to Federal-aid Project No. U-044-2(1) at North St. 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 4,725 feet, 40 feet for the next 2,225 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 completed in 1952.

WAITE, STATE PROJECT No. 980. This project begins 2.00 miles north of the Indian Township line, extending north about 0.25 miles. Work consists of relocation of a short section to eliminate a sharp curve. Work is being done by State Forces and was about 90% completed on June 30, 1953 and is to be surface treated gravel surface.

#### STATE HIGHWAY "N-5"

EASTPORT, STATE PROJECT No. 985. This project begins at the end of Federal-aid Project No. 115-B at the M.C.R.R. crossing and extends easterly to High St. Length of project, 0.32 miles. Type of surface, 3 inch bituminous macadam. Width of surface, 30 feet. Contractor, Guy R. Allen of Chelsea, Maine. This work was started in 1952 and was 67% completed on June 30, 1953.

## 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 and completed in 1952.

KITTERY, FEDERAL-AID PROJECT NO. AUI-01-1(7). This project consists of widening and surfacing a short section of Federal-aid Project No. 83-A beginning at Government St. The first 675 feet is a divided highway, each roadway having a width of 32 feet separated by a 4 foot median strip. For the balance of the project the pavement width varies from 60 feet to 27 feet. Length of project, 0.26 miles. Type of surface, 2 inch bituminous concrete on a 5 inch bituminous concrete base. This project was constructed in connection with Access Road Project No. AD-2 to which reference is made for further description.

### STATE HIGHWAY "A-3"

KITTERY, ACCESS ROAD PROJECT NO. AD-2. This project begins at State Highway "A" (Route U. S. 1) and extends easterly over new location to the Kittery Naval Base. Length, 0.38 miles. Type of surface, 3 inch bituminous macadam. Width, 40 feet. Projects AUI-01-1(7), AU-100(1), AUG-100(2), and State Project No. 997 are being constructed under the same contract as AD-1 as supplements thereto. Contractor, Northeastern Construction Corp. of Bangor, Me. These projects were started in 1953 and were 44% completed on June 30, 1953.

### STATE HIGHWAY "A-4"

KITTERY, FEDERAL-AID PROJECT NO. AU-100(1). This project begins at the junction of Route 103 and an approach to the Interstate Toll Bridge and extends easterly via Government Street and new location to State Highway "A" (Route U. S. 1) opposite Project AD-2. Length of project, 0.25 miles. Width on Government Street, 32 feet between curbs. Width on new location, 24 feet with 4 foot shoulders. Type of surface, 3 inch bituminous macadam. This project was constructed in connection with Access Road Project No. AD-2 to which reference is made for further description.

KITTERY, FEDERAL-AID PROJECT NO. AUG-100(2). This project is the reconstruction of a bridge over the tracks of the B. & M. Railroad on

Government Street. Length of project, 0.017 miles. This structure has a concrete T-beam deck with a 2 inch bituminous concrete surface. For further description reference is made to Access Road Project No. AD-2.

KITTERY, STATE PROJECT No. 997. This project begins at the approach road to the Interstate Toll Bridge and extends easterly to Federal-aid Project AU-100(1). Length, 0.166 miles. Type of surface, 3 inch bituminous macadam. Width, 32 feet. For further description reference is made to Access Road Project No. AD-2. This project is not on the Federal-aid system.



North Berwick-Wells, Route No. 9

### 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 5.05 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 project was started in 1951 and completed in 1952.

## Summary of State and Federal Aid Projects

### COMPLETED WORK:

Projects completed on the State Highway System during the fiscal year 1953 included 39.42 miles classified as follows:

|                           |             |
|---------------------------|-------------|
| Bituminous Concrete ..... | 19.36 Miles |
| Bituminous Macadam .....  | 20.06 Miles |
| Total .....               | 39.42 Miles |

### INCOMPLETED WORK:

Projects under construction but not completed on June 30, 1953, include 135.26 miles classified as follows:

|                              |              |
|------------------------------|--------------|
| Grading and Base .....       | 48.56 Miles  |
| Surface-treated Gravel ..... | 0.25 Miles   |
| Bituminous Gravel .....      | 13.45 Miles  |
| Cement Concrete .....        | 3.36 Miles   |
| Bituminous Concrete .....    | 19.13 Miles  |
| Bituminous Macadam .....     | 50.51 Miles  |
| Total .....                  | 135.26 Miles |

Details of locations, types of surface, mileage with respect to completed and incompleted work, and expenditures for "Highway Construction—State and Federal" (Highway Loan Fund (9095)); "Federal Primary System—Unmatched" (9093); and "Non Federal State Highways—Unmatched" (9075), will be found under "Statistical Tables."

## Primary Federal-Aid System

### EXPENDITURES FOR CONSTRUCTION:

The total of expenditures on account of construction of state highways, included in the regular federal-aid system was \$5,156,860.88. Of this amount \$164,011.38 was expended for surveys, plans and computations; \$151,896.97 for advertising, construction engineering and inspection; \$510,099.62 for right of way and property damage; \$4,331,322.12 for labor and materials; (\$469.21) for nursery roadside improvement which has a credit balance at the close of the year due to project charges.

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

The balance in the account Highway Construction—State and Federal on June 30, 1953 was \$2,603,267.77.

## POST WAR SURVEYS

### Public Law 146, Approved July 13, 1943

#### FEDERAL AND STATE FUNDS

An expenditure of \$5,801.51 was made under the above authorization during the fiscal year 1952-53 for surveys and plans for post war projects.

Following is an itemized statement of expenditures:

|          |         |               |                  |
|----------|---------|---------------|------------------|
| P.W.S. 1 | Item 3  | Rumford       | \$5,311.61       |
| P.W.S. 2 | Item 65 | Ft. Fairfield | 489.90           |
| Total    |         |               | <hr/> \$5,801.51 |

# 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 and reconstruction during the fiscal year of 1952-53, that amount to be taken from the general highway fund.

Applications for State Aid apportionments were received from 526 cities, towns, plantations and townships. Of this number 445 made appropriations for two units in accordance with provisions made in Sections 25 and 29, Chapter 20, Revised Statutes of 1944, as amended; 64 made appropriations for one unit only; 14 made appropriations for various amounts between one and two units, while 3 towns made appropriations for only part of one unit.

The total appropriations by towns for State Aid highway purposes amounted to \$658,756.40, of which \$348,053.90 was raised as the first, or part of the first, unit and \$310,702.50 was additional, not exceeding one extra unit.

The direct State apportionments to towns totalled \$1,125,360.44, being divided as follows: to match their first, or part of the first, unit \$600,077.40; to match the additional town appropriations, \$525,283.04. Also, \$1,500.00 was apportioned to Indian Township by Section 28, Chapter 20, Revised Statutes 1944, as amended. Balance of \$103,139.56 was for engineering and supervision.

In addition to the above apportionments totalling \$1,230,000, transfers to State Aid were made from other accounts as follows: from the Special Resolve account, \$61,308.05; from the Town Road Improvement fund, \$19,907.70; from the Betterment fund, \$170,891.10; from the Maintenance account, \$3,270.21; from Bridge Loan fund, \$2,739.57; (this being the balance remaining of the joint fund from previous transfers to Bridge for construction of Clayton Brook Bridge, Washburn, balance \$1,158.93, and Montsweag Stream Bridge, Wiscasset, balance \$1,580.64) from Proceeds from Sale of Bonds (9096), proj. #120 in Boothbay Harbor, \$2,500.00. Also, \$9,762.96, the balance remaining from Portland's Third Class, was transferred to the State Aid account as per Council Order of February 1953.

Unexpended balances from the previous fiscal year amounted to \$489,287.99. (The State's 1950 apportionment to Twp. 19 E. D. of



\$2,100.00 plus the 1949 balance of \$21.86 was rescinded to the general State Aid fund.) Town funds paid to the State were \$208,866.05; rental of land in Gardiner, \$15.00; payment for land in Dallas Plantation, \$25.00. This makes a total amount of State money available of \$2,198,573.64.

Other town funds entering into the State Aid account are: 1952 town appropriations not paid to State, \$564,974.89; balance of previous town appropriations not paid to State, \$98,583.48. From the 1952 town appropriations not paid to State, \$15,377.73 of towns' share of first units was assumed by Town Road Improvement when the State's apportionment to match these first units was transferred to T. R. I. Town appropriations expended for 1952-53 State Aid roads amounted to \$303,258.17, and to apply toward previous anticipations, \$163,932.09. This leaves a town conditional balance of \$180,990.38 as of June 30, 1953. Also, the various towns spent \$1,641.51 for gravel used on roads where Special Resolve funds were involved; \$169,561.02 town funds not anticipated and town overdrafts amounting to \$459,203.43, which may be anticipated if requested. This makes a total of \$1,097,596.22 town contributions in 1952-53 not paid to the State, that was spent for State Aid purposes.

The total expenditures on account of State Aid construction and reconstruction for the period beginning July 1, 1952 and ending June 30, 1953, amounted to \$2,047,321.87, all of which was expended for labor and materials. \$68,280.92 was spent for general supervision and engineering. Of this total expenditure for labor and materials, \$948,593.67 was from State funds; \$165,064.07 was from town funds paid to the State; \$303,258.17 was from the towns' share of the State Aid joint fund; and \$630,405.96 from additional town funds.

In addition, the sum of \$282,640.70 was reimbursed to towns from State funds for work done in previous years, \$163,932.09 was considered as reimbursement from town funds matched by the State, and \$315.00 from town funds paid to the State.

Transfers to the Maintenance account from State funds amounted to \$1,955.03. Transfers to the Betterment fund, \$5,081.48; transfers to the Town Road Improvement fund from State funds amounted to \$38,739.56, and from town funds paid to the State, \$2,167.00. (This does not include the various towns' matching appropriations of \$15,377.73 assumed by T. R. I. heretofore mentioned.) Transfers to Bridge Loan fund from State funds amounted to \$37,056.58, and from town funds paid to the State \$17,700.64. Transfers to Proceeds from Sale of Bonds fund (9096) from State funds amounted to \$5,250.00, and from town funds paid to the State, \$1,500.00. (These transfers to Proceeds from Sale of Bonds fund

were for project #980 in town of Waite for \$1,350.00 and for project #999, towns of Forkstown and No. 1-R-4 for \$5,400.00.)

Balances remaining at the end of the fiscal year amounted to \$624,229.19. This includes \$61,349.92 town funds paid to the State.

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

Construction of 47.24 miles of gravel road costing \$645,076.01, or an average of \$13,655.29 per mile, not including surface treatment. Surfacing of 25.25 miles of road (work previously based) at a cost of \$46,730.61.

Thus, 72.49 miles of completed road was added to mileage reported in previous years.

In addition 4.64 miles were graded and based at a cost of \$54,020.96, or an average of \$11,642.45 per mile.

By reconstruction, 72.49 miles of gravel road were improved at a cost of \$752,291.55, or \$10,377.87 per mile. This includes 13.45 miles of old Third Class road on the state aid system.

There were 16.64 miles of road surfaced with gravel at a cost of \$22,901.43.

Also, 3.20 miles were reconstructed with bituminous concrete surface costing \$215,694.93.

In addition 5.76 miles were graded and based, costing \$54,092.60. Bituminous surface treatment was applied on 140.42 miles of constructed gravel roads at a cost of \$256,513.78, or an average cost of \$1,826.76 per mile.

The total cost of all the above work was \$2,047,321.87, and in addition \$68,280.92 was spent for engineering and supervision, this latter being approximately 3.34% of the construction cost.

## **THIRD CLASS HIGHWAY RECONSTRUCTION**

### **Final Report**

This is an inactive account now being balanced out. There were no apportionments during the fiscal year.

Available fund on July 1, 1952, consisted of a balance of \$9,762.96, (being an unexpended allotment to the city of Portland).

There was one transfer during the year as follows:

Portland, (Cumberland County) to State Aid Construction \$9,762.96.

This transfer balances out Account #9035, Third Class Reconstruction.

# REPORT OF TOWN ROAD IMPROVEMENT FUND INCLUDING EXPENDITURES

July 1, 1952 to June 30, 1953

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, 1953, 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 1952, 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 9,592.68 miles.

To the \$500,000.00 allotment the sum of \$141,493.27 was added, being the balance from the 1951-52 apportionment, plus \$48.30, error in the previous year, Journal #8032, and \$40,906.56 was transferred from State Aid Construction Account. (The amount of \$27.36 which the state owed Codyville for shovel invoice #12863, deducted in error in 1951, was paid this year.)

From the \$500,000.00 made available by Legislative Appropriation plus the \$4,491.31, (included in the 1951 balance), rescinded balances, \$118,400.00 was allotted to 591 towns at the minimum rate of \$200.00 per town and \$383,707.20 was apportioned to the towns at \$40.00 per mile, being the mileage allotment. This left a balance of \$2,384.11, which was set up for general supervision. To this supervision balance was added \$8,135.17, balance left from 1951-52 supervision account making a total supervision account for 1952-53 of \$10,519.28.

From the above available funds, the State spent \$2,046.05 in 1952-53, for supervision and \$529,559.90 for road work. The towns also contributed \$28,669.75 for road work. These above town contributions consisted of \$15,377.73, to match the State's Share in State Aid transfers, which were assumed by Town Road Improvement Fund, plus \$3,196.77, for gravel and \$10,095.25, over expenditures paid by the towns on roads where State Aid money was used.

Transfers to State Aid amounted to \$19,907.70. A transfer of \$200.00 was made to Special Resolves account to correct error made in coding on

Journal #803, which should have been charged to Town Road Improvement Fund.

The balance in Town Road Improvement Fund account as of June 30, 1953, is \$130,734.48.

## **SPECIAL RESOLVES**

### **AVAILABLE FUNDS**

The unexpended balances from 1951 carried forward to July 1, 1952, amounted to \$138,154.24.

Chapter 135, Resolves of 1951, appropriated the sum of \$150,000.00 for the fiscal year ending June 30, 1953, subdivided into 275 towns for the construction and repair of the roads and bridges. A transfer of \$200.00 was received from Town Road Improvement Fund to adjust error in coding on Journal #803 which should have been charged to Town Road Improvement.

In addition to the above, there was allotted to Island Towns, under the so-called, Registration Refund Acts, \$7,889.25 being 75% of Motor Vehicle registration fees. Listed below are the towns and amounts allotted. Cranberry Isles \$963.75; Swan's Island \$1,117.50; North Haven \$1,895.25; Vinalhaven \$3,303.00; Isle au Haut \$609.75.

The preceding allotments, transfers and additional income, added to the unexpended balances of 1951, made a total fund available of \$296,243.49.

### **EXPENDITURES**

The total expenditures from Special Resolves amounted to \$172,066.03. This figure includes transfers to State Aid totaling \$61,308.06; and to the Bridge Division for \$4,260.33; reimbursements for work previously reported, amounted to \$8,696.52.

The remaining \$97,801.12 was spent directly for road work and, added to this State's expenditure was the Town's expenditure of \$21,998.62, making a total cost of work \$119,799.74. The State's total cost of road work, \$97,801.12, includes \$51.91 for supervision and engineering, and \$97,749.21 for labor and materials.

Work under Special Resolves included 3.32 miles of gravel construction; 26.01 miles of repairs, and 2.92 miles of tar surface treatment.

Unexpended balances in Special Resolves accounts as of June 30, 1953 amount to \$124,177.46.

## FEDERAL AID SECONDARY HIGHWAY PROJECTS

There were 32 projects under construction during the year, with a total length of 96.91 miles. Completed during the year were 17 projects of which 2 had a bituminous concrete surface of 6.36 miles, 2 of bituminous macadam surface of 4.29 miles, and 13 of bituminous gravel surface of 30.68 miles.

Of the above projects 2 were started and completed during the year of 5.65 miles, 14 were started in the previous year of 32.73 miles and 1 was started in 1951 of 2.95 miles; 15 projects were incomplete at the end of the year of 55.58 miles.

The following projects were completed:

|           |                        |            |
|-----------|------------------------|------------|
| S-0146(1) | Arrowsic               | 0.82 miles |
| S-0210(2) | Dixmont                | 3.92 "     |
| S-0306(1) | Lubec                  | 3.21 "     |
| S-0124(1) | Gorham-Little River    | 2.95 "     |
| S-0123(1) | Baldwin                | 4.05 "     |
| S-0298(1) | Cherryfield            | 3.00 "     |
| S-0105(1) | North Berwick          | 2.11 "     |
| S-0110(1) | Sanford-Shapleigh      | 1.34 "     |
| S-0151(1) | Auburn                 | 0.91 "     |
| S-0163(1) | Wiscasset              | 3.30 "     |
| S-0180(1) | Roxbury                | 1.08 "     |
| S-0205(1) | Rockland               | 1.43 "     |
| S-0215(2) | Liberty                | 1.48 "     |
| S-0217(2) | Brooks-Waldo           | 3.93 "     |
| S-0319(2) | Macwahoc               | 3.56 "     |
| S-0210(4) | Dixmont-Troy—Section I | 2.44 "     |
| S-0135(2) | Poland                 | 1.80 "     |

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41.33 miles

The following projects were incomplete:

|           |                             |            |
|-----------|-----------------------------|------------|
| S-0217(2) | Belfast                     | 2.59 miles |
| S-0300(1) | Jonesport                   | 2.41 "     |
| S-0331(1) | Caribou (Bridge Approaches) | 0.55 "     |
| S-0119(2) | Windham-Gorham              | 3.60 "     |
| S-0131(1) | Norway                      | 2.67 "     |
| S-0188(1) | Winthrop                    | 2.08 "     |
| S-0189(1) | Winthrop                    | 1.19 "     |
| S-0193(2) | Waldoboro                   | 2.39 "     |
| S-0210(4) | Dixmont-Troy—Section II     | 4.59 "     |

|           |                             |       |   |
|-----------|-----------------------------|-------|---|
| S-0230(1) | Oakland-Smithfield          | 5.16  | “ |
| S-0237(2) | New Vineyard-New Portland   | 4.74  | “ |
| S-0267(2) | The Forks                   | 5.03  | “ |
| S-0267(4) | Jackman-Parlin Pond         | 4.74  | “ |
| S-0330(2) | Washburn                    | 3.23  | “ |
| S-0338(1) | Caribou-Woodland-New Sweden | 10.61 | “ |

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55.58 miles

Total expenditures for the fiscal year 1953 on account of federal aid secondary highway and bridge projects were \$4,772,807.67 of which amount \$496,587.81 was for engineering and right of way.



Cherryfield, Route No. 182

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 completed on September 25, 1952.

## **Aroostook County**

### **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. Width of surface, 22 feet with 4 foot shoulders. Type of surface, 2-inch bituminous gravel surface course mixed in place.

Contractor, Harold Hornbrook of Madawaska, Maine. The construction began October 10, 1951 and was completed October 2, 1952.

### **STATE HIGHWAY "K-3"**

CARIBOU, (BRIDGE APPROACHES) FEDERAL AID SECONDARY PROJECT NO. S-0331(1), CONTRACT NO. 4. This project begins at U. S. Route No. 1 about 185 feet northerly from Birdseye Ave. and extends easterly across the Aroostook River. Length of project, 0.55 miles. Width of surface, 28 feet with 4 foot shoulders. Type of surface, bituminous macadam.

Contractor, Bridge Construction Corp. of Augusta, Maine. Construction began July 30, 1952 and was 95% completed June 30, 1953.

### **STATE HIGHWAY "K-12"**

WASHBURN, FEDERAL AID SECONDARY PROJECT No. S-0330(2). This project begins at the northerly end of Project No. S-0330(1) and extends northwesterly on state route No. 164 to Washburn. Length of project, 3.23 miles. Width of surface, 20 feet with 4 foot shoulders. Type of surface, 2-inch bituminous gravel surface course, mixed in place.

Contractor, Donald J. McKay of Houlton, Maine. Construction began September 5, 1952 and was 80% completed June 30, 1953.

### **STATE HIGHWAY "K-14"**

CARIBOU-WOODLAND-NEW SWEDEN, FEDERAL AID SECONDARY PROJECT NO. S-0338(1). This project begins 2 miles southeasterly of the Caribou-Woodland town line on State Route 161 and extends northwesterly. Length of project 10.61 miles. Width of surface, 24 feet with 4 foot shoulders. Type of surface, 3 inch bituminous concrete, to be another contract.

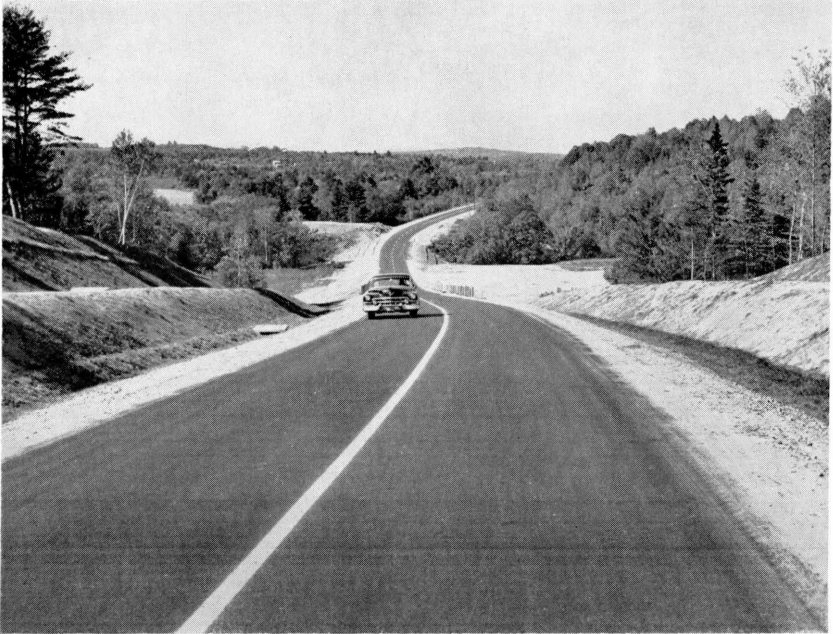
Contractor, Thomas Diczno of Calais, Maine. Construction began September 26, 1952 and was 50% completed June 30, 1953.

## **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 of Gardiner, Maine. Construction began September 17, 1951 and was completed September 11, 1952.



Winthrop-Wayne, Route No. 133

## **Kennebec County**

### **STATE HIGHWAY "134"**

WINTHROP, FEDERAL-AID SECONDARY PROJECT NO. S-0189(1). This project begins at the junction of routes 41 and 133 and extends southerly to route U. S. 202. Length of project, 1.19 miles. Width of surface, 22 feet with 4 foot shoulders. Type of surface, bituminous concrete.



Contractor, W. H. Hinman, Inc. of North Anson, Maine. Construction began September 22, 1952 and was 25% completed June 30, 1953.

## **Knox County**

### STATE HIGHWAY "P"

ROCKLAND, FEDERAL AID SECONDARY PROJECT No. S-0205(1). This project begins at Blackington's Corner and extends westerly to the Rockland-Rockport town line. Length of project, 1.43 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 completed September 18, 1952.

## **Lincoln County**

### STATE HIGHWAY "127"

WISCASSET, FEDERAL AID SECONDARY PROJECT No. S-0163(1). This project begins about 1¾ 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. of Portland, Maine. Construction began October 9, 1951 and was completed November 13, 1952.

## **Oxford County**

### STATE HIGHWAY "17"

ROXBURY, FEDERAL AID SECONDARY PROJECT No. S-0180(1). This project begins about 1¼ 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 of Errol, N. H. The construction began December 4, 1951 and was completed October 4, 1952.

## **Somerset County**

### STATE HIGHWAY "H"

JACKMAN-PARLIN POND, FEDERAL AID SECONDARY PROJECT No. S-0267(4). This project begins 4 miles south of the junction of routes U. S. 201 and State 15 and extends southerly on U. S. 201. Length of pro-

ject, 4.744 miles. Width of surface, 22 feet with 4 foot shoulders. Type of surface, 2-inch bituminous gravel surface course, mixed in place.

Contractor, A. P. Wyman, Inc. of Waterville, Maine. The construction began August 15, 1952 and was 60% completed June 30, 1953.

#### STATE HIGHWAY "H"

THE FORKS, FEDERAL AID SECONDARY PROJECT No. S-0267(2). This project begins at the West Forks-The Forks bridge across the Kennebec River and extends southerly on U. S. Route 201. Length of project, 5.03 miles. Width of surface, 22 feet with 4 foot shoulders. Type of surface 2-inch bituminous gravel surface course, mixed in place.

Contractor, W. H. Hinman, Inc. of No. Anson, Maine. Construction began November 18, 1952 and was 50% completed June 30, 1953.

### Waldo County

#### STATE HIGHWAY "131"

BELFAST, FEDERAL AID SECONDARY PROJECT No. S-0217(2). This project begins at the Waldo-Belfast town line and extends southeasterly on route 137. Length of project, 2.59 miles. Width of surface, 22 feet with 4 foot shoulders. Type of surface, 3-inch bituminous concrete.

Contractor, Lee Brothers of Albion, Maine. Construction began August 27, 1952 and was 90% completed June 30, 1953.

#### 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 course, mixed in place.

Contractor, Lee Brothers of Albion, Maine. The construction began August 16, 1951 and was completed August 20, 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 town 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. of Stillwater, Maine. Construction began December 7, 1951 and was completed August 13, 1952.

## Washington County

### STATE HIGHWAY "N-2"

JONESPORT, FEDERAL AID SECONDARY PROJECT No. S-0300(1). This project begins one mile south of the Addison-Jonesport town line and extends southerly on route 187 to West Jonesport. Length of project, 2.405 miles. Width of surface, 20 feet with 3 foot shoulders. Type of surface, 2-inch bituminous gravel surface course, mixed in place.

Contractor, The Bridge Construction Corp. of Augusta, Maine. Construction started August 14, 1952 and was 95% completed June 30, 1953.

### STATE HIGHWAY "N-4"

LUBEC, FEDERAL AID SECONDARY PROJECT No. S-0306(1). This project begins 3 miles east of the Lubec-Trescott town line and extends easterly, on route 189 to Water Street in Lubec. Length of project 3.21 miles. Width of surface, 22 feet with 4 foot shoulders. Type of surface, 2-inch bituminous gravel surface course, mixed in place.

Contractor, Thomas Dizenzo of Calais, Maine. Construction began August 9, 1952 and was completed October 30, 1952.

## York County

### STATE HIGHWAY "214"

NORTH BERWICK, FEDERAL AID SECONDARY PROJECT No. S-0105(1). This project begins about 0.2 miles north of the South Berwick-North Berwick town line and extends northerly. Length of project, 2.106 miles. Width of surface, 22 feet with 4 foot shoulders. Type of surface, 2-inch bituminous gravel surface course, mixed in place.

Contractor, Landers & Griffin, Inc. of Portsmouth, N. H. Construction started December 3, 1951 and was completed September 18, 1952.

### STATE HIGHWAY "A-2"

SANFORD-SHAPLEIGH, FEDERAL AID SECONDARY PROJECT No. S-0110(1). This project begins about 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 of Gardiner, Maine. Construction began May 14, 1952 and was completed November 1, 1952.

Details of expenditures for "Federal Aid Secondary" (9087) and "Federal Secondary System—Unmatched" (9084) may be found under "Statistical Tables."

## STATE SECONDARY PROJECTS

The following are brief descriptions of State projects on State Highways on which work has been carried on during the fiscal year ending June 30, 1953.

### Androscoggin County

#### STATE HIGHWAY "126"

LEWISTON-SABATTUS, STATE PROJECT No. 118. This project begins at the end of F.A.S. Project No. S-0153(1), being 250 feet east of the Lewiston-Webster town line, and extends westerly 2.1 miles on State Route 126. Length of project, 2.1 miles, width of surface, 24 feet with 4 foot shoulders. Type of surface, 3 inch bituminous concrete. Stage construction by State forces, surface by Warren Bros. Road Co., Fairfield, Maine. Construction began September 13, 1952 and was 50% completed June 30, 1953.

### Aroostook County

#### STATE HIGHWAY "K"

SILVER RIDGE-SHERMAN, STATE PROJECT No. 126. This project begins at the end of F.A.S. Project No. S-107(5) and extends northerly on Route 2, to Woodbridge Corner. Length of project, 6.85 miles. Width of surface, 20 feet with 4 foot shoulders. Type of surface, 2 inch bituminous gravel surface, mixed in place. This project is being constructed by force account and was 10% completed June 30, 1953.

### Hancock County

#### STATE HIGHWAY "M2"

MT. DESERT, STATE PROJECT No. 114. This project begins 500 feet from the junction of routes 102 and 198 and extends southerly 3.04 miles on route 198. Length of project, 3.04 miles. Width of surface, 20 feet with 4 foot shoulders. Type of surface, 2 inch bituminous gravel surface, mixed in place. Contractor, Thomas Diczno, Calais, Maine. Construction began October 27, 1952 and was completed June 27, 1953.

### Somerset County

#### STATE HIGHWAY "H"

SANDY BAY-DENNISTOWN, STATE PROJECT No. 109. This project begins 1/3 mile north of the Bald Mt'n.-Sandy Bay town line, on U. S. Route 201, and extends southerly on new location. Length of project, 4.70 miles. Clearing of right-of-way by State forces in advance of actual construction was the purpose of this project. Work began February 22, 1952 and was 100% completed June 30, 1953.

## STATE HIGHWAY "H"

JACKMAN-JOHNSON MT'N.-PARLIN POND, STATE PROJECT No. 124. This project is in two sections, section 1 beginning at the end of F.A.S. Project No. S-378(1) on U. S. Route 201 and extending southerly to F. A. S. Project No. S-0267(4). Section 2 beginning at the end of F. A. S. Project No. S-0267(4), on U. S. Route 201, and extending southerly to F. A. S. Project S-378(2). Length of project, 4.50 miles. Clearing of right-of-way by State forces in advance of actual construction was the purpose of this project. Work began December 26, 1952 and was 100% completed June 30, 1953.

## STATE HIGHWAY "H"

JOHNSON MT'N.-PARLIN POND, STATE PROJECT No. 106. This project begins about 4 miles south of the junction of routes U. S. 201 and State 15 and extends southerly, on U. S. Route 201. Length of project, 4.74 miles. Clearing of right-of-way by State forces in advance of actual construction was the purpose of this project. Work started December 1, 1951, and was 100% completed June 30, 1953.

## York County

### STATE HIGHWAY "A2"

SHAPLEIGH, STATE PROJECT No. 117. This project begins at the end of F. A. S. Project No. S-0110(1) and extends northerly, on route 11. Length of project, 0.32 miles. Width of surface, 22 feet with 4 foot shoulders. Type of surface, 3 inch bituminous macadam. Contractor, Frank Rossi, Gardiner, Maine. Construction began September 1, 1952 and was completed November 1, 1952. This project was in reality an extension of the F. A. S. project.

### STATE HIGHWAY "SOKOKIS TRAIL"

WATERBORO, STATE PROJECT No. 112. This project begins 2.35 miles southerly from No. Waterboro Corner and extends northerly on route 5. Length of project, 2.35 miles. Width of surface, 20 feet with 4 foot shoulders. Type of surface, 2 inch bituminous gravel, mixed in place. This project is being constructed by force account and was 90% complete June 30, 1953.

# DEFENSE ACCESS PROJECT

## Cumberland County

### STATE AID NO. 10

BRUNSWICK, DEFENSE ACCESS ROAD PROJECT NO. RD-3. This project begins at U. S. Route No. 1 at Cooks Corner and extends southerly on new location to State Route No. 24 near Buttermilk Creek. The relocation was made necessary because of expansion of Brunswick Naval Air Station facilities. Length of project, 2.596 miles. Type of surface, 3-inch bituminous concrete. Width of surface, 22 feet with 4 foot shoulders.

Contractor, J. R. Cianchette, Pittsfield, Maine. This work was started May 5, 1952 and was completed November 22, 1952 at a total cost of \$271,583.44 which was paid entirely from Federal funds.

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

# 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.



Maintenance. Operation

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 for the fiscal year ending June 30, 1953. To this amount an additional \$500,000 was transferred by the Commission. The amount of \$805,527.20 was brought forward from the

fiscal year 1952. Miscellaneous revenue of \$2,978.85 and transfers of \$815.18 made the total amount available \$7,807,690.87.

The Highway Maintenance Program for the fiscal year 1953 included 9,662.69 miles classified as follows:

|                                   |                 |
|-----------------------------------|-----------------|
| Improved State Highways .....     | 2,979.76        |
| Improved State Aid Highways ..... | 6,682.93        |
| <b>Total .....</b>                | <b>9,662.69</b> |

The maintained mileage was classified by surface type as follows:

| Type                      | State Highway   | State Aid       | Total           |
|---------------------------|-----------------|-----------------|-----------------|
| Concrete .....            | 94.73           | 7.70            | 102.43          |
| Bituminous Concrete ..... | 260.96          | 27.03           | 287.99          |
| Bituminous Macadam .....  | 426.16          | 48.56           | 474.72          |
| Mixed Bituminous .....    | 272.51          | 50.39           | 322.90          |
| Tar Surface .....         | 1,899.58        | 5,763.33        | 7,662.91        |
| Gravel Surface .....      | 25.82           | 785.92          | 811.74          |
| <b>Total .....</b>        | <b>2,979.76</b> | <b>6,682.93</b> | <b>9,662.69</b> |

The following table shows the maintenance expenditures on State and State Aid Highways by Counties for the fiscal year ending June 30, 1953:

| County              | State Highway         | State Aid             | Total                 |
|---------------------|-----------------------|-----------------------|-----------------------|
| Androscoggin .....  | \$ 62,616.32          | \$ 156,478.65         | \$ 219,094.97         |
| Aroostook .....     | 606,792.72            | 352,157.66            | 958,950.38            |
| Cumberland .....    | 175,841.52            | 360,467.67            | 536,309.19            |
| Franklin .....      | 173,378.20            | 192,551.45            | 365,929.65            |
| Hancock .....       | 135,989.71            | 331,867.61            | 467,857.32            |
| Kennebec .....      | 170,014.74            | 342,846.62            | 512,861.36            |
| Knox .....          | 56,344.48             | 155,219.43            | 211,563.91            |
| Lincoln .....       | 95,390.97             | 195,986.50            | 291,377.47            |
| Oxford .....        | 193,603.74            | 341,326.04            | 534,929.78            |
| Penobscot .....     | 272,082.27            | 544,249.99            | 816,332.26            |
| Piscataquis .....   | 108,749.51            | 130,333.47            | 239,082.98            |
| Sagadahoc .....     | 51,184.39             | 147,120.28            | 198,304.67            |
| Somerset .....      | 162,460.84            | 315,138.44            | 477,599.28            |
| Waldo .....         | 144,741.80            | 263,074.64            | 407,816.44            |
| Washington .....    | 222,254.41            | 383,137.07            | 605,391.48            |
| York .....          | 195,294.85            | 332,276.13            | 527,570.98            |
| <b>Totals .....</b> | <b>\$2,826,740.47</b> | <b>\$4,544,231.65</b> | <b>\$7,370,972.12</b> |

The total expenditure for maintenance was \$7,392,009.41. This includes \$8,585.18 for roads in Baxter State Park, and \$12,452.11 in the suspense account.

The sum of \$415,681.46 was unexpended and was carried forward.

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



## Betterments

The total fund for betterments included \$1,000,000.00 apportioned under chapter 220, Private and Special Laws of 1951, \$22,500.00 from miscellaneous revenues and \$47,826.18 unexpended balance brought forward from the fiscal year ending June 30, 1952.



Wells. Betterment Project, U. S. Route No. 1

During the fiscal year ending June 30, 1953, 52.08 miles were completed; the expenditures on these sections amounting to \$786,850.59. At the end of the fiscal year 9.45 miles were under construction but not completed; the expenditure on these sections amounted to \$21,696.48. Expenditures on work previously reported were \$2,421.23. Expenditures for General Supervision amounted to \$6,568.50. The total of all expenditures amounted to \$817,536.80. Transfers to other funds totalled \$166,309.62. The balance in the betterment fund on June 30, 1953 was \$86,479.76.

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

## Snow Removal

The snow removal program for the winter of 1952-53 included 15,305.83 miles of accepted snow removal routes. This mileage included 2,937.67 miles on State Highways; 6,458.52 miles on State Aid Highways; and 5,909.64 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 ending June 30, 1953 (Chapter 220, Private and Special Laws of 1951) was \$2,250,000.00. An additional \$300,000.00 was transferred to this account by the Commission. Other revenue amounted to \$116,970.40. The amount of \$1,279.96 was brought forward from the fiscal year ending June 30, 1952, making the total amount available \$2,668,250.36.



Sanding Operation

The total expenditure for snow removal, including sanding, on all classes of highways was \$3,452,966.06 of which \$2,494,621.65 was paid from State funds and \$958,344.41 was paid from town funds. The average cost per mile, including sanding, for all classes of highways was \$225.60.

The cost of snow removal on State Highways, including sanding, was \$1,915,984.03, of which \$1,799,013.63 was paid from State funds, and \$116,970.40 was paid from town funds. The average cost per mile was \$652.21.

The cost of snow removal on State Aid, Third Class, and Town Roads, including sanding, was \$1,536,982.03, of which \$695,608.02 was paid from State funds and \$841,374.01 was paid from town funds. The average cost per mile was \$124.27. On June 30, 1953 there remained a balance of \$56,658.31, which was carried.

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

# BRIDGE DIVISION

## Bridge Construction

During the fiscal year 1952-53 there were placed under construction fifty-nine state bridge projects, one federal-aid bridge project, and twenty bridges were included in federal-aid and state highway projects, two of which were at railroad crossings.

