

MAINE STATE LEGISLATURE

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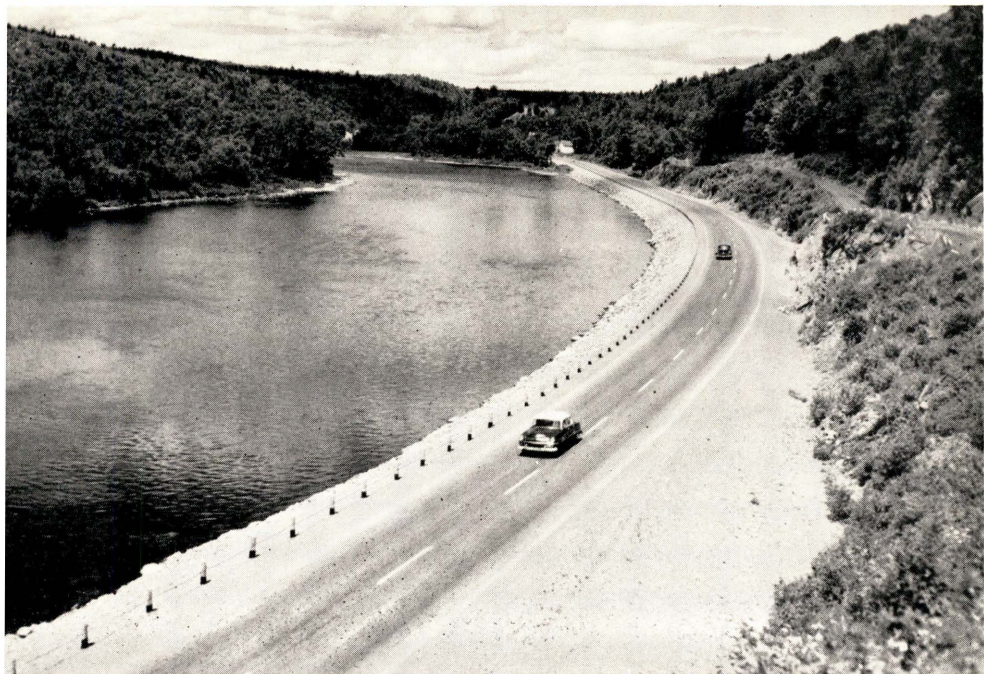
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MAINE PUBLIC DOCUMENTS

1952 - 1954

(in four volumes)

VOLUME II



Forty-first

REPORT 1954



MAINE STATE HIGHWAY COMMISSION

FORTY-FIRST ANNUAL REPORT



STATE HIGHWAY COMMISSION

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COMMISSIONERS
DAVID H. STEVENS
CHAIRMAN
CLARENCE S. CROSBY
HAROLD B. EMERY

LUCIUS D. BARROWS
CHIEF ENGINEER
TELEPHONE NO. 3-4511




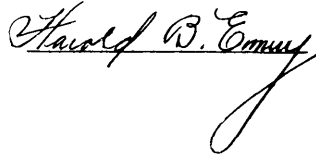
State Highway Commission
State of Maine
Augusta

To His Excellency the Governor
and the Honorable Council:

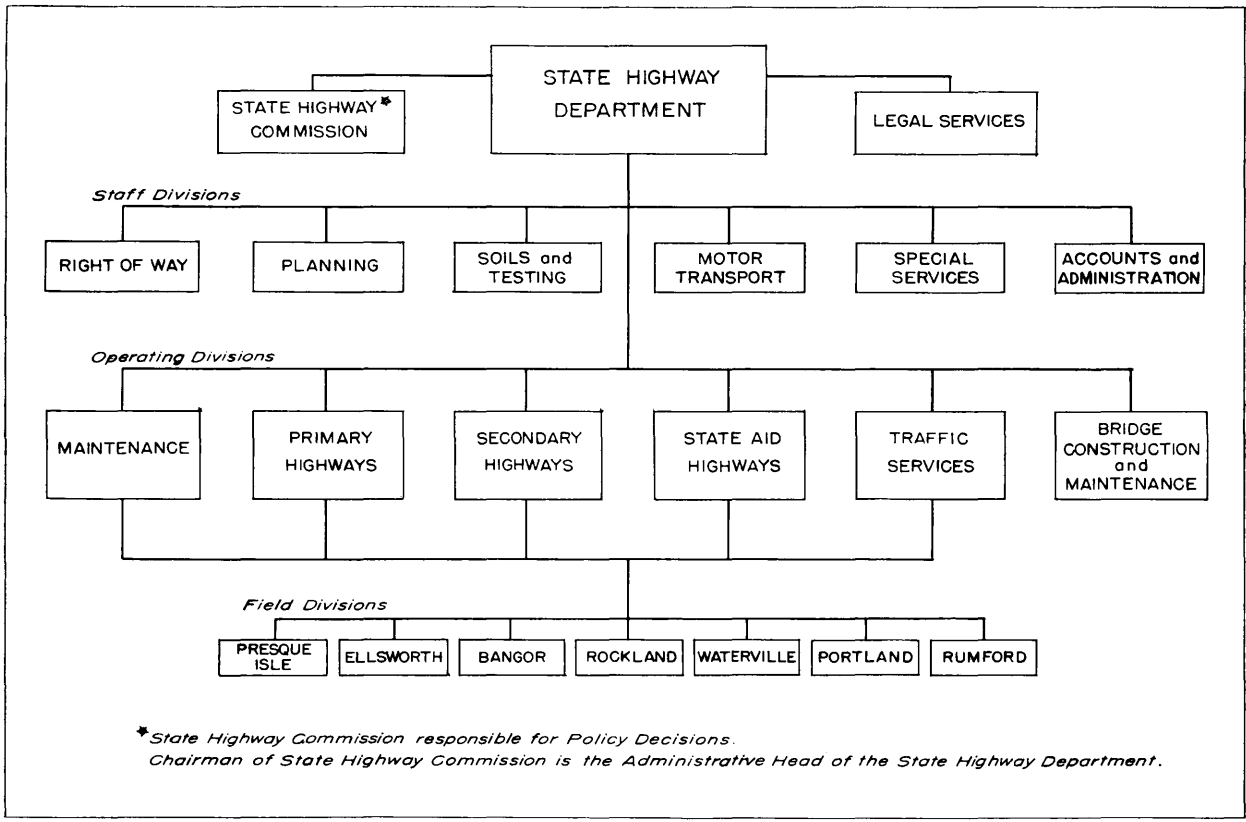
We have the honor to present the forty-first report
of the State Highway Commission, for the period July
1, 1953 to June 30, 1954.

Respectfully submitted,


Chairman

Augusta, Maine
November 24, 1954



*State Highway Commission responsible for Policy Decisions.
 Chairman of State Highway Commission is the Administrative Head of the State Highway Department.

ADMINISTRATIVE OFFICERS OF THE
STATE HIGHWAY COMMISSION

STATE HIGHWAY COMMISSION

DAVID H. STEVENS, <i>Chairman</i>	Hallowell
CLARENCE S. CROSBY	Farmington
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>
VINTON A. SAVAGE	<i>Engineer of Primary Highways</i>
LAWRENCE K. MURPHY	<i>Construction Engineer, Primary Highways</i>
H. STANLEY WEYMOUTH	<i>Engineer of State Aid Highways</i>
SYLVESTER L. POOR	<i>Engineer of Secondary Highways</i>
R. MORRELL PAGE	<i>Assistant Highway Engineer</i>
EDWARD W. AXTELL	<i>Liaison Engineer, Maine Turnpike Authority</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>Director, Division of Special Services</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, Division of Special Services</i>
ALTON W. BLAISDELL	<i>Manager, Motor Transport Division</i>
EDWARD I. ALBLING	<i>Director, Division Accounts and Administration</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>

GENERAL HIGHWAY FUND

Income to the General Highway Fund for the fiscal year ending June 30, 1954, amounted to \$30,102,584.00, representing an increase of \$1,364,817.16, over fiscal year ending June 30, 1953. Of this amount, \$6,701,404.02 was income earmarked for specific purposes such as construction, town share of state aid and snow plowing — \$23,401,179.98 was income applicable to General Highway Fund and was \$404,975.98 over the allocations made for this same period.

The increase in revenue over the preceding fiscal year was chiefly due to increases in gas tax of \$552,000, investment income of \$524,000, Federal grants \$92,000, towns contributions of \$77,000 and motor vehicle registrations of \$54,000.

Expenditures for the fiscal year 1954 amounted to \$36,467,872.28, representing a net increase of \$2,834,958.11 over the fiscal year ending June 30, 1953. Construction activities, both highways and bridges, account for \$1,705,000 of the increase. Bond retirement and interest increased \$1,181,000. Snow removal expenditures increased \$469,000, and state aid \$274,000. Maintenance expenditures decreased because expenditures in fiscal year 1953 include amount spent for flood damage occurring in March 1953. Maintenance expenditures for 1954 also show a decrease because of weather conditions in May and June 1954.

The source of funds for the \$36,467,872.28 expenditures in fiscal year 1954 was as follows:

Earmarked Revenues	\$ 6,701,404.02
1954 Allocations	22,996,204.00
Transfers from Surplus	762,766.19
Decrease in Reserves for Authorized Expenditures	6,007,498.07
	<hr/>
Expenditures	\$36,467,872.28

Reserves for authorized expenditures were further decreased by \$396,665.32, these reserves were lapsed to Surplus and consisted of authorizations no longer necessary.

Surplus Account increased \$133,008.10 during the fiscal year 1954. The increase in Surplus was due to lapsing allocations and excess revenues over 1954 allocations.

Detail analysis of income, expenditures and surplus will be found in financial section.

Source of Income

Gas Tax	\$15,416,257.97
Motor Vehicle Fees	7,283,321.01
Federal Matching Funds	4,267,452.04
Counties, Town and Cities	1,778,701.54
State General Fund	103,292.00
Earnings on Investments	533,959.34
Other Taxes and Permits	167,641.66
Payment for Services Rendered	383,571.97
Miscellaneous	168,386.47
<hr/>	
Total	\$30,102,584.00

Purpose of Expenditure

Highway and Bridge Construction	\$16,514,873.53
State Aid and Other	3,608,783.64
Highway and Bridge Maintenance	10,531,003.81
Bond Retirement and Interest	2,314,840.00
Administration	573,938.59
Other State Departments	1,643,232.26
Contributions and Transfers	562,481.21
Work Done for Other Agencies	400,546.61
Miscellaneous	318,172.63
<hr/>	
Total	\$36,467,872.28

HIGHWAY AND BRIDGE BONDS

During the fiscal year ending June 30, 1954, the sum of \$1,719,000 was paid to retire highway and bridge bonds, and the sum of \$700,840 was required to pay interest. This included interest on Fore River Bridge Bonds.

Schedule of Retirement and Interest on Bonded Debt

Year Ending June 30	Total Debt Service	Bond Maturities	Interest Maturities
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	3,966,050.00	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	\$40,524,835.00	\$35,411,500.00	\$5,113,335.00

This schedule includes \$7,000,000.00 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, 1954

Year Ending June 30	(A) Kennebec (Carlton)		(B) Bangor-Brewer		(C) Deer Isle- Sedgwick		TOTAL	
	Bond Maturities	Interest Maturities	Bond Maturities	Interest Maturities	Bond Maturities	Interest Maturities	Bond Maturities	Interest Maturities
1955	\$ 30,000	\$16,613		\$45,750	\$18,000	\$12,240	\$ 48,000	\$74,603
1956	30,000	16,200	\$50,000	45,000	18,000	11,520	98,000	72,720
1957	35,000	15,787	50,000	43,500	18,000	10,800	103,000	70,087
1958	35,000	15,306	50,000	42,000	20,000	10,040	105,000	67,346
1959	85,000	14,825	50,000	40,500	20,000	9,240	155,000	64,565
1960	90,000	13,594	50,000	39,000	22,000	8,400	162,000	60,994
1961	40,000	12,294	50,000	37,500	22,000	7,520	112,000	57,314
1962	40,000	11,744	50,000	36,375	23,000	6,620	153,000	54,739
1963	90,000	11,194	50,000	35,625	24,000	5,680	164,000	52,499
1964	45,000	9,894	50,000	34,875	24,000	4,720	119,000	49,489
1965	70,000	9,275	50,000	34,125	26,000	3,720	146,000	47,120
1966	50,000	8,250	50,000	33,375	26,000	2,680	126,000	44,305
1967	100,000	7,500	50,000	32,625	27,000	1,620	177,000	41,745
1968	50,000	6,000	50,000	31,875	27,000	540	127,000	38,415
1969	50,000	5,250	50,000	31,125			100,000	36,375
1970	100,000	4,500	50,000	30,375			150,000	34,875
1971	50,000	3,000	50,000	29,625			100,000	32,625
1972	100,000	2,250	50,000	28,875			150,000	31,125
1973	50,000	750	50,000	28,125			100,000	28,875
1974			50,000	27,375			50,000	27,375
1975			50,000	26,625			50,000	26,625
1976			50,000	25,812			50,000	25,812
1977			50,000	24,938			50,000	24,938
1978			50,000	24,062			50,000	24,062
1979			50,000	23,188			50,000	23,188
1980			50,000	22,312			50,000	22,312
1981			50,000	21,438			50,000	21,438
1982			50,000	20,562			50,000	20,562
1983			50,000	19,688			50,000	19,688
1984			50,000	18,812			50,000	18,812
1985			50,000	17,938			50,000	17,938
1986			50,000	17,062			50,000	17,062
1987			50,000	16,188			50,000	16,188
1988			50,000	15,312			50,000	15,312
1989			50,000	14,438			50,000	14,438
1990			50,000	13,562			50,000	13,562
1991			50,000	12,688			50,000	12,688
1992			50,000	11,812			50,000	11,812
1993			50,000	10,938			50,000	10,938
1994			50,000	10,062			50,000	10,062
1995			50,000	9,188			50,000	9,188
1996			50,000	8,312			50,000	8,312
1997			50,000	7,438			50,000	7,438
1998			50,000	6,562			50,000	6,562
1999			50,000	5,688			50,000	5,688
2000			50,000	4,812			50,000	4,812
2001			50,000	3,938			50,000	3,938
2002			50,000	3,062			50,000	3,062
2003			50,000	2,188			50,000	2,188
2004			50,000	1,312			50,000	1,312
2005			50,000	438			50,000	438
	\$1,140,000	\$184,226	\$2,500,000	\$1,128,000	\$315,000	\$95,340	\$3,995,000	\$1,407,566

- (A) \$800,000 callable on any interest date after December 31, 1951; \$420,000 callable ten years from date of issue.
(B) Callable twenty-five years from date of issue.
(C) Liability Deer Isle-Sedgwick Bridge District.

Note: Waldo-Hancock Toll Bridge, not included above, has sufficient funds to retire callable bonds with a value of \$90,000. Bridge became toll-free October 31, 1953.

HIGHWAY CLASSIFICATION AND MILEAGE

March 1, 1954

The state system of highways have been divided into three main classes, State Highways, State Aid Highways and Town Ways. The remaining roads in the so-called "third class" highways will be distributed into the above classes as soon as practicable.

The Federal system of highways have been divided into primary, urban, interstate and secondary.

The following two tables indicate the total mileage by State and Federal System as of March 1, 1954.

State System — Mileage

Classification	Total	Improved	Unimproved
State Highway	3,164.79	3,146.83	17.96
State Aid	7,898.50	6,765.17	1,133.33
Third Class	420.45	170.55	249.90
Town Ways	8,864.52	1,915.07	6,949.47
Sub Total	20,348.26	11,997.62	8,350.66
Reservation Roads	164.05	53.38	110.67
Turnpike	53.05	53.05	
Total	20,565.36	12,104.05	8,461.33

Federal System — Mileage

Classification	Primary	Urban Interstate	Secondary	Total
State Highway	1,242.04	81.60	1,097.25	2,719.57
State Aid .....	.15		1,158.40	1,158.55
Town Ways	1.32		1.21	2.53
Not on State System	2.29			2.29
Total	1,245.80	81.60	2,256.86	3,882.94

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

County	State Highway	State Aid	Third Class	Town Ways	Misc.		Total All Systems	Fed. Aid Col. 2
					State Res.	Fed. Res.		
Androscoggin	106	303	22	596		1	1,028	85
Aroostook	636	711	92	817		2	2,258	228
Cumberland	233	609	33	866	11		1,752	155
Franklin	162	321	19	362	4		868	81
Hancock	170	548	11	373		48	1,150	94
Kennebec	213	552	23	692		4	1,484	108
Knox	65	295	9	273	1	4	647	24
Lincoln	93	332	13	338			776	26
Oxford	*216	555	18	851		*15	1,645	126
Penobscot	279	937	58	800	4		2,078	171
Piscataquis	117	278	27	291	41		754	49
Sagadahoc	53	184	8	208	1		454	34
Somerset	234	583	36	609			1,462	107
Waldo	120	496	27	461	9		1,113	50
Washington	206	616	16	271	4	20	1,133	161
York	262	658	8	942		5	1,875	123
Total	*3,165	7,978	420	8,750	75	99	20,477	1,622
Federal Aid Mileage not on State Highway System								4
								1,626

* Includes 10.65 miles eligible for Forest Highway Funds.

* 10.65 miles included in State Highway System.

STATE HIGHWAY SYSTEM
Improved Mileage to March 1, 1954 Classified by Surface Type

	Portland Cement Concrete	Bituminous Concrete	Bituminous Macadam	Mixed Bituminous	Surface Treated Gravel	Plain Gravel	Granite Block	Asphalt Plank Bridge	Wood Plank Bridge	Totals
State Highway Construction ...	73.56	144.48	391.49	89.21	741.29					1,440.03
State Sponsored W.P.A. Constr.				1.63	14.22	0.87				16.72
U.S. Public Works Construction	1.04	15.75	36.33		40.61					93.73
U.S. Works Program Constr'n	1.59		1.61		23.89					27.09
U.S. Defense Roads Constr'n ..	0.44	3.50	18.38	33.29	4.21	0.06				59.88
F.A.S. Construction		11.64	6.21	100.65	29.75					148.25
Fed.-Aid Grade Crossing Const.		0.49	0.65	0.23	6.53					7.90
State Aid Construction	4.83	9.39	20.65	2.94	816.76	14.46	0.37			869.40
Third Class Construction					20.63	1.93				22.56
Municipal Construction	2.01	10.34	10.04		22.09		0.31			44.79
Special Resolve Construction ...			0.45		24.60					25.05
F.E.R.A. Construction					0.62					0.62
Maintenance Fund Construction		22.49	2.57	0.96	51.33					77.35
Betterment Construction		180.07	34.83	12.04	71.43					298.37
Gt. Northern Paper Co. Const.					5.83					5.83
C.C.C. Construction					3.12					3.12
Bridges (500' or over)	1.67	3.39	0.49					0.12	0.47	6.14
Total Improved Mileage	85.14	401.54	523.70	240.95	1,876.91	17.32	0.68	0.12	0.47	3,146.83
Unimproved Mileage										17.96
Total Mileage S.H. System										3,164.79

DESIGNATED STATE HIGHWAY SYSTEM
Mileage by Counties and System
March 1, 1954

County	Fed. Aid Primary	Fed. Aid Secondary	Non-Fed. Aid	Total	Fed. Aid Not on S.H.
Androscoggin	84.92	18.52	2.12	105.56	
Aroostook	228.04	240.83	167.50	636.37	1.36
Cumberland	154.72	55.66	22.90	233.28	
Franklin	81.35	56.60	23.82	161.77	.64
Hancock	93.70	47.84	28.05	169.59	
Kennebec	107.90	91.10	13.58	212.58	
Knox	24.13	38.38	2.37	64.88	
Lincoln	26.08	47.17	20.26	93.51	
Oxford	126.06	55.14	35.05	*216.25	.26
Penobscot	170.75	77.94	30.06	278.75	
Piscataquis	49.22	51.45	16.05	116.72	
Sagadahoc	34.32	5.82	12.79	52.93	
Somerset	107.36	117.02	9.21	233.59	
Waldo	49.96	49.78	20.76	120.50	
Washington	160.72	29.41	16.04	206.17	1.50
York	123.09	114.59	24.66	262.34	
Totals	1,622.32	1,097.25	445.22	3,164.79	3.76

Fed. Aid not on S.H. 3.76

Total Fed. Aid 3,168.55

* Includes 10.65 miles eligible for Forest Highway Funds.

**MILEAGE OF UNIMPROVED SECTIONS OF STATE HIGHWAY
AS OF MARCH 1, 1954**

County	Highway	Town	Unimproved Mileage	
			Urban	Rural
Aroostook	775	Presque Isle		2.29
Aroostook	772	Ashland		3.36
Aroostook	783	Perham		4.83
* Cumberland	1	Portland	.62	
* Cumberland	1	So. Portland	.97	
* Cumberland	1	Portland	.75	
Hancock	757	Ellsworth		.13
Hancock	752	Blue Hill		3.06
* Penobscot	746	Bangor	.12	
* Penobscot	746	Brewer	.15	
Waldo	741	Belfast		1.22
* York	100	Kittery	.46	
			3.07	14.89
		Total urban and rural mileage		17.96

* Carried unimproved due to new construction that is not completed.

**FEDERAL AID NOT ON STATE HIGHWAY SYSTEM
AS OF MARCH 1, 1954**

Highway Connected with	Town	County	Mileage		Federal Aid Route and Control Section Number	
			Urban	Rural		
32	Avon	Franklin	.03		32-2	04013
32	Phillips	Franklin	.61		32-2	04013
50	Connor	Aroostook	.46		50-2	02046
46	Danforth	Washington	1.50		46-1	15028
46	Weston	Aroostook	.90		46-1	02003
25	Mexico	Oxford	.05		25-1	09032
22	Rumford	Oxford	.21			09503
Totals			.21	3.55		
		Total Fed. Aid not on S.H.	3.76			

DIVISION OF PRIMARY HIGHWAYS

Expenditures on construction for the fiscal year ending June 30, 1954, amounted to \$9,816,992.26, most of which was paid to contractors on different projects. These projects are listed in detail in the statistical section of this report.

The source of funds for the above expenditures are as follows:

Balance from previous year	\$2,603,267.77
Allocation from current revenues	3,052,294.98
Transfer from \$27,000,000 Bond Issue Fund	4,646,353.02
Federal Reimbursements	2,656,875.50
Other Contributions	18,000.00
	\$12,976,791.27
Expenditures	9,816,992.26
	\$3,159,799.01
Balance 6/30/1954	

Expenditures on Federal Access Roads are not included in above figures.

Following are brief descriptions of projects which have been active during fiscal year 1954.

Androscoggin County

LISBON - LEWISTON, FEDERAL-AID PROJECTS NOS. F-017-1(3) AND U-017-1(4). Project F-017-1(3) begins at the end of Project F-017-1(2) 0.85 miles southeasterly of the Lisbon - Lewiston line and extends northwesterly to the Rural-Urban Zone Line in Lewiston. Project U-017-1(4) begins at the end of Project F-017-1(2) and extends northwesterly. Project F-017-1(3) has a width of surface of 24 feet with 8 foot shoulders. Project U-017-1(4) has a 32 foot surface with an 8 foot shoulder on the left and a 5 foot sidewalk on the right beginning at the southeasterly end and extending for 2,219 feet. For the next 2,300 feet it has a 40 foot surface with a 5 foot sidewalk on the left. For the next 500 feet the surface width is 48 feet with a 5 foot sidewalk on the left and for the last 2,200 feet the surface width is 48 feet between curbs with 5 foot sidewalks on both sides. Type of surface of both projects is 2 inch bituminous concrete on a 5 inch bituminous concrete base course. These projects were started in 1954.

MINOT - AUBURN, STATE PROJECT 958. This work begins at Poland - Minot town line on State Highway "121" and extends to the Garfield Road 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 was started on June 17, 1953 and was completed during July 1953.

AUBURN - TURNER, STATE PROJECT No. 954. This project consists of paving the new location along the old street R. R. bed and bridge approaches at Lake Auburn. Width of surface, 20 feet with 4 foot shoulders. Type of surface, 3 inch bituminous concrete. Work began on November 10, 1953 and was completed on November 11, 1953.

Aroostook County

MACWAHOC, MOLUNKUS, AND MATTAWAMKEAG, STATE PROJECT No. 962. This work begins at the Molunkus Stream Bridge in Macwahoc on Route #2, and extends southerly, and consists of grading and base and widening from 20 to 24 feet by State Forces. Surfaced with a 3 inch bituminous concrete surface placed by Warren Bros. Roads Company. Work started on June 15, 1953 and was completed in October 1953.

LINNEUS, HODGDON AND HOULTON, STATE PROJECT No. 995. This project is in two sections: the first begins 5.218 miles northerly of the AR-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. Type of surface, 3 inch bituminous macadam on a 5 inch crushed stone base. Width of surface, 24 feet with 4 foot shoulders. This work was started in 1952 and completed in 1954.

HOULTON, HODGDON AND CARY, STATE PROJECT No. 973. This work begins at Houlton compact line on Route 1 and extends southerly 1.15 miles in Houlton, 6.86 miles in Hodgdon, and 1.99 miles in Cary and consists of reconstruction. Work was started about June 1, 1953 by State Forces and completed during November 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. Width of surface, 24 feet with 8 foot shoulders. Type of surface, 3 inch bituminous macadam on a 5 inch crushed stone base. This project was started in 1951 and completed in 1953.

MARS HILL AND WESTFIELD, STATE PROJECT No. 981. This work consists of widening the old road from 18 to 24 feet by State Forces preparatory to placing a 3 inch bituminous concrete surface by the Lane Construction Corporation. Work started at the end of Federal-aid Project No. F-050-1(1) in Westfield, extending south, to Mars Hill Village. Work started October 1, 1952 and was completed in May 1954.

