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REPORT
OF THE
STATE ROADS COMMISSION
OF
MARYLAND
1927—1930



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REPORT
of the
STATE ROADS COMMISSION
OF MARYLAND

for the years
1927, 1928, 1929 and 1930



BALTIMORE, MARYLAND

October 1, 1930

**OFFICE OF THE STATE ROADS COMMISSION
OF MARYLAND**

**Federal Reserve Bank Building
Baltimore, Maryland**

To His Excellency, Albert C. Ritchie, Governor of Maryland:

Sir—We have the honor to submit in accordance with your request the following report covering the operations of the State Roads Commission of Maryland for the periods from

October 1, 1926, to January 14, 1929,

and

January 15, 1929, to October 1, 1930.

In an effort to present a picture of the road development, we have naturally reviewed operations prior to 1926.

Very respectfully yours,

G. CLINTON UHL, *Chairman,*

HOWARD BRUCE,

JOHN K. SHAW,

State Roads Commission.

October 1, 1930.

THE STATE ROADS COMMISSION

G. CLINTON UHL, Chairman

HOWARD BRUCE

JOHN K. SHAW

ORGANIZATION PERSONNEL

Lamar H. Steuart, *Secretary* William A. Codd, *Chief Auditor*
Richard F. Going, *Purch. Agt.* Waring P. Carrington, Jr., *Treas.*

HARRY D. WILLIAR, JR., Chief Engineer

R. M. Reindollar, *Assistant Chief Engineer*

Austin F. Shure, *Engineer of Surveys*

Walter C. Hopkins, *Bridge Engineer*

District Engineers

P. A. Morison

T. M. Linthicum

Rolph Townshend

L. T. Downey

E. G. Duncan

E. H. Nunn

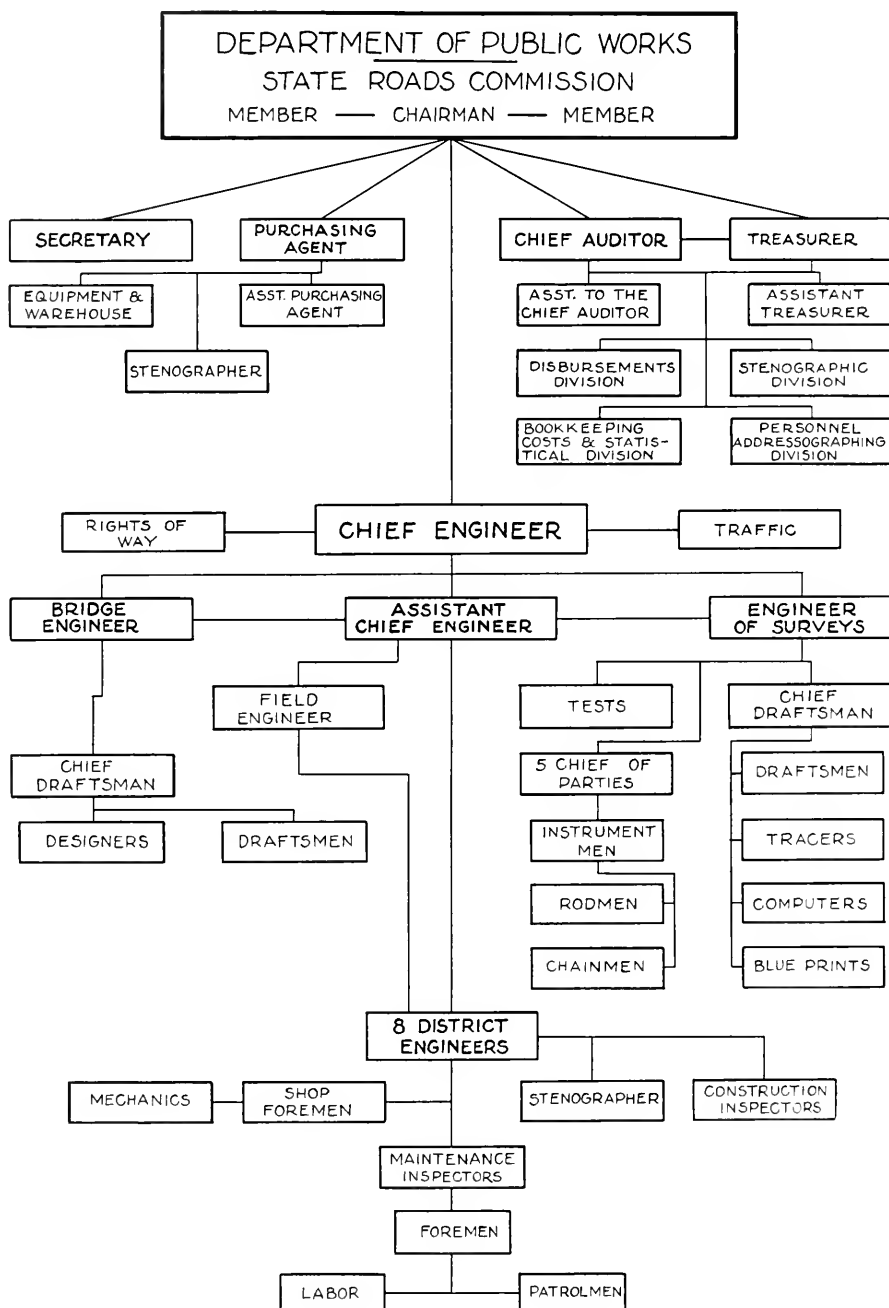
D. P. Campbell

Joseph Chaney

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ORGANIZATION CHART OF THE MARYLAND STATE ROADS COMMISSION AS OF SEPT. 30 - 1930



FOREWORD

The year 1930 is the anniversary of several outstanding events in Maryland's road history. It is the Thirtieth Anniversary of the first actual construction in 1900 of a rural highway in Maryland under the auspices of a state highway department. It is the Twenty-fifth Anniversary of the building in 1905 of the first highway built with state aid in Maryland. It is the Twentieth Anniversary of the construction in 1910 of the first rural highway built exclusively at the expense of the State under the State Road Act of 1908.

It therefore seemed fitting and proper to the State Roads Commission that it issue as a part of the regular report of its operations, a review of Maryland's accomplishment in building a road system, covering the whole period from the opening of the modern era in 1898 to the end of 1930.

There are, accordingly, presented on the pages immediately following, a historical review and brief discussions of several important aspects of the road development of Maryland, accompanied by maps, pictures and cuts which give a survey of the highway accomplishments since 1898, of the progress made by Maryland as compared to the progress made in other American states, and of the progress made in building State roads in the several counties of the State.

A BRIEF HISTORY OF THE DEVELOPMENT OF THE STATE ROAD SYSTEM OF MARYLAND

Early History

The people of Maryland, even from the first settlement of the State, seemed to have turned their thoughts to the development of highways. The Legislative records, from the beginning of such records until 1825, are full of highway laws and special enactments as to ferries, bridges and roads. In the early days, much of the transportation in Maryland was over its system of water-ways.

Turnpikes

It was not until about 1805 that the construction of any large mileage of toll roads was actually started. When once started, their construction proceeded rapidly, and from 1805 to 1825 probably at least 150 miles of stone roads or turnpikes were completed and placed in service. These included a road from Baltimore to Frederick and Cumberland, the road to Westminster from Baltimore, the road from Baltimore toward Hanover, the road from Baltimore toward York, the Falls Road, the Belair Road, and possibly others.

The Era of Canal and Railroad Building

The building of the Baltimore and Ohio Railroad and other railroads so held public attention that interest in highway construction lagged.

Very little attention was paid to highways from about 1830 until 1890. However, at some time in this period several hundred miles of toll roads were built, because in 1899 the Geological Survey lists 497 miles of turnpikes in operation in six counties, and 130 miles of abandoned turnpikes. These, however, lay almost entirely in the northern counties. Road construction in the other counties seems to have been almost at a standstill; except that new earth roads were opened from time to time to provide access to the new farms and settlements, and a few roads were lightly surfaced with the cheapest good materials locally available.

The Modern Revival of Interest

The first awakening of the modern road interest came in 1890, the period of the greatest popularity of the bicycle.

The late Dr. W. B. Clark, State Geologist, and the Maryland branch of The League of American Wheelmen (an organization composed of enthusiastic owners of bicycles) under the leadership of Conway W. Sams, interested some of the prominent men in Maryland in Maryland's road problem, and the Legislature of 1898 appropriated \$10,000 annually to the Maryland Geological Survey for the investigation of Maryland road problems, for the publication of the results of this investigation and for the giving of skilled highway advice free of cost to the counties.

The Geological Survey's "Report on the Highways of Maryland," published December, 1899, is one of the most comprehensive surveys of a State's road problems and road conditions, and of means of meeting these problems and conditions, ever prepared for the consideration of the citizens of any State. It is one of the real classics of the highway literature of America.

One of the first steps of the Survey in pursuing its highway work was to create a Highway Division and to secure the services of Mr. A. N. Johnson, a highway engineer trained under the Massachusetts Highway Commission, which was at that time recognized as the leading highway organization in America. The Survey also equipped a laboratory adequate to test all materials used in highway construction. The Survey thus, from 1898 and until 1910, offered the services of a highway engineering organization to the counties, towns and cities of Maryland, and a considerable amount of testing and demonstration work and model road construction was carried on from 1900 to 1904.

State Aid Roads

The Legislature of 1904 passed the first "Maryland State Aid for Highways" law. This was known as the Shoemaker Road Act, fathered by the Hon. Samuel M. Shoemaker of Baltimore County, and provided \$200,000 annually as State Aid for Roads. This was distributed to the counties in proportion to their public road mileage, on condition that the county provided a sum equal to that allotted by the State. The roads were built under State engineering and supervision. The first State Aid road was completed in 1905. The last construction under the State Aid law was completed in 1921 with a record of about 472 miles of road constructed.

State Roads

In 1906 the Legislature enacted into law a bill providing \$90,000 (available at the rate of \$30,000 a year in 1906, 1907 and 1908) for the construction of the Baltimore-Washington Highway (State Road No. 1) at the sole expense of the State. Before the first building of this road was finished in 1915, about \$600,000 of State funds had been expended in its construction. It was badly torn up by the World War traffic and was rebuilt almost from end to end in 1918-19. Since 1920 it has again been widened and practically rebuilt for the third time.

State Aid Construction, started in 1905, increased in 1906, 1907 and 1908, and its results were so effective in arousing public sentiment for good roads that in 1908 the Maryland Legislature took a very radical step forward and enacted the State Road Act. This provided for the creation of a State Roads Commission which was authorized to select a system of State Roads interconnecting the county seats of Maryland, and to supervise the construction of this system and the maintenance of sections of it as completed. The same act provided for a bond issue of \$5,000,000 for the construction of the system.

The Legislature of 1908 provided that State Aid Construction be continued under the Geological Survey, and the Survey was also continued in charge of the construction of the Baltimore-Washington Boulevard. The engineering forces of the Survey and of the Commission were merged, however, by mutual agreement. By Act of the Legislature of 1910, the Geological Survey was, on June 1, 1910, relieved of all connection with highway work and all of its highway functions were transferred to and taken over by the State Roads Commission.

The State Road System

The new Maryland Roads Commission had its first meeting April 30, 1908, and proceeded to select the State Roads System and completed and announced the selection of the system in April, 1909. A map of the System as first selected, comprising approximately 1,300 miles of road, appears facing page 20 of this report.

It is very interesting to note that on the original State system, no road connections were provided for at the State lines, except those at the Pennsylvania Line on the National Pike west of Cumberland, at Harpers Ferry and at the District of Columbia Line. It is also

of interest to note that interstate travel had become so important by the end of 1930 that at present Maryland has made 50 highway connections with other States.

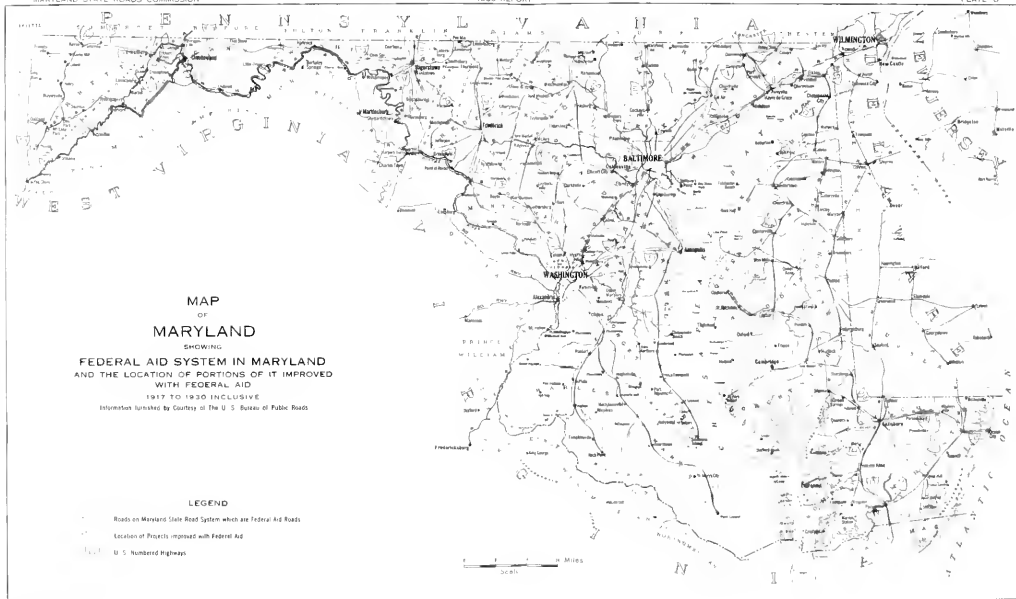
In 1908, and in the early months of 1909, the Roads Commission largely concerned itself with organizing its forces and with the layout of the State System. In 1909 negotiations were started for the purchase of all turnpikes which formed a part of the State Roads System. These negotiations were continued until, by the end of 1915, all of the turnpikes on the original State Road System had been purchased, plus a few others which had not been placed on the original System, such as the turnpike from Frederick to Emmitsburg.

The mileage of State Roads bought up to December 30, 1915, totaled approximately 220 miles, costing about \$665,000, an average of \$3,000 per mile. The stone surfaces of these turnpikes, in the light of the present day gauge of road surfaces, was of little value. This means that practically all the Commission bought at that time was right-of-way.

State Road Construction 1910-1915

The first actual contract for State Road construction was entered into on June 9, 1909, and the first roads built under the new act were completed in 1910. From this time on, progress was rapid. By the end of the calendar year 1915, 909 miles of road had been built under the Act of 1908. About 395 miles of other roads, including, of course, the 30 miles on the Baltimore-Washington Road, had been taken over for maintenance, so that by the end of 1915 there were in existence 1,304 miles of inter-connecting surfaced State roads maintained by the State. Every county seat of Maryland and, of course, Baltimore City, were, by the end of 1915, inter-connected with surfaced roads passable twelve months in the year, quite adequate for the traffic of 1915, and well maintained.

It is well to bear in mind that in 1910, when the new Commission started construction, there were only 4,500 Maryland motor vehicles licensed to use her roads, and that in 1915 there were 29,900 vehicles so licensed. Maryland was one of the very few American states which anticipated in plan, construction and maintenance the great growth in the use of the motor vehicle which actually occurred several years after Maryland had all of its main roads well surfaced and under an excellent system of maintenance.



Federal Aid Roads

In 1916 the Congress of the United States passed the first act for Federal aid for highways. This act provided \$75,000,000 in Federal aid for construction over a five-year period, but the Federal aid has been increased from time to time until for the fiscal year 1931 the Federal Government has made \$125,000,000 available. Maryland's share of the 1931 fund will be \$1,052,000. Since the beginning of Federal highway aid the states have been required to provide an amount at least equal to that provided by the Federal Government for the joint construction. Maryland has taken full advantage of Federal aid ever since it was possible to secure it.

A map showing the roads on which Federal aid may be spent in Maryland and also showing the location of all Federal aid projects constructed to the end of 1930 appears facing page 12 of this report. This map also shows the numbered National Highway System of roads which have been selected by the Government as of the greatest national importance from the standpoint of interstate traffic. Table M, showing the Federal aid construction 1917 to 1930, inclusive, appears on page 46.

Road Damage During World War

In 1914, when the World War broke out, Maryland's principal highways were well paved and adequate to carry the traffic of that period. Due to the location of the State, lying between the Capital of the Nation and Philadelphia and New York, and due to the port of Baltimore and its proximity to numerous ship-building yards, proving grounds, and military centers, part of the road system of the State was heavily used with damaging results to the bed or metal of the road. Practically all of these roads had to be rebuilt and it was in 1918 that this reconstruction work began. It was at this time that Maryland developed the use of concrete shoulders built along each side of the existing macadam roads, with the old macadam resurfaced between the concrete shoulders up to the height of the new shoulders. This "Maryland Plan" of reconstruction and widening is described more fully elsewhere in this report.

Maryland proceeded energetically to rebuild the roads which had been torn up by the war traffic. It is probable that the cost of extraordinary maintenance and of the reconstruction of Maryland's main roads made necessary by the war traffic of the



SHOWING THE CONDITION IN 1917-18 OF THE BALTIMORE-WASHINGTON BOULE-
VARD THREE MILES SOUTH OF LAUREL. (Note damage done to road
by heavy World War traffic)



THE BALTIMORE-WASHINGTON BOULEVARD IN 1930 AT SAME LOCATION AS
ABOVE. (This road now accommodates four lanes of traffic)



SHOWING THE CONDITION IN 1917-18 OF THE BALTIMORE-WASHINGTON BOULE-
VARD 1 MILE NORTH OF LAUREL. (Note damage done to this road
by heavy World War traffic)



SHOWING THE CONDITION IN 1930 OF THE BALTIMORE-WASHINGTON BOULEVARD
IN THE SAME LOCATION AS ABOVE

Nation was at least \$1,500,000. In 1920 the construction of new roads, almost completely stopped by the war and post-war conditions, was resumed.

By this time, however, the motor vehicle and the motor truck in peace time service had become a problem. In 1921 there were 119,600 motor vehicles from Maryland licensed to use her roads. The traffic was so great that the State's program of widening and strengthening the State's main roads had to proceed rapidly.

From 1920 to 1930

Starting with the resumption of construction after the war, the progress made in new construction has been rapid. In the eleven years—1920 to 1930, inclusive—1,721 miles of State roads have been built under the Commission's charge and supervision, as compared to the 1,100 miles in the eleven years from 1909 to 1919, inclusive. These figures are exclusive of State aid construction. This does not include the mileage reconstructed, in either case. The mileage given is the mileage actually built and surfaced and added to roads previously constructed.