The following state bridge projects were financed from the bond issue which includes provision for work on the federal-aid secondary system on state-aid highways:

Belfast—Kelly Bridge  
Belfast—Mason's Bridge  
Dayton—Goodwins Mills Bridge  
Dayton-Hollis—Clarks Mills Bridge  
Limerick—Sokokis Lake Bridge  
Lisbon—Frazier Bridge  
Mt. Desert—Stanley Brook Bridge

All other state bridge projects were financed from the appropriation known as the bridge construction fund. The balance on July 1, 1952 was \$1,181,453.98, and the legislative apportionment was \$600,000.00. Net receipts from counties and towns were \$388,514.51, there were net transfers from other funds, principally state aid and special resolves, of \$56,277.98 and sales of material amounted to \$894.92. A forfeited proposal guarantee of \$500.00 was credited, and there was a transfer of \$100,000.00 from the general highway fund toward the cost of construction of St. John River Bridge in Allagash Plantation. The plantation will reimburse the general highway fund for half of this amount, paying \$5,000.00 per year for ten years after completion of the bridge.

From this fund, expenditures for engineering, advertising and inspection were \$199,735.91, for labor and material, principally payments to contractors \$1,024,827.39, and for right of way \$124.26. The balance on June 30, 1953 was \$1,102,953.83, of which it is estimated \$740,000.00 will be needed to complete work already started.

## FEDERAL AID PROJECTS

ABBOT, PISCATAQUIS COUNTY, THORNE BRIDGE, ROUTE 16, PROJECT S-0265(1). Three concrete T-beam spans, lengths 37 ft. 4 in., 42 ft. 4 in., 37 ft. 4 in. c. to c. bearings, 24 ft. roadway, concrete piers, buried pile abutments with concrete caps. Length of project 1,600 ft. Contractor, Forest Frederick. Estimated cost \$83,000.00.

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

BELFAST, WALDO COUNTY, PROJECT S-027(2), WHITE BRIDGE. Existing concrete bridge widened with concrete T-beam span, length 45 ft. 9 in., to provide 32 ft. roadway. Abutments extended with concrete.



Caribou, Aroostook River Bridge

NEW VINEYARD, FRANKLIN COUNTY, PROJECT S-0237(2), POST OFFICE BRIDGE. Reinforced concrete slab span, clear span length 13 ft. 6 in., 32 ft. roadway. Concrete bottom slab and abutments.

PARLIN POND, SOMERSET COUNTY, PROJECT S-0267(4), BEAN BROOK BRIDGE. Reinforced concrete slab span, clear span length 20 ft., 32 ft. roadway on fill. Concrete abutments.

PORTLAND, CUMBERLAND COUNTY, PROJECT UI-01-1(3), PORTLAND EXPRESSWAY.

BRIDGE No. 1 OVER WASHINGTON AVENUE. Steel I-beam span, length 75±ft. center to center of bearings, concrete abutments, two 26 ft. roadways separated by a 4 ft. median strip, two 2 ft. 6 in. sidewalks.  
BRIDGE No. 2 OVER WASHINGTON AVENUE (NORTH). Reinforced concrete T-beam span, length varies from 54 ft. to 60 ft. concrete abutments, two 26 ft. roadways separated by a 4 ft. median strip, two 2 ft. 6 in. sidewalks.

BRIDGE NO. 3, RAMP OVER WASHINGTON AVENUE (NORTH). Three reinforced concrete T-beam spans, lengths  $30\pm$  ft.,  $42\pm$  ft.,  $30\pm$  ft., roadway width 28 ft., two 2 ft. 6 in. sidewalks, concrete piers and low concrete abutments on piles.

BRIDGE NO. 4 OVER SHERWOOD STREET. Reinforced concrete T-beam span, length 42 ft., two 34 ft. roadways separated by a 4 ft. median strip, concrete abutments.

BRIDGE NO. 5 OVER KENSINGTON STREET. Reinforced concrete T-beam span, length  $50\pm$  ft., two 34 ft. roadways separated by a 4 ft. median strip, concrete abutments.



Caribou, Little Madawaska River Bridge

RUMFORD, OXFORD COUNTY, PROJECT U-022-1(1), UPPER CANAL BRIDGE. Three continuous steel beam spans, lengths 80 ft., 100 ft., 80 ft., concrete piers and abutments, 28 ft. roadway, two 5 ft. sidewalks.

THE FORKS, SOMERSET COUNTY, PROJECT S-0267(2), KELLEY BROOK BRIDGE. Reinforced concrete slab span, clear span length 36 ft.  $7\frac{1}{2}$  in., concrete abutments, 32 ft. roadway.

TROY, WALDO COUNTY, PROJECT S-0210(4), CREAMERY BRIDGE. Existing concrete bridge widened with a reinforced concrete slab span, length 10 ft. to provide 32 ft. roadway on fill, abutments extended with concrete.

WALDOBORO, LINCOLN COUNTY, PROJECT S-0193(2), THOMAS HILL BRIDGE. Reinforced concrete slab span, clear span length 20 ft., concrete abutments, 30 ft. roadway.

YARMOUTH-FREEPORT, CUMBERLAND COUNTY, PROJECT FL-01-1(6), COUSINS RIVER BRIDGE. Three concrete T-beam spans each 57 ft. center to center of bearings, 28 ft. roadway, ashlar masonry faced concrete piers, concrete pile bent abutments with concrete caps.

COUSINS RIVER BRIDGE (SOUTH). Existing concrete bridge widened with concrete T-beam span length 50 ft., roadway width 28 ft.

WEST BRANCH COUSINS RIVER BRIDGE. Sectional corrugated metal plate pipe 15 ft. diameter, roadway width 43 ft. on fill. Bridge on side road.

### STATE PROJECTS

APPLETON, KNOX COUNTY, ALLEN BROOK BRIDGE. Sectional corrugated metal plate arch, 15 ft. span, concrete abutments, 26 ft. roadway on fill. Length of project 400 ft. Estimated cost \$13,800.00. Force account work.

APPLETON, KNOX COUNTY, NORTH APPLETON BRIDGE, ROUTE 105. Steel beam span, concrete floor, 55 ft. c. to c. bearings, 24 ft. roadway, 2 ft. safety curbs, one concrete abutment, one existing abutment faced and extended with concrete. Length of project 210 ft. Estimated cost \$40,800.00. Contractor, Hector J. Cyr Co., Inc.

ARGYLE TOWNSHIP, PENOBSCOT COUNTY, HOYT BROOK BRIDGE, ROUTE 116. Concrete slab span, length 20 ft., 24 ft. roadway, concrete abutments. Length of project 450 ft. Estimated cost \$21,700.00. Contractor, J. E. McEachern & Co., Inc.

AUBURN, ANDROSCOGGIN COUNTY, TAYLOR BROOK BRIDGE (COURT STREET). Sectional corrugated metal plate pipe arch, 15 ft. 7 in. span, 34 ft. roadway on fill. Length of project 500 ft. Estimated cost \$22,600.00. Contractor, G. E. Goding & Son.

AUBURN, ANDROSCOGGIN COUNTY, TURNER STREET BRIDGE, ROUTE 4. Two concrete slab spans, length 10 ft. each, 40 ft. roadway, concrete abutments, pier and bottom slab. Minor approach work. Estimated cost \$19,000.00. Contractor, Herbert E. Callahan, Inc.

BELFAST, WALDO COUNTY, KELLY BRIDGE, ROUTE 141. Concrete slab span, length 27 ft. 6 in., 30 ft. roadway, existing abutments faced and extended with concrete. Length of project 55 ft. Estimated cost \$15,600.00. Contractor, Guy J. Thibodeau.

BELFAST, WALDO COUNTY, MASON'S BRIDGE, ROUTE 141. Two sectional corrugated metal plate pipes, each 12 ft. diameter, provisions for 30 ft. roadway on fill. Length of project 150 ft. Estimated cost \$19,500.00. Contractor, Guy J. Thibodeau.

BELFAST, WALDO COUNTY, SHELDON BRIDGE. Sectional corrugated metal plate arch, 21 ft. span, concrete abutments, 24 ft. roadway on fill. Length of project 400 ft. Estimated cost \$14,600.00. Contractor, Guy J. Thibodeau.

BRIDGEWATER, AROOSTOOK COUNTY, BOOTFOOT BRIDGE. Sectional corrugated metal plate arch, 15 ft. span, concrete abutments, 26 ft. roadway on fill. Length of project 200 ft. Estimated cost \$10,600.00. Force account work.

BUCKFIELD, OXFORD COUNTY, ROUNDABOUT BRIDGE. Treated timber floor and stringers on existing steel truss bridge, steel floor beams strengthened, length of floor 66 ft., 13 ft. roadway. Minor approach work. Estimated cost \$4,400.00. Force account work.

CARIBOU, AROOSTOOK COUNTY, GREENLAW STREAM BRIDGE. Sectional corrugated metal plate pipe, 14 ft. diameter, 26 ft. roadway on fill, minor approach work. Estimated cost \$16,700.00. Force account work.

CONNOR, AROOSTOOK COUNTY, BLACK BROOK (HALFWAY BROOK) BRIDGE. Concrete slab span, length 30 ft., 24 ft. roadway, concrete abutments. Length of project 550 ft. Estimated cost \$30,000.00. Contractor, George W. Crane.

CORINTH, PENOBSCOT COUNTY, IRON BRIDGE. Three steel beam spans, lengths 40 ft., 60 ft., 40 ft. c. to c. bearings, concrete floor, 22 ft. roadway, concrete piers, abutments treated timber piles, concrete caps. Length of project 1,050 ft. Estimated cost \$63,000.00. Contractor, Cianchette Brothers.

CORINTH, PENOBSCOT COUNTY, PIERRE PAUL BRIDGE. Concrete slab span, length 18 ft., 22 ft. roadway, concrete abutments. Length of project 350 ft. Estimated cost \$16,500.00. Contractor, Cianchette Brothers.

CROCKERTOWN TOWNSHIP, FRANKLIN COUNTY, BIGELOW BRIDGE, ROUTE 16. Concrete slab span, length 25 ft., 28 ft. roadway, concrete abutments. Length of project 700 ft. Estimated cost \$24,200.00. Contractor, Walter V. Mitton, Inc.

DANFORTH, WASHINGTON COUNTY, TOWN BRIDGE, ROUTE 169. Steel beam span, length 65 ft. c. to c. bearings, concrete floor, 24 ft. roadway, one 4 ft. sidewalk, concrete abutments. Length of project 275 ft. Estimated cost \$63,000.00. Contractor, Cianchette Brothers, Inc.

DAYTON, YORK COUNTY, GOODWIN'S MILLS BRIDGE, ROUTE 35. Concrete slab span, length 18 ft., 24 ft. roadway, two 2 ft. 6 in. safety curbs, existing abutments faced and extended with concrete. Length of project 350 ft. Estimated cost \$22,000.00. Contractor, C. H. Goodrich.

DAYTON-HOLLIS, YORK COUNTY, CLARKS MILLS BRIDGE, ROUTE 35. Concrete slab span, length 18 ft., 24 ft. roadway, two 2 ft. 6 in. safety curbs, concrete abutments. Length of project 350 ft. Estimated cost \$28,000.00. Contractor, C. H. Goodrich.

FAIRFIELD, SOMERSET COUNTY, GOODWILL FARM BRIDGE, ROUTE U. S. 201. Existing concrete T-beam span, 50 ft. long, widened to provide 28 ft. roadway, some new concrete substructure work. Separate steel beam sidewalk bridge 76 ft. c. to c. bearings, concrete floor, 5 ft. width. Length of project about 200 ft. Estimated cost \$32,000.00. Contractor, Virgil E. Goodrich.

FALMOUTH, CUMBERLAND COUNTY, DUNHAM ROAD BRIDGE. Two sectional corrugated metal plate pipes, each 13 ft. diameter, 26 ft. roadway on fill. Length of project 200 ft. Estimated cost \$19,000.00. Force account work.

FRANKFORT, WALDO COUNTY, LEROY HAMM BRIDGE. Two corrugated metal pipes, each 5 ft. diameter, 26 ft. roadway on fill. Length of project 225 ft. Estimated cost \$5,850.00. Force account work.

FREEPORT, CUMBERLAND COUNTY, WARDTOWN BRIDGE. Concrete slab span, length 15 ft., concrete abutments, 26 ft. roadway on fill. Length of project 600 ft. Estimated cost \$20,000.00. Contractor, Theodore A. Plummer.

FRYEBURG, OXFORD COUNTY, KEZAR OUTLET BRIDGE. Concrete T-beam span, length 50 ft., 24 ft. roadway, concrete abutments. Length of project 950 ft. Estimated cost \$55,000.00. Contractor, Reed & Reed.

GRAY, CUMBERLAND COUNTY, DAVIS BRIDGE. Sectional metal plate arch, 20 ft. span, timber floor, 26 ft. roadway on fill. Length of project 100 ft. Estimated cost \$8,300.00. Contractor, Herbert E. Callahan, Inc.

HARTFORD, OXFORD COUNTY, THOMPSON BROOK BRIDGE. Sectional metal plate arch, 16 ft. span, concrete abutments, 26 ft. roadway on fill. Length of project 700 ft. Estimated cost \$15,500.00. Contractor, Sargent & Taylor.

HERMON, PENOBSCOT COUNTY, BEAVER DAM BRIDGE. Two corrugated metal pipes, each 7 ft. diameter, 24 ft. roadway on fill. Length of project 200 ft. Estimated cost \$6,400.00. Force account work.



HUDSON, PENOBSHOT COUNTY, BEAVER BROOK BRIDGE. Three corrugated metal pipes, each 5 ft. diameter, 26 ft. roadway on fill. Length of project 350 ft. Estimated cost \$8,000.00. Force account work.

JACKSON, WALDO COUNTY, CHASE BRIDGE. Concrete slab span, length 15 ft., 24 ft. roadway, concrete abutments. Length of project 150 ft. Estimated cost \$13,000.00. Contractor, Joseph Frost & Company.

LEVANT, PENOBSHOT COUNTY, EMERSON BRIDGE, ROUTE 222. Concrete slab span, length 12 ft. concrete abutments, 26 ft. roadway on fill. Length of project 300 ft. Estimated cost \$11,730.00. Contractor, Joseph Frost & Company.

LIMERICK, YORK COUNTY, SOKOKIS LAKE BRIDGE, ROUTE 11. Existing stone slab bridge widened with concrete T-beam span, 40 ft. length, to provide roadway width 28 feet to 40 ft., one 5 ft. 8 in. sidewalk, concrete substructure extension. Length of project 400 ft. Estimated cost \$33,000.00. Contractor, Eastern Contracting Corp.

LIMESTONE, AROOSTOOK COUNTY, BLAKE BRIDGE. Concrete slab span, length 25 ft., 24 ft. roadway, concrete abutments. Length of project 500 ft. Estimated cost \$23,200.00. Contractor, Francis J. Freeman.

LISBON, ANDROSCOGGIN COUNTY, FRAZIER BRIDGE, ROUTE 125. Sectional metal plate arch, 14 ft. span, timber floor, 28 ft. roadway on fill. Length of project 200 ft. Estimated cost \$8,500.00. Force account work.

LOVELL, OXFORD COUNTY, NARROWS BRIDGE. Three steel beam spans, length 31 ft. each, open steel grid floor, 22 ft. roadway, two 2 ft. 6 in. sidewalks, existing stone substructure altered with concrete. Length of project 600 ft. Estimated cost \$60,000.00. Contractor, Frank Rossi.

LUBEC, WASHINGTON COUNTY, SOUTH LUBEC BRIDGE. Sectional metal plate pipe, 10 ft. diameter, 26 ft. roadway on fill. Length of project 100 ft. Estimated cost \$13,900.00. Force account work.

MADRID, FRANKLIN COUNTY, WEBBER BRIDGE. Concrete beam and slab span, length 30 ft., 14 ft. roadway, concrete abutments. Length of project 250 ft. Estimated cost \$24,000.00. Contractor, Ferdinand Cyr.

MILBRIDGE, WASHINGTON COUNTY, SAWYERS BROOK BRIDGE. Concrete slab span, length 10 ft., 24 ft. roadway, stone masonry abutments. Length of project 60 ft. Estimated cost \$8,500.00. Force account work.

MONROE, WALDO COUNTY, THURLOW BRIDGE. Concrete slab span, length 10 ft., 24 ft. roadway, one concrete abutment, one existing abutment extended with concrete. Length of project 150 ft. Estimated cost \$12,000.00. Contractor, Hughes Brothers, Inc.

MORO PLANTATION, AROOSTOOK COUNTY, HARRIS BRIDGE. Two corrugated metal pipes, each 5 ft. diameter, 26 ft. roadway on fill. Length of project 300 ft. Estimated cost \$7,900.00. Force account work.

MOSCOW, SOMERSET COUNTY, CARNEY BRIDGE, ROUTE U. S. 201. Widening existing concrete T-beam bridge, 24 ft. 9 in. span, with concrete slab to provide 33 ft. roadway, required concrete substructure work. No approach work. Estimated cost \$15,000.00. Contractor, George W. Crane.

MOSCOW, SOMERSET COUNTY, DECKER BRIDGE, ROUTE U. S. 201. Widening existing concrete T-beam bridge, 25 ft. 8½ in. span, with concrete slab to provide 33 ft. roadway on fill, abutments extended with concrete. No approach work. Estimated cost \$15,000.00. Contractor, George W. Crane.

MOSCOW, SOMERSET COUNTY, SCHOOLHOUSE BRIDGE. Concrete slab span, length about 20 ft., 22 ft. roadway, existing concrete abutments extended. Length of project 180 ft. Estimated cost \$10,000.00. Contractor, George W. Crane.

MOSCOW, SOMERSET COUNTY, WHITCOMB BRIDGE, ROUTE U. S. 201. Widening existing concrete T-beam bridge, 25 ft. span, with concrete slab to provide 33 ft. roadway, concrete abutments extended. No approach work. Estimated cost \$12,000.00. Contractor, George W. Crane.

MOUNT DESERT, HANCOCK COUNTY, STANLEY BROOK BRIDGE, ROUTE 3. Concrete slab and some adjustment of steel in steel beam span, length 19 ft. c. to c. bearings, 28 ft. roadway, one 5 ft. sidewalk. Minor substructure and approach work. Estimated cost \$4,500.00. Force account work.

NORTH YARMOUTH, CUMBERLAND COUNTY, DUNNS BRIDGE, ROUTE 9. Three concrete slab spans, length 25 ft. each, concrete piers, abutments and bottom slab, 24 ft. roadway. Length of project 700 ft., new channel location. Estimated cost \$88,000.00. Contractor, Callahan Brothers, Inc.

OXBOW PLANTATION, AROOSTOOK COUNTY, UMCOLCUS BRIDGE. Steel beam span, length 50 ft. 6 in. c. to c., concrete floor, 22 ft. roadway, existing abutments faced and extended with concrete. Length of project 600 ft. Estimated cost \$32,500.00. Contractor, Francis J. Freeman.

PRESQUE ISLE, AROOSTOOK COUNTY, CHAPMAN STREET BRIDGE. Concrete slab span, length 10 ft., concrete abutments and bottom slab, 26 ft. roadway, one 5 ft. sidewalk. Length of project 90 ft. Estimated cost \$12,500.00. Contractor, Carleton C. Denico.

SEARSMONT, WALDO COUNTY, BICKFORD BRIDGE. Sectional metal plate arch, span 18 ft., on concrete abutments, 26 ft. roadway on fill. Length of project 300 ft. Estimated cost \$13,700.00. Contractor, Walter V. Mitton, Inc.

SEARSMONT, WALDO COUNTY, GHENT BRIDGE. Concrete T-beam span, length 31 ft., 24 ft. roadway, existing abutments faced and extended with concrete. Length of project 150 ft. Estimated cost \$23,300.00. Contractor, Walter V. Mitton, Inc.

SKOWHEGAN, SOMERSET COUNTY, WOOLEN MILL BRIDGE, ROUTE U. S. 201. Concrete slab span, length 18 ft. 1 in., 40 ft. roadway, one 6 ft. sidewalk, concrete abutments. Length of project 150 ft. Estimated cost \$26,200.00. Contractor, Virgil E. Goodrich.

SOMERVILLE, LINCOLN COUNTY, SOMERVILLE BRIDGE. Concrete T-beam span, length 40 ft., 14 ft. roadway, concrete abutments. Length of project 350 ft. Estimated cost \$20,200.00. Contractor, Reed & Reed.

STANDISH, CUMBERLAND COUNTY, BONNY EAGLE BRIDGE, ROUTE 35. Concrete floor on existing steel beam bridge of 4 spans, length 61 ft. each c. to c. bearings, 21 ft. roadway, minor approach work. Estimated cost \$16,500.00. Contractor, J. R. Partridge.

TOPSHAM, SAGADAHOC COUNTY, MUDDY RIVER BRIDGE. Two steel beam spans, length 50 ft. each, c. to c. bearings, concrete floor, 22 ft. roadway, one concrete abutment, one abutment and pier, treated timber piles. Length of project 400 ft. Estimated cost \$40,300.00. Contractor, Reed & Reed.

TOWNSHIP 9, RANGE 5, AROOSTOOK COUNTY, TROUT BROOK BRIDGE. Concrete slab span, length 18 ft., 24 ft. roadway, concrete abutments and bottom slab. Length of project 300 ft. Estimated cost \$18,500.00. Contractor, Francis J. Freeman.

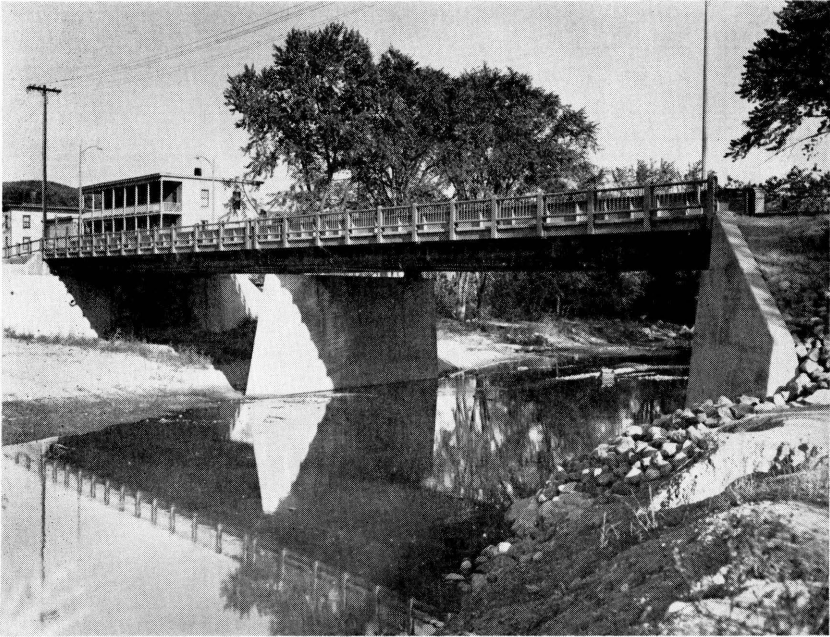
WELD, FRANKLIN COUNTY, EAST BROOK BRIDGE No. 2. Concrete slab span, length 26 ft. 5 in., 22 ft. roadway, existing abutments faced and extended with concrete. Length of project 565 ft. Estimated cost \$31,000.00. Contractor, Hurd & Susi.

WATERFORD, OXFORD COUNTY, MUTINY BROOK BRIDGE. Concrete slab span, length 25 ft., 26 ft. roadway, concrete abutments. Length of project 750 ft. Estimated cost \$25,800.00. Contractor, Hector J. Cyr Co., Inc.

WHITEFIELD, LINCOLN COUNTY, JEWETT BRIDGE, ROUTE 194. Sectional corrugated metal plate pipe arch, span 13 ft. 4 in., 26 ft. roadway on fill. Length of project 450 ft. Estimated cost \$10,600.00. Contractor, Donald Leavitt, Inc.

WINDSOR, KENNEBEC COUNTY, MAXCYS BRIDGE. Concrete slab span, length 30 ft., 22 ft. roadway, concrete abutments. Length of project 500 ft. Estimated cost \$30,000.00. Contractor, Forest Frederick.

WINTERPORT, WALDO COUNTY, CLEMENTS BRIDGE, ROUTE 139. Sectional corrugated metal plate arch, span 12 ft., concrete abutments, 26 ft. roadway on fill. Length of project 200 ft. Estimated cost \$7,300.00. Force account work.



Rumford-Mexico, Red Bridge

WYMAN TOWNSHIP, FRANKLIN COUNTY, STONY BROOK BRIDGE, ROUTE 16. Steel beam span, length 50 ft. c. to c. bearings, concrete floor, 26 ft. roadway, concrete abutments. Length of project 1,650 ft. Estimated cost \$46,500.00. Contractor, Walter V. Mitton, Inc.

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

COLUMBIA, WASHINGTON COUNTY, PROJECT NO. 990, BRANCH BROOK BRIDGE. Sectional corrugated metal plate pipe, 11 ft. diameter, roadway width 34 ft. on fill.

MT. DESERT, HANCOCK COUNTY, PROJECT NO. 114, RICHARDSON BROOK BRIDGE. Existing stone culvert extended with concrete abutments and 10 ft. reinforced concrete slab span, to provide a roadway width of 33 ft. on fill.

WATERBORO, YORK COUNTY, PROJECT NO. 112, JOHNSON MILL BRIDGE. Existing concrete arch bridge widened with concrete slab span, clear span length 10 ft., 33 ft. roadway 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             |
|-------------------|--------|-------------------|------------|---------------|----------------|--------------------------|
| Alexander         | Wash.  | Bear Brook        | \$8,904.93 | \$4,951.14    | \$2,671.48     | \$1,282.31               |
| Andover           | Oxf.   | Stony Brook       | 17,470.24  | 8,298.37      | 5,241.07       | 3,930.80                 |
| Auburn            | And.   | Auburn Road       | 14,874.84  | 3,718.71      | 4,462.45       | 6,693.68                 |
| Belgrade          | Ken.   | Crank             | 12,378.78  | 4,010.73      | 3,713.63       | 4,654.42                 |
| Brooks            | Wal.   | Hall              | 7,111.68   | 2,802.00      | 2,133.50       | 2,176.18                 |
| Buckfield         | Oxf.   | North Buckfield   | 21,517.75  | 10,543.70     | 6,455.32       | 4,518.73                 |
| Bucksport         |        |                   | 3,038.83   | 759.71        | 911.65         | B. 1,239.37<br>O. 128.10 |
| Orland            | Han.   | Moosehorn Creek   |            |               |                |                          |
| Buxton            | York   | Dunns             | 12,564.50  | 3,141.13      | 3,769.35       | 5,654.02                 |
| Buxton            | *York  | Haines Meadow     | 14,324.21  | 3,709.97      | 4,297.26       | 6,316.98                 |
| Charlotte         | Wash.  | Moosehorn         | 14,740.50  | 9,138.35      | 4,422.15       | 1,180.00                 |
| Clinton           | Ken.   | Hern              | 29,980.60  | 14,420.67     | 8,994.18       | 6,565.75                 |
| Dexter            | Pen.   | Grove Street      | 20,131.55  | 5,656.97      | 6,039.46       | 8,435.12                 |
| Frankfort         | Wal.   | Harry Hartley     | 11,007.36  | 5,140.44      | 3,302.21       | 2,564.71                 |
| Gardiner-Randolph | Ken.   | Gardiner-Randolph | 18,294.93  | 18,294.93     | —              | —                        |
| Harpwell          | Cum.   | Bailey Island     | 17,255.81  | 5,176.77      | 5,176.77       | 6,902.35                 |
| Kenduskeag        | Pen.   | Woster            | 10,103.86  | 10,103.86     | —              | —                        |
| Kittery           | York   | Kittery Point     | 20,848.01  | 20,848.01     | —              | —                        |
| Mapleton          | Aro.   | Mapleton          | 10,410.85  | 10,410.85     | —              | —                        |
| Marion Twp.       | Wash.  | Patrick Brook     | 8,562.81   | 5,192.27      | 2,568.84       | 801.70                   |
| Masardis          | Aro.   | St. Croix         | 44,064.25  | 26,764.97     | 13,219.28      | 4,080.00                 |
| Monroe            | Wal.   | Fairbanks         | 19,955.26  | 11,154.99     | 5,986.58       | 2,813.69                 |
| Monson            | Pisc.  | Gully Brook       | 11,125.84  | 4,472.59      | 3,337.75       | 3,315.50                 |
| Morrill           | Wal.   | Poland            | 10,083.35  | 5,162.68      | 3,025.00       | 1,895.67                 |
| Rumford           | Oxf.   | Scotty Richardson | 18,818.44  | 4,724.61      | 5,669.53       | 8,504.30                 |
| Sidney            | Ken.   | Mill Pond         | 6,432.53   | 2,213.87      | 2,079.76       | 2,578.90                 |
| T7, R5            | Aro.   | Tracy Brook       | 13,831.40  | 8,592.93      | 4,149.42       | 1,089.05                 |
| T30               | Wash.  | Mopang            | 20,486.09  | 13,268.48     | 6,145.83       | 1,071.78                 |
| Washburn          | Aro.   | Clayton Brook     | 11,184.92  | 3,277.18      | 3,355.48       | 4,552.26                 |
| Wiscasset         | Lin.   | Montswag Stream   | 6,187.46   | 1,546.86      | 1,856.24       | 2,784.36                 |

\* Revised See 1952 report

## Elimination of Hazards at Railroad Crossings

This year there were two bridges at railway-highway crossings included in federal-aid projects and there were eleven signal installations, three as federal-aid projects and eight as state projects.

The appropriation known as the federal-aid grade crossing fund 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.

The balance in this appropriation was \$55,782.82 at the beginning of the year. Federal grants of \$3,437.01 were received, and there was expended \$71.47 for engineering and inspection and \$212.16 for labor and materials, leaving a balance of \$58,936.20 on June 30, 1953.

### FEDERAL AID PROJECTS

The following bridges were included in federal-aid highway projects:

KITTERY, YORK COUNTY, PROJECT AUG-100(2). Bridge over the tracks of the Boston and Maine Railroad. Existing stone masonry abut-

ments extended with concrete. New superstructure providing a clear roadway width of 32 ft. and one 4 ft. clear sidewalk, span length 36 ft. 4 in.

PORTLAND, CUMBERLAND COUNTY, PROJECT UGI-01-1(4), CANADIAN NATIONAL RAILWAY CROSSING. Three reinforced concrete T-beam spans, lengths 46 ft. 10 in., 62 ft. 5 in., 46 ft. 10 in., concrete piers and low concrete abutments on piles, two 34 ft. roadways separated by a 4 ft. median strip.

The following signal installations were made:

BELGRADE, KENNEBEC COUNTY, COUNTY ROAD CROSSING, ROUTES 11 AND 27, MAINE CENTRAL RAILROAD, PROJECT FG-031-1(1). Automatic flashing light signal protection. Estimated cost \$7,500.00, ten per cent paid by railroad.

CHERRYFIELD, WASHINGTON COUNTY, COUNTY ROAD CROSSING, ROUTE 182, MAINE CENTRAL RAILROAD, PROJECT SG-0298(3). Automatic flashing light signal protection. Estimated cost \$4,600.00, ten per cent paid by railroad.

NEWPORT, PENOBSCOT COUNTY, ELM STREET CROSSING, U. S. ROUTE 2, MAINE CENTRAL RAILROAD, PROJECT FG-01-3(2). Automatic flashing light signal protection with half-gates. Estimated cost \$30,000.00, ten per cent paid by railroad.

## STATE PROJECTS

There was carried forward on July 1, 1952, \$18,844.60 in the grade crossing protection appropriation. The apportionment was \$20,000.00, expenditures \$15,623.07, leaving a balance of \$23,221.53 on June 30, 1953.

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.

GLENBURN, PENOBSCOT COUNTY, Route 221 crossing, mileage 41.46, Decree RR 3120, Bangor and Aroostook Railroad, \$1,857.62.

HOULTON, AROOSTOOK COUNTY, crossing at mileage 167.64, Decree RR 3123, Bangor and Aroostook Railroad, \$1,703.32.

LEEDS, ANDROSCOGGIN COUNTY, Bishop Street Crossing, Route 106, mileage 59.20, Decree RR 3132, Maine Central Railroad, \$1,477.29.

LEEDS, ANDROSCOGGIN COUNTY, Curtis Corner Crossing, mileage 52.10, Decree RR 3132, Maine Central Railroad, \$1,561.30.

LITTLETON, AROOSTOOK COUNTY, crossing at mileage 174.29, Decree RR 3122, Bangor and Aroostook Railroad, \$1,756.62.

MECHANIC FALLS, ANDROSCOGGIN COUNTY, crossing at Elm, Judson and Pine Streets, Decree RR 3082, Canadian National Railways, \$3,911.00.

STACYVILLE, PENOBSCOT COUNTY, Route 11, crossing, mileage 126.67, Decree RR 3121, Bangor and Aroostook Railroad, \$1,563.25.

WESTBROOK, CUMBERLAND COUNTY, Bridge Street Crossing, Decree RR 3144, Portland Terminal Company, \$1,792.67.

### **Bridge Maintenance**

Sixty-four bridges, under construction or completed during the fiscal year 1952-1953, were added to the list of bridges under State Highway Maintenance, bringing the total number maintained to 1,828 as of June 30, 1953. Work was continued with the same organization as in previous years.

An exceptionally early freshet during the latter part of March with heavy ice in streams caused considerable damage to bridge structures, the most serious being to the steel truss spans over the Aroostook River at Fort Fairfield, where vehicular traffic was discontinued for over three weeks until repairs could be made. A 50'-0" I-beam span of Valley Brook Bridge in Strong was also damaged, requiring rebuilding of the east abutment which was undermined by scour. Some of the larger expenditures were for the following projects: completion of removal of old structure of Arrowsic-Woolwich Bridge; strengthening the wooden trusses of Allagash Bridge by means of additional bracing; repairs to concrete floor of Aroostook River Bridge, Presque Isle; repairs to wooden floor of Maine-Kennebec Bridge, Dresden-Richmond; crib structures for channel control at Stony Brook Bridge, Andover; and repairs to concrete and piers and renewal of wooden floor of drawspan of Lower Bridge, Belfast.

Twenty-one additional steel bridges were painted, including Sandy River Bridge, New Sharon; Dock Square Bridge, Kennebunk-North Kennebunkport; and East Outlet Bridge, Big Squaw-Sapling.

The apportionment from the General Highway Fund for the fiscal year was \$450,000.00, while net income from other sources amounted to \$4,053.31. There was an unexpended balance of \$182,519.80 carried over from the previous year. Expenditures for the fiscal year 1952-1953 amounted to \$455,143.03, leaving an unexpended balance of \$181,430.08 as of June 30, 1953.

## Toll Bridges

The traffic over the Waldo-Hancock Bridge in the fiscal year 1952-1953 amounted to 414,114, within a small fraction of one per cent of the traffic for the previous fiscal year. At the Deer Isle-Sedgwick Bridge 85,179 vehicles crossed, an increase of nine per cent. There were 2,383,678 vehicles crossing the Augusta Memorial Bridge, an increase of eight per cent over the previous corresponding period.

On April 1, 1953 the toll rates at the Deer Isle-Sedgwick Bridge were reduced ten to fifteen per cent. With the increased traffic the highway commission determined that the income at the lower rates would be adequate to take care of the obligations.

### WALDO-HANCOCK BRIDGE

The balance in the operating account on July 1, 1952 was \$93,356.58. The receipts from tolls were \$96,849.70, receipts of \$1,585.40 collected in the previous year were deposited, and there were refunds of \$69.95, making net income from tolls \$98,365.15. Interest on the savings account was \$1,663.49.

Expenditures for maintenance and operation were \$45,198.38. The painting of the steel was completed this year. Bond retirement amounted to \$90,000.00, and bond interest \$1,260.00. On June 30, 1953 the balance was \$56,926.84, and outstanding bonds had a value of \$90,000.00.

It is evident that the bridge will be completely paid for and made free from tolls before the end of the calendar year 1953.

### DEER ISLE-SEDGWICK BRIDGE

To the balance of \$83,574.82 on July 1, 1952 there was added net toll income of \$55,021.00, and rental of \$100.00 for power line attachment. The toll collections were \$54,517.95 and collections of \$565.35 from the previous fiscal year were credited in July. Tickets with a value of \$20.00, paid for in the fiscal year 1951-1952 were issued, and refunds amounted to \$42.30.

The cost of operation was \$12,261.05, and there was paid to the bridge district \$13,560.00 for bond interest, and \$16,000.00 for bond retirement. On June 30, 1953 the balance in the operating account was \$96,874.77 and the outstanding bonds of the bridge district \$331,000.00.

### AUGUSTA MEMORIAL BRIDGE

The balance in the operating account on July 1, 1952 was \$12,420.39. The toll receipts were \$114,391.90 and receipts of \$392.60 from the



previous fiscal year were credited in July. The overage amounted to \$157.34. Tickets with a value of \$12.50 were paid for, and these will be issued in the fiscal year 1953-1954. The net toll receipts credited were \$114,954.34.

The cost of maintenance and operation was \$43,899.71. There was transferred to the general highway fund \$8,550.00 for interest and \$30,000.00 for repayment. The Commission, by supplemental agreement, paid the city of Augusta \$5,000.00 as the first annual payment of the balance due on the Gage Street sewer project.

On June 30, 1953 the balance in the operating account was \$44,925.02, and the indebtedness \$1,110,000.00, plus the balance on the Gage Street sewer work, as yet somewhat indefinite.