VAN BUREN, STATE PROJECT No. 956. This project consists of paving the entire width of State Highway "K" through Van Buren Village. Width varied from 24 to 50 feet wide. Type of surface, 2 inch bituminous concrete. Work began August 27, 1953 and was completed September 2, 1953.

FORT KENT, STATE PROJECT No. 920. This project begins at Fort Kent Compact and extends easterly 2.30 miles. Work consists of drainage, base and widening preparatory to placing a bituminous concrete surface during 1955.

FORT KENT, FRENCHVILLE, AND MADAWASKA, STATE PROJECT No. 963. This work begins about 2.3 miles east of Fort Kent Compact on Route 1, State Highway "K" and extends easterly to Madawaska Village. Work consists of grading and base widening preparatory to placing a bituminous concrete surface during 1954. Work started about June 1, 1953 and was completed in November 1953. Work was done by State Forces.

MARS HILL AND EASTON, FEDERAL-AID PROJECT No. F-051-1(2). This project begins at the railroad crossing in Mars Hill Village and extends northerly. Type of surface, 3 inch bituminous concrete. Width of surface 22 feet with 6 foot shoulders except for 3,150 feet in Mars Hill Village where the width is 40 feet between curbs with a 6 foot bituminous concrete sidewalk on the left. The road work was started in 1953.

Access Road to Limestone Base

CARIBOU & LIMESTONE, PROJECT AD-1. This project begins at the corner of High and Limestone Streets in Caribou and extends easterly 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 the project is 10.79 miles of which 10.73 miles is road and 0.06 miles is bridges. Length of the road in Caribou is 7.43 miles and in Limestone is 3.30 miles. The length on State Highway "335" is 3.41 miles; on State Highway "786" is 0.72 miles, and on State Highway "789" is 6.66 miles. Type of surface, 3 inch bituminous 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 for the road, J. R. Cianchette of Pittsfield, Maine. This work was started in 1951 and completed in 1953.

This project also includes bridges over Otter Brook and Little Madawaska River constructed by Cyr and Denico of Waterville, Maine, and an underpass of the B. & A. Railroad also constructed by Cyr and Denico with part of the work done by the Railroad Company.

Cumberland County

SCARBORO, STATE PROJECT No. 928. This project is located at the Scarborough Marsh, so called, on Route #1. Work consists of truing the old surface that had settled with additional gravel preparatory to placing a mixed bituminous surface. Width 40 feet.

SCARBORO, STATE PROJECT No. 969. This project begins near the Cascade Road in Saco and extends northerly. Work consisted of resurfacing the existing cement concrete pavement full width with a 2 inch bituminous concrete surface. Work began on June 23, 1953 and finished on July 14, 1953.

PORTLAND, FEDERAL-AID PROJECT, NOS. 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. Project UI-01-1(3) includes approaches to Washington Avenue, 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 work was started in 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 bypass, 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 bypass. 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 bypass 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 under the supervision of Thomas Worcester, Inc., of Boston, Mass. The project was started in 1953.

STANDISH - GORHAM, STATE PROJECT No. 955. This project consists of resurfacing four sections of cement concrete paving on Route #25 with 2 inch bituminous concrete surface. Sections #1 and #2 in Standish totalled 0.60 miles. Sections #3 and #4 in Gorham totalled 1.40 miles. Work began on July 18, 1953 and was finished on July 23, 1953.

Franklin County

SANDY RIVER PLANTATION, FEDERAL-AID PROJECT No. F-032-2(2), AND RANGELEY PLANTATION AND RANGELEY, STATE PROJECT No. 965. The Federal aid Project begins at the end of the first section of Federal-aid Project F-146(7) and extends northerly to the second section of that project. The State Project begins at the end of the second section of Project F-146(7) in Rangeley Plantation and extends into Rangeley Village. Type of surface, 3 inch bituminous macadam. Width of surface, 22 feet with 4 foot shoulders except for 3,400 feet in Rangeley Village where the width of surface varies from 40 feet to 52 feet. This work was started in 1953.

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. Type of surface, 3 inch bituminous macadam. Width of surface, 22 feet with 8 foot shoulders. This work was started in 1952 and completed in 1953.

Hancock County

ELLSWORTH, STATE PROJECT No. 957. Work started at the intersection of Oak and Main Streets in Ellsworth Village and extended 2.0 miles on the Bar Harbor Road. Work consists of resurfacing the old cement concrete pavement with a 2 inch bituminous concrete surface. Work was started on July 13, 1953 and completed on July 18, 1953.

SULLIVAN AND GOULDSBORO, FEDERAL-AID PROJECT No. F-044-1(2). This project begins at the end of Federal-aid Project No. 98-1(1) and extends easterly. Type of surface, 3 inch bituminous concrete. Width of surface, 22 feet with 6 foot shoulders.

Kennebec County

GARDINER & RICHMOND, FEDERAL-AID PROJECT NO. FI-01-2(1). This project is located partly in Richmond, Sagadahoc County. 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. This work was started in 1952 and was completed in 1953 except for some work to be done by State Forces in 1954.

WINSLOW, STATE PROJECT NO. 927. Work started 0.10 mile west of the Sebasticook River Bridge in Winslow and extended westerly, also a section starting about 0.25 miles east of the Vassalboro town line extends east. Work consists of resurfacing old concrete pavement with a 2 inch bituminous concrete surface. Work started on May 24, 1954 and completed on June 5, 1954.

AUGUSTA, STATE PROJECT NO. 967. This project begins at Traffic Circle and extends westerly on Western Avenue about 0.70 miles and consists of resurfacing the cement concrete pavement with a 2 inch bituminous concrete surface. Work began on July 27, 1953 and finished August 1, 1953.

AUGUSTA, FEDERAL-AID PROJECTS NOS. U-031-1(2) AND F-031-1(3). Project U-031-1(2) begins at the end of Federal-aid Project N. R. M. 256-A and extends westerly to the rural-urban zone line. Project F-031-1(3) begins at the rural-urban zone line and extends northwesterly mostly over new location to the Sidney town line. Width of surface on Project U-031-1(2) is 40 feet. Type of surface, 3 inch bituminous macadam on a 5 inch bituminous macadam base. Width of surface on Project F-031-1(3) is 24 feet with 8 foot shoulders. Type of surface, 3 inch bituminous macadam.

WINSLOW, STATE PROJECT NO. 960. This project begins at the Sebasticook River Bridge in Winslow and extends easterly to the Kennebec River Bridge between Waterville and Winslow. Work consists of grading, base, drainage, and surfacing with 3 inches of bituminous concrete pavement.

Knox County

THOMASTON, STATE PROJECT NO. 972. This work begins at Rockland Town Line, extending toward Thomaston 1.95 miles, and consisting of resurfacing the old bituminous macadam pavement with a mixed bituminous surface laid with the State Highway Department travelling mixer plant. Work started on June 3, 1953 and was completed during July 1953.

Oxford County

WOOSTOCK, 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). 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.

RUMFORD, FEDERAL-AID PROJECT No. U-022-1(1) AND STATE PROJECT No. 975. 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 Federal-aid Project includes a three span steel girder bridge over the canal having an overall length of 266 feet.

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.

GILEAD, STATE PROJECT No. 961. This work begins at the New Hampshire State Line and extends easterly about 8.0 miles. Work consists of grading and base and widening and placing a mixed bituminous surface with State Highway Department travelling mixer plant. Work was started on May 22, 1953 and was completed in November 1953.

Penobscot County

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). 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.

ORONO AND OLD TOWN, FEDERAL-AID PROJECTS Nos. UI-01-4(2) AND I-01-4(4). Project No. I-01-4(4) begins near the junction of Bridge and Park Streets in Orono and extends via Great Works to the rural-urban zone line in Old Town. Project UI-01-4(2) begins at the rural-urban zone line in Old Town and extends to the junction of Main and Center Streets. Type of

surface, 2 inch bituminous concrete on a 6 inch bituminous macadam base. Width of surface, 40 feet for a distance of 1,800 feet on the beginning of Project No. I-01-4(4) and also on Project No. UI-01-4(2) and 24 feet with 10 foot shoulders elsewhere.

ETNA, STATE PROJECT NO. 923. This work consists of grading and base for a truck lane on the east side of Abbot Hill. This lane is located on the north side of the highway and is graded and based for a width of 21 feet to provide for a future bituminous concrete surface 12 feet wide with a 6 foot shoulder.

HERMON, STATE PROJECT NO. 966. This project consists of paving a truck lane on Garland Hill, so called, in Hermon. Width, 12 feet with 4 foot shoulders. Depth, 5 inches. Length, 0.65 miles. Work started on June 15, 1953 and finished on June 17, 1953.

MACWAHOC, MOLUNKUS AND MATTAWAMKEAG, STATE PROJECT NO. 962. This work begins at the Molunkus Stream Bridge in Macwahoc on Route #2, State Highway "K" and extends southerly 4.06 miles to the Penobscot County Line and 3.10 miles in Mattawamkeag. Work consists of grading and base and widening from 20 to 24 feet by State Forces. Surfaced with a 3 inch bituminous concrete surface placed by Warren Bros. Roads Company. Work started on June 15, 1953 and completed in October 1953.

CORINNA - 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.

BANGOR - GLENBURN, STATE PROJECT NO. 982. This project begins 2.20 miles northwest of the junction of State Street and Broadway in Bangor and extends northwesterly. Work started on October 7, 1952 by State Forces and consists of drainage improvement and widening from 18 feet to 24 feet as far as the Kenduskeag Stream Bridge preparatory to placing a bituminous concrete surface. From the Kenduskeag Stream Bridge to end of project in Glenburn, 0.71 miles, a contract was awarded on June 3, 1953 to G. E. Goding and Son of Lincoln, Maine, for grading and base along a new location. Surfacing was started on September 1, 1953 by the Lane Construction Corporation and completed on October 16, 1953.

BREWER, STATE PROJECT No. 933. This project begins at Main Street and extends via Wilson Street to State Highway "43." Width of surface, 40 feet. Type of surface, 2 inch bituminous concrete on 4 inch bituminous macadam base.

Sagadahoc County

RICHMOND - GARDINER, FEDERAL-AID PROJECT No. FI-01-2(1). This project is located partly in Gardiner, Kennebec County. 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. This work was started in 1952 and was completed in 1953 except for some work to be done by State Forces in 1954.

TOPSHAM, STATE PROJECT No. 921. This project consists of adding an extra traffic lane at the intersection of Route 201 and #196 in Topsham. The grading and base preparatory for placing a bituminous concrete surface was done by State Forces. A 3 inch bituminous concrete surface was placed by the Verrier Construction Company of Portland, Maine.

Somerset County

NORRIDGEWOCK AND SKOWHEGAN, FEDERAL-AID PROJECT No. F-025-2(3). This project begins in Norridgewock Village 2,494 feet west of the junction of original Federal-aid Projects 131-B and 57 and extends easterly to the corner of West Front Street and Island Avenue. It replaces part of Project 131-B and all of Project 57. Type of surface, 3 inch bituminous macadam, except for the easterly 3,781 feet in Skowhegan Village where the type of surface is 2 inch bituminous concrete on a 5 inch crushed stone base penetrated with asphalt. Width of surface, 24 feet with 8 foot shoulders. (See also description of Project No. F-033-1(2)).

SKOWHEGAN, FEDERAL-AID PROJECT No. F-033-1(2). This project begins at the corner of East Main Street and Island Avenue at the end of Project No. F-025-2(3), and extends easterly to Walnut Street, 45 feet east of the westerly end of Federal-aid Project No. 21. Type of surface, 2 inch bituminous concrete on 5 inch crushed stone base penetrated with asphalt. Width of surface, 40 feet.

BINGHAM, MOSCOW, AND CARATUNK, STATE PROJECT No. 989. This project begins at Austin Stream Bridge in Bingham and extends northwesterly. Work

was started in May 1952 and consists of grading, base and widening from 18 to 22 feet preparatory to placing a bituminous concrete surface. On July 1, 1953 a contract to place a 3 inch bituminous concrete surface was awarded to W. H. Hinman, Inc. Work was started on August 15, 1953 and completed November 6, 1953. Project was 98% completed on June 30, 1954. Remaining work consists of guard rail being placed by State Maintenance Crews.

MADISON AND SOLON, STATE PROJECT No. 993. This project begins at this end of Federal-aid Project No. F-033-1(1) and extends northerly to Route U.S. 201 in Solon Village. 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.

Waldo County

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.

Washington County

MILLBRIDGE AND CHERRYFIELD, STATE PROJECT No. 918. This project consists of placing a 2 inch mixed bituminous surface with the State Highway commission travelling mixer plant over State Projects #983 and No. 950. Width, 22 feet and 4 foot shoulders. Work started on June 8, 1954 and was completed on July 7, 1954.

CHERRYFIELD, STATE PROJECT No. 950. This project begins at the junction of Routes U.S. 1 and #182 in Cherryfield and extends southerly. Type surface treated gravel. Width of surface, 24 feet with 4 foot shoulders. (See Project No. 983.)

BAILEYVILLE, PRINCETON, AND INDIAN TOWNSHIP, STATE PROJECT No. 952. A contract for the construction of 5.12 miles of bituminous concrete road in Princeton was awarded to Cianchette Bros. of Pittsfield, Maine in 1953 and an extension of 1.10 miles in Indian Township was given in 1954. The original contract began at the bridge in Princeton Village and extended southerly to a point 118 feet south of the Princeton - Baileyville line. The extension began at the northerly end of the bridge and extended northerly. That part of this work that was originally constructed as Federal-aid Project

No. F-132(6) in Princeton and Baileyville and Federal-aid Project No. N.R.H. 259-A in Indian Township consists of strengthening and paving.

ROBBINSON, STATE PROJECT No. 974. This project begins about $\frac{1}{4}$ mile south of the bridge at Mill Cove and extends northerly. This work is located on Federal-aid Project No. 100-C and was done to improve the sight distance. Type of surface, 3 inch bituminous macadam. Width of surface, 24 feet with 8 foot shoulders. This work was started and completed in 1953.

COLUMBIA FALLS AND JONESBORO, STATE PROJECT No. 978. This project begins at the junction of Routes U. S. 1 and #187 in Columbia Falls and extends easterly. Type of surface, 3 inch bituminous macadam. Width of surface, 24 feet with 4 foot shoulders.

MILLBRIDGE AND CHERRYFIELD, STATE PROJECT No. 983. This project begins 0.50 miles east of 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. Work was started in the fall of 1952 and completed in June 1954. (See also Project No. 918.)

HARRINGTON AND COLUMBIA, STATE PROJECT No. 990. This project begins 1,500 feet east of the junction of Routes U. S. 1 and U. S. Route 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). Type of surface, 3 inch bituminous macadam. Width of surface, 24 feet, with 3 foot shoulders. This work was started in 1952 and completed in 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. Width of surface, 24 feet with 4 foot shoulders. This work was started in 1952 and completed in 1953.

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 Street. Type of surface, 3 inch bituminous macadam. Width of surface, 30 feet. This work was started in 1952 and was completed in 1953.

WAITE, STATE PROJECT No. 980. This project begins 2.00 miles north of Indian Township line and extends north about 0.25 miles. Work consists of relocation of a short section to eliminate a sharp curve. Work was done by State Forces and was completed in July 1953.

York County

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 Street. 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. 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. This project was started and completed in 1953.

WELLS, STATE PROJECT NO. 925. This work starts at Kennebunk - Wells Line and extends about 1.00 mile to B. & M. Railroad Overpass and consists of resurfacing old cement concrete pavement with a 2 inch bituminous concrete surface. Work started May 15, 1954 by W. H. Hinman, Inc., and was completed on May 20, 1954.

WELLS, STATE PROJECT NO. 971. This project begins at the Boston & Maine Railroad Underpass on Route 1 in Wells and extends south about 4.50 miles. Work consists of resurfacing the cement concrete pavement with a 2 inch bituminous concrete surface. Work began on June 29, 1953 and was completed on July 16, 1953.

YORK, STATE PROJECT NO. 970. This project begins at York Corner on Route #1 and extends north about 1.90 miles. Work consists of resurfacing the cement concrete pavement with a 2 inch bituminous concrete surface. Work began on June 29, 1953 and was completed on July 15, 1953.

ALFRED, FEDERAL-AID PROJECT NO. F-08-1(1). This project begins at the end of Federal-aid Project No. SN 41-A(1) and extends easterly to Federal-aid Project No. F-360(4). Part of this project is on new location. Type of surface, 3 inch bituminous macadam. Width of surface, 24 feet with 8 foot shoulders. This project includes a reinforced concrete bridge having an overall length of 28 feet.

LEBANON, FEDERAL-AID PROJECT NO. F-08-1(2). This project begins at the end of Federal-aid Project No. SN-A-393-A(1), near the New Hampshire line, and extends northeasterly following the location of the abandoned B. & M. Railroad to a connection with the existing highway near East Lebanon. Type of surface, 3 inch bituminous macadam. Width of surface, 24 feet with 8 foot shoulders. This project includes a reinforced concrete bridge having an overall length of 24 feet.

CORNISH AND PARSONSFIELD, STATE PROJECT NO. 968. This project begins at the Ossipee River Bridge in Parsonsfield and extends easterly. Work con-

sists of resurfacing the cement concrete pavement with a 2 inch bituminous concrete surface. Work began on July 1, 1953 and was completed on July 16, 1953.

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 AD1 as supplements thereto. Contractor, Northeastern Construction Corporation of Bangor, Maine. These projects were started in 1953 and completed in 1953.

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. 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. 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. This work was 70% completed on June 30, 1954.

Due to delay caused by changes in design of the bridge over the B. & M. Railroad, Projects AU-100(1), AUG-100(2), and State Project No. 997 were not completed in 1953. The contractor was relieved of further responsibility and a new contract for completion of these projects will be awarded.

DIVISION OF SECONDARY HIGHWAYS

Expenditures on construction for the fiscal year ending June 30, 1954 amounted to \$4,617,775.59, most of which was to contractors on different projects. These projects are listed in detail in the Statistical section of this report.

The source of funds for the above expenditures was as follows:

Balance July 1, 1953	\$2,258,342.51
Allocation from Current Revenue	1,000,000.00
Transfer from \$27,000,000.00 Bond Issue Fund	1,955,192.44
Federal Reimbursement	1,535,656.71
Other Revenue	355.32
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Total	\$6,749,545.98
Expenditures	4,617,775.59
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Balance June 30, 1954	\$2,131,770.39

The following are brief descriptions of State and Federal projects on State Highways on which work has been carried on during the fiscal year 1954.

Androscoggin County

LEWISTON - SABATTUS 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 on State Route 126. Width of surface, 24 feet with 4 foot shoulders. Type of surface, 3 inch bituminous concrete. Stage construction by State Forces, surface Warren Bros. Road Co., of Fairfield, Maine. Construction began September 13, 1952 and was 100% completed June 30, 1954.

Aroostook County

CARIBOU - WOODLAND - NEW SWEDEN, PROJECT No. S-0338(1). This project begins 2 miles southeasterly of the Caribou - Woodland town line on State Route 161 and extends northwesterly. Width of surface, 24 feet with 4 foot shoulders. Type of surface, 3 inch bituminous concrete, to be another contract. Construction began September 26, 1952.

CARIBOU, (BRIDGE APPROACHES) PROJECT No. S-0331(1), CONTRACT No. 4. This project begins at U. S. Route No. 1 about 185 feet northerly from Birdseye Avenue and extends easterly across the Aroostook River. Width of surface, 28 feet with 4 foot shoulders. Type of surface, bituminous macadam. Construction began July 30, 1952 and was completed August 6, 1953.

SHERMAN, PROJECT No. 150. This project begins at the junction of U. S. Route 2 and State Route 11 and extends westerly on State Route 11. Width of surface, 20 feet with 4 foot shoulders. Type of surface, 2 inch bituminous gravel surface course, mixed in place.

SILVER RIDGE - SHERMAN, PROJECT No. 126. This project begins at the end of F. A. S. Project No. S-107(5) and extends northerly on U. S. Route 2, to Woodridge Corner. Width of surface, 20 feet with 4 foot shoulders. Type of surface, 2 inch bituminous gravel surface course, mixed in place.

SMYRNA - PROJECT No. 133. This project begins about ½ mile west of the Smyrna - Ludlow town line and extends westerly on Route U. S. 2, to Smyrna Mills. Width of surface, 20 feet with four foot shoulders. Type of surface, 2 inch bituminous gravel surface course, mixed in place. Construction started May 3, 1954.

WASHBURN - 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. Width of surface, 20 feet with 4 foot shoulders. Type of surface, 2 inch bituminous gravel surface course, mixed in place. Construction began September 5, 1952 and was completed August 29, 1953.

Kennebec County

WINSLOW, PROJECT No. 960. This project begins at the easterly end of the bridge across the Kennebec River and extends easterly to the Maine Central Railroad Crossing, and also southerly via Bay Street to the northerly end of the Sebasticook River bridge. Width of surface, 24 feet with 6 foot shoulders. Type of surface, bituminous concrete. Construction began September 23, 1953.

WINSLOW, PROJECT No. S-0226(1), CONTRACT No. 2. This project begins 0.6 miles easterly of the junction of U. S. Route 201 and State Route 137 and extends easterly along State Route 137. Width of surface 22 feet with 4 foot shoulders. Type of surface, bituminous concrete. Construction began May 24, 1954.

WINTHROP, PROJECT No. S-0189(1). This project begins at the junction of routes 41 and 133 and extends southerly to route U. S. 202. Width of surface, 22 feet with 4 foot shoulders. Type of surface, bituminous concrete. Construction began September 22, 1952 and was completed November 10, 1953.

Oxford County

FRYEBURG - BROWNFIELD, PROJECT No. 134. This project is in two sections. Section one begins $\frac{1}{4}$ mile southeasterly from the junction of U. S. Route 302 and State Route 5 and 113 in Fryeburg, and extends southeasterly on State Route 5 and 113, 3.94 miles. Section two begins in Brownfield about 2.19 miles southeasterly from the end of section one and extends along State Route 5 and 113, 0.61 miles. Width of surface, 20 feet with 4 foot shoulders. Type of surface, 2 inch bituminous gravel surface course, mixed in place. Construction began October 12, 1954.

Penobscot County

MILLINOCKET - TWP. A R 7, PROJECT No. 135. This project begins at the end of the urban area in Millinocket and extends easterly along State Route 157. Width of surface, 22 feet with 4 foot shoulders. Type of surface, 2 inch bituminous concrete. Construction started January 6, 1954.

Piscataquis County

BROWNVILLE, PROJECT No. 128. This project begins about $\frac{3}{4}$ mile north of the Brownville - Milo town line and extends northerly on Route 221. Width of surface, 20 feet with 4 foot shoulders. Type of surface, 2 inch bituminous gravel surface course, mixed in place. Construction started October 5, 1953.

DOVER - FOXCROFT AND SEBEC, PROJECT No. 136. This project begins 2.87 miles west of the Dover - Foxcroft and Sebec town line and extends easterly along State Route 16. Width of surface, 22 feet with 4 foot shoulders. Type of surface, 3 inch bituminous concrete. Construction started December 7, 1953.

Somerset County

JACKMAN - PARLIN POND, PROJECT No. S-0267(4). This project begins 4 miles south of the junction of Routes U. S. 201 and State Route 15 and extends southerly on U. S. 201. Width of surface, 22 feet with 4 foot shoulders. Type of surface, 2 inch bituminous gravel surface course, mixed in place. Construction began August 15, 1952 and was completed June 30, 1954.

MADISON, CONTRACT No. 1, PROJECT No. 119. This project is in two sections. Section one begins at the junction of U. S. Route 201 and State Route 43, in Madison Village, and extends easterly via State Route, 148 about $\frac{8}{10}$ mile. Section two begins at the easterly end of F. A. S. Project 42-A and extends easterly to the junction of State Routes 148 and 147. Width of

surface, 22 feet with 4 foot shoulders. Type of surface, 3 inch bituminous macadam surface course to be another contract. Construction started August 3, 1953 and was completed December 12, 1953.

SANDY BAY - DENNISTOWN, PROJECT No. S-0267(3). This project begins 1/3 mile north of the Bald Mountain - Sandy Bay town line, on U. S. Route 201, and extends southerly on new location. Width of surface, 22 feet with 4 foot shoulders. Type of surface, 2 inch bituminous gravel surface course, mixed in place. Construction began September 2, 1953.

THE FORKS, 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. Width of surface, 22 feet with 4 foot shoulders. Type of surface, 2 inch bituminous gravel surface course, mixed in place. Construction began November 18, 1952 and was completed December 16, 1953.

Waldo County

BELFAST, PROJECT No. S-0217(2). This project begins at the Waldo-Belfast town line and extends southeasterly on Route 137. Width of surface 22 feet with 4 foot shoulders. Type of surface, 3 inch bituminous concrete. Construction began August 27, 1952 and was completed July 21, 1953.

LIBERTY, PROJECT No. 165. This project begins about 1,000 feet southerly from the junction of State Route 220 and extends northerly along State Route 3. Width of surface, 20 feet with 4 foot shoulders. Type of surface, 2 inch bituminous gravel surface course mixed in place, to be constructed by State forces. Base, grading and drainage, H.R. Albert, Contractor, Augusta, Maine. Construction began May 22, 1954.

Washington County

JONESPORT, 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. Width of surface, 20 feet with 4 foot shoulders. Type of surface, 2 inch bituminous gravel surface course, mixed in place. Construction started August 14, 1952 and was completed July 11, 1953.

York County

WATERBORO, PROJECT No. 112. This project begins 2.35 miles southerly from North Waterboro Corner and extends northerly of Route 5. Width of surface, 20 feet with 4 foot shoulders. Type of surface, 2 inch bituminous gravel surface course, mixed in place.

DIVISION OF STATE AID HIGHWAYS

The allocation for state aid for fiscal year 1954 was \$1,739,200, an increase of \$509,200, over 1953. The increase in allocation was necessary to finance the increased apportionment to towns whose valuation is between 1 and 1.8 million and increased apportionments to those towns whose entire appropriation is spent for reconstruction.