It should be remembered also that the construction from 1920 to date has, in every case, been on better alignment, with easier grades and curves, with wider grading, with wider and better drainage structures and bridges, and with wider, thicker and more durable types of surfaces. The Maryland construction of 1929 and 1930 bears very little resemblance to the Maryland construction of 1910 to 1916.

Special Acts

The special act of 1906 providing for the construction of the Baltimore-Washington Road was the forerunner of numerous other Acts of the Legislature providing for the accomplishment of special projects believed by the various Legislatures to be essential to the rounding out of the road service offered by the State to its people.

Under such special Acts there have been built:—

(1) The Baltimore-Annapolis Boulevard, the Robert Crain Highway, the Southern Maryland Boulevard, the Eastern Shore Boulevard, etc.

(2) The Hanover Street Bridge at Baltimore, the College Creek and the Severn River Bridges at Annapolis, the Nanticoke River Bridge at Sharpstown, etc.

(3) Numerous smaller bridges and grade separations.

(4) The beach protection at Ocean City.

(5) Under such Acts there were purchased the toll bridges across the Susquehanna at Conowingo and Havre de Grace and the Hancock, Brunswick and Point of Rocks Bridges across the Potomac River.

(6) The Annapolis-Claiborne Ferry was also especially provided for to convey motor vehicles across Chesapeake Bay. This ferry is not owned or operated by the State, but is granted an annual subsidy of \$23,000, paid out of the State maintenance fund. The Baltimore-Tolchester Ferry receives \$25,000 per annum, paid out of the same fund.

As of September 30, 1930, the State Road System of Maryland will comprise approximately 3,216 miles of surfaced road. Every mile of the 1,300 miles of road laid out as the original State Road System in 1909 or substituted sections has been improved as to width and type. The total cost of the original construction and of "betterments" from 1910 to 1930, inclusive, is estimated to have been about \$92,054,432. The total cost of true maintenance for the same period has been about \$10,400,000.

***Maryland's Road Accomplishments in Figures
By Years 1910 to 1930 Inclusive***

TABLE B

	Additions to System	Accumulative Mileage on State System
1904 to 1910 by Maryland Geological Survey	440.49	440.49
1911.....	87.51	528.00
1912.....	153.92	681.92
1913.....	202.54	884.46
1914.....	226.41	1110.87
1915.....	192.99	1303.86
1916.....	52.12	1355.98
1917.....	35.13	1391.11
1918.....	59.50	1450.61
1919.....	44.41	1495.03
1920.....	171.06	1666.09
1921.....	131.10	1797.19
1922.....	87.31	1884.50
1923.....	211.04	2095.54
1924.....	151.72	2247.26
1925.....	181.76	2429.02
1926.....	109.08	2538.10
1927.....	105.46	2643.56
1928.....	144.85	2788.41
1929.....	183.29	2971.70
1930.....	243.98	3215.68

NOTE: In previous reports published by the State Roads Commission showing mileage of roads completed there has been a discrepancy in the mileage shown for any one year due to the method used to determine the mileage built; some reports showing only that mileage actually accepted by the Commission and others, showing in addition to this, roads complete and not accepted as well as completed portions of outstanding contracts.

In this report, the Commission has endeavored to use the most authentic figures obtainable and the total mileage of roads shown is the actual miles of roads being maintained by the State Roads Commission as of September 30, 1930, including roads completed but not yet officially accepted.

The above figures do not include 60.72 miles of streets constructed in Baltimore City from 1910 to 1930, inclusive. This construction was done under the supervision of the State Roads Commission and paid for out of funds allotted to Baltimore City, representing proceeds of gas tax and portions of State Bond issues.

All 1930 figures are approximate, final surveys not made.

**FIVE MAPS SHOWING THE PROGRESS MADE IN
BUILDING THE MARYLAND ROAD SYSTEM,
AND THE HIGHWAY SERVICE GIVEN
IN 1920 AND IN 1930**

Maps Showing the Road System

Three maps of Maryland showing the development of the State Road System since 1910 are shown.

In 1910

Facing page 20 is map No. 1 showing the State System, comprising approximately 1,300 miles of road, as laid out and adopted by the State Roads Commission in 1909, and the mileage of state built roads which formed a part of this System when, in 1910, construction was actually started under the law of 1908. This state built mileage on the new system was only about forty miles.

In addition to this state built mileage, there was in the system quite a large mileage of turnpikes which were later purchased, and of abandoned turnpikes, all of which the Commission later reconstructed and took over for maintenance.

In addition to this surfaced mileage of turnpikes and abandoned turnpikes, there were in the system some miles of surfaced road which had been built by the several counties. These were surfaced lightly with various materials, including a considerable mileage surfaced with oyster shells in the tidewater counties.

There is no record of exactly where these surfaces were located, and this map, showing the system of 1910, does not indicate or show the location of the roads supposed to have been "surfaced" (except the state built roads) at the time the State took over the new system. It is certain that not a single mile of road on the system in 1910 would satisfactorily serve the traffic of 1930.

In 1920

Facing page 20 is map No. 2, showing the State Road System at the end of 1920. 1,271 miles of road had been built on the system since 1909 and 395 miles of road had been acquired through reconstruction or acceptances, making the total miles of surfaced state roads maintained on the system at the end of 1920, 1,666 miles

By 1920, every mile of the system laid out in 1909 had been built, or another road (or roads) better serving the counties and the state, had been built in its place. In addition, about 200 miles not on the original system had been constructed.

In 1930

Facing page 20 is map No. 3, showing the State Road System as it will be at the end of 1930. Some of the roads indicated on this map are at present under construction, a few of which will probably actually not be completed until early in 1931. The mileage at the end of 1930 will be well over 3,200 miles. This is 1,900 miles more than the system of 1,300 miles originally contemplated. The State Road System of late 1930 is just about two and a half times as long as the system the State started out to build.

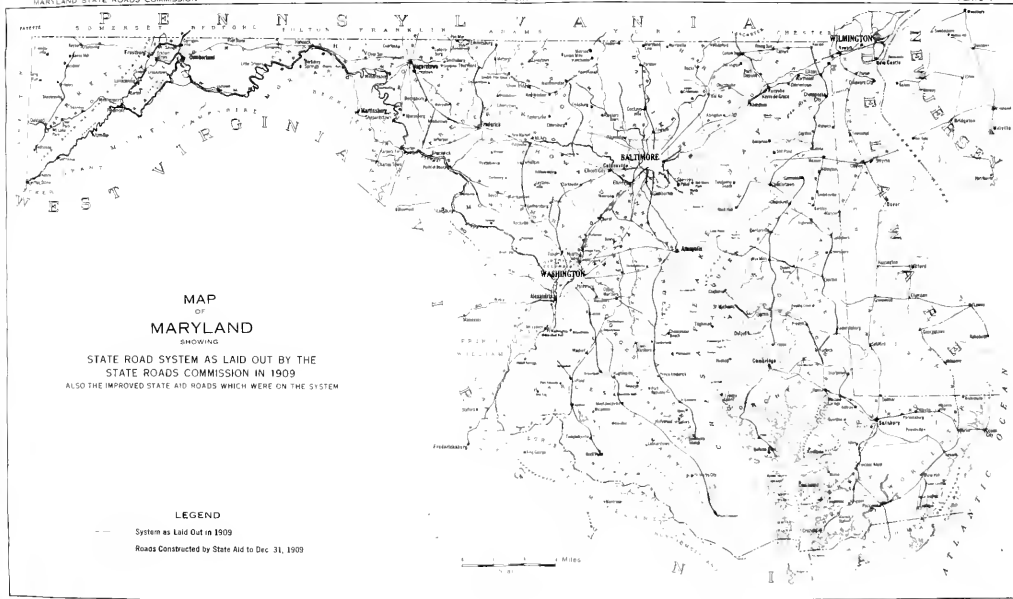
If the reader will look first at the map of 1910, then at the map of 1920, and then at the map of 1930, we believe he will get a very vivid picture of the development of Maryland's State Road System by stages.

Maps Showing the Areas Less Than Two Miles and the Areas Two Miles or More From the Nearest State Road In 1920

Facing page 20 is map No. 4 showing graphically the highway service offered the people of Maryland by the State Road System at the end of 1920. The people living in the areas in white on this map live within two miles of the nearest State road. The people living in the areas covered by the red overprint live two miles or more from the nearest State road.

In 1930

Facing page 20 is a similar map No. 5, showing the highway service offered the people of Maryland by the State Road System at the end of 1930. The people living in the areas in white are within two miles of the nearest State road, and the people living in the areas covered by the red overprint live two miles or more from the nearest State road.



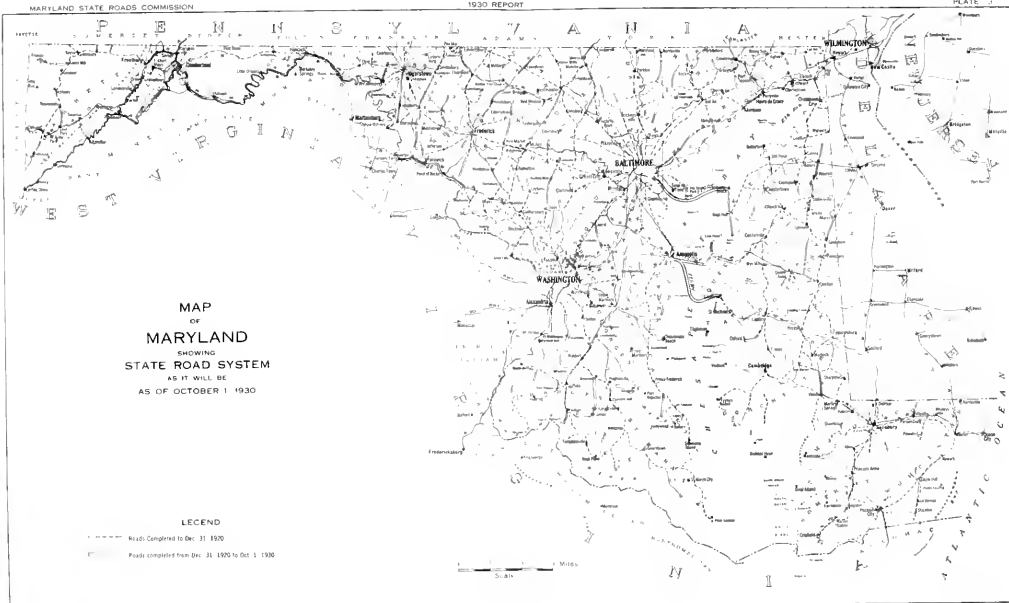


MAP
OF
MARYLAND
SHOWING
STATE ROAD SYSTEM
AS IT WILL BE
AS OF OCTOBER 1 1930

LEGEND

- Roads Completed to Dec. 31 1920
--- Roads completed from Dec. 31 1920 to Oct. 1 1930

Scale 1 Mile



0 1 2 3 4 Miles

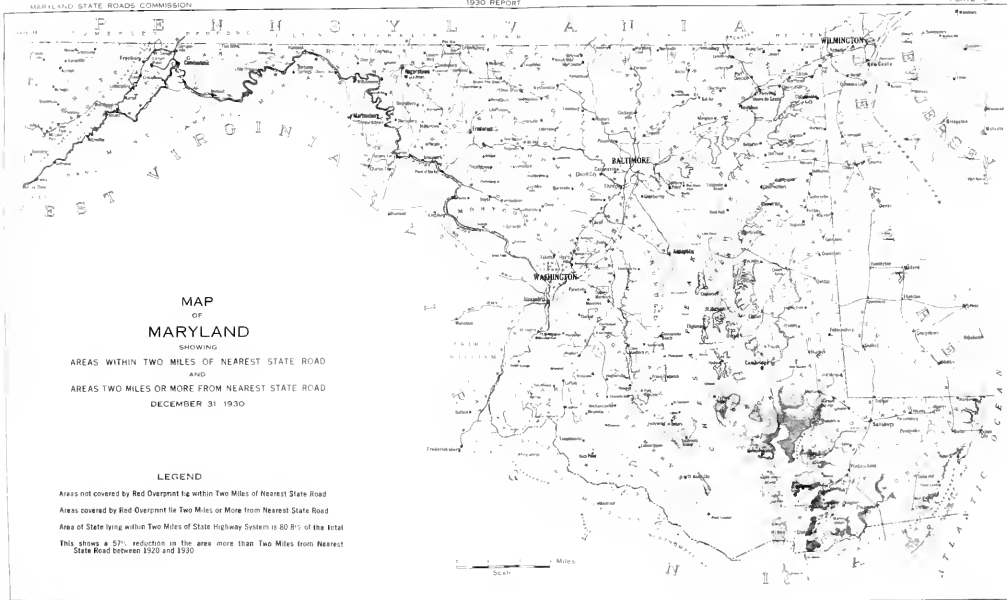
MAP
OF
MARYLAND

SHOWING
AREAS WITHIN TWO MILES OF NEAREST STATE ROAD
AND
AREAS TWO MILES OR MORE FROM NEAREST STATE ROAD
DECEMBER 31 1930

LEGEND

Areas not covered by Red Overprint lie within Two Miles of Nearest State Road
Areas covered by Red Overprint lie Two Miles or More from Nearest State Road
Area of State lying within Two Miles of State Highway System is 80.8% of the total
This shows a 53% reduction in the area more than Two Miles from Nearest State Road between 1920 and 1930

Scale 1 Mile



Population in Areas in 1930

A very careful check and computation was made to establish the number of people and the percentages of the population of Maryland (according to the Census of 1930) living in the "white" areas, and the "red" areas on the map showing the highway service of 1930. These checks and computations establish the following facts:

In 1930 there were 1,130 cities, towns, villages, etc. (which, for convenience, are called "places" hereafter) in Maryland with enough people in them to justify giving them a name and a population. The combined population of all of them was about 1,300,000. One or more State roads pass directly through 800 "places" which have a combined population of about 1,270,000. Eighty per cent, or 264, of the 330 "places" through which a State road does not pass directly are within two miles of the nearest State road. These "places" have a combined population of 24,000. Therefore, 1,064 "places" having a combined population of 1,294,000, are either on or within two miles of the nearest State highway. This is 81.4% of the total number of "places" and they contain 99.5% of the total population in all "places." Places lying in the "red" areas are two or more miles away from the nearest State road. These places number 66 and their combined population is not more than 6,000 people.

The strictly agricultural or farm population totals (according to the census of 1930) about 325,000. The "red" area on the map of 1930 is only 19.2% of the total land area of the State, the "white" area is 80.8%. It is safe to assume that the farm population in the "white" area is at least as dense as the farm population in the "red" area. Any one familiar with Maryland can determine from an inspection of the map that the "white" areas surely have a farm population more dense than the "red" areas. This fact is disregarded, and we assume that 80% of the farm population, or 260,000 people, live within two miles of the nearest State road.

Combining the figures above, we arrive at the following result: The total population of Maryland (census of 1930) is 1,625,279. Of this total, at least 1,554,000, or 95.6%, live in the "white" areas and are within two miles of the nearest State road. In the "red" areas, two miles or more from the nearest State road, live not more than 71,279 citizens. They comprise only 4.4% of the total population.

Summary—1930 vs. 1920

In 1920, 55.8% of the total land area of Maryland was in the "white" areas, and 44.2% was in the "red" areas. In 1930, 80.8% of the total area of the State is in the "white" areas, and 19.2% in the "red" areas. The areas shown "red" on the map of 1930 are only 57% of the areas shown "red" on the map of 1920.

In 1920, 87.5% of the population of Maryland lived in the "white" areas, and 12.5% in the "red" areas. In 1930, 95.6% lived in the "white" areas and 4.4% in the "red" areas. The topography of a large percentage of the "red" area is either mountainous or swamp-land with very scattered population. The areas in each county which were in the "red" area in 1920 and in 1930, are shown in Table C. This table is simply a presentation, in numbers and percentages, of the facts disclosed by the two maps of areas.

We believe that these five maps of Maryland and the above discussion of them give a true picture of the main highways of Maryland as of 1910, 1920 and 1930, and of the road service offered the people of the State at the end of each of the three ten-year periods.

**SHOWING, BY COUNTIES, IN NUMBERS AND PERCENTAGES THE
AREAS LYING TWO MILES OR MORE FROM THE NEAREST
STATE ROAD IN 1920 AND IN 1930**

TABLE C

(PLEASE READ THE DISCUSSION OF THE MAPS SHOWING AREAS)

County	Land area square miles	1920		1930		Percentage of areas more than 2 miles from nearest State Road in 1930 is of like areas in 1920
		Areas lying more than 2 miles from nearest State Road (Sq. Mi.)	Per- centage of total area of county	Areas lying more than 2 miles from nearest State Road (Sq. Mi.)	Per- centage of total area of county	
Allegany.....	442	195	44	159	36	18
Anne Arundel...	426	160	38	21	5	87
Baltimore.....	611	211	35	62	10	71
Calvert.....	219	104	47	31	14	70
Caroline.....	323	143	44	44	14	69
Carroll.....	444	179	40	42	9	76
Cecil.....	365	106	29	53	15	50
Charles.....	480	155	32	39	8	75
Dorchester.....	580	276	48	193	33	30
Frederick.....	676	294	43	109	16	63
Garrett.....	664	447	67	359	54	20
Harford.....	450	191	42	63	14	67
Howard.....	255	70	27	3	1	96
Kent.....	288	137	48	27	9	80
Montgomery...	510	166	33	27	5	84
Prince George's...	494	303	61	61	12	80
Queen Anne's...	379	205	54	74	20	64
Somerset.....	340	142	42	118	35	17
St. Mary's.....	370	163	44	32	9	80
Talbot.....	290	152	53	85	29	44
Washington....	471	219	46	75	16	66
Wicomico.....	370	152	41	97	26	36
Worcester.....	491	224	46	135	28	40
For the State.	9,938.	4,394	44.2	1,909	19.2	57

**A Group of Pictures Showing Certain Sections of
Maryland's Highways in 1898, with Pictures
of the Same Sections Taken in 1930,
Thirty-two Years Later**

————— * —————
“LEST WE FORGET”
————— * —————

On the pages immediately following are a series of photographs taken by the Maryland Geological Survey in 1898 and immediately below are photographs taken at almost exactly the same locations by the State Roads Commission in 1930. The pictures taken in 1898 were not picked as especially bad stretches of highways, nor were they the best roads of that period. The photographs are a true average of the Maryland roads at that time.

We believe that this series of pictures offer a very illuminating comparison of the conditions of the main roads over a period of thirty-two years.