### BANGOR-BREWER TOLL BRIDGE

Bids for this project were received April 29, 1953 and the contract was awarded to the low bidder, R. A. Verrier Construction Co. It is expected that the bridge will be opened to traffic in November 1954.

A perspective drawing of the bridge was reproduced in the 1952 report. It is located over the Penobscot River about 1,500 feet downstream from the present bridge, and connects Union Street in Bangor with Wilson Street in Brewer.

The main bridge over the river is a five span continuous girder unit, total length 720 feet, providing a 28 ft. roadway with two 5 ft. sidewalks. The under-clearance at the center span will be 23 feet above mean high tide elevation.

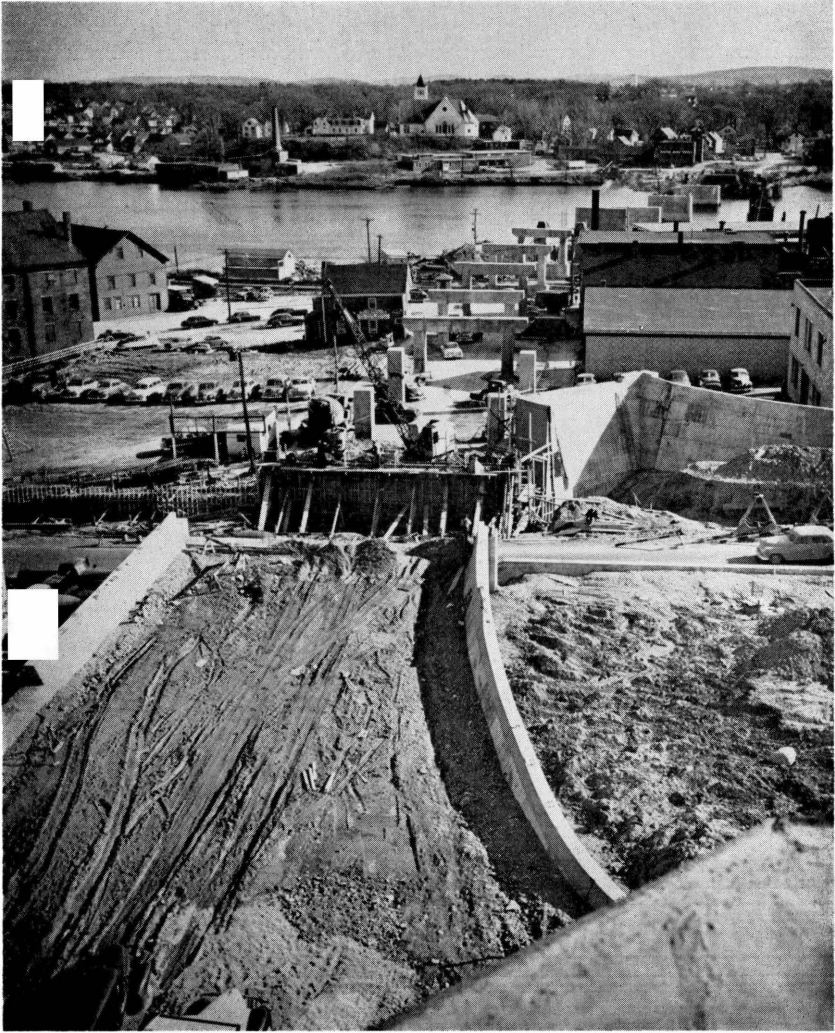
A viaduct of 11 spans, length 690 feet, extends over the central portion of Union Street in Bangor east of Main Street to provide a grade separation at Summer Street, and it crosses over Broad Street and the Maine Central Railroad tracks.

Tolls will be collected on the Brewer approach. The present contract is from Main Street, Bangor to Main Street, Brewer. By a future contract Wilson Street in Brewer will be rebuilt for about one mile to the intersection of U. S. Route 1.

The bond issue of \$2,500,000.00 was dated August 1, 1952. Interest ratio average 1.83% being 3.00% for \$300,000.00, 1.50% for \$700,000.00, and 1.75% for \$1,500,000.00.

To the principal amount of the bonds, \$2,500,000.00, there was added \$234.41 as net profit on bond sale, and \$4,048.89 as interest on bank balance. Including repayment of charges in the previous year to a temporary account, the expenditures in the current year were \$85,911.92 for

engineering, advertising and inspection, \$27,159.18 for labor and material, \$1,912.90 for right of way, \$1,266.29 for bond expense, and \$22,875.00 for bond interest, leaving a balance on June 30, 1953 of \$2,388,033.01.



Bangor-Brewer Toll Bridge (under construction)

The interest payment was from funds transferred from the general highway fund and will be a liability to the operating account for the bridge.

Harrington and Cortelyou, Kansas City, Missouri, are consulting engineers for the preliminary and construction phases of the project.

## CARLTON (KENNEBEC) BRIDGE

### ANALYSIS OF CASH AND INVESTMENTS

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

Income to this account for the fiscal year 1953, included \$70,000.00 from the Maine Central Railroad Company, interest on investments of \$4,278.88, which makes a total available of \$241,900.54 including the beginning balance.

Expenditures include \$18,937.50 paid for interest on bonds and \$80,000.00 for the retirement of bonds, and bonds not presented for payment \$1,000.00 or a total of \$99,937.50.

The balance, therefore, in the account on June 30, 1953 was \$141,963.04 of which \$352.80 was in the checking account, \$113,610.24 in the savings accounts, and \$28,000.00 invested.

The present bonded indebtedness is \$1,220,000.00.

### WALDO-HANCOCK BRIDGE, PROSPECT-VERONA, TOLL COLLECTIONS

July 1, 1952 to June 30, 1953

Single fare:

|  |         |         |              |
|--|---------|---------|--------------|
| Auto or 9,000 lb. truck .....                        | 317,698 | \$ 0.25 | \$ 79,424.50 |
| Truck, over 9,000 to 14,000 lbs. or small bus .....  | 2,727   | .35     | 954.45       |
| Truck, over 14,000 to 26,000 lbs. or large bus ..... | 5,075   | .50     | 2,537.50     |
| Truck, over 26,000 lbs. or well drill .....          | 3,125   | .75     | 2,343.75     |
| Horse vehicle or motorcycle .....                    | 470     | .10     | 47.00        |

Commutation tickets:

|   |          |       |          |          |
|---|----------|-------|----------|----------|
| Auto or 9,000 lb. truck .....               | 20 trips | 961   | 2.50     | 2,402.50 |
| Auto or 9,000 lb. truck .....               | 50 trips | 841   | 4.00     | 3,364.00 |
| Truck, over 9,000 to 14,000 lbs. 20 trips   | 24       | 4.50  | 108.00   |          |
| Truck, over 9,000 to 14,000 lbs. 100 trips  | 19       | 10.00 | 190.00   |          |
| Truck, over 14,000 to 26,000 lbs. 20 trips  | 108      | 6.00  | 648.00   |          |
| Truck, over 14,000 to 26,000 lbs. 100 trips | 114      | 15.00 | 1,710.00 |          |
| Truck, over 26,000 lbs. 20 trips            | 26       | 10.00 | 260.00   |          |
| Truck, over 26,000 lbs. 100 trips           | 143      | 20.00 | 2,860.00 |          |

\$ 96,849.70

### DEER ISLE-SEDGWICK BRIDGE, DEER ISLE-SEDGWICK, TOLL COLLECTIONS

July 1, 1952 to June 30, 1953

Single fare:

|   |        |         |              |
|---|--------|---------|--------------|
| Auto or 9,000 lb. truck .....                       | 20,817 | \$ 0.75 | \$ 15,612.75 |
| Truck, over 9,000 to 14,000 lbs. or small bus ..... | 6,289  | .65*    | 4,087.85     |
| Truck, over 9,000 to 14,000 lbs. or small bus ..... | 757    | 1.15    | 870.55       |
|   | 274    | 1.00*   | 274.00       |

|  |            |        |              |
|--|------------|--------|--------------|
| Truck, over 14,000 to 26,000 lbs. or large bus ..... | 731        | 1.50   | 1,096.50     |
|  | 278        | 1.30*  | 361.40       |
| Truck, over 26,000 lbs. or well drill .....          | 371        | 1.85   | 686.35       |
|  | 127        | 1.60*  | 203.20       |
| Horse vehicle or motorcycle .....                    | 49         | .20    | 9.80         |
| Commutation tickets:                                 |            |        |              |
| Auto or 9,000 lb. truck .....                        | 20 trips   | 773    | 10.00        |
|  |            | 315    | 8.50*        |
| Auto or 9,000 lb. truck .....                        | round trip | 10,047 | 1.15         |
|  |            | 3,452  | 1.00*        |
| Truck over 9,000 to 14,000 lbs. or small bus .....   | 20 trips   | 25     | 15.00        |
|  |            | 11     | 13.00*       |
| Truck, over 9,000 to 14,000 lbs. or small bus .....  | 100 trips  | 5      | 60.00        |
|  |            | 4      | 50.00*       |
| Truck, over 14,000 to 26,000 lbs. or large bus ..... | 20 trips   | 61     | 20.00        |
|  |            | 13     | 17.00*       |
| Truck, over 14,000 to 26,000 lbs. or large bus ..... | 100 trips  | 24     | 80.00        |
|  |            | 6      | 67.50*       |
| Truck, over 26,000 lbs. ....                         | 20 trips   | 22     | 25.00        |
|  |            | 8      | 21.00*       |
| Truck, over 26,000 lbs. ....                         | 100 trips  | 4      | 100.00       |
|  |            |        |              |
|  |            |        | \$ 54,517.95 |

\* Reduction in rate, April 1, 1953.

#### AUGUSTA MEMORIAL BRIDGE, AUGUSTA, TOLL COLLECTIONS

July 1, 1952 to June 30, 1953

##### Single fare:

|                                  |         |         |              |
|----------------------------------|---------|---------|--------------|
| 2 axles, single rear tires ..... | 510,213 | \$ 0.10 | \$ 51,021.30 |
| 2 axles, dual rear tires .....   | 17,114  | .15     | 2,567.10     |
| 3 or more axles .....            | 18,925  | .20     | 3,785.00     |

##### Strip tickets:

|                                  |          |         |         |              |
|----------------------------------|----------|---------|---------|--------------|
| 2 axles, single rear tires ..... | 10 trips | 174,946 | \$ 0.25 | \$ 43,736.50 |
| 2 axles, dual rear tires .....   | 10 trips | 7,406   | .50     | 3,703.00     |
| 3 or more axles .....            | 10 trips | 9,579   | 1.00    | 9,579.00     |

\$114,391.90

#### FORE RIVER BRIDGE, PORTLAND-SOUTH PORTLAND

Plans for this project were completed and bids were received September 24, 1952. The contract was awarded to the low bidder, W. H. Hinman, Inc. and Ellis C. Snodgrass, Inc. jointly. The contract contemplates completion of the railroad portion by November 1, 1953 and completion of the entire project by September 1, 1954.

The work follows closely the drawing reproduced in the 1952 report. The main bridge is 1,200 feet long and provides for a double track railroad line of the Portland Terminal Company, and a four-lane divided highway, a relocation of U. S. Route 1.

The railroad portion is about 100 ft. upstream from the present railroad bridge, and consists of 27 steel beam spans, and one 120 ft. girder span at the navigation channel, which has an under-clearance 10.5 feet above mean high tide elevation.

Just upstream and connected to the railroad portion, is the highway bridge, which is made up of ten 120 ft. plate girder spans, with two 26 ft. roadways, a 4 ft. median strip and two 4 ft. sidewalks. The highway portion is at a different level than the railroad portion, being 24 ft. higher at the Portland Abutment and 5 ft. higher at the South Portland Abutment.

The highway approach on the Portland side has 23 viaduct spans, with total length of 950 feet. On the South Portland side the approach is on fill, with the underlying material consolidated by the use of sand drains.

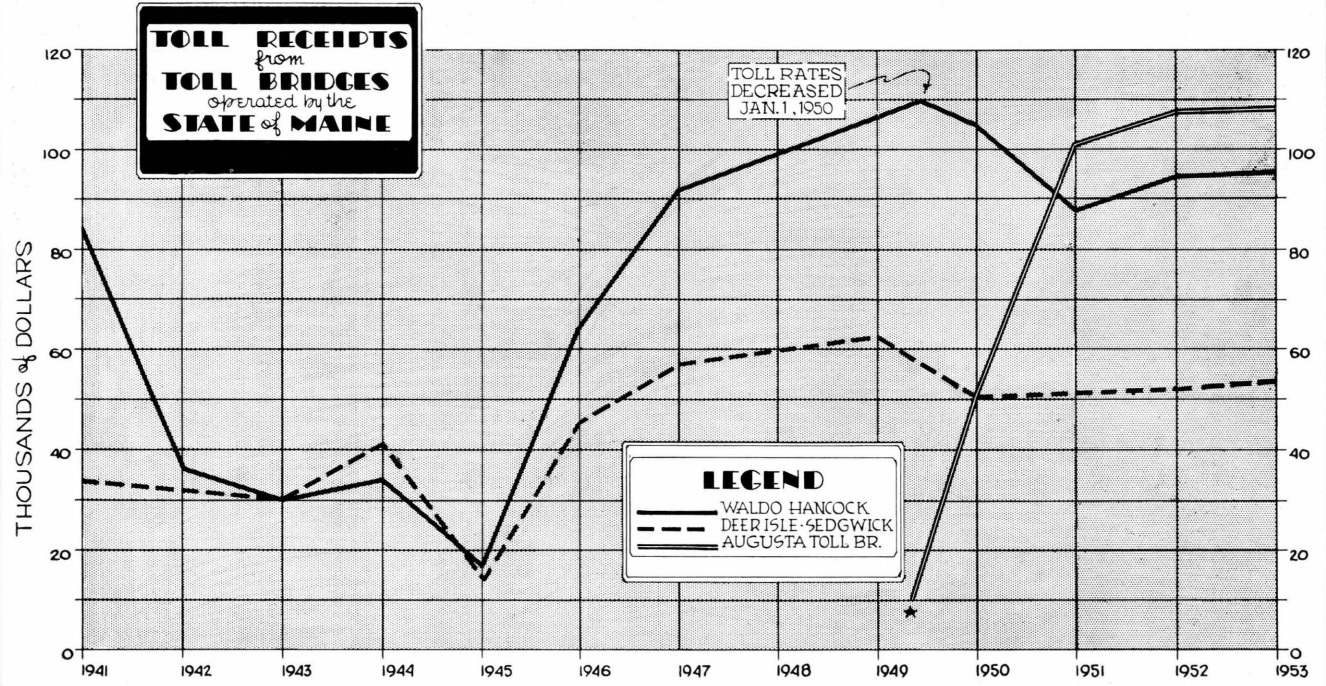
There is a grade separation structure in South Portland where the approach crosses over the railroad, and there are traffic interchanges at both ends at the intersections with the present U. S. Route 1. There are three grade separation structures in these interchanges. The total length of the project is about 1½ miles.

The bond issue, amounting to \$7,000,000.00 with interest at 1½ per cent, was dated August 1, 1952. In accordance with Chapter 154, P. & S. L. 1949, an agreement was made with the Portland Terminal Company, whereby the railroad reimburses the State for the railroad portion of the cost, estimated at \$1,400,000.00, over a period of 40 years with interest at 2½ per cent.

Including repayment of charges in the previous year from a temporary account, there was paid to June 30, 1953 \$277,746.02 for engineering, advertising and inspection, \$1,712,751.19 for labor and material, \$312,524.42 for right of way, and \$2,392.87 for expenses of bond issue.

To the principal amount of the bond issue \$7,000,000.00, there was a net loss on sale of \$328.07, interest on investments and bank balances of \$39,368.81, and receipts from Portland Terminal Company of \$21,000.00, leaving a balance of \$4,754,626.24 on June 30, 1953. Interest of \$52,500.00 was paid from funds transferred from the General Highway Fund.

Fay, Spofford and Thorndike, Boston, Massachusetts, consulting engineers, are performing preliminary and construction engineering services for the State.



★ TOLLS OVER NEW AUGUSTA BRIDGE BEGAN NOVEMBER 30TH, 1949.

## PLANNING DIVISION

The Planning Division is under the direct control of the Commission with most of its activities subject to the approval of the Public Roads Administration. The activities may well be divided into three phases; namely, the accumulation and compilation of data, the application of these data to specific problems, and highway research.

Accumulation and compilation of highway data: Traffic volumes were obtained at eleven locations in rural areas and at one urban location each hour each day throughout the year. Similarly, volumes were obtained at six rural and 15 urban major control stations for hourly periods one week each month. Manual classification of vehicles was made at nine of the rural locations and two of the urban locations for eight hours each month staggered to get a 24-hour classification at all stations; and counts made at eight locations known as maintenance sections. These data are used as controls to expand limited coverage counts to a 24-hour annual daily average.

In the rural areas the coverage counts were completed in Lincoln, Franklin, Oxford, Kennebec, Knox, Piscataquis and Washington Counties, and counts were started in Aroostook and Penobscot Counties.

Coverage counts were made on the through routes and most important streets in the following urban areas: Bethel, South Paris, Norway, Rumford, Mexico, Wilton, Farmington, Wiscasset, Boothbay Harbor, Thomaston, Rockland, Rockport, Camden, Belfast, Ellsworth, Machias, East Machias and Presque Isle. Special counts were made in Shapleigh, South Portland, Windham, Searsport, Bangor, Orono, Eddington, Sebec, Guilford, Mars Hill and Limestone. These special counts were requested by municipal officers, Public Roads or other divisions of this Department. Traffic was counted at approximately 2300 separate locations in all for varying times as shown.

Trucks were weighed in the spring and fall at four locations and at eleven locations during the summer. The speed check schedule was operated in the fall, as in 1952, while in the spring three additional locations were selected on the federal aid secondary system.

Highway volumes, classification by type of vehicle, weighing of trucks and speeds traveled by vehicles are all factors that must be considered in the design of a modern highway.

Road Inventory: A new inventory of all highways in Aroostook, Oxford, Kennebec and Knox Counties was completed involving 6428.64 miles. In addition 1533.42 miles were inventoried in Waldo, Washington

and Hancock Counties leaving an approximate 50 per cent of the mileage remaining to be done in those three counties. Fourteen of thirty-one islands having roads traversable by vehicles were inventoried. As of June 30th all the counties had been inventoried subsequent to 1950 except Waldo, Hancock and Washington which were partially completed and Penobscot, Piscataquis and Somerset Counties on which no work had been done. These data have been summarized on a county basis with the summary made for all the completed counties where detailed traffic data were available.



Speedmeter Operation

Mapping: During the preceding year, maps of York County were completed and submitted for approval to the Bureau of Public Roads. The Bureau of Public Roads did not approve the maps because they failed to show the precise location of culture adjacent to each road. Accordingly, new maps for York County were drawn, together with a supplemental sheet, showing the area where the congested cultural sections were located. Androscoggin and one sheet of Franklin County have been drawn exclusive of culture. The two remaining Franklin and the two Cumberland County maps have been prepared showing all topographic features. Road bands and culture have not been added. A series of changes has been made in urban boundaries and the maps corrected, although no completed



urban maps have been made. A new official highway map was prepared for printing. The Commission had 268,000 of these route maps printed.

**Road Life:** The road life work was concentrated in York and Cumberland Counties in order to make available straight line diagrams of past construction for Division 6. While man power was a problem, approximately 14 per cent of the state highway system or 449 miles was re-assigned to the control sections now being used by the Department. All the mileage of Division 6 has been recorded on the RL 1 Form and about 75 per cent completed for the RL 7 Forms. A series of tables and charts based on road life mileages was prepared to be used for a part of this report. Considerable work has been done on the correlation of state highway mileage against inventory mileage, the rule being that where surveys and plans were available, the mileages furnished by these plans were used. For the remainder of the mileage, new inventory records were used.

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. The preparation of mileage tables and local road finance tables are additional activities requiring about twelve man months. These two activities are conducted by personnel of this Division with reconciliations made of all statistics prepared by state agencies.

A study of the Brunswick area was completed and recommendations involving the improvement of Pleasant Street, the principal highway approaching the community from the southwest, were made based on travel analysis of nearly 10,000 origin and destination interviews. A study is in process to relieve the problem of traffic congestion which exists in the Gardiner-Farmingdale-Hallowell-Augusta area in the U. S. Route 201 corridor.

**Research:** The investigation by means of the air photo interpretation method of classifying soils was continued on a small area in central Aroostook County. This investigation was completed, maps drawn and a final report for the area prepared. In addition, the maps for the final report for the thousand square-mile area in the coastal section of southern and central Maine were prepared. The investigation, in addition to the final report and the map indicating the type of soil, includes a drainage map showing streams, brooks and drainage ways traced directly from the air photos, a materials inventory map showing the location of sand and gravel pits, rock quarries and probable deposits of material suitable for

road construction and material test records giving laboratory results on test samples obtained from the project area.

The research project to study the durability of concrete was continued with an interim report prepared recording the conclusive facts that had been obtained. Work is now progressing on freezing and thawing tests on 3" x 4" x 16" concrete beams and the alkali-aggregate reaction tests on mortar bars.

Reclassification of Highways Study: Probably the most important study that was completed during the past year was the reclassification study. The report was compiled by the Automotive Safety Foundation although the personnel of this Division prepared the basic facts and figures. While some of the work in preparing this report is work that this Division does normally; namely, traffic counting and road inventory, it still required an expansion of personnel. Probably the largest number directly assignable to this work was 20 persons. After the reclassification study was completed and submitted to the Commission—it in turn submitted it to the Legislature—the work was continued on the town road needs study. This study requires a complete inventory of all highways and streets, the usage made of these several highways by the traveling public and the source of funds to construct and maintain these highways. This work was still in process at the end of the year although no work had been started to determine the source of funds expended for highways.

Expenditures have been made as follows: for regular Planning Division activities, \$124,624.09; for the study conducted under the guidance of the Automotive Safety Foundation \$30,547.11.

## TRAFFIC ENGINEERING DIVISION

Ever increasing traffic volumes and speeds on our highways have resulted in additional demands for application of the Commission's broad regulatory powers. In addition to the signs and markings for the control and guidance of traffic, the need for assigning right of way at grade intersections employing traffic-signal control has been emphasized during the past year by the increased demands for action on the part of the Highway Commission in providing such controls on new projects or approval of municipal installations.



Paint Striping Operation

Speed of traffic on the highways has been a continued source of debate—many motorists contending that speeds are too low on our modernized sections of highways, while those living along these roads clamor for more restrictions. The Commission has proceeded slowly in raising speed limits, limiting their efforts to the more sparsely settled sections of highways where little intersectional traffic is encountered. Speed reductions have also been carefully evaluated in the light of average performances of traffic over these sections, including speed and accident records studies. In all cases where speed zones have been installed, larger signs have been utilized to give notice of the change (at new and old locations alike).

The total expenditure for all traffic services for the year was \$144,994.00. Nearly 12,000 traffic signs were manufactured in our Sign Shop and installed on our highways at a cost of \$70,760.00. An expenditure of \$68,307.59 was required for materials and application of paint lines on approximately 3,000 miles of highways. The cost of installing and maintaining street lighting, traffic signals and beacons amounted to \$5,925.81. On new construction, traffic signs are furnished by this Division, but such other control devices as beacons and signals are paid as a part of construction. The cost of operating signal devices and street-lighting units previously installed is included in these figures.

As shown on the statistical table, an encumbered balance of \$10,966.78 was carried forward from 1951-52, making available \$160,966.78 for traffic services. At the end of this fiscal year, the encumbered balance for materials and services (contracted for but not received) amounted to \$15,158.99. Deducting the actual expenditure of \$144,994.00 and the encumbered funds of \$15,158.99 from the \$160,966.78 available, leaves an unexpended balance of \$813.79. The cost for traffic services for the year, if all contracts for materials and services were fulfilled, would be the difference between encumbered balances for the two fiscal years, \$4,192.21, plus the actual expenditure of \$144,994.00—making a total of \$149,186.21.

## 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, 1953 was \$50,000.00. During the year an additional \$6,500.00 was transferred from surplus, making the total amount available \$56,500.00.

During the fiscal year 1953 there were 238 accidents. This total includes 22 cases for which no compensation nor medical aid was paid. In addition 21 cases were continued from previous years, making 259 active cases which involved payments.

Payments for compensations, including amounts paid on cases occurring previous to July 1, 1952, amounted to \$33,668.38. Payments on account of medical bills including amounts paid on cases occurring previous to July 1, 1952, amounted to \$22,805.60.

The balance of \$26.02 was lapsed into the general highway fund on June 30, 1953.

## MOTOR TRANSPORT Highway Garage

The Motor Transport Division has 16 heated garages, four of which are equipped for the maintenance of equipment and 12 for the storage of snow plowing units.

The four maintenance garages are located at Augusta, Caribou, Ellsworth, and Scarborough.

For the year ending June 30, 1953, \$489,037.94 worth of new equipment was purchased, both for replacement and for addition to that already operated by the division.

All equipment is rented out to the various State Highway Divisions.

The Highway Garage operated at a profit of \$50,366.74 for the fiscal year ended June 30, 1953.

The total Renta's for the year amounted to \$1,423,671.80, Auto and Working Equipment Expense \$1,232,932.48, leaving income from Equipment Rental of \$190,739.32.

Overhead Expense amounted to \$155,594.94. Income from the sale of Capital Assets, etc., amounted to \$15,222.36, leaving a net profit to be transferred to Surplus of \$50,366.74 against \$213,103.92 for the 1952 fiscal year.

Unappropriated Surplus at the end of the year was \$590,396.45, an increase of \$50,374.74 over the previous year's figure.



Highway Garage. Mechanical Department

# ADMINISTRATION OF LAWS

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

### THE OUTDOOR ADVERTISING LAW

January 1, 1952 to December 31, 1952

The number of outdoor advertising licenses increased slightly while the number of permits decreased during this period. The decrease in permits was due to the removal of small signs, not exceeding 100 square feet in area.

The four field inspectors inspected locations for all new signs, attached permit number plates, explained the provisions of the law to sign owners and to operators of places of business, and removed illegally erected signs.

Although political and agricultural fair posters are exempt from most provisions of the law, they are controlled to some extent. They require considerable attention in taking down those illegally erected and in their removal from the roadsides after their advertising is of no further value.

A total of 5,357 signs were removed.

The income from license and permit fees is credited to the general highway fund.

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, 1952 to December 31, 1952.

#### PERMITS

3963 permits were issued in 1952 for which fees were as follows:

|  |               |             |
|--|---------------|-------------|
| Area not over 100 sq. ft.                  | 2674 @ \$2.50 | \$ 6,685.00 |
| Area over 100 sq. ft. not over 300 sq. ft. | 1125 @ 4.50   | 5,062.50    |
| Area over 300 sq. ft. not over 700 sq. ft. | 147 @ 5.00    | 735.00      |
| Area over 700 sq. ft. not over 900 sq. ft. | 17 @ 7.00     | 119.00      |
|  |               | <hr/>       |
|  |               | \$12,601.50 |
| Plus 1952 overpayments (refunded)          |               | 530.50      |
| Plus 1951 fees paid in 1952                |               | 20.00       |
| Plus 1952 balances carried to 1953         |               | 10.00       |
|  |               | <hr/>       |
|  |               | \$13,162.00 |
| Less 1951 receipts carried to 1952         |               | 18.50       |
|  |               | <hr/>       |
| Total receipts for permits                 |               | \$13,143.50 |

## LICENSES

375 licenses were issued in 1952 for which fees were as follows:

|   |  |                    |
|---|--|--------------------|
| 13 licenses @ \$100.00 .....                                  |  | \$ 1,300.00        |
| 221 " @ 25.00 .....   |  | 5,525.00           |
| 141 " @ 5.00 .....  |  | 705.00             |
|   |  | \$ 7,530.00        |
| Plus 1952 overpayments (refunded) .....                       |  | 75.00              |
| Plus 1952 balance carried to 1953 .....                       |  | 5.00               |
|   |  | \$ 7,610.00        |
| <b>Total receipts from licenses .....</b>                     |  | <b>\$ 7,610.00</b> |
| <b>Total receipts from licenses and permits .....</b>         |  | <b>\$20,753.50</b> |
| <b>Refunded .....</b>   |  | <b>605.50</b>      |
|   |  | <b>\$20,148.00</b> |
| Net receipts for licenses and permits 1952 .....              |  | \$20,148.00        |
| Receipts for cost of removing illegally erected signs \$37.50 |  |                    |
| Receipts for cost of replacing permit number plates 2.00      |  | 39.50              |
|   |  | <b>\$20,187.50</b> |
| <b>Grand Total .....</b>                                      |  | <b>\$20,187.50</b> |

## Permits to Open Highway Surfaces July 1, 1952 to June 30, 1953

For the fiscal year ending June 30, 1953 a total of 820 permits were issued for making openings in state and state aid highways. Covered by these permits were openings for making repairs, as well as for making new installations of water, gas, sewer pipes and telephone and electric conduits.

The total of 16,276½ square yards were opened, of which 12,209 square yards were untreated shoulder, 3,638 square yards were bituminous surface treated, 372 square yards were bituminous macadam, 42 square yards were concrete and 15½ square yards were granite block pavement.

Although 137 more permits were issued in this period than last year, the total yardage opened under these permits was 4,479½ square yards less.

The State Highway Commission collected fees for these openings and made the repairs as specified by law.





A Load Requiring a Permit

## **Permits for Loads Exceeding the Legal Limits Established by Law July 1, 1952 to June 30, 1953**

A total of 6,424 permits were issued during the fiscal year from July 1, 1952 to June 30, 1953 for transporting loads exceeding the legal limits established by the law.

The State Highway Commission received and credited to the general highway fund for this period fees in the sum of \$24,192.96.

Permits were issued for the following loads: pipes, piling, timbers, culverts, steel—613; farm equipment, boats, tanks, screens, miscellaneous—708; machines, scrapers and snowplows—555; bulldozers, tractors, rollers, angledozers—1982; shovels, cranes, backhoes, trailers—1722; buildings—844.

Because of the volume of traffic on the highways, the Commission again restricted Saturday moves during the months of July and August. This was in addition to the regular restriction of no permits issued for Sunday and legal holiday moves.

## PICNIC AREAS

The start of the present program for building roadside picnic areas by the State Highway Commission came into being early in July, 1951, after passage of an enabling act at the current session of the Legislature. This act, which became Chapter 327 of the Public Laws of 1951, allocated \$25,000 for the two year program and placed a ceiling expenditure of \$350 on any one picnic area.



Norway, Picnic Area

The cost of work incidental to building each picnic area is paid from the sum allocated for this specific purpose. In practically all cases the clearing, grading, installation of signs and even the building of fireplaces is done by the patrolmen; and after completion, the highway patrol crew visits each area at least twice a week to clean up and empty waste barrels. On heavily travelled routes, such as U. S. 1 and U. S. 2, it is often necessary to visit and clean up the areas daily. This maintenance work is chargeable to regular maintenance funds. Thirty-four Supervisors at present have areas in their divisions and oversee the installation and maintenance. Some have one and others have seven or eight areas which come under their jurisdiction.

In 1951, eleven picnic areas were in operation. This included three rather large areas which had been built as federal projects in previous years. By the fall of 1952, 70 areas were in operation with work being done on numerous locations. Early in the spring of 1953, the \$25,000 which had been allocated for the two year program was exhausted; \$50,000 for another two year program was set up in the budget, and a bill was introduced in the Legislature, then in session, to raise the ceiling for expenditures on each area as the \$350 allowed was obviously inadequate.

This Legislature increased the ceiling to \$600 for any one project, with authority to expend up to \$1000 on two locations each year. This was passed under an emergency and became effective April 13, 1953. It is now Chapter 153 of the Public Laws of 1953. No money was available, however, until the beginning of the new fiscal year, July 1, so no work could be started until after that date.

At the present time 125 picnic areas are in operation and new areas are being established each week. It is felt that by the end of next year, the State will have an excellent coverage of picnic areas on its highways.

Of the \$25,000.00 allocated by the legislature under Chapter 327 of the public laws of 1951, the amount of \$7,489.40 was expended during the fiscal year ending June 30, 1952 and \$16,957.41 during the fiscal year ending June 30, 1953, leaving a carrying balance of \$553.19.



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**STATISTICAL TABLES**

**AND**

**STATEMENTS**

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**STATE HIGHWAYS**  
**FEDERAL AID PRIMARY AND URBAN PROJECTS**  
**WORK UNDER CONSTRUCTION BUT NOT COMPLETED**  
**June 30, 1953**

| County     | Highway | Town         | Type          | Percent Complete | Total Length Miles |
|------------|---------|--------------|---------------|------------------|--------------------|
| Aroostook  | K-1     | Presque Isle | Bit. Macadam  | 80               | 5.69               |
|            | K-28    | Caribou      | Bit. Macadam  | 80               | 5.62               |
|            | SA-12   | Caribou      | Bit. Macadam  | 80               | 1.80               |
|            | K-27    | Limestone    | Bit. Macadam  | 80               | 0.72               |
| Cumberland | K-28    | Limestone    | Bit. Macadam  | 80               | 2.59               |
|            | C       | Portland     | Bit. Concrete | 10               | 0.73               |
|            | C       | Yarmouth     | Bit. Concrete | 12               | 0.87               |
|            | C       | Yarmouth     | Concrete      | 12               | 0.81               |
|            | C       | Freeport     | Bit. Concrete | 12               | 0.20               |
|            | C       | Freeport     | Concrete      | 12               | 2.55               |
|            | Q       | Gardiner     | Bit. Concrete | 54               | 5.15               |
| Oxford     | O-1     | Rumford      | Bit. Concrete | 1                | 0.52               |
| Penobscot  | K       | Passadumkeag | Bit. Macadam  | 90               | 4.08               |
|            | K       | Enfield      | Bit. Macadam  | 90               | 0.29               |
| Sagadahoc  | Q       | Richmond     | Bit. Concrete | 54               | 4.75               |
|            | A       | Kittery      | Bit. Concrete | 44               | 0.26               |
| York       | A-3     | Kittery AD-2 | Bit. Macadam  | 44               | 0.38               |
|            | A-4     | Kittery      | Bit. Macadam  | 44               | 0.43               |
|            |         |              |               |                  | 37.44              |

**SUMMARY**

|                     |             |
|---------------------|-------------|
| Concrete            | 3.36 Miles  |
| Bituminous Concrete | 12.48 Miles |
| Bituminous Macadam  | 21.60 Miles |
| Total               | 37.44 Miles |

**STATE HIGHWAYS**  
**FEDERAL AID PRIMARY AND URBAN PROJECTS**  
**WORK COMPLETED JUNE 30, 1953**

| County     | Highway | Town          | Type          | Length<br>Miles |
|------------|---------|---------------|---------------|-----------------|
| Cumberland | B       | Bridgton      | Bit. Macadam  | 3.15            |
| Franklin   | F       | Farmington    | Bit. Macadam  | 0.55            |
|            | F       | Strong        | Bit. Macadam  | 1.17            |
| Kennebec   | W       | Belgrade      | Bit. Macadam  | 3.13            |
| Knox       | D       | Rockland      | Bit. Concrete | 1.25            |
| Lincoln    | D       | Newcastle     | Bit. Concrete | 0.20            |
|            | D       | Damariscotta  | Bit. Concrete | 0.21            |
| Oxford     | O       | Canton        | Bit. Macadam  | 2.35            |
|            | O       | Peru          | Bit. Macadam  | 0.34            |
| Penobscot  | I       | Newport       | Bit. Concrete | 0.62            |
| Somerset   | H-3     | Madison       | Bit. Macadam  | 1.88            |
|            | I       | Palmyra       | Bit. Concrete | 2.21            |
| Washington | N       | Calais        | Bit. Macadam  | 1.50            |
| York       | A       | Kittery       | Bit. Concrete | 0.80            |
|            | A-5     | North Berwick | Bit. Macadam  | 0.66            |
|            | A-5     | Wells         | Bit. Macadam  | 5.06            |
|            |         |               |               | 25.08           |

**SUMMARY**

|                     |             |
|---------------------|-------------|
| Bituminous Concrete | 5.29 Miles  |
| Bituminous Macadam  | 19.79 Miles |
| Total               | 25.08 Miles |

**STATE HIGHWAYS**  
**FEDERAL AID PRIMARY SYSTEM**  
**STATE PROJECTS**  
**WORK UNDER CONSTRUCTION BUT NOT COMPLETED**  
**JUNE 30, 1953**

| County       | Highway | Town           | Type           | Percent Complete | Total Length Miles |
|--------------|---------|----------------|----------------|------------------|--------------------|
| Androscoggin | 121     | Auburn         | Bit. Gravel    | 25               | 1.22               |
|              | 121     | Minot          | Bit. Gravel    | 25               | 2.28               |
| Aroostook    | K       | Molunkus       | Grading & Base | 6                | 2.28               |
|              | K       | Macwahoc       | Grading & Base | 6                | 1.78               |
|              | K       | Fort Kent      | Grading & Base | 4                | 7.00               |
|              | K-1     | Mars Hill      | Grading & Base | 23               | 2.50               |
|              | K-1     | Westfield      | Grading & Base | 23               | 2.00               |
|              | K-8     | Linneus        | Bit. Macadam   | 52               | 0.99               |
|              | K-8     | Hodgdon        | Bit. Macadam   | 52               | 0.08               |
|              | K-8     | Houlton        | Bit. Macadam   | 52               | 2.78               |
|              | N       | Houlton        | Grading & Base | 12               | 1.15               |
|              | N       | Hodgdon        | Grading & Base | 12               | 6.86               |
|              | N       | Cary           | Grading & Base | 12               | 1.99               |
| Franklin     | F       | Strong         | Bit. Macadam   | 98               | 3.28               |
| Knox         | D       | Thomaston      | Bit. Gravel    | 75               | 1.95               |
| Oxford       | O       | Gilead         | Bit. Gravel    | 15               | 8.00               |
|              | O-1     | Rumford        | Bit. Macadam   | 1                | 1.53               |
| Penobscot    | S       | Woodstock      | Bit. Macadam   | 6                | 0.64               |
|              | J       | Corinna        | Bit. Macadam   | 9                | 2.57               |
|              | J       | Dexter         | Bit. Macadam   | 9                | 0.92               |
|              | K       | Mattawamkeag   | Grading & Base | 6                | 3.10               |
|              | X       | Bangor         | Grading & Base | 20               | 3.94               |
| Somerset     | X       | Glenburn       | Grading & Base | 20               | 0.06               |
|              | H       | Bingham        | Grading & Base | 75               | 0.40               |
|              | H       | Moscow         | Grading & Base | 75               | 8.70               |
|              | H       | Caratunk       | Grading & Base | 75               | 4.30               |
|              | H-3     | Madison        | Bit. Macadam   | 84               | 2.69               |
|              | H-3     | Solon          | Bit. Macadam   | 84               | 4.71               |
| Waldo        | D       | Northport      | Bit. Concrete  | 35               | 6.65               |
| Washington   | N       | Millbridge     | Grading & Base | 70               | 2.12               |
|              | N       | Cherryfield    | Grading & Base | 70               | 0.38               |
|              | N       | Harrington     | Bit. Macadam   | 42               | 1.05               |
|              | N       | Columbia       | Bit. Macadam   | 42               | 2.66               |
|              | N       | Columbia Falls | Bit. Macadam   | 32               | 2.14               |
|              | N       | Jonesboro      | Bit. Macadam   | 32               | 0.77               |
|              | N       | Jonesboro      | Bit. Macadam   | 85               | 1.78               |
|              | N       | Waite          | S. T. Gravel   | 90               | 0.25               |
|              | N-5     | Eastport       | Bit. Macadam   | 67               | 0.32               |
|              |         |                |                |                  | 97.82              |

**SUMMARY**

|                        |             |
|------------------------|-------------|
| Grading and Base       | 48.56 Miles |
| Surface Treated Gravel | 0.25 Miles  |
| Bituminous Gravel      | 13.45 Miles |
| Bituminous Macadam     | 28.91 Miles |
| Bituminous Concrete    | 6.65 Miles  |

**Total**                      **97.82 Miles**





**DESIGNATED FEDERAL AID NOT ON STATE HIGHWAY SYSTEM**

As of March 1, 1953

| Highway Connected With | Town     | County     | Mileage |       | Federal Aid Route and Control Section Number |       |
|------------------------|----------|------------|---------|-------|--|-------|
|                        |          |            | Urban   | Rural |  |       |
| F                      | Avon     | Franklin   | —       | .03   | 32-2   | 04013 |
| F                      | Phillips | Franklin   | —       | .61   | 32-2   | 04013 |
| K                      | Connor   | Aroostook  | —       | .61   | 50-2   | 02046 |
| N                      | Danforth | Washington | —       | 1.50  | 46-1   | 15028 |
| N                      | Weston   | Aroostook  | —       | .90   | 46-1   | 02003 |
| O                      | Mexico   | Oxford     | —       | .05   | 25-1   | 09032 |
| O-1                    | Rumford  | Oxford     | .21     | —     | —  | 09503 |
|                        |          |            | .21     | 3.70  |  |       |

Total F.A. Not on S.H. 3.91

**MILEAGE OF UNIMPROVED SECTIONS OF HIGHWAY**

**ON THE STATE HIGHWAY SYSTEM**

AS OF MARCH 1, 1953

| County      | Highway | Town         | Unimproved Mileage |       |
|-------------|---------|--------------|--------------------|-------|
|             |         |              | Urban              | Rural |
| *Aroostook  | K-3     | Caribou      | .55                | .09   |
| Aroostook   | K-5     | Presque Isle | —                  | 2.29  |
| Aroostook   | K-16    | Ashland      | —                  | 3.36  |
| Aroostook   | K-20    | Perham       | —                  | 4.83  |
| *Cumberland | A       | Portland     | .62                | —     |
| *Cumberland | A       | So. Portland | .97                | —     |
| *Cumberland | C       | Portland     | .75                | —     |
| Hancock     | Y       | Blue Hill    | —                  | 3.06  |
| Hancock     | M-N     | Ellsworth    | —                  | .13   |
| *Penobscot  | I-M     | Bangor       | .12                | —     |
| *Penobscot  | I-M     | Brewer       | .15                | —     |
| Waldo       | I-137   | Belfast      | —                  | 1.22  |
| *York       | A-3     | Kittery      | .38                | —     |
| *York       | A-4     | Kittery      | .46                | —     |
|             |         |              | 4.00               | 14.98 |

Total Urban and Rural Mileage 18.98

\* Carried as unimproved due to new construction not completed.