Applications were received from 531 municipalities as follows:

Amount Raised	Number of Towns
1 Unit or less	63
1-2 Units	18
2 Units	395
4 Units	55
Total	531

Distribution of 1954 Allocation was as follows:

Amounts Raised	Town	State Apportionment
1 Unit or less	\$333,631.00	\$559,806.00
1-2 Units	296,616.50	486,686.70
4-Unit Towns	106,852.00	236,578.00
2-Unit Towns-Bonus Allotment		82,349.43
4-Unit Towns-Bonus Allotment		68,686.00
Supervision		303,593.87
Indian Township		1,500.00
	\$737,099.50	\$1,739,200.00

Available Funds and Expenditures

Fiscal year 1954

Balance Previous Years Allocations	\$ 624,228.99
Town Funds	1,103,973.24
1954 Allocations	1,739,200.00
Total Available	\$3,467,402.23
Transfers (Net)	(113,184.19)
Net Available	\$3,354,218.04

Expenditures	\$2,534,669.92	
(a) Current Year		\$2,236,113.29
(b) Reimbursement, Prior Years Ex- penditure		298,556.63
	<hr/>	
Balance	\$819,548.12	
Lapsed	180,468.53	
	<hr/>	
Balance July 1, 1954	\$639,079.59	
(a) State Funds		569,734.54
(b) Town Advances		69,345.05

MILEAGE SUMMARY

State Aid Construction and Reconstruction

July 1, 1953 to June 30, 1954

Gravel road built in 1953	37.40	miles
Gravel road, surfacing (based previous years)	6.86	"
Bituminous Concrete construction	1.08	"
	<hr/>	
Total added mileage 1953	45.34	"
Gravel reconstruction (incl. 16.58 old T.C.)	77.17	"
Base surfaced, reconstr. (based previous years)	11.91	"
Bituminous Concrete reconstruction	1.95	"
Bituminous gravel reconstruction	2.43	"
	<hr/>	
Total miles reconstructed 1953	93.46	"
Total constructed mileage	138.80	"
Grading and base, new work	11.70	"
Grading and base, reconstruction	8.29	"
Tar surface treatment	104.23	"

STATE AID Built on State Highways
(included in above)

Gravel construction	1.05	miles
Surface previously based .....	.23	“
Gravel reconstruction	3.19	“
Bituminous concrete reconstruction .....	.96	“
Tar surface treatment .....	.40	“
Other projects: Ashland — 1.20 miles grading		
Oakland — .21 miles Bit. Concrete gutter		
Moose River — Asphalt culvert		

EXPENDITURES AND MILEAGE
CONSTRUCTION AND RECONSTRUCTION
OF STATE AID ROADS
July 1, 1953 to June 30, 1954

Type of Work	Miles	Cost per Mile	Total Cost
Gravel Construction	37.40	\$13,171.50	\$492,614.15
Surfacing — Work previously based ..	6.86	1,277.97	8,766.86
Bituminous Concrete constr.	1.08	85,957.25	92,833.83
Work graded and based	11.70	12,232.46	143,119.83
Reconstruction — Gravel road	77.17	11,773.88	908,590.18
Reconstruction — Surface only	11.91	1,415.94	16,863.79
Reconstruction — Grading and base ..	8.29	11,502.52	95,355.87
Reconstruction — Bituminous concrete	1.95	94,164.71	183,621.18
Reconstruction — Bit. gravel	2.43	7,393.17	17,965.40
Tar Surface Treatment	104.23	1,771.42	184,635.35
Cost-Labor, Materials, Equipment			\$2,144,366.44
Engineering and Supervision			91,746.85
Total Cost			\$2,236,113.29

STATE AID TABLE
SHOWING MILES CONSTRUCTED AND TOTAL COSTS

July 1, 1953 to June 30, 1954

County	Construction			Reconstruction						Miles Tar Surf. Treated	Total Cost	Reconstr. of old T.C.
	Miles Constr. Gravel	Miles Surf. Prev. Based	Miles Graded and Based	Miles Bit. Conc.	Miles Grav.	Miles Based	Miles Surf.	Bit. Miles Conc.	Bit. Miles Grav.			
Androscoggin	.23	—	.28	.67	.62	1.15	.90	.31	—	1.66	\$106,216.52	2.21
Aroostook	2.46	2.64	1.03	—	13.45	.89	4.15	—	—	17.22	297,170.64	1.67
Cumberland	3.33	—	.71	.23	3.54	—	.35	.61	.98	3.85	248,141.77	1.43
Franklin	.76	.53	.66	—	4.37	—	.34	—	—	5.23	83,624.51	.88
Hancock	1.97	—	1.04	—	4.17	.19	—	—	—	3.42	139,878.73	.44
Kennebec	3.92	.38	1.94	—	3.49	.90	1.19	.36	—	9.12	145,400.36	3.38
Knox	2.22	.08	—	—	1.62	—	—	—	.60	7.63	67,921.84	1.09
Lincoln	2.75	—	—	—	3.02	—	—	—	—	5.15	79,067.66	.24
Oxford	1.57	.66	.25	—	2.63	—	—	—	—	5.12	66,902.20	1.37
Penobscot	1.55	.62	.19	.18	15.52	2.32	.91	.47	—	11.11	245,082.10	1.10
Piscataquis	.57	.91	—	—	5.25	.90	.31	—	.63	4.43	124,893.69	.40
Sagadahoc	1.53	—	.14	—	.32	1.10	—	.20	—	1.88	60,604.17	—
Somerset	1.52	—	.23	—	3.52	—	2.41	—	—	3.46	76,791.08	—
Waldo	3.31	—	1.37	—	7.21	—	1.10	—	—	8.04	74,974.32	.78
Washington	3.93	.62	1.73	—	6.74	.84	.25	—	—	11.18	176,756.41	1.37
York	5.78	.42	2.13	—	1.70	—	—	—	.22	5.73	150,940.44	.22
Supervision	—	—	—	—	—	—	—	—	—	—	91,746.85	—
Totals	37.40	6.86	11.70	1.08	77.17	8.29	11.91	1.95	2.43	104.23	\$2,236,113.29	16.58

TOWN ROAD IMPROVEMENT FUND

The allocation for fiscal year 1954 was \$1,000,000, an increase of \$500,000, over the allocation for fiscal year 1953. Apportionment of the funds are based on mileage of unimproved rural roads within limits of the town. Total mileage supported by towns was 9,496.37 miles. Since there was an unallocated balance of \$8,455.95, the total apportionment to towns was as follows:

Minimum Allotment 594 towns at \$200.00	\$118,800.00
Mileage Allotment 9,496.37 miles @ \$93.00 a mile	883,162.41
Supervision	6,493.54

Total Allotment	\$1,008,455.95

Available Funds and Expenditures

Fiscal Year 1954

	State
Balance July 1, 1953	\$ 130,734.48
Allocation, 1954	1,000,000.00
Revenue	969.28
Transfers (Net)	16,930.01

Total Available	\$1,148,633.77
Expenditures	966,120.21

Balance July 1, 1954	\$182,513.56

COUNTY TABLES SHOWING EXPENDITURES FROM TOWN ROAD IMPROVEMENT FUND July 1, 1953 to June 30, 1954

County	Paid by State	Paid by Town	Total Cost
Androscoggin	\$ 46,788.33	\$ 3,002.46	\$ 49,790.79
Aroostook	102,713.99	16,217.26	118,931.25
Cumberland	67,477.59	13,550.48	81,028.07
Franklin	48,812.26	4,185.94	52,998.20
Hancock	44,855.71	2,028.31	46,884.02
Kennebec	77,869.21	12,866.85	90,736.06
Knox	34,340.06	4,973.60	39,313.66
Lincoln	36,098.00	4,527.37	40,625.37

County	Paid by State	Paid by Town	Total Cost
Oxford	92,297.29	5,330.52	97,627.81
Penobscot	90,273.56	16,340.07	106,613.63
Piscataquis	35,307.23	5,292.25	40,599.48
Sagadahoc	23,042.65	9,396.03	32,438.68
Somerset	71,897.26	13,070.55	84,967.81
Waldo	64,881.79	7,517.57	72,399.36
Washington	37,091.05	1,255.42	38,346.47
York	88,592.59	7,587.24	96,179.83
Supervision	3,781.64		3,781.64
Totals	\$966,120.21	*\$127,141.92	\$1,093,262.13

* This includes the towns' matching fund for S.A. first unit transfers not paid to State, in the amount of \$16,726.85, which was assumed by T.R.I.

REPORT ON SPECIAL RESOLVES AND ISLAND REFUNDS

No allocation for special resolves was made for fiscal year 1954. An allocation of \$7,500 was made for Island Refund. However, since these towns are entitled by law to 75% of motor vehicle registration fees it was necessary to transfer \$1,265.26 from Surplus for this purpose.

Available Funds and Expenditures

	Special Resolves	Island Refunds	Total
Balance July 1, 1953	\$152,077.46	—	\$152,077.46
Allocation	—	7,500.00	7,500.00
Transfers from Surplus	6,704.28	1,265.26	7,969.54
Total Available	\$158,781.74	\$8,765.26	\$167,547.00
Transfers (Net)	25,185.64	7,764.06	32,949.70
Net Available	\$133,596.10	\$1,001.20	\$134,597.30
Expenditures	29,741.19	795.33	30,536.52
Balance July 1, 1954	\$103,854.91	\$205.87	\$104,060.78

Analysis of Expenditure

Total Expenditures		\$30,536.52
Less previous claims	\$6,704.28	
	3,816.33	
	<hr/>	
		10,520.61
		<hr/>
Current Road Work		\$20,015.91

COUNTY TABLE — SPECIAL RESOLVES

County	CONSTRUCTION		REPAIRS		TAR SURFACE TREATMENT		TOTAL COST	PAID BY TOWNS	PAID BY STATE
	Length in miles	Cost	Length in miles	Cost	Length in miles	Cost			
Androscoggin	—	—	.46	\$1,557.92	—	—	\$1,557.92	\$ 171.31	\$1,386.61
Aroostook .....	.50	\$ 605.09	2.00	4,339.10	—	—	4,944.19	1,499.10	3,445.09
Cumberland	—	—	—	—	.09	\$ 192.99	192.99	—	192.99
Franklin	—	—	—	—	—	—	—	—	—
Hancock	—	—	—	951.11	.20	300.77	1,251.88	60.93	1,190.95
Kennebec	—	—	—	—	—	—	—	—	—
Knox	—	—	.25	1,260.06	—	—	1,260.06	—	1,260.06
Lincoln .....	.11	1,244.23	—	—	—	—	1,244.23	244.23	1,000.00
Oxford	—	—	.38	697.94	.38	958.88	1,656.82	214.23	1,442.59
Penobscot .....	.30	391.20	.15	691.38	—	—	1,082.58	43.20	1,039.38
Piscataquis	—	—	.30	435.20	—	—	435.20	35.20	400.00
Sagadahoc	—	—	—	824.80	—	—	824.80	598.44	226.36
Somerset	—	—	.38	800.36	—	—	800.36	.28	800.08
Waldo	—	—	—	321.39	.50	411.08	732.47	138.25	594.22
Washington	—	—	.50	1,124.16	—	—	1,124.16	—	1,124.16
York .....	.30	3,076.27	.76	1,178.30	1.24	1,827.13	6,081.70	168.28	5,913.42
TOTALS	1.21	\$5,316.79	5.18	\$14,181.72	2.41	\$3,690.85	\$23,189.36	\$3,173.45	*\$20,015.91

* Includes \$795.33 paid from Island Towns allocation for road work.

FLOOD DAMAGE REPAIR FUND

The Ninety-sixth Legislature allocated \$250,000 for the purpose of paying 50% of the cost of repairing damage to town ways caused by floods occurring during last week of March 1953.

Applications for assistance were received from 279 towns. Two hundred and seventy towns submitted documentary proof in form of payrolls and vouchers indicating a total of \$349,407.07 was expended. The State reimbursed the towns in the amount of \$174,704.12. In addition \$750.00 was transferred to the Bridge Division. The balance of the allocation, \$74,545.88, was lapsed to the General Highway Fund.

County	Towns	State
Androscoggin	\$12,146.87	\$12,146.93
Aroostook	13,970.69	13,970.77
Cumberland	14,368.47	14,368.55
Franklin	16,981.14	16,981.26
Hancock	4,258.67	4,258.68
Kennebec	11,936.62	11,936.73
Knox	1,084.59	1,084.61
Lincoln	3,000.26	3,000.33
Oxford	47,795.71	47,795.88
Penobscot	9,738.33	9,738.40
Piscataquis	4,863.28	4,863.33
Sagadahoc	2,298.79	2,298.80
Somerset	16,168.87	16,169.01
Waldo	3,480.70	3,480.76
Washington	2,462.94	2,463.00
York	10,147.02	10,147.08
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Cost of work	\$174,702.95	\$174,704.12
Transfer to Bridge Division		
New Vineyard (Franklin County)	750.00	750.00
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Total Cost	\$175,452.95	\$175,454.12

BRIDGE DIVISION

Bridge Construction

During the fiscal year 1953-54 there were placed under construction sixty-eight state bridge projects, four federal-aid bridge projects, and twenty bridges were included in federal-aid and state highway projects.

The state bridge projects in Fort Kent, Frenchville, Mechanic Falls and Perkins Township were financed from the bond issue which includes provision for work on the state highway system and on the federal-aid secondary system on state aid highways.

All other state bridge projects were from the appropriation known as the bridge construction fund. The balance on July 1, 1953 was \$1,102,953.83, and the legislative apportionment was \$809,000.00. Net receipts from counties and towns were \$537,410.65, there were net transfers from other funds, principally state aid and special resolves, of \$136,022.08 and sales of material amounted to \$663.61.

From this fund, expenditures for engineering, advertising and inspection were \$226,693.35, for labor and material, principally payments to contractors \$1,649,407.41, and for right of way \$429.44. The balance on June 30, 1954 was \$709,519.97, of which it is estimated \$610,000.00 will be needed to complete work already started.

FEDERAL - AID PROJECTS

EMBDEN - SOLON, Somerset County, Embden - Solon Bridge, Route US-201 Alt., Project S-0230(2). Six spans, end spans concrete T-beam type, length 50 ft. c. to c. bearings, four interior spans, continuous deck steel plate girder type, lengths 90 ft., 120 ft., 120 ft., 90 ft. c. to c. bearings, concrete floor, 24 ft. roadway except flare on westerly span, concrete piers and abutments. Length of project 1200 ft. Estimated cost \$339,200.00. Contractor, A. P. Wyman, Inc.

GUILFORD, Piscataquis County, Guilford Bridge, Route 15, Project F-037-1(2). Two steel beam spans, length 84 ft. 3 in. c. to c. bearings each, concrete floor, 28 ft. roadway, two 5 ft. sidewalks, concrete pier, existing stone abutments altered and extended with concrete. Length of project 375 ft. Estimated cost \$150,600.00. Contractor, Reed & Reed.

MARS HILL, Aroostook County, Prestile Stream Bridge, Route US-1 Alt., Contract 2 of Project F-051-1(2). Two concrete T-beam spans, length 39 ft. 10½ in. each, concrete pier and abutments, 40 ft. roadway, two 5 ft.

sidewalks. Length of project included in this contract 95 ft. Estimated cost of this portion of project \$90,000.00. Contractor, J. E. McEachern & Co., Inc.

WINSLOW, Kennebec County, Hayden Bridge, Route 137, Contract 1 of Project S-0226(1). Concrete slab span, length 30 ft., concrete abutments, 32 ft. roadway on fill. Length of project included in this contract 33 ft. Estimated cost of this portion of project \$42,800.00. Contractor, C. W. Bagley.

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

ALFRED, York County, Project F-08-1(1), Lewis Bridge. Concrete slab span, clear span length 25 ft., 39 ft. roadway, concrete abutments.

AUGUSTA, Kennebec County, Project F-031-1(3), Stony Brook Bridge #2. Sectional corrugated metal plate pipe 12 ft. diameter, 40 ft. roadway on fill.

DENNISTOWN PLT., Somerset County, Project S-0267(3), East Branch Sandy Stream Bridge. Concrete slab span, clear span length 25 ft., 32 ft. roadway, concrete abutments.

LEBANON, York County, Project F-08-1(2), Keay Brook Bridge. Sectional corrugated metal plate pipe arch 12 ft. 8 in. span, 40 ft. roadway on fill.

Big Brook Bridge. Concrete slab span, clear span length 24 ft., 40 ft. roadway, concrete abutments.

LEWISTON, Androscoggin County, Project U-07-1(4), Dill Bridge. Existing concrete and stone masonry bridge widened with concrete slab span, clear span length varies from 12 ft. 3 in. to 13 ft. 1 in., to provide 40 ft. roadway and one 9 ft. sidewalk, concrete abutments and bottom slab.

NEW PORTLAND, Somerset County, Project S-0237(3), Butler Bridge. Existing concrete bridge widened with two concrete slab spans, clear span length, each span 15 ft., to provide 30 ft. roadway on fill, abutments widened with concrete.

Great Works Bridge. Concrete T-beam span, length 42 ft. c. to c. of bearings, 30 ft. roadway, concrete abutments.

NEW VINEYARD, Franklin County, Project S-0237(3), Twin Bridge #2. Concrete slab span, clear span length 31 ft., 30 ft. roadway, concrete abutments.

READFIELD, Kennebec County, Project S-0190(1), Intervale Bridge. Sectional corrugated metal plate pipe arch 14 ft. 1 in. span, 32 ft. 6 in. roadway on fill.

SANDY BAY TWP., Somerset County, Project S-0267(3), East Branch Sandy Stream Bridge. Sectional corrugated metal plate arch 20 ft. span, concrete abutment, 32 ft. roadway on fill.

SANDY RIVER PLT., Franklin County, Project F-032-2(2), Saddleback Bridge. Concrete slab span, clear span length 25 ft., 38 ft. roadway on fill, concrete abutments.

SULLIVAN, Hancock County, Project F-044-1(2), Flanders Stream Bridge. Existing concrete bridge extended with concrete slab span, clear span length 20 ft., to provide 34 ft. roadway on fill, abutments extended with concrete.

Morancy Pond Outlet Bridge. Sectional corrugated metal plate arch 14 ft. span, concrete abutments, 34 ft. roadway on fill.

UNITY, Waldo County, Project S-0210(5), Bacon Bridge. Sectional corrugated metal plate pipe 12 ft. diameter, 30 ft. roadway on fill.

STATE PROJECTS

BANCROFT, Aroostook County, Shorey Bridge, Project 5592. Two corrugated metal pipes, each 6 ft. diameter, 26 ft. roadway on fill. Length of project 250 ft. Estimated cost \$6,300.00. Force account work.

BETHEL, Oxford County, Lower Mill Brook Bridge, U. S. Route 2, Project 2483. Widening existing concrete slab span, span length 15 ft. 5 in., concrete abutments to provide 40 ft. roadway. Minor approach work. Estimated cost \$18,400.00. Contractor, Hector J. Cyr Co., Inc.

BETHEL, Oxford County, Otter Brook Bridge, Project 5043. Sectional galvanized corrugated metal pipe, 12 ft. 6 in. diameter, 24 ft. roadway on fill. Length of project 300 ft. Estimated cost 14,000.00. Force account work.

BETHEL, Oxford County, Pleasant River Bridge, U. S. Route 2, Project 2673. Widening existing concrete T-beam span, span length 45 ft., concrete abutments, to provide 40 ft. roadway. Minor approach work. Estimated cost \$19,000.00. Contractor, Hector J. Cyr Co., Inc.

BIDDEFORD, York County, Goodwin's Mills Road Bridge, Project 5593. Sectional galvanized corrugated metal pipe, 11 ft. diameter, 28 ft. roadway on fill. Length of project 250 ft. Estimated cost \$23,000.00. Contractor, C. H. Goodrich.

BIDDEFORD, York County, Witham Bridge, Project 5594. Sectional galvanized corrugated metal plate arch, span 20 ft. on timber floor, 28 ft. roadway on fill. Length of project 150 ft. Estimated cost \$19,700.00. Contractor, C. H. Goodrich.

BROOKSVILLE, Hancock County, Walker Pond Bridge, Route 175, Project 3282. Concrete slab span, length 10 ft., concrete abutments and bottom slab, 26 ft. roadway. Length of project 100 ft. Estimated cost \$11,500.00. Contractor, H. R. Albert.

BUCKFIELD, Oxford County, Basin Falls Bridge, Project 5453. Concrete slab span, length 14 ft., concrete abutments and bottom slab, 22 ft. roadway. Length of project 400 ft. Estimated cost \$18,000.00. Contractor, Forest Frederick.

BUCKFIELD, Oxford County, River Bridge, Project 5450. Three steel beam spans, lengths 35 ft., 60 ft., 35 ft. c. to c. bearings, concrete floor, 22 ft. roadway, steel pile bent abutments and piers. Length of project 950 ft. Estimated cost \$44,800.00. Contractor, Forest Frederick.

C TOWNSHIP, Oxford County, Clearwater Brook Bridge, Route 5, Project 5580. Sectional galvanized corrugated metal plate arch, span 22 ft., concrete abutments, 24 ft. roadway on fill. Length of project 150 ft. Estimated cost \$11,600.00. Force account work.

CANAAN, Somerset County, Nickerson Bridge, Route 24, Project 5551. Steel beam span, length 75 ft. c. to c. bearings, concrete floor, 24 ft. roadway, treated timber pile bent abutments, concrete caps. Length of project 1050 ft. Estimated cost \$43,300.00. Contractor, Forest Frederick.

CARY PLT., Aroostook County, Oliver Bridge, Project 5577. Concrete slab span, length 30 feet, concrete abutments, 22 ft. roadway. Length of project 250 ft. Estimated cost \$27,400.00. Contractor, Carleton Denico.

CHESTER, Penobscot County, Ebhorse Bridge, Route 116, Project 5566. Sectional galvanized corrugated metal plate arch, span 22 ft., 26 ft. roadway on fill. Length of project 225 ft. Estimated cost \$14,400.00. Force account work.

CLINTON, Kennebec County, Osborne Bridge, Project 3579. Concrete slab span, length 16 ft., concrete abutments, 24 ft. roadway. Length of project 200 ft. Estimated cost \$15,300.00. Contractor, Reed & Reed.

CORINNA, Penobscot County, Thompson Bridge, Project 2849. Two sectional galvanized metal plate pipe arches, span 9 ft. 9 in. each, 26 ft. roadway on fill. Length of project 350 ft. Estimated cost \$18,000.00. Contractor, G. E. Goding & Son.

EDDINGTON, Penobscot County, Blackman Stream Bridge No. 1, Project 5545. Sectional galvanized corrugated metal plate arch, span 10 ft., concrete abutments, 24 ft. roadway on fill. Length of project 200 ft. Estimated cost \$5,600.00. Contractor, G. E. Goding & Son.

EDDINGTON, Penobscot County, Blackman Stream Bridge No. 2, Project 5546. Sectional galvanized corrugated metal plate arch, span 10 ft., concrete abutments, 18 ft. roadway on fill. Length of project 200 ft. Estimated cost \$6,600.00. Contractor, G. E. Goding & Son.

EDDINGTON, Penobscot County, Blackman Stream Bridge No. 3, Project 5547. Sectional galvanized corrugated metal plate arch, span 10 ft., concrete abutments, 18 ft. roadway on fill. Length of project 150 ft. Estimated cost \$6,200.00. Contractor, G. E. Goding & Son.

EMBDEN, Somerset County, Baron Brook Bridge, Project 5536. Sectional galvanized corrugated metal plate pipe, 10 ft. diameter, 26 ft. roadway on fill. Length of project 200 ft. Estimated cost \$10,000.00. Contractor, Owen M. Taylor.

EMBDEN, Somerset County, Moore Bridge, Route US-201 Alt., Project 2579. Widening existing concrete slab span, length 12 ft., concrete abutments, to provide 32 ft. roadway on fill. Length of project 650 ft. Estimated cost \$23,600.00. Contractor, William D. Moore.

FARMINGTON, Franklin County, Williams Bridge No. 1, Route 156, Project 2980. Sectional galvanized corrugated metal plate arch on timber floor, span 20 ft., 26 ft. roadway on fill. Length of project 350 ft. Estimated cost \$15,000.00. Force account work.

FORT KENT, Aroostook County, Rossignol Bridge, Route U. S. 1, part of project 963. Widening existing concrete slab span, length 16 ft., concrete abutments, to provide 32 ft. roadway on fill. Minor approach work. Estimated cost \$21,900.00. Contractor, Carleton Denico.

FRANKLIN, Hancock County, Mill Stream Bridge, Project 3451. Concrete slab span, length 16 ft., 4 in., 20 ft. roadway, minor work on existing stone abutments. Length of project 100 ft. Estimated cost \$6,300.00. Contractor, James Frederick.

FRENCHVILLE, Aroostook County, Bourgoin Brook Bridge, Route U. S. 1, part of Project 963. Widening existing concrete slab span, length 10 ft., concrete abutments, to provide 30 ft. roadway. Minor approach work. Estimated cost \$6,100.00. Contractor, Carleton Denico.

FRENCHVILLE, Aroostook County, Daigle Brook Bridge, Route U. S. 1, part of Project 963. Widening existing concrete slab span, length 10 ft.,

concrete abutments, to provide 30 ft. roadway. Minor approach work. Estimated cost \$10,400.00. Contractor, Carleton Denico.

FRENCHVILLE, Aroostook County, Gagnon Brook Bridge, Route U. S. 1, part of Project 963. Widening existing concrete slab span, length 10 ft., concrete abutments, to provide 32 ft. roadway on fill. Minor approach work. Estimated cost \$17,800.00. Contractor, Carleton Denico.

GILEAD, Oxford County, Peabody School Bridge, Route U. S. 2, Project 2652. Widening existing concrete slab span, length 14 ft., concrete abutments, to provide 40 ft. roadway. Minor approach work. Estimated cost \$11,400.00. Contractor, Hector J. Cyr Co., Inc.