①



SHOWING THE CONDITION IN 1898 OF THE NATIONAL PIKE TWO MILES EAST OF FREDERICK

②



THE NATIONAL PIKE IN 1930 AT SAME LOCATION AS ABOVE



SHOWING THE CONDITION IN 1898 OF THE SOLOMON'S ISLAND ROAD ONE-HALF MILE NORTH OF MT. ZION



THE SOLOMON'S ISLAND ROAD IN 1930 AT SAME LOCATION AS ABOVE
(Surface Treated Gravel)

⑤



SHOWING THE CONDITION IN 1898 OF THE NATIONAL PIKE ONE-HALF MILE EAST
OF BOONSBORO

⑥



THE NATIONAL PIKE IN 1930 AT SAME LOCATION AS ABOVE



SHOWING THE CONDITION IN 1898 OF THE OAKLAND-KEYSER ROAD AT KING'S HILL IN GARRETT COUNTY



THE OAKLAND-KEYSER ROAD IN 1930 AT SAME LOCATION AS ABOVE

9



SHOWING THE CONDITION IN 1898 OF THE MARLBORO PIKE NEAR
CAPITOL HEIGHTS

10



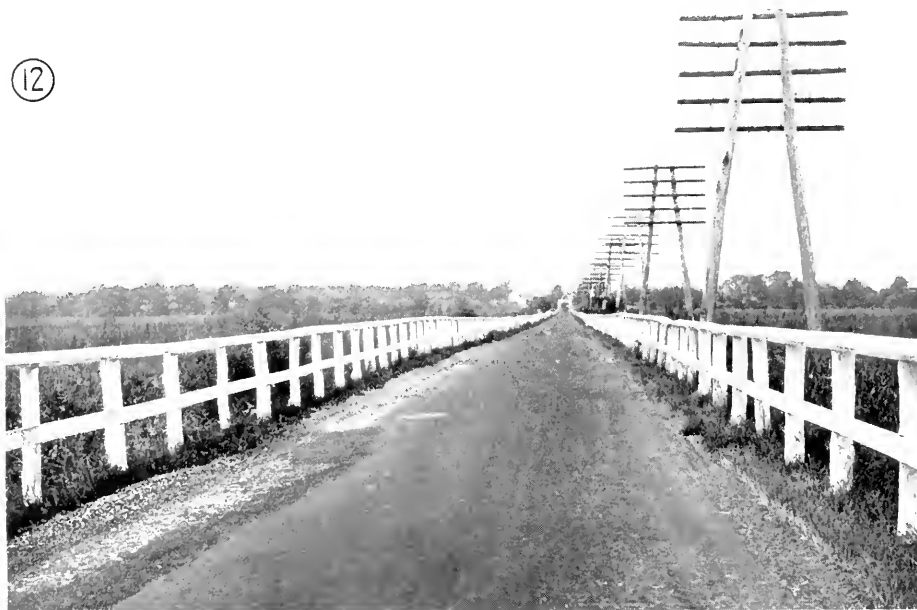
THE MARLBORO PIKE IN 1930 AT SAME LOCATION AS ABOVE

11



SHOWING THE CONDITION IN 1898 OF THE CAROLINE COUNTY APPROACH TO
DOVER BRIDGE OVER THE CHOPTANK RIVER

12



THE APPROACH TO DOVER BRIDGE IN 1930 AT SAME LOCATION AS ABOVE



SHOWING THE CONDITION IN 1898 OF THE ROAD NOW KNOWN AS THE ROBERT
CRAIN HIGHWAY NEAR HALL'S STATION ROAD



THE ROBERT CRAIN HIGHWAY IN 1930 AT SAME LOCATION AS ABOVE



SHOWING THE CONDITION IN 1898 OF THE NATIONAL PIKE 7 MILES WEST OF
HAGERSTOWN AT CONOCOHEAGUE BRIDGE



THE NATIONAL PIKE IN 1930 AT SAME LOCATION AS ABOVE

17



SHOWING THE CONDITION IN 1898 OF THE SALISBURY-MARDELLA ROAD AT THE NORTH APPROACH TO SALISBURY

18



THE SALISBURY-MARDELLA ROAD IN 1930 AT SAME LOCATION AS ABOVE

THE DEVELOPMENT OF HIGHWAY TRAFFIC IN MARYLAND

Table D below gives the total number of all motor vehicles registered in Maryland from 1910 until 1929, inclusive. This list has been adjusted to eliminate the estimated registrations from the District of Columbia between 1910 and 1923, inclusive, during which years a resident of the District wishing to use his vehicle on the highways of Maryland had to buy a Maryland license. This adjustment is an estimate, as exact information as to the number of District of Columbia cars registered in Maryland is not obtainable. By careful analysis of the figures at hand, it is estimated that 19.4% of all motor vehicles registered in Maryland were owned by residents of the District of Columbia. This is believed to be reasonably accurate. The table shows also in percentages the annual increase in the vehicles registered.

SHOWING THE TOTAL NUMBER OF ALL CLASSES OF MOTOR
VEHICLES LICENSED FROM MARYLAND EACH YEAR SINCE
1910, AND THE PER CENT OF INCREASE EACH YEAR.

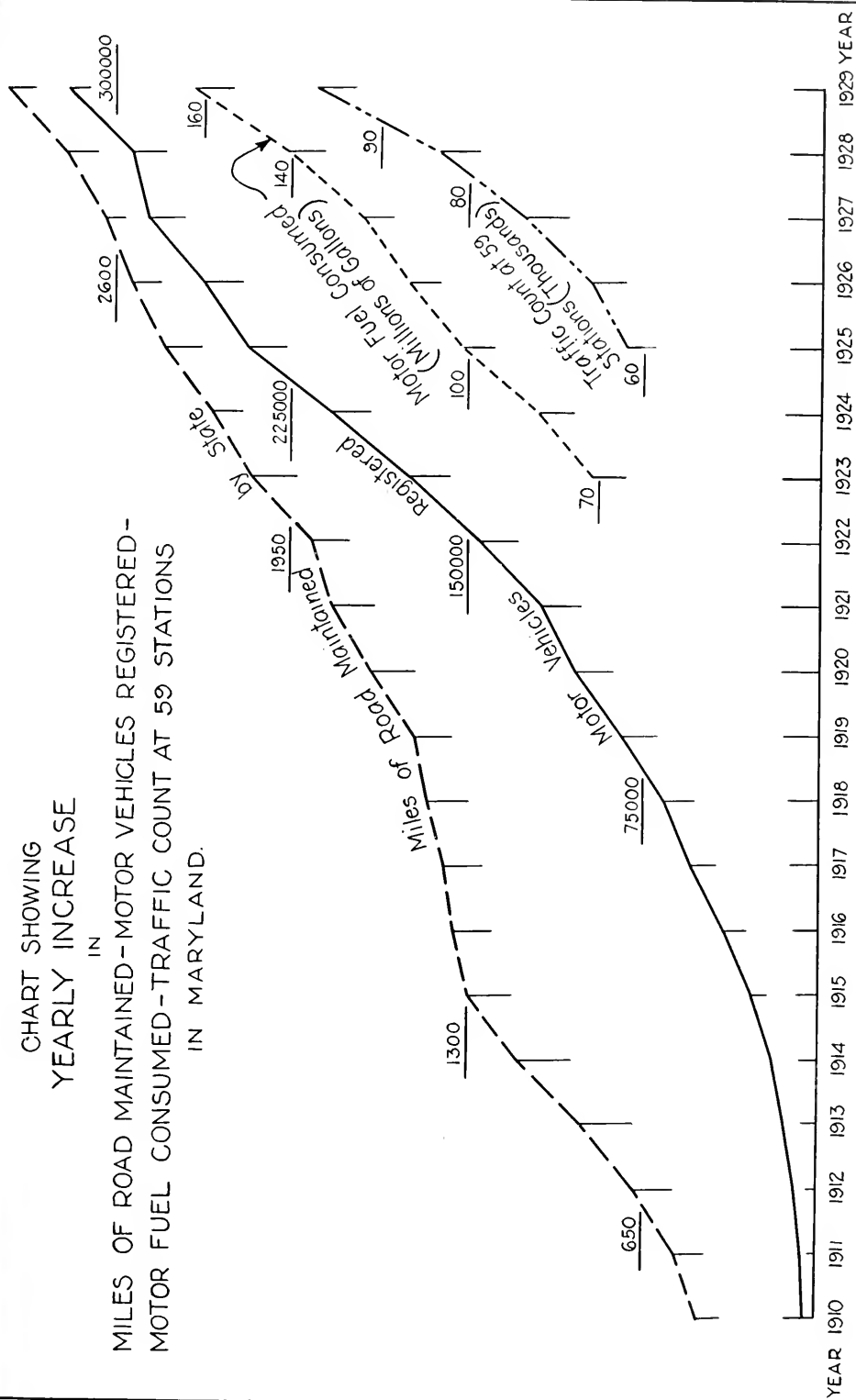
TABLE D

Year	Approximate Number Registered	Percent- age of Increase Over Previous Year	Year	Approximate Number Registered	Percent- age of Increase Over Previous Year
1910.....	4,500	..	1920	103,400	22
1911.....	7,300	62	1921	119,600	16
1912.....	10,500	44	1922	143,200	20
1913.....	14,400	37	1923	175,200	22
1914.....	20,100	40	1924	209,040	19
1915.....	29,900	49	1925	243,872	17
1916.....	40,900	37	1926	263,719	8.1
1917.....	55,700	36	1927	287,429	9.0
1918.....	66,800	20	1928	294,078	2.3
1919.....	84,500	26	1929	320,081	8.8

Graph Showing Growth in Highway Traffic

The increase in the growth of motor vehicle registration is strikingly shown in the line graph on page 35. This graph also shows: (1) The growth in traffic as counted at 59 identical traffic count

CHART SHOWING
YEARLY INCREASE
IN
MILES OF ROAD MAINTAINED - MOTOR VEHICLES REGISTERED -
MOTOR FUEL CONSUMED - TRAFFIC COUNT AT 59 STATIONS
IN MARYLAND.



stations from 1925 to 1929, inclusive; (2) the growth in gasoline consumption in gallons for the years 1923 to 1929, inclusive, and (3) the miles of State roads maintained by the State each year from 1910 to 1929, inclusive. Thus there is presented in the same graph all of the principal factors which both make and record the growth in traffic on highways.

It will be noted that the curves showing the gasoline consumption and the traffic counts are practically parallel, and that both of these curves are approaching the curve showing the number of motor vehicles. This shows that the mileage traveled by each motor vehicle is increasing faster than the number of motor vehicles. This would be expected, with the improvements made in motor vehicles, the increase in the average per capita wealth, and the improvement in the roads.

Passenger and Freight Motor Lines

The highways of Maryland have developed to a considerable degree the use of motor bus and motor truck traffic over fixed routes.

Through the courtesy of the Public Service Commission of Maryland, which is required to authorize all regularly operated "passenger" motor bus and "freight" motor truck routes, the Commission has prepared the map facing page 36. This map shows the principal roads on the State Road System in 1930. There is indicated on it (1) the portions of the System traversed in 1930 by one or more motor bus routes, licensed to transport passengers; (2) the portions of the system used in 1930 by one or more motor truck routes licensed to transport freight, and (3) the portions of the system over which both passenger and freight lines operate in 1930.

This map discloses the large use made of the State Road System for the regular transportation of passengers and goods. Licensed passenger bus lines traverse 49.5% of the mileage on the system. Licensed freight motor truck lines traverse 52.8% of the system. Passenger lines, freight lines, or both, traverse 2,009 miles, or 62.4%, of the system.

Mileage of Highway Travel

The best indication of the miles annually traveled on the public highways of a State is the number of gallons of motor fuel upon which the state motor fuel tax is paid in a given year. Table E

MAP
OF
MARYLAND
SHOWING
PASSENGER AND FREIGHT ROUTES OPERATING
ON STATE ROADS
IN
1930

Information furnished by Courtesy of Public Service Commission of Maryland

LEGEND

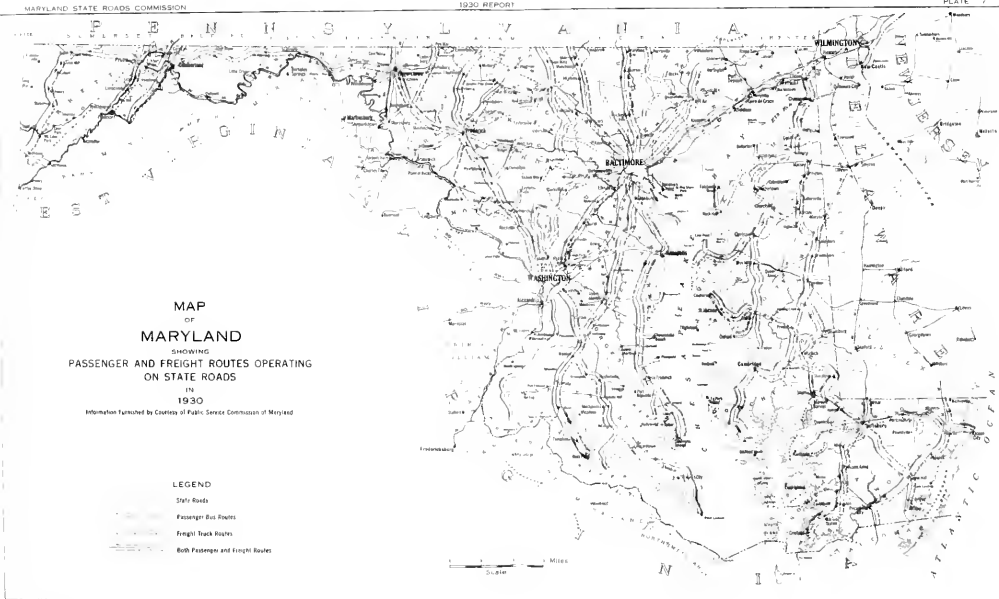
State Roads

Passenger Bus Routes

Freight Truck Routes

Both Passenger and Freight Routes

0 1 2 Miles
0 1 2 Kilometers



shows, by years, from 1923 to 1929, inclusive, the approximate number of millions of gallons of motor fuel on which the Maryland tax was paid.

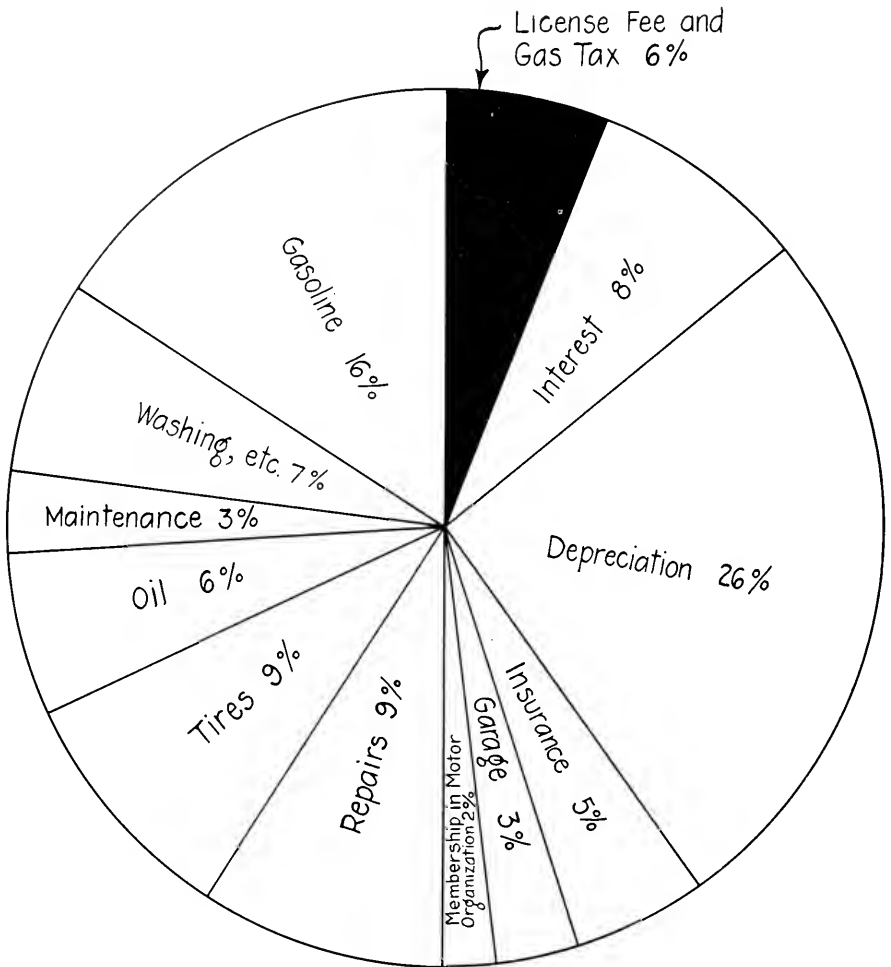
TABLE E.

Year	GALLONS OF MOTOR FUEL ON WHICH STATE TAX WAS PAID		Year	GALLONS OF MOTOR FUEL ON WHICH STATE TAX WAS PAID	
	Millions of Gallons	Per Cent Increase		Millions of Gallons	Per Cent Increase
1923	70.4	....	1926	112.9	11.5
1924	83.4	18.5	1927	122.4	8.4
1925	101.2	21.3	1928	140.4	14.2
			1929	161.9	15.3

From Table E it is quite possible to estimate the number of miles traveled on Maryland's highways in any of these years. For instance, in 1929 161,900,000 gallons of gasoline were bought by motor vehicle operators in Maryland. However, the gasoline tax in the District of Columbia was 2 cents in 1929, while it was 4 cents in Maryland. It is probable that a large number of citizens living in Maryland near the District bought gasoline in the District and that many travelers from other States did likewise. Disregarding this, and assuming that only the gasoline on which the Maryland tax was paid was used in Maryland, and assuming that the average miles per gallon made by all kinds of motor vehicles using Maryland's roads was 12 miles (which we believe is conservative), then the total of all highway travel in Maryland in 1929 was about 1,943,000,000 miles. This, of course, is the traffic on all highways and streets. Undoubtedly, a very large percentage of this mileage was traveled on the State Road System.

From Tables D and E it is possible to approximate the average number of gallons of gasoline consumed by each motor vehicle licensed to use Maryland's roads in the years 1923 to 1929, inclusive. Table F gives the approximate number of gallons consumed by years per motor vehicle operating.

CIRCLE CHART SHOWING
THE DIVISION OF THE DOLLAR SPENT IN THE OPERATION
OF A MOTOR CAR



This Chart is simply used as an illustration, and many differences will occur in different types of cars and mileage. The Chart is meant to show the small percentage of annual cost of a car that goes to the Construction and Maintenance of Roads.

TABLE F.

Year	Approximate Number of Motor Vehicles Registered	Millions of Gallons of Gasoline Consumed	Gasoline Consumption Per Motor Vehicle in Each Year
1923.....	175,200	70.4	402
1924.....	209,040	83.4	399
1925.....	243,872	101.2	415
1926.....	263,719	112.9	428
1927.....	287,429	122.4	426
1928.....	294,078	140.4	477
1929.....	320,081	161.9	506

Counts of Traffic

Another indication of the amount of highway traffic is the traffic counts taken at points well distributed over the State Road System. Table G gives the facts as to the traffic counts taken at 59 stations in the years 1925 to 1929, inclusive. These stations were selected with the idea of including only stations on main roads at which there had been no material change in road conditions or lines of traffic in the period covered. The detailed figures by stations are given in Table G below.