**STATE HIGHWAY SYSTEM**  
**IMPROVED MILEAGE TO MARCH 1, 1953**  
**FEDERAL, STATE, MUNICIPAL AND PRIVATE CONSTRUCTION**

|   | Port.<br>Cement<br>Concrete | Bit.<br>Concrete | Bit.<br>Mac.  | Mixed<br>Bitu-<br>minous | Surface<br>Treated<br>Gravel | Plain<br>Gravel | Granite<br>Base | Bridges      | Total           |
|---|-----------------------------|------------------|---------------|--------------------------|------------------------------|-----------------|-----------------|--------------|-----------------|
| State Highway Construction . . . . .                | 96.66                       | 101.52           | 379.06        | 79.88                    | 778.42                       | 2.10            | —               | —            | 1,437.64        |
| State Sponsored W. P. A. . . . .                    | —                           | —                | —             | 4.35                     | 17.65                        | 0.73            | —               | —            | 22.73           |
| U.S. Public Works Const. . . . .                    | 1.80                        | 15.41            | 36.76         | —                        | 41.74                        | —               | —               | —            | 95.71           |
| U.S. Works Program Const. . . . .                   | 1.72                        | —                | 1.22          | —                        | 22.55                        | —               | —               | —            | 25.49           |
| U.S. Defense Roads Const. . . . .                   | 0.44                        | 3.15             | 17.28         | 28.78                    | 4.21                         | 0.56            | —               | —            | 54.42           |
| F.A.S. Construction . . . . .                       | —                           | 7.47             | 5.66          | 94.20                    | 31.02                        | —               | —               | —            | 138.35          |
| Fed.-Aid Grade Crossing Const. . . . .              | —                           | 0.50             | 0.22          | —                        | 7.16                         | —               | —               | —            | 7.88            |
| State Aid Construction . . . . .                    | 5.59                        | 11.00            | 23.11         | 3.34                     | 851.64                       | 18.11           | 0.37            | —            | 913.16          |
| Third Class Construction . . . . .                  | —                           | —                | —             | —                        | 23.08                        | 1.93            | —               | —            | 25.01           |
| Municipal Construction . . . . .                    | 1.96                        | 6.94             | 10.33         | —                        | 23.23                        | —               | .31             | —            | 42.77           |
| Special Resolve Construction . . . . .              | —                           | —                | 0.45          | —                        | 22.42                        | —               | —               | —            | 22.87           |
| 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. Const. . . . .             | —                           | —                | —             | —                        | 1.84                         | —               | —               | —            | 1.84            |
| Maintenance Fund Construction . . . . .             | —                           | 0.40             | 2.57          | 0.96                     | 32.52                        | —               | —               | —            | 36.45           |
| Betterment Construction . . . . .                   | —                           | 175.84           | 34.80         | 12.45                    | 72.92                        | —               | —               | —            | 296.01          |
| Great Northern Paper Co. Const. . . . .             | —                           | —                | —             | —                        | 6.00                         | —               | —               | —            | 6.00            |
| C.C.C. Construction . . . . .                       | —                           | —                | —             | —                        | 3.10                         | —               | —               | —            | 3.10            |
| Bridges . . . . .                                   | —                           | —                | —             | —                        | —                            | —               | —               | 12.77        | 12.77           |
| <b>Total Improved Mileage . . . . .</b>             | <b>108.17</b>               | <b>322.23</b>    | <b>511.46</b> | <b>223.96</b>            | <b>1,944.42</b>              | <b>23.43</b>    | <b>0.68</b>     | <b>12.77</b> | <b>3,147.12</b> |
| <b>Unimproved Mileage . . . . .</b>                 | —                           | —                | —             | —                        | —                            | —               | —               | —            | <b>18.98</b>    |
| <b>Total Mileage State Highway System . . . . .</b> |                             |                  |               |                          |                              |                 |                 |              | <b>3,166.10</b> |

**MILEAGE OF PUBLIC HIGHWAYS WITHIN EACH COUNTY**  
**CLASSIFIED BY ADMINISTRATIVE SYSTEMS**

| County                 | State 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          | 304.09          | 22.18         | 670.75           | 0.30                      | —                        | 1,102.88          | 84.92                |
| Aroostook . . . . .    | 636.75          | 711.63          | 95.71         | 1,030.40         | 0.75                      | —                        | 2,475.24          | 228.34               |
| Cumberland . . . . .   | 233.28          | 603.16          | 35.54         | 966.18           | 6.50                      | 7.90                     | 1,852.56          | 154.72               |
| Franklin . . . . .     | 161.83          | 320.56          | 22.85         | 449.19           | 6.80                      | —                        | 961.23            | 81.41                |
| Hancock . . . . .      | 169.53          | 547.40          | 11.01         | 454.28           | —                         | 57.20                    | 1,239.42          | 93.80                |
| Kennebec . . . . .     | 212.67          | 553.19          | 22.68         | 811.44           | 1.00                      | 2.70                     | 1,603.68          | 107.90               |
| Knox . . . . .         | 65.07           | 294.66          | 8.96          | 309.83           | 3.20                      | 1.00                     | 682.72            | 24.13                |
| Lincoln . . . . .      | 93.49           | 331.29          | 13.02         | 390.25           | —                         | —                        | 828.05            | 26.06                |
| Oxford . . . . .       | 216.29          | 556.51          | 19.05         | 948.79           | —                         | 13.20                    | 1,753.84          | 126.04               |
| Penobscot . . . . .    | 279.20          | 935.53          | 60.11         | 1,025.63         | 2.60                      | —                        | 2,303.12          | 170.88               |
| Piscataquis . . . . .  | 116.81          | 277.67          | 27.10         | 357.96           | —                         | —                        | 779.54            | 49.22                |
| Sagadahoc . . . . .    | 52.93           | 179.87          | 8.00          | 237.38           | 0.50                      | —                        | 478.68            | 34.32                |
| Somerset . . . . .     | 233.72          | 582.50          | 36.09         | 680.48           | 0.60                      | —                        | 1,533.39          | 107.52               |
| Waldo . . . . .        | 120.45          | 491.26          | 31.38         | 655.39           | 5.70                      | 2.00                     | 1,306.18          | 49.96                |
| Washington . . . . .   | 206.16          | 610.38          | 16.33         | 290.08           | —                         | 6.20                     | 1,129.15          | 160.90               |
| York . . . . .         | 262.36          | 651.29          | 10.34         | 1,018.65         | 0.20                      | 9.90                     | 1,952.74          | 123.07               |
| <b>Total . . . . .</b> | <b>3,166.10</b> | <b>7,951.04</b> | <b>440.35</b> | <b>10,296.68</b> | <b>28.15</b>              | <b>100.10</b>            | <b>21,982.42</b>  | <b>1,623.19</b>      |

Federal Aid Mileage not on State Highway System 3.91

1,627.10

**PROJECT EXPENDITURES  
CONSTRUCTION AND RECONSTRUCTION OF STATE HIGHWAYS  
HIGHWAY LOAN FUND—FISCAL YEAR ENDING JUNE 30, 1953  
FEDERAL AID PROJECTS**

| 9095                       | Federal Aid Project No.       | State Highways | Towns                        | Surveys Plans and Computations | Advertising Construction Engineering & Inspection | Right of Way & Property Damage | Sub Total  | Labor & Materials | Totals     | Expenditures to 6-30-52 | Total Expenditures to 6-30-53 | Misc. Credits | Fed. Aid Credits |
|----------------------------|-------------------------------|----------------|------------------------------|--------------------------------|---|--------------------------------|------------|-------------------|------------|-------------------------|-------------------------------|---------------|------------------|
| <b>ANDROSCOGGIN COUNTY</b> |                               |                |                              |                                |   |                                |            |                   |            |                         |                               |               |                  |
|                            | U-017-1(4)                    | Z              | Lewiston                     | 805.83                         | —   | —                              | 805.83     | —                 | 805.83     | 906.88                  | 1,712.71                      | —             | —                |
|                            | F-017-1(2)                    | Z              | Lisbon                       | —                              | —   | 83.40                          | 83.40      | 8,028.06          | 8,111.46   | 681,222.05              | 689,333.51                    | —             | 5,143.00         |
|                            | F-017-1(3)                    | Z              | Lisbon-Lewiston              | 1,995.48                       | —   | 154.55                         | 2,150.03   | —                 | 2,150.03   | 2,702.11                | 4,852.14                      | —             | —                |
|                            | Total for Androscoggin County |                |                              | 2,801.31                       | —   | 237.95                         | 3,039.26   | 8,028.06          | 11,067.32  | 684,831.04              | 695,898.36                    | —             | 5,143.00         |
| <b>AROOSTOOK COUNTY</b>    |                               |                |                              |                                |   |                                |            |                   |            |                         |                               |               |                  |
|                            | 833-F.289(9)                  | K              | Bridgewater-Blaine-Mars Hill | —                              | —   | 21.60                          | 21.60      | —                 | 21.60      | 502,976.42              | 502,998.02                    | —             | —                |
|                            | F.G.051-1(1)                  | K-6            | Fort Fairfield               | —                              | —   | —                              | —          | (85.60)           | (85.60)    | 224.80                  | 139.20                        | —             | —                |
|                            | F-050-3(2)                    | K              | Fort Kent                    | 81.04                          | 6,016.86  | 374.00                         | 6,471.90   | 168,536.63        | 175,008.53 | 5,701.99                | 180,710.52                    | 621.37        | 75,837.00        |
|                            | FI-01-5-1(1)                  | K-8            | Haynesville                  | —                              | —   | —                              | —          | —                 | —          | —                       | —                             | —             | —                |
|                            |                               |                | Mattawamkeag                 | 22.40                          | 8,864.97  | 4,807.33                       | 13,694.70  | 235,556.45        | 249,251.15 | 31,620.00               | 280,871.15                    | —             | 121,446.00       |
|                            | 50-3                          | K              | Madawaska                    | 925.90                         | —   | 224.80                         | 1,150.70   | —                 | 1,150.70   | —                       | 1,150.70                      | —             | —                |
|                            | 51001                         | K              | Presque Isle                 | 2,085.57                       | —   | —                              | 2,085.57   | —                 | 2,085.57   | 817.53                  | 2,903.10                      | —             | —                |
|                            | 51001                         | K-1            | Presque Isle                 | 1,739.30                       | —   | —                              | 1,739.30   | —                 | 1,739.30   | —                       | 1,739.30                      | —             | —                |
|                            | F-050-1(2)                    | K-1            | Presque Isle                 | —                              | 7,312.60  | 12,198.72                      | 19,511.32  | 374,753.51        | 394,264.83 | 260,312.64              | 654,577.47                    | —             | 218,500.00       |
|                            | F-050-1(1)                    | K-1            | Westfield                    | —                              | 9.20  | —                              | 9.20       | —                 | 9.20       | 309,825.99              | 309,835.19                    | —             | —                |
|                            | Total for Aroostook County    |                |                              | 4,854.21                       | 22,203.63   | 17,626.45                      | 44,684.29  | 778,760.99        | 823,445.28 | 1,111,479.37            | 1,934,924.65                  | 621.37        | 415,783.00       |
| <b>CUMBERLAND COUNTY</b>   |                               |                |                              |                                |   |                                |            |                   |            |                         |                               |               |                  |
|                            | F-014-1(1)                    | B              | Bridgton                     | 174.40                         | 5,217.24  | 5,537.82                       | 10,929.46  | 122,129.34        | 133,058.80 | 249,903.39              | 382,962.19                    | 630.01        | 48,175.00        |
|                            | 782-AE121D(2)                 | C              | Brunswick                    | 1,688.92                       | —   | —                              | 1,688.92   | —                 | 1,688.92   | 3,542.09                | 5,231.01                      | —             | —                |
|                            | F.I.-01-1(1)                  | C              | Freeport                     | —                              | 62.00   | 18,850.70                      | 18,912.70  | 1,256.90          | 20,169.60  | 797,598.16              | 817,767.76                    | —             | —                |
|                            | F.G.I.-01-1(2)                | C              | Freeport Crossing            | —                              | 28.09   | —                              | 28.09      | 18,609.92         | 18,638.01  | 65,334.01               | 83,972.02                     | —             | 9,377.36         |
|                            | F.I.-01-1(6)                  | C              | Freeport-Yarmouth            | 114.08                         | 6,388.60  | 24,394.93                      | 30,897.61  | 79,003.14         | 109,900.75 | —                       | 109,900.75                    | —             | —                |
|                            | 1-1                           | C              | Freeport-Yarmouth            | 11,192.01                      | —   | 176.60                         | 11,368.61  | —                 | 11,368.61  | 16,577.36               | 27,945.97                     | —             | —                |
|                            | 1-1                           | A              | Scarboro                     | 13,010.17                      | —   | —                              | 13,010.17  | —                 | 13,010.17  | —                       | 13,010.17                     | —             | —                |
|                            | 50050                         | A              | South Portland               | 4,905.10                       | —   | —                              | 4,905.10   | —                 | 4,905.10   | —                       | 4,905.10                      | —             | —                |
|                            | U.G.I.-01-1(4)                | C              | Portland                     | —                              | 390.12  | —                              | 390.12     | 13,410.86         | 13,800.98  | 416.89                  | 14,217.87                     | —             | 16,344.00        |
|                            | UI-01-1(3)                    | C              | Portland Expressway          | 9,065.84                       | 2,667.86  | 192,054.21                     | 203,787.91 | 52,583.39         | 256,371.30 | 214,840.40              | 471,211.70                    | —             | 253,438.00       |
|                            | Total for Cumberland County   |                |                              | 40,150.52                      | 14,753.91   | 241,014.26                     | 295,918.69 | 286,993.55        | 582,912.24 | 1,348,212.30            | 1,931,124.54                  | 630.01        | 327,334.36       |

| 9095                       |   | State<br>High-<br>ways | Towns                             | Surveys<br>Plans and<br>Computa-<br>tions | Advertising<br>Construction<br>Engineering<br>& Inspection | Right of<br>Way<br>& Property<br>Damage | Sub Total  | Labor &<br>Materials | Totals     | Expenditures<br>to 6-30-52 | Total<br>Expenditures<br>to 6-30-53 | Misc.<br>Credits | Fed. Aid<br>Credits |
|----------------------------|---|------------------------|-----------------------------------|---|--|---|------------|----------------------|------------|----------------------------|-------------------------------------|------------------|---------------------|
| Federal Aid<br>Project No. |   |                        |                                   |   |  |   |            |                      |            |                            |                                     |                  |                     |
| <b>FRANKLIN COUNTY</b>     |   |                        |                                   |   |  |   |            |                      |            |                            |                                     |                  |                     |
| 821F-96(4)                 | F |                        | Farmington                        | 59.00                                     | —  | 1.13                                    | 51.13      | —                    | 51.13      | 29,850.40                  | 29,901.53                           | —                | —                   |
| F.O-32-2(1)                | F |                        | Farmington-Strong                 | 8.4                                       | 4,325.02   | 3,759.45                                | 8,102.87   | 123,864.26           | 128,967.13 | 43,245.58                  | 172,212.71                          | —                | 58,496.00           |
| 861-96-B                   | F |                        | Jay                               | —   | —  | 1.00                                    | 1.00       | —                    | 1.00       | 1.00                       | 2.00                                | —                | —                   |
| 32-2                       | F |                        | Sandy River-Rancelev              | 1,648.59                                  | —  | 97.80                                   | 10,746.39  | —                    | 10,746.39  | —                          | 10,743.39                           | —                | —                   |
| Total for Franklin County  |   |                        |                                   | 17,706.99                                 | 4,325.02   | 3,869.38                                | 18,901.39  | 123,864.26           | 139,765.65 | 73,096.98                  | 212,862.63                          | —                | 58,496.00           |
| <b>HANCOCK COUNTY</b>      |   |                        |                                   |   |  |   |            |                      |            |                            |                                     |                  |                     |
| F-044-1(1)                 | N |                        | Hancock                           | 844.03                                    | 8.00   | 577.87                                  | 1,429.90   | 41.22                | 1,471.12   | 306,860.60                 | 308,331.72                          | —                | —                   |
| 44-1                       | N |                        | Sullivan                          | 7,435.78                                  | —  | —                                       | 7,435.78   | —                    | 7,435.78   | —                          | 7,435.78                            | —                | —                   |
| Total for Hancock County   |   |                        |                                   | 8,279.81                                  | 8.00   | 577.87                                  | 8,865.68   | 41.22                | 8,906.90   | 306,860.60                 | 315,767.50                          | —                | —                   |
| <b>KENNEBEC COUNTY</b>     |   |                        |                                   |   |  |   |            |                      |            |                            |                                     |                  |                     |
| 31-1                       | G |                        | Augusta                           | 17,636.73                                 | 21.00  | 320.10                                  | 17,977.83  | —                    | 17,977.83  | —                          | 17,977.83                           | —                | —                   |
| 02003                      | G |                        | Augusta                           | 1,628.58                                  | —  | 156.60                                  | 1,785.18   | —                    | 1,785.18   | —                          | 1,785.18                            | —                | —                   |
| 797-FI151(3)               | H |                        | Augusta                           | —   | 105.73   | 4,876.84                                | 4,982.57   | 517.91               | 5,500.48   | 528,934.63                 | 534,435.11                          | —                | —                   |
| 827-FI1389(2)              | Q |                        | Augusta                           | —   | —  | 1,530.50                                | 1,530.50   | —                    | 1,530.50   | 3,155,161.81               | 3,156,692.31                        | —                | —                   |
| 774-AE389(1)               | Q |                        | Augusta-Hallowell-<br>Farmingdale | 6,307.28                                  | —  | —                                       | 6,307.28   | —                    | 6,307.28   | 50,230.06                  | 56,537.34                           | —                | —                   |
| FG 31-1(1)                 | W |                        | Belgrade                          | 231.76                                    | 276.54   | —                                       | 508.30     | —                    | 508.30     | —                          | 508.30                              | —                | —                   |
| F-032-1(2)                 | W |                        | Belgrade                          | —   | 3,855.54   | 2,051.29                                | 5,906.83   | 184,639.91           | 190,546.74 | 102,676.28                 | 293,223.02                          | —                | 37,782.00           |
| F-032-1-1                  | W |                        | Belgrade                          | 43.25                                     | 131.43   | —                                       | 174.68     | 38.90                | 213.58     | 164,451.42                 | 164,665.00                          | —                | —                   |
| 1-2                        | Q |                        | Gardiner                          | 5,498.08                                  | 111.72   | 748.73                                  | 6,358.53   | —                    | 6,358.53   | 7,380.01                   | 13,738.54                           | —                | —                   |
| FI-01-2(1)                 | Q |                        | Gardiner-Richmond                 | 2,478.68                                  | 15,391.44  | 39,998.34                               | 57,868.46  | 526,901.13           | 584,769.59 | —                          | 584,769.59                          | —                | 292,400.00          |
| 793-F-386(3)               | E |                        | Monmouth-Winthrop                 | —   | —  | 63.18                                   | 63.18      | —                    | 63.18      | 523,715.12                 | 523,778.30                          | —                | —                   |
| F-015-1(1)                 | E |                        | Winthrop                          | 82.78                                     | —  | —                                       | 82.78      | —                    | 82.78      | 21,263.78                  | 21,346.56                           | —                | —                   |
| FG-015-1(2)                | E |                        | Winthrop Crossing                 | 67.20                                     | —  | —                                       | 67.20      | —                    | 67.20      | 3,667.98                   | 3,735.18                            | —                | —                   |
| Total for Kennebec County  |   |                        |                                   | 33,974.34                                 | 19,893.40  | 49,745.58                               | 103,613.32 | 712,097.85           | 815,711.17 | 4,557,481.09               | 5,373,192.26                        | —                | 330,182.00          |
| <b>KNOX COUNTY</b>         |   |                        |                                   |   |  |   |            |                      |            |                            |                                     |                  |                     |
| F-026-1(1)                 | D |                        | Rockland                          | —   | 1,034.75   | 1,251.03                                | 2,285.78   | 33,790.87            | 36,076.65  | 106,727.47                 | 142,804.12                          | —                | 12,521.00           |
| U-026-1(3)                 | D |                        | Rockland                          | —   | 2,241.27   | 16,011.98                               | 18,253.25  | 37,035.25            | 55,288.50  | 10,010.61                  | 65,299.11                           | —                | 19,260.00           |
| U-026-2(2)                 | D |                        | Rockland                          | —   | 4,567.74   | —                                       | 4,567.74   | 212,336.41           | 216,904.15 | 2,106.41                   | 219,010.56                          | —                | 108,810.00          |
| Total for Knox County      |   |                        |                                   | —   | 7,843.76   | 17,263.01                               | 25,106.77  | 283,162.53           | 308,269.30 | 118,844.49                 | 427,113.79                          | —                | 140,591.00          |

## LINCOLN COUNTY

|                          |   |                        |       |           |           |           |            |            |            |            |        |            |
|--------------------------|---|------------------------|-------|-----------|-----------|-----------|------------|------------|------------|------------|--------|------------|
| F-026-1(2)               | D | Damariscotta-Newcastle | 22.40 | 15,948.50 | 49,360.88 | 65,331.78 | 358,081.95 | 423,413.73 | -14,893.34 | 438,307.07 | 993.50 | 197,945.00 |
| 843-F-116(11)            | D | Woolwich-Wiscasset     | —     | 3.20      | —         | 3.20      | —          | 3.20       | 2,404.93   | 2,408.13   | —      | (774.75)   |
| Total for Lincoln County |   |                        | 22.40 | 15,951.70 | 49,360.88 | 65,334.98 | 358,081.95 | 423,416.93 | 17,298.27  | 440,715.20 | 993.50 | 197,170.25 |

## OXFORD COUNTY

|                         |     |                       |          |           |           |           |            |            |            |            |          |            |
|-------------------------|-----|-----------------------|----------|-----------|-----------|-----------|------------|------------|------------|------------|----------|------------|
| 17-1                    | S   | Bethel                | 1,856.09 | —         | —         | 1,856.09  | —          | 1,856.09   | —          | 1,856.09   | —        | —          |
| F-022-1(2)              | O   | Canton-Peru           | —        | 4,912.91  | 16,948.61 | 21,861.52 | 174,959.31 | 196,820.83 | 76,113.15  | 272,933.98 | —        | 71,731.00  |
| F-017-1(1)              | S   | Paris-Woodstock       | —        | 12.00     | 217.74    | 229.74    | 5,321.43   | 5,551.17   | 334,586.46 | 340,137.63 | —        | 5,523.00   |
| 22-1                    | O-1 | Rumford               | 988.30   | —         | 117.72    | 1,106.02  | —          | 1,106.02   | 1,146.54   | 2,252.56   | —        | —          |
| 799-F-148(8)            | O   | Rumford               | —        | —         | 530.69    | 1,352.32  | 3,983.96   | 3,983.96   | 109,104.28 | 113,088.24 | —        | —          |
| 53002                   | O-1 | Rumford               | 821.63   | —         | —         | 1,352.32  | —          | 1,352.32   | —          | 1,352.32   | —        | —          |
| F-025-1(2)              | O   | Rumford               | 134.50   | 8,717.88  | —         | 8,852.38  | 160,424.23 | 160,276.61 | 4,493.35   | 173,769.96 | 1,515.41 | 77,103.00  |
| U-022-1(1)              | O-1 | Rumford               | 2,958.80 | 363.97    | 178.40    | 3,501.17  | —          | 3,501.17   | —          | 3,501.17   | —        | —          |
| 17-1                    | S   | Woodstock-Bryant Pond | 2,206.18 | —         | —         | 2,206.18  | —          | 2,206.18   | —          | 2,206.18   | —        | —          |
| Total for Oxford County |     |                       | 8,965.50 | 14,006.76 | 17,993.16 | 40,965.42 | 344,688.93 | 385,654.35 | 525,443.78 | 911,098.13 | 1,515.41 | 154,357.00 |

## PENOBSCOT COUNTY

|                            |      |                   |          |           |           |           |            |            |              |              |   |            |
|----------------------------|------|-------------------|----------|-----------|-----------|-----------|------------|------------|--------------|--------------|---|------------|
| 03050                      |      | Brewer            | 5,198.30 | —         | 1,503.52  | 6,701.82  | —          | 6,701.82   | —            | 6,701.82     | — | —          |
| 838-FI-73(2)               | K    | Lincoln           | 121.27   | —         | —         | 121.27    | —          | 121.27     | 426,906.85   | 427,028.12   | — | —          |
| 853-FI-297(7)              | K    | Mattawamkeag-Winn | —        | 84.00     | 789.36    | 873.36    | 386.53     | 1,259.89   | 119,080.97   | 120,340.86   | — | —          |
| FGI-01-3(2)                | I    | Newport           | —        | 917.25    | —         | 917.25    | 24,777.59  | 25,694.84  | 314.60       | 26,009.44    | — | 27,000.00  |
| 844-FI-53(3)               | K    | Orono             | —        | 108.60    | —         | 108.60    | —          | 108.60     | 490,490.13   | 490,598.73   | — | —          |
| 1-4                        | K-28 | Orono-Old Town    | 3,519.69 | —         | 197.40    | 3,717.09  | —          | 3,717.09   | 2,442.11     | 6,159.20     | — | —          |
| FI-01-3(1)                 | I    | Palmyra-Newport   | 37.10    | 10,413.27 | 34,353.69 | 44,804.06 | 358,425.60 | 403,229.66 | 56,894.49    | 460,124.15   | — | 180,489.87 |
| FI-01-4(3)                 | K    | Passadumkeag      | 25.90    | 9,353.99  | 11,122.84 | 20,502.73 | 359,423.53 | 379,926.27 | 7,019.01     | 386,945.27   | — | 193,032.00 |
| 852-FI-45(2)               | K    | Winn              | —        | 49.86     | 437.57    | 487.43    | 2,893.19   | 3,380.62   | 392,484.81   | 395,868.43   | — | —          |
| Total for Penobscot County |      |                   | 8,902.26 | 20,926.97 | 48,404.38 | 78,233.61 | 745,906.44 | 824,140.05 | 1,495,632.97 | 2,319,773.02 | — | 400,521.87 |

## PISCATAQUIS COUNTY

|                              |   |        |          |   |   |          |   |          |   |          |   |   |
|------------------------------|---|--------|----------|---|---|----------|---|----------|---|----------|---|---|
| 37-1                         | J | Monson | 7,851.44 | — | — | 7,851.44 | — | 7,851.44 | — | 7,851.44 | — | — |
| Total for Piscataquis County |   |        | 7,851.44 | — | — | 7,851.44 | — | 7,851.44 | — | 7,851.44 | — | — |

## SAGADAHOC COUNTY

|                            |   |          |          |   |        |          |   |          |          |          |   |   |
|----------------------------|---|----------|----------|---|--------|----------|---|----------|----------|----------|---|---|
| 1-2                        | Q | Richmond | 2,690.38 | — | 254.24 | 2,944.62 | — | 2,944.62 | 4,838.81 | 7,783.43 | — | — |
| Total for Sagadahoc County |   |          | 2,690.38 | — | 254.24 | 2,944.62 | — | 2,944.62 | 4,838.81 | 7,783.43 | — | — |

## SOMERSET COUNTY

|                           |     |                        |          |          |          |           |           |            |            |            |   |           |
|---------------------------|-----|------------------------|----------|----------|----------|-----------|-----------|------------|------------|------------|---|-----------|
| 33-1                      | H-3 | Madison                | —        | 126.00   | —        | 126.00    | —         | 126.00     | 4,230.88   | 4,356.88   | — | —         |
| F-093-1(1)                | H-3 | Madison                | —        | 2,365.28 | 882.83   | 3,248.11  | 95,356.26 | 98,604.37  | 94,397.05  | 193,001.42 | — | 35,958.00 |
| F-025-2(2)                | V   | Mercer                 | —        | —        | —        | —         | —         | —          | 54,245.84  | 54,245.84  | — | (174.50)  |
| 25-2                      | H   | Norridgewock-Skowhegan | 9,843.72 | —        | 865.68   | 10,709.40 | —         | 10,709.40  | —          | 10,709.40  | — | —         |
| Total for Somerset County |     |                        | 9,843.72 | 2,491.28 | 1,748.51 | 14,083.51 | 95,356.26 | 109,439.77 | 152,873.77 | 262,313.54 | — | 35,783.70 |

| 9095  | Federal Aid Project No. | State Highways | Towns                         | Surveys Plans & Computations | Advertising Construction Engineering & Inspection | Right of Way & Property Damage | Sub Total  | Labor & Materials | Totals       | Expenditures to 6-30-52 | Total Expenditures to 6-30-53 | Misc. Credits | Fed. Aid Credits |
|---|-------------------------|----------------|-------------------------------|------------------------------|---|--------------------------------|------------|-------------------|--------------|-------------------------|-------------------------------|---------------|------------------|
| <b>WALDO COUNTY</b>                         |                         |                |                               |                              |   |                                |            |                   |              |                         |                               |               |                  |
| F-026-2(3)                                  | L                       |                | Belfast-Searsport             | —                            | —   | 122.40                         | 122.40     | —                 | 122.40       | —                       | 122.40                        | —             | —                |
| 846-FG-84(14)                               | L                       |                | Prospect-Frankfort            | —                            | —   | —                              | —          | 1,426.58          | 1,426.58     | 131,241.23              | 132,667.81                    | —             | (271.61)         |
| Total for Waldo County                      |                         |                |                               | —                            | —   | 122.40                         | 122.40     | 1,426.58          | 1,548.98     | 131,241.23              | 132,790.21                    | —             | (271.61)         |
| <b>WASHINGTON COUNTY</b>                    |                         |                |                               |                              |   |                                |            |                   |              |                         |                               |               |                  |
| F-044-2(2)                                  | N                       |                | Calais                        | —                            | 2,767.27  | —                              | 2,767.27   | 100,547.09        | 103,314.36   | 226,196.69              | 329,511.05                    | —             | 36,509.35        |
| U-044-2(1)                                  | N                       |                | Calais                        | —                            | —   | 4.68                           | 4.68       | —                 | 4.68         | 84,981.56               | 84,986.24                     | —             | —                |
| FG-046-1(1)                                 | N                       |                | Calais                        | —                            | —   | —                              | —          | 193.10            | 193.10       | 3,920.48                | 4,113.58                      | —             | —                |
| FG-046-1(2)                                 | N                       |                | Danforth                      | —                            | 31.20   | —                              | 31.20      | 7,291.63          | 7,322.83     | 586.19                  | 7,909.02                      | —             | 7,877.81         |
| 44-1  | N                       |                | Jonesport-Harrington-Columbia | 918.40                       | —   | —                              | 918.40     | —                 | 918.40       | 3,280.52                | 4,198.92                      | —             | —                |
| 859-F-123(9)                                | N                       |                | Pembroke                      | —                            | 32.10   | (4,051.18)                     | (4,019.08) | 7,160.75          | 3,141.67     | 243,503.27              | 246,644.94                    | —             | 4,393.18         |
| 858-F-5(3)                                  | N                       |                | Perry-Pembroke                | —                            | —   | 540.50                         | 540.50     | 3,334.86          | 3,875.36     | 70,656.43               | 74,531.79                     | —             | 3,938.00         |
| Total for Washington County                 |                         |                |                               | 918.40                       | 2,830.57  | (3,506.00)                     | 242.97     | 118,527.43        | 118,770.40   | 633,125.14              | 751,895.54                    | —             | 52,718.34        |
| <b>YORK COUNTY</b>                          |                         |                |                               |                              |   |                                |            |                   |              |                         |                               |               |                  |
| F-08-1(1)                                   | U                       |                | Alfred                        | 997.68                       | —   | 314.81                         | 1,312.49   | —                 | 1,312.49     | 4,101.29                | 5,413.78                      | —             | —                |
| 783-AE-390(1)                               | U                       |                | Alfred-Waterboro-Lebanon      | 11,615.92                    | 43.23   | 545.49                         | 12,204.64  | —                 | 12,204.64    | 17,138.79               | 29,343.43                     | —             | —                |
| 830-FG-360(2)                               | U                       |                | Biddeford-Alfred Crossing     | —                            | —   | 3.00                           | 3.00       | 1,874.44          | 1,877.44     | 141,917.55              | 143,794.99                    | —             | (1,494.14)       |
| AU-100-1                                    | A-4                     |                | Kittery                       | 3,269.97                     | 1,939.55  | 32,825.97                      | 38,035.49  | 11,610.64         | 49,646.13    | —                       | 49,646.13                     | —             | 25,426.00        |
| AUG-100(2)                                  | A-4                     |                | Kittery                       | 3,049.21                     | 346.17  | 4.37                           | 3,399.75   | 853.13            | 4,252.88     | —                       | 4,252.88                      | —             | 4,358.00         |
| FI-01-1(5)                                  | A                       |                | Kittery                       | 165.15                       | 3,820.15  | (8.50)                         | 3,976.80   | 88,947.31         | 92,924.11    | 42,568.00               | 135,492.11                    | —             | 46,624.64        |
| AUI-01-1(7)                                 | A                       |                | Kittery                       | 4,227.17                     | 2,443.11  | 4.37                           | 6,674.65   | 7,144.73          | 13,819.38    | —                       | 13,819.38                     | —             | 7,120.00         |
| F-08-1(2)                                   | U                       |                | Lebanon                       | 335.00                       | —   | 15,000.00                      | 15,335.00  | —                 | 15,335.00    | —                       | 15,335.00                     | —             | —                |
| 829-F-360(1)                                | U                       |                | Lyman                         | —                            | —   | 2.80                           | 2.80       | —                 | 2.80         | 338,904.09              | 338,906.89                    | —             | —                |
| FG-06-1(2)                                  | A-5                     |                | North Berwick                 | 42.00                        | 1,774.48  | 6,348.03                       | 8,164.51   | 19,447.39         | 27,611.90    | 13,353.12               | 40,965.02                     | —             | —                |
| F-06-1(1)                                   | A-5                     |                | North Berwick-Wells           | 348.00                       | 7,321.72  | 10,269.81                      | 17,939.53  | 280,131.07        | 298,070.60   | 151,005.90              | 449,076.50                    | —             | 143,520.00       |
| FG-06-1(3)                                  | A-5                     |                | Wells                         | —                            | 8,973.56  | —                              | 8,973.56   | 67,377.36         | 76,350.92    | 1,264.67                | 77,615.59                     | —             | 48,731.00        |
| 788-FI-87(8)                                | A                       |                | York                          | —                            | —   | 77.40                          | 77.40      | —                 | 77.40        | 42,848.22               | 42,925.62                     | —             | —                |
| Total for York County                       |                         |                |                               | 24,050.10                    | 26,661.97   | 65,387.55                      | 116,099.62 | 477,386.07        | 593,485.69   | 753,101.63              | 1,346,587.32                  | —             | 274,285.50       |
| Total Federal Aid Projects for all Counties |                         |                |                               | 164,011.38                   | 151,896.97  | 510,099.62                     | 826,007.97 | 4,331,322.12      | 5,157,330.09 | 11,914,361.47           | 17,071,691.56                 | 3,760.29      | 2,392,094.41     |
| Roadside Improvement                        |                         |                |                               |                              |   |                                |            |                   | (469.21)     |                         |                               |               |                  |
|   |                         |                |                               |                              |   |                                |            |                   | 5,156,860.88 |                         |                               |               |                  |