GILEAD, Oxford County, Wild River Bridge, Route U. S. 2, Project 2948. Widening existing concrete T-beam bridge, 4 spans, each 50 ft. length, concrete piers and abutments, to provide 28 ft. roadway. Minor approach work. Estimated cost \$54,700.00. Contractor, Hector J. Cyr Co., Inc.

GREENWOOD, Oxford County, Greenwood Bridge, Project 5586. Concrete slab span, length 21 ft. 9 in., some work on existing concrete abutments, one new concrete wing, 22 ft. roadway. Length of project 200 ft. Estimated cost \$13,800.00. Contractor, Linwood R. Higgins.

HAMMOND PLT., Aroostook County, Mitchell Bridge, Project 2114. Steel beam span, length 52 ft. c. to c. bearings, concrete slab, 14 ft. roadway, concrete abutments. Length of project 350 ft. Estimated cost \$15,600.00. Contractor, Carleton Denico.

LIMERICK, York County, Tarr Bridge, Project 5518. Sectional galvanized corrugated metal plate arch, span 22 ft. on concrete abutments, 26 ft. roadway on fill. Length of project 950 ft. Estimated cost \$20,800.00. Contractor, Emile J Rioux.

LIVERMORE FALLS, Androscoggin County, Shuy Bridge, Route 17, Project 5537. Concrete slab span, length 12 ft., concrete abutments and bottom slab, 30 ft. roadway on fill. Length of project 150 ft. Estimated cost \$24,000.00. Contractor, Owen M. Taylor.

MACHIAS, Washington County, Smelt Brook Bridge, Project 5544. Sectional galvanized corrugated metal plate arch, span 11 ft. on timber floor, 26 ft. roadway on fill. Length of project 350 ft. Estimated cost \$8,400.00. Force account work.

MECHANIC FALLS, Androscoggin County, Red Bridge, Route 11, Project 168. Widening existing concrete T-beam bridge, 2 spans of 50 ft.

each, concrete pier and abutments to provide 26 ft. roadway. Length of project 450 ft. Estimated cost \$40,000.00. Contractor, Callahan Brothers, Inc.

MILTON TWP., Oxford County, Concord River Bridge, Project 5561. Concrete slab span, length 30 ft., concrete abutments, 24 ft. roadway. No approach work. Estimated cost \$14,000.00. Contractor, Walter V. Mitton, Inc.

MINOT, Androscoggin County, West Minot Bridge No. 1, Route 124, Project 3293. Concrete T-beam span, length 48 ft., concrete abutments, 24 ft. roadway. Length of project 350 ft. Estimated cost \$26,100.00. Contractor, J. E. McEachern & Co.

MINOT, Androscoggin County, West Minot Bridge No. 2, Route 119, Project 5563. Concrete T-beam span, length 39 ft., existing abutments capped and extended with concrete, 24 ft. roadway, two 2 ft. 6 in. safety curbs. Length of project 300 ft. Estimated cost \$25,000.00. Contractor, J. E. McEachern & Co.

MONROE, Waldo County, Bickford Bridge, Project 5538. Concrete slab span, length 27 ft., existing abutments jacketed, capped and extended with concrete, 24 ft. roadway. Length of project 400 ft. Estimated cost \$26,200.00. Contractor, Joseph Frost & Co.

MONROE, Waldo County, Cilley Bridge, Project 5539. Sectional galvanized corrugated metal pipe, diameter 10 ft., 26 ft. roadway on fill. Length of project 850 ft. Estimated cost \$15,500.00. Contractor, H. R. Albert.

NAPLES, Cumberland County, Naples Bay Bridge, Route US 302, Project 2047. Steel plate girder bob-tail swing span, length of floor 90 ft. 6½ in., navigation opening 30 ft., steel grid floor, 28 ft. roadway, two 5 ft. sidewalks, new concrete pivot abutment, other abutment altered and extended with concrete. Length of project 275 ft. Estimated cost \$250,000.00. Contractor, Sanders Construction Corp.

NEWCASTLE, Lincoln County, North Newcastle Bridge, Route 194, Project 5281. Concrete slab span, length 22 ft., concrete abutments, 24 ft. roadway. Length of project 300 ft. Estimated cost \$28,100.00. Contractor, Ferdinand Cyr.

NEW VINEYARD, Franklin County, Porter Lake Stream Bridge, Project 5598. Sectional galvanized corrugated metal plate arch, span 12 ft., on concrete abutments, 26 ft. roadway on fill. Length of project 300 ft. Estimated cost \$10,000.00. Contractor, Owen M. Taylor.

OXFORD, Oxford County, King Street Bridge, Project 5552. Concrete slab span, length 30 ft., one concrete abutment, one existing abutment jacketed and extended with concrete, 24 ft. roadway, 5 ft. sidewalk. Length of project 200 ft. Estimated cost \$24,000.00. Contractor, Hector J. Cyr Co.

PALERMO, Waldo County, Hannan Bridge, Project 2351. Sectional corrugated metal plate arch, span 19 ft., on concrete abutments, 24 ft. roadway on fill. Length of project 130 ft. Estimated cost \$11,300.00. Force account work.

PERKINS TOWNSHIP, Franklin County, Hildreths Mill Bridge, Route 156, Project 123. Widening existing concrete slab bridge, span 26 ft., concrete abutments, to provide 25 ft. 3½ in. roadway. Length of project 200 ft. Estimated cost \$13,000.00. Contractor, Fisher & Olson, Inc.

PHIPPSBURG, Sagadahoc County, Phippsburg Sluiceway Bridge, Route 209, Project 5587. Concrete slab span, length 12 ft., concrete abutments and bottom slab, 24 ft. roadway. Length of project 525 ft. Estimated cost \$20,000.00. Contractor, Wyman & Simpson, Inc.

PRINCETON, Washington County, Anderson Brook Bridge, Project 5599. Sectional corrugated metal plate arch, span 18 ft., on timber floor, 24 ft. roadway on fill. Length of project 450 ft. Estimated cost \$11,400.00. Force account work.

RAYMOND, Cumberland County, Bartlett Brook Bridge, Project 5604. Concrete slab span, length 17 ft., concrete abutments, 24 ft. roadway. Length of project 75 ft. Estimated cost \$12,500.00. Contractor, Callahan Brothers, Inc.

REED PLT., Aroostook County, Wytopitlock Stream Bridge, Route US 2 Alt., Project 2968. Widening existing concrete T-beam bridge, with concrete slab, span 25 ft., concrete abutments to provide 44 ft. roadway. Length of project 100 ft. Estimated cost \$23,700.00. Contractor, Hurd & Susi, Inc.

RUMFORD, Oxford County, Isthmus Road Bridge, Project 5590. Concrete slab span, length 16 ft., concrete abutments, 22 ft. roadway. Length of project 200 ft. Estimated cost \$10,400.00. Contractor, Anthony J. Rosato.

ST. ALBANS, Somerset County, Indian Bridge, Route 24, Project 5527. Sectional galvanized metal plate arch on concrete abutments, 16 ft. span, 26 ft. roadway on fill. Length of project 200 ft. Estimated cost \$10,000.00. Contractor, G. E. Goding & Son.

SANGERVILLE, Piscataquis County, Brockway's Mills Bridge, Project 5559. Concrete slab span, length 20 ft., concrete abutments, 24 ft. roadway. Length of project 350 ft. Estimated cost \$16,200.00.

SEBAGO, Cumberland County, Breakneck Bridge, Project 3698. Sectional galvanized metal plate arch, span 12 ft., on concrete abutments, 24 ft. roadway on fill. Length of project 150 ft. Estimated cost \$7,500.00. Contractor, Callahan Brothers, Inc.

SHIRLEY, Piscataquis County, Lower Dennen Bridge, Project 5591. Sectional galvanized corrugated metal plate pipe arch, span 10 ft. 11 in., 26 ft. roadway on fill. Length of project 300 ft. Estimated cost \$7,500.00. Contractor, G. E. Goding & Son.

SOUTH THOMASTON, Knox County, Sprucehead Bridge, Project 5578. Steel beam span, length 60 ft. c. to c. bearings, concrete floor, 4 concrete slab approach spans, length 14 ft. each, 22 ft. roadway, existing stone substructure partially rebuilt and capped with concrete. Length of project 500 ft. Estimated cost \$66,400.00. Contractor, George Hall.

STEBUBEN, Washington County, Dyke Bridge, Project 5526. Sectional galvanized corrugated metal pipe arch, span 10 ft. 3 in., 24 ft. roadway on fill. Length of project 350 ft. Estimated cost \$12,500.00. Force account work.

SUMNER - HARTFORD, Oxford County, East Sumner Bridge, Route 219, Project 5408. Concrete T-beam span, length 43 ft., concrete abutments, 26 ft. roadway, 5 ft. sidewalk. Length of project 500 ft. Estimated cost \$35,000.00. Contractor, Hector J. Cyr Co., Inc.

TA2, R 13 & 14, Piscataquis County, Mud Brook Bridge, Project 5560. Sectional galvanized corrugated metal plate arch, span 18 ft., on timber floor, 26 ft. roadway on fill. Length of project 400 ft. Estimated cost \$10,600.00. Contractor, G. E. Goding & Son.

VINALHAVEN, Knox County, Lanes Island Bridge, Project 5278. Revision of 1950-1951 project suspended during construction. Present plan provides 4 ft. 6 in. additional underclearance, and three additional concrete slab approach spans of 13 ft. 2 in. each, 14 ft. roadway. Estimated additional cost \$6,000.00.

WALDO, Waldo County, Paul Bridge, Project 5585. Two sectional galvanized corrugated metal pipes, each 11 ft. diameter, 26 ft. roadway on fill. Length of project 300 ft. Estimated cost \$14,500.00. Contractor, H. R. Albert.

WAYNE, Kennebec County, Hales Brook Bridge, Project 5550. Concrete slab span, length 10 ft., concrete abutments and bottom slab, 24 ft. roadway on fill. Length of project 100 ft. Estimated cost \$13,500.00. Contractor, H. R. Albert.

WELD, Franklin County, Robertson Bridge, Project 5588. Concrete slab span, length 36 ft., concrete abutments, 22 ft. roadway. Length of project 350 ft. Estimated cost \$38,300.00. Contractor, Norman E. Jackson, Inc.

WESTBROOK, Cumberland County, Cumberland Mills Bridge, Project 5490. Single span, bridge over each of two channels, one steel beam span, length 80 ft. c. to c. bearings, one steel deck girder span, length 98 ft. c. to c. bearings, concrete floor, 26 ft. roadway, 6 ft. sidewalk. Length of project 375 ft. Estimated cost \$108,000.00. Contractor, Hector J. Cyr Co., Inc.

WESTFIELD, Aroostook County, Youngs Brook Bridge, Route US 1, Project 2970. Extension of existing concrete slab span, length 17 ft. 2½ in., concrete abutments to provide 42 ft. roadway, minor approach work. Estimated cost \$12,900.00. Contractor, James Frederick.

WHITEFIELD, Lincoln County, Clary's Bridge, Route 219, Project 5363. Concrete slab span, length 14 ft., concrete abutments, 26 ft. roadway. Length of project 150 ft. Estimated cost \$11,650.00. Contractor, Hector J. Cyr Co., Inc.

WINDSOR, Kennebec County, Barton Brook Bridge, Project 5541. Sectional galvanized corrugated metal plate arch, span 16 ft., on concrete abutments, 26 ft. roadway on fill. Length of project 250 ft. Estimated cost \$9,900.00. Contractor, Guy J. Thibodeau.

WINDSOR, Kennebec County Barton Stream Bridge, Project 5542. Sectional galvanized metal plate pipe arch, span 11 ft. 5 in., 26 ft. roadway on fill. Length of project 250 ft. Estimated cost \$8,000.00. Contractor, Guy J. Thibodeau.

WISCASSET - EDGECOMB, Lincoln County, Wiscasset - Edgcomb Bridge, Route US-1, Project 2262. Extension of previous work, 418 ft. filled steel grid flooring, 22 ft. roadway to complete grid flooring of bridge. Estimated cost \$40,000.00. Force account work.

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

BROWNFIELD, Oxford County, Project No. 134, Shepards River Bridge. Concrete T-beam span length 48 ft. 6 in. c. to c. bearings, 30 ft. roadway concrete abutments.

FRYEBURG, Oxford County, Project No. 134, Little Saco River Bridge. Concrete slab span, clear span length 15 ft. 8½ in., 30 ft. roadway existing stone abutments capped and extended with concrete.

MINOT, Androscoggin County, Project No. 131, Hackett Bridge. Concrete slab span, clear span length 26 ft., concrete abutments, 30 ft. roadway on fill.

PHIPPSBURG, Sagadahoc County, Project No. 130, Winnegance Bridge. Widening existing concrete slab bridge 18 ft. span with concrete slab to provide 28 ft. roadway and one 4 ft. 5 in. sidewalk, substructure work required concrete.

RANGELEY, Franklin County, Project No. 965, Nile Brook Bridge. Existing concrete bridge widened with 16 ft. concrete slab span to provide 32 ft. roadway on fill, existing abutments widened with concrete.

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

Town	Co.	Bridge	Proj.	Total Cost	Paid by State	Paid by County	Paid by Town
A2 Gore Twp.	Pisc.	Beaver Creek	5443	\$18,603.72	\$12,405.07	\$ 5,581.12	\$ 617.52
Appleton	Knox	Allen Brook	5532	11,197.75	5,374.92	3,359.32	2,463.51
Appleton	Knox	North Appleton	5529	37,303.60	22,852.52	11,191.08	3,260.00
Argyle Twp.	Pen.	Hoyt	3427	23,122.91	15,426.05	6,936.87	759.99
Auburn	Andr.	Taylor Brook (Court St.)	5548	22,296.36	5,574.09	6,688.91	10,033.36
Bethel	Oxf.	Otter Brook	5043	10,655.26	2,812.99	3,196.58	4,645.69
Biddeford	York	Davis	5504	15,954.95	3,988.74	4,786.48	7,179.73
Big Squaw Twp.	Pisc.	East Outlet					
Sapling Twp.	Som.	East Outlet	3101	84,970.41	84,970.41		
Bridgewater	Aroo.	Bootfoot	5495	9,666.63	3,044.99	2,899.99	3,721.65
Brownfield	Oxf.	Billy Brook	2821	18,759.55	10,636.66	5,627.87	2,495.02
Brownfield	Oxf.	Seavey	5485	3,285.37	1,064.46	985.61	1,235.30
Caribou	Aroo.	Greenlaw Str am	5554	10,974.45	2,743.61	3,292.34	4,938.50
Connor Twp.	Aroo.	Black (Halfway) Brook	5479	32,559.61	20,834.74	9,767.88	1,956.99
Crockertown Twp.	Fran.	Bigelow	5345	15,585.09	10,019.16	4,675.53	890.40
Danforth	Wash.	Town	5461	57,266.01	36,036.21	17,179.80	4,050.00
East Machias	Wash.	Chassis Mill	5465	18,387.50	8,219.21	5,516.25	4,652.04
Fast Machias	Wash.	Lower Jacksonville	5464	33,264.54	17,730.00	9,979.56	5,555.18
Fairfield	Som.	Larone	3969	29,908.03	1,627.01	1,712.64	2,369.16
Falmouth	Cum.	Dunham Road	5462	19,377.04	4,844.26	5,813.11	8,719.67
Frankfort	Wal.	Leroy Hamm	2222	3,912.22	1,248.00	1,173.67	1,490.55
Freeport	Oxf.	Wardtown	5503	22,701.24	6,583.36	6,810.37	9,307.51
Fryeburg	Oxf.	Kezar Outlet	3694	54,004.68	24,464.12	16,201.40	13,339.16
Gorham	Cum.	Shaw's	5303	41,326.18	41,326.18		
Gray	Cum.	Davis	3625	8,260.66	2,246.90	2,478.20	3,535.56
Harmony	Som.	Narrow	5222	22,577.98	12,463.05	6,773.39	3,341.54
Hartford	Oxf.	Thompson Brook	5498	15,911.84	8,481.01	4,733.55	2,657.28
Hermion	P.no.	Beaver Dam	5426	5,579.41	1,467.39	1,673.82	2,438.20
Hudson	P.no.	Beaver Brook	5481	5,743.48	2,854.51	1,723.04	1,165.93
Lee	P.no.	Mill Stream	5417	21,308.91	12,508.33	6,392.67	2,407.91
Levant	P.no.	Emerson	5483	13,903.36	7,535.62	4,171.01	2,196.73
Lily Bay Twp.	Pisc.	South Brook	5455	18,564.64	12,373.92	5,569.39	621.33
Litchfield							L3,002.96
W. Gardiner	Ken.	Wharff	3329	19,169.51	7,418.60	5,750.85	WG2,997.10
Lovell	Oxf.	Creek	3582	6,315.62	1,578.90	1,894.69	2,842.03
Lubec	Wash.	South Lubec	5496	11,730.13	3,061.56	3,519.04	5,149.53
Madrid	Fran.	Webber	3391	23,708.23	15,605.76	7,112.47	990.00
Milbridge	Wash.	Sawyers Brook	5475	8,098.99	2,818.45	2,429.70	2,850.84
Monroe	Wal.	Cilley	5539	14,700.28	7,467.74	4,410.09	2,822.45
Monroe	Wal.	Thurlow	5467	11,970.52	5,973.29	3,591.16	2,405.07
Moro Plt.	Aroo.	Harris	5478	5,127.57	2,748.38	1,538.27	840.92
New Sharon	Fran.	New Sharon	2608	19,140.19	19,140.19		
Old Town	Pen.	Stillwater	2806	241,576.84	122,237.88	72,473.05	46,865.91

Town	Co.	Bridge	Proj.	Total Cost	Paid by State	Paid by County	Paid by Town
Peru	Oxf.	Gowell	5432	21,983.92	8,617.69	6,595.18	6,771.05
Presque Isle	Aroo.	Chapman St.	5524	14,652.23	3,663.06	4,395.67	6,593.50
Richmond	Sag.	Mill Stream	2568	18,302.40	18,302.40	—	—
Searsmont	Wal.	Stearns	5316	13,493.93	6,625.52	4,048.18	2,820.23
Somerville	Lin.	Somerville	5473	20,928.76	13,930.13	6,278.63	720.00
Standish	Cum.	Bonny Eagle	3406	19,491.25	5,555.01	5,847.37	8,088.87
Steuben	Wash.	Unionville	5447	38,840.37	24,338.26	11,652.11	2,850.00
T6, R7	Pen.	CCC	5482	10,160.64	5,649.31	3,048.19	1,463.14
T28	Hanc.	Starvation Brook	5466	11,716.61	7,468.12	3,514.98	733.51
Waldoboro	Lin.	Soule	5427	31,468.39	12,964.97	9,440.52	9,062.90
Waterford	Oxf.	Mutiny Brook	5522	28,250.12	12,825.55	8,475.04	6,949.52
Waterville	Ken.	Drummond Avenue	5448	7,987.81	1,996.95	2,396.34	3,594.52
Weld	Fran.	East Brook No. 2	5528	34,019.33	19,152.88	10,205.80	4,660.65
Whitefield	Lin.	Jewett	5460	9,659.63	3,738.28	2,897.89	3,023.46
Whiting	Wash.	Crane	2194	69,405.69	69,405.69	—	—
Windham	Cum.	Ink Horn	3059	10,841.70	2,710.43	3,252.51	4,878.76
Winterport	Wal.	Clements	5487	6,641.03	1,826.28	1,992.31	2,822.44
Wyman Twp.	Fran.	Stony Brook	5342	40,196.22	27,733.01	12,058.87	404.34
Yarmouth	Cum.	North Elm	5444	55,005.23	24,532.33	16,501.57	13,971.33

* \$24,199.22 paid from Project S-0232(1)

Elimination of Hazards at Railroad Crossings

There were twelve signal installations made during the fiscal year, three as federal-aid projects and nine as state projects.

Final settlement was made on the last of the federal-aid grade crossing projects from pre-war funds. The balance in the state appropriation for use with federal funds was \$58,936.20 on July 1, 1953. There was expended during the year \$797.04, and the balance on June 30, 1954, \$58,139.16, was lapsed and reverted to the general highway fund.

FEDERAL - AID PROJECTS

The following signal installations were made:

FORT FAIRFIELD, Aroostook County, Fairmount Crossing, Route US-1 Alt., Bangor and Aroostook Railroad, Project FG-051-1(1). Automatic flashing light signal protection. Estimated cost \$4,700.00, ten per cent paid by railroad.

MASARDIS, Aroostook County, West Aroostook Crossing, Route 11, Bangor and Aroostook Railroad, Project SG-0326(3). Automatic flashing light signal protection. Estimated cost \$4,400.00, ten per cent paid by railroad.

READFIELD, Kennebec County, Route 17 Crossing, Maine Central Railroad, Project SG-0190(2). Automatic flashing light signal protection replacing wig-wag. Estimated cost \$3,700.00, ten per cent paid by railroad.

STATE PROJECTS

There was carried forward on July 1, 1953, \$23,221.53 in the grade crossing protection appropriation. The apportionment was \$20,000.00, expenditures \$29,045.33, leaving a balance of \$14,176.20 on June 30, 1954.

This fund is for grade crossing protection on state and state-aid highways under appropriate orders of the Public Utilities Commission. Nine 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.

BLAINE, Aroostook County, Pierce Road Crossing, mileage 194.88, Decree RR 3176, Bangor & Aroostook Railroad, \$2,300.08.

BRIDGEWATER, Aroostook County, Mill Road Crossing, mileage 194.88, Decree RR 3179, Bangor & Aroostook Railroad, \$2,002.29.

CHAPMAN, Aroostook County, Chapman Road Crossing, mileage W-15.31, Decree RR 3177, Bangor & Aroostook Railroad, \$2,035.90.

NEWCASTLE, Lincoln County, Main Street Crossing, Decree RR 3184, Maine Central Railroad, \$4,264.43.

NORTH YARMOUTH, Cumberland County, Skillings Crossing, North Road, Decree RR 3108, Canadian National Railways, \$4,856.04, including Sawyers Crossing.

NORTH YARMOUTH Cumberland County, Sawyers Crossing, Decree 3108.1, Canadian National Railways, cost included above.

WESTFIELD, Aroostook County, crossing at mileage 201.41, Decree RR 3178, Bangor & Aroostook Railroad, \$2,410.57.

YARMOUTH, Cumberland County, Greeley Road Crossing, Decree RR 3170, Maine Central Railroad, \$5,935.89.

YARMOUTH, Cumberland County, Main Street Crossing, Decree RR 3081, Canadian National Railways, \$5,240.13.

Bridge Maintenance

Sixty-three bridges, under construction or completed during the fiscal year 1953-54, were added to the list of bridges under State Highway Maintenance, making a total of 1,891 bridges maintained as of June 30, 1954.

Bridge maintenance was continued with the same organization as during the previous year. Some of the larger expenditures were made for the following projects: repairing 1953 flood damage to Aroostook River Bridge, Fort Fairfield; underpinning and scour protection at north abutment of Austin Stream Bridge, Bingham; completion of wood trestle spans and fenders at Machias River Bridge, Machiasport - East Machias; repairs to wooden floor of Penobscot River Bridge, Medway; reflooring two pony truss spans of Bangor - Brewer Bridge with open-grid steel flooring replacing steel bridge plank; repairs to concrete floor and railing of Sandy River Bridge, Strong. Expenditure was also made in purchasing open-type steel flooring to be used on North Channel Bridge, Skowhegan and the two long fixed spans of the Gardiner - Randolph Bridge.

Painting of steel bridges was continued with 29 bridges painted during the fiscal year, including Wiscasset - Edgecomb Bridge; South Warren Bridge, Thomaston - Warren; and Kennebec River Bridge, Benton - Fairfield.

The apportionment from the General Highway Fund for the fiscal year was \$460,575.00, while net income from other sources amounted to \$3,131.19. There was an unexpended balance of \$181,430.08 carried over from the previous year. Expenditures for the fiscal year amounted to \$461,432.44, leaving an unexpended balance of \$183,703.83 as of June 30, 1953.

Toll Bridges

There were no changes in rates on the toll bridges operated by the Commission during the fiscal year. The traffic over the Deer Isle - Sedgwick Bridge amounted to 93,790 vehicles, an increase of ten per cent over the previous fiscal year. There were 2,489,975 vehicles crossing the Augusta Memorial Bridge, an increase of four per cent over the previous corresponding period.

The Waldo - Hancock Bridge, opened to traffic November 16, 1931 was made a free bridge at noon on October 31, 1953. In slightly less than 22 years the toll collections were sufficient to take care of operation, maintenance, and interest and retirement of the bonds issued for construction.

WALDO - HANCOCK BRIDGE

The balance in the operating account on July 1, 1953 was \$56,926.84. The receipts from tolls were \$57,235.95, and there were refunds of \$266.23, making net income from tolls \$56,969.72. Interest on the savings account was \$1,516.73, and receipts from sale of material \$1,350.00.

Expenditures for maintenance and operation were \$15,227.18. Bond interest was \$630.00, and on June 30, 1954 the balance was \$100,906.11, with a liability of \$90,000.00 for outstanding bonds.

Any balance above requirements for bond interest and retirement will be used for deferred maintenance of the street and navigation lighting system.

DEER ISLE - SEDGWICK BRIDGE

To the balance of \$96,874.77 on July 1, 1953 there was added net toll income of \$53,211.64, and rental of \$100.00 for power line attachment. The toll collections were \$53,198.20, there was a shortage of \$0.76, refunds amounted to \$19.80, and tickets having a value of \$34.00 were paid for but will be issued in the next fiscal year.

The cost of operation was \$14,342.68, and there was paid to the bridge district \$12,920.00 for bond interest, and \$16,000.00 for bond retirement. On June 30, 1954 the balance in the operating account was \$106,923.73 and the outstanding bond of the bridge district \$315,000.00.