TRAFFIC COUNTS.

TABLE G.

Year	Number of Stations	Total Vehicles Counted*	Average Number Daily Per Station	Per Cent Increase Over Preceding Year
1925.....	59	61,909	1,049	....
1926.....	59	65,837	1,116	6.4
1927.....	59	73,662	1,248	11.9
1928.....	59	83,359	1,413	11.6
1929.....	59	96,943	1,643	16.3

* Average of twelve counts taken at each station during the year well distributed by months and by days of the week. Counts covered the traffic from 7.00 A. M. to 7.00 P. M.

It is interesting to inspect Table H below, showing the percentage of increase each year since 1923 of (1) the registration of motor vehicles; (2) the motor fuels on which tax was paid, and (3) the traffic counts at representative stations on the main roads. These percentages are given in three separate tables above, but for the convenience of the reader they are repeated here.

TABLE H.

Year	Percentage of Increase in Registration of Motor Vehicles	Percentage of Increase in Gasoline Consumed	Percentage of Increase in Traffic Counted
1923.....	22.0	.....	.....
1924.....	19.0	18.5	.....
1925.....	17.0	21.3	.....
1926.....	8.1	11.5	6.4
1927.....	9.0	8.4	11.9
1928.....	2.3	14.2	11.6
1929.....	8.8	15.3	16.3

Accidents on State Roads

It is worthy of note that notwithstanding the great increases in the number of motor vehicles, in gas consumption, in traffic and State road mileage, the number of fatal accidents on Maryland's State roads has shown a decrease in the last two years as compared with 1927. Taking the total miles of traffic into consideration, there has been a very large decrease in the last two years in every item shown in the record of accidents kept by the Commission. This is, of course, due to the fact that the State roads have been under a constant process of widening, surfacing, easing of curves, widening of bridges, etc., since 1918. This, naturally, makes for greater safety. Table J is a tabulation of the Commission's record of accidents on State roads from 1924 to 1929, inclusive.

TABLE J

**ACCIDENTS ON STATE ROADS, EXCLUSIVE OF ACCIDENTS IN
BALTIMORE AND OTHER INCORPORATED CITIES IN 1924
TO 1929, INCLUSIVE**

	1924	1925	1926	1927	1928	1929
Number of accidents.....	476	355	419	490	314	428
Number of persons killed.....	67	45	66	78	60	63
Number of persons injured.....	401	297	365	482	332	442
Time—daylight.....	282	253	310	317	201	285
darkness.....	154	102	109	173	113	143
Location—R. R. crossings.....	10	5	7	10	6	9
Interesting highways.....	52	45	74	78	47	66
On tangents.....	227	181	210	255	152	175
On curves.....	158	124	116	144	97	139
On grades.....	17	22	10	7	4	22
At bridges.....	15	9	38	14	10	11
Not known.....					2	6
Causes—1. Faulty operation by driver.						
(a) Ignorance of traffic rules.....			1		2	2
(b) Recklessness and carelessness.....	201	247	319	310	153	190
(c) Wilful violation of traffic laws.....	141	102	39	124	55	54
(d) Excessive speed.....	73	66	68	40	29	28
(e) Intoxicated driver.....	26	20	20	27	7	15
(f) Driver asleep.....			3	2	8	5
(g) Violation of Boulevard Stop Law.....	Law	not in	effect	until	1929	22
(h) Miscellaneous.....	14	16	3	5	10	5
(i) Careless pedestrians.....	8	14	22	13	9	11
(j) Unknown.....	12		12	4	5	5
(k) Fainting of operator.....				1		
(l) Hit and run driving.....				3	6	
2. Faulty Equipment.						
(m) Defective brakes.....	6	4	4	4	3	7
(n) Glaring headlights.....	10	7	6	13	7	8
(o) Driving or parking without lights—including horse- drawn vehicles.....	4	5	3	4	5	
(p) Lack of chains.....	6	2				4
(q) Miscellaneous mechanical breakdowns.....	26	10	22	12	18	16
(r) Wet, slippery or icy pave- ments.....	35	25	34	23	12	31
(s) Lack of sight distance or fog.....	2		3	7	4	2
(t) Pavement torn up for repairs.....	1					
(u) Tire blowouts.....		3		2		5

MARYLAND'S ROAD STATUS AT THE END OF 1930 COMPARED WITH THAT OF THE OTHER AMERICAN STATES

The Commission believes that the citizens of Maryland will be interested in knowing something of the state of improvement of the main roads of this State as compared with other states. Motorists of Maryland who travel through other States get an impression of the character of the main roads but they get no real picture of the State-wide stage of road improvement. Probably they know nothing of the road conditions in the states not visited by motor.

Realizing these facts, the Commission has made an effort to ascertain the status of improvement of the main roads of each State in 1930. A questionnaire was sent to the Highway Department of each State and replies were received from most of them.

Before discussing the facts disclosed by the inquiry, a word may be advisable as to what is meant by the term "surfaced road" as used in the questionnaire, in this article, and in Table K. The term was intended to include roads surfaced with asphalt—vitrified and other block—cement concrete—the various stone surfaces (macadam)—and also gravel and similar low type surfacing materials. It was not intended to include surfaces built of a mixture of sand and clay. It is possible that some of the States have included sand-clay roads as "surfaced roads."

Table K on pages 44 and 45 is a tabulation by States of the information supplied through the courtesy of the Highway Departments of the States listed in the table.

The percentages given in several columns of the table were calculated by this Commission from the statistics furnished by the several States. It is believed that these percentages offer a means of comparing the basic factors important in judging the highway progress made in the several States. However, comparisons of the several States should always be modified by consideration of underlying economic conditions in the States being compared.

The status of Maryland, in practically every item is excellent as compared to that of the average State. In several of the items the percentage of attainment by Maryland is

highest, or she is just a short way from the top. Maryland's percentages should be compared, especially, with those of States having similar problems and conditions.

From the facts and percentages shown by this table, it is apparent that citizens of Maryland may discuss highways with the citizens of any other State without the necessity of apologizing for Maryland's state of advancement in any item which measures the highway service given by a State to its citizens and to its guests.

TABLE SHOWING IMPORTANT STATISTICS BEARING ON THE ROAD PROBLEM
OF EACH STATE IN

STATE	Land Area, Square Miles	Popula- tion, 1930	Approx- imate True Value of All Property, 1929-1930	Number of All Motor Vehicles Regis- tered, 1929	Total Fees and Gas Tax Collected, 1929	Average Amount Collected Per Motor Vehicle, 1929	Mileage of All Rural Public Roads	Mileage of State Road System, 1930
		Thou- sands	(Millions of Dollars)		(Thousands of Dollars)	(In Dollars)		
Alabama	52,250	2,615	2,064		9,943 (4¢)		63,706	5,590
Arizona		Data Not	Furnished					
Arkansas	53,335	1,941	2,497	236,885	10,849 (5¢)	45.80	66,039	8,461
California	155,652	5,612	14,718	2,026,868	43,894 (3¢)	21.66	85,156	6,581
Colorado	103,658	1,035	2,650	303,189	7,396 (4¢)	24.39	50,000	9,200
Connecticut	5,004	1,602	3,010	337,916	11,680 (2¢)	34.56	9,674	1,342
Delaware	1,965	237	368	54,950	1,930 (3¢)	35.12	3,796	794
Florida		Data Not	Furnished					
Georgia		Data Not	Furnished					
Idaho	83,354	446	1,500	119,233	3,981 (4¢)	33.39	39,078	4,245
Illinois	56,665	7,608	22,233	1,619,693		(3¢)	98,200	9,800
Indiana	36,045	3,226	10,334	882,802	22,375 (4¢)	25.35	73,131	5,440
Iowa	56,147	2,500	7,250	800,000	19,561 (3¢)	24.45	102,890	6,770
Kansas	82,029	1,869	5,737	585,683	16,585 (3¢)	28.32	132,536	8,690
Kentucky	40,181	2,623	3,792	330,990	12,637 (5¢)	38.18	53,000	15,000
Louisiana		Data Not	Furnished					
Maine	33,010	800		187,086	6,834 (4¢)	36.53	23,104	6,303
Maryland	9,938	1,631	2,968	320,081	10,076 (4¢)	31.48	14,810	3,216
Massachusetts	10,078	4,254		1,028,722	14,880 (2¢)	14.46	24,000	5,976
Michigan	57,380	4,842		1,395,102	43,013 (3¢)	30.83	75,000	7,764
Minnesota	78,649	2,567	6,000	730,399	19,739 (3¢)	27.02	110,500	6,955
Mississippi	46,362			260,115	7,339 (5¢)	28.22	59,035	4,000
Missouri	68,727	3,619		756,680	18,059 (2¢)	23.87	110,500	8,200
Montana		Data Not	Furnished					
Nebraska	76,808	1,334	4,223	546,358	11,756 (4¢)	21.51	85,000	8,371
Nevada	110,000	91	334	32,007	949 (4¢)	29.65	22,000	3,741
New Hampshire		Data Not	Furnished					
New Jersey	8,224	4,028	6,395	839,165	24,123 (2¢)	29.10	18,734	1,873
New Mexico	122,634	427	502	78,116	3,047 (5¢)	39.00	12,000	9,343
New York	47,654	13,000	38,876	2,313,825	58,068 (2¢)	25.10	80,000	13,000
North Carolina	52,250	3,165		503,190	19,776 (5¢)	39.30		8,798
North Dakota	70,837	681	1,330	188,276	3,830 (3¢)	20.34	106,000	7,500
Ohio	40,746	6,000	13,500	1,835,923	45,515 (4¢)	24.80	73,563	11,670
Oklahoma		Data Not	Furnished					
Oregon	96,699	953	1,940	275,066	12,096 (3¢)	43.97	50,470	4,368
Pennsylvania	44,832	9,641	19,419	1,830,021	51,837 (4¢)	28.33	103,225	13,338
Rhode Island	1,053	687	1,858	135,000	3,999 (2¢)	29.62	2,680	1,007
South Carolina	30,989	1,732	1,105	276,318	7,416 (6¢)	26.84	53,218	5,981
South Dakota	77,615	891	1,744	202,959	8,188 (4¢)	40.34	115,690	6,000
Tennessee		Data Not	Furnished					
Texas	265,896	4,280		1,366,463	31,738 (4¢)	23.23	200,000	18,323
Utah	82,184	503	1,145	112,661	2,818 (3½¢)	25.01	24,000	3,448
Vermont	9,565	359		91,378	4,043 (4¢)	42.84	10,826	4,215
Virginia	40,262	2,119		409,906	16,347 (5¢)	39.88	59,080	7,132
Washington	66,836	1,562	2,482	460,411	13,596 (3¢)	29.53	43,930	3,312
West Virginia	24,022	1,728	3,460	268,888	9,439 (4¢)	35.10	34,799	4,055
Wisconsin	55,858	3,000	5,976	822,644	19,280 (2¢)	23.14	82,160	10,221
Wyoming	97,548	235	1,280	60,680	1,675 (4¢)	27.60	46,319	3,100
Average of all the States						26.97		

* Immediately after the gross receipts is shown the cents of gas tax collected in 1929.

K

OF EACH STATE, WITH THE FACTS AS TO THE ACCOMPLISHMENTS
SEVERAL VITAL ASPECTS.

Per-centage State Road System is of All Public Roads	Per-centage of State Road System Maintained by State	SURFACED ROADS ON STATE SYSTEMS 1929-1930		MILES OF SURFACED STATE SYSTEM ROADS					
		Approximate Mileage	Per-centage of All Mileage on State System	Per 100 Square Miles of Area	For Each 100,000 Inhabitants	For Each \$100,000,000 of True Value	For Each 1000 Motor Vehicles Registered	For Each \$100,000 Collected from Owners of Motor Vehicles	For Each 1000 Miles of All Public Highways
8.8	86.2	5,031	90	9.6	190.2	243.7		50.6	78.9
12.8	100.0	1015	12	1.9	52.2	10.6	1.3	9.3	15.1
7.7	96.8	1,784	73	3.1	84.8	32.5	2.1	10.9	56.2
18.4	37.0	1,110	45	4.0	100.0	156.2	13.7	56.9	82.8
13.9	100.0	1,141	85	22.8	71.2	37.9	3.1	9.8	118.0
20.9	93.5	794	100	10.1	335.0	215.8	11.1	11.1	203.9
10.9	68.3	2,674	63	3.2	599.6	178.3	22.4	67.2	68.1
10.0	86.7	7,500	77	13.2	98.6	33.7	1.6		76.1
7.4	93.1	5,386	99	14.9	166.9	52.1	6.1	24.1	73.6
6.6	100.0	5,958	88	10.6	238.3	82.2	7.4	30.5	57.9
6.6	100.0	3,911	15	4.8	209.3	68.2	6.7	23.6	29.5
28.3	30.1	1,350	29	10.8	165.8	114.7	13.1	34.1	82.1
27.3	9.8	1,197	19	3.6	149.6		6.1	17.5	51.8
21.7	100.0	3,216	100	32.4	197.2	108.4	10.0	31.9	217.2
21.9	100.0	1,800	30.1	17.9	42.3		1.8	12.1	75.0
10.4	99.9	7,153	96	13.0	153.9		5.3	17.3	99.4
6.3	100.0	1,391	20	1.8	54.2	23.2	1.9	7.0	12.6
6.8	100.0	350	9	0.8			1.3	4.8	5.9
7.4	97.3	5,330	65	7.8	117.3		7.0	29.5	48.2
9.8	9.1	5,023	60	6.5	376.5	118.9	9.2	12.7	59.1
17.0	53.5	2,215	60	2.0	2,467.0	672.2	70.1	236.6	102.0
10.0	61.3	937	50	11.1	21.3	14.7	1.1	3.8	50.0
77.9	58.4	2,336	25	1.9	547.1	465.3	29.9	76.7	194.7
16.3	100.0	11,050	85	23.2	85.0	28.1	1.8	19.0	138.1
	91.3	5,229	60	10.1	166.8		10.5	26.7	
7.1	60.0	3,000	40	1.2	110.5	225.6	15.9	78.3	28.3
15.9	100.0	11,437	98	28.1	190.6	84.7	6.2	23.1	155.5
8.7	83.6	3,669	84	3.8	385.0	189.1	13.3	30.3	72.7
12.9	100.0	9,830	71	21.9	102.0	50.6	5.4	19.0	95.2
37.6	53.0	601	60	57.4	87.9	32.5	1.5	15.1	225.1
11.2	92.2	1,794	30	5.8	103.6	162.4	6.5	24.2	33.7
5.2	12.7	3,900	65	5.0	437.7	223.6	19.2	47.6	33.7
9.2	100.0	9,994	55	3.8	233.5		7.3	31.5	50.0
14.4	99.5	2,069	60	2.5	111.3	143.2	18.1	73.4	86.2
38.9	55.4	3,456	82	36.1	962.7		36.6	85.5	319.2
12.1	100.0	5,349	75	13.3	221.1		13.1	32.7	90.5
7.5	96.9	2,881	87	4.3	184.4	116.1	6.3	21.2	65.6
11.6	78.1	3,041	75	12.7	176.0	87.9	11.3	32.2	87.4
12.4	100.0	8,994	88	16.1	299.8	150.5	10.9	46.7	109.5
6.7	100.0	1,891	61	1.9	804.7	147.7	31.2	112.9	40.8
10.9	86.1		62.9	7.1	157.1	69.9	6.5	25.2	66.6

THE STATE ROAD SYSTEM IN THE SEVERAL COUNTIES OF MARYLAND

Taken together, general statistics and maps give a pretty clear picture of the road development of Maryland, when the State is considered as a whole. However, the question of the development by counties is of material interest.

Table L on page 47 which is self-explanatory, gives a very clear picture of the development of the Maryland Road System in each county up to September 30, 1930. There is shown in this table every essential fact in regard to the area, road mileage, etc., of each county, and in regard to the State roads lying in each county. A number of columns showing the percentage of each county, as figured from these facts, are included in the table. Table L enables any citizen to ascertain the facts as to his own county and the other counties.

The Commission believes that Table L, together with the Table C which appears on page 23, presents a very complete picture of the State road service in each county at the end of 1930.

MILEAGE AND COST OF FEDERAL AID CONSTRUCTION IN MARYLAND

TABLE M

	MILES CONSTRUCTED EACH YEAR BY TYPES							COST OF CONSTRUCTION		
	Earth	Concrete	Gravel	Bituminous Concrete	Bituminous Macadam	Waterbound Macadam	Total Mileage	Paid by Federal Government	Paid by State	Total Cost
1917 to 1922	2.6	167.2	23.9	5.8	27.3	0.1	166.9	\$2,272,318	\$ 2,532,628	\$ 4,804,946
1923	0.2	25.0	.....	.....	.....	.....	25.2	351,104	358,971	710,075
1924	1.0	48.2	5.0	6.5	.....	.....	60.7	709,255	777,326	1,486,581
1925	.....	50.3	2.6	.....	14.3	.....	67.3	878,369	1,059,382	1,937,751
1926	0.9	37.2	.....	.....	65.2	.....	103.3	901,945	1,083,645	1,985,590
1927	.....	8.1	.....	4.7	45.8	.....	58.5	471,467	528,066	999,533
1928	.....	28.0	.....	.....	47.6	.....	75.6	696,178	785,010	1,481,188
1929	.....	28.7	.....	5.1	35.5	1.1	*70.4	815,266	1,031,925	1,847,191
***1930	.....	55.6	.....	.....	14.3	.....	**69.9	1,636,832	2,076,003	3,712,835
Totals	4.7	388.3	31.5	22.1	250.0	1.2	697.8	\$8,732,734	\$10,232,956	\$18,965,690

* In addition to this mileage 10.8 miles of the initial system was reconstructed with Federal Aid and is included in the cost for this year.

** In addition to this mileage 16.8 miles of the initial system was reconstructed with Federal Aid and is included in the cost for this year.

*** Federal Aid projects completed or under construction on which financial settlement with the Bureau of Public Roads is not complete.

TABLE L—INFORMATION AS TO COUNTIES AND BALTIMORE CITY.