**PROJECT EXPENDITURES  
FEDERAL PRIMARY SYSTEM—UNMATCHED  
FISCAL YEAR ENDING JUNE 30, 1953**

| 9093<br>Project<br>No.              | Towns                       | State<br>Highways | Surveys<br>Plans and<br>Computations | Right of Way<br>& Property<br>Damage | Advertising<br>Construction<br>Engineering<br>& Inspection | Sub Total  | Labor &<br>Materials | Total      | Expenditures<br>to 6-30-52 | Total<br>Expenditures<br>to 6-30-53 |
|-------------------------------------|-----------------------------|-------------------|--------------------------------------|--------------------------------------|--|------------|----------------------|------------|----------------------------|-------------------------------------|
| <b>ANDROSCOGGIN COUNTY</b>          |                             |                   |                                      |                                      |  |            |                      |            |                            |                                     |
| 958                                 | Auburn-Minot .....          | 121               | —                                    | —                                    | —  | —          | 7,316.39             | 7,316.39   | —                          | 7,316.39                            |
| Total for Androscoggin County ..... |                             |                   | —                                    | —                                    | —  | —          | 7,316.39             | 7,316.39   | —                          | 7,316.39                            |
| <b>AROOSTOOK COUNTY</b>             |                             |                   |                                      |                                      |  |            |                      |            |                            |                                     |
| 963                                 | Fort Kent .....             | K                 | 91.22                                | —                                    | —  | 91.22      | 10,026.78            | 10,118.00  | —                          | 10,118.00                           |
| 973                                 | Houlton-Hodgdon-Cary .....  | N                 | 48.68                                | —                                    | —  | 48.68      | 18,343.34            | 18,392.02  | —                          | 18,392.02                           |
| 995                                 | Linneus-Houlton .....       | K-8               | 298.83                               | 1,853.07                             | 14,788.55  | 16,940.45  | 175,570.42           | 192,510.87 | —                          | 192,510.87                          |
| 900                                 | Macwahoc-Molunkus .....     | K                 | 1,529.00                             | —                                    | 30.00  | 1,559.00   | —                    | 1,559.00   | —                          | 1,559.00                            |
| 962                                 | Macwahoc-Molunkus .....     | K                 | 19.20                                | —                                    | —  | 19.20      | 1,461.90             | 1,481.10   | —                          | 1,481.10                            |
| 979                                 | Mars Hill .....             | K                 | 7,979.63                             | —                                    | —  | 7,979.63   | 2.52                 | 7,982.15   | —                          | 7,982.15                            |
| 981                                 | Mars Hill .....             | K-1               | 115.20                               | —                                    | —  | 115.20     | 31,063.52            | 31,178.72  | —                          | 31,178.72                           |
| 996                                 | Mars Hill .....             | K                 | 717.50                               | —                                    | 4,616.98   | 5,334.48   | 66,533.44            | 71,867.92  | 15,546.96                  | 87,414.88                           |
| 999                                 | Military Road .....         | K-8               | 77.18                                | —                                    | —  | 77.18      | 239,481.50           | 239,558.68 | 15,936.07                  | 255,494.75                          |
| Total for Aroostook County .....    |                             |                   | 10,876.44                            | 1,853.07                             | 19,435.53  | 32,165.04  | 542,483.42           | 574,648.46 | 31,483.03                  | 606,131.49                          |
| <b>CUMBERLAND COUNTY</b>            |                             |                   |                                      |                                      |  |            |                      |            |                            |                                     |
| 902                                 | Freeport-Brunswick .....    | C                 | 76,156.36                            | 1,034.98                             | —  | 77,191.34  | —                    | 77,191.34  | —                          | 77,191.34                           |
| 901                                 | Portland .....              | C                 | 65,155.69                            | —                                    | —  | 65,155.69  | —                    | 65,155.69  | —                          | 65,155.69                           |
| 969                                 | Scarboro .....              | A                 | —                                    | —                                    | —  | —          | 1.94                 | 1.94       | —                          | 1.94                                |
| Total for Cumberland County .....   |                             |                   | 141,312.05                           | 1,034.98                             | —  | 142,347.03 | 1.94                 | 142,348.97 | —                          | 142,348.97                          |
| <b>FRANKLIN COUNTY</b>              |                             |                   |                                      |                                      |  |            |                      |            |                            |                                     |
| 965                                 | Rangeley-Rangeley Plt. .... | F                 | 120.91                               | 105.60                               | —  | 226.51     | —                    | 226.51     | —                          | 226.51                              |
| 998                                 | Strong .....                | F                 | 323.90                               | 6,405.79                             | 5,252.25   | 11,981.94  | 280,738.49           | 292,720.43 | 9,226.83                   | 301,947.26                          |
| 959                                 | Wilton .....                | F-0               | 379.80                               | —                                    | —  | 379.80     | —                    | 379.80     | —                          | 379.80                              |
| Total for Franklin County .....     |                             |                   | 824.61                               | 6,511.39                             | 5,252.25   | 12,588.25  | 280,738.49           | 293,326.74 | 9,226.83                   | 302,553.57                          |

| 9093<br>Project<br>No.           | Towns                         | State<br>Highways | Surveys<br>Plans and<br>Computations | Right of Way<br>& Property<br>Damage | Advertising<br>Construction<br>Engineering<br>& Inspection | Sub Total | Labor &<br>Materials | Total      | Expenditures<br>to 6-30-52 | Total<br>Expenditures<br>to 6-30-53 |
|----------------------------------|-------------------------------|-------------------|--------------------------------------|--------------------------------------|--|-----------|----------------------|------------|----------------------------|-------------------------------------|
| <b>HANCOCK COUNTY</b>            |                               |                   |                                      |                                      |  |           |                      |            |                            |                                     |
| 988                              | Bucksport .....               | Y                 | —                                    | —                                    | 653.03   | 653.03    | 25,568.77            | 26,221.80  | 223.73                     | 26,445.53                           |
| Total for Hancock County .....   |                               |                   | —                                    | —                                    | 653.03   | 653.03    | 25,568.77            | 26,221.80  | 223.73                     | 26,445.53                           |
| <b>KENNEBEC COUNTY</b>           |                               |                   |                                      |                                      |  |           |                      |            |                            |                                     |
| 967                              | Augusta .....                 | E                 | —                                    | —                                    | —  | —         | 1.95                 | 1.95       | —                          | 1.95                                |
| 953                              | Hallowell .....               | Q                 | 100.40                               | —                                    | —  | 100.40    | —                    | 100.40     | —                          | 100.40                              |
| 960                              | Winslow .....                 | 32                | 235.44                               | —                                    | —  | 235.44    | —                    | 235.44     | —                          | 235.44                              |
| Total for Kennebec County .....  |                               |                   | 335.84                               | —                                    | —  | 335.84    | 1.95                 | 337.79     | —                          | 337.79                              |
| <b>KNOX COUNTY</b>               |                               |                   |                                      |                                      |  |           |                      |            |                            |                                     |
| 972                              | Thomaston-Rockland .....      | D                 | —                                    | —                                    | —  | —         | 9,241.41             | 9,241.41   | —                          | 9,241.41                            |
| Total for Knox County .....      |                               |                   | —                                    | —                                    | —  | —         | 9,241.41             | 9,241.41   | —                          | 9,241.41                            |
| <b>OXFORD COUNTY</b>             |                               |                   |                                      |                                      |  |           |                      |            |                            |                                     |
| 961                              | Gilead .....                  | O                 | —                                    | —                                    | —  | —         | 19,679.50            | 19,679.50  | —                          | 19,679.50                           |
| 975                              | Rumford .....                 | O-1               | 34.00                                | 122.20                               | 802.74   | 958.94    | —                    | 958.94     | —                          | 958.94                              |
| 964                              | Woodstock .....               | S                 | 314.32                               | 37.60                                | 325.57   | 677.49    | —                    | 677.49     | —                          | 677.49                              |
| Total for Oxford County .....    |                               |                   | 348.32                               | 159.80                               | 1,128.31   | 1,636.43  | 19,679.50            | 21,315.93  | —                          | 21,315.93                           |
| <b>PENOBSCOT COUNTY</b>          |                               |                   |                                      |                                      |  |           |                      |            |                            |                                     |
| 982                              | Bangor (Broadway St.) .....   | X                 | 1,708.59                             | 396.77                               | 162.59   | 2,267.95  | 32,670.23            | 34,938.18  | —                          | 34,938.18                           |
| 994                              | Corinna-Dexter .....          | J                 | 7,814.16                             | 951.18                               | 2,212.22   | 10,977.56 | 7,959.18             | 18,936.74  | —                          | 18,936.74                           |
| 966                              | Heron .....                   | I                 | —                                    | —                                    | —  | —         | 1.95                 | 1.95       | —                          | 1.95                                |
| 987                              | Old Town-Milford .....        | K                 | —                                    | —                                    | —  | —         | 22,763.09            | 22,763.09  | —                          | 22,763.09                           |
| Total for Penobscot County ..... |                               |                   | 9,522.75                             | 1,347.95                             | 2,374.81   | 13,245.51 | 63,394.45            | 76,639.96  | —                          | 76,639.96                           |
| <b>SOMERSET COUNTY</b>           |                               |                   |                                      |                                      |  |           |                      |            |                            |                                     |
| 989                              | Bingham-Moscow-Caratunk ..... | H                 | 542.13                               | —                                    | —  | 542.13    | 208,747.43           | 209,289.56 | 2,612.86                   | 211,902.42                          |
| 993                              | Solon-(Michael St.) .....     | H-3               | 157.06                               | 7,114.39                             | 15,480.63  | 22,752.08 | 436,191.16           | 458,943.24 | 562.17                     | 459,505.41                          |
| Total for Somerset County .....  |                               |                   | 699.19                               | 7,114.39                             | 15,480.63  | 23,294.21 | 644,938.59           | 668,232.80 | 3,175.03                   | 671,407.83                          |

## WALDO COUNTY

|                              |                 |   |          |          |           |           |            |            |   |            |
|------------------------------|-----------------|---|----------|----------|-----------|-----------|------------|------------|---|------------|
| 992                          | Northport ..... | D | 6,281.97 | 4,838.89 | 10,590.60 | 21,711.46 | 135,698.32 | 157,409.78 | — | 157,409.78 |
| Total for Waldo County ..... |                 |   | 6,281.97 | 4,838.89 | 10,590.60 | 21,711.46 | 135,698.32 | 157,409.78 | — | 157,409.78 |

## WASHINGTON COUNTY

|                                   |                                |     |           |           |           |           |            |            |        |            |
|-----------------------------------|--------------------------------|-----|-----------|-----------|-----------|-----------|------------|------------|--------|------------|
| 950                               | Cherryfield .....              | N   | 503.26    | —         | —         | 503.26    | 145.44     | 648.70     | —      | 648.70     |
| 978                               | Columbia Falls-Jonesport ..... | N   | 2,387.69  | 313.80    | 1,676.16  | 4,377.65  | 28,318.72  | 32,696.37  | —      | 32,696.37  |
| 985                               | Eastport .....                 | N-5 | 110.40    | —         | 1,070.38  | 1,180.78  | 26,028.73  | 27,209.51  | —      | 27,209.51  |
| 990                               | Harrington-Columbia .....      | N   | 4,133.65  | 5,902.36  | 6,387.15  | 16,423.16 | 160,895.06 | 177,318.22 | —      | 177,318.22 |
| 991                               | Jonesport .....                | N   | 349.95    | 6,207.96  | 7,243.69  | 13,801.60 | 125,570.24 | 139,371.84 | 212.00 | 139,583.84 |
| 983                               | Milbridge .....                | N   | 991.14    | —         | 701.74    | 1,692.88  | 105,687.02 | 107,379.90 | —      | 107,379.90 |
| 976                               | Perry .....                    | N-5 | 80.85     | —         | —         | 80.85     | —          | 80.85      | —      | 80.85      |
| 974                               | Robbinston .....               | N   | 252.20    | 72.40     | —         | 324.60    | —          | 324.60     | —      | 324.60     |
| 980                               | Watte .....                    | N   | 27.60     | —         | 117.46    | 145.06    | 10,539.90  | 10,684.96  | —      | 10,684.96  |
| 977                               | Whiting .....                  | N   | 1,540.29  | —         | (44.80)   | 1,495.49  | —          | 1,495.49   | —      | 1,495.49   |
| Total for Washington County ..... |                                |     | 10,377.03 | 12,496.52 | 17,151.78 | 40,025.33 | 457,185.11 | 497,210.44 | 212.00 | 497,422.44 |

## YORK COUNTY

|                             |               |               |            |           |           |            |              |              |           |              |
|-----------------------------|---------------|---------------|------------|-----------|-----------|------------|--------------|--------------|-----------|--------------|
| 968                         | Cornish ..... | Ossipee Trail | —          | —         | —         | —          | 1.94         | 1.94         | —         | 1.94         |
| 971                         | Wells .....   | A             | —          | —         | —         | —          | 10.69        | 10.69        | —         | 10.69        |
| 970                         | York .....    | A             | —          | —         | —         | —          | 10.10        | 10.10        | —         | 10.10        |
| Total for York County ..... |               |               | —          | —         | —         | —          | 22.73        | 22.73        | —         | 22.73        |
| Grand Total .....           |               |               | 180,578.20 | 35,356.99 | 72,066.94 | 288,002.13 | 2,186,271.07 | 2,474,273.20 | 44,320.62 | 2,518,593.82 |

**PROJECT EXPENDITURES  
NON-FEDERAL STATE HIGHWAY SYSTEM—UNMATCHED  
FISCAL YEAR ENDING JUNE 30, 1953**

| 9075<br>Project<br>No.          | Fiscal Year<br>Towns   | State<br>Highways | Surveys<br>Plans and<br>Computations | Right of Way<br>& Property<br>Damage | Advertising<br>Construction<br>Engineering<br>& Inspection | Sub Total | Labor &<br>Materials | Total     | Expenditures<br>to 6-30-52 | Total<br>Expenditures<br>to 6-30-50 |
|---------------------------------|------------------------|-------------------|--------------------------------------|--------------------------------------|--|-----------|----------------------|-----------|----------------------------|-------------------------------------|
| <b>FRANKLIN COUNTY</b>          |                        |                   |                                      |                                      |  |           |                      |           |                            |                                     |
| 116                             | Dallas .....           | F-1               | 1,581.71                             | —                                    | —  | 1,581.71  | —                    | 1,581.71  | —                          | 1,581.71                            |
| Total for Franklin County ..... |                        |                   | 1,581.71                             | —                                    | —  | 1,581.71  | —                    | 1,581.71  | —                          | 1,581.71                            |
| <b>HANCOCK COUNTY</b>           |                        |                   |                                      |                                      |  |           |                      |           |                            |                                     |
| 121                             | Southwest Harbor ..... | M                 | 370.96                               | —                                    | 1.46   | 372.42    | —                    | 372.42    | —                          | 372.42                              |
| Total for Hancock County .....  |                        |                   | 370.96                               | —                                    | 1.46   | 372.42    | —                    | 372.42    | —                          | 372.42                              |
| <b>KENNEBEC COUNTY</b>          |                        |                   |                                      |                                      |  |           |                      |           |                            |                                     |
| 115                             | Pittston .....         | 126               | 3,634.45                             | 1,034.21                             | 72.15  | 4,740.81  | —                    | 4,740.81  | —                          | 4,740.81                            |
| Total for Kennebec County ..... |                        |                   | 3,634.45                             | 1,034.21                             | 72.15  | 4,740.81  | —                    | 4,740.81  | —                          | 4,740.81                            |
| <b>YORK COUNTY</b>              |                        |                   |                                      |                                      |  |           |                      |           |                            |                                     |
| 997                             | Kittery .....          | A-4               | 4,502.20                             | 9,126.29                             | 734.03   | 14,362.52 | 601.12               | 14,963.64 | 67.15                      | 15,030.79                           |
| Total for York County .....     |                        |                   | 4,502.20                             | 9,126.29                             | 734.03   | 14,362.52 | 601.12               | 14,963.64 | 67.15                      | 15,030.79                           |
| Total .....                     |                        |                   | 10,089.32                            | 10,160.50                            | 807.64   | 21,057.46 | 601.12               | 21,658.58 | 67.15                      | 21,725.73                           |

**PROJECT EXPENDITURES  
FEDERAL ACCESS ROADS  
FISCAL YEAR ENDING JUNE 30, 1953**

| 20013<br>Project<br>No.           | Towns           | Project<br>No. | High-<br>ways | Surveys<br>Plans and<br>Computations | Right of Way<br>and<br>Property<br>Damage | Advertising<br>Construction<br>Engineering<br>& Inspection | Sub-Total  | Labor<br>and<br>Materials | Totals       | Expenditures<br>to 6-30-52 | Expenditures<br>to 6-30-53 |
|-----------------------------------|-----------------|----------------|---------------|--------------------------------------|---|--|------------|---------------------------|--------------|----------------------------|----------------------------|
| <b>AROOSTOOK COUNTY</b>           |                 |                |               |                                      |   |  |            |                           |              |                            |                            |
| 862                               | Limestone ..... | AD-1           | K-2S          | 318.07                               | 8,676.09                                  | 27,852.82  | 36,846.98  | 788,977.82                | 825,824.80   | 653,796.02                 | 1,479,620.82               |
| Total for Aroostook County .....  |                 |                |               | 318.07                               | 8,676.09                                  | 27,852.82  | 36,846.98  | 788,977.82                | 825,824.80   | 653,796.02                 | 1,479,620.82               |
| <b>CUMBERLAND COUNTY</b>          |                 |                |               |                                      |   |  |            |                           |              |                            |                            |
| 865                               | Brunswick ..... | RD-3           | S.A. # 10     | 418.78                               | 1,963.73                                  | 7,870.08   | 10,252.59  | 202,244.45                | 212,497.04   | 59,086.40                  | 271,583.44                 |
| Total for Cumberland County ..... |                 |                |               | 418.78                               | 1,963.73                                  | 7,870.08   | 10,252.59  | 202,244.45                | 212,497.04   | 59,086.40                  | 271,583.44                 |
| <b>YORK COUNTY</b>                |                 |                |               |                                      |   |  |            |                           |              |                            |                            |
| 866                               | Kittery .....   | AD-2           | A-3 A-4       | 7,596.76                             | 83,586.13                                 | 6,112.88   | 97,295.77  | 94,532.46                 | 191,828.23   | 3,167.66                   | 194,995.89                 |
| Total for York County .....       |                 |                |               | 7,596.76                             | 83,586.13                                 | 6,112.88   | 97,295.77  | 94,532.46                 | 191,828.23   | 3,167.66                   | 194,995.89                 |
| Grand Totals .....                |                 |                |               | 8,333.61                             | 94,225.95                                 | 41,835.78  | 144,395.34 | 1,085,754.73              | 1,230,150.07 | 716,050.08                 | 1,946,200.15               |

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

| County                 | Construction                   |                                  |                              |                                 | Reconstruction  |                |                   |                        | Total Cost     | Reconstr.<br>of<br>Old T.C. |
|------------------------|--------------------------------|----------------------------------|------------------------------|---------------------------------|-----------------|----------------|-------------------|------------------------|----------------|-----------------------------|
|                        | Miles<br>Constructed<br>Gravel | Miles<br>Surfaced<br>Prev. Based | Miles<br>Graded<br>and Based | Miles<br>Tar Surface<br>Treated | Miles<br>Gravel | Miles<br>Based | Miles<br>Surfaced | Miles<br>Bit.<br>Conc. |                |                             |
| Androscoggin . . . . . | 2.54                           | 0.40                             | —                            | 5.85                            | 3.20            | 0.90           | 0.57              | 0.75                   | \$136,007.33   | 1.69                        |
| Aroostook . . . . .    | 7.21                           | 4.99                             | 1.41                         | 10.36                           | 9.84            | 1.03           | 0.85              | —                      | 264,536.07     | —                           |
| Cumberland . . . . .   | 2.74                           | 1.23                             | —                            | 4.88                            | 1.36            | 0.35           | 0.19              | 0.73                   | 185,046.31     | .31                         |
| Franklin . . . . .     | 1.38                           | 1.53                             | 0.06                         | 8.87                            | 4.23            | 0.34           | 1.21              | —                      | 93,505.17      | .30                         |
| Hancock . . . . .      | 3.36                           | 0.74                             | —                            | 8.94                            | 2.40            | —              | 1.48              | —                      | 128,142.77     | .50                         |
| Kennebec . . . . .     | 3.87                           | 4.61                             | 0.75                         | 12.11                           | 3.98            | —              | 0.46              | 0.44                   | 152,454.14     | 2.08                        |
| Knox . . . . .         | 1.21                           | 1.08                             | 0.07                         | 5.45                            | 1.10            | —              | —                 | —                      | 46,393.70      | —                           |
| Lincoln . . . . .      | 2.44                           | —                                | 0.04                         | 8.73                            | 3.86            | 0.03           | 0.52              | 0.51                   | 106,773.37     | .71                         |
| Oxford . . . . .       | 4.52                           | 2.46                             | 0.93                         | 6.69                            | 3.86            | —              | 0.26              | —                      | 145,459.85     | 1.72                        |
| Penobscot . . . . .    | 3.95                           | 1.80                             | 0.25                         | 19.43                           | 7.42            | 0.72           | 5.43              | 0.77                   | 210,000.95     | 1.93                        |
| Piscataquis . . . . .  | 0.93                           | 0.63                             | —                            | 3.35                            | 2.67            | 0.49           | 0.98              | —                      | 80,841.81      | .21                         |
| Sagadahoc . . . . .    | 1.71                           | 0.45                             | 0.06                         | 3.93                            | 2.34            | —              | —                 | —                      | 45,196.87      | —                           |
| Somerset . . . . .     | 2.13                           | 0.70                             | —                            | 12.43                           | 1.93            | —              | 4.15              | —                      | 95,952.54      | 1.34                        |
| Waldo . . . . .        | 0.54                           | 1.35                             | 0.28                         | 11.15                           | 13.48           | 0.40           | 0.30              | —                      | 81,268.46      | 1.35                        |
| Washington . . . . .   | 1.65                           | 0.44                             | 0.23                         | 9.05                            | 9.60            | 0.48           | 0.07              | —                      | 154,649.54     | 1.15                        |
| York . . . . .         | 7.06                           | 2.84                             | 0.56                         | 9.20                            | 1.22            | —              | 0.17              | —                      | 121,092.99     | .16                         |
| Totals . . . . .       | 47.24                          | 25.25                            | 4.64                         | 140.42                          | 72.49           | 5.76           | 16.64             | 3.20                   | \$2,047,321.87 | 13.45                       |

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

| Type of Work  | Miles  | Cost per Mile | Total Cost                  |
|---|--------|---------------|-----------------------------|
| Gravel Construction   | 47.24  | \$13,655.29   | \$645,076.01                |
| Surfacing—Work previously based                                 | 25.25  | 1,850.72      | 46,730.61                   |
| Work graded and based   | 4.64   | 11,642.45     | 54,020.96                   |
| Reconstruction—Gravel road                                      | 72.49  | 10,377.87     | 752,291.55                  |
| "    Surface only   | 16.64  | 1,376.29      | 22,901.43                   |
| "    Grading and Base   | 5.76   | 9,391.08      | 54,092.60                   |
| "    Bit. Concrete  | 3.20   | 67,404.66     | 215,694.93                  |
| Tar Surface Treatment   | 140.42 | 1,826.76      | 256,513.78                  |
| Cost—Labor, Materials, Equipment<br>Engineering and Supervision |        |               | \$2,047,321.87<br>68,280.92 |
| <b>Total Cost</b>   |        |               | <b>\$2,115,602.79</b>       |

**COUNTY TABLES SHOWING EXPENDITURES FROM**  
**TOWN ROAD IMPROVEMENT FUND**

| County                 | Paid by State       | Paid by Town        | Total Cost          |
|------------------------|---------------------|---------------------|---------------------|
| Androscoggin . . . . . | \$23,762.39         | \$2,359.95          | \$26,122.34         |
| Aroostook . . . . .    | 65,410.79           | 17,388.98           | 82,799.77           |
| Cumberland . . . . .   | 33,804.52           | 3,315.65            | 37,120.17           |
| Franklin . . . . .     | 25,718.41           | 8,321.96            | 34,040.37           |
| Hancock . . . . .      | 22,734.44           | 2,110.27            | 24,844.71           |
| Kennebec . . . . .     | 41,991.69           | 12,440.26           | 54,431.95           |
| Knox . . . . .         | 20,406.89           | 2,773.46            | 23,180.35           |
| Lincoln . . . . .      | 20,476.19           | 5,775.79            | 26,251.98           |
| Oxford . . . . .       | 47,511.91           | 3,858.65            | 51,370.56           |
| Penobscot . . . . .    | 53,785.45           | 4,836.07            | 58,621.52           |
| Piscataquis . . . . .  | 17,340.03           | 1,376.04            | 18,716.07           |
| Sagadahoc . . . . .    | 10,230.00           | 1,529.91            | 11,759.91           |
| Somerset . . . . .     | 35,459.81           | 5,275.44            | 40,735.25           |
| Waldo . . . . .        | 34,946.17           | 8,501.84            | 43,448.81           |
| Washington . . . . .   | 25,921.41           | 1,466.72            | 27,388.03           |
| York . . . . .         | 50,059.80           | 5,395.68            | 55,455.48           |
| <b>Totals</b>          | <b>\$529,559.90</b> | <b>*\$86,726.67</b> | <b>\$616,286.57</b> |

\* This figure includes the \$28,669.75 contributed by towns having State Aid First Unit Funds.

**TABULAR STATEMENT OF EXPENDITURES UNDER SPECIAL LEGISLATIVE RESOLVES**

|  | Cost of<br>Super. and<br>Engineering | Cost of<br>Labor and<br>Materials | Total<br>Cost       | Paid<br>by<br>Towns | Paid<br>by<br>State |
|--|--------------------------------------|-----------------------------------|---------------------|---------------------|---------------------|
| Repairs . . . . .                                    | \$29.43                              | \$94,619.06                       | \$94,648.49         | \$17,012.41         | \$77,636.08         |
| Road Construction . . . . .                          | 22.48                                | 22,018.18                         | 22,040.66           | 4,725.13            | 17,315.53           |
| Tar Surface Treatment . . . . .                      | —                                    | 3,110.59                          | 3,110.59            | 261.08              | 2,849.51            |
| <b>Totals . . . . .</b>                              | <b>\$51.91</b>                       | <b>\$119,747.83</b>               | <b>\$119,799.74</b> | <b>\$21,998.62</b>  | <b>\$97,801.12</b>  |
| Special Resolves Transferred to State Aid . . . . .  |                                      |                                   |                     |                     | 61,308.06           |
| “ “ “ “ to Bridge . . . . .                          |                                      |                                   |                     |                     | 4,260.33            |
| Reimbursement for work previously reported . . . . . |                                      |                                   |                     |                     | 8,696.52            |
| <b>Total Expenditures . . . . .</b>                  |                                      |                                   |                     |                     | <b>\$172,066.03</b> |

**COUNTY TABLE—SPECIAL RESOLVES**

| County                  | Construction       |                    | Repairs            |                    | Tar Surface Treatment |                   | Total<br>Cost       | Paid<br>by<br>Town | Paid<br>by<br>State |
|-------------------------|--------------------|--------------------|--------------------|--------------------|-----------------------|-------------------|---------------------|--------------------|---------------------|
|                         | Length<br>in Miles | Cost               | Length<br>in Miles | Cost               | Length<br>in Miles    | Cost              |                     |                    |                     |
| Androscoggin . . . . .  | .12                | \$1,445.68         | .81                | \$2,859.37         | —                     | —                 | \$4,305.05          | \$310.62           | \$3,994.43          |
| Aroostook . . . . .     | .57                | 1,748.88           | 4.29               | 10,829.66          | .50                   | \$502.12          | 13,080.66           | 2,220.90           | 10,859.76           |
| Cumberland . . . . .    | 1.09               | 9,216.52           | 1.34               | 4,293.98           | —                     | —                 | 13,510.50           | 4,403.31           | 9,107.19            |
| Franklin . . . . .      | —                  | —                  | .47                | 2,404.60           | —                     | —                 | 2,404.60            | 122.98             | 2,281.62            |
| Hancock . . . . .       | —                  | —                  | 2.63               | 7,927.09           | —                     | —                 | 7,927.09            | 640.42             | 7,286.67            |
| Kennebec . . . . .      | —                  | —                  | 2.89               | 7,462.27           | .33                   | 277.85            | 7,740.12            | 641.20             | 7,098.92            |
| Knox . . . . .          | —                  | —                  | .23                | 3,507.17           | —                     | —                 | 3,507.17            | 217.62             | 3,289.55            |
| Lincoln . . . . .       | .19                | 737.06             | .72                | 3,435.45           | —                     | —                 | 4,172.51            | 873.62             | 3,298.89            |
| Oxford . . . . .        | .24                | 1,674.77           | .65                | 11,259.29          | —                     | —                 | 12,934.06           | 6,157.47           | 6,776.59            |
| Penobscot . . . . .     | .31                | 1,721.33           | 2.57               | 10,816.80          | .50                   | 616.86            | 13,154.99           | 3,711.12           | 9,443.87            |
| Piscataquis . . . . .   | .17                | 1,641.76           | 3.10               | 4,449.63           | —                     | —                 | 6,091.39            | 717.51             | 5,373.88            |
| Sagadahoc . . . . .     | —                  | —                  | .75                | 4,122.08           | —                     | —                 | 4,122.08            | 279.00             | 3,843.08            |
| Somerset . . . . .      | —                  | —                  | 2.55               | 5,338.83           | —                     | —                 | 5,338.83            | 472.97             | 4,865.86            |
| Waldo . . . . .         | .38                | 2,518.30           | 1.04               | 7,277.99           | 1.00                  | 682.63            | 10,478.92           | 746.88             | 9,732.04            |
| Washington . . . . .    | .06                | 539.80             | .82                | 5,084.80           | —                     | —                 | 5,624.60            | 73.20              | 5,551.40            |
| York . . . . .          | .19                | 796.56             | 1.15               | 3,579.48           | .59                   | 1,031.13          | 5,407.17            | 409.80             | 4,997.37            |
| <b>Totals . . . . .</b> | <b>3.32</b>        | <b>\$22,040.66</b> | <b>26.01</b>       | <b>\$94,648.49</b> | <b>2.92</b>           | <b>\$3,110.59</b> | <b>\$119,799.74</b> | <b>\$21,998.62</b> | <b>\$97,801.12</b>  |



**FEDERAL AID SECONDARY HIGHWAYS  
EXPENDITURES TO JUNE 30, 1953**

| 9087<br>F. A. S.<br>Project<br>No. | Location<br>County and Town      | Class<br>of<br>Highway | Route        | Expenditures<br>for 1953 | Total<br>Expenditures to<br>June 30, 1953 | Percent<br>Completes | Length of<br>Project<br>in Miles | Contractor   |
|------------------------------------|----------------------------------|------------------------|--------------|--------------------------|---|----------------------|----------------------------------|--|
|                                    | Androscoggin                     |                        |              |                          |   |                      |                                  |  |
| Σ-0151(1)                          | Auburn                           | S.A.                   | 219          | 18,797.97                | 47,112.37                                 | 100                  | 0.91                             | Guy Allen & Earl Vannah  |
| Σ-37(1)                            | Auburn-Poland-<br>New Gloucester | S.A.                   | 122          | 1,247.88                 | 232,863.94                                | 100                  | 4.43                             | Thomas DiCenzo   |
| Σ-0150(1)                          | Durham                           | S.A.                   | 136          | 1,790.08                 | 1,790.08                                  | —                    | —                                | Survey Only  |
| Σ-0152(1)                          | Minot                            | S.A.                   | 119          | 3,267.78                 | 3,267.78                                  | —                    | —                                | Survey Only  |
| Σ-0135(2)                          | Poland                           | S.H.                   | 11           | 75,346.90                | 130,380.07                                | 100                  | 1.80                             | Guy Allen & Earl Vannah  |
| Σ-0169(1)                          | Turner                           | S.A.                   | 117          | 1,328.23                 | 1,328.23                                  | —                    | —                                | Survey Only  |
| Σ-0187(1)                          | Turner                           | S.A.                   | 219          | 14,939.46                | 101,682.14                                | 100                  | 1.71                             | P. E. Susi & Co.   |
|                                    | Aroostook                        |                        |              |                          |   |                      |                                  |  |
| Σ-0131(1)                          | Caribou                          | S.H.                   | Alt. U. S. 1 | 353,097.14               | 797,232.94                                | 95                   | 0.72                             | Forest Frederick & Bridge Const. Co. and<br>Pittsburg-Des Moines Steel Co. |
| Σ-0338(1)                          | Caribou                          | S.H.                   | 161          | 242,024.46               | 328,582.26                                | 50                   | 10.61                            | Thomas DiCenzo   |
| ΣG-0340(2)                         | Eagle Lake                       | S.H.                   | 11           | 2,953.68                 | 3,200.79                                  | 100                  | —                                | B&ARR Force Account  |
| Σ-0332(1)                          | Fort Fairfield                   | S.H.                   | 165          | 324.91                   | 12,920.55                                 | —                    | —                                | Survey Only  |
| ΣG-0332(2)                         | Fort Fairfield                   | S.H.                   | 165          | 2,850.87                 | 3,067.60                                  | 100                  | —                                | B&ARR Force Account  |
| ΣG-0340(1)                         | Fort Kent                        | S.H.                   | 11           | 256.84                   | 2,943.75                                  | 100                  | —                                | B&ARR Force Account  |
| Σ-0319(1)                          | Ludlow                           | S.H.                   | U. S. 2      | 3,474.88                 | 140,609.01                                | 100                  | 2.63                             | H. E. Sargent, Inc.  |
| Σ-0319(2)                          | Macwahoc                         | S.H.                   | U. S. 2      | 98,593.41                | 158,503.17                                | 100                  | 3.56                             | Harold A. & Azilda Hornbrook   |
| Σ-0326(2)                          | Mapleton-Ashland                 | S.H.                   | 163          | 3,921.51                 | 3,921.51                                  | —                    | —                                | Survey Only  |
| ΣG-0326(1)                         | Masardis                         | S.A.                   | 11           | 330.10                   | 3,508.07                                  | —                    | —                                | B&ARR Force Account  |
| ΣG-0326(3)                         | Masardis                         | S.A.                   | 11           | 172.20                   | 193.60                                    | 100                  | —                                | B&ARR Force Account  |
| Σ-0338(2)                          | New Sweden-Stockholm             | S.H.                   | 161          | 4,095.25                 | 4,095.25                                  | —                    | —                                | Survey Only  |
| Σ-0319(4)                          | Smyrna                           | S.H.                   | U. S. 2      | 951.70                   | 2,917.52                                  | —                    | —                                | Survey Only  |
| Σ-0330(1)                          | Washburn                         | S.H.                   | 164          | 3,198.97                 | 139,111.43                                | 100                  | 3.00                             | Donald J. McKay  |
| Σ-0330(2)                          | Washburn                         | S.H.                   | 164          | 138,764.05               | 142,963.38                                | 80                   | 3.23                             | Donald J. McKay  |
|                                    | Cumberland                       |                        |              |                          |   |                      |                                  |  |
| Σ-0123(1)                          | Baldwin                          | S.H.                   | 113          | 70,955.57                | 238,656.47                                | 100                  | 4.05                             | Frank Rossi  |
| Σ-0123(3)                          | Baldwin                          | S.H.                   | 5-113        | 796.25                   | 1,965.15                                  | —                    | —                                | Survey Only  |
| Σ-0143(1)                          | Brunswick-Harpswell              | S.A.                   | 24           | 2,202.41                 | 305,208.69                                | 100                  | 4.25                             | Bridge Const. Corp.  |
| Σ-0135(1)                          | Casco-Naples-Poland              | S.H.                   | 11           | 97,120.36                | 110,083.87                                | 100                  | 0.03                             | Forest Frederick   |
| Σ-0124(1)                          | Gorham-Little River              | S.A.                   | 95           | 14,655.30                | 330,202.94                                | 100                  | 2.95                             | Frank Rossi  |
| Σ-0135(3)                          | Naples                           | S.H.                   | 11           | 81.82                    | 81.82                                     | —                    | —                                | Survey Only  |
| ΣG-0112(1)                         | Scarboro                         | S.A.                   | 9            | 2,433.02                 | 2,433.02                                  | —                    | —                                | Survey Only  |
| Σ-0126(1)                          | Sebago-Naples                    | S.H.                   | 114          | 3,631.78                 | 9,886.84                                  | —                    | —                                | Survey Only  |
| Σ-0113(3)                          | Sebago Lake-No. Windham          | S.A.                   | 35           | 4,097.29                 | 4,097.29                                  | —                    | —                                | Survey Only  |
| Σ-0113(1)                          | Standish-Sebago                  | S.A.                   | 35           | 89.83                    | 71,599.24                                 | 100                  | .31                              | Berry & Moser Const. Co., Inc.   |
| Σ-0113(2)                          | Windham                          | S.A.                   | 115          | 4,011.46                 | 4,011.46                                  | —                    | —                                | Survey Only  |
| Σ-0119(1)                          | Windham                          | S.A.                   | U. S. 202    | 64.49                    | 341,439.12                                | 100                  | 3.91                             | Frank Rossi  |
| Σ-0119(2)                          | Windham                          | S.A.                   | U. S. 202    | 288,984.78               | 291,271.09                                | 80                   | 3.58                             | Frank Rossi  |