AUGUSTA MEMORIAL BRIDGE

The balance in the operating account on July 1, 1953 was \$44,925.02. The toll receipts were \$121,042.25. The overage amounted to \$248.80, and tickets with a value of \$12.50 paid for in the fiscal year 1952-53 were issued. The net toll receipts credited were \$121,278.55.

The cost of maintenance and operation was \$45,317.17. There was transferred to the general highway fund \$24,437.50 for interest and \$80,000.00 for repayment. The Commission paid the City of Augusta \$5,000.00 as the second accrual payment of the balance due on the Gage Street sewer project.

On June 30, 1954 the balance in the operating account was \$11,448.90, and the indebtedness \$1,030,000.00 plus the balance on the Gage Street sewer work, still somewhat indefinite.

BANGOR - BREWER TOLL BRIDGE

Work described in the previous report continued through the year, and the bridge should be open to traffic in November 1954, as originally planned.

The balance in the account July 1, 1953 was \$2,388,033.01. Interest and profits on investments were \$53,815.05. In the fiscal year the expenditures for engineering and inspection were \$44,575.69 principally for labor and material, payments to contractors, \$1,608,187.39, and for right of way \$55,230.67. Interest of \$45,750.00 was paid from funds transferred from the general highway fund.

The balance on June 30, 1954 was \$733,854.31, plus \$306.25 set aside for bond interest but not paid. Of this balance \$677,022.25 is available for construction and \$56,832.06 available for interest and bond retirement, with a liability of \$68,625.00 to the general highway fund for advances for interest payment.

WALDO-HANCOCK BRIDGE, PROSPECT-VERONA TOLL COLLECTIONS

July 1 - October 31, 1953

Single fare:				
Auto or 9,000 lb. truck	202,322	\$ 0.25	\$50,580.50	
Truck, over 9,000 to 14,000 lbs. or small bus	1,181	.35	413.35	
Truck, over 14,000 to 26,000 lbs. or large bus	1,822	.50	911.00	
Truck, over 26,000 lbs. or well drill	1,399	.75	1,049.25	
Horse vehicle or motorcycle	224	.10	22.40	
Horse on hoof	9	.05	.45	
Commutation tickets:				
Auto or 9,000 lb. truck	20 trips	334	2.50	835.00
Auto or 9,000 lb. truck	50 trips	325	4.00	1,300.00
Truck, over 9,000 to 14,000 lbs.	20 trips	6	4.50	27.00
Truck, over 9,000 to 14,000 lbs.	100 trips	5	10.00	50.00
Truck, over 14,000 to 26,000 lbs.	20 trips	42	6.00	252.00
Truck, over 14,000 to 26,000 lbs.	100 trips	37	15.00	555.00
Truck, over 26,000 lbs.	20 trips	6	10.00	60.00
Truck, over 26,000 lbs.	100 trips	59	20.00	1,180.00
				\$57,235.95

Bridge freed of tolls 12 noon, October 31, 1953

DEER ISLE-SEDGWICK BRIDGE, DEER ISLE-SEDGWICK
TOLL COLLECTIONS
July 1, 1953 to June 30, 1954

Single fare:				
Auto or 9,000 lb. truck	29,958	\$ 0.65	\$19,472.70	
Truck, over 9,000 to 14,000 lbs. or small bus	1,163	1.00	1,163.00	
Truck, over 14,000 to 26,000 lbs. or large bus	1,108	1.30	1,440.40	
Truck, over 26,000 lbs. or well drill	522	1.60	835.20	
Horse vehicle or motorcycle	24	.20	4.80	
Horse on hoof	2	.05	.10	
Commutation tickets:				
Auto or 9,000 lb. truck	20 trips	1,254	8.50	10,659.00
Auto or 9,000 lb. truck	round trip	14,665	1.00	14,665.00
Truck, over 9,000 to 14,000 lbs.	20 trips	36	13.00	468.00
Truck, over 9,000 to 14,000 lbs.	100 trips	10	50.00	500.00
Truck, over 14,000 to 26,000 lbs.	20 trips	86	17.00	1,462.00
Truck, over 14,000 to 26,000 lbs.	100 trips	18	67.50	1,215.00
Truck, over 26,000 lbs.	20 trips	18	21.00	378.00
Truck, over 26,000 lbs.	100 trips	11	85.00	935.00
				\$53,198.20

AUGUSTA MEMORIAL BRIDGE, AUGUSTA
TOLL COLLECTIONS
July 1, 1953 - June 30, 1954

Single fare:				
2 axles, single rear tires	549,811	\$ 0.10	\$54,981.10	
2 axles, dual rear tires	17,317	.15	2,597.55	
3 or more axles	22,278	.20	4,455.60	
Strip tickets:				
2 axles, single rear tires	10 trips	180,296	.25	45,074.00
2 axles, dual rear tires	10 trips	7,204	.50	3,602.00
3 or more axles	10 trips	10,332	1.00	10,332.00
				\$121,042.25

CARLTON (KENNEBEC) BRIDGE

The balance in the sinking fund cash 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.

Income to this account for the fiscal year 1954 included \$68,500.00 from the Maine Central Railroad Company, interest on investments of \$3,600.91, which makes available the amount of \$214,063.95, including the beginning balance.

Expenditures include \$17,610.00 paid for interest on bonds and \$80,000.00 for the retirement of bonds, and \$549.12 to Ernst & Ernst for auditing services, or a total of \$98,159.12.

The balance, therefore, in the account on June 30, 1954, was \$115,904.83, of which \$3,552.53 was in the checking account, \$84,352.30 in the savings accounts, and \$28,000.00 invested.

The present bonded indebtedness is \$1,140,000.00.

Fore River Bridge, Portland - South Portland

Work progressed well on this project, described in the report for year 1952-1953. The Portland Terminal Company was notified that on November 14, 1953 the bridge and approaches would be completed to the extent that railroad operation could begin, and on November 15 the railroad began use of its portion of the structure. The highway portion should be completed for use about September 1, 1954 as planned.

The balance in the account on July 1, 1953 was \$4,754,626.24. Interest and profits on investments were \$94,288.30, receipts from Portland Terminal Company \$32,354.47 and receipts from sale of scrap \$367.84. Expenditures were \$103,401.07 for engineering and inspection \$3,144,593.15 for labor and material, principally contract payments and \$35,293.38 for right of way. Interest of \$105,000.00 was paid from funds transferred from the general highway fund.

The balance on June 30, 1954 was \$1,598,349.25, plus \$787.50 set aside for bond interest but not paid. Of this balance \$1,414,058.61 is available for construction and \$184,290.64 available for interest and bond retirement.

The final cost of the railroad portion of the project was determined to be \$1,101,173.84, and a supplemental agreement with the Portland Terminal Company was made. The railroad to reimburse the state in semi-annual payments of \$21,854.47 over a period of 40 years. The first payment being May 14, 1954. The three advance payments of \$10,500.00 each already made will be deducted from the last three semi-annual payments.

Mackworth Island Bridge

As authorized by the Governor and Council, the State Highway Commission is constructing a bridge and causeway from the mainland to Mackworth Island in Falmouth, from funds of the Department of Institutional Service made available by former Governor Baxter for this purpose and for development of the island. The total length of the project is 2800 ft. about 2200 ft. of which is causeway of fill and stone protection, except a structure of creosoted timber and piling, 5 spans of 20 ft. each, 22 ft. roadway. Contractor, Frank Rossi. Estimated cost \$210,000.00.

MAINTENANCE DIVISION

Improved State and State Aid Highways, to the cost of which the State has contributed, are maintained under the direction of the State Highway Commission.

The State does not participate in the cost of maintenance of State Highways in compact sections of towns having a population of over 5,000; and does not participate in the cost of snow removal on State Highways within the compact sections of towns having a population of over 2,000. The State does not participate in the cost of snow removal on State Aid Highways or Town Ways within the compact sections of any town, regardless of population.

The allocation from the General Highway Fund for maintenance of improved State and State Aid roads was \$6,603,500, for the fiscal year ending June 30, 1954. The amount of \$415,681.46 was brought forward from the fiscal year 1953. Miscellaneous revenue of \$2,091.80, and transfers of \$4,685.92, made the total amount available \$7,025,959.18.

To carry on the maintenance work from July 1, 1953, to June 30, 1954, 19 gang patrol foremen and 384 patrolmen were employed in 604 towns.

During the summer months, there were 33 tar crews applying tar and asphalt, plus one crew working with the Moto Paver. There were also 43 other special crews doing maintenance work.

The 9,732 miles maintained by the State is shown in the following table:

MILEAGE MAINTAINED BY STATE By Division and Surface Type

Division		Concrete Mileage	Bit. Concrete Mileage	Bit. Macadam Mileage	Mixed Bit. Mileage	Tar Mileage	Gravel Mileage	Totals	Grand Totals
Presque Isle I	S.H.		45.96	71.55	29.07	456.70	5.57	608.85	
	S.A.			1.80		474.85	112.33	588.98	1,197.83
Ellsworth II	S.H.	14.87	2.30	43.02	55.22	253.71		369.12	
	S.A.			1.41	6.45	906.97	81.15	995.98	1,365.10
Bangor III	S.H.	5.20	49.19	44.44	56.23	204.75	4.65	364.46	
	S.A.	.85	14.47	.11	6.36	795.05	190.83	1,007.67	1,372.13
Waterville IV	S.H.	3.47	62.96	70.22	58.44	230.88	4.79	430.76	
	S.A.		9.18	17.24	13.42	760.30	176.78	976.92	1,407.68
Rockland V	S.H.	5.60	44.69	44.89	39.44	181.52	.09	316.23	
	S.A.	1.65	.82	3.82	11.07	974.27	125.23	1,116.86	1,433.09
Portland VI	S.H.	31.70	99.51	121.70	13.08	199.94		465.96	
	S.A.	2.70	10.30	21.34	11.75	1,009.35	11.44	1,066.88	1,532.84
Rumford VII	S.H.	11.88	27.01	43.96	52.30	289.12	12.57	436.84	
	S.A.	2.50		4.93	21.06	908.29	49.81	986.59	1,423.43
TOTALS	S.H.	72.72	331.65	439.78	303.78	1,816.62	27.67	2,992.22	
	S.A.	7.70	34.77	50.65	70.11	5,829.08	747.57	6,739.88	

TOTAL MILEAGE 9,732.10

Snow Removal

The snow removal program for the winter of 1953-1954 included 15,730.30 miles of accepted snow removal routes. This mileage included 2,934.49 miles on State Highways; 6,957.03 miles on State Aid Highways; and 5,838.78 miles of third and fourth class highways.

The allocation from the General Highway Fund for the State's share of the cost of snow removal for the fiscal year ending June 30, 1954, Chapter 159, Private and Special Laws of 1953, was \$2,439,000. An additional \$525,000 was transferred to this account, with revenue of \$116,310.02 and balance brought forward from prior year making total available \$3,136,968.33.

Chapter 340, Public Laws of 1953 revised the basis on which towns, whose valuation was 200,000 and over, were reimbursed for snow removal expenditures on State Aid Highways and Town Ways. The law now provides for reimbursement for the cost up to \$65.00 per mile.

The State expenditures for snow removal costs amounted to \$3,080,511.88 of which \$116,310.02 was the town's share of the cost of snow removal on State Highways. Towns were reimbursed \$968,150.36 in fiscal year 1954 for snow removal costs on State Aid and Town Ways compared to \$695,608.02 for the preceding year.

EXPENDITURES FOR SNOW REMOVAL

	State Highways	Others	Total
Expended by State	\$2,112,361.57	\$ 968,150.31	\$3,080,511.88
Expended by Town	————	1,050,705.99	1,050,705.99
Total	\$2,112,361.57	\$2,018,856.30	\$4,131,217.87

COMPARISON OF SNOW REMOVAL MILEAGE COSTS

1953-1954

	Accepted Mileage		Cost per Mile	
	1954	1953	1954	1953
State Highway	2,934	2,938	\$719.84	\$652.21
Other	12,796	12,368	157.77	124.27
Total	15,730	15,306	\$262.63	\$225.60

PLANNING DIVISION

The Planning Division is under the direct control of the Commission with many of its activities subject to the approval of the U.S. Bureau of Public Roads. The activities are 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: Coverage counts, usually in excess of 24 hours, were made in the rural portions of Aroostook, Penobscot, Waldo and Hancock Counties. Similar counts were made on the through routes and principal streets in Anson, Bangor, Brewer, Bridgton, Caribou, Castine, Fort Fairfield, Fort Kent, Howland, Madison, Madawaska, Northeast Harbor, Skowhegan, Stonington, Van Buren, Vanceboro, Vinalhaven, Westbrook and Winthrop. There were special coverage counts made in 20 other areas to aid in the solution of specific problems. An approximate 3400 coverage counts were made. These coverage counts are expanded to represent a 24-hour annual daily traffic and summer peak traffic at the location counted by means of 12 continuous count stations and 21 major control stations where traffic was counted for one week in each month.

For the first six-month interval, extensive classification of vehicles was made at 11 locations situated throughout the State of Maine. These classifications involved 24-hour counts on week days and 16-hour counts on Saturdays and Sundays. In the remaining six months, the classification of vehicles was cut back to the extent that no Saturday, Sunday or night counts were made.

Trucks were weighed at nine stations in the summer and at five stations during the fall of 1953. Speed checks were made in the fall and spring at 12 locations.

Road Inventory: A road inventory party (two men) measures a road by means of a car with a speedometer calibrated to hundredths of a mile. In addition to obtaining accurate mileage figures, this party obtains the type, width and condition of surface, the location of intersecting roads, location and type of bridges and the location of man-made features. The inventory of Waldo, Hancock, Washington, Piscataquis, Penobscot and Somerset Counties was completed. At the completion of the road inventory for the above-mentioned counties, data were available for the entire State with no data more than three years old. In addition to the road inventory data obtained, traffic counts were available for each road. This traffic was later converted to vehicle miles for each mile in the State.

Mapping: The three sheets of Franklin County have been drawn and are ready for the printer. In addition, a supplemental sheet showing congested cultural areas in Franklin County has been drawn and is nearly complete.

The Androscoggin County map is ready for the printer, although the congested cultural area map remains to be drawn. It is estimated there will be 15 of these congested areas. Aroostook County sheets four and eight have been completed except for culture. Grids and water features have been put on the base maps for Sagadahoc, Kennebec, Knox and Lincoln Counties and the same work has been started on the Waldo County map. A new official highway map was prepared for printing. The Commission had 250,000 of these route maps printed.

Road Life: The road life work was completed for Division six. York and Cumberland Counties and straight line diagrams in reproducible form are now available for this division. Work was started in Division four, Kennebec and Somerset Counties. Of the 412 miles in this division, approximately 272 miles have been recorded on the RL-One, RL-Six and RL-Seven forms. Work was completed, correlating the state highway mileage against the 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. Considerable time was spent plotting new state highway designations on straight line diagrams. This project was the result of the redesignation of the entire state highway system and was approximately 47 per cent complete at the end of the year.

The various annual requirements of the U. S. Bureau of Public Roads relative to mileage and finances were completed. The mileage requirements are reports classified by the various highway systems showing mileage built, mileage replaced and miles remaining in service classified by surface types and widths. The requirements relative to finances include reports on gasoline tax, motor carrier tax, registrations, state's bonded indebtedness, summary of commission finances, the local road finance study and a report on toll facilities. Straight line diagrams on approximately 50 per cent of the state aid system have been prepared. These are being made to facilitate the reporting of mileages by the various surface type and width classifications.

Straight line diagrams showing the location of the deficient sections of the Accelerated Highway Program were prepared during the year. All construction projects relating to this program are now plotted each month on these diagrams and a report made to the Division of Accounts and Administration where a correlation is made with expenditures to determine the current status of the Accelerated Highway Program.

Application of data to specific problems: A final report based on the urban area study in Brunswick was completed. This report has been accepted by the U. S. Bureau of Public Roads as final subsequent to June 30.

An urban area study report limited in scope has been made and approval granted by the U. S. Bureau of Public Roads for Presque Isle.

Significant findings have been made in the study of traffic conditions in the Gardiner - Farmingdale - Hallowell - Augusta area, indicating the amount of traffic which may be removed from U. S. Route 201 between the southern urban compact boundary of Gardiner and the junction of U. S. Route 201 and U. S. Route 202 in Augusta. Determination of a feasible location is awaiting results of reconnaissance surveys.

A study is in process to determine the best method of facilitating the flow of traffic in the Waterville - Winslow - Fairfield area. Interim recommendations have been made for the improvement of U. S. Route 201 in Waterville and Fairfield to four travel lanes and two parking lanes. While this is not a remedy for all of the traffic ills in the area, it is a necessary part of the ultimate solution.

Field data were obtained during June as a part of an urban study in the Bangor - Brewer - Orono - Old Town area. No work was done in the analysis of these data.

Information has been furnished in response to innumerable requests whenever available data permitted. These requests relate to highway finances, traffic volumes, mileages, etc. and were made by the Bureau of Public Roads, the Commission, other public agencies, businesses and individuals.

Research: The research project to study the durability of concrete was continued. A series of freezing and thawing tests on concrete beams in water were completed and another series of freezing tests on concrete beams in a 10 per cent solution of calcium chloride were started. A new series of tests to study the effect of shale aggregates on the durability of concrete were started. The age of cement at the time it is used in concrete is being investigated to determine its effect on the durability of concrete.

Expenditures have been made for Planning Division activities as follows: \$156,162.26.

DIVISION OF TRAFFIC SERVICES

1953-54

In the year 1953-54 the Commission through its Traffic Division has increased its efforts in regard to highway safety. On high-speed roads, larger directional and warning signs were installed. The new yield right of way signs have been placed in operation at many intersections throughout the State. To obtain better compliance and more emphasis where stop signs are required, the Commission has adopted the red stop sign as its standard. Many of these signs are already installed, and the public shows much greater respect for them.

During the past year more highways were marked with center lines and no passing zones. Improvements have been made in traffic paint formula to give a longer life to the markings, not only providing a better line throughout the year on roads which are resurfaced annually, but permitting more latitude in scheduling repainting on permanently surfaced roads.

As a part of several construction projects new traffic signals were installed to control traffic. At Brunswick on US Route 1, near the Naval Air Station, traffic-actuated speed control signals were placed to control the speed of traffic through the area, as well as to assign the right of way to entering traffic on US Route 1. At Kittery signals were combined with traffic islands to facilitate movement to and from the Navy Yard. These signals are of the fixed-time type but have two dial settings controlled by time clocks.

The Commission has established a list of bad-accident locations. This list, coupled with a map of accident-prone locations (i. e., sections with above-average rate of accidents per million vehicle miles) should prove very helpful in establishing priorities for construction and maintenance projects in the future.

When the traffic services were taken from the maintenance budget and placed under a separate appropriation, there was a considerable amount of inventory in sign materials and traffic paint. Each year the demand for these services has increased with no increase in appropriation, until this year it became necessary to transfer \$38,000 from surplus to continue without curtailing these services.

REPORT OF TRAFFIC DIVISION

1953-54

The funds available were as follows:

Income:	
Allocation	\$150,000.00
Unexpended balance previous year	813.79
Encumbered balance as of 7-1-53	15,158.99
Income from sale of signs	210.00
Transfer from surplus	38,000.00
	<hr/>
Total available	\$204,182.78
Expenditures:	
Traffic signs	\$86,180.31
Traffic markings	57,527.71
Traffic signals, street lighting, beacons	10,371.22
Traffic planning	2,870.13
	<hr/>
Total traffic services	\$156,949.37
Encumbered balance 7-1-54	40,352.32
Unencumbered balance	6,881.09
	<hr/>
Total	\$204,182.78

WORKMEN'S COMPENSATION

Funds for paying compensation on account of injuries are allocated from the General Highway Fund.

The legislative allocation for the fiscal year ending June 30, 1954 was \$50,000.00.

During the fiscal year 1954 there were 289 accidents. This total includes 25 cases for which no compensation nor medical bills was paid, in addition, 15 cases were continued from previous years, making 279 active cases which involved payment.

Payments for compensation, including amounts paid on cases occurring previous to July 1, 1953, amounted to \$24,755.80. Payments of medical bills including amounts paid on cases previous to July 1, 1953, amounted to \$16,515.04.

The balance of \$8,729.16 was lapsed into the General Highway Fund on June 30, 1954.

WORKMEN'S COMPENSATION

	1953	1954
Number of accidents	260	289
Number non-compensable	22	25
Current year compensable accidents	238	264
Previous years compensable accidents	21	15
	259	279
Payments made:		
Medical bills	\$22,805.60	\$16,515.04
Compensation	33,668.38	24,755.80
	\$56,473.98	\$41,270.84

MOTOR TRANSPORT

Highway Garage

The Motor Transport Division operates and maintains the following equipment:

163 Trucks of all types	61 Trailers
117 Pickups	2 Washboring Outfits
15 Cars	1 Mud Jack
10 Compressors	411 Sanders
46 Tar Distributors	298 Snowplows
51 Power Shovels	3 Sno Go
31 Power Graders	2 Highway Strippers
21 Industrial Tractors	

It also has miscellaneous equipment such as: Loaders, Pumps, Welders, Generators, Mixers, etc., making a total of 1,434 units.

For the year ending June 30, 1954, \$349,421.57 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 State Highway Garage operated at a profit of \$4,480.30 for the fiscal year ended June 30, 1954.

The total rentals for the year amounted to \$1,491,269.31, Autos and Working Equipment Expense \$1,290,116.77, leaving income from Equipment Rental of \$201,152.54.

Overhead expense amounted to \$202,784.61. Income from the sale of Capital Assets, etc., amounted to \$6,112.37, leaving a net profit to be transferred to Surplus of \$4,480.30 against \$50,366.74 for the 1953 fiscal year.

Unappropriated Surplus at the end of the year was \$594,876.75, an increase of \$4,480.30 over the previous year's figure.

DIVISION OF SPECIAL SERVICES

The Outdoor Advertising Law

JANUARY 1, 1953 to DECEMBER 31, 1953

During the calendar year of 1953, 419 outdoor advertising licenses and 3,959 permits were issued. During the preceding calendar year 375 licenses and 3,963 permits were issued.

A force of four field inspectors was employed for inspecting locations for new signs, attaching permit number plates, explaining the provisions of the law to sign owners, issuing licenses and permits, and for removing illegally erected signs.

The income from licenses and permits is credited to the general highway fund and the expense of administering the law is paid from the general administration fund of the State Highway Commission.

A total of 3,540 signs were removed by personnel of the Commission or by sign owners.

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, 1953 to December 31, 1953.

PERMITS

3,959 permits were issued in 1953:

Area not over 100 sq. ft.	2,633 @ \$2.50	\$6,582.50
Area over 100 sq. ft. not over 300 sq. ft.	1,168 @ 4.50	5,256.00
Area over 300 sq. ft. not over 700 sq. ft.	140 @ 5.00	700.00
Area over 700 sq. ft. not over 900 sq. ft.	18 @ 7.00	126.00

Fees for permits issued	\$12,664.50
Plus 1953 overpayments (refunded)	214.50
Plus 1952 fee paid in 1953	2.50
Plus 1953 balance carried to 1954	2.50

\$12,884.00

Less 1952 receipts carried to 1953	10.00
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Gross receipts for permits \$12,874.00

LICENSES

419 licenses were issued in 1953:

13 licenses @ \$100.00		\$1,300.00
248 licenses @ 25.00		6,200.00
158 licenses @ 5.00		790.00

Fees for licenses issued	\$8,290.00
Plus 1953 overpayments (refunded)	122.50

\$8,412.50

Less 1952 balance carried to 1953	5.00
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Gross receipts for licenses \$8,407.50

Gross receipts for permits and licenses \$21,281.50

Permits to Open Highway Surfaces

JULY 1, 1953 to JUNE 30, 1954

During the fiscal year ending June 30, 1954 a total of 743 permits were issued for making openings in state and state aid highways. These permits were issued for making repairs and for new installation of water, gas, and sewer pipes as well as for telephone conduits.

The total square yards opened were 20,771 of which 15,214 were for untreated shoulder, 4,243 were for tarred surface, 1,254 were for bituminous macadam or bituminous concrete, 59 were for Portland cement concrete and 1 was for granite block or bituminous concrete on concrete base.

During this fiscal year the number of permits issued decreased over the preceding year by 77, but the square yards opened increased 4,495.

Permits for Loads Exceeding the Legal Limits Established by Law

JULY 1, 1953 to JUNE 30, 1954

A total of 7,576 permits were issued during the fiscal year from July 1, 1953 to June 30, 1954 for transporting loads exceeding the legal limits established by law. This number exceeds those issued for the preceding year by 1,152 permits.

The State Highway Commission received and credited to the general highway fund \$32,188.84 in permit fees for the fiscal year. This amount exceeds by \$7,995.88 the amount received for the preceding year.

Permits were issued for the following loads: pipes, piling, timbers, culverts, steel — 821; farm equipment, boats, tanks, screens, bins, etc. — 657; machines, scrapers, snow plows — 697; bulldozers, tractors, rollers, angle-dozers — 2187; shovels, cranes, backhoes, trailers — 2349; buildings — 865.

No permits were issued for legal holidays or Sundays and in addition moves were not permitted on Saturdays from July 1st until after Labor Day weekend.

Picnic Areas

JULY 1, 1953 to JUNE 30, 1954

The State Highway Commission's program of construction and maintenance of highway picnic areas is carried on in accordance with Section 74-A, Chapter 20 R. S. 1944, as amended by Chapter 153 P. L. 1953.

During the fiscal year ending June 30, 1954 picnic areas were opened at 21 new locations and as of June 30, 1954 there was a total of 144 in operation. Two areas opened in previous years were closed so that the land could be used for other purposes.