County	LAND AREA Square Miles	POPULATION, 1930 CENSUS		VALUATION, 1928 (FOR STATE TAXES)		MOTOR VEHICLES, 1929		MILEAGE— ALL RURAL ROADS, 1930		MILEAGE OF STATE ROADS MAINTAINED, 1930		MILEAGE OF STATE ROADS			
		Number of Inhab- itants	Per- cent- age of State	In Thou- sands of Dollars	Per- cent- age of State	Total Regis- tered of All Classes	Per- cent- age of State	Miles	Per- cent- age of State	Miles	Per- cent- age of State	Per 100 Sq. Miles of Area	Per 1,000 Pop- ulation	Per \$100,000 Val- uation	Per 1,000 Motor Veh- icles
Allegheny	443	79,098	4.8	\$91,460	3.1	*14,064	1.5	557	3.8	114.7	3.6	26.0	1.5	0.1	8.1
Anne Arundel	326	55,167	3.4	52,616	1.8	11,290	3.6	572	3.9	189.6	5.9	44.5	3.5	0.1	16.8
Baltimore	60†	124,565	7.6	202,239	6.8	31,329	10.0	1,251	8.5	231.7	7.2	38.2	1.9	0.1	7.4
Baltimore City	79	801,776	49.3	1,971,945	66.1	129,339	38.3	225	1.5	83.3	2.6	38.2	8.8	1.5	55.5
Calvert	218	9,528	0.6	5,170	0.2	1,502	0.5	925	1.5	83.3	2.6	38.2	8.8	1.5	55.5
Caroline	319	17,387	1.1	15,383	0.5	5,236	1.7	532	3.6	97.7	3.0	30.6	5.6	0.6	18.8
Carroll	44	35,978	2.2	44,397	1.5	11,601	3.7	961	6.5	152.2	4.7	34.0	4.3	0.3	13.1
Cecil	377	25,827	1.6	32,158	1.1	6,931	2.2	615	4.1	133.8	4.2	35.4	5.2	0.4	19.4
Charles	464	16,166	1.0	9,991	0.3	3,147	1.0	515	3.7	184.7	5.7	39.8	11.4	1.9	59.6
Dorchester	576	26,813	1.7	23,013	0.8	5,558	1.8	608	4.1	113.4	3.5	19.6	4.2	0.5	20.3
Frederick	663	54,440	3.4	71,974	2.5	12,633	4.0	1,235	8.3	215.1	6.7	32.4	4.0	0.3	17.1
Garrett	685	19,908	1.2	22,359	0.8	3,366	1.1	783	5.3	108.2	3.4	15.7	5.1	0.5	31.8
Harford	442	31,603	1.9	40,610	1.4	7,863	2.5	796	5.4	147.3	4.6	33.3	4.7	0.1	18.6
Howard	250	16,169	1.0	22,209	0.8	4,528	1.4	427	2.9	121.0	3.8	48.1	7.5	0.5	26.8
Kent	282	11,212	0.9	17,700	0.6	3,928	1.3	125	2.9	122.0	3.8	42.3	8.6	0.7	31.3
Montgomery	521	19,215	3.0	90,268	3.0	12,909	4.1	823	5.6	266.5	8.3	51.2	5.4	0.3	20.7
Prince George's	482	60,091	3.7	58,615	2.0	14,201	1.5	723	4.9	180.1	5.6	31.4	3.0	0.3	12.7
Queen Anne's	365	14,571	0.9	16,979	0.6	3,318	1.1	525	3.5	106.3	3.3	29.1	7.3	0.6	32.2
St. Mary's	371	15,189	0.9	8,533	0.3	2,702	0.9	157	3.1	145.9	4.5	39.3	9.6	1.7	51.0
Somerset	331	23,382	1.4	13,219	0.4	3,913	1.3	389	2.6	63.7	2.0	19.2	2.7	0.5	16.3
Talbot	268	18,583	1.1	23,655	0.8	4,865	1.6	339	2.3	70.0	2.2	26.1	3.8	0.3	14.3
Washington	459	65,882	4.1	81,957	2.8	15,266	4.9	812	5.5	156.2	4.9	34.0	2.1	0.2	10.2
Worcester	371	31,229	1.9	27,500	0.9	7,892	2.5	598	4.0	97.6	3.0	26.3	3.1	0.4	12.1
Worcester	495	21,624	1.3	29,788	0.7	5,829	1.9	579	3.9	111.4	3.6	23.1	5.3	0.6	19.7
Totals	49,941	1,631,133	100.0	\$2,968,066	100.0	**314,213	100.0	11,810	100.0	3,215.7	100.0	432.3	43.9	4 0.3	416.6

* There were probably more vehicles in each County but 5,868 could not be located from the address given.

** Actual Total Registration, 329,081.

† These totals are exclusive of Baltimore City.

STATE OF MARYLAND
STATE ROADS COMMISSION
1927, 1928, 1929, 1930

On January 15, 1929, the present Commission, consisting of Mr. G. Clinton Uhl, Chairman, and Messrs. Howard Bruce and John K. Shaw, members of the Commission, were selected and duly appointed by His Excellency, Albert C. Ritchie, Governor of Maryland, to administer and conduct the affairs of the State Roads Commission of Maryland.

The powers of the Commission under the acts creating that body are rather extensive and a realization of the responsibility involved should be given full consideration by the public, for when it is considered that the Commission has the authority not only to build and maintain highways, but to regulate and pass on the large expenditure of funds for the purchase of certain properties, equipment and materials necessary to operate efficiently, it will be realized by the people of Maryland that modern business methods are essential.

The present Commission, since its appointment in January, 1929, has held regular meetings on Mondays and Fridays of each week and on other days when special matters have required an extra session. In addition to the usual routine matters which necessarily must be discussed and acted on at these meetings, the Commission has voted its approval on the award of 461 road and bridge contracts, has held 49 conferences with the several Boards of County Commissioners, has received 57 delegations and has granted 70 hearings or interviews, and all acts and proceedings of the Commission have been carefully written in the minutes which will be found full and accurate.

There is recorded in each instance where an award has been made full particulars in connection with the award, each of the bidders and the amount of their respective bids being set forth, and in all cases, except three, awards were made to the low bidder, these exceptions being for the best interests of the State in the opinion of the Commission. As provided by law, the Commission has passed on all bills or claims on account of work of the Commission where such bills or claims have involved an expenditure of more than \$50.00, and a record incorporated in the minutes of the action taken by the Commission.

The Commission has on several occasions made trips to different parts of the State, and has personally kept in close contact with the work in the field. Instances have also arisen in the selection of routes where differences of opinion existed among those living along or in the vicinity of these roads, and in such cases, before making its decision, the Commission has made a personal inspection of each of the routes recommended.

Realizing the disastrous occurrences and happenings under a former Commission, attributable primarily to weaknesses in the Accounting Department, this Commission very promptly and properly exerted all efforts to provide the most suitable means of safeguarding its financial affairs. It was at once determined that a complete reorganization of the Accounting Department was imperative. Accordingly, William A. Codd was selected and appointed to office as Chief Auditor on February 1, 1929. After a comprehensive survey and study of the accounting practices and procedures heretofore followed, the Commission made drastic changes effecting not only the fundamentals but the details of accounts and practices, as well as a reorganization of the personnel of the Accounting Department. A Chart or Schedule of Accounts was installed.

The members of this Commission being desirous of securing the best advice on a question of such importance, sought the counsel of a Citizens' Committee, recently identified with the Commission on Efficiency and Economy of Baltimore and later founders of the present organization known as Commission on Governmental Efficiency and Economy, Inc. After many conferences attended by present members of the Commission on Governmental Efficiency and Economy, Inc., including William J. Casey, then President of the Continental Trust Company; John J. Ekin, Comptroller of the Baltimore & Ohio Railroad Company, and by William Schmidt, Jr., Secretary and Treasurer of the Consolidated Gas, Electric Light and Power Company of Baltimore, Vice-Chairman of the former Commission on Efficiency and Economy, it was the opinion and recommendation of this Committee that the changes as outlined were applicable to the State roads affairs.

Because the Commission believes the people of Maryland wish to know to what extent this Commission has gone to safeguard its affairs and what means they have of obtaining information as to the receipts, disbursements and cost elements in the many ramifications incident to proper State roads management, there has been

prepared a description of the organization of the Accounting Department and an outline of accounts now used by this Commission, both of which appear beginning on page 104.

Immediately following the description of the Accounting Department of this Commission and the outline of accounts displayed in detail, there is set forth every item of information and every table showing the receipts and disbursements and the accountability of the present Commission for funds entrusted to it or placed in its hands for road purposes. This accountability covers the period from January 15, 1929, to the present time.

It is of interest to note from these schedules of financial affairs that approximately fifteen million dollars is entrusted to the Commission annually for the purpose of building new roads and other related projects and for maintaining the existing road system. Some idea of the scope and magnitude of the function of road maintenance may be obtained from a digest of the accounts herein presented, but this item from a monetary viewpoint, is far less than that of constructing new roads, bridges, grade crossings and betterments. For maintaining the road system approximately 15% of the current year's income will be expended and 85% will be expended on new construction, reconstruction and betterments.

This question may, therefore, present itself: From what source or sources does the Commission obtain approximately fifteen million dollars each year for road purposes? The answers may be classified briefly as follows:

a. Maintenance, Reconstruction and Betterments

Two cents out of the total tax of four cents paid on each gallon of gasoline purchased, together with the net receipts of the Commissioner of Motor Vehicles for license fees, registrations, etc., and the fines imposed on violators before the Traffic Court must be used for maintaining and reconstructing all existing roads and for such betterments to the system as in the discretion of the Commission such improvements are warranted. Eighty per cent. of the total tax so paid is placed in the hands of the Commission, the remaining 20% is paid direct to Baltimore City.

b. Lateral Roads

One and one-half cents out of the total tax of four cents paid on each gallon of gasoline is set over to the use of each of the 23 counties in the State and must be expended for building new lateral

roads or those roads connecting with or feeding into a main highway. Eighty per cent. of the total receipts from this source is allocated to the 23 counties in the proportion that the total road mileage in a respective county bears to the total road mileage of the entire State. In order to prepare an annual program of road construction, the Commission requests the County Commissioners or Road Directors of each county to propose or indicate the roads to be constructed as lateral roads. If such proposals receive the approval of the Commission and the building thereof is warranted, the roads mutually agreed upon by the Commission and the county authorities are constructed. The remainder, or 20%, is retained by the Commission for expenditure in Baltimore City.

c. Elimination of Railroad Grade Crossings

One-half cent out of the total tax of four cents paid on each gallon of gasoline purchased must be used for the purpose of erecting structures, either overhead or underpass, to eliminate grade crossings. One-half of the total cost of each project being paid by the railroad company whose tracks are affected. Again, the Commission has placed to its credit 80% of the total receipts from this source. The remainder is paid direct to Baltimore City.

d. Post Roads

During recent years at each session of the Congress of the United States, an appropriation is made for the purpose of aiding the States to construct new roads. This sum is offered and may be accepted by the States only upon condition that the State make available a similar sum as offered by the Federal Government. If these conditions are complied with, the funds so received, both from the Federal Government and the State, must be expended by the Commission on a road forming a part of a system of highways known as the Federal Aid Highway System of primary or interstate highways, designated by the Commission and approved by the Secretary of Agriculture. These funds when received, are apportioned to each county in the State in like manner as lateral funds or the proceeds of the one and one-half cent gas tax. The expenditure differs from that of lateral gas tax funds, however, in that this fund is used only for the construction of those rural post roads selected for construction solely by the Commission. Baltimore City, however, does not participate in the proceeds of funds

received from the Federal Government, but does share to the extent of 20% in that fund advanced by the State.

e. Bridge Funds

Annually the State of Maryland has issued bonds for the purpose of constructing new bridges and reconstructing and rebuilding old bridges in the State. The proceeds of the bond issue are placed to the credit of the Commission and 80% of the proceeds must be spent for the erection of new bridges and the reconstructing or rebuilding of old ones. The remainder is set aside for the use of Baltimore City.

f. State Bond Issues

From time to time as emergencies arise new construction of an extraordinary nature must be performed necessitating a special bond issue by the State, as, for instance, the improvements and reconstruction of the Baltimore-Washington Boulevard. The proceeds of the bonds issued are placed to the credit of the Commission, and 80% thereof must be expended by the Commission on the specific project or projects for which issued. The remaining 20% is set aside for the use of Baltimore City.

g. County Bond Issues

The citizens of a county of the State may deem it advisable to issue bonds for road construction purposes or for some major project of a related nature, the proceeds therefrom when placed in the hands of the Commission must be expended for that especial purpose designated in the Act of the Legislature authorizing the bond issue.

Obviously the restrictions and limitations legally placed on funds, either by Acts of Congress or Statutes of this State, entrusted to the Commission compel their proper allocation and prevent intermingling or use for purposes other than indicated.

When this Commission assumed office, it immediately desired to ascertain from an impartial source a verification of the worth of capital invested by it in transportation and construction equipment then in its possession, having in mind the immediate substitution by purchase of new units to replace those obsolete or useless, so that unnecessary operating costs might be eliminated, or at least curtailed. To accomplish this purpose, the Commission accepted the

gratuitous offer of the Chesapeake and Potomac Telephone Company to place at the Commission's service the engineering and valuation department of that company. Under the direction of George O. Pooley, Superintendent, a comprehensive investigation and analysis of each transportation and construction unit was made. After several months of investigation and the examination of each piece of equipment, located at different points throughout the State, a detailed report was submitted showing the mechanical condition of each unit, the appraised value thereof and recommendations as to continued use. The valuation placed by the Chesapeake and Potomac Telephone Company on transportation and construction equipment aggregated \$203,525.00.

Appearing elsewhere in this report and beginning on page 55, the Commission has caused to be displayed a resumé of the engineering organization of the Commission. The presentation of these facts is accompanied, when necessary, by tables disclosing the status of operations. There also appears a set of tables giving the details of all the engineering work performed by the forces of the Commission. These tables cover every operation of the Commission and of its predecessor Commission. In some cases it was deemed advisable to place in the tables information relating to years antedating the operations either of the present Commission or of the preceding Commission. In fact many of the tables extend back to the commencement of the State roads operations in Maryland in 1908. These extensive tables are presented in this report because it seemed to be necessary to co-ordinate all the facts relative to the operations of all the road commissions in Maryland both for the purpose of making a permanent record and for making proper comparisons with the work of the present years and of the years to come.

The Commission has deemed it advisable to present certain data in connection with the financial affairs of its predecessor Commission covering especially the period from October 1, 1926 to January 15, 1929. The financial affairs prior to the former date having been heretofore presented to the Legislature in report form at each successive session. The data, herewith presented in reference to the period prior to January 15, 1929, has been compiled from the records as found to exist. The presentation of these facts is set forth in the tables described as follows and appearing on page 124 of this report.

1. Summary of cash receipts by sources from May 19, 1908 to January 15, 1929.
2. Summary of cash receipts and disbursements from October 1, 1926 to January 15, 1929.
3. Statement of State of Maryland bond issues from May 19, 1908 to August 31, 1930.
4. Transactions relating to the acquisition of the Havre de Grace Toll Bridge.

The Commission has endeavored to present in this report all facts of interest in connection with the road system of Maryland. It has refrained from incorporating herein any suggestions or recommendations as to the future progress or needs of the highway operations in Maryland.

The Secretary of the Commission

(LAMAR H. STEUART, *Secretary*)

The Secretary, who is appointed by the Commission, keeps full and accurate minutes of all meetings of the Commission and records all proceedings and orders.

Recently there has been inaugurated a cross-index system for filing important legal papers, agreements, and deeds. This filing system has been carefully maintained by the Secretary and it affords an accurate and ready reference for information desired by the various departments.

The Secretary supervises the opening of bids, notifies the contractors of awards, and supervises the preparation, issuance, and receipt of all contract awards.

The Secretary also handles certain correspondence of the Commission and assists the Chairman in connection with administrative details. He counter-signs voucher checks in the absence of the Chairman, and counter-signs all pay checks issued to employees of the Commission.

ENGINEERING ORGANIZATION

(HARRY D. WILLIAR, JR., *Chief Engineer*)

In carrying out the highway program of the State of Maryland, the Engineering Organization, under the direct supervision of the Chief Engineer, is composed of the following sub-divisions:

One Assistant Chief Engineer, one Engineer of Surveys, one Bridge Engineer and eight District Engineers.

The duties of each of these assistants, with a description of the departments of which they are in charge, is set forth briefly in the succeeding paragraphs.

(ROBERT M. REINDOLLAR, *Assistant Chief Engineer*)

The Assistant Chief Engineer assists the Chief Engineer in the general administration of the Engineering Organization and is primarily responsible for all construction and maintenance. He is assisted by a Field Engineer (C. B. Bryant), whose duties are to co-ordinate the methods of construction throughout the State. The Core Drilling Outfits and the Traffic Department also come under his supervision. In addition to this, the Assistant Chief Engineer is in charge of the personnel and new appointments to positions in the Engineering Department.

Survey Department

(AUSTIN F. SHURE, *Engineer of Surveys*)

This branch of the Engineering Organization was created before the organization of the first State Roads Commission, as a similar department of the Highway Division of the original Maryland Geological Survey. The department is under the direction of the Engineer of Surveys.

The preparation of plans and estimates is under the direct supervision of the Chief Draftsman (L. A. Kahn), who has a corps of 20 men, composed of designers, computers, tracers, checkers, statisticians, blue print and office boy. The survey parties in the field vary from three to five, depending upon the volume of work. Each corps is in charge of a chief of party and is composed of five men.

Surveys and plans for the work throughout the entire State are made under the supervision of the Engineer of Surveys, who is located at the main office in Baltimore.



SHOWING THE CONDITION IN 1919 OF THE BALTIMORE-WASHINGTON BOULEVARD
NEAR SAVAGE—20-FOOT ROADWAY



SHOWING THE CONDITION IN 1930 OF THE BALTIMORE-WASHINGTON BOULEVARD
AT SAME LOCATION AS ABOVE—40-FOOT ROADWAY

When a road is selected by the Commission for improvement, the Chief Engineer immediately orders the necessary preliminary surveys for the work. The District Engineer goes over the road to be surveyed with the Engineer of Surveys or chief of party and assists in securing the proper alignment for the new construction.

The survey parties also make surveys for the location of bridges and proposed railroad grade eliminations. The actual planning and designing of such structures is done by the Bridge Department.