**FEDERAL AID SECONDARY HIGHWAYS**  
**EXPENDITURES TO JUNE 30, 1953—(Continued)**

| 9087<br>F. A. S.<br>Project<br>No. | Location<br>County and Town    | Class<br>of<br>Highway | Route   | Expenditures<br>for 1953 | Total<br>Expenditures to<br>June 30, 1953 | Percent<br>Complete | Length of<br>Project<br>in Miles | Contractor             |
|------------------------------------|--------------------------------|------------------------|---------|--------------------------|---|---------------------|----------------------------------|------------------------|
|                                    | Franklin                       |                        |         |                          |   |                     |                                  |                        |
| <del>9-0185(1)</del>               | Jay .....                      | S.A.                   | 17      | 6,352.78                 | 6,352.78                                  | —                   | —                                | Survey Only            |
| <del>9-0237(1)</del>               | New Vineyard .....             | S.A.                   | 27      | 1,947.63                 | 104,717.74                                | 100                 | 1.80                             | P. E. Susi & Co.       |
| <del>9-0237(2)</del>               | New Vineyard .....             | S.A.                   | 27      | 158,897.65               | 170,543.57                                | 60                  | 4.74                             | Frank Rossi            |
| <del>9-0181(2)</del>               | Rangleey .....                 | S.H.                   | 144     | 7,052.64                 | 7,052.64                                  | —                   | —                                | Survey Only            |
| <del>9-0181(1)</del>               | Rangleey-Oquossoe .....        | S.H.                   | 114     | 3,590.79                 | 61,976.01                                 | 100                 | 0.22                             | C. W. Bagley           |
| <del>9-0184(1)</del>               | Weld .....                     | S.A.                   | 142     | —                        | 90,779.21                                 | 100                 | 1.81                             | Frank Rossi            |
|                                    | Hancock                        |                        |         |                          |   |                     |                                  |                        |
| <del>9-68(1)</del>                 | Bar Harbor .....               | S.A.                   | 3       | 346.47                   | 108,577.01                                | 100                 | 0.79                             | Frank Rossi            |
| <del>9-0250(1)</del>               | Blue Hill .....                | S.H.                   | 172     | 189.90                   | 3,459.96                                  | —                   | —                                | Survey Only            |
| <del>9-0250(2)</del>               | Blue Hill .....                | S.H.                   | 172-175 | 1,070.85                 | 1,070.85                                  | —                   | —                                | Survey Only            |
| <del>9-303(2)</del>                | Ellsworth .....                | S.H.                   | 15      | 142.86                   | 111,421.12                                | 100                 | 3.10                             | Bridge Const. Corp.    |
| <del>9-0298(2)</del>               | Franklin .....                 | S.A.                   | 182     | 5,482.68                 | 5,495.82                                  | —                   | —                                | Survey Only            |
| <del>9-60(1)</del>                 | Hancock-Franklin .....         | S.A.                   | 182     | 74.52                    | 61,527.62                                 | 100                 | 1.21                             | Thomas DiCenzo         |
| <del>9-0257(1)</del>               | Mt. Desert .....               | S.H.                   | 198     | cr. 5,839.55             | 49.05                                     | —                   | —                                | Survey Only            |
|                                    | Kennebec                       |                        |         |                          |   |                     |                                  |                        |
| <del>9-0210(3)</del>               | Albion .....                   | S.H.                   | 137     | 2,920.12                 | 102,196.88                                | 100                 | 1.35                             | Lee Brothers           |
| <del>9-0206(2)</del>               | Augusta-Chelsea .....          | S.A.                   | 9       | 493.19                   | 604.69                                    | —                   | —                                | Survey Only            |
| <del>9-0206(3)</del>               | Augusta-Chelsea-Randolph ..... | S. A.                  | 9       | 7.50                     | 7.50                                      | —                   | —                                | Survey Only            |
| <del>9-0206(1)</del>               | Chelsea .....                  | S. A.                  | 9       | 2,591.77                 | 174,385.09                                | 100                 | 1.52                             | Wyman & Simpson, Inc.  |
| <del>9-54(1)</del>                 | Pittston .....                 | S. H.                  | 27      | 7.00                     | 100,263.60                                | 100                 | 1.94                             | Force Account by State |
| <del>9-54(2)</del>                 | Pittston .....                 | S.H.                   | 27      | 75.00                    | 137,784.37                                | 100                 | 1.76                             | P. E. Susi & Co.       |
| <del>9-0190(1)</del>               | Readfield .....                | S.A.                   | 17      | 5,069.80                 | 9,306.76                                  | —                   | —                                | Survey Only            |
| <del>9-0188(3)</del>               | Wayne .....                    | S.A.                   | 133     | 642.74                   | 642.74                                    | —                   | —                                | Survey Only            |
| <del>9-0188(1)</del>               | Wayne-Winthrop .....           | S.A.                   | 133     | 155,565.82               | 165,053.00                                | 70                  | 2.08                             | W. H. Hinman, Inc.     |
| <del>9-0226(1)</del>               | Winslow-China .....            | S.H.                   | 137     | 2,631.62                 | 6,631.59                                  | —                   | —                                | Survey Only            |
| <del>9-0225(1)</del>               | Winslow-Vassalboro .....       | S.A.                   | 32      | 32.00                    | 425.90                                    | —                   | —                                | Survey Only            |
| <del>9-0189(1)</del>               | Winthrop .....                 | S.H.                   | 41      | 13,194.56                | 13,194.56                                 | 25                  | 1.19                             | W. H. Hinman, Inc.     |
|                                    | Knox                           |                        |         |                          |   |                     |                                  |                        |
| <del>9-0205(1)</del>               | Rockland .....                 | S.H.                   | 17      | 66,793.66                | 125,903.02                                | 100                 | 1.43                             | A. P. Wyman, Inc.      |
| <del>9-0205(2)</del>               | Rockport .....                 | S.H.                   | 17      | 66.62                    | 137.86                                    | —                   | —                                | Survey Only            |
|                                    | Lincoln                        |                        |         |                          |   |                     |                                  |                        |
| <del>9-0160(1)</del>               | Bristol .....                  | S.A.                   | 129     | 3,324.75                 | 3,324.75                                  | —                   | —                                | Survey Only            |
| <del>9-0161(1)</del>               | Bristol .....                  | S.A.                   | 130     | 4,547.93                 | 4,547.93                                  | —                   | —                                | Survey Only            |
| <del>9-0193(1)</del>               | Waldoboro .....                | S.A.                   | 220     | 454.88                   | 68,061.92                                 | 100                 | 0.72                             | A. P. Wyman, Inc.      |
| <del>9-0193(2)</del>               | Waldoboro .....                | S.A.                   | 220     | 111,702.06               | 115,242.41                                | 60                  | 2.39                             | Lee Brothers           |
| <del>9-0163(1)</del>               | Wiscasset .....                | S.H.                   | 27      | 113,376.10               | 159,612.44                                | 100                 | 3.30                             | Ralph Ramano, Jr.      |
| <del>9-64(1)</del>                 | Wiscasset .....                | S.H.                   | 27      | 18.80                    | 75,733.74                                 | 100                 | 1.16                             | Grant & Keene          |

|            |                         |      |           |     |            |            |     |      |                                       |
|------------|-------------------------|------|-----------|-----|------------|------------|-----|------|---------------------------------------|
|            | Oxford                  |      |           |     |            |            |     |      |                                       |
| SG-0123(2) | Fryeburg                | S.H. | 5-113     | cr. | 652.43     | 2,895.47   | 100 | —    | MCRR Force Account                    |
| S-0123(5)  | Fryeburg                | S.H. | 5-113     |     | 8,472.64   | 8,472.64   | —   | —    | Survey Only                           |
| S-0187(2)  | Hartford                | S.A. | 219       |     | 823.26     | 37,518.96  | 100 | 1.07 | P. E. Susi & Co.                      |
| S-0131(1)  | Norway                  | S.A. | 118       |     | 212,729.66 | 227,187.36 | 95  | 2.67 | A. P. Wyman, Inc.                     |
| S-49(2)    | North Waterford         | S.A. | 35-118    |     | 1,653.05   | 81,133.00  | 100 | 1.27 | Frank Rossi                           |
| S-0180(1)  | Roxbury                 | S.H. | 17        |     | 42,957.77  | 61,787.93  | 100 | 1.08 | C. R. West                            |
|            | Penobscot               |      |           |     |            |            |     |      |                                       |
| S-0281(1)  | Clifton-Amherst         | S.A. | 9         |     | 219.28     | 6,013.02   | —   | —    | Survey Only                           |
| S-335(4)   | Dexter                  | S.A. | 24        |     | 1,568.29   | 92,549.13  | 100 | 0.33 | H. E. Sargent, Inc.                   |
| S-0210(2)  | Dixmont                 | S.A. | U. S. 202 |     | 203,061.30 | 329,585.63 | 100 | 3.92 | P. E. Susi & Co.                      |
| S-0210(4)  | Dixmont-Troy            | S.A. | U. S. 202 |     | 285,269.62 | 287,628.19 | 60  | 7.03 | P. E. Susi & Co.—Farrin Bros. & Smith |
| S-86(2)    | Eddington               | S.A. | 9         |     | 1,067.53   | 92,001.77  | 100 | 2.20 | H. E. Sargent, Inc.                   |
| S-0210(1)  | Hampton-York Bridge     | S.A. | U. S. 202 |     | 96.95      | 30,769.54  | 100 | 0.15 | A. P. Wyman, Inc. & C. H. Goodrich    |
| SG-288(3)  | LaGrange                | S.H. | 11        |     | 1,832.10   | 2,101.41   | 100 | —    | B&ARR Force Account                   |
| SG-78(1)   | LaGrange-Overhead       | S.H. | 11        |     | 121.22     | 64,735.78  | 100 | 1.55 | P. E. Susi & Co.                      |
| SG-0288(4) | LaGrange                | S.A. | 11        |     | 2,668.82   | 2,668.82   | 100 | —    | B&ARR Force Account                   |
| S-0311(1)  | Lincoln                 | S.A. | 16        |     | 8,006.08   | 8,006.08   | —   | —    | Survey Only                           |
| S-0315(1)  | Millinocket             | S.H. | 157       |     | 3,508.55   | 3,508.55   | —   | —    | Survey Only                           |
| S-56(1)    | Newburg-Hampden         | S.A. | U. S. 202 |     | 652.20     | 312,737.14 | 100 | 8.00 | Bridge Const. Corp.                   |
|            | Piscataquis             |      |           |     |            |            |     |      |                                       |
| S-0265(1)  | Abbot                   | S.A. | 16        |     | 54,150.03  | 56,806.95  | 90  | 0.30 | Forest Frederick                      |
| S-319(4)   | Big Squaw Mountain      | S.H. | 15        |     | 733.13     | 77,762.91  | 100 | 3.34 | Thomas Diczno                         |
| SG-0287(1) | Brownville              | S.H. | 221       |     | 64.20      | 107.00     | —   | —    | Survey Only                           |
| SG-0287(2) | Brownville              | S.H. | 221       |     | 64.20      | 107.00     | —   | —    | Survey Only                           |
| SG-0275(1) | Dover-Foxcroft          | S.A. | —         |     | 33,800.53  | 58,593.74  | 90  | 0.31 | Joseph Frost & Co.                    |
| S-0276(1)  | Dover-Sebec             | S.H. | 16        |     | 5,878.41   | 5,878.41   | —   | —    | Survey Only                           |
| S-275(2)   | Parkman                 | S.H. | 150       |     | 29.92      | 59,158.01  | 100 | 1.88 | Thomas Diczno                         |
| S-0241(1)  | Parkman                 | S.H. | 150       |     | 3,309.33   | 3,309.33   | —   | —    | Survey Only                           |
|            | Sagadahoc               |      |           |     |            |            |     |      |                                       |
| S-0146(1)  | Arrowsic                | S.A. | 127       |     | 61,372.44  | 144,550.80 | 100 | 0.82 | W. H. Hinman, Inc.                    |
| S-0156(1)  | Bowdoin                 | S.A. | 125       |     | 1,705.12   | 1,705.12   | —   | —    | Survey Only                           |
| S-0157(1)  | Bowdoinham-Brooklyn Br. | S.A. | 24        |     | 111,541.28 | 140,207.89 | 90  | 0.03 | Herbert E. Calahan, Inc.              |
| S-0144(1)  | Phippsburg              | S.A. | 209       |     | 3,058.31   | 5,265.22   | —   | —    | Survey Only                           |
|            | Somerset                |      |           |     |            |            |     |      |                                       |
| S-0267(7)  | Caratunk                | S.H. | U. S. 201 |     | 40.00      | 40.00      | —   | —    | Survey Only                           |
| S-0230(2)  | Embden-Solon            | S.H. | U. S. 201 |     | .80        | .80        | —   | —    | Survey Only                           |
| S-0232(1)  | Fairfield-Larone        | S.A. | 139       |     | 2,724.94   | 24,262.89  | 100 | 0.01 | Walter V. Mitton, Inc.                |
| S-0267(4)  | Jackman-Parlin Pond     | S.H. | U. S. 201 |     | 180,070.21 | 185,712.03 | 60  | 4.74 | A. P. Wyman, Inc.                     |
| S-0267(5)  | Jackman-Parlin Pond     | S.H. | U. S. 201 |     | 6,050.69   | 6,050.69   | —   | —    | Survey Only                           |
| S-0237(3)  | New Portland            | S.A. | 27        |     | 6,990.25   | 7,246.84   | —   | —    | Survey Only                           |
| S-0267(1)  | Sandy Bay               | S.H. | U. S. 201 |     | 8,039.74   | 292,303.43 | 100 | 3.34 | Thomas Diczno                         |
| S-0267(3)  | Sandy Bay-Dennistown    | S.H. | U. S. 201 |     | 8,642.44   | 8,642.44   | —   | —    | Survey Only                           |
| S-0230(1)  | Smithfield-Oakland      | S.A. | 137       |     | 248,422.48 | 248,422.48 | 70  | 5.16 | P. E. Susi & Co.                      |
| S-0267(2)  | The Forks               | S.H. | U. S. 201 |     | 243,756.63 | 252,241.30 | 50  | 5.04 | W. H. Hinman, Inc.                    |
| S-0267(6)  | West Forks              | S.H. | U. S. 201 |     | 259.26     | 259.26     | —   | —    | Survey Only                           |

**FEDERAL AID SECONDARY HIGHWAYS  
EXPENDITURES TO JUNE 30, 1953—(Concluded)**

| 9087<br>F. A. S.<br>Project<br>No. | Location<br>County and Town | Class<br>of<br>Highway | Route     | Expenditures<br>for 1953 | Total<br>Expenditures to<br>June 30, 1953 | Percent<br>Complete | Length of<br>Project<br>in Miles | Contractor           |
|------------------------------------|-----------------------------|------------------------|-----------|--------------------------|---|---------------------|----------------------------------|----------------------|
|                                    | Waldo                       |                        |           |                          |   |                     |                                  |                      |
| Z-0217(2)                          | Belfast .....               | S.H.                   | 137       | 169,848.21               | 173,211.22                                | 90                  | 2.59                             | Lee Brothers         |
| Z-0118(1)                          | Belfast .....               | S.A.                   | 141       | 6,583.56                 | 6,583.56                                  | —                   | —                                | Survey Only          |
| Z-0217(1)                          | Brooks-Waldo .....          | S.H.                   | 137       | 76,803.81                | 206,735.52                                | 100                 | 3.93                             | Lee Brothers         |
| Z-0215(2)                          | Liberty .....               | S.H.                   | 3         | 42,322.56                | 87,987.18                                 | 100                 | 1.48                             | H. E. Sargent, Inc.  |
| Z-58(3)                            | Troy .....                  | S.A.                   | U. S. 202 | 8.00                     | 69,189.65                                 | 100                 | 1.27                             | Farrin Bros. & Smith |
| Z-0210(5)                          | Troy-Unity .....            | S.A.                   | U. S. 202 | 5,344.94                 | 10,261.56                                 | —                   | —                                | Survey Only          |
|                                    | Washington                  |                        |           |                          |   |                     |                                  |                      |
| Z-0298(1)                          | Cherryfield .....           | S.A.                   | 182       | 72,028.71                | 252,038.52                                | 100                 | 3.00                             | Bridge Const. Corp.  |
| SG-0298(3)                         | Cherryfield .....           | S.A.                   | 182       | 2,052.46                 | 2,138.06                                  | —                   | —                                | MCRR Force Account   |
| Z-0303(1)                          | Cooper-Meddybemps .....     | S.A.                   | 191       | 65.03                    | 108,940.14                                | 100                 | 2.50                             | J. R. Cianchette     |
| Z-0300(1)                          | Jonesport .....             | S.H.                   | 187       | 113,463.58               | 115,998.19                                | 95                  | 2.41                             | Bridge Const. Corp.  |
| Z-0306(1)                          | Lubec .....                 | S.H.                   | 189       | 164,284.90               | 170,308.14                                | 100                 | 3.21                             | Thomas Dicienzo      |
| Z-84(1)                            | Whiting-Trescott .....      | S.H.                   | 189       | 1,203.49                 | 245,310.96                                | 100                 | 4.81                             | Thomas Dicienzo      |
|                                    | York                        |                        |           |                          |   |                     |                                  |                      |
| Z-288(3)                           | Alfred-Waterboro .....      | S.H.                   | U. S. 202 | 1,581.83                 | 550,129.80                                | 100                 | 7.38                             | Frank Rossi          |
| Z-0113(4)                          | Kennebunk .....             | S.H.                   | 35        | 3,287.71                 | 3,287.71                                  | —                   | —                                | Survey Only          |
| Z-0115(1)                          | Limington-Limerick .....    | S.A.                   | 11        | 7,589.57                 | 7,589.57                                  | —                   | —                                | Survey Only          |
| Z-0105(1)                          | North Berwick .....         | S.H.                   | 4         | 92,144.10                | 153,133.84                                | 100                 | 2.11                             | Landers & Griffin    |
| Z-0114(1)                          | Saco .....                  | S.H.                   | 5         | 1,462.27                 | 4,241.78                                  | —                   | —                                | Survey Only          |
| Z-0110(1)                          | Sanford-Shapleigh .....     | S.H.                   | 11        | 127,852.06               | 147,350.00                                | 100                 | 1.34                             | Frank Rossi          |
| Z-0114(3)                          | Waterboro .....             | S.H.                   | 5         | 374.88                   | 2,872.59                                  | —                   | —                                | Survey Only          |
| Total Expenditures                 |                             |                        |           | \$4,772,807.67           | \$11,516,459.52                           |                     |                                  |                      |

**PROJECT EXPENDITURES  
FEDERAL SECONDARY SYSTEM UNMATCHED  
FISCAL YEAR ENDING JUNE 30, 1953**

| 9084<br>Project<br>No.                  | Towns                          | Route    | Class<br>of<br>High-<br>way | Surveys<br>Plans and<br>Compu-<br>tations | Right of<br>Way and<br>Property<br>Damage | Advertising<br>Const. Eng.<br>and<br>Inspection | Sub-Total | Labor<br>and<br>Materials | Total<br>Expenditures<br>to 6-30-53 | Percent<br>Com-<br>plete | Length<br>of Proj.<br>in<br>Miles | Contractor           | Remarks             |
|---|--------------------------------|----------|-----------------------------|---|---|---|-----------|---------------------------|-------------------------------------|--------------------------|-----------------------------------|----------------------|---------------------|
| <b>ANDROSCOGGIN COUNTY</b>              |                                |          |                             |   |   |   |           |                           |                                     |                          |                                   |                      |                     |
| 118                                     | Lewiston-Sabattus . . . . .    | 126      | S.H.                        | 1,631.61                                  | 103.39                                    | 2,136.15  | 3,871.15  | 43,449.92                 | 47,321.07                           | 50                       | 2.1                               | Force Acct. by State | Pipe Arch           |
| 104                                     | Lisbon . . . . .               | 125      | S.A.                        | 96.20                                     | —   | 8.00  | 104.20    | 6,491.89                  | 6,596.09                            | 100                      | 0.04                              | Force Acct. by State |                     |
| 131                                     | Minot . . . . .                | 119      | S.A.                        | 912.52                                    | 237.90                                    | 6.15  | 1,156.57  | —                         | 1,156.57                            | —                        | —                                 | Survey Only          |                     |
| Total for Androscoggin County . . . . . |                                |          |                             | 2,640.33                                  | 341.29                                    | 2,150.30  | 5,131.92  | 49,941.81                 | 55,073.73                           | —                        | —                                 |                      |                     |
| <b>AROOSTOOK COUNTY</b>                 |                                |          |                             |   |   |   |           |                           |                                     |                          |                                   |                      |                     |
| 127                                     | Caribou . . . . .              | Alt. US1 | S.H.                        | —   | —   | —   | —         | 1,500.00                  | 1,500.00                            | 25                       | —                                 | Bridge Const. Corp.  |                     |
| 984                                     | Limestone . . . . .            | 165      | S.H.                        | —   | —   | —   | —         | 3,857.16                  | 3,857.16                            | 20                       | 0.15                              | Force Acct. by State |                     |
| 132                                     | Mapleton . . . . .             | 163      | S.H.                        | 712.57                                    | —   | —   | 712.57    | —                         | 712.57                              | —                        | —                                 | Survey Only          |                     |
| 126                                     | Silver Ridge-Sherman . . . . . | U.S. 2   | S.H.                        | 82.48                                     | —   | —   | 82.48     | 13,533.08                 | 13,615.56                           | 10                       | 6.85                              | Force Acct. by State |                     |
| 133                                     | Smyrna . . . . .               | U.S. 2   | S.H.                        | 1,001.96                                  | —   | —   | 1,001.96  | —                         | 1,001.96                            | —                        | —                                 | Survey Only          |                     |
| Total for Aroostook County . . . . .    |                                |          |                             | 1,797.01                                  | —   | —   | 1,797.01  | 18,890.24                 | 20,687.25                           | —                        | —                                 |                      |                     |
| <b>CUMBERLAND COUNTY</b>                |                                |          |                             |   |   |   |           |                           |                                     |                          |                                   |                      |                     |
| 102                                     | Bridgton-Woods Pond . . . . .  | 117      | S.A.                        | 524.50                                    | —   | —   | 524.50    | —                         | 524.50                              | —                        | —                                 | Survey Only          |                     |
| Total for Cumberland County . . . . .   |                                |          |                             | 524.50                                    | —   | —   | 524.50    | —                         | 524.50                              | —                        | —                                 |                      |                     |
| <b>HANCOCK COUNTY</b>                   |                                |          |                             |   |   |   |           |                           |                                     |                          |                                   |                      |                     |
| 114                                     | Mt. Desert . . . . .           | 157      | S.H.                        | 9,026.94                                  | 452.99                                    | 12,320.80                                       | 21,800.73 | 289,815.45                | 311,616.18                          | 100                      | 3.04                              | Thomas DiCenzo       | Bridge              |
| 142                                     | Mt. Desert . . . . .           | 157      | S.H.                        | 75.30                                     | —   | 5.53  | 80.83     | 1,862.64                  | 1,943.47                            | 30                       | 0.004                             | Force Acct. by State |                     |
| Total for Hancock County . . . . .      |                                |          |                             | 9,102.24                                  | 452.99                                    | 12,326.33                                       | 21,881.56 | 291,678.09                | 313,559.65                          | —                        | —                                 |                      |                     |
| <b>KENNEBEC COUNTY</b>                  |                                |          |                             |   |   |   |           |                           |                                     |                          |                                   |                      |                     |
| 122                                     | Litchfield . . . . .           | 126      | S.H.                        | 946.42                                    | —   | —   | 946.42    | —                         | 946.42                              | —                        | —                                 | Survey Only          | Bridge Const. Corp. |
| 110                                     | Winslow Vassalboro . . . . .   | 32       | S.A.                        | 1,321.64                                  | 9,978.36                                  | 10,395.30                                       | 21,695.30 | 309,868.01                | 331,563.31                          | 100                      | 5.84                              | Force Acct. by State |                     |
| Total for Kennebec County . . . . .     |                                |          |                             | 2,268.06                                  | 9,978.36                                  | 10,395.30                                       | 22,641.72 | 309,868.01                | 332,509.73                          | —                        | —                                 |                      |                     |

| 9084<br>Project<br>No.       | Towns                               | Route  | Class<br>of<br>High-<br>way | Surveys<br>Plans and<br>Compu-<br>tations | Right of<br>Way and<br>Property<br>Damage | Advertising<br>Const. Eng.<br>and<br>Inspection | Sub-Total | Labor<br>and<br>Materials | Total<br>Expenditures<br>to 6-30-53 | Percent<br>Com-<br>plete | Length<br>of Proj.<br>in<br>Miles | Contractor             | Remarks |
|------------------------------|-------------------------------------|--------|-----------------------------|---|---|---|-----------|---------------------------|-------------------------------------|--------------------------|-----------------------------------|------------------------|---------|
| <b>LINCOLN COUNTY</b>        |                                     |        |                             |   |   |   |           |                           |                                     |                          |                                   |                        |         |
| 105                          | Waldoboro-Friendship                | 220    | S.A.                        | 524.30                                    | —   | 1,819.23  | 2,343.53  | 11,660.77                 | 14,004.30                           | 100                      | 0.10                              | J. R. Partridge        | Bridge  |
| Total for Lincoln County     |                                     |        |                             | 524.30                                    | —   | 1,819.23  | 2,343.53  | 11,660.77                 | 14,004.30                           | —                        | —                                 |                        |         |
| <b>OXFORD COUNTY</b>         |                                     |        |                             |   |   |   |           |                           |                                     |                          |                                   |                        |         |
| 134                          | Fryeburg-Brownfield                 | 5&113  | S.H.                        | 1,433.02                                  | 413.88                                    | —   | 1,846.90  | —                         | 1,846.90                            | —                        | —                                 | Survey Only            |         |
| Total for Oxford County      |                                     |        |                             | 1,433.02                                  | 413.88                                    | —   | 1,846.90  | —                         | 1,846.90                            | —                        | —                                 |                        |         |
| <b>PENOBSCOT COUNTY</b>      |                                     |        |                             |   |   |   |           |                           |                                     |                          |                                   |                        |         |
| 111                          | Clifton                             | 9      | S.A.                        | 1,451.87                                  | 321.93                                    | 4,025.00  | 5,798.77  | 91,279.07                 | 97,077.84                           | 100                      | 2.34                              | Donald J. McKay        | Bridge  |
| 113                          | Clifton-Amherst                     | 9      | S.A.                        | 4,343.17                                  | 752.70                                    | 2,985.70  | 8,083.57  | 67,323.59                 | 75,407.16                           | 50                       | 2.26                              | Cianchette Bros., Inc. |         |
| 103                          | Levant-Harding                      | 222    | S.A.                        | 1,496.38                                  | 188.76                                    | 2,493.88  | 4,176.02  | 24,537.98                 | 28,714.00                           | 100                      | 0.21                              | Guy J. Thibodeau       |         |
| 135                          | Millinocket                         | 157    | S.H.                        | 4,047.09                                  | —   | —   | 4,047.09  | —                         | 4,047.09                            | —                        | —                                 | Survey Only            |         |
| Total for Penobscot County   |                                     |        |                             | 11,340.51                                 | 1,263.36                                  | 9,501.58  | 22,105.45 | 183,140.64                | 205,246.09                          | —                        | —                                 |                        |         |
| <b>PISCATAQUIS COUNTY</b>    |                                     |        |                             |   |   |   |           |                           |                                     |                          |                                   |                        |         |
| 128                          | Brownville                          | 221    | S.H.                        | 813.42                                    | 45.00                                     | —   | 858.42    | —                         | 858.42                              | —                        | —                                 | Survey Only            |         |
| 136                          | Dover-Foxcroft-Sebec                | 16     | S.H.                        | 771.60                                    | —   | —   | 771.60    | —                         | 771.60                              | —                        | —                                 | Survey Only            |         |
| Total for Piscataquis County |                                     |        |                             | 1,585.02                                  | 45.00                                     | —   | 1,630.02  | —                         | 1,630.02                            | —                        | —                                 |                        |         |
| <b>SAGADAHOC COUNTY</b>      |                                     |        |                             |   |   |   |           |                           |                                     |                          |                                   |                        |         |
| 123                          | Perkins                             | 156    | S.A.                        | 595.66                                    | —   | —   | 595.66    | —                         | 595.66                              | —                        | —                                 | Survey Only            | Bridge  |
| 130                          | Phippsburg                          | 209    | S.A.                        | 595.69                                    | 574.37                                    | —   | 1,170.06  | —                         | 1,170.06                            | —                        | —                                 | Survey Only            |         |
| Total for Sagadahoc County   |                                     |        |                             | 1,191.35                                  | 574.37                                    | —   | 1,765.72  | —                         | 1,765.72                            | —                        | —                                 |                        |         |
| <b>SOMERSET COUNTY</b>       |                                     |        |                             |   |   |   |           |                           |                                     |                          |                                   |                        |         |
| 109                          | Jackman-Dennistown                  | US 201 | S.H.                        | 277.37                                    | —   | 262.29  | 539.66    | 18,248.46                 | 18,788.12                           | 100                      | 4.70                              | Force Acct. by State   |         |
| 124                          | Jackman-Johnson Mtn.<br>Parlin Pond | US 201 | S.H.                        | —   | —   | 133.02  | 133.02    | 21,213.91                 | 21,346.93                           | 100                      | 4.50                              | Force Acct. by State   |         |
| 119                          | Madison                             | 148    | S.H.                        | 5,062.55                                  | 158.63                                    | 198.71  | 5,419.89  | —                         | 5,419.89                            | —                        | —                                 | Survey Only            |         |
| 106                          | Parlin Pond                         | US 201 | S.H.                        | 925.07                                    | 183.16                                    | 229.02  | 1,337.25  | 29,118.62                 | 30,455.87                           | 100                      | 4.74                              | Force Acct. by State   |         |
| Total for Somerset County    |                                     |        |                             | 6,264.99                                  | 341.79                                    | 823.04  | 7,429.82  | 68,580.99                 | 76,010.81                           | —                        | —                                 |                        |         |

**WALDO COUNTY**

|                              |               |     |      |          |   |       |          |   |          |   |   |             |
|------------------------------|---------------|-----|------|----------|---|-------|----------|---|----------|---|---|-------------|
| 141                          | Belfast ..... | 141 | S.A. | 1,131.21 | — | 39.93 | 1,171.14 | — | 1,171.14 | — | — | Survey Only |
| Total for Waldo County ..... |               |     |      | 1,131.21 | — | 39.93 | 1,171.14 | — | 1,171.14 | — | — |             |

**WASHINGTON COUNTY**

|                                   |                  |     |      |          |   |   |          |   |          |   |   |             |
|-----------------------------------|------------------|-----|------|----------|---|---|----------|---|----------|---|---|-------------|
| 129                               | Meddybemps ..... | 191 | S.A. | 1,137.29 | — | — | 1,137.29 | — | 1,137.29 | — | — | Survey Only |
| Total for Washington County ..... |                  |     |      | 1,137.29 | — | — | 1,137.29 | — | 1,137.29 | — | — |             |

**YORK COUNTY**

|                             |                          |    |      |           |           |           |            |              |              |     |      |                      |
|-----------------------------|--------------------------|----|------|-----------|-----------|-----------|------------|--------------|--------------|-----|------|----------------------|
| 100                         | Dayton-Goodwin Mills     | 35 | S.A. | 762.83    | —         | 140.38    | 903.21     | —            | 903.21       | —   | —    | Survey Only          |
| 101                         | Dayton-Hollis .....      | 35 | S.A. | 1,037.22  | —         | 342.55    | 1,379.77   | —            | 1,379.77     | —   | —    | Survey Only          |
| 108                         | Limerick .....           | 11 | S.A. | 2,010.38  | —         | 2,653.82  | 4,664.20   | 21,421.87    | 26,086.07    | 100 | 0.13 | Eastern Const. Corp. |
| 139                         | Limerick-Limington ..... | 11 | S.A. | 1,445.34  | 130.80    | —         | 1,576.14   | —            | 1,576.14     | —   | —    | Survey Only          |
| 140                         | Saco .....               | 5  | S.H. | 532.10    | —         | —         | 532.10     | —            | 532.10       | —   | —    | Survey Only          |
| 117                         | Shapleigh .....          | 11 | S.H. | —         | —         | 179.64    | 179.64     | 8,161.55     | 8,341.19     | 100 | 0.32 | Frank Rossi          |
| 112                         | Waterboro .....          | 5  | S.H. | 724.25    | 1,626.52  | 5,256.01  | 7,606.78   | 71,329.75    | 78,936.53    | 90  | 1.57 | Force Acct. by State |
| Total for York County ..... |                          |    |      | 6,512.12  | 1,757.32  | 8,572.40  | 16,841.84  | 100,913.17   | 117,755.01   | —   | —    |                      |
| Totals .....                |                          |    |      | 47,451.95 | 15,168.36 | 45,628.11 | 108,248.42 | 1,034,673.72 | 1,142,922.14 |     |      |                      |