Funds available for developing roadside picnic areas, roadside springs and scenic turnouts for the year were \$25,553.19, and this amount was made up by an unexpended balance of \$553.19 from the preceding fiscal year plus a legislative allocation of \$25,000. The expenditure during the fiscal year was \$23,761.09, the balance carried ahead to 1955 was \$1,792.10 and of that amount \$990.00 was encumbered by outstanding purchase orders.

STATISTICAL TABLES

AND

STATEMENTS

PROJECT EXPENDITURES
NON-FEDERAL STATE HIGHWAY SYSTEM — UNMATCHED
FISCAL YEAR 1954 AND CUMULATIVE THRU FISCAL YEAR 1954

9075 Project No.	Location	Class	Route	Expenditures 7-1-53 to 6-30-54	Expenditures Prior to 7-1-53	Cumulative Expenditures Thru 6-30-54	Percent Complete	Length of Project in Miles	Type	Contractor
145	AROOSTOOK Limestone	S.H.	89	\$19,051.75		\$19,051.75	100	2.0	S.T.G.	Force Account
116	FRANKLIN Dallas Pt.	S.H.	16	2,099.16	8 1,581.71	3,680.87				Survey Only
121	HANCOCK Southwest Harbor	S.H.	102	22,990.31	372.42	23,362.73	100	0.341	S.T.G.	Earl Ludwig
115	KENNEBEC Pittston	S.H.	126	56,876.12	4,740.81	61,616.93	90	1.673	M.I.P.	Guy R. Allen
143	PISCATAQUIS Brownville-Millinocket	S.H.	221	22,853.40		22,853.40	100	0.95	S.T.G.	Force Account
151	SAGADAHOC Bath	S.H.		51.60		51.60				Survey Only
997	YORK Kittery	S.H.		26,049.68	15,030.79	41,080.47	70	0.17	Bit. Mac.	Northeastern Const. Corp.

**PROJECT EXPENDITURES
FEDERAL SECONDARY SYSTEM UNMATCHED
FISCAL YEAR 1954 AND CUMULATIVE THRU FISCAL YEAR 1954**

9084 Project No.	Location	Class	Route	Expenditures 7-1-53 to 6-30-54	Expenditures Prior to 7-1-53	Cumulative Expenditures Thru 6-30-54	Percent Complete	Length of Project in Miles	Type	Contractor
ANDROSCOGGIN										
154	Durham	S.A.	136	\$ 27,518.32		\$ 27,518.32	100	0.6	S.T.G.	Force Account
118	Lewiston	S.H.	126	75,590.02	\$ 47,321.07	122,911.09	100	2.036	Bit. Conc.	Stage Const. by State Forces (Surface — Warren Bros. Rd. Co.)
104	Lisbon	S.A.	125	179.33	6,596.09	6,775.42	100	0.04	Pipe Arch	Force Account
166	Mechanic Falls	S.A.	11	7,139.67		7,139.67				Survey Only
131	Minot	S.A.	119	89,245.71	1,156.57	90,402.28	100	1.071	M.I.P.	Frank Rossi
AROOSTOOK										
127	Caribou	S.H.	Alt. U.S. 1	(1,500.00)	1,500.00		100		Bit. Gr.	Bridge Const. Corp.
152	Island Falls-Dyer Brook.	S.H.	U.S. 2	5,078.87		5,078.87				Survey Only
132	Mapleton	S.H.	163	6,013.40	712.57	6,725.97				Survey Only
150	Sherman	S.H.	11 & 158	22,537.85		22,537.85	15	6.0	M.I.P.	Force Account
126	Silver Ridge	S.H.	U.S. 2	187,451.15	13,615.56	201,066.71	90	6.85	M.I.P.	Force Account
133	Smyrna	S.H.	U.S. 2	40,428.37	1,001.96	41,430.33	20	5.856	M.I.P.	Donald J. McKay
FRANKLIN										
123	Perkins Twp.	S.A.	156	588.31	595.66	1,183.97				Survey Only
HANCOCK										
147	Amherst	S.A.	9	2,216.25		2,216.25				Survey Only
149	Bar Harbor	S.A.	3	4,442.30		4,442.30				Survey Only
114	Mt. Desert	S.H.	157	25,360.07	311,616.18	336,976.25	100	3.04	M.I.P.	Thomas Dicienzo
142	Mt. Desert	S.H.	157	3,288.37	1,943.47	5,231.84	100	0.004	Bridge	Force Account
146	Twp. 9 S. D.	S.A.	182	606.54		606.54				Survey Only
KENNEBEC										
122	Litchfield	S.H.	126	1,816.86	946.42	2,763.28				Survey Only
110	Winslow-Vassalboro	S.A.	32	691.38	331,563.31	332,254.69	100	5.84	Bit. Conc.	Bridge Const. Corp.
KNOX										
105	Friendship-Waldoboro ...	S.A.	220	1,664.97	14,004.30	15,669.27	100	0.10	Bridge	J. R. Partridge
LINCOLN										
168	Edgecomb	S.H.	27	25,385.44		25,385.44	50	3.65	M.I.P.	Force Account
158	Waldoboro	S.H.	32	11,764.40		11,764.40	100	0.68	S.T.G.	Force Account
OXFORD										
134	Fryeburg-Brownfield	S.H.	5 & 113	146,770.35	1,846.90	148,617.25	61	4.55	M.I.P.	Farrin Bros. & Smith
163	Hartford	S.A.	219	2,425.96		2,425.96	33	0.455	M.I.P.	O. M. Taylor & C. W. Qualey

PROJECT EXPENDITURES
FEDERAL SECONDARY SYSTEM UNMATCHED
FISCAL YEAR 1954 AND CUMULATIVE THRU FISCAL YEAR 1954 — (Continued)

9084 Project No.	Location	Class	Route	Expenditures 7-1-53 to 6-30-54	Expenditures Prior to 7-1-53	Cumulative Expenditures Thru 6-30-54	Percent Complete	Length of Project in Miles	Type	Contractor
PENOBSCOT										
113	Clifton-Amherst	S.A.	9	70,811.56	75,407.16	146,218.72	100	2.261	M.I.P.	Cianchette Bros., Inc.
111	Clifton	S.A.	9	518.75	97,077.84	97,596.59	100	2.339	M.I.P.	Donald J. McKay
144	East Millinocket	S.H.	157	8,568.99		8,568.99				Survey Only
103	Levant	S.A.	222	7,145.53	28,714.00	35,859.53	100	0.21	Bridge	Guy J. Thibodeau
135	Millinocket	S.H.	157	50,881.81	4,047.09	54,928.90	31	3.176	Bit. Conc.	W. H. Hinman, Inc.
PISCATAQUIS										
128	Brownville	S.H.	221	20,604.18	858.42	21,462.60	100	0.417	M.I.P.	Joseph Frost & Co.
136	Dover-Foxcroft - Sebec ..	S.H.	16	60,906.68	771.60	61,678.28	30	3.714	Bit. Conc.	Northeastern Const. Corp.
SAGADAHOC										
169	Arrowsic	S.A.	127	352.13		352.13				Survey Only
153	Bowdoin-Lisbon	S.A.	125	26,688.88		26,688.88	100	0.6	S.T.G.	Force Account
130	Phippsburg	S.A.	209	193,519.47	1,170.06	194,689.53	80	2.960	M.I.P.	Guy R. Allen
SOMERSET										
109	Dennistown	S.H.	U.S. 201	768.08	18,788.12	19,556.20	100	4.70	Clearing	Force Account
124	Jackman - Parlin Pond - Johnson Mt.	S.H.	U.S. 201	319.42	21,346.93	21,666.35	100	4.50	Clearing	Force Account
119	Madison	S.H.	148	168,175.56	5,419.89	173,595.45	100	2.752	Stage Const.	Bridge Const. Corp.
161	Palmyra-Hartland	S.A.	152	2,086.99		2,086.99	65	1.00	S.T.G.	Force Account
WALDO										
141	Belfast	S.A.	141	29,150.53	1,171.14	30,321.67	100	0.10	Bridge	Guy J. Thibodeau
160	Freedom	S.H.	137	996.65		996.65				Survey Only
165	Liberty	S.H.	3	5,721.76		5,721.76	25	0.407	Stage Const.	H. R. Albert
WASHINGTON										
159	Machias	S.A.	192	2,319.14		2,319.14				Survey Only
YORK										
100	Dayton	S.A.	35	20,860.80	903.21	21,764.01	100	0.10	Bridge	C. H. Goodrich
101	Dayton-Hollis	S.A.	35	23,596.66	1,379.77	24,976.43	100	0.10	Bridge	C. H. Goodrich
148	Eliot	S.A.	101	7,508.32		7,508.32	100	0.4	S.T.G.	Force Account
139	Limerick-Limington	S.A.	11	184,119.36	1,576.14	185,695.50	92	3.645	M.I.P.	Frank Rossi
108	Limerick	S.A.	11	6,035.88	26,086.07	32,121.95	100	0.13	Bridge	Eastern Const. Corp.
164	Limington	S.A.	11	4,082.08		4,082.08				Survey Only
140	Saco	S.H.	5	268.57	532.10	800.67				Survey Only
117	Shapleigh	S.H.	11	145.30	8,341.19	8,486.49	100	0.32	Bit. Macadam	Frank Rossi
112	Waterboro	S.H.	5	21,833.30	78,936.53	100,769.83	100	1.57	M.I.P.	Force Account

**PROJECT EXPENDITURES
FEDERAL AID SECONDARY HIGHWAYS
FISCAL YEAR 1954 AND CUMULATIVE THRU FISCAL YEAR 1954**

9087 Project No.	Location	Class	Route	Expenditures 7-1-53 to 6-30-54	Expenditures Prior to 7-1-53	Cumulative Expenditures Thru 6-30-54	Percent Complete	Length of Project in Miles	Type	Contractor
ANDROSCOGGIN										
S-0151(1)	Auburn	S.A.	219	\$ 3.80	\$ 47,112.37	\$ 47,116.17	100	0.91	M.I.P.	Guy Allen & Earl Vannah
S-0150(1)	Durham	S.A.	136	16.00	1,790.08	1,806.08				Survey Only
S-0152(1)	Minot	S.A.	119	78.00	3,267.78	3,345.78				Survey Only
S-0187(1)	Turner	S.A.	219	(1,108.94)	101,862.14	100,753.20	100	1.71	M.I.P.	P. E. Susi & Co.
AROOSTOOK										
S-0326(2)	Ashland-Twp. 11 R 4	S.H.	162	2,716.95	3,921.51	6,638.46				Survey Only
SG-0326(5)	Ashland	S.A.	11	96.70		96.70				Survey Only
S-0331(1)	Caribou	S.H.	Alt. U.S. 1	75,501.60	797,232.94	872,734.54	100	0.72	Bit. Macadam	Forest Frederick & Bridge Cons't. Corp. & Pittsburg-Des Moines Steel Co.
S-0338(1)	Caribou - Woodland - New Sweden	S.H.	161	295,649.88	248,466.87	544,116.75	85	10.606	Stage Constr. Y-012	Thomas DiCenzo B & A R. R. Force Account
SG-0340(2)	Eagle Lake	S.H.	11	317.07	3,200.79	3,517.86	100			Survey Only
S-0332(1)	Fort Fairfield	S.H.	165	14,304.82	12,920.55	27,225.37				Survey Only
SG-0332(2)	Fort Fairfield	S.H.	165	295.10	3,067.60	3,362.70	100			B & A R. R. Force Account
S-0319(2)	Macwahoc-Twp. 1 R 4	S.H.	U.S. 2	12.00	158,503.17	158,515.17	100	3.56	M.I.P.	Harold A. & Azilda Hornbrook
SG-0326(4)	Mapleton	S.H.	163	25.20		25.20				Survey Only
S-0326(6)	Mapleton	S.H.	163	1,521.47	193.60	1,521.47				Survey Only
SG-0326(3)	Masardis	S.A.	11	3,360.70		3,554.30	100		Y-012	B & A R. R. Force Account
S-0319(1)	New Limerick - Ludlow - Smyrna	S.H.	U.S. 2	506.00	140,609.01	141,115.01	100	2.63	M.I.P.	H. E. Sargent, Inc.
S-0338(2)	New Sweden-Stockholm	S.H.	161	1,157.65	4,095.25	5,252.90				Survey Only
SG-0319(3)	Smyrna	S.H.	U.S. 2	37.47		37.47				Survey Only
S-0330(2)	Washburn	S.H.	164	101,750.69	142,963.38	244,714.07	100	3.231	M.I.P.	Donald J. McKay
SG-0340(4)	Winterville	S.H.	11	90.53		90.53				Survey Only
CUMBERLAND										
S-0123(3)	Baldwin	S.H.	5 & 113	1,516.61	1,965.15	3,481.76				Survey Only
S-0143(1)	Brunswick-Harpwell	S.A.	24	375.28	305,208.69	305,583.97	100	4.25	M.I.P.	Bridge Cons't. Corp.
S-0135(1)	Casco-Naples	S.H.	11	5,407.25	110,083.87	115,491.12	100	0.03	Bit. Conc.	Forest Frederick
S-0124(1)	Gorham	S.A.	95	2,015.31	330,202.94	332,218.25	100	2.95	Bit. Macadam	Frank Rossi
S-0135(3)	Naples	S.H.	11	3.45	81.82	85.27				Survey Only
SG-0112(1)	Scarboro	S.A.	9	7,917.69	2,433.02	10,350.71				Survey Only
S-0112(2)	Scarboro	S.A.	9	12,113.15		12,113.15				Survey Only
S-0113(3)	Standish-Windham	S.A.	35	1,085.82	4,097.22	5,183.11				Survey Only
S-0113(2)	Windham	S.A.	115	1,255.44	4,011.46	5,266.90				Survey Only
S-0119(1)	Windham	S.A.	U.S. 202	1,149.61	341,439.12	342,588.73	100	3.91	Bit. Conc.	Frank Rossi
S-0119(2)	Windham-Gorham	S.A.	U.S. 202	80,990.14	291,271.09	372,261.23	100	3.578	Bit. Conc.	Frank Rossi

PROJECT EXPENDITURES
FEDERAL AID SECONDARY HIGHWAYS
FISCAL YEAR 1954 AND CUMULATIVE THRU FISCAL YEAR 1954 — (Continued)

9087 Project No.	Location	Class	Route	Expenditures 7-1-53 to 6-30-54	Expenditures Prior to 7-1-53	Cumulative Expenditures Thru 6-30-54	Percent Complete	Length of Project in Miles	Type	Contractor
FRANKLIN										
S-0185 (1)	Jay	S.A.	17	2,288.76	6,352.78	8,641.54				Survey Only
S-0237 (2)	New Vineyard-New Port- land	S.A.	27	195,951.95	170,543.57	366,495.52	100	4.737	M.I.P.	Frank Rossi Survey Only
S-0181 (2)	Rangeley	S.H.	144	5,737.20	7,052.64	12,789.84				C. W. Bagley
S-0181 (1)	Rangeley-Oquossoc	S.H.	114	(328.44)	61,976.01	61,647.57	100	0.22	M.I.P. Bridge	
HANCOCK										
S-0250 (1)	Blue Hill	S.H.	172	1,054.14	3,459.96	4,514.10				Survey Only
S-0298 (2)	Franklin	S.A.	182	70,018.17	5,495.82	75,513.99	70	2.138	M.I.P.	H. E. Sargent Survey Only
S-0298 (4)	Franklin	S.A.	182	1,884.54		1,884.54				Survey Only
S-60 (1)	Hancock-Franklin	S.A.	182	22.30	61,527.62	61,549.92	100	1.21	M.I.P.	Thomas DiCenzo
KENNEBEC										
S-0210 (3)	Albion	S.H.	137	91.06	102,196.88	102,287.94	100	1.35	M.I.P.	Lee Brothers
S-0206 (2)	Augusta-Chelsea	S.A.	9	12,011.93	604.69	12,616.62	100	0.194	S.T.G.	H. E. Sargent, Inc.
S-0206 (3)	Augusta - Chelsea - Ran- dolph	S.A.	9	237.64	7.50	245.14				Survey Only
S-0206 (1)	Chelsea	S.A.	9	1,882.03	174,385.09	176,267.12	100	1.52	M.I.P.	Wyman & Simpson, Inc.
S-51 (2)	Mt. Vernon-Vienna	S.H.	141	39.70	188,934.90	188,974.60	100	4.20	M.I.P.	Thomas DiCenzo
S-0230 (1)	Oakland-Smithfield	S.A.	137	130,665.21	252,385.18	383,050.39	100	5.161	M.I.P.	P. E. Susi & Co.
S-54 (2)	Pittston-Randolph	S.H.	27	(75.00)	137,784.37	137,709.37	100	1.76	M.I.P.	P. E. Susi & Co.
S-0163 (2)	Randolph	S.H.	27	114.92		114.92				Survey Only
S-0190 (1)	Readfield	S.A.	17	155,840.91	9,306.76	165,147.67	70	4.337	M.I.P.	Bridge Cons't. Corp.
SG-0190 (2)	Readfield	S.A.	17	45.60		45.60	100		Y-012	M. C. R. R. Force Account
S-0188 (2)	Wayne	S.A.	133	642.74		642.74				Survey Only
S-0188 (3)	Wayne	S.A.		(642.74)	642.74					
S-0226 (1)	Winslow	S.H.	137	68,731.01	6,631.59	75,362.60	14	3.324	Bit. Conc.	Lee Brothers
S-0226 (2)	Winslow-China	S.H.	137	5,960.66		5,960.66	100	3.248	Clearing	Chas. H. Vigue & Sons
S-0188 (1)	Winthrop-Wayne	S.A.	133	135,953.60	165,053.00	301,006.60	100	2.081	Bit. Conc.	W. H. Hinman, Inc.
S-0189 (1)	Winthrop	S.H.	41	90,434.93	13,194.56	103,629.49	100	1.195	Bit. Conc.	W. H. Hinman, Inc.
KNOX										
S-0205 (1)	Rockland	S.H.	17	3,184.34	125,903.02	129,087.36	100	1.43	Bit. Conc.	A. P. Wyman, Inc.
S-0205 (2)	Rockport	S.H.	17	2,736.56	137.86	2,874.42				Survey Only
S-0199 (1)	Warren	S.A.	90	16.30		16.30				Survey Only

LINCOLN										
S-0161 (1)	Bristol	S.A.	130	87,869.69	4,547.93	92,417.62	70	2.453	M.I.P.	Frank Rossi
S-0160 (1)	Bristol	S.A.	129	34,411.34	3,324.75	37,736.09	75	1.103	M.I.P.	Frank Rossi
S-0161 (2)	Bristol	S.A.	130	8,587.62		8,587.62				Survey Only
S-0193 (2)	Waldoboro.	S.A.	220	80,087.37	115,242.41	195,329.78	103	2.386	M.I.P.	Lee Brothers
S-0163 (1)	Wiscasset.	S.H.	27	10,895.72	159,612.44	170,508.16	100	3.295	M.I.P.	Ralph Ramano, Jr.
OXFORD										
SG-0123 (2)	Fryeburg	S.H.	5 & 113	180.85	2,895.47	3,076.32	100		Y-012	M. C. R. R. Force Account
S-0187 (2)	Hartford	S.A.	219	34.50	37,518.96	37,553.46	100	1.07	M.I.P.	P. E. Susi & Co.
S-0131 (2)	Lovell	S.A.	5	9,858.85		9,858.85				Survey Only
S-0131 (1)	Norway	S.A.	118	43,239.75	227,187.36	270,427.11	100	2.668	M.I.P.	A. P. Wyman, Inc.
S-0180 (1)	Roxbury	S.H.	17	24.60	61,787.93	61,812.53	103	1.08	M.I.P.	C. R. West
PENOBSCOT										
S-0281 (2)	Brewer	S.A.	9 & 178	2,342.12		2,342.12				Survey Only
S-335 (4)	Dexter	S.A.	24	24.40	92,549.13	92,573.53	100	0.33	Pre-mixed Bit. Gravel	H. E. Sargent, Inc.
S-0210 (2)	Dixmont.	S.A.	U.S. 202	1,756.96	329,585.63	331,342.59	100	3.92	Bit. Conc.	P. E. Susi & Co.
S-0210 (4)	Dixmont-Troy	S.A.	U.S. 202	202,849.39	287,628.19	490,477.58	100	7.03	Bit. Conc.	P. E. Susi & Co. — Farin Bros. & Smith
S-66 (2)	Eddington	S.A.	9	975.07	92,001.77	92,976.84	100	2.20	M.I.P.	H. E. Sargent, Inc.
SG-0288 (3)	LaGrange	S.H.	11	210.23	2,101.41	2,311.64	100		Y-012	B & A R. R. Force Account
SG-0288 (4)	LaGrange	S.A.	11	296.54	2,889.63	3,186.17	100		Y-012	B & A R. R. Force Account
S-0311 (1)	Lincoln	S.A.	16	5,866.20	8,006.08	13,872.28				Survey Only
S-0320 (1)	Patten-Stacyville	S.H.	11	3,767.21	2,023.74	5,790.95				Survey Only
SG-0315 (1)	Twp. A R 7	S.H.	157	37.60		37.60				Survey Only
S-0315 (2)	Twp. A R 7 - East Millinocket.	S.H.	157	488.01		488.01				Survey Only
PISCATAQUIS										
S-0265 (1)	Abbot	S.A.	16	29,299.36	56,806.95	86,106.31	100	0.30	Bridge	Forest Frederick
SG-0275 (1)	Dover-Foxcroft	S.A.		1,335.12	58,593.74	59,928.86	100	0.31	Overhead	Joseph Frost & Co.
SG-0287 (3)	Milo	S.H.	221	171.20		171.20				Survey Only
S-0276 (1)	Sebec	S.H.	16	2,022.79	5,878.41	7,901.20				Survey Only
S-0241 (1)	Parkman	S.H.	150	27.00	3,309.33	3,336.33				Survey Only
SAGadahoc										
S-0146 (1)	Arrowsic	S.A.	127	30,924.61	144,550.89	175,475.41	100	0.82	M.I.P.	W. H. Hinman, Inc.
S-154 (2)	Arrowsic-Woolwich	S.A.	127	501.53	546,321.44	546,822.97	100	0.52	Bridge	W. H. Hinman — Harris Structural Steel Co.
S-0156 (1)	Bowdoin	S.A.	125	214.00	1,705.12	1,919.12				Survey Only
S-0157 (1)	Bowdoinham	S.A.	24	26,477.61	140,207.89	166,685.50	100	0.03	Bridge	Herbert E. Calahan, Inc.
S-0157 (2)	Richmond-Bowdoin	S.A.	24	1,068.69		1,068.69				Survey Only

PROJECT EXPENDITURES
FEDERAL AID SECONDARY HIGHWAYS
FISCAL YEAR 1954 AND CUMULATIVE THRU FISCAL YEAR 1954 — (Concluded)

9087 Project No.	Location	Class	Route	Expenditures 7-1-53 to 6-30-54	Expenditures Prior to 7-1-53	Cumulative Expenditures Thru 6-30-54	Percent Complete	Length of Project in Miles	Type	Contractor
SOMERSET										
S-0267(7)	Caratunk	S.H.	U.S. 201	3,200.68	40.00	3,240.68				Survey Only
S-57(1)	Embden	S.A.	16	31.20	103,196.29	103,227.49	100	2.52	M.I.P.	McEachern and Perkins
S-0230(2)	Embden-Solon	S.H.	U.S. 201	45,970.48	.80	45,971.28	14	0.239	Bridge	A. P. Wyman, Inc.
S-0267(4)	Jackman-Parlin Pond ..	S.H.	U.S. 201	170,452.32	185,712.03	356,164.35	100	4.744	M.I.P.	A. P. Wyman, Inc.
S-0267(5)	Jackman - Parlin Pond - Johnson Mt.	S.H.	U.S. 201	6,517.33	6,050.69	12,568.02				Survey Only
S-0237(3)	New Portland-New Vine- yard	S.A.	27	79,777.59	7,246.84	87,024.43	30	3.491	M.I.P.	Frank Rossi
S-0261(1)	St. Albans	S.A.	152	2,630.76	2,630.76	2,630.76				Survey Only
S-0267(1)	Sandy Bay	S.H.	U.S. 201	4.55	292,303.43	292,307.98	100	3.34	M.I.P.	Thomas DiCenzo
S-0267(3)	Sandy Bay-Dennistown ..	S.H.	U.S. 201	95,337.07	8,642.44	103,979.51	28	4.696	M.I.P.	Ford & Smiley, Inc.
S-0267(2)	The Forks Pt.	S.H.	U.S. 201	236,062.19	252,241.30	488,303.49	100	5.03	M.I.P.	W. H. Hinman, Inc.
S-0267(6)	West Forks Pt.	S.H.	U.S. 201	26,610.52	259.26	26,869.78	100	2.752	Clearing	John G. Wallingford
WALDO										
S-0218(1)	Belfast	S.A.	141	8,149.03	6,583.56	14,732.59				Survey Only
S-0217(2)	Belfast	S.H.	137	47,462.77	173,211.22	220,673.99	100	2.590	Bit. Conc.	Lee Brothers
S-0217(1)	Brooks-Waldo	S.H.	137	204.11	206,735.52	206,939.63	100	3.93	M.I.P.	Lee Brothers
S-0215(2)	Liberty	S.H.	3	5,470.89	87,987.18	93,458.07	100	1.48	M.I.P.	H. E. Sargent, Inc.
S-0210(5)	Unity	S.A.	U.S. 202	176,384.87	10,261.56	186,646.42	80	6.142	Stage Const.	Lee Brothers
WASHINGTON										
S-0298(1)	Cherryfield	S.A.	182	332.89	252,038.52	252,371.41	100	3.00	M.I.P.	Bridge Const. Corp.
SG-0298(3)	Cherryfield	S.A.	182	198.45	2,138.06	2,336.51	100		Y-012	M. C. R. R. Force Account
S-0300(1)	Jonesport	S.H.	187	17,883.42	115,998.19	133,881.61	100	2.405	M.I.P.	Bridge Const. Corp.
S-0306(1)	Lubec	S.H.	189	743.97	170,308.14	171,052.11	100	3.21	M.I.P.	Thomas DiCenzo
S-84(1)	Whiting-Lubec	S.H.	189	13.17	245,310.96	245,324.13	100	4.81	M.I.P.	Thomas DiCenzo
YORK										
S-0100(3)	Eliot-South Berwick	S.H.	103	8,947.97		8,947.97				Survey Only
S-0113(4)	Kennebunk	S.H.	35	77.10	3,287.71	3,364.81				Survey Only
S-0105(1)	North Berwick	S.H.	4	3.60	153,133.84	153,137.44	100	2.11	M.I.P.	Landers & Griffin
SG-0105(2)	North Berwick	S.H.	4	10.00		10.00				Survey Only
S-0110(1)	Sanford-Shapleigh	S.H.	11	100.00	147,350.00	147,450.00	100	1.34	Bit. Macadam	Frank Rossi