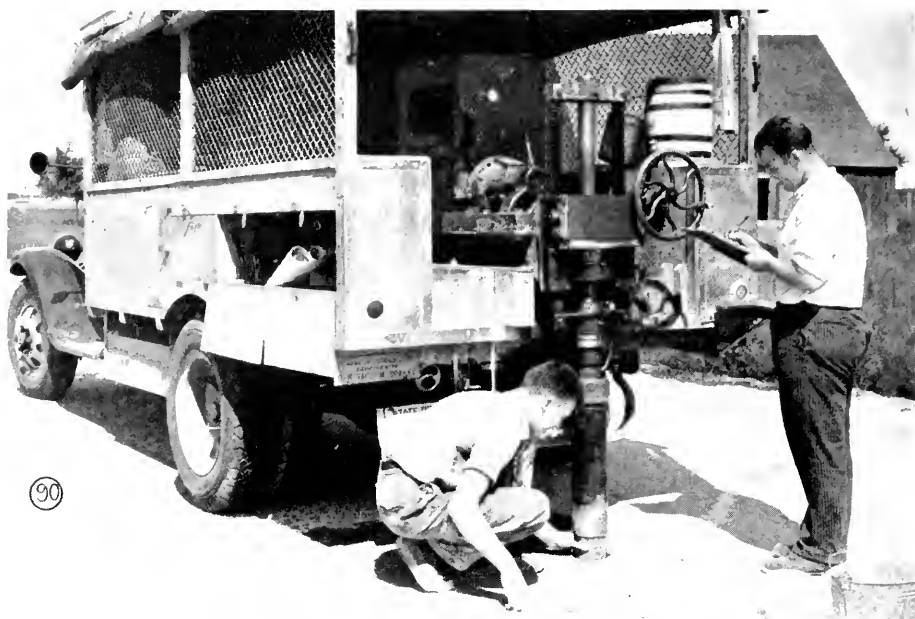
All preliminary plans are prepared at the Baltimore office and are sent to the District Engineer for field inspection, and his recommendations for drainage structures and suggested changes in grade and alignment. Upon their return, final plans are prepared, approved by the Chief Engineer and the work is advertised for bids.

Before construction is started, or while it is under way on any project, the Survey Department provides the engineers in the field with the necessary stakes and measurements for determining both the line and grade of the new work. It makes all measurements of excavation, structures and surfacing after the completion of the new work and computes and checks all quantities required in making final payments to the contractor for work done. The following table summarizes the accomplishments of the Survey Department for the years 1927, 1928 and 1929:

TABLE N.

Year	Pre-liminary Surveys	Final Surveys	Miscellaneous Surveys	Total All Surveys	Plans for Construction	Plans for Betterments	Grade Crossings Surveys
	Miles	Miles	Miles	Miles	Miles	Miles	Number
1927.....	284	120	132	536	139	88	3
1928.....	228	165	54	447	174	100	2
1929.....	358	164	87	609	238	140	28

Tests of material entering into the construction and maintenance of highways are made under the supervision of the Engineer of Surveys in the State Road Commission testing laboratory located in Baltimore City. The laboratory is under the direct supervision of



CORE DRILLING OUTFIT TAKING TEST CORES FROM NEWLY CONSTRUCTED
CONCRETE ROADS



STATE ROADS COMMISSION TESTING LABORATORY

a Testing Engineer (F. C. Rossel), and two assistants. The inspection of material in the field is handled by a corps of 11 men, 3 of whom are assigned to cement plants within a one hundred mile radius of Baltimore and the remaining 8 to several sand and gravel plants, from which material is constantly being shipped to various construction jobs throughout the State.

The number of tests of material used in construction and maintenance made by State laboratory in 1929 was as follows:

Cement	864	Gravel	156
Sand	275	Water	2
Stone	96	Stone Grit.....	1
Gasoline	9	Silicate of Soda	17
Stone Chips ...	3	Asphalt	28
Slag	1	Tars	21
Stone Dust.....	18	Lubricating Oil.	103

Bridge Department

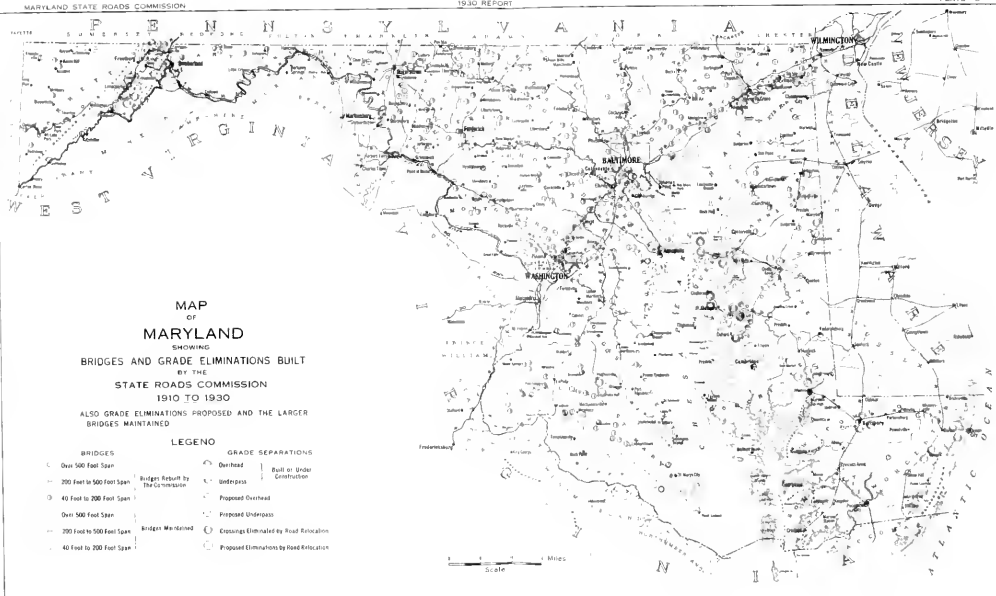
(WALTER C. HOPKINS, *Bridge Engineer*)

When a bridge has been approved by the Commission and construction ordered by the Chief Engineer, a visit to the site is made and a tentative location decided upon. A survey party is then ordered to prepare a survey of the area under consideration. This survey embraces topography, so that a number of studies may be made after the survey is plated to decide upon the most suitable location or re-location, as the case may be. Recently, in connection with the preliminary survey, an aerial survey, including aerial photographs, has been made. With the aid of such photographs made to scale, the proper locations have been more intelligently ascertained.

After the location for a bridge has been decided upon, studies are made of the surrounding area to be drained and the size of the structure is determined from this information. Before plans are prepared it is necessary that the strata underlying the location of the structure be known. To determine these underground conditions a machine mounted on a truck and known as a core boring outfit, capable of drilling through any material, including all classes of rock, secures samples of the underground material at varying depths, and these samples are then forwarded to the Bridge Department for use in the preparation of the foundation plans.



CONCRETE PILE AND GIRDER BRIDGE OVER CHESTER RIVER CONNECTING QUEEN ANNE'S AND KENT COUNTIES AT CHESTERTOWN. (Will be completed in 1930)



(49)



REINFORCED CONCRETE GIRDER BRIDGE ON THE WESTMINSTER TANEYTOWN
ROAD OVER BIG PIPE CREEK

(50)



60-FOOT REINFORCED CONCRETE ARCH BRIDGE ON THE LA PLATA-RIVERSIDE
ROAD OVER WARD'S RUN



DOUBLE SPAN ARCH BRIDGE ON THE BALTIMORE-WASHINGTON BOULEVARD OVER THE PATAPSCO RIVER AT ELKRIDGE. (Widened in 1930 from 24-foot to 42-foot roadway to accommodate four lanes of traffic)



ABANDONED RAILROAD BRIDGE ON THE PORT DEPOSIT-COLOWINGO ROAD, REMODELED IN 1930 AS A HIGHWAY BRIDGE



ONE OF A SERIES OF JETTIES CONSTRUCTED AT OCEAN CITY BY THE STATE
ROADS COMMISSION



TRIPLE SPAN TRUSS BRIDGE BUILT IN 1930 ON THE WESTPORT ROAD OVER
THE PATAPSCO RIVER

After the survey of the proposed location is plotted, studies are made as to the most desirable type of structure to be used and then the actual designing commences. Further investigations as to the stresses produced by a definite load which the structure is designed to carry are made and all sizes and parts are determined upon. From this information the plans are prepared under the direction of the Chief Draftsman (L. B. Johnson) and approved by the Chief Engineer. The structure is then advertised for bids.

Generally the District Engineer in charge of the district in which the bridge is to be built is in charge of the actual construction. Whenever an unusual condition arises, a representative of the Bridge Department is sent to assist in solving the problem presented. On all major structures, very close contact between the District Engineers and the Bridge Department is maintained, as conditions are constantly arising in the field which must be coordinated with the actual design of the structure.

Materials such as steel, cement and timber that are manufactured at points beyond the State are inspected by private inspection engineering companies acting for the Commission, to see that the quality of the materials conform to the specifications. These companies also include as a part of their services the actual physical testing of steel and timber to ascertain if materials of the proper strengths are supplied.

All of the work involved in the elimination of railroad grade crossings is as described above, except that generally where the structure is an underpass rather than an overhead, the plans and specifications and usually the contract are handled by the railroad company. The approaches in these cases are generally built by this Commission. All overhead structures are built by this Commission after having been approved by the railroad company. The cost of all work involved in the elimination of grade crossings is by law borne equally by the railroad company and the State Roads Commission.

The elimination of a railroad grade crossing involves many steps, all of which are necessary to the proper physical and legal completion of the work. The following are some of the more important necessary steps:

1. Preliminary survey in field.
2. Plotting of preliminary survey and locating proposed line.
3. Preliminary hearing with railroad company.

4. General public hearing advertised in advance.
5. Project adopted.
6. Final survey made in field.
7. Borings made at site of proposed structure.
8. Rights of Way plans prepared.
9. Negotiations started for securing Rights of Way.
10. Final bridge plans prepared.
11. Agreement drawn with S. R. C. and railroad company.
12. Final plans submitted to railroad company for approval.
13. Necessary deeds, etc., recorded for Rights of Way.
14. Execution of agreements by S. R. C. and railroad company.
15. Certified plans sent to County Commissioners.
16. Contract advertised for bids.
17. Railroad company's approval of low bidder.
18. Contract awarded.
19. Project staked out in the field.
20. Railroad company checks the field layout for lateral and vertical clearances.
21. Construction started on the structure and its approaches.
22. The construction is completed and accepted by the Commission and the railroad concerned.

Table O shows the grade crossings which have been eliminated or are in process of being eliminated in Maryland since the passage of the Grade Crossing Elimination Act in 1927.

In addition to the preparation of plans and specifications pertaining to bridges and structures, the Bridge Department prepares plans for other miscellaneous structures, such as State garages and jetties designed to protect the beach at Ocean City.

Since 1908 the State Roads Commission each year has taken over a large mileage of county roads for rebuilding as a part of the State system. Forming an integral part of these old county roads were bridges built many years ago. Until recently it has been the natural and appropriate policy of the State Roads Commission to embody the old bridges as part of the State Roads System, as these bridges were, until recent years, fully adequate for the needs of traffic. With the rapid increase in automobile traffic and the increased loading of trucks and busses, a number of these bridges each year have become inadequate for the present day traffic. Such bridges are posted as to their safe load capacity.

GRADE ELIMINATION PROJECTS COMPLETED OR UNDER



1—HYATTSVILLE



5—SILVER SPRING



2—ELKTON—(Red Mill)



6—SALISBURY—(N. Division Street)



3—GLEN BURNIE



7 FISHER'S STATION—(Southern Maryland Boulevard)



4—ST. DENIS—(Vinegar Hill)



8—WILSON—(Deer Park-Kitzmiller Road)

CONSTRUCTION FROM JANUARY 15, 1929 TO OCTOBER 1, 1930



9—COCKEYSVILLE



13—RELAY—(Rolling Road)



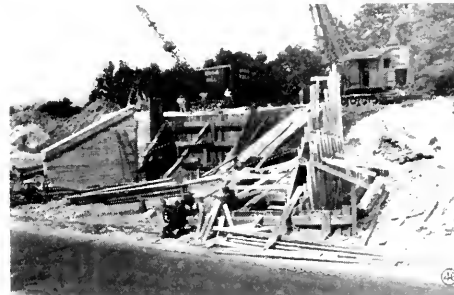
10—PARKTON



14—GAITHERSBURG



11—RIDGEVILLE



15—MIDDLE RIVER—(Eastern Avenue)



12—GORMAN—(U. S. Route No. 50)



16—QUEEN ANNE'S—(Eastern Shore Boulevard)

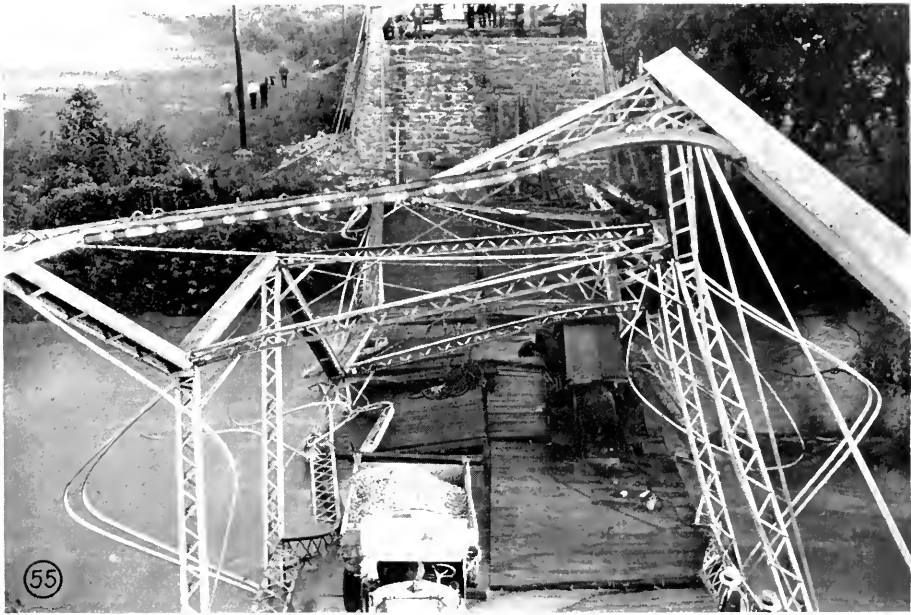
TABLE O.
RAILROAD GRADE CROSSING ELIMINATIONS.
1. BUILT OR UNDER CONTRACT.

County	Location	Overhead or Undergrade	Railroad	Status of Construction
Anne Arundel	Glenburnie	Undergrade	W. B. & A.	Completed.
Anne Arundel	Fisher's Station	Undergrade	Chesapeake Beach	Completed.
Anne Arundel	Severn	Overhead	P. R. R.	Bids Received.
Baltimore	Middle River	Undergrade	P. R. R.	Under Construction.
Baltimore	Parkton	Overhead	P. R. R.	Under Construction.
Baltimore	Cokeysville	Undergrade	P. R. R.	Under Construction.
Baltimore	Relay	Overhead	B. & O.	Under Construction.
Baltimore	Vinegar Hill (Wash. Blvd.)	Overhead	B. & O.	Completed.
Carroll	East of Ridgeville	Overhead	B. & O.	Completed.
Cecil	Red Mill (Elkton)	Overhead	P. R. R.	Completed.
Garrett	Wilson	Overhead	B. & O.	Completed.
Garrett	Gormanian	Overhead	W. M.	Under Construction.
Harford	Aberdeen	Road Relocation	P. R. R.	Under Construction.
Montgomery	Gaithersburg	Overhead	B. & O.	Under Construction.
Montgomery	Kensington	Overhead	B. & O.	Under Contract.
Montgomery	16th Street, Silver Springs	Undergrade	B. & O.	Completed.
Prince George's	Hyattsville	Overhead	B. & O.	Completed.
Prince George's	Lanham	Overhead	P. R. R.	Under Construction.
Prince George's	Buena Vista	Overhead	W. B. & A.	Bids Received.
Talbot	Queen Anne	Undergrade	P. R. R.	Completed.
Wicomico	Salisbury	Overhead	P. R. R.	Completed.

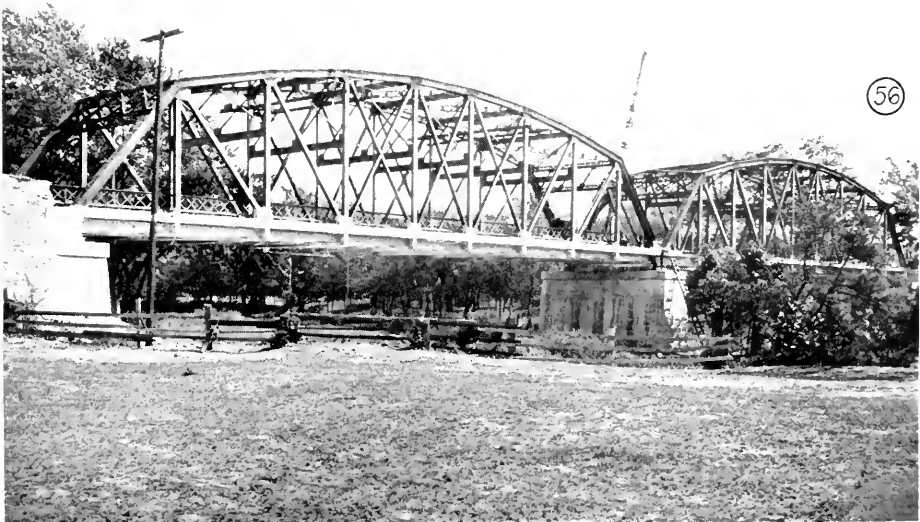
2. PROJECTS SELECTED FOR ELIMINATION ON WHICH STUDIES, INVESTIGATIONS, SURVEYS AND PLANS HAVE BEEN PREPARED AND ACTUAL CONSTRUCTION SHOULD COMMENCE ON A MAJORITY OF THEM WITHIN SIX (6) MONTHS.

County	Location	Overhead or Undergrade	Railroad	Status of Construction
Allegany	Cumberland	Overhead	B. & O.	
Anne Arundel	Harmans	Overhead	P. R. R.	
Anne Arundel	Dorsey	Undergrade	B. & O.	
Baltimore	Monkton	Undergrade	P. R. R.	
Baltimore	Bare Hills	Overhead	P. R. R.	
Baltimore	Lutherville	Overhead	P. R. R.	
Cecil	Elkton (North St.)	Overhead	P. R. R.	
Cecil	Elkton (Bridge St.)	Overhead	P. R. R.	
Cecil	Aiken	Overhead	B. & O.	
Montgomery	Rockville	Overhead	B. & O.	
Somerset	Princess Anne	Overhead	P. R. R.	
Somerset	Pocomoke	Overhead	P. R. R.	
Washington	Parkhead	Relocation	W. M.	

NOTE: In addition to the above, there are twenty-two other elimination projects under consideration on many of which engineering studies have been made.



FREDERICK JUNCTION BRIDGE ON U. S. ROUTE 240
(This bridge collapsed on June 19, 1930)



SAME LOCATION AS ABOVE. (Photograph taken three months later showing
complete new structure of modern design)

The present Commission is meeting this situation by not taking over any bridge until it is brought up to present day load requirements. Unfortunately, there exist as a part of the State Roads System approximately 75 bridges having a limited load capacity. The recent catastrophe in the collapse of the Frederick Junction Bridge over the Monocacy River has focused attention upon these bridges.