**MAINTENANCE EXPENDITURES, BY COUNTY AND BY SYSTEM — FOR THE FISCAL YEAR ENDING JUNE 30, 1953**

| County              | Maintenance Construction |                    | Surface Operations    |                       | Shoulder Maintenance |                     | Drainage, Roadside Ditch and Slope |                     | Traffic Services   |                    | Extraordinary Maintenance |                     | Supervision        |                    | Total                 |                       | Cost Per Mile*   |                  |
|---------------------|--------------------------|--------------------|-----------------------|-----------------------|----------------------|---------------------|------------------------------------|---------------------|--------------------|--------------------|---------------------------|---------------------|--------------------|--------------------|-----------------------|-----------------------|------------------|------------------|
|                     | S.H.                     | S.A.               | S.H.                  | S.A.                  | S.H.                 | S.A.                | S.H.                               | S.A.                | S.H.               | S.A.               | S.H.                      | S.A.                | S.H.               | S.A.               | S.H.                  | S.A.                  | S.H.             | S.A.             |
| Androscog.          | \$742.24                 | \$6,483.45         | \$33,287.72           | \$109,325.99          | \$7,627.13           | \$8,844.75          | \$10,458.69                        | \$21,228.23         | \$1,861.28         | \$778.44           | \$5,886.21                | \$7,489.45          | \$2,753.05         | \$2,328.34         | \$62,616.32           | \$156,478.65          | \$681.20         | \$640.36         |
| Aroostook           | 9,744.86                 | —                  | 484,657.28            | 301,928.40            | 20,105.03            | 7,324.91            | 57,435.14                          | 31,874.82           | 9,000.49           | 885.01             | 8,004.12                  | 4,952.96            | 17,845.80          | 5,191.56           | 606,792.72            | 352,157.66            | 1,019.06         | 646.50           |
| Cumberl'd           | 39.10                    | —                  | 70,939.80             | 253,585.14            | 32,394.87            | 13,781.22           | 46,250.77                          | 51,630.14           | 7,279.84           | 1,833.18           | 12,718.28                 | 34,912.09           | 6,218.86           | 4,725.90           | 175,841.52            | 360,467.67            | 848.00           | 726.99           |
| Franklin . .        | 31,732.96                | 151.97             | 87,213.03             | 136,879.47            | 8,195.18             | 9,619.68            | 18,618.09                          | 21,121.22           | 2,794.90           | 1,932.59           | 20,030.71                 | 20,228.71           | 4,793.33           | 2,617.81           | 173,378.20            | 192,551.45            | 1,085.79         | 701.30           |
| Hancock . .         | —                        | —                  | 77,645.42             | 230,174.42            | 5,885.29             | 9,070.56            | 39,004.52                          | 80,862.52           | 8,536.76           | 6,160.54           | 62.02                     | 1,125.38            | 4,855.70           | 4,474.19           | 135,989.71            | 331,867.61            | 838.56           | 707.44           |
| Kennebec . .        | 90.19                    | 15,852.22          | 88,161.18             | 239,163.95            | 22,553.23            | 23,132.40           | 39,982.91                          | 49,191.36           | 6,599.99           | 1,987.11           | 6,702.40                  | 9,202.72            | 5,924.84           | 4,316.86           | 170,014.74            | 342,846.62            | 860.22           | 757.62           |
| Knox . . . .        | —                        | 119.36             | 33,594.86             | 109,168.84            | 7,420.74             | 13,809.48           | 12,746.88                          | 27,875.29           | 729.38             | 1,536.19           | 17.26                     | 249.78              | 1,835.36           | 2,460.49           | 56,344.48             | 155,219.43            | 921.86           | 601.50           |
| Lincoln . . .       | 6.30                     | 1,180.67           | 58,282.58             | 137,690.06            | 11,773.19            | 5,840.53            | 19,665.48                          | 41,894.23           | 2,218.90           | 1,517.83           | 664.74                    | 5,169.86            | 2,779.78           | 2,693.32           | 95,390.97             | 195,986.50            | 1,027.80         | 693.75           |
| Oxford . . . .      | 891.95                   | 2,085.10           | 109,711.81            | 225,716.41            | 18,621.28            | 21,388.06           | 32,216.45                          | 37,737.36           | 3,666.99           | 3,130.03           | 22,436.77                 | 46,983.68           | 6,058.49           | 4,285.40           | 193,603.74            | 341,326.04            | 957.62           | 759.34           |
| Penobscot . .       | 34,824.67                | 16.49              | 156,885.59            | 416,637.84            | 28,812.76            | 16,376.40           | 37,151.76                          | 93,429.55           | 5,939.67           | 3,944.51           | 1,072.90                  | 6,262.37            | 7,394.92           | 7,582.83           | 272,082.27            | 544,249.99            | 1,102.30         | 684.33           |
| Piscataquis         | 66.10                    | —                  | 83,287.74             | 95,635.70             | 6,245.84             | 4,359.00            | 14,257.88                          | 19,571.98           | 1,158.77           | 1,069.99           | 267.37                    | 7,399.93            | 3,465.81           | 2,296.87           | 108,749.51            | 130,333.47            | 939.19           | 541.52           |
| Sagadahoc . .       | —                        | 1,678.96           | 32,380.38             | 118,764.14            | 5,820.83             | 4,892.74            | 8,228.95                           | 19,904.04           | 3,222.90           | 546.33             | 7.80                      | —                   | 1,523.53           | 1,334.07           | 51,184.39             | 147,120.28            | 1,009.35         | 1,050.10         |
| Somerset . .        | 82.96                    | —                  | 108,094.97            | 234,496.20            | 13,630.75            | 13,287.24           | 23,438.32                          | 51,312.96           | 5,316.81           | 2,195.96           | 5,107.96                  | 9,000.62            | 6,789.07           | 4,845.46           | 162,460.84            | 315,138.44            | 716.69           | 620.14           |
| Waldo . . . .       | —                        | —                  | 114,934.43            | 209,017.00            | 4,700.36             | 5,328.63            | 19,380.00                          | 30,626.26           | 1,563.96           | 325.09             | 697.25                    | 13,725.09           | 3,465.80           | 4,052.57           | 144,741.80            | 263,074.64            | 1,251.76         | 619.23           |
| Wash'ton . .        | 3,375.29                 | 4,903.03           | 152,996.95            | 285,490.32            | 9,755.31             | 11,971.10           | 46,181.24                          | 65,397.17           | 3,155.28           | 1,806.71           | 633.85                    | 8,773.62            | 6,156.49           | 4,795.12           | 222,254.41            | 383,137.07            | 1,081.89         | 762.02           |
| York . . . . .      | 2,239.25                 | 1.00               | 110,893.52            | 225,621.71            | 17,918.14            | 18,017.08           | 49,643.91                          | 47,735.14           | 4,264.92           | 3,779.96           | 3,100.57                  | 32,193.97           | 7,234.54           | 4,927.27           | 195,294.85            | 332,276.13            | 809.74           | 643.10           |
| <b>TOTALS . . .</b> | <b>\$83,835.87</b>       | <b>\$32,472.25</b> | <b>\$1,802,967.26</b> | <b>\$3,329,295.59</b> | <b>\$221,459.93</b>  | <b>\$187,043.78</b> | <b>\$474,660.99</b>                | <b>\$691,392.27</b> | <b>\$67,310.84</b> | <b>\$33,429.47</b> | <b>\$87,410.21</b>        | <b>\$207,670.23</b> | <b>\$89,095.37</b> | <b>\$62,928.06</b> | <b>\$2,826,740.47</b> | <b>\$4,544,231.65</b> | <b>†\$950.84</b> | <b>†\$688.55</b> |

\* Mileages Based on Report Dated June 30, 1952  
† Average Cost Per Mile for All Counties



**STATE HIGHWAY AND STATE AID MAINTENANCE EXPENDITURES  
FOR THE FISCAL YEAR ENDING JUNE 30, 1953**

| System              | Maintenance Construction | Surface Operations | Shoulder Maintenance | Drainage, Road-side, Ditch and Slope | Traffic Services | Extraordinary Maintenance | Supervision  | Total          | Cost Per Mile* |
|---------------------|--------------------------|--------------------|----------------------|--------------------------------------|------------------|---------------------------|--------------|----------------|----------------|
| State Highway ..... | \$83,835.87              | \$1,802,967.26     | \$221,459.93         | \$474,660.99                         | \$67,310.84      | \$87,410.21               | \$89,095.37  | \$2,826,740.47 | \$950.84       |
| State Aid .....     | 32,472.25                | 3,329,295.59       | 187,043.78           | 691,392.27                           | 33,429.47        | 207,670.23                | 62,928.06    | 4,544,231.65   | 688.55         |
| Totals .....        | \$116,308.12             | \$5,132,262.85     | \$408,503.71         | \$1,166,053.26                       | \$100,740.31     | \$295,080.44              | \$152,023.43 | \$7,370,972.12 | \$770.01       |

**STATE HIGHWAY AND STATE AID SURFACE OPERATION EXPENDITURES, BY SURFACE TYPES,  
FOR THE FISCAL YEAR ENDING JUNE 30, 1953**

| System              | Plain Gravel | Surface Treated Gravel | Mixed Bituminous | Bituminous Macadam | Bituminous Concrete | Portland Cement Concrete | Total          | Cost Per Mile* |
|---------------------|--------------|------------------------|------------------|--------------------|---------------------|--------------------------|----------------|----------------|
| State Highway ..... | \$9,616.91   | \$1,420,143.04         | \$44,272.05      | \$271,912.76       | \$35,674.42         | \$21,348.08              | \$1,802,967.26 | \$606.46       |
| State Aid .....     | 315,816.09   | 2,997,582.29           | 3,695.55         | 10,823.94          | 903.46              | 474.26                   | 3,329,295.59   | 504.46         |
| Totals .....        | \$325,433.00 | \$4,417,725.33         | \$47,967.60      | \$282,736.70       | \$36,577.88         | \$21,822.34              | \$5,132,262.85 | \$536.14       |

**COST PER MILE FOR SURFACE OPERATIONS ON STATE HIGHWAY AND STATE AID SYSTEMS,  
BY SURFACE TYPES, FOR THE FISCAL YEAR ENDING JUNE 30, 1953**

| System               | Plain Gravel | Surface Treated Gravel | Mixed Bituminous | Bituminous Macadam | Bituminous Concrete | Portland Cement Concrete | Total    |
|----------------------|--------------|------------------------|------------------|--------------------|---------------------|--------------------------|----------|
| State Highway .....  | \$355.26     | \$730.80               | \$180.87         | \$641.71           | \$169.74            | \$172.31                 | \$606.46 |
| State Aid .....      | 365.11       | 532.86                 | 91.81            | 229.61             | 63.57               | 61.59                    | 504.46   |
| Average Both Systems | \$364.81     | \$583.68               | \$168.30         | \$600.45           | \$163.01            | \$165.83                 | \$536.14 |

\* Mileages Based on Report Dated June 30, 1952

**MAINTENANCE EXPENDITURES, BY SYSTEMS, FOR THE FISCAL YEAR ENDING JUNE 30, 1953**

| 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..... | \$49,703.59              | \$904,395.34          | \$155,467.05         | \$273,585.90                        | \$44,285.74         | \$56,238.63               | \$57,673.83         | \$1,541,350.08        | \$1,013.31        |
| F.A.S. State Highway..... | 6,945.01                 | 644,685.63            | 50,667.90            | 149,240.10                          | 19,368.36           | 25,832.23                 | 22,120.60           | 918,859.83            | 852.77            |
| F.A.S. State Aid.....     | 3,676.76                 | 556,589.62            | 45,087.65            | 133,389.85                          | 9,227.71            | 36,573.21                 | 15,522.26           | 800,067.06            | 878.55            |
| S.H. Non-Federal.....     | 27,187.27                | 253,886.29            | 15,324.98            | 51,834.99                           | 3,656.74            | 5,339.35                  | 9,300.94            | 366,530.56            | 884.95            |
| S.A. Non-Federal.....     | 28,795.49                | 2,772,705.97          | 141,956.13           | 558,002.42                          | 24,201.76           | 171,097.02                | 47,405.80           | 3,744,164.59          | 685.69            |
| <b>Totals .....</b>       | <b>\$116,308.12</b>      | <b>\$5,132,262.85</b> | <b>\$408,503.71</b>  | <b>\$1,166,053.26</b>               | <b>\$100,740.31</b> | <b>\$295,080.44</b>       | <b>\$152,023.43</b> | <b>\$7,370,972.12</b> | <b>**\$770.01</b> |

**SURFACE OPERATION EXPENDITURES, BY SYSTEMS AND BY SURFACE TYPES  
for the FISCAL YEAR ENDING JUNE 30, 1953**

| System                    | Plain Gravel        | Surface Treated Gravel | Mixed Bituminous   | Bituminous Macadam  | Bituminous Concrete | Portland Cement Concrete | Total                 | Cost Per Mile*    |
|---------------------------|---------------------|------------------------|--------------------|---------------------|---------------------|--------------------------|-----------------------|-------------------|
| F.A.P. State Highway..... | —                   | \$575,711.19           | \$36,168.97        | \$237,259.45        | \$34,816.05         | \$20,439.68              | \$904,395.34          | \$504.56          |
| F.A.S. State Highway..... | —                   | 607,006.23             | 8,088.89           | 29,237.22           | —                   | 353.29                   | 644,685.63            | 598.31            |
| F.A.S. State Aid.....     | 10,860.73           | 541,671.34             | 3,351.87           | 478.24              | 205.59              | 21.85                    | 556,589.62            | 488.54            |
| S.H. Non-Federal.....     | 9,616.91            | 237,425.62             | 14.19              | 5,416.09            | 858.37              | 555.11                   | 253,886.29            | 612.98            |
| S.A. Non-Federal.....     | 304,955.36          | 2,455,910.95           | 343.68             | 10,345.70           | 697.87              | 452.41                   | 2,772,705.97          | 507.78            |
| <b>Totals .....</b>       | <b>\$325,433.00</b> | <b>\$4,417,725.33</b>  | <b>\$47,967.60</b> | <b>\$282,736.70</b> | <b>\$36,577.88</b>  | <b>\$21,822.34</b>       | <b>\$5,132,262.85</b> | <b>**\$536.14</b> |

\* Mileages Based on Report Dated June 30, 1952.

\*\* Average Cost Per Mile for All Systems.

**COST PER MILE FOR SURFACE OPERATIONS, BY SYSTEMS AND BY SURFACE TYPES,  
FOR THE FISCAL YEAR ENDING JUNE 30, 1953**

| System                     | Plain Gravel | Surface Treated Gravel | Mixed Bituminous | Bituminous Macadam | Bituminous Concrete | Portland Cement Concrete | Total*     |
|----------------------------|--------------|------------------------|------------------|--------------------|---------------------|--------------------------|------------|
| F.A.P. State Highway ..... | —            | \$839.74               | \$299.83         | \$602.91           | \$169.70            | \$175.88                 | \$594.56   |
| F.A.S. State Highway ..... | —            | 650.19                 | 112.05           | 582.64             | —                   | 207.81                   | 598.31     |
| F.A.S. State Aid .....     | \$464.72     | 519.58                 | 95.27            | 21.40              | 15.04               | 7.25                     | 488.54     |
| S.H. Non-Federal .....     | 264.12       | 689.30                 | 14.62            | 337.24             | 195.08              | 46.64                    | 612.98     |
| S.A. Non-Federal .....     | 362.35       | 535.88                 | 67.78            | 417.16             | 528.68              | 96.46                    | 507.78     |
| Average All Systems .....  | \$364.81     | \$583.68               | \$168.30         | \$600.45           | \$163.01            | \$165.83                 | **\$536.14 |

\* Mileages Based on Report Dated June 30, 1952.

\*\* Average Cost Per Mile for All Systems.

**MAINTENANCE EXPENDITURES, BY ACTIVITY AND BY SYSTEMS,  
FOR THE FISCAL YEAR ENDING JUNE 30, 1953**

| Activity                                     | Federal Aid<br>Primary<br>State Highway | Federal Aid<br>Secondary<br>State Highway | Federal Aid<br>Secondary<br>State Aid | State Highway<br>Non-Federal | State Aid<br>Non-Federal | Totals                | Per Cent     |
|--|---|---|---------------------------------------|------------------------------|--------------------------|-----------------------|--------------|
| <b>Maintenance Construction:</b>             |   |   |                                       |                              |                          |                       |              |
| Engineering & Soils Investigation . . . . .  | \$598.44                                | \$49.83                                   | —                                     | \$142.36                     | \$1,565.63               | \$2,356.26            | .03          |
| Roadway and Drainage Grading . . . . .       | 22,305.65                               | 2,795.73                                  | \$2,848.10                            | 8,939.85                     | 6,865.06                 | 43,754.39             | .59          |
| Culverts . . . . .                           | 1,126.36                                | 174.05                                    | —                                     | 744.10                       | —                        | 2,044.51              | .03          |
| Base . . . . .                               | 12,467.83                               | 3,302.74                                  | \$27.66                               | 17,216.87                    | 4,452.42                 | 38,267.52             | .52          |
| Surface . . . . .                            | 11,243.35                               | 622.66                                    | 1.00                                  | —                            | 15,912.38                | 27,779.39             | .38          |
| Traffic Services . . . . .                   | 154.13                                  | —   | —                                     | 78.81                        | —                        | 232.94                | *.01         |
| Roadside Development . . . . .               | 1,807.83                                | —   | —                                     | 65.28                        | —                        | 1,873.11              | .02          |
| <b>Totals . . . . .</b>                      | <b>\$49,703.59</b>                      | <b>\$6,945.01</b>                         | <b>\$3,676.76</b>                     | <b>\$27,187.27</b>           | <b>\$28,795.49</b>       | <b>\$116,308.12</b>   | <b>1.58</b>  |
| <b>Surface Operations:</b>                   |   |   |                                       |                              |                          |                       |              |
| Asphalt Surface Treatment . . . . .          | \$179,115.24                            | \$132,892.85                              | \$136,173.00                          | \$47,823.45                  | \$701,130.42             | \$1,197,134.96        | 16.24        |
| Tar Surface Treatment . . . . .              | 339,317.20                              | 225,890.28                                | 182,452.31                            | 109,826.87                   | 743,194.91               | 1,600,681.57          | 21.72        |
| Cover for Surface Treatment . . . . .        | 146,866.60                              | 116,206.77                                | 88,502.47                             | 41,678.95                    | 384,973.20               | 778,227.99            | 10.56        |
| Patching . . . . .                           | 199,398.05                              | 143,999.88                                | 115,195.37                            | 36,563.94                    | 558,029.76               | 1,053,187.00          | 14.29        |
| Machining and Dragging . . . . .             | 16,174.47                               | 13,761.15                                 | 11,438.15                             | 10,555.83                    | 131,564.17               | 183,493.77            | 2.49         |
| Filling Joints—Concrete Surfaces . . . . .   | 4,272.32                                | —   | —                                     | 108.00                       | 268.66                   | 4,648.98              | .06          |
| Gravel Surfacing . . . . .                   | —                                       | —   | 4,918.11                              | 3,894.20                     | 148,634.11               | 157,446.42            | 2.14         |
| Hauling and Applying Calcium . . . . .       | 641.87                                  | 37.44                                     | 668.94                                | 871.01                       | 43,668.65                | 45,887.91             | .62          |
| Correcting Frost Heaves, etc. . . . .        | 18,609.59                               | 11,897.26                                 | 17,241.27                             | 2,564.04                     | 61,242.09                | 111,554.25            | 1.51         |
| <b>Totals . . . . .</b>                      | <b>\$904,395.34</b>                     | <b>\$644,685.63</b>                       | <b>\$556,589.62</b>                   | <b>\$253,886.29</b>          | <b>\$2,772,705.97</b>    | <b>\$5,132,262.85</b> | <b>69.63</b> |
| <b>Shoulders:</b>                            |   |   |                                       |                              |                          |                       |              |
| Gravel and Earth Shoulders . . . . .         | \$104,175.29                            | \$50,058.99                               | \$42,629.92                           | \$14,633.22                  | \$138,810.54             | \$350,307.96          | 4.76         |
| Treated Shoulders . . . . .                  | 51,291.76                               | 608.91                                    | 2,457.73                              | 691.76                       | 3,145.59                 | 58,195.75             | .78          |
| <b>Totals . . . . .</b>                      | <b>\$155,467.05</b>                     | <b>\$50,667.90</b>                        | <b>\$45,087.65</b>                    | <b>\$15,324.98</b>           | <b>\$141,956.13</b>      | <b>\$408,503.71</b>   | <b>5.54</b>  |
| <b>Roadside Maintenance:</b>                 |   |   |                                       |                              |                          |                       |              |
| Ditch and Slope Maintenance . . . . .        | \$91,340.90                             | \$52,519.86                               | \$47,896.17                           | \$21,921.78                  | \$186,084.52             | \$399,763.23          | 5.42         |
| Installing & Maintaining Culverts . . . . .  | 66,069.24                               | 36,267.98                                 | 31,155.86                             | 12,711.89                    | 147,752.40               | 293,957.37            | 3.99         |
| Bushes and Grass . . . . .                   | 89,078.46                               | 49,707.69                                 | 47,168.84                             | 13,957.26                    | 209,110.40               | 409,022.65            | 5.55         |
| Cleaning Debris . . . . .                    | 18,219.18                               | 8,843.91                                  | 5,242.74                              | 2,105.53                     | 11,166.40                | 45,577.76             | .62          |
| Care of Roadside Develop. Projects . . . . . | 8,878.12                                | 1,900.66                                  | 1,926.24                              | 1,138.53                     | 3,888.70                 | 17,732.25             | .24          |
| <b>Totals . . . . .</b>                      | <b>\$273,585.90</b>                     | <b>\$149,240.10</b>                       | <b>\$133,389.85</b>                   | <b>\$51,834.99</b>           | <b>\$558,002.42</b>      | <b>\$1,166,053.26</b> | <b>15.82</b> |

**MAINTENANCE EXPENDITURES, BY ACTIVITY AND BY SYSTEMS,  
FOR THE FISCAL YEAR ENDING JUNE 30, 1953—(Continued)**

| Activity                                     | Federal Aid<br>Primary<br>State Highway | Federal Aid<br>Secondary<br>State Highway | Federal Aid<br>Secondary<br>State Aid | State Highway<br>Non-Federal | State Aid<br>Non-Federal | Total          | Per Cent |
|--|---|---|---------------------------------------|------------------------------|--------------------------|----------------|----------|
| Traffic Services:                            |   |   |                                       |                              |                          |                |          |
| Repairing, Painting & Resetting Signs . . .  | \$1,344.46                              | \$847.67                                  | \$342.42                              | \$155.56                     | \$1,806.47               | \$4,496.58     | .06      |
| Replacing and Repairing Guard Rail . . . . . | 31,128.73                               | 14,445.32                                 | 7,717.11                              | 2,821.88                     | 19,134.22                | 75,247.26      | 1.02     |
| Painting Guard Rail . . . . .                | 9,580.43                                | 3,280.90                                  | 1,125.46                              | 547.08                       | 2,713.32                 | 17,247.19      | .24      |
| Policing Picnic Areas . . . . .              | 1,240.61                                | 794.47                                    | 42.72                                 | 132.22                       | 547.75                   | 2,757.77       | .04      |
| Traffic Lights . . . . .                     | 991.51                                  | —   | —                                     | —                            | —                        | 991.51         | *.01     |
| Totals . . . . .                             | 44,285.74                               | 19,368.36                                 | 9,227.71                              | 3,656.74                     | 24,201.76                | 100,740.31     | 1.37     |
| Extraordinary Maintenance:                   |   |   |                                       |                              |                          |                |          |
| Extraordinary Maint.—Highways . . . . .      | 56,238.63                               | 25,832.23                                 | 36,573.21                             | 5,339.35                     | 171,097.02               | 295,080.44     | 4.00     |
| Totals . . . . .                             | 56,238.63                               | 25,832.23                                 | 36,573.21                             | 5,339.35                     | 171,097.02               | 295,080.44     | 4.00     |
| Supervision:                                 |   |   |                                       |                              |                          |                |          |
| Supervision—Highway Maintenance . . . . .    | 57,673.83                               | 22,120.60                                 | 15,522.26                             | 9,300.94                     | 47,405.80                | 152,023.43     | 2.06     |
| Totals . . . . .                             | 57,673.83                               | 22,120.60                                 | 15,522.26                             | 9,300.94                     | 47,405.80                | 152,023.43     | 2.06     |
| Grand Totals . . . . .                       | \$1,541,350.08                          | \$918,859.83                              | \$800,067.06                          | \$366,530.56                 | \$3,744,164.59           | \$7,370,972.12 | 100.00   |

\* Less than one one-hundredth of one per cent.

**MAINTENANCE  
MILEAGE BY SURFACE TYPE BY COUNTIES  
Fiscal Year 1952-1953**

| County        | System | Concrete<br>Mileage | Bit.<br>Concrete<br>Mileage | Bit.<br>Macadam<br>Mileage | Mixed<br>Bit.<br>Mileage | Tar<br>Mileage | Gravel<br>Mileage | Totals   |
|---------------|--------|---------------------|-----------------------------|----------------------------|--------------------------|----------------|-------------------|----------|
| Androscoggin  | S.H.   | 2.47                | 18.58                       | 32.75                      | 15.24                    | 22.70          | —                 | 91.74    |
|               | S.A.   | .20                 | —                           | 4.93                       | 5.88                     | 232.92         | 5.00              | 248.93   |
| Aroostook     | S.H.   | —                   | 39.63                       | 75.80                      | 18.27                    | 460.52         | 6.30              | 600.52   |
|               | S.A.   | —                   | —                           | —                          | —                        | 437.60         | 112.99            | 550.59   |
| Cumberland    | S.H.   | 26.36               | 59.15                       | 52.19                      | 6.97                     | 60.35          | —                 | 205.02   |
|               | S.A.   | —                   | 6.51                        | 11.30                      | 8.89                     | 466.37         | 8.75              | 501.82   |
| Franklin      | S.H.   | —                   | .58                         | 4.36                       | 16.60                    | 128.61         | 10.14             | 160.29   |
|               | S.A.   | —                   | —                           | —                          | 6.27                     | 235.31         | 36.13             | 277.71   |
| Hancock       | S.H.   | 16.87               | .30                         | 27.59                      | 15.59                    | 105.22         | —                 | 165.57   |
|               | S.A.   | —                   | —                           | 1.41                       | 3.06                     | 435.14         | 16.51             | 476.12   |
| Kennebec      | S.H.   | 3.47                | 20.55                       | 37.98                      | 28.14                    | 104.08         | 1.56              | 195.78   |
|               | S.A.   | —                   | 6.32                        | 17.24                      | 4.36                     | 378.61         | 56.14             | 462.67   |
| Knox          | S.H.   | 3.60                | 5.80                        | 11.72                      | 3.64                     | 36.12          | —                 | 60.88    |
|               | S.A.   | 1.65                | —                           | 2.10                       | .15                      | 252.46         | 4.53              | 260.89   |
| Lincoln       | S.H.   | —                   | 11.09                       | 12.12                      | 4.42                     | 65.15          | —                 | 92.78    |
|               | S.A.   | —                   | .82                         | .57                        | 2.55                     | 263.76         | 20.22             | 287.92   |
| Oxford        | S.H.   | 9.41                | 6.04                        | 28.86                      | 8.05                     | 148.83         | 2.43              | 203.62   |
|               | S.A.   | 2.30                | —                           | —                          | 3.69                     | 437.87         | 13.18             | 457.04   |
| Penobscot     | S.H.   | 9.04                | 35.92                       | 30.88                      | 46.40                    | 128.51         | .50               | 251.25   |
|               | S.A.   | .85                 | 12.03                       | .06                        | 4.87                     | 637.81         | 148.93            | 804.55   |
| Piscataquis   | S.H.   | .10                 | 1.40                        | 9.19                       | 15.55                    | 88.09          | 1.70              | 116.03   |
|               | S.A.   | —                   | —                           | .05                        | —                        | 172.31         | 69.46             | 241.82   |
| Sagadahoc     | S.H.   | 2.00                | 11.58                       | 13.08                      | 8.38                     | 15.66          | —                 | 50.70    |
|               | S.A.   | —                   | —                           | 1.15                       | 1.56                     | 136.98         | 4.33              | 144.02   |
| Somerset      | S.H.   | —                   | 21.47                       | 26.66                      | 20.55                    | 153.85         | 3.10              | 225.63   |
|               | S.A.   | —                   | —                           | —                          | 2.52                     | 395.94         | 112.61            | 511.07   |
| Waldo         | S.H.   | —                   | 4.26                        | 10.04                      | 25.68                    | 75.49          | .09               | 115.56   |
|               | S.A.   | —                   | —                           | —                          | 3.60                     | 323.56         | 101.00            | 428.16   |
| Washington    | S.H.   | —                   | —                           | 5.96                       | 34.72                    | 162.64         | —                 | 203.32   |
|               | S.A.   | —                   | —                           | —                          | 2.99                     | 433.45         | 71.26             | 507.70   |
| York          | S.H.   | 21.41               | 24.61                       | 46.98                      | 4.31                     | 143.76         | —                 | 241.07   |
|               | S.A.   | 2.70                | 1.35                        | 9.75                       | —                        | 503.24         | 4.88              | 521.92   |
| Totals        | S.H.   | 94.73               | 260.96                      | 426.16                     | 272.51                   | 1,899.58       | 25.82             | 2,979.76 |
|               | S.A.   | 7.70                | 27.03                       | 48.56                      | 50.39                    | 5,763.33       | 785.92            | 6,682.93 |
| Total Mileage |        |                     |                             |                            |                          |                |                   | 9662.69  |

**MAINTENANCE  
MILEAGE BY SURFACE TYPE BY DIVISIONS  
1952-1953**

| Division       | Sys-tem | Conc. Mileage | Bit. Conc. Mileage | Bit. Mac. Mileage | Mixed Bit. Mileage | Tar Mileage | Gravel Mileage | Totals   | Grand Total |
|----------------|---------|---------------|--------------------|-------------------|--------------------|-------------|----------------|----------|-------------|
| Presque Isle I | S.H.    | —             | 39.63              | 75.80             | 21.22              | 465.77      | 6.80           | 609.22   | —           |
|                | S.A.    | —             | —                  | —                 | —                  | 462.79      | 119.05         | 581.84   | 1,191.06    |
| Ellsworth II   | S.H.    | 16.87         | .30                | 33.55             | 50.31              | 267.86      | —              | 368.89   | —           |
|                | S.A.    | —             | —                  | 1.41              | 6.05               | 891.54      | 89.20          | 988.20   | 1,357.09    |
| Bangor III     | S.H.    | 9.14          | 37.32              | 40.07             | 59.00              | 211.35      | 1.70           | 358.58   | —           |
|                | S.A.    | .85           | 12.03              | .11               | 4.87               | 782.96      | 199.08         | 999.90   | 1,358.48    |
| Waterville IV  | S.H.    | 3.47          | 44.49              | 67.73             | 45.78              | 264.48      | 4.66           | 430.61   | —           |
|                | S.A.    | —             | 6.32               | 17.24             | 6.88               | 758.92      | 181.39         | 970.75   | 1,401.36    |
| Rockland V     | S.H.    | 5.60          | 30.26              | 46.96             | 42.12              | 192.42      | .09            | 317.45   | —           |
|                | S.A.    | 1.65          | .82                | 3.82              | 7.86               | 962.02      | 128.65         | 1,104.82 | 1,422.27    |
| Portland VI    | S.H.    | 47.77         | 84.10              | 116.37            | 13.08              | 205.39      | —              | 466.71   | —           |
|                | S.A.    | 2.70          | 7.86               | 21.05             | 11.32              | 1,000.40    | 13.63          | 1,056.96 | 1,523.67    |
| Rumford VII    | S.H.    | 11.88         | 24.86              | 45.68             | 41.00              | 292.31      | 12.57          | 428.30   | —           |
|                | S.A.    | 2.50          | —                  | 4.93              | 13.41              | 904.70      | 54.92          | 980.46   | 1,408.76    |
| TOTALS         | S.H.    | 94.73         | 260.96             | 426.16            | 272.51             | 1,899.58    | 25.82          | 2,979.76 | —           |
|                | S.A.    | 7.70          | 27.03              | 48.56             | 50.39              | 5,763.33    | 785.92         | 6,682.93 | —           |
| Total Mileage  |         |               |                    |                   |                    |             |                | 9662.69  |             |

**REMOVAL OF SNOW  
(Including Sanding and Snow Fence)  
July 1, 1952 to June 30, 1953**

|   |                 |                |
|---|-----------------|----------------|
| All Classes of Highways—15,305.83 Miles |                 |                |
| Total Cost . . . . .                    |                 | \$3,452,966.06 |
| Paid from State Funds . . . . .         | \$2,494,621.65  |                |
| Paid from Town Funds . . . . .          | 958,344.41      | \$3,452,966.06 |
| Average Cost per Mile . . . . .         |                 | \$225.60       |
| <hr/>                                   |                 |                |
| State Highways—2,937.67 Miles           |                 |                |
| Total Cost . . . . .                    |                 | \$1,915,984.03 |
| Paid from State Funds . . . . .         | \$1,799,013.63  |                |
| Paid from Town Funds . . . . .          | 116,970.40      | \$1,915,984.03 |
| Average Cost per Mile . . . . .         |                 | \$652.21       |
| <hr/>                                   |                 |                |
| State Aid and Town Roads                |                 |                |
| State Aid Roads . . . . .               | 6,458.52 Miles  |                |
| Town Roads . . . . .                    | 5,909.64 Miles  |                |
|   | 12,368.16 Miles |                |
| <hr/>                                   |                 |                |
| Total Cost . . . . .                    |                 | \$1,536,982.03 |
| Paid from State Funds . . . . .         | \$695,608.02    |                |
| Paid from Town Funds . . . . .          | 841,374.01      | \$1,536,982.03 |
| Average Cost per Mile . . . . .         |                 | \$124.27       |

**MAINTENANCE—BETTERMENTS  
RECONSTRUCTION  
July 1, 1952 to June 30, 1953**

| Project No. | Location                           | Route   | Description | Miles        |          | Expenditures Fiscal Year '53 |
|-------------|------------------------------------|---------|-------------|--------------|----------|------------------------------|
|             |                                    |         |             | Under Const. | Complete |                              |
| 321         | Brownville-Millinocket             | 157     | S.T.        | —            | *        | \$1,823.42                   |
| 472         | Farmingdale                        | 201     | B.C.        | —            | *        | 30.00                        |
| 476         | Corinna-Dexter                     | 7       | B.C.        | —            | *        | 25.00                        |
| 486         | Waterville (Gilman St.)            | SA      | B.C.        | 0.65         | —        | 5,911.14                     |
| 494         | Van Buren (Keegan)                 | 1       | B.C.        | —            | 0.50     | 2,624.28                     |
| 497         | Brownville                         | 157     | S.T.G.      | —            | 0.10     | 1,971.28                     |
| 499         | Old Town-Orono                     | 2       | B.C.        | —            | —        | 119.00                       |
| 501         | Bath                               | 1       | B.C.        | —            | *        | 423.81                       |
| 601         | Scarboro                           | 1       | B.C.        | —            | 3.90     | 97,898.02                    |
| 602         | Kennebunk-Wells                    | 1       | B.C.        | —            | 4.90     | 104,238.19                   |
| 603         | Hallowell-Manchester-Augusta       | 201-100 | B.C.        | —            | 2.70     | 56,921.40                    |
| 604         | Pittsfield-Detroit-Palmyra         | 100     | B.C.        | —            | 7.30     | 90,252.42                    |
| 605         | Carmel-Newport                     | 100     | B.C.        | —            | 6.30     | 86,447.62                    |
| 606         | Rockwood-Long Pond-Taunton-Raynham | —       | G.          | —            | 0.71     | 71,266.78                    |
| 607         | Rangeley                           | —       | S.T.G.      | —            | 0.60     | 12,034.37                    |
| 608         | Gorham                             | 25      | B.C.        | —            | 3.00     | 40,131.56                    |
| 609         | Dover-Foxcroft                     | —       | B.C.        | —            | 0.80     | 11,552.80                    |
| 610         | Caribou                            | 1       | B.C.        | —            | 0.27     | 10,044.56                    |
| 611         | Topsham                            | 201     | B.C.        | —            | 1.50     | 17,699.56                    |
| 612         | Fort Kent                          | 1       | S.T.G.      | —            | 3.50     | 47,939.73                    |
| 614         | Augusta-Togus                      | 17      | M.B.        | —            | 3.50     | 29,528.11                    |
| 616         | Augusta-China                      | 3       | M.B.        | —            | 2.00     | 18,853.14                    |
| 618         | Easton                             | SA      | S.T.G.      | —            | 0.70     | 1,995.73                     |
| 619         | Brownville-Millinocket             | 157     | S.T.G.      | —            | 1.50     | 21,358.32                    |
| 620         | Limington                          | SA      | S.T.G.      | —            | 0.24     | 4,099.57                     |
| 621         | South Portland                     | 1       | S.C.        | —            | 0.30     | 114.79                       |
| 622         | Boothbay-Boothbay Harbor           | 27      | M.B.        | —            | 4.45     | 15,135.63                    |
| 623         | Rumford (Hancock St.)              | 2       | M.B.        | —            | 0.30     | 3,891.37                     |
| 624         | Waldoboro                          | 1       | D.          | —            | —        | 1,639.20                     |
| 625         | Chelsea                            | SA      | S.T.        | —            | 1.00     | 3,000.00                     |
| 626         | Cumberland                         | 100     | B.C. (T.L.) | —            | 0.50     | 27,147.62                    |
| 627         | Auburn                             | 4       | —           | 0.30         | —        | 7,036.82                     |
| 628         | Wesley (Day's Corner)              | 9       | —           | 0.50         | —        | 8,248.52                     |
| 629         | Brunswick                          | 1       | D.          | —            | —        | 1,064.66                     |
| 630         | New Gloucester                     | SA#6    | S.T.G.      | —            | 0.40     | 2,500.00                     |
| 631         | Wayne                              | SA#2    | S.B.T.      | —            | 0.71     | 1,500.00                     |
| 632         | T. 2, R. 6                         | 11      | S.T.G.      | —            | 0.40     | 3,999.88                     |
| 633         | Bethel                             | 2       | M.B.        | 8.00         | —        | 500.00                       |
|             | General Supervision                |         |             |              |          | 6,568.50                     |
|             |                                    |         |             | 9.45         | 52.08    | \$817,536.80                 |

Description :

|             |                                  |        |                                  |                        |
|-------------|----------------------------------|--------|----------------------------------|------------------------|
| S.T.        | Surface Treatment                | D.     | Drainage                         | * Previously Reported. |
| B.C.        | Bituminous Concrete              | S.C.   | Seal Coat                        |                        |
| B.C. (T.L.) | Bituminous Concrete (Truck Lane) | S.B.T. | Surface and Bituminous Treatment |                        |
| S.T.G.      | Surface Treated Gravel           | M.B.   | Mixed Bituminous                 |                        |
| G.          | Gravel                           |        |                                  |                        |