Data Re: Type
Bit. Conc. — Bituminous Concrete Surface
Bit. Macadam — Bituminous Macadam Surface
M.I.P. — Bituminous Gravel Surface (Mixed in place method)
Pre-mixed — Bituminous Gravel Surface (Pre-mixed method)
S.T.G. — Surface Treated Gravel, Surface
Stage Const. — Drainage, Grading and Incidentals, complete except for surface course
Y-012 — Railroad Crossing Signals

**PROJECT EXPENDITURES
FEDERAL PRIMARY SYSTEM — UNMATCHED
FISCAL YEAR 1954 AND CUMULATIVE THRU FISCAL YEAR 1954**

9093 Project Number	Location	Class	Route	Expenditures 7-1-53 to 6-30-54	Expenditures Prior to 7-1-53	Cumulative Expenditures Thru 6-30-54	Percent Complete	Length of Project in Miles	Type	Contractor	
ANDROSCOGGIN											
954	Auburn-Turner	S.H.	4	\$ 8,236.73		\$ 8,236.73	100	Auburn Turner	0.20 0.10	Bit. Conc.	W. H. Hinman, Inc.
935	Hartford-Canton	S.H.	108	5,233.80		5,233.80				Prel. Engr.	
958	Minot-Auburn	S.H.	11	29,313.53	\$ 7,316.33	36,629.92	100	Minot Auburn	1.22 2.28	Bit. Gravel Bit. Gravel	Force Account
AROOSTOOK											
127	Caribou	S.H.		9,189.31		9,189.31					
939	Easton-Fort Fairfield	S.H.	Alt. U.S. 1	12,827.75		12,827.75				Prel. Engr.	
920	Fort Kent	S.H.		3,958.74		3,958.74	40		2.30	Widening	Force Account
926	Fort Kent - Frenchville Madawaska	S.H.		26.30		26.30				Adv.	
963	Fort Kent - Frenchville Madawaska	S.H.	U.S. 1	238,307.46	10,118.00	248,425.46	100		10.6	Gr. & Base	Force Account
919	Fort Kent-Frenchville	S.H.		2.03		2.03					
973	Houlton-Hodgdon-Cary	S.H.	U.S. 1	224,728.66	18,392.02	243,120.68	100		10.0	Gr. & Base	Force Account
995	Linneus-Houlton	S.H.	Alt. U.S. 2	258,521.42	192,510.87	451,032.29	100	Linneus Hodgdon Houlton	0.99 0.08 2.78	Bit. Mac.	J. R. Cianchette
962	Macwahoc-Molunkus	S.H.	U.S. 2	163,077.49	1,481.10	164,558.59	100	Macwahoc Molunkus	1.78 2.23	Gr. & Base Bit. Conc.	Gr. & Base --- Force Account Surface --- Warren Bros.
981	Mars Hill-Westfield	S.H.	U.S. 1	10,650.47	31,178.72	41,829.19	100	Mars Hill Westfield	2.45 2.03	Bit. Conc. Prel. Engr.	Widening --- Force Account Surface --- Lane Cons't. Corp.
979	Mars Hill-Easton	S.H.	Alt. U.S. 1	2,783.36	7,982.15	10,765.51					
996	Mars Hill	S.H.	U.S. 1	123.92	87,414.88	87,538.80	100				Previously Reported
938	Presque Isle	S.H.	U.S. 1	1,523.10		1,523.10				Prel. Engr.	
956	Van Buren	S.H.	U.S. 1	35,070.94		35,070.94	100		0.87	Bit. Conc.	Lane Cons't. Corp.
CUMBERLAND											
922	Brunswick	S.H.	U.S. 1	1,324.70		1,324.70				Prel. Engr.	
902	Freeport-Brunswick	S.H.	U.S. 1	7,864.33	77,191.34	85,055.67				Prel. Engr.	
930	Raymond-Casco-Naples Bridgton	S.H.	U.S. 302	3,857.24		3,857.24				Prel. Engr.	
928	Scarboro	S.H.	U.S. 1	16,544.11		16,544.11	75		0.70	Bit. Gravel	Force Account
969	Scarboro	S.H.	U.S. 1	38,162.05	1.94	38,163.99	100		1.55	Bit. Conc.	Warren Bros.
929	Standish	S.H.	25	2,361.42		2,361.42				Prel. Engr.	
955	Standish-Gorham	S.H.	25	25,801.52		25,801.52	100	Standish Gorham	0.50 1.50	Bit. Conc. Prel. Engr.	Warren Bros.
947	Windham-Raymond	S.H.	U.S. 302	8,358.20		8,358.20					

**PROJECT EXPENDITURES
FEDERAL PRIMARY SYSTEM — UNMATCHED
FISCAL YEAR 1954 AND CUMULATIVE THRU FISCAL YEAR 1954 — (Continued)**

9093 Project Number	Location	Class	Route	Expenditures 7-1-53 to 6-30-54	Expenditures Prior to 7-1-53	Cumulative Expenditures Thru 6-30-54	Percent Complete	Length of Project in Miles	Type	Contractor	
FRANKLIN											
945	Farmington	S.H.	U.S. 2	432.78		432.78			Prel. Engr.	A. P. Wyman, Inc. Frank Rossi	
924	Jay	S.H.	4	367.08		367.08			Prel. Engr.		
937	New Sharon	S.H.	27	1,734.04		1,734.04			Prel. Engr.		
965	Rangeley	S.H.	4	180,035.11	226.51	180,261.62	74	2.50	Bit. Mac.		
998	Strong	S.H.	4	57,788.46	301,947.26	359,735.72	100	3.28	Bit. Mac.		
959	Wilton	S.H.	U.S. 2	5,750.50	379.80	6,130.30			Prel. Engr.		
HANCOCK											
957	Ellsworth	S.H.	U.S. 1	26,121.88		26,121.88	100	2.00	Bit. Conc.	Lane Cons't. Corp.	
KENNEBEC											
967	Augusta	S.H.	U.S. 202	19,992.61	1.95	19,994.56	100	0.65	Bit. Conc.	W. H. Hinman, Inc.	
953	Hallowell	S.H.	U.S. 201	113.20	100.46	213.60			Prel. Engr.		
927	Winslow	S.H.	U.S. 201	22,078.67		22,078.67	100	1.90	Bit. Conc.		
960	Winslow	S.H.	U.S. 201	37,565.50	235.44	37,800.94	65	0.64	Bit. Conc.		
KNOX											
944	Rockport	S.H.	U.S. 1	5,253.84		5,253.84			Prel. Engr.	Force Account	
972	Thomaston-Rockland	S.H.	U.S. 1	3,043.26	9,241.41	12,284.67	100	1.95	Bit. Gravel Reported 75% 1953 Prel. Engr.		
932	Thomaston	S.H.	U.S. 1	1,334.78		1,334.78					
OXFORD											
936	Bethel	S.H.	26	6,757.82		6,757.82			Prel. Engr.	Force Account W. H. Hinman, Inc. Raymond F. Sargent Owen M. Taylor	
961	Gilead	S.H.	U.S. 2	172,745.06	19,679.50	192,424.56	100	7.82	Bit. Gravel Reported 25% 1953 Bit. Conc.		
975	Rumford	S.H.	108	145,584.00	958.94	146,542.94	100	1.53	Bit. Conc.		
964	Woodstock	S.H.	26	63,752.77	677.49	64,430.26	100	0.64	Bit. Mac.		
PENOBSCOT											
982	Bangor-Glenburn	S.H.	15	159,136.37	34,938.18	194,074.55	100	Bangor Glenburn	3.94 0.06	Bit. Conc.	Widening — Force Account Grading & Base — New Location G. E. Godin & Son Surface — Lane Cons't. Corp. Verrier Const Co.
933	Brewer	S.H.	Wilson St	51,001.62		51,001.62	28	1.08	Bit. Conc.	Farrin Bros. & Smith	
994	Dexter-Corinna	S.H.	7	279,576.60	18,936.74	298,513.34	90	Corinna Dexter	2.57 0.92		
923	Etna	S.H.	U.S. 2	5,721.51		5,721.51	42		0.40	Truck Lane Grading & Base	Earl Ludwig
966	Hermon	S.H.	U.S. 2	15,554.63	1.95	15,556.58	100		0.65	Truck Lane Bit. Conc.	Lane Cons't. Corp.
962	Mattawamkeag	S.H.	U.S. 2	108,976.24		108,976.24	100		3.06	Bit. Conc.	Gr. & Base — Force Account Surface — Warren Bros.

941	PISCATAQUIS Monson-Shirley	S.H.	15	1,976.68		1,976.68						Prel. Engr.	
921	SAGADAHOC Topsham	S.H.	U.S. 201	9,172.42		9,172.42	100		0.23	Truck Lane Bit. Conc.			Grading & Base — Force Account Surface — Verrier Const. Co.
989	SOMERSET Bingham-Moscow- Caratunk	S.H.	U.S. 201	292,428.03	211,902.42	504,330.45	100	Bingham Moscow Caratunk	0.40 8.79 3.86	Bit. Conc. Prel. Engr.			Grading & Base — Force Account Surface — W. H. Hinman
946	Caratunk	S.H.	U.S. 201	2,457.96		2,457.96							
993	Madison-Solon	S.H.	U.S. 202	170,198.20	459,505.41	629,703.61	100	Madison Solon	2.69 4.71	Bit. Mac.			H. E. Sargent, Inc.
992	WALDO Northport	S.H.	U.S. 1	435,524.50	157,409.78	592,934.34	100		6.65	Bit. Conc.			H. E. Sargent, Inc.
950	WASHINGTON Cherryfield	S.H.	U.S. 1	98,052.12	648.70	98,700.82	100		2.25	S. T. Gravel			Forest Frederick
978	Columbia Falls-Jonesboro	S.H.	U.S. 1	137,860.65	32,696.37	170,557.02	100	Columbia Falls Jonesboro	2.14 0.77	Bit. Mac. Prel. Engr.			Thomas DiCenzo
943	East Machias-Whiting ..	S.H.	U.S. 1	834.64		834.64							
985	Eastport	S.H.	190	15,481.34	27,209.51	42,690.85	100		0.32	Bit. Mac. Prel. Engr.			Guy Allen
951	Edmunds-Dennysville ..	S.H.	U.S. 1	17,626.67		17,626.67							
942	Gouldsboro-Milbridge ..	S.H.	U.S. 1	550.00		550.00							
990	Harrington-Columbia ..	S.H.	U.S. 1	216,506.62	177,318.22	393,824.85	100	Harrington Columbia	1.05 2.66	Bit. Mac. Bit. Mac.			A. P. Wyman, Inc. Guy Allen
991	Jonesboro	S.H.	U.S. 1	65,771.68	139,583.84	205,355.52	100		1.78	Prel. Engr.			
949	Jonesboro	S.H.	U.S. 1	767.45		767.45							
918	Milbridge-Cherryfield ..	S.H.	U.S. 1	12,339.51		12,339.51	100	Milbridge Cherryfield	2.12 2.63	Bit. Gr.			State Motor Paver — Force Account
983	Milbridge-Cherryfield ..	S.H.	U.S. 1	14,121.79	107,379.90	121,501.69	100	Milbridge Cherryfield	2.12 0.38	Bit. Gr. Prel. Engr.			Force Account
934	Perry-Eastport	S.H.	190	5,950.62		5,950.62							
976	Perry	S.H.	U.S. 1	261.98	80.85	342.83							
952	Princeton - Indian Town- ship	S.H.	U.S. 1	146,501.90		146,501.90	100	Princeton Indian Twp.	5.12 1.10	Bit. Conc. Bit. Conc.			Cianchette Bros. Inc. Thomas DiCenzo
974	Robbinston	S.H.	U.S. 1	27,842.25	324.66	28,166.85	100		0.19	Bit. Conc.			
948	Talmadge-Topsfield-Waite -Indian Township	S.H.	U.S. 1	23,008.85		23,008.85							
980	Waite	S.H.	U.S. 1	4,718.12	10,684.90	15,403.08	100		0.25	Prel. Engr. Sur. Tr. Gr.			Force Account
977	Whiting	S.H.	U.S. 1	2,361.97	1,495.41	3,857.46							
968	YORK Cornish-Parsonsfield ..	S.H.	25	59,058.19	1.94	59,060.13	100	Cornish Parsonsfield	2.90 1.87	Bit. Conc. Prel. Engr.			Warren Bros.
940	Old Orchard Beach-Saco.	S.H.	5	1,730.46		1,730.46							
925	Wells	S.H.	U.S. 1	18,718.75		18,718.75	100		1.00	Bit. Conc.			W. H. Hinman, Inc.
971	Wells	S.H.	U.S. 1	85,900.53	10.65	85,911.22	100		4.50	Bit. Conc.			W. H. Hinman, Inc.
970	York	S.H.	U.S. 1	55,060.25	10.10	55,070.35	100		1.90	Bit. Conc.			Iafolla Cons't. Co.
969	Saco	S.H.	U.S. 1	24,667.74		24,667.74	100		1.06	Bit. Conc.			Warren Bros.

PROJECT EXPENDITURES
CONSTRUCTION AND RECONSTRUCTION OF STATE HIGHWAYS
HIGHWAY LOAN FUND — FISCAL YEAR 1954 AND CUMULATIVE THRU FISCAL YEAR 1954
FEDERAL AID PROJECTS

9095 Project Number	Location	Route	Expenditures 7-1-53 to 6-30-54	Expenditures Prior to 7-1-53	Cumulative Expenditures Thru 6-30-54	Percent Complete	Length of Project in Miles	Type	Contractor	
ANDROSCOGGIN										
F.O.17-1(3)	Lisbon-Lewiston	196	\$ 42,718.68		\$ 42,718.68	24	Lewiston Lisbon	2.41 0.85	Bit. Conc.	W. H. Hinman, Inc.
U.O.17-1(4) 17-1	Lewiston	196	46,829.01	\$ 1,712.71	48,541.72	24		1.37	Bit. Conc.	W. H. Hinman, Inc.
	Lisbon-Lewiston	196	2,554.11	4,852.14	7,406.25				Prel. Eng.	
AROOSTOOK										
FG 051-1(1)	Fort Fairfield	Alt. U.S. 1	4,148.03	139.20	4,287.23	100		—	Signals	Force Account — B. & A. R.R.
F.O.50-3(2)	Fort Kent	U.S. 1	33,468.44	180,710.52	214,178.96	109		0.085	Bridge	Norman E. Jackson, Inc.
FI-1-5(1)	Haynesville	Alt. U.S. 2	30,855.73	280,871.15	311,726.88	100		0.777	Bridge	Cianchette Bros. Inc.
F.O.50-3(1)	Grand Isle-Madawaska ..	U.S. 1	3,468.80		3,468.80				Prel. Eng.	
50-3	Madawaska	U.S. 1	81.60	1,150.70	1,232.30				Prel. Eng.	
F.O. 51-1(2)	Mars Hill-Easton	Alt. U.S. 1	233,271.37		233,271.37	43	Mars Hill Easton	6.03 0.35	Bit. Conc.	Thomas DiCenzo
F.O. 50-1(2)	Presque Isle	U.S. 1	165,094.42	654,577.47	819,671.89	100		5.69	Bit. Mac.	Thomas DiCenzo
51001	Presque Isle K	U.S. 1	46.82	2,903.19	2,949.92				Prel. Eng.	
51001	Presque Isle K-1	U.S. 1	159.80	1,739.30	1,899.10				Prel. Eng.	
CUMBERLAND										
F.O.14-1(1)	Bridgton	U.S. 302	1,960.20	382,962.19	384,922.39	100				Previously Reported
FI-1-1(1)	Freeport	U.S. 1	57.50	817,767.76	817,825.26	109				Previously Reported
FI-1-1(6)	Yarmouth-Freeport	U.S. 1	1,065,335.39	109,900.73	1,175,236.05	85	Yarmouth Yarmouth Freeport Freeport	0.81 0.87 2.55 0.20	Concrete Bit. Conc. Concrete Bit. Conc.	W. H. Hinman, Inc.
AE-121D(2)	Freeport-Brunswick	U.S. 1	1,426.53	5,231.01	6,657.54				Prel. Eng.	
FGI-1-1(2)	Freeport Crossing	U.S. 1	900.91	83,972.02	84,872.93	100		0.023	R.R. Separation	Cyr & Denico Company
UI-1-1(3)	Portland	U.S. 1	852,180.44	471,211.70	1,323,392.14	65		0.69	Bit. Conc.	Gil Wyner Company, Inc.
U.G.I.-1-1(4)	Portland	U.S. 1	82,186.71	14,217.87	96,404.58	65		0.04	Bridge C.N.R.R.	Gil Wyner Company, Inc.
1-1	Scarboro	U.S. 1	(6,303.07)	13,010.17	6,707.10				Prel. Eng.	
50950	South Portland	U.S. 1	9,928.62	4,905.10	14,833.72				Prel. Eng.	
FRANKLIN										
F.O.32-2(1)	Farmington-Strong	4	1,641.88	172,212.71	173,854.09	100				Previously Reported
861	Jay	4	1.00	2.00	3.00					M.C.R.R. Payment
F.O.25-2(1)	New Sharon	U.S. 2	751.00	218,584.02	219,335.02	100				Previously Reported
F.O.32-2	Sandy River-Rangeley ..	4	297.60	10,746.39	11,043.99				Prel. Eng.	
F.O.32-2(2)	Sandy River	4	135,261.92		135,261.92	55		2.52	Bit. Mac.	A. P. Wyman, Inc.

HANCOCK									
F.O.44-1(1)	Hancock	U.S. 1	113.82	308,331.72	308,445.54	100			Previously Reported
44-1	Sullivan	U.S. 1	6,743.00	7,435.78	14,178.78				
F.O.44-1(2)	Sullivan-Gouldsboro	U.S. 1	9,106.79		9,106.79	10	Sullivan Gouldsboro	2.42 2.37	Bit. Conc.
KENNEBEC									
AE-389(1)	Augusta - Farmingdale - Hallowell	U.S. 201	2,127.24	56,537.34	58,664.58				Prel. Eng.
31-1	Augusta	11	1,378.22	17,977.8	19,356.05				Prel. Eng.
02003	Augusta		440.55	1,785.18	2,225.73				Prel. Eng.
U.O.31-1(2)	Augusta	11	793.51		793.51	15		0.65	Bit. Mac.
F.O.31-1(3)	Augusta	11	91,492.04		91,492.04	15		4.35	Bit. Mac.
FI151-(3)	Augusta	U.S. 201	9,776.25	504,435.11	544,211.36	100			Previously Reported
F.G. 031-1(1)	Belgrade	11	5,793.93	508.30	6,302.23	100			Force Account — M.C.R.R.
F.O.31-1(2)	Belgrade	11	239.75	293,223.02	293,462.77	100			Previously Reported
U.O.33-1(3)	Waterville - Fairfield	U.S. 201	1,001.03		1,001.03				Prel. Eng.
FG15-1(2)	Winthrop	U.S. 202	247.00	3,735.18	3,982.18				Prel. Eng.
F.O.15-1(1)	Winthrop	U.S. 202	2,500.32	21,346.56	23,846.88				Prel. Eng. & R/W
KNOX									
F.O.26-1(1)	Rockland	U.S. 1	243.57	142,804.12	143,047.69	100			Previously Reported
U.O.26-2(2)	Rockland	U.S. 1	691.41	219,010.56	219,701.97	100			Previously Reported
LINCOLN									
F.O.26-1(2)	Newcastle-Damariscotta ..	U.S. 1	28,883.12	438,307.07	467,190.19	100			Previously Reported
OXFORD									
17-1	Bethel		(1,856.09)	1,856.09					
F.O.22-1(2)	Canton-Peru	108	2,889.83	272,933.98	275,823.81	100			Previously Reported
19-1	Norway		168.68		168.68				Prel. Eng.
25-1	Rumford	U.S. 2	18,860.02		18,860.02				Prel. Eng.
U.O.22-1(1)	Rumford	103	343,434.80	3,501.17	346,935.97	100		0.52	Bit. Conc.
F.O.25-1(2)	Rumford-Mexico		29,807.82	173,769.96	293,577.78	100		0.076	Bridge
PENOBSCOT									
RD-5	Bangor	U.S. 2	2,802.50		2,802.50				Prel. Eng.
03050	Brewer		1,743.57	6,701.82	8,445.39				Prel. Eng.
37-1	Dexter	7	417.60	131.82	549.42				Prel. Eng.
F.I. 73-2	Lincoln	U.S. 2	800.00	427,028.12	427,828.12	100			Signals
F.G.I. 1-3(2)	Newport	U.S. 2	2,753.07	26,009.44	28,762.51	100			Signals
F.I. 1-3(1)	Newport-Palmyra	U.S. 2	1,117.22	460,124.15	461,241.37	100			Signals
U.I. 1-4(2)	Old Town		33,745.97		33,745.97	39		1.60	Bit. Concrete
I. 1-4(4)	Orono-Old Town		163,406.41		163,406.41	39	Orono Old Town	1.40 .89	Bit. Concrete Bridge
F.I. 53-(3)	Orono	U.S. 2	10.20	490,598.73	490,608.93	100		0.520	Bridge
1-4	Orono-Old Town		5,105.21	6,159.20	11,264.41				Prel. Eng.
F.I. 1-4(3)	Passadumkeag-Enfield	U.S. 2	142,068.89	386,945.27	529,014.16	100	Passa. Enfield	4.08 0.29	Bit. Mac.
F.I. 45-(2)	Winn	U.S. 2	211.20	395,865.42	396,076.63	100			Bit. Mac.