The posting of a bridge may to some extent relieve the State Roads Commission of responsibility, but will not completely prevent the hazard of a collapse unless every posted bridge is patrolled 24 hours a day.

In order to bring to bear on this problem the best available engineering talent, the State Roads Commission has recently retained the J. E. Greiner Company, Consulting Engineers, to co-operate with its engineers in making a critical examination of a number of the most important bridges with the view to determining their present safe load capacity and the possibilities of increasing this capacity.

Each year a number of inadequate bridges are being replaced from the bridge bond issue, but, with constantly increasing traffic, the Commission anticipates the necessity of a more rapid replacement of these structures.

District Engineers

The State has been divided into eight districts, comprising from two to five counties, each in charge of a District Engineer, with office located at a central point. The District Engineer has direct supervision over all construction, maintenance, reconstruction and betterments of both road and bridge work within his territory.

The districts are as follows:

District No. 1 (P. Allison Morison, District Engineer), with headquarters at Salisbury, includes Dorchester, Somerset, Wicomico and Worcester Counties.

District No. 2 (Rolph Townshend, District Engineer), with headquarters at Chestertown, includes Cecil, Kent, Queen Anne's, Talbot and Caroline Counties.

District No. 3 (Edward G. Duncan, District Engineer), with headquarters at Upper Marlboro, includes the metropolitan district around the City of Washington and is comprised of portions of



YORK ROAD, U. S. ROUTE 111, IN BALTIMORE CITY, IMPROVED IN 1929 BY THE
STATE ROADS COMMISSION



GWYNN OAK AVENUE IN BALTIMORE CITY IMPROVED IN 1930 BY THE STATE
ROADS COMMISSION



YORK ROAD SOUTH OF TOWSON, CONSTRUCTED IN 1929
BY THE STATE ROADS COMMISSION



PHILADELPHIA ROAD, U. S. ROUTE 40, IN BALTIMORE CITY, IMPROVED IN 1930
45 FOOT FROM CURB TO CURB

Montgomery, Prince George's Counties, and also has supervision over the Baltimore-Washington Boulevard in Howard County between Laurel and the Patapsco River and also short sections of lateral roads immediately adjacent thereto.

District No. 4 (Douglas P. Campbell, District Engineer), with headquarters at Towson, includes all of Harford County and all of Baltimore County, with the exception of that portion of the Westminster Road between Reisterstown and the Baltimore County line and a portion of Baltimore County, which lies south of the Frederick Road and between the Baltimore City line and Howard County.

District No. 5 (Thomas M. Linthicum, District Engineer), with headquarters at Frederick, includes all of Frederick County with the exception of the section that lies west of Frederick, all of Carroll County and all of Howard County west of but not including the Baltimore-Washington Boulevard, and that portion of Montgomery County lying north and west of a line extending from Great Falls through the western limits of Rockville northward of Olney and from there to Snells Bridge, also that portion of the Reisterstown Road not included in District No. 4.

District No. 6 (Leo T. Downey, District Engineer), with headquarters at Cumberland, includes all of Garrett, Allegany and Washington Counties and that portion of Frederick County west of Frederick.

District No. 7 (Edward H. Nunn, District Engineer), with headquarters at Glen Burnie, includes all of Baltimore City and that portion of Baltimore County between the Howard County line and the Baltimore City line south of and including the Frederick Road, and that portion of Anne Arundel County north of South River.

District No. 8 (Joseph Chaney, District Engineer), with headquarters at Upper Marlboro, in the same office as that occupied by District No. 3, includes that portion of Anne Arundel County south of South River, all of Calvert, Charles and St. Mary's Counties and that portion of Prince George's County southeast of a line extending from Upper Marlboro through T. B. to the Charles County line, including the Crain Highway between these points.

When a contract is awarded in his district, the District Engineer makes requisition to the Assistant Chief Engineer for the assignment of inspectors necessary for the proper supervision of the work.



THE ROAD FROM HENDERSON'S CORNER TOWARDS CLARKSBURG ALONG U. S. ROUTE 240 WIDENED FROM 15 FT. TO 21 FT. BY THE CONSTRUCTION OF TWO 3-FOOT SHOULDERS



A SECTION OF THE POST ROAD ONE MILE EAST OF ELKTON SHOWING THE WIDENING BY THE ADDITION OF ONE 4-FOOT CONCRETE SHOULDER



59

A SECTION OF THE TOLCHESTER-ROCK HALL ROAD IN KENT COUNTY, IMPROVED IN 1929 BY THE CONSTRUCTION OF A 9-FOOT CONCRETE ROADWAY AND A SLAG SHOULDER ON ONE SIDE OF SUFFICIENT WIDTH TO PERMIT PASSING.



60

EASTERN SHORE BOULEVARD THREE MILES WEST OF WYE MILLS.
(16 ft. wide concrete)



(61)

A SECTION OF CONCRETE ROAD WITH LONGITUDINAL PLANE OF WEAKNESS
ALONG THE MT. VERNON ROAD IN SOMERSET COUNTY



(62)

A SECTION OF THE BERLIN-DELAWARE STATE LINE ROAD CONSTRUCTED
ORIGINALLY OF MACADAM 14 FT. IN WIDTH AND WIDENED BY STATE
FORCES TO 20 FT.

On the normal concrete road project, there are three inspectors assigned to work; one is in charge of staking out the line and grade, one in charge of proportioning the aggregates at the plant and one in charge of the actual laying, finishing and curing of the concrete.

In order to co-ordinate the work and to insure uniform interpretation of the specifications throughout the State, a Field Engineer is employed to make frequent inspections of all construction contracts in each district. To insure further that concrete of a proper depth is obtained under the 1930 specifications, cores are drilled and taken from all pavements before final payment is made. The specifications require the removal and replacement of any concrete found deficient in depth in excess of one-half inch and a deduction in payment on final estimate for concrete found to be deficient one-quarter to one-half inch in depth.

When a construction project has been completed, a "certificate of completion" is submitted by the District Engineer to the Chief Engineer and a final survey is made.

Each District Engineer has directly under him sufficient construction inspectors and maintenance inspectors to see that the specifications on new work are complied with and that roads, when completed, are properly and economically maintained.

During the winter of 1929-1930, a series of short courses were conducted at several points throughout the State in order to educate the inspectors to a more thorough understanding of the technique of modern paying materials and practices. The results of these schools appears so evident in improved inspection during 1930 that similar courses will probably be conducted in the future.

Construction

Since 1926, some of the outstanding road construction projects have been the following:

1. The completion of the Northwestern Turnpike across the southern end of Garrett County, which is a part of U. S. Route No. 50, running from the Atlantic to the Pacific Coast.
2. The construction of the Kitzmiller-Sand Flat Road which crosses the Backbone Mountain and makes a connection between the highway system of West Virginia at Kitzmiller and the road in Garrett County running from Oakland to Keyzers Ridge.



ALONG THE BERLIN DELAWARE STATE LINE ROAD, U. S. ROUTE 113, SHOWING
CURVE MODIFICATION AT RAILROAD CROSSING



A SECTION OF THE T. B.—WALDORF ROAD ORIGINALLY CONSTRUCTED OF CON-
CRETE 15 FT. WIDE. (Improved in 1929 by the addition of two 3-foot concrete
shoulders and Bituminous Concrete resurfacing)

3. The completion of a road from Cumberland to Keyser in Allegany County. This road in connection with the Bedford Road running from Cumberland to Pennsylvania makes a very important north and south connection across the State of Maryland. A contract has been awarded for the road from Keyser along the Potomac River to Westernport. This will be completed in the late fall of 1930.

4. The connection from Mt. Airy to Westminster is a very important link in the system, as it completes a direct road from Washington through Ridgeville and Westminster to Hanover, Pa., and points north.

5. The Robert Crain Highway was completed. This was built under a special Act.

6. The Southern Maryland Boulevard was built. This runs from a point near Hills Bridge on the Marlboro Road and extends through Anne Arundel and Calvert Counties to a previously existing State road at Sunderland. This road makes a direct connection from Calvert County to the Crain Highway north of Marlboro and gives a closer connection from Calvert County into Baltimore and Washington.

7. Many of the counties have had bills passed by the Legislature permitting them to raise special construction funds to be spent under the supervision of the State Roads Commission. The \$900,000 bond issue of Kent County is outstanding among these. In this county the Commission built, within the remarkable period of twelve months, approximately 50 miles of 9' and 16' concrete roads during 1929 and 1930.

8. Another work of marked importance done in 1929-1930 was the building of the Eastern Shore Boulevard from Matapeake to Queenstown to Wye Mills to Hillsboro, where it connects with the existing road leading directly to Denton. The construction of this highway, in connection with the inauguration of a new ferry service from Annapolis to Matapeake completes another important short line connection between points on the Western and Eastern Shores.

9. A direct connection between Salisbury and Snow Hill has also been completed in Wicomico and Worcester Counties. This has shortened the distance between the county seats of the two counties twenty-two miles and has also opened up an extensive section of country heretofore without highway service.



A 3-MILE TANGENT ALONG THE SALISBURY-OCEAN CITY ROAD SHOWING
WIDENING AND AMIESITE RESURFACING



LA PLATA-WALDORF ROAD IN CHARLES COUNTY SHOWING SURFACE TREATED
GRAVEL CONSTRUCTION

Reconstruction and Widening

During the early days of improved road construction in Maryland, a policy of building narrow roads was adopted so that a complete system of highways might be obtained in a reasonable time and within the limits of available funds.

As the traffic increased, it was found that some of the types of road originally constructed were not of sufficient width or strength.

In 1918, the State Roads Commission developed the use of a concrete shoulder for widening old macadam roads. This method is now being used extensively in widening and strengthening old roads of all types. The shoulders are constructed at an elevation which will permit the resurfacing and deepening of macadam roads, and at the same time eliminating the excessive crown. When this type of widening is used adjacent to worn out concrete roads, it is constructed at an elevation so that the shoulder will act as a header for the material used in resurfacing the concrete.

In placing concrete shoulders on macadam roads, it has been found more economical and preferable to construct the macadam backfill between the shoulders with State forces rather than by contract, as this work is difficult to estimate accurately in advance and hence bids from contractors are high. In constructing concrete shoulders the opportunity is taken to bank and widen the curves so as to bring the old road more in line with the requirements of modern traffic.

The mileage of this type of construction has increased each year, and at the end of 1930 Maryland will have approximately 700 miles of roadway which has been widened and strengthened by the construction of concrete shoulders. The first section of concrete roadway was resurfaced in 1923 by the construction of a 3" bituminous macadam surface course. Since that time approximately 75 miles of old concrete have been resurfaced with Amiesite, sheet asphalt or bituminous concrete.

During 1929 and 1930, there were 305 miles of road widened with concrete shoulders. Among the more important are the following:

- (1) The National Pike, U. S. Route 40, between Hagerstown and Cumberland. Along this stretch, 47 miles were widened. This work included extensive relocations and banking of curves through mountainous sections.



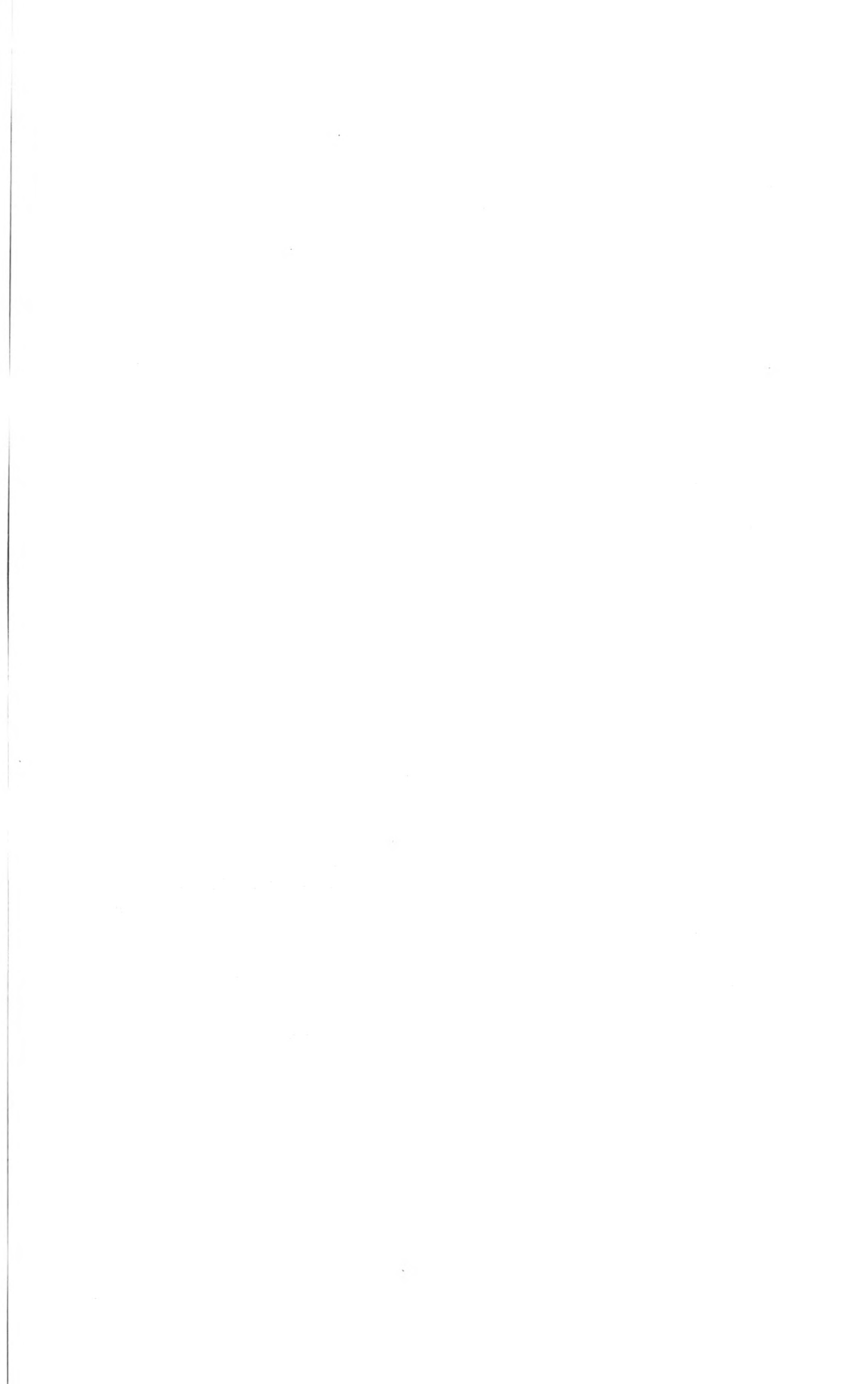
(70)

A SECTION OF THE SOUTHERN MARYLAND BOULEVARD NEAR FISHER'S STATION,
CONSTRUCTED 18 FT. WIDE IN 1929-30



(72)

BALTIMORE WASHINGTON BOULEVARD WIDENING THROUGH LAUREL
UNDER CONSTRUCTION



MAP
OF
MARYLAND
SHOWING
STATE ROADS 40 FEET, 20 FEET AND
18 FEET IN WIDTH
TO DEC 31, 1930

LEGEND

State Roads

Widened to 40 feet

Widened to 20 feet

Widened to 18 feet

Constructed 40 feet

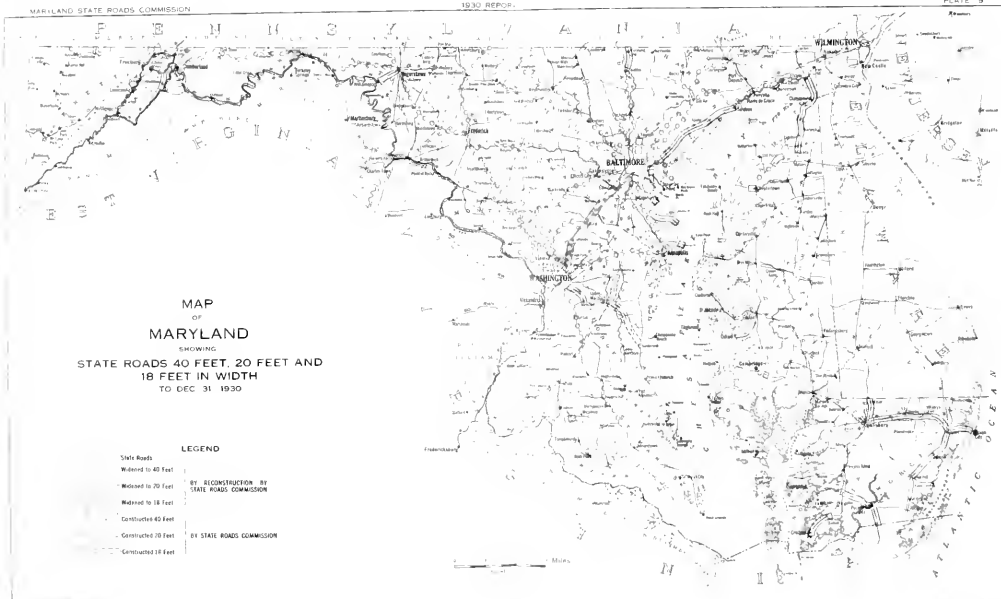
Constructed 20 feet

Constructed 18 feet

BY RECONSTRUCTION BY
STATE ROADS COMMISSION

BY STATE ROADS COMMISSION

0 1 2 Miles



- (2) The completion of the widening between Frostburg and Westernport.
- (3) The widening of the roadway between Hagerstown and Williamsport. U. S. Route 11.
- (4) The Urbana Pike between Frederick and Gaithersburg, completing the widening along the road between Frederick and Washington. U. S. Route 240.
- (5) The completion of the widening between Frederick and Emmitsburg. U. S. Route 15.
- (6) The widening to 20 feet of numerous roads in the vicinity of both Baltimore and Washington.
- (7) Between Olney and Elioak on the Clarksville Pike, which completes the widening of this road between Baltimore and Washington.
- (8) The widening of the Defense Highway for the entire distance between Washington and Annapolis. U. S. Route 50, from 15 to 20 feet is worthy of special mention.

This entire section of road, a distance of 25 miles, will be widened during the construction season of 1930.
- (9) The completion of the widening of the Philadelphia Road, U. S. Route 40, between Baltimore and Aberdeen.
- (10) Sections along U. S. Route 213 between Elkton and Chestertown.
- (11) Section along U. S. Route 13 between Delmar and Crisfield.
- (12) The outstanding project in the State today is the widening of the Baltimore-Washington Boulevard, U. S. Route 1, between the Baltimore City limits and Hyattsville, by the construction of two 10-foot concrete shoulders with bituminous concrete resurfacing of the old roadway, making a total width of 40 feet. This highway carries an average daily traffic of approximately 6,000 vehicles and a peak traffic of 18,000 to 20,000 vehicles. From our traffic observations it has been definitely developed that after a roadway carries an average daily traffic in excess of 4,000 vehicles, it should be constructed to a width greater than 20 feet.

The map showing the reconstructed and widened roads of Maryland, inserted in this report facing page 82, gives a comprehensive view of the great amount of widening which has been accomplished in the last few years.



WIDENING OF THE BALTIMORE-WASHINGTON BOULEVARD NEAR MURKIRK, SHOWING ON THE LEFT TWO TRAFFIC LANES OF NEW CONSTRUCTION; ON THE RIGHT THE BACKFILLING OVER THE OLD ROAD BED PREPARATORY TO RECEIVING THE FINAL SURFACING



DEER CREEK-KITZMILLER ROAD IN GARRETT COUNTY CONSTRUCTED IN 1929

Changes in Design

At the inception of the State Roads Commission in 1908, the type of surface constructed was almost exclusively water-bound macadam. From 1908 to 1912 this type of construction predominated, but some few sections of gravel roadway were constructed in Southern Maryland, where local material for this type was available, and sections of shell road were built on the Eastern Shore in the tide-water section, where there was an abundant supply of this material. The first section of cement concrete road, three miles in length, was constructed experimentally in 1912. Six miles were constructed in 1913 and the mileage in 1914 was increased to 116 miles. Since 1914 concrete has been adopted as the standard type for new construction and is used almost exclusively, except where there is a good stone base in the existing roadway, the investment in which can be conserved by resurfacing with macadam, and in the Southern Maryland counties, where there is a very satisfactory class of local gravel suitable for the construction of gravel roads.

The standard section adopted for concrete construction in 1912 was 14' wide, 5" in depth at the edges and 7" in depth at the center. This section was changed in 1918, and during that year and the following year the roads were constructed 15' wide, 5" in depth along the edges and 7" in the center. In 1920 the same width was constructed, but the depth of the concrete was increased to 6" at the edges and 8" at the center. The same section was used in 1921. In 1922 the Commission thought it desirable to reduce the crown of the roadway and adopted a section 6½" in depth at the edges and 7½" in the center. This section was used in 1922 and part of 1923. At that time, however, the finishing of concrete was done by hand and some difficulty was experienced in getting a smooth road with only a 1" crown. In 1924 the Commission went back to building a 2" crown, still using the 15' width, 6" in depth at the edges and 8" at the center, similar to the type used in 1920 and 1921. The use of this section was continued to the end of 1927.

In 1928 the thickened edge type of construction was adopted, and the standard width of roadway was increased to 16', with a depth of 9" at the edges and 6.3" at the center. This was the section recommended by the American Association of State Highway Officials. A plane of weakness was provided along the center line of the pavement. This is the section in use in 1930.



SHOWING THE WIDENING OF THE DEFENSE HIGHWAY FROM 15 TO 20 FT.
NEAR CAMP PAROLE



LAKE FANNY CUT OFF ON THE BELAIR ROAD, U. S. ROUTE 40,
DANGEROUS CURVE ELIMINATED IN 1930



A SECTION OF THE NATIONAL PIKE, U. S. ROUTE 40, ALONG THE EAST SLOPE OF POLISH MOUNTAIN. (17 miles of road were widened during 1929-30)



A SECTION OF THE NATIONAL PIKE, U. S. ROUTE 40, ALONG THE WEST SLOPE OF TOWN HILL MOUNTAIN WIDENED, BANKED AND RELOCATED IN 1930



NORTH WESTERN TURNPIKE, U. S. ROUTE 50, ONE MILE WEST OF GORMAN



A RELOCATION ON THE NATIONAL PIKE, U. S. ROUTE 40, ALONG THE WEST SLOPE OF SIDELING HILL MOUNTAIN

In 1926, in an effort to insure the highest type of construction, and also from the viewpoint of economy, the State Roads Commission adopted the policy of purchasing cement and supplying the contractors with this material.

A sub-grade planer for checking and insuring of the proper depth of concrete was required in the 1927 specifications. A finishing machine was permitted in 1927 and in the 1929 specifications the use of a screen type finishing machine was made compulsory.

Maintenance

The District Engineers are responsible for the maintenance of all roads and bridges in their respective districts. Through the Purchasing Agent, they requisition supplies and material necessary for the carrying out of this work, previously approved by the Commission. Many miles of macadam road throughout the State, because of heavy traffic, require surface treatment every two or three years. The Commission has adopted the policy of completing this oiling work each year by July 1st and before the heavy summer tourists' traffic begins.

In the past it has been the practice to maintain the roads by the "patrol system" and also "floating gangs." Under this method the entire road system is divided into 3 to 5 mile sections, to each of which a road patrolman is assigned. Stone chips, oil and suitable small tools are furnished the patrolman and his duties are to go over his section of road once or twice a week and after every heavy storm to clean out ditches and culverts which may have become clogged, and to repair such breaks as may have occurred in the surfacing; to cut weeds along the banks or shoulders and to do such other work as may be necessary. Patrolmen are instructed to make repairs on the road as soon as the slightest sign of wear or break is noted. It has been found that maintenance work done at this early stage is much more satisfactory, as well as more economical than if postponed until the breaks become serious.

The "floating gang" supplements the patrolmen and consists of a foreman and six or seven men equipped with road rollers, trucks and other special tools which are not suitable for the patrolmen. These gangs go over each section of road periodically, generally twice a year, making thorough repairs and leaving the road in first-class condition. The patrolman is expected to maintain the road in good condition until the "floating gang's" next round.



WESTMINSTER EMMITSBURG ROAD SHOWING TWO 3-FT. CONCRETE SHOULDERS
AND THE OLD BASE PREPARATORY TO BEING RESURFACED WITH AMIESITE



STATE EQUIPMENT MAKING STREAM CHANGE ALONG THE NATIONAL PIKE AT
SIDELING HILL MOUNTAIN

In the Southern Maryland counties where gravel construction is used almost exclusively, all of the main line roads have been surface treated. After surface treatment, these roads are maintained in a manner similar to macadam construction. This has eliminated entirely the dust nuisance and very satisfactory results have been obtained. Gravel roads not surface treated are dragged after every rain.

TABLE SHOWING MILES OF STATE ROADS MAINTAINED IN EACH COUNTY, BY TYPES, AS OF SEPTEMBER 30, 1929

County	Macadam	Concrete	Bit. Conc.	Gravel	Oiled Gr.	Brick	As- phalt	Total
Allegany.....	72.20	38.68	3.78	.....	.....	.....	.....	114.66
Anne Arundel.....	24.29	79.72	4.03	6.78	39.45	0.97	2.23	157.47
Baltimore.....	103.90	93.73	8.41	.....	.....	.....	15.89	221.93
Calvert.....	.....	.....	.....	15.11	53.30	.....	.....	68.41
Caroline.....	25.03	69.82	.....	0.42	.....	.....	.....	95.27
Carroll.....	64.91	79.85	.....	.....	.....	.....	.....	144.76
Cecil.....	50.13	75.89	3.56	.....	.....	.....	.....	129.58
Charles.....	.....	5.36	0.70	93.19	74.21	.....	.....	173.46
Dorchester.....	38.12	57.67	7.34	.....	4.73	0.28	.....	108.14
Frederick.....	130.94	74.32	.....	.....	.....	0.39	1.33	206.98
Garrett.....	55.49	41.75	0.15	.....	.....	.....	.....	97.39
Harford.....	83.95	56.99	0.91	.....	.....	.....	.....	141.85
Howard.....	47.14	48.29	9.08	.....	8.54	.....	4.66	117.71
Kent.....	20.39	62.10	.....	.....	.....	.....	.....	82.49
Montgomery.....	153.29	81.17	3.98	.....	.....	.....	.....	238.44
Prince George's.....	27.71	74.16	16.64	24.42	10.47	.....	4.51	157.91
Queen Anne's.....	38.29	52.67	0.83	.....	.....	.....	.....	91.79
St. Mary's.....	8.79	.....	5.12	67.15	61.59	.....	.....	142.65
Somerset.....	12.00	38.05	8.45	.....	4.73	.....	.....	63.23
Talbot.....	16.31	47.62	.....	3.50	.....	.....	.....	67.43
Washington.....	120.89	16.41	0.45	.....	.....	.....	10.14	147.89
Wicomico.....	27.06	52.43	13.65	.....	1.50	.....	.....	94.64
Worcester.....	30.66	73.21	3.75	.....	.....	.....	.....	107.62
Totals.....	1,151.49	1,219.89	90.83	210.57	258.52	1.64	38.76	2,971.70
Percentage of Total.....	38.75	41.05	3.06	7.09	8.70	0.05	1.30	.....

Each District Engineer has one or more maintenance inspectors who operate from the district headquarters or from suitably located sub-headquarters. These inspectors are in direct charge of both the patrolmen and the "floating gangs," and cover all the roads in their charge at least every other day. Maintenance inspectors keep a sharp lookout for incipient breaks in the road metal or any other conditions which might tend to make the road either unsafe or tend to cause extensive repairs at a later date. These same maintenance "floating gangs" are employed in backfilling with macadam on old macadam roads which have been widened by the addition of concrete shoulders.

The above description specifically covers the maintenance of macadam and gravel roads. Practically the same system is used in maintaining concrete roads, except varying slightly the details for proper maintenance of the cracks and joints.

Experimental Work

The State Roads Commission has from time to time engaged in experimental work to determine the best practice as to design and as to materials. Three of the recent outstanding experiments are as follows:

1. The present method of "curing" all cement concrete roads with sodium silicate was determined upon as a result of an experimental project conducted jointly during the Summer of 1926 by the State Roads Commission and the U. S. Bureau of Public Roads. The use of sodium silicate, it is believed, has resulted in improving the quality of concrete and also has materially reduced the cost of "curing" as compared with the use of other methods formerly used.

2. In 1930 the Commission constructed as an experiment a section of concrete roadway between Aberdeen and Swann Creek $1\frac{3}{4}$ miles in length, 20' in width, with a uniform depth of 8" and a 2" crown and having a plane of weakness along the center line and transverse planes of weakness at 40' intervals. This was tried with the hope of controlling the cracking of the roadway transversely as well as longitudinally. If the result is satisfactory, the Commission will consider the advisability of constructing transverse joints in concrete roads built in the future.

3. The State of Maryland was among the first in the United States to undertake the construction of concrete roads. The result

is today there are some highways of this type on the system built 15 or 18 years ago under specifications adequate at the time, but long since obsolete. While the value of such roads as a wearing surface is considerably reduced, they are entirely adequate as a base on which to place the proper type of surfacing.

In order to determine their relative merits the Commission decided to construct test sections of a number of the various types of resurfacing materials before permitting their use on State road contracts.

In April, 1930, the old Annapolis Road between Sweetzer's Bridge and Glen Burnie, a distance of approximately $4\frac{1}{2}$ miles, was selected to be resurfaced as an experimental section. This road was originally built in 1915 and 1917 of concrete 16' wide, 5" in depth at the edges and 7" in depth at the center. Fourteen different experimental types of resurfacing were selected and laid on this road, each section being approximately 1,700' in length. In order to obtain additional width of roadway, a concrete shoulder 2' wide and 8" in depth was constructed along each edge of the existing pavement and raised from $1\frac{1}{2}$ " to 3", so as to provide a header for the several varying depths of resurfacing materials. On the section which was resurfaced with concrete a widening of similar width and depth was included as a part of the resurfacing and poured at the same time as the resurfacing. The types of resurfacing materials used were as follows:

1. Concrete resurfacing (4" in depth) as recommended by Portland Cement Association.
2. Asphalt Penetration Macadam (3" in depth) as recommended by the Barber Asphalt Company.
3. Bitumels (2" in depth) as recommended by American Bitumels Company.
4. Amiesite (2" in depth) as recommended by the Interstate Amiesite Company.
5. Colprovia (2" in depth) as recommended by Colprovia Roads, Inc.
6. Bituminous Concrete (2" in depth), State Roads Commission Specifications.
7. Macasphalt ($1\frac{1}{2}$ " in depth) as recommended by Macasphalt Corporation of America.



A SECTION OF THE WESTPORT-GLEN BURNIE BLACK TOP EXPERIMENTAL ROAD LAID IN 1930



ALONG THE GLEN BURNIE WESTPORT ROAD NEAR THE NEW PATAPSCO RIVER BRIDGE. A SECTION OF THE EXPERIMENTAL HIGHWAY

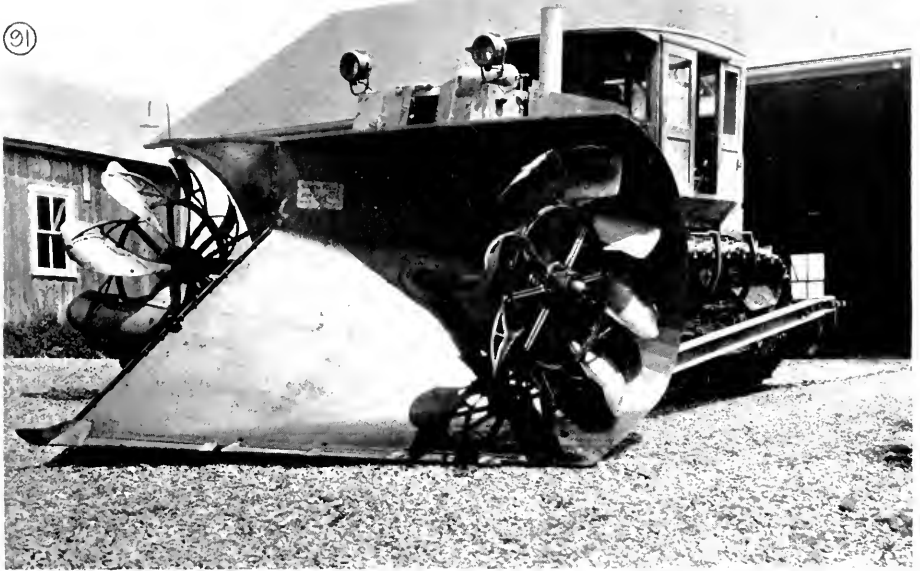
8. Asbestophalt (1½" in depth) as recommended by Warren Brothers Road Company.
9. Westphalt (1½" in depth) as recommended by Westphalt Company of Pennsylvania.
10. Bituroc (1½" in depth) as recommended by Ohio Valley Rock Asphalt Company.
11. Kyrock (1½" in depth) as recommended by Kentucky Rock Asphalt Company.
12. Slagmae (2" in depth) as recommended by the Standard Slag Company.
13. Tarmac (2" in depth) as recommended by the American Tar Products Company.
14. Tarvialithic (2" in depth) as recommended by the Barrett Company.

All of these types were laid at cost and to the exact specifications and under the direct supervision of various companies interested in the materials. Careful records of each type have been prepared and periodic inspections, including roughometer tests, will be conducted to determine the relative value of the materials and their costs of maintenance. Although it will probably take from three to five years to reach any definite conclusions, the experiment is today attracting much interest. The experiment was completed and the road opened for traffic on July 6, 1930, and already it has been visited by road engineers from various parts of the United States, Mexico, Costa Rica, Australia and China.

Traffic Counts

The State Roads Commission has taken a regular traffic census at definite points along the highway system for a period of years. Until 1929, these counts were recorded at 209 stations, located on the principal State roads. The census was taken at each of these stations on the different days of the week for a 12-hour period one day each month. At the beginning of 1930, in order to get a more comprehensive picture of traffic throughout the entire system, the number of stations was increased to 571, and the period of the traffic count was increased from 12 hours to 16 hours. At the present time traffic counts are taken from 6:00 A. M. to 10:00 P. M. and at a few selected stations a 24-hour traffic record is obtained. The information thus obtained is averaged for the year and plotted

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STATE OWNED ROTARY SNOW TRACTOR USED IN THE MOUNTAINOUS SECTION
OF WESTERN MARYLAND



SHOWING FEDERAL ROUTE MARKER AT GAITHERSBURG



on a large scale map, so that the width of line indicates the density of traffic along any road. A special census for "peak" traffic is also taken and shown on the map. This map is of vital assistance to the Commission in determining the order in which the roads should be widened. See map facing page 96.

Load Weight Control

The Legislature has definitely established as follows the load limits which may be carried over the State highway system: 25,000 pounds gross weight on 4-wheel motor vehicles and 40,000 pounds gross weight on 6-wheel motor vehicles. The State Roads Commission has installed permanent scales at numerous points on the principal roads in order to control the loading of vehicles using the roads. In addition floating crews travel throughout the State with portable scales and make every effort to apprehend the violators of the law who insist on "over-loading." More damage is done to the highways by the overloaded vehicle than from any other one cause, although such vehicles constitute only a small percentage of total traffic and provide a correspondingly small amount of revenue toward maintenance and construction of roads.

Snow Removal

The first snow was removed from the highways in Maryland by the State Roads Commission during the winter of 1920-1921. At that time it only attempted to keep open and free from snow 500 miles of road. The experience proved highly satisfactory and commencing with the winter of 1925-1926 the Commission has removed snow from the entire State Roads System. The following tabulation gives the average depth of snow in inches removed from the highways each winter, and the total cost of removal, including new equipment, such as snow plows, drift fences, etc.

Winter of	1921-1922—41"	snow—	Cost	\$82,000
" "	1922-1923—22"	" "	"	20,000
" "	1923-1924—33"	" "	"	30,000
" "	1924-1925—30 $\frac{1}{2}$ "	" "	"	49,000
" "	1925-1926—26 $\frac{1}{2}$ "	" "	"	58,000
" "	1926-1927—14 $\frac{3}{4}$ "	" "	"	46,000
" "	1927-1928—25 $\frac{1}{2}$ "	" "	"	110,000
" "	1928-1929—17 $\frac{3}{4}$ "	" "	"	27,000
" "	1929-1930—22"	" "	"	31,000

Snow removal crews operate under the direction of the District Engineers from depots suitably located over the system. It has been found that the removal of snow and ice from the highways is not only a convenience to the traveling public, but it is also a saving in the cost of road maintenance in the Spring. If the snow is not removed, the continuous grinding of skid chains, running in the same track, soon cut through to the road metal, and in the case of macadam wears a groove in the surface which is almost irreparable.

Signs and Markers

The previous report of the State Roads Commission described in detail the signs and markers which have been erected throughout the system, both those giving information as to the distance and direction, as well as warning signals and surface marking on the highways. The only recent additions to this service have been the signs erected in accordance with the Boulevard Act, passed by the Legislature of 1929. This law permits the State Roads Commission to designate certain roads as "boulevards." All highways intersecting such roads since June 15, 1929, have been physically marked with standard "Stop—thru traffic" signs, making it mandatory for all traffic