**TRAFFIC SERVICE EXPENDITURES, BY ACTIVITY AND BY SYSTEMS,  
FOR THE FISCAL YEAR ENDING JUNE 30, 1953**

| Activity  | State Highway       |                       |             | State Aid               |             | Undistributed Expenditures | Total        |
|---|---------------------|-----------------------|-------------|-------------------------|-------------|----------------------------|--------------|
|   | Federal Aid Primary | Federal Aid Secondary | Non-Federal | Secondary               | Non-Federal |                            |              |
| Traffic Lighting and Controls . . . . .                 | \$4,087.91          | \$279.24              | —           | \$1,432.52              | \$126.14    | —                          | \$5,925.81   |
| Traffic Markings, Painting and Materials . . . . .      | 40,998.49           | 14,770.13             | \$1,171.21  | 9,470.35                | 2,842.95    | *\$(945.54)                | 68,307.59    |
| Manufacture and Installation of Traffic Signs . . . . . | 35,110.46           | 10,690.00             | 1,968.70    | 10,235.01               | 11,977.50   | **778.93                   | 70,760.60    |
| Total Expenditures . . . . .                            | \$80,196.86         | \$25,739.37           | \$3,139.91  | \$21,137.88             | \$14,946.59 | (\$166.61)                 | \$144,994.00 |
| Legislative Appropriation                               | \$150,000.00        |                       |             | Total Expended          |             |                            | \$144,994.00 |
| Brought forward from 1951-1952                          | 10,996.78           |                       |             | Outstanding Obligations |             |                            | 15,158.99    |
|   | \$160,966.78        |                       |             | Unexpended Balance      |             |                            | 813.79       |
|   |                     |                       |             |                         |             |                            | \$160,966.78 |

\* Undistributed Credit to General Paint Account

\*\* Undistributed Debit to General Sign Account

**HIGHWAY GARAGE  
ANALYSIS OF EQUIPMENT  
JUNE 30, 1953**

| Equipment   | Units | Cost                        | Current Value               |
|---|-------|-----------------------------|-----------------------------|
| Trucks . . . . .  | 167   | \$1,036,594.42              | \$486,659.89                |
| Pickups, Suburbans, Cars and<br>Station Wagon . . . . . | 113   | 148,135.48                  | 90,798.24                   |
| Boilers . . . . .                                       | 2     | 200.00                      | —                           |
| Compressors . . . . .                                   | 10    | 25,412.65                   | 10,059.50                   |
| Distributors . . . . .                                  | 45    | 130,307.97                  | 52,933.59                   |
| Drills . . . . .  | 5     | 513.00                      | 39.50                       |
| Chain Saw . . . . .                                     | 1     | 205.50                      | 35.50                       |
| Drawn Graders . . . . .                                 | 33    | 22,538.99                   | 1,512.70                    |
| Hammers . . . . .                                       | 16    | 3,228.89                    | —                           |
| Hoists . . . . .  | 6     | 6,652.94                    | —                           |
| Loaders . . . . .                                       | 12    | 80,308.85                   | 35,111.30                   |
| Mixers . . . . .  | 6     | 5,665.14                    | 1,508.00                    |
| Pumps . . . . .   | 28    | 10,674.02                   | 877.73                      |
| Rollers . . . . .                                       | 8     | 18,264.72                   | 4,823.72                    |
| Power Shovels . . . . .                                 | 62    | 582,013.99                  | 260,723.93                  |
| Power Graders . . . . .                                 | 24    | 252,808.68                  | 158,945.18                  |
| Tractors and Huber Graders . .                          | 25    | 128,187.50                  | 79,851.95                   |
| Trailers . . . . .                                      | 71    | 69,499.47                   | 18,834.77                   |
| Clam Shell Bucket . . . . .                             | 1     | 990.00                      | 750.75                      |
| Maintainers . . . . .                                   | 2     | 2,550.00                    | 180.00                      |
| Bush Cutter . . . . .                                   | 1     | 13,180.20                   | 8,010.20                    |
| Paint Outfits . . . . .                                 | 5     | 10,236.45                   | 4,340.53                    |
| Mud Jack . . . . .                                      | 1     | 2,779.20                    | —                           |
| Generators . . . . .                                    | 8     | 2,036.07                    | —                           |
| Sandspreaders . . . . .                                 | 393   | 53,327.02                   | 17,986.97                   |
| Welders . . . . .                                       | 16    | 6,668.85                    | 1,237.96                    |
| Snow Plows . . . . .                                    | 281   | 344,984.38                  | 152,718.58                  |
| Sno-Go . . . . .  | 3     | 26,541.25                   | 13,455.25                   |
| Washboring Outfits . . . . .                            | 2     | 8,607.61                    | 3,458.43                    |
| Dragline, Bucket and Boom . .                           | 4     | 3,834.01                    | 1,055.60                    |
| Snow Scoop . . . . .                                    | 1     | 529.68                      | 85.28                       |
| Paint Mixer . . . . .                                   | 1     | 543.58                      | 172.12                      |
| Pulvi Mixers . . . . .                                  | 2     | 7,578.75                    | 1,556.78                    |
| Pug Mixers . . . . .                                    | 2     | 8,810.00                    | 7,670.75                    |
| Tar Kettles . . . . .                                   | 33    | 9,362.47                    | —                           |
| Battery Chargers . . . . .                              | 2     | 429.24                      | —                           |
| Moto-Paver . . . . .                                    | 1     | 25,000.00                   | 21,865.00                   |
| Shop Equipment  | 1,393 | \$3,049,200.97<br>89,012.03 | \$1,437,259.75<br>45,083.21 |

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**FINANCIAL STATEMENTS**

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**SUMMARY OF APPROPRIATIONS  
AMOUNTS AVAILABLE, EXPENDITURES AND BALANCES**

|   |                 |                      |
|---|-----------------|----------------------|
| Balance July 1, 1952 . . . . .  |                 | \$5,242,253.13       |
| Legislature Appropriations . . . . .  | \$20,157,181.00 |                      |
| Commission Transfers from Surplus . . . . .                                     | 1,412,018.75    |                      |
|   |                 | <u>21,569,199.75</u> |
| Revenues to Appropriations . . . . .  |                 | 6,470,349.79         |
| Proceeds from Sale of Bonds . . . . .   |                 | 27,000,000.00        |
| Transfers from Other Appropriations<br>to Appropriations 9045, 46, 47 . . . . . |                 | <u>362,962.53</u>    |
| Total Available . . . . .   |                 | 60,644,765.20        |
| Total Expenditures . . . . .  |                 | 33,632,914.17        |
|   |                 | <u>27,011,851.03</u> |
| Balances Lapsed to Surplus . . . . .  | 138,779.33      |                      |
| Purchase Orders Lapsed to Surplus . . . . .                                     | 24,972.51       |                      |
| Return of Advances to Surplus<br>(9045, 46, 47) . . . . .                       | 585,000.00      |                      |
|   |                 | <u>748,751.84</u>    |
| Balance Carried Forward . . . . .   |                 | 26,263,099.19        |
|   |                 | <u>27,011,851.03</u> |

**ANALYSIS OF SURPLUS  
YEAR ENDED JUNE 30, 1953**

|  |                 |                      |
|--|-----------------|----------------------|
| Unappropriated Surplus July 1, 1952 . . . . .                          |                 | \$2,048,260.04       |
| Credits:   |                 |                      |
| Undedicated Revenues . . . . .   | \$22,267,417.05 |                      |
| Return of Advances to Surplus<br>(9045, 46, 47) . . . . .              | 585,000.00      |                      |
| Repayment from Augusta Toll Bridge . . . . .                           | 30,000.00       |                      |
| Repayment from Maine Turnpike Auth. . . . .                            | 30,000.00       |                      |
| Lapsed Balances 1952-53 Year . . . . .                                 | 138,779.33      |                      |
| Purchase Orders Lapsed . . . . .                                       | 24,972.51       |                      |
| Miscellaneous (net) . . . . .  | 2,846.75        |                      |
| Total Credits . . . . .  |                 | <u>23,079,015.64</u> |
| Total Available . . . . .  |                 | 25,127,275.68        |
| Charges:   |                 |                      |
| Appropriations . . . . .   | 20,157,181.00   |                      |
| Commission Transfers from Surplus . . . . .                            | 1,412,018.75    |                      |
| Advance to Highway Garage . . . . .                                    | 175,000.00      |                      |
| Advance to Bangor-Brewer Bridge<br>(for payment of Interest) . . . . . | 22,875.00       |                      |
| Total Charges . . . . .  |                 | <u>21,767,074.75</u> |
| Unappropriated Surplus June 30, 1953 . . . . .                         |                 | 3,360,200.93         |

**HIGHWAY FUND**  
**COMPARATIVE STATEMENT OF UNDEDICATED REVENUES**  
**YEAR ENDED JUNE 30**

|  | 1953            | %      | 1952            | %      |
|--|-----------------|--------|-----------------|--------|
| Gasoline Tax . . . . .                     | \$14,715,977.52 | 66.08  | \$13,905,963.94 | 65.75  |
| Motor Vehicle Registration . . . . .       | 7,229,052.02    | 32.46  | 6,927,578.22    | 32.76  |
| Use Fuel Tax . . . . .                     | 148,122.77      | .67    | 117,010.69      | .55    |
| Motor Carrier Tax . . . . .                | 17,151.98       | .08    | 18,767.79       | .09    |
| Outdoor Advertising . . . . .              | 20,478.00       | .09    | 22,146.60       | .10    |
| Opening Permits . . . . .                  | 8,858.11        | .04    | 14,733.91       | .07    |
| Overload Permits . . . . .                 | 24,192.96       | .11    | 23,198.02       | .11    |
| Auto Court Fees and Fines . . . . .        | 81,444.87       | .37    | 71,904.97       | .34    |
| Interest—Augusta Bridge . . . . .          | 8,550.00*       | .04    | 17,587.50       | .08    |
| Interest & Profit on Investments . . . . . | 9,173.77        | .04    | 26,440.50       | .13    |
| Miscellaneous . . . . .                    | 4,415.05        | .02    | 3,387.92        | .02    |
|  | \$22,267,417.05 | 100.00 | \$21,148,720.06 | 100.00 |

\* 6 Mo. Interest Only

**COMPARATIVE STATEMENT OF DEDICATED REVENUES**  
**YEAR ENDED JUNE 30**

|   | 1953           | %      | 1952           | %      |
|---|----------------|--------|----------------|--------|
| From Federal Government . . . . .               | \$4,175,950.17 | 64.53  | \$3,102,445.25 | 54.58  |
| From Cities, Towns and Counties . . . . .       | 1,701,184.84   | 26.29  | 2,018,124.52   | 35.50  |
| From Outside Agencies . . . . .                 | 343,256.17     | 5.31   | 334,665.51     | 5.89   |
| From General Fund . . . . .                     | 89,280.00      | 1.38   | 85,857.00      | 1.51   |
| From Services to Other Departments . . . . .    | 8,088.62       | .13    | —              | —      |
| Miscellaneous Sales and Services . . . . .      | 25,321.50      | .39    | 23,975.59      | .42    |
| Motor Vehicle; Public Utilities . . . . .       | 89,149.05      | 1.38   | 81,313.55      | 1.43   |
| Operators' Examinations; State Police . . . . . | 25,907.00      | .40    | 24,957.50      | .44    |
| Miscellaneous . . . . .                         | 12,212.44      | .19    | 12,931.69      | .23    |
|   | \$6,470,349.79 | 100.00 | \$5,684,270.61 | 100.00 |

**HIGHWAY FUND**  
**COMPARATIVE BALANCE SHEET**  
**JUNE 30**  
**General Fund**

|  | 1953            | 1952           |  | 1953            | 1952           |
|--|-----------------|----------------|--|-----------------|----------------|
|  | Assets          |                |  | Liabilities     |                |
| Cash—Demand Deposits . . . . .                           | \$2,484,441.21  | \$2,530,006.86 | Accounts Payable . . . . .                           | \$153,737.96    | \$38,504.03    |
| Cash—Time Deposits . . . . .                             | 1,900,000.00    | —              | Due to Other Funds . . . . .                         | 65,685.61       | —              |
| Short Term U. S. Securities . . . . .                    | 24,119,908.97   | 4,005,624.55   | Other Current Liabilities . . . . .                  | 30,742.74       | 295,786.00     |
|  |                 |                | Total Current Liabilities                            | 250,166.31      | 334,290.03     |
| Accounts Receivable:                                     |                 |                | Reserves and Surplus                                 |                 |                |
| Tax Accounts . . . . .                                   | 1,791.72        | 2,047.66       | Reserves:  |                 |                |
| Other . . . . .  | 1,301,918.94    | 1,084,972.53   | For Authorized Expenditures                          | 26,263,099.19   | 5,242,253.13   |
|  | 1,303,710.66    | 1,087,020.19   | For Working Capital Advances                         | 957,500.00      | 782,500.00     |
| Less Reserve for Losses . . . . .                        | 1,010.02        | 972.50         | For Augusta Toll Bridge . . . . .                    | 1,110,000.00    | 1,140,000.00   |
| Net Accounts Receivable                                  | 1,302,700.64    | 1,086,047.69   | For Bangor-Brewer Bridge . . . . .                   | 22,875.00       | —              |
| Due from Other Funds . . . . .                           | 1,207,875.00    | 1,215,000.00   | For Deer-Isle Sedgwick Bridge                        | 75,000.00       | 75,000.00      |
|  |                 |                | Total Reserves . . . . .                             | 28,428,474.19   | 7,239,753.13   |
| Working Capital Advances<br>to Other Funds . . . . .     | 957,500.00      | 782,500.00     | Surplus:   |                 |                |
| Other Assets . . . . .                                   | 66,415.61       | 3,124.10       | General Highway Fund . . . . .                       | 3,360,200.93    | 2,048,260.04   |
|  | 32,038,841.43   | 9,622,303.20   | Total Liabilities,<br>Reserves and Surplus . . . . . | 32,038,841.43   | 9,622,303.20   |
|  |                 |                | Debt Fund  |                 |                |
| Amount Necessary to Retire<br>Bonds from Future Revenues | \$30,130,500.00 | \$4,074,500.00 | Bonds Payable . . . . .                              | \$30,130,500.00 | \$4,074,500.00 |

**TOLL BRIDGES**  
**Comparative Statement of Revenues and Expenditures**  
**Years Ended June 30**

|  | Waldo-Hancock      |                     | Deer Isle-Sedgwick |                  | Augusta Toll       |                    |
|--|--------------------|---------------------|--------------------|------------------|--------------------|--------------------|
|  | 1953               | 1952                | 1953               | 1952             | 1953               | 1952               |
| <b>Revenues:</b>                               |                    |                     |                    |                  |                    |                    |
| Tolls Collected . . . . .                      | 98,365.15          | 94,686.95           | 55,121.00          | 52,073.05        | 114,954.34         | 107,425.80         |
| Other Revenues . . . . .                       | 1,663.49           | 1,249.91            | —                  | 100.00           | —                  | —                  |
| <b>Total Revenues . . . . .</b>                | <b>100,028.64</b>  | <b>95,936.86</b>    | <b>55,121.00</b>   | <b>52,173.05</b> | <b>114,954.34</b>  | <b>107,425.80</b>  |
| <b>Expenditures:</b>                           |                    |                     |                    |                  |                    |                    |
| <b>Operating Expenditures:</b>                 |                    |                     |                    |                  |                    |                    |
| Personal Services . . . . .                    | 32,147.02          | 27,057.37           | 11,393.21          | 12,028.10        | 33,509.56          | 33,357.38          |
| Other Expenses . . . . .                       | 13,051.36          | 14,547.67           | 867.84             | 1,038.68         | 10,390.15          | 8,209.90           |
| <b>Total Operating Expenses . . . . .</b>      | <b>45,198.38</b>   | <b>41,605.04</b>    | <b>12,261.05</b>   | <b>13,066.78</b> | <b>43,899.71</b>   | <b>41,567.28</b>   |
| Net Available for Principal and Interest . . . | 54,830.26          | 54,331.82           | 42,859.95          | 39,106.27        | 71,054.63          | 65,858.52          |
| Interest Maturities . . . . .                  | 1,260.00           | 2,047.50            | 13,560.00          | 14,200.00        | *8,550.00          | 17,587.50          |
| Bonds Matured or Called . . . . .              | 90,000.00          | 225,000.00          | 16,000.00          | 16,000.00        | —                  | —                  |
| <b>Total Requirements . . . . .</b>            | <b>91,260.00</b>   | <b>227,047.50</b>   | <b>29,560.00</b>   | <b>30,200.00</b> | <b>8,550.00</b>    | <b>17,587.50</b>   |
| Net to Surplus . . . . .                       | <b>(36,429.74)</b> | <b>(172,715.68)</b> | 13,299.95          | 8,906.27         | 62,504.63          | 48,271.02          |
| Surplus at Beginning of Year . . . . .         | 93,356.58          | 266,072.26          | 8,574.82           | <b>(331.45)</b>  | 12,420.39          | 9,150.33           |
| Retirement of Debt . . . . .                   | —                  | —                   | —                  | —                | <b>(30,000.00)</b> | <b>(45,000.00)</b> |
| Adjustment of Prior Year's Transactions . .    | —                  | —                   | —                  | —                | —                  | <b>(.96)</b>       |
| Surplus at End of Year . . . . .               | \$56,926.84        | \$93,356.58         | \$21,874.77        | \$8,574.82       | \$44,925.02        | \$12,420.39        |

\* Interest for 6 Months Only



**TOLL BRIDGES**  
**BALANCE SHEET—JUNE 30, 1953**

|  | Bangor-<br>Brewer   | Waldo-<br>Hancock | Fore<br>River        | Deer Isle-<br>Sedgwick | Kennebec-<br>Carlton | Augusta<br>Toll     |
|--|---------------------|-------------------|----------------------|------------------------|----------------------|---------------------|
| <b>Assets:</b>   |                     |                   |                      |                        |                      |                     |
| Cash . . . . .   | 337,295.51          | 56,926.84         | 1,203,021.24         | 96,874.77              | 114,000.54           | 44,925.02           |
| Investments . . . . .                                    | 2,051,000.00        | —                 | 3,551,755.00         | —                      | 28,000.00            | —                   |
| Amount due from M.C.R.R. 1953-1972 . . . . .             | —                   | —                 | —                    | —                      | 1,120,973.10         | —                   |
| Due Highway Fund . . . . .                               | —                   | —                 | —                    | —                      | —                    | 1,110,000.00        |
| Deferred Charges:  |                     |                   |                      |                        |                      |                     |
| Amount necessary to Retire Bonds . . . . .               | 2,500,000.00        | 90,000.00         | 7,000,000.00         | —                      | —                    | —                   |
| <b>Total Assets . . . . .</b>                            | <b>4,888,295.51</b> | <b>146,926.84</b> | <b>11,754,776.24</b> | <b>96,874.77</b>       | <b>1,262,973.64</b>  | <b>1,154,925.02</b> |
| <b>Liabilities:</b>                                      |                     |                   |                      |                        |                      |                     |
| Due to Other Funds . . . . .                             | 22,875.00           | —                 | —                    | 75,000.00              | —                    | 1,110,000.00        |
| Other Current Liabilities . . . . .                      | 262.50              | —                 | 150.00               | —                      | 37.50                | —                   |
| Bonds Unmatured . . . . .                                | 2,500,000.00        | 90,000.00         | 7,000,000.00         | —                      | 1,220,000.00         | —                   |
| <b>Total Liabilities . . . . .</b>                       | <b>2,523,137.50</b> | <b>90,000.00</b>  | <b>7,000,150.00</b>  | <b>75,000.00</b>       | <b>1,220,037.50</b>  | <b>1,110,000.00</b> |
| <b>Reserves:</b>   |                     |                   |                      |                        |                      |                     |
| For Authorized Expenditures . . . . .                    | 2,365,158.01        | —                 | 4,754,626.24         | —                      | —                    | —                   |
| For Contingencies . . . . .                              | —                   | —                 | —                    | —                      | 58,850.23            | —                   |
| <b>Surplus:</b>  |                     |                   |                      |                        |                      |                     |
| Unappropriated . . . . .                                 | —                   | 56,926.84         | —                    | 21,874.77              | (15,914.09)          | 44,925.02           |
| <b>Total Liabilities, Reserves and Surplus . . . . .</b> | <b>4,888,295.51</b> | <b>146,926.84</b> | <b>11,754,776.24</b> | <b>96,874.77</b>       | <b>1,262,973.64</b>  | <b>1,154,925.02</b> |

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

|  | 1953            | 1952           |
|--|-----------------|----------------|
| Rental of Equipment:                             |                 |                |
| Highway Department.....                          | \$1,266,011.89  | \$1,159,908.68 |
| Other State Departments.....                     | 473.18          | 1,760.72       |
| Within Department.....                           | 37,999.03       | 35,855.62      |
| Others.....                                      | 119,187.70      | 205,700.06     |
| Total Rentals.....                               | \$1,423,671.80  | \$1,404,225.08 |
| Autos and Working Equipment Expense:             |                 |                |
| Personal Services.....                           | \$170,428.08    | \$167,147.40   |
| Travel Expense.....                              | 31.61           | 71.65          |
| Miscellaneous Auto Expense.....                  | 35,908.87       | 32,209.02      |
| Gasoline, Oil and Grease.....                    | 201,472.82      | 186,661.54     |
| Repairs, Parts and Supplies.....                 | 515,156.52      | 453,921.78     |
| Fuel Oil.....                                    | 14,866.26       | 10,583.49      |
| Insurance.....                                   | 12,765.11       | 8,386.73       |
| Rent of Buildings and Offices.....               | 1,163.83        | 896.50         |
| Other Expense.....                               | 1,049.02        | 1,153.51       |
| Depreciation.....                                | 280,090.36      | 219,712.51     |
| Total Autos-Working Equipment Expense.....       | \$ 1,232,932.48 | \$1,080,744.13 |
| Net Income from Equipment.....                   | \$190,739.32    | \$323,480.95   |
| General Overhead Expense:                        |                 |                |
| Personal Services.....                           | \$47,106.55     | \$43,480.34    |
| Heat, Light, Power and Water.....                | 8,792.34        | 10,262.99      |
| Insurance.....                                   | 5,134.72        | 7,209.05       |
| Repairs to Buildings and Grounds.....            | 17,479.33       | 7,359.35       |
| Travel Expense.....                              | 2,635.61        | 2,521.36       |
| Miscellaneous Auto Expense.....                  | 1,366.42        | 1,274.47       |
| Caretaker and Messenger Service.....             | 12,958.16       | 8,455.12       |
| General Operating Expense.....                   | 1,125.30        | 1,080.10       |
| Cleaning and Watching.....                       | 23,952.32       | 21,309.58      |
| Deprec. on Buildings, Furniture & Fixtures.....  | 21,537.60       | 21,008.67      |
| Miscellaneous Supplies and Expense.....          | 3,512.69        | 4,526.20       |
| Telephone and Telegraph.....                     | 2,387.33        | 2,439.28       |
| Repairs to Equipment.....                        | 7,606.57        | 12,055.79      |
| Total General Overhead Expense.....              | \$155,594.94    | \$142,982.30   |
| Net Profit from Operations.....                  | \$35,144.38     | \$180,498.65   |
| Other Income:                                    |                 |                |
| Profit or Loss on Sale of Capital Assets.....    | \$19,856.22     | \$19,307.18    |
| Net Stockroom Overhead Under-Absorbed.....       | (8,156.87)      | 2,831.42       |
| Net Shop Overhead Over-Absorbed.....             | 2,324.30        | 7,943.23       |
| Miscellaneous Income.....                        | 1,198.71        | 2,523.44       |
| Total Other Income.....                          | \$15,222.36     | \$32,605.27    |
| Net Profit Transferred to Surplus.....           | 50,366.74       | 213,103.92     |
| Unappropriated Surplus at beginning of Year..... | 540,021.71      | 326,590.10     |
| Adjustment of Prior Years Transactions.....      | 8.00            | 327.69         |
| Unappropriated Surplus at end of Year.....       | \$590,396.45    | \$540,021.71   |

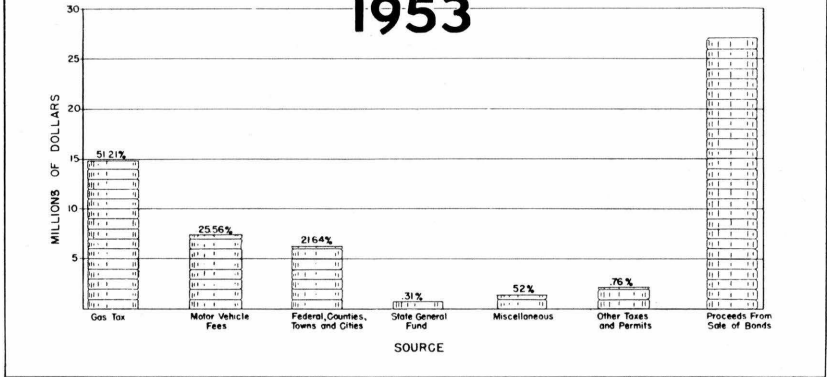
**WORKING CAPITAL FUNDS**

**Balance Sheet, June 30, 1953**

**HIGHWAY GARAGE**

| Assets  |                |
|---|----------------|
| Cash . . . . .                                    | \$251,015.50   |
| Accounts Receivable . . . . .                     | 12,214.18      |
| Less Reserve for Loss . . . . .                   | —              |
| Net Accounts Receivable . . . . .                 | 12,214.18      |
| Due from Other Funds . . . . .                    | 55,747.90      |
| Inventories . . . . .                             | 331,165.06     |
| Plant and Equipment . . . . .                     | 3,806,953.70   |
| Less Reserve for Depreciation . . . . .           | 1,929,668.92   |
| Net Plant and Equipment . . . . .                 | 1,877,284.78   |
| Other Assets . . . . .                            | —              |
| Total Assets . . . . .                            | \$2,527,427.42 |
| Liabilities                                       |                |
| Accounts Payable . . . . .                        | \$16,863.92    |
| Due Other Funds . . . . .                         | 167.05         |
| Other Current Liabilities . . . . .               | —              |
| Total Liabilities . . . . .                       | \$17,030.97    |
| Reserves and Surplus                              |                |
| Working Capital Advances:                         |                |
| From General Fund . . . . .                       | —              |
| From Highway Fund . . . . .                       | 920,000.00     |
| Surplus Accounts:                                 |                |
| Donated Surplus . . . . .                         | 1,000,000.00   |
| Unappropriated Surplus . . . . .                  | 590,396.45     |
| Total Liabilities, Reserves and Surplus . . . . . | \$2,527,427.42 |

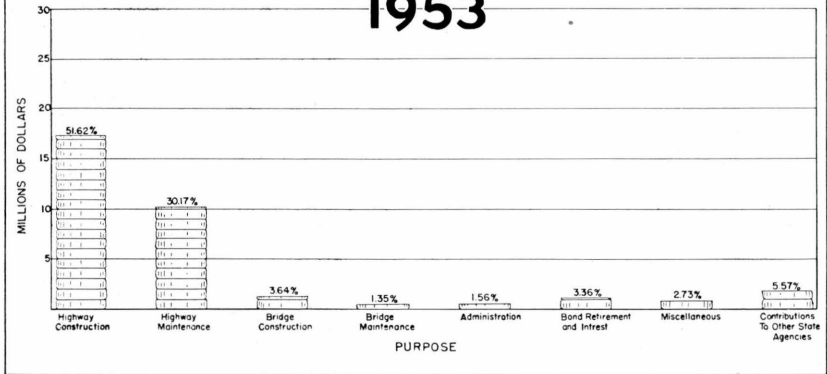
# INCOME RECEIVED BY THE HIGHWAY DEPARTMENT DURING 1953



## STATE HIGHWAY COMMISSION Income

| Source  | Amount          | Per Cent |
|---|-----------------|----------|
| Gas Tax . . . . .                             | \$14,715,977.52 | 51.21    |
| Motor Vehicle Fees . . . . .                  | 7,344,108.07    | 25.56    |
| Federal, Counties, Towns and Cities . . . . . | 6,220,391.18    | 21.64    |
| State General Fund . . . . .                  | 89,280.00       | .31      |
| Miscellaneous . . . . .                       | 149,206.25      | .52      |
| Other Taxes and Permits . . . . .             | 218,803.82      | .76      |
|   | \$28,737,766.84 | 100.00   |
| Proceeds from Sale of Bonds . . . . .         | 27,000,000.00   |          |

# EXPENDITURES MADE BY THE HIGHWAY DEPARTMENT DURING 1953



## STATE HIGHWAY COMMISSION Expenditures

| Purpose  | Amount          | Per Cent |
|--|-----------------|----------|
| Highway Construction . . . . .                 | \$17,360,827.52 | 51.62    |
| Highway Maintenance . . . . .                  | 10,148,595.46   | 30.17    |
| Bridge Construction . . . . .                  | 1,224,687.56    | 3.64     |
| Bridge Maintenance . . . . .                   | 455,143.03      | 1.35     |
| Administration . . . . .                       | 523,848.23      | 1.56     |
| Bond Retirement and Interest . . . . .         | 1,128,620.00    | 3.36     |
| Miscellaneous . . . . .                        | 919,210.77      | 2.73     |
| Contribution to Other State Agencies . . . . . | 1,871,981.60    | 5.57     |
|  | \$33,632,914.17 | 100.00   |

**HIGHWAY FUND**  
**SUMMARY OF APPROPRIATION ACCOUNTS SHOWING DETAIL OF AMOUNTS AVAILABLE**  
**EXPENDITURES AND DISPOSITION OF BALANCES**  
**YEAR ENDED JUNE 30, 1953**

|                                   | Carried<br>Balance<br>July 1, 1952 | Allocations  | Revenues   | Transfers    | Total<br>Available | Expenditures | Transfers<br>to<br>Surplus | Unexpended Balance<br>June 30, 1952 |            |
|-----------------------------------|------------------------------------|--------------|------------|--------------|--------------------|--------------|----------------------------|-------------------------------------|------------|
|                                   |                                    |              |            |              |                    |              |                            | Lapsed                              | Carried    |
| Administration .....              | 4,014.89                           | 522,011.00   | 3,124.78   | —            | 529,150.67         | 523,848.23   | 802.52                     | 2,390.50                            | 2,109.42   |
| Contingent Account .....          | 107,126.24                         | 151,200.00   | —          | —            | 258,326.24         | 220,407.71   | 21,442.20                  | 57.58                               | 16,418.75  |
| Planning Survey .....             | 41,568.65                          | 24,500.00    | 63,742.67  | 65,500.00    | 195,311.32         | 155,171.20   | .80                        | —                                   | 40,139.32  |
| Topographic Mapping .....         | —                                  | 10,000.00    | —          | (10,000.00)  | —                  | —            | —                          | —                                   | —          |
| Secretary of State .....          | 7,032.32                           | 414,645.00   | 28,020.24  | —            | 449,697.56         | 428,712.31   | 103.32                     | 3,867.04                            | 17,014.89  |
| Secretary of State, Bldg. ....    | 1,165.60                           | 11,330.00    | —          | 1,800.00     | 14,295.60          | 9,839.63     | 407.21                     | 11.84                               | 4,036.92   |
| State Police .....                | 14,834.16                          | 952,140.00   | 98,328.42  | (4,588.95)   | 1,060,713.63       | 1,002,199.72 | 2,241.46                   | 33,681.15                           | 22,581.30  |
| State Police, Bldg. ....          | 1,026.00                           | 12,160.00    | —          | (1,800.00)   | 11,386.00          | 9,276.36     | —                          | 79.39                               | 2,030.25   |
| Public Utilities .....            | 76,530.00                          | —            | 89,078.26  | —            | 165,608.26         | 60,914.24    | (25.00)                    | 40,000.00                           | 64,719.02  |
| State Aid Construction .....      | 489,287.99                         | 1,230,000.00 | 785,963.47 | (933,233.75) | 1,572,017.71       | 1,382,248.37 | —                          | —                                   | 189,769.34 |
| State Aid Reconstruction .....    | —                                  | —            | 356,606.71 | 1,094,163.06 | 1,450,769.77       | 1,016,310.12 | —                          | —                                   | 434,459.65 |
| Third Class Reconstruction .....  | 9,762.96                           | —            | —          | (9,762.96)   | —                  | —            | —                          | —                                   | —          |
| Special Resolves .....            | 120,260.99                         | 150,000.00   | —          | (39,585.89)  | 230,675.10         | 106,497.64   | —                          | —                                   | 124,177.46 |
| Special Resolves, Claims .....    | 4,039.60                           | —            | —          | —            | 4,039.60           | 657.00       | —                          | 3,382.60                            | —          |
| Special Resolves, Other .....     | 76,322.35                          | —            | —          | (32,782.50)  | 43,539.85          | —            | —                          | 15,639.85                           | 27,900.00  |
| Bangor-Brewer Bridge .....        | 39,061.69                          | —            | —          | —            | 39,061.69          | —            | 39,061.69                  | —                                   | —          |
| Fore River Bridge .....           | 26,485.06                          | —            | —          | —            | 26,485.06          | —            | 26,485.06                  | —                                   | —          |
| Prelim. Eng. Bond Fund .....      | 156,490.72                         | —            | —          | —            | 156,490.72         | —            | 156,490.72                 | —                                   | —          |
| Maintenance of Bridges .....      | 182,519.80                         | 450,000.00   | 4,053.31   | —            | 636,573.11         | 455,143.03   | —                          | —                                   | 181,430.08 |
| Construction Picnic Areas .....   | 17,510.60                          | —            | —          | —            | 17,510.60          | 16,957.41    | —                          | —                                   | 553.19     |
| Suspense Receivables .....        | 45,798.96                          | —            | 378,431.89 | —            | 424,230.85         | 357,244.32   | —                          | —                                   | 66,986.53  |
| Traffic Services .....            | 10,966.78                          | 150,000.00   | —          | —            | 160,966.78         | 144,994.00   | —                          | —                                   | 15,972.78  |
| Flood Damage Repair .....         | —                                  | 250,000.00   | —          | —            | 250,000.00         | —            | —                          | —                                   | 250,000.00 |
| Maint. St. and St. Aid .....      | 805,527.20                         | 7,000,000.00 | 2,978.85   | (815.18)     | 7,807,690.87       | 7,392,009.41 | —                          | —                                   | 415,681.46 |
| Betterments .....                 | 47,826.18                          | 1,000,000.00 | 22,500.00  | (166,309.62) | 904,016.56         | 817,536.80   | —                          | —                                   | 86,479.76  |
| Town Road Improvement .....       | 141,568.93                         | 500,000.00   | 28,669.75  | 20,798.86    | 691,037.54         | 560,303.06   | —                          | —                                   | 130,734.48 |
| Compensation for Injuries .....   | —                                  | 56,500.00    | —          | —            | 56,500.00          | 56,473.98    | —                          | 26.02                               | —          |
| Non-Federal State Highway .....   | —                                  | —            | —          | 21,658.58    | 21,658.58          | 21,658.58    | —                          | —                                   | —          |
| Snow Removal .....                | 1,279.96                           | 2,550,000.00 | 116,970.40 | —            | 2,668,250.36       | 2,611,592.05 | —                          | —                                   | 56,658.31  |
| Federal Secondary Unmatched ..... | —                                  | —            | —          | 1,142,922.14 | 1,142,922.14       | 1,142,922.14 | —                          | —                                   | —          |

**HIGHWAY FUND**  
**SUMMARY OF APPROPRIATION ACCOUNTS SHOWING DETAIL OF AMOUNTS AVAILABLE**  
**EXPENDITURES AND DISPOSITION OF BALANCES**  
**YEAR ENDED JUNE 30, 1953—(Continued)**

|  | Carried        | Allocations     | Revenues       | Transfers       | Total           | Expenditures    | Transfers    | Unexpended Balance |                 |
|--|----------------|-----------------|----------------|-----------------|-----------------|-----------------|--------------|--------------------|-----------------|
|  | Balance        |                 |                |                 |                 |                 |              | to                 | June 30, 1952   |
|  | July 1, 1952   |                 |                |                 | Available       |                 | Surplus      | Lapsed             |                 |
| Post War Surveys.....                  | 6,884.86       | —               | —              | —               | 6,884.86        | 5,801.51        | —            | —                  | 1,083.35        |
| Federal Secondary Roads.....           | 580,005.29     | —               | 1,702,644.89   | 4,748,500.00    | 7,031,150.18    | 4,772,807.67    | —            | —                  | 2,258,342.51    |
| Federal Grade Crossings.....           | 55,782.82      | —               | 3,437.01       | —               | 59,219.83       | 283.63          | —            | —                  | 58,936.20       |
| Grade Crossing Protection.....         | 18,844.60      | 20,000.00       | —              | —               | 38,844.60       | 15,623.07       | —            | —                  | 23,221.53       |
| Bridge Construction.....               | 1,181,453.98   | 700,000.00      | 389,909.43     | 56,277.98       | 2,327,641.39    | 1,224,687.56    | —            | —                  | 1,102,953.83    |
| Federal Primary Unmatched.....         | —              | —               | —              | 2,474,273.20    | 2,474,273.20    | 2,474,273.20    | —            | —                  | —               |
| Highway Constr.-State and Federal..... | 971,273.95     | 3,900,000.00    | 2,395,854.70   | 493,000.00      | 7,760,128.65    | 5,156,860.88    | —            | —                  | 2,603,267.77    |
| Proceeds from Sale of Bonds.....       | —              | —               | 35.01          | 18,065,396.08   | 18,065,431.09   | —               | —            | —                  | 18,065,431.09   |
| Retirement of Bonds.....               | —              | 944,000.00      | —              | —               | 944,000.00      | 944,000.00      | —            | —                  | —               |
| Fore River Bridge Interest.....        | —              | 110,000.00      | —              | (90,020.00)     | 19,980.00       | —               | —            | 19,980.00          | —               |
| Interest on Bonded Debt.....           | —              | 147,100.00      | —              | 37,520.00       | 184,620.00      | 184,620.00      | —            | —                  | —               |
| Contributions and Transfers.....       | —              | 313,613.75      | —              | 67,088.95       | 380,702.70      | 361,039.34      | —            | 19,663.36          | —               |
|  | \$5,242,253.13 | \$21,569,199.75 | \$6,470,349.79 | \$27,000,000.00 | \$60,281,802.67 | \$33,632,914.17 | \$247,009.98 | \$138,779.33       | \$26,263,099.19 |