**PROJECT EXPENDITURES
CONSTRUCTION AND RECONSTRUCTION OF STATE HIGHWAYS
HIGHWAY LOAN FUND — FISCAL YEAR 1954 AND CUMULATIVE THRU FISCAL YEAR 1954
FEDERAL AID PROJECTS — (Concluded)**

9095 Project Number	Location	Route	Expenditures 7-1-53 6-30-54	Expenditures Prior to 7-1-53	Cumulative Expenditures Thru 6-30-54	Percent Complete	Length of Project in Miles		Type	Contractor
F.O.37-1(2)	PISCATAQUIS Guilford	15	49,077.49		49,077.49	10	0.071		Bridge	Reed & Reed
F.I.1-2(1)	SAGADAHOC Richmond-Gardiner	U.S. 201	701,314.76	584,769.59	1,286,084.35	100	Richmond Gardiner	4.75 5.15	Bit. Conc.	The Bridge Constr. Corp.
F.O.33-1(1)	SOMERSET Madison	U.S. 201	51.50	193,001.42	193,052.92					Previously Reported
25-2	Norridgewock-Skowhegan	U.S. 2	508.33	10,709.40	11,217.73					
F.O.25-2(3)	Norridgewock-Skowhegan	U.S. 2	230,053.03		230,053.03	56	Norridgewock Skowhegan	3.06 1.24	Prel. Eng. Bit. Mac.	J. R. Cianchette
F.O.33-1(2)	Skowhegan	U.S. 201	28,885.71		28,885.71	56	Skowhegan	0.72 0.37	Bit. Conc. Bit. Conc.	J. R. Cianchette
F.O.26-2(3)	WALDO Belfast-Searsport	U.S. 1	5,895.80	122.40	6,018.20				Prel. Eng.	
858-F-5-(3)	WASHINGTON Perry-Pembroke	U.S. 1	3.28	74,531.79	74,535.07	100	Pembroke Perry	0.34 0.87	Bit. Gravel	Thomas DiCenzo
F.O.8-1(1)	YORK Alfred	U.S. 202 & 111	139,989.81	5,413.78	145,403.59	75		1.81	Bit. Mac.	Thos. W. Watkins & Son, Inc.
A.U.0-100(1)	Kittery		25,042.25	49,646.13	74,688.38	70		0.25	Bit. Mac.	Northeastern Constr. Corp
A.U.I.01-1(7)	Kittery	U.S. 1	54,113.64	13,819.38	67,933.02	100		0.26	Bit. Conc.	Northeastern Constr. Corp
A.U.G0100(2)	Kittery		43,374.43	4,252.88	47,627.31	70		0.02	Bridge, B&MR.R.	Northeastern Constr. Corp
8-1	Lebanon-Alfred- Waterboro		1,570.04		1,570.04				Prel. Eng.	
F.O.8-1(2)	Lebanon	U.S. 202	283,646.31	15,335.00	298,981.31	67		6.74	Bit. Mac.	Frank Rossi
F.O.6-1(1)	North Berwick-Wells	9	356.00	449,076.50	449,432.50	100				Previously Reported
F.G.6-1(2)	North Berwick	9	181,483.15	40,965.02	222,448.17	100				W. H. Hinman, Inc.
F.G.6-1(3)	Wells	9	28,680.13	77,615.59	106,295.72	100		0.256	R.R. Separation	Forest Frederick
	TOTALS		5,391,426.96	9,649,701.81	15,041,128.77					
	ROADSIDE IMPROVEMENT		(202.03)	334.49	132.46					
	RIGHT OF WAY — GENERAL		48.53		48.53					

**MAINTENANCE EXPENDITURES BY COUNTY AND ADMINISTRATIVE SYSTEM FOR
FISCAL YEAR ENDING JUNE 30, 1954**

COUNTY	EXPENDITURES			COST PER MILE *		
	Total	State Highway	State Aid	Total	State Highway	State Aid
Androscoggin	\$205,894.43	\$ 77,748.14	\$128,146.29	\$604.38	\$ 847.48	\$514.79
Aroostook	794,280.66	512,316.49	281,964.17	690.01	853.12	512.11
Cumberland	457,791.18	158,729.63	299,061.55	647.66	774.22	595.95
Franklin	250,253.58	126,530.74	123,722.84	571.36	789.39	445.51
Hancock	384,383.43	111,536.43	272,847.00	599.02	673.65	573.06
Kennebec	511,751.42	163,719.69	348,031.73	777.21	836.24	752.22
Knox	250,028.14	61,220.70	188,807.44	777.04	1,005.60	723.71
Lincoln	250,420.02	84,003.53	166,416.49	657.79	905.41	578.00
Oxford	438,491.79	166,203.75	272,288.04	663.72	816.24	595.76
Penobscot	774,014.68	256,028.52	517,986.16	733.11	1,019.02	643.82
Piscataquis	245,766.05	98,105.51	147,660.54	686.79	845.52	610.62
Sagadahoc	137,166.68	43,306.24	93,860.44	704.43	854.17	651.72
Somerset	509,128.71	183,262.38	325,866.33	691.09	812.23	637.62
Waldo	379,724.36	112,287.82	267,436.54	698.38	971.68	624.62
Washington	499,389.46	179,535.15	319,854.31	702.36	883.02	630.01
York	554,625.45	218,043.58	336,581.87	726.91	904.48	644.89
Total	\$6,643,110.04	\$2,552,578.30	\$4,090,531.74	\$687.50	\$856.64	\$612.09

* Cost per mile based on mileage as of 3/1/53

TABLE I
MAINTENANCE EXPENDITURES AND COST PER MILE BY FUNCTION AND BY ADMINISTRATIVE
SYSTEM FOR THE FISCAL YEAR ENDING JUNE 30, 1954

FUNCTION	EXPENDITURES			COST PER MILE		
	Total	State Highway	State Aid	Total	State Highway	State Aid
Maintenance Construction	\$ 237,470.01	\$ 169,016.36	\$ 68,453.65	\$ 24.58	\$ 56.72	\$ 10.24
Surface Operations	4,444,408.15	1,427,971.95	3,016,436.20	459.96	479.22	451.36
Shoulders	408,422.60	229,147.54	179,275.06	42.27	76.90	26.83
Roadside Maintenance	1,199,185.46	514,290.35	684,895.11	124.10	172.59	102.48
Traffic Services	122,606.64	86,304.19	36,302.45	12.69	28.96	5.43
Extraordinary Maintenance	77,836.50	39,629.64	38,206.86	8.06	13.30	5.72
Supervision	153,180.68	86,218.27	66,962.41	15.85	28.93	10.02
Total	\$6,643,110.04	\$2,552,578.30	\$4,090,531.74	\$687.51	\$856.62	\$612.08

TABLE II
ANALYSIS OF SURFACE OPERATION BY TYPE OF SURFACE BY ADMINISTRATIVE SYSTEM
FOR THE FISCAL YEAR ENDING JUNE 30, 1954

TYPE	EXPENDITURES			COST PER MILE *		
	Total	State Highway	State Aid	Total	State Highway	State Aid
Plain Gravel	\$ 282,180.18	\$ 5,691.67	\$ 276,488.51	\$347.62	\$220.44	\$351.80
Bituminous Surface Treated	3,903,438.20	1,174,941.09	2,728,497.11	509.39	618.53	473.42
Mixed Bituminous	56,617.08	54,972.17	1,644.91	175.34	201.73	32.64
Bituminous Macadam	126,533.15	121,729.37	4,803.78	266.54	285.64	98.92
Bituminous Concrete	63,325.26	58,345.05	4,980.21	219.89	223.58	184.25
Portland Cement Concrete	12,314.28	12,292.60	21.68	120.22	129.76	2.82
Total	\$4,444,408.15	\$1,427,971.95	\$3,016,436.20	\$459.96	\$479.22	\$451.36

* Cost per mile based on mileage as of 3/1/53

**MILEAGE MAINTAINED BY STATE BY COUNTY
AND SURFACE TYPE
JULY 1, 1953 TO JUNE 30, 1954
FISCAL YEAR 1953-1954**

County		Concrete Mileage	Bit. Concrete Mileage	Bit. Macadam Mileage	Mixed Bit. Mileage	Tar Mileage	Gravel Mileage	Totals
Androscoggin ..	S.H.....	2.47	20.63	26.33	18.30	22.70		90.43
	S.A.....	.20		4.93	5.83	233.44	5.30	249.75
Aroostook	S.H.....		48.24	71.55	26.12	449.11	5.07	600.09
	S.A.....			1.80		449.47	106.27	557.54
Cumberland	S.H.....	22.84	62.67	52.19	6.97	60.35		205.02
	S.A.....		10.13	11.23	9.32	467.06	8.43	506.17
Franklin	S.H.....		.68	9.13	17.02	123.67	10.14	160.64
	S.A.....				9.83	237.69	32.37	279.89
Hancock	S.H.....	14.87	2.30	27.79	18.64	101.87		165.47
	S.A.....			1.41	3.46	457.08	16.34	478.29
Kennebec	S.H.....	3.47	26.90	30.63	35.76	97.71	1.56	196.03
	S.A.....		9.18	17.24	9.06	377.90	55.47	468.85
Knox	S.H.....	3.60	5.80	9.84	5.52	35.93		60.69
	S.A.....	1.65		2.10	.15	254.22	4.75	262.87
Lincoln	S.H.....		11.53	12.12	4.42	64.73		92.80
	S.A.....		.82	.57	4.94	266.60	18.15	291.08
Oxford	S.H.....	9.41	6.04	28.79	15.87	149.49	2.43	212.03
	S.A.....	2.30			6.61	438.98	11.32	459.21
Penobscot	S.H.....	5.10	45.51	35.25	43.61	122.76	5.15	257.38
	S.A.....	.85	14.47	.06	6.36	645.02	142.94	809.70
Piscataquis	S.H.....	.10	1.40	9.19	15.57	89.58		115.84
	S.A.....			.05		177.98	66.60	244.63
Sagadahoc	S.H.....	2.00	16.33	13.08	3.63	15.66		50.70
	S.A.....			1.15	2.38	138.12	2.68	144.33
Somerset	S.H.....		33.59	36.50	25.59	126.69	3.23	225.60
	S.A.....				5.53	397.01	109.48	512.02
Waldo	S.H.....		13.50	9.85	25.87	66.22	.09	115.53
	S.A.....				3.60	330.02	101.28	434.90
Washington	S.H.....			15.23	36.58	151.84		203.65
	S.A.....				2.99	446.99	63.18	513.16
York	S.H.....	8.86	36.53	52.31	4.31	138.31		240.32
	S.A.....	2.70	.17	10.11		511.50	3.01	527.43
TOTALS...	S.H.....	72.72	331.65	439.78	303.78	1,816.62	27.67	2,992.22
	S.A.....	7.70	34.77	50.65	70.11	5,829.08	747.57	6,739.88
TOTAL MILEAGE								9,732.10

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

Balance July 1, 1953.....		\$26,263,099.19
Legislature Appropriations.....	\$22,996,204.00	
Commission Transfers from Surplus...	762,766.19	
Revenues to Appropriations.....		23,758,970.19
		6,701,404.02
Total Available		56,723,473.40
Total Expenditures		36,467,872.28
		20,255,601.12
Balances Lapsed to Surplus.....		396,665.32
Balance Carried Forward		19,858,935.80
		\$20,255,601.12

**ANALYSIS OF SURPLUS
JUNE 30, 1954**

Unappropriated Surplus July 1, 1953.....		\$ 3,360,200.93
Credits:		
Undedicated Revenues	\$23,401,179.98	
Repayment from Augusta Toll Bridge	80,000.00	
Lapsed Balances.....	396,665.32	
Adjustments during period.....	14,132.99	
		23,891,978.29
		27,252,179.22
Charges:		
Legislative Appropriations.....	22,996,204.00	
Commission Transfers from Surplus	762,766.19	
		23,758,970.19
Unappropriated Surplus June 30, 1954 ...		\$ 3,493,209.03

HIGHWAY FUND
COMPARATIVE STATEMENT OF UNDEDICATED REVENUES
YEAR ENDED JUNE 30

	1954	%	1953	%
Gasoline Tax (Net)	\$15,254,666.24	65.19	\$14,715,977.52	66.08
Motor Vehicle Registration	7,283,321.01	31.12	7,229,052.02	32.46
Use Fuel Tax	161,591.73	0.69	148,122.77	0.67
Motor Carrier Tax	19,350.58	0.08	17,151.98	0.08
Outdoor Advertising	21,895.05	0.09	20,478.00	0.09
Opening Permits	12,278.47	0.05	8,858.11	0.04
Overload Permits	32,188.84	0.14	24,192.96	0.11
Auto Court Fees and Fines	79,574.17	0.34	81,444.87	0.37
Interest — Augusta Bridge	24,437.50	0.11	8,550.00*	0.04
Interest and Profit on Investments	508,455.75	2.17	9,173.77	0.04
Miscellaneous	3,420.64	0.02	4,415.05	0.02
	\$23,401,179.98	100.00	\$22,267,417.05	100.00

* 6 Mo. Interest Only

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

	1954	%	1953	%
From Federal Government	\$4,267,452.04	63.68	\$4,175,950.17	64.53
From Cities, Towns and Counties	1,778,701.54	26.54	1,701,184.84	26.29
From Outside Agencies	365,648.28	5.46	343,256.17	5.31
From General Fund	103,292.00	1.54	89,280.00	1.38
From Services to Other Departments	17,923.69	0.27	8,088.62	0.13
Miscellaneous Sales and Services	41,346.65	0.62	25,321.50	0.39
Motor Vehicle: Public Utilities	92,136.05	1.37	89,149.05	1.38
Operators' Examinations: State Police	26,040.00	0.39	25,907.00	0.40
Miscellaneous	8,863.77	0.13	12,212.44	0.19
	\$6,701,404.02	100.00	\$6,470,349.79	100.00

**HIGHWAY FUND
COMPARATIVE BALANCE SHEET
JUNE 30**

	1954	Assets	1953		1954	Liabilities	1953		
Cash — Demand Deposits	\$	2,467,223.55	\$	2,484,441.21	Accounts Payable	\$	62,655.56	\$	153,737.96
Time Deposits		1,978,520.49		1,900,000.00	Due to Other Funds		45,113.82		65,685.61
Short Term U.S. Securities		18,448,781.25		24,119,908.97	Other Current Liabilities		25,833.74		30,742.74
Accounts Receivable					Total Current Liabilities		133,603.12		250,166.31
Tax Accounts		998.20		1,791.72	Reserves and Surplus				
Other		594,510.02		1,301,918.94	Reserves:				
		595,508.22		1,303,710.66	For Authorized Expenditures	19,858,935.80		26,263,099.19	
Less Reserve		50,252.97		1,010.02	For Working Capital Advances	1,017,500.00		957,500.00	
Net Accounts Receivable		545,255.25		1,302,700.64	For Augusta Toll Bridge	1,030,000.00		1,110,000.00	
Due from Other Funds		1,173,625.00		1,207,875.00	For Bangor-Brewer Bridge	68,625.00		22,875.00	
Working Capital Advances to Other Funds		1,017,500.00		957,500.00	For Deer Isle-Sedgwick Bridge	75,000.00		75,000.00	
Other Assets		45,967.41		66,415.61	Total Reserves	22,050,060.80		28,428,474.19	
Total Assets	\$	25,676,872.95	\$	32,038,841.43	Surplus:				
					General Highway Fund	3,493,209.03		3,360,200.93	
Debt Fund					Total Liabilities, Reserves and Surplus	\$25,676,872.95		\$32,038,841.43	
Amount Necessary to Retire Bonds from Future Revenues	\$	28,411,500.00	\$	30,130,500.00	Bonds Payable	\$28,411,500.00		\$30,130,500.00	

TOLL BRIDGES
COMPARATIVE STATEMENT OF REVENUES AND EXPENDITURES
YEAR ENDED JUNE 30

	Waldo-Hancock		Deer Isle-Sedgwick		Augusta Toll	
	1954	1953	1954	1953	1954	1953
Revenues:						
Tolls Collected.....	\$56,969.72	\$ 98,365.15	\$53,211.64	\$55,121.00	\$121,278.55	\$114,954.34
Other Revenues.....	2,866.73	1,663.49	100.00			
Total Revenues.....	59,836.45	100,028.64	\$53,311.64	55,121.00	121,278.55	114,954.34
Expenditures:						
Operating Expenditures.....						
Personal Services.....	11,743.27	32,147.02	13,409.66	11,393.21	38,355.56	33,509.56
Other Expenses.....	3,483.91	13,051.36	933.02	867.84	11,961.61	10,390.15
Total Operating Expenses.....	15,227.18	45,198.38	14,342.68	12,261.05	50,317.17	43,899.71
Not Available for Principal & Interest	44,609.27	54,830.26	38,968.96	42,859.95	70,961.38	71,054.63
Interest Maturities.....	630.00	1,260.00	12,920.00	13,560.00	24,437.50	8,550.00
Bonds Matured or Called.....		90,000.00	16,000.00	16,000.00		
Total Requirements.....	630.00	91,260.00	28,920.00	29,560.00	24,437.50	8,550.00
Net to Surplus.....	43,979.27	(36,429.74)	10,048.96	13,299.95	46,523.88	62,504.63
Surplus at Beginning of Year.....	56,926.84	93,356.58	21,874.77	8,574.82	44,925.02	12,420.39
Retirement of Debt.....					(80,000.00)	(30,000.00)
Amount Necessary to Retire Bonds....	(90,000.00)					
Surplus at End of Year.....	\$10,906.11	\$56,926.84	\$31,923.73	\$21,874.77	\$11,448.90	\$44,925.02

TOLL BRIDGES
BALANCE SHEET — JUNE 30, 1954

Assets:	Bangor- Brewer	Waldo- Hancock	Fore River	Deer Isle- Sedgwick	Kennebec- Carlton	Augusta Toll
Cash	\$ 234,160.56	\$100,906.11	\$ 599,136.75	\$106,923.73	\$ 87,904.83	\$ 11,448.90
Investments	500,000.00		1,000,000.00		28,000.00	
Accounts Receivable			1,069,673.84		1,075,050.44	
Deferred Charges						
Amount Necessary to Retire Bonds	2,500,000.00		7,000,000.00			
Due Highway Fund	68,625.00					1,030,000.00
Total Assets and Deferred Charges...	3,302,785.56	100,906.11	9,668,810.59	106,923.73	1,190,955.27	1,041,448.90
Liabilities:						
Due to Other Funds	68,625.00			75,000.00		1,030,000.00
Other Current Liabilities	306.25		787.50		165.00	
Bonds Unmatured	2,500,000.00	90,000.00	7,000,000.00		1,140,000.00	
Total Liabilities	2,568,931.25	90,000.00	7,000,787.50	75,000.00	1,140,165.00	1,030,000.00
Reserves:						
For Authorized Expenditures	733,854.31		1,598,349.25			
For Contingencies					58,850.23	
To Retire Debt			1,069,673.84			
Surplus:						
Unappropriated		10,906.11		31,923.73	(8,059.96)	11,448.90
Total Liabilities, Reserves and Surplus	\$3,302,785.56	\$100,906.11	\$9,668,810.59	\$106,923.73	\$1,190,955.27	\$1,041,448.90

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

	1954	1953
Rental of Equipment.....		
Highway Dept.....	\$1,335,613.84	\$1,266,011.89
Other State Depts.....	1,047.77	473.18
Within Department.....	37,167.05	37,999.03
Others.....	117,440.65	119,187.70
Total Rentals.....	1,491,269.31	1,423,671.80
Autos and Working Equipment Expense		
Personal Service.....	188,234.55	170,428.08
Travel Expense.....	31.65	31.61
Misc. Auto Expense.....	24,596.05	35,908.87
Gasoline, Oil and Grease.....	216,859.73	201,472.82
Repairs, Parts and Supplies.....	505,054.87	515,156.52
Fuel Oil.....	19,279.87	14,866.26
Insurance.....	9,073.56	12,765.11
Rent of Buildings and Offices.....	1,361.22	1,163.83
Other Expense.....	6,948.94	1,049.02
Depreciation.....	318,676.33	280,090.36
Total Autos-Working Equip. Expense....	1,290,116.77	1,232,932.48
Net Income from Equipment.....	201,152.54	190,739.32
General Overhead Expense		
Personal Services.....	55,307.84	47,106.55
Heat, Light, Power and Water.....	10,314.72	8,792.34
Insurance.....	7,221.76	5,134.72
Repairs to Buildings and Grounds.....	28,165.33	17,479.33
Travel Expense.....	2,510.79	2,635.61
Miscellaneous Auto Expense.....	1,274.52	1,366.42
Caretaker and Messenger Service.....	13,256.50	12,958.12
General Operating Expense.....	1,347.44	1,125.30
Cleaning and Watching.....	23,687.65	23,952.32
Deprec. on Buildings, Furniture & Fixtures.....	22,015.24	21,537.60
Miscellaneous Supplies and Expense.....	3,582.95	3,512.69
Telephone and Telegraph.....	2,368.04	2,387.33
(Transfer to trust funds and retirement)	31,348.31	-----
Repairs to Equipment.....	383.52	7,606.57
Total General Overhead Expense.....	202,784.61	155,594.94
Net Profit from Operations.....	(1,632.07)	35,144.42

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

	1954	1953
Other Income		
Profit or Loss on Sale of Capital Assets	\$ 35,798.15	\$ 19,856.22
Net Stockroom Overhead Under-Absorbed	(1,499.30)	(8,156.87)
Net Shop Overhead Over-Absorbed	(30,313.22)	2,324.30
Miscellaneous Income	2,126.74	1,198.71
Total Other Income	6,112.37	15,222.36
Net Profit Transferred to Supplies	4,480.30	50,366.74
Unappropriated Surplus at Beginning of Year	590,396.45	540,021.71
Adjustment of Prior Year's Transaction	—	8.00
Unappropriated Surplus at End of Year	\$594,876.75	\$590,396.45

**WORKING CAPITAL FUNDS
BALANCE SHEET, JUNE 30, 1954
HIGHWAY GARAGE**

ASSETS	1954
Cash	\$ 226,826.04
Accounts Receivable	32,829.30
Less Reserve for Loss	_____
Net Accounts Receivable	32,829.30
Due from Other Funds	38,566.90
Inventories	316,690.29
Plant and Equipment	3,936,366.23
Less Reserve for Depreciation	2,008,304.00
Net Plant and Equipment	1,928,062.23
Other Assets	_____
Total Assets	2,542,974.76
LIABILITIES	
Accounts Payable	27,960.74
Due Other Funds	137.27
Other Current Liabilities	_____
Total Liabilities	28,098.01
Reserve and Surplus	
Working Capital Advances	
From General Fund	_____
From Highway Fund	920,000.00
Surplus Accounts	
Donated Surplus	1,000,000.00
Unappropriated Surplus	594,876.75
Total Liabilities, Reserves and Surplus	\$2,542,974.76

HIGHWAY FUND
SUMMARY OF APPROPRIATION ACCOUNTS SHOWING DETAIL OF AMOUNT AVAILABLE
EXPENDITURES AND DISPOSITION OF BALANCES
FISCAL YEAR ENDING JUNE 30, 1954

Appropriation Titles	Carried Balance July 1, 1953	Allocations	Revenues	Appropriation Transfers	Surplus Transfers	Total Available	Expenditures	Unexpended Balance June 30, 1954	
								Lapsed	Carried
Primary — State			\$ 18,000.00	\$4,646,353.02		\$ 4,664,353.02	\$4,425,718.80		\$ 238,634.22
Primary — State and Federal...	\$2,603,267.77		2,656,875.50	3,052,294.98		8,312,438.25	5,391,273.46		2,921,164.79
Secondary — State			355.32	1,955,192.44		1,955,547.76	1,604,690.27		350,857.49
Secondary — State and Federal..	2,258,342.51		1,535,656.71	1,000,000.00		4,793,999.22	3,013,085.32		1,780,913.90
Non-Federal — State Highway ..				187,200.00		187,200.00	149,972.02		37,227.98
Post War Surveys	1,083.35					1,083.35		\$ 1,083.35	
Grade Crossings Elimination...	58,936.20					58,936.20	797.04	58,139.16	
Grade Crossings Protection....	23,221.53	\$ 20,000.00				43,221.53	29,045.33		14,176.20
Picnic Areas Construction.....	553.19	25,000.00				25,553.19	23,761.09		1,792.10
Bridge Construction	1,102,953.83	809,000.00	538,074.26	136,022.08		2,586,050.17	1,876,530.20		709,519.97
Federal Matching Funds.....		4,670,000.00		(4,116,892.98)		553,107.02			553,107.02
Proceeds from Sale of Bonds...	18,065,431.09			(6,788,745.46)		11,276,685.63			11,276,685.63
	\$24,113,789.47	\$5,524,000.00	\$4,748,961.79	\$ 71,424.08		\$34,458,175.34	\$16,514,873.53	\$ 59,222.51	\$17,884,079.30
State Aid Constr. & Reconstr...	624,228.99	1,739,200.00	1,103,973.24	(113,184.19)		3,354,218.04	2,534,669.92	180,468.53	639,079.59
Betterments	86,479.76		981.35	(10,004.12)		77,456.99	77,456.99		
Town Road Improvement.....	130,734.48	1,000,000.00	969.28	16,930.01		1,148,633.77	966,120.21		182,513.56
Special Resolves	152,077.46			(25,185.64)	\$ 6,704.28	133,596.10	29,741.19		103,854.91
Island Refunds		7,500.00		(7,764.06)	1,265.26	1,001.20	795.33		205.87
	\$993,520.69	\$2,746,700.00	\$1,105,923.87	(\$139,208.00)	\$ 7,969.54	\$ 4,714,906.10	\$3,608,783.64	\$180,468.53	\$ 925,653.95
Bridge Maintenance.....	181,430.08	460,575.00	3,131.19			645,136.27	461,432.44		183,703.83
Highway Maintenance.....	415,681.46	6,603,500.00	2,091.80	4,685.92		7,025,959.15	6,657,406.00		368,553.18
Flood Damage	250,000.00		750.00	(1,500.00)		249,250.00	174,704.12	74,545.88	
Snow Removal	56,658.31	2,439,000.00	116,310.02		525,000.00	3,136,968.33	3,080,511.88		56,456.45
Traffic Services	15,972.78	150,000.00	210.00		38,000.00	204,182.78	156,949.37		47,233.41
	\$919,742.63	\$9,653,075.00	\$ 122,493.01	\$ 3,185.92	\$563,000.00	\$11,261,496.56	\$10,531,003.81	\$ 74,545.88	\$ 655,946.87

HIGHWAY FUND
SUMMARY OF APPROPRIATION ACCOUNTS SHOWING DETAIL OF AMOUNT AVAILABLE
EXPENDITURES AND DISPOSITION OF BALANCES
FISCAL YEAR ENDING JUNE 30, 1954

Appropriation Titles	Carried Balance July 1, 1953	Allocations	Revenues	Appropriation Transfers	Surplus Transfers	Total Available	Expenditures	Unexpended Balance June 30, 1954	
								Lapsed	Carried
Administration	2,109.42	516,337.00	11,281.38		27,000.00	556,727.80	538,523.47	13,694.57	4,509.76
Contingent	16,418.75	151,350.00			150,000.00	317,768.75	120,733.54	24,619.16	172,416.05
Radio Operation		52,056.00				52,056.00	35,415.12	15,785.62	855.26
Planning Survey	40,139.32		68,044.04	64,598.00		172,781.36	156,168.25		16,613.11
Compensation		50,000.00				50,000.00	41,270.84	8,729.16	
Bond Retirement and Interest..		2,465,590.00		(150,750.00)		2,314,840.00			
	\$ 58,667.49	\$3,235,333.00	\$ 79,325.42	(\$ 86,152.00)	\$177,000.00	\$ 3,464,173.91	\$3,206,951.22	\$ 62,828.51	\$ 194,394.18
Secretary of State	17,014.89	449,324.00	27,136.99		6,000.00	499,475.88	468,080.36	9,955.30	21,440.22
Secretary of State, Bldgs.....	4,036.92	14,077.00			297.00	18,410.92	16,931.29	356.63	1,123.00
State Police	22,591.30	960,776.00	124,905.48	(4,715.56)		1,103,557.22	1,077,051.44	9,114.38	17,391.40
State Police, Bldgs.....	2,030.25	11,648.00			255.00	13,933.25	11,130.49	173.58	2,629.18
Public Utilities	64,719.02		92,136.05			156,855.07	69,627.74		87,227.33
Registration Board.....					2,500.00	2,500.00	410.94		2,089.06
	\$110,392.38	\$1,435,825.00	\$ 244,178.52	(\$ 4,715.56)	\$ 9,052.00	\$ 1,794,732.34	\$ 1,643,232.26	\$ 19,599.89	\$ 131,900.19
Contributions of Transfers.....		391,271.00		165,465.56	5,744.65	562,481.21	562,481.21		
Topographical Mapping		10,000.00		(10,000.00)					
		\$ 401,271.00		\$155,465.56	\$ 5,744.65	\$ 562,481.21	\$ 562,481.21		
Work Done for Other Agencies	66,986.53		400,521.41			467,507.94	400,546.61		66,961.33
Grand Total	\$26,263,099.19	\$22,996,204.00	\$6,701,404.02		\$762,766.19	\$56,723,473.49	\$36,467,872.28	\$396,665.32	\$19,858,935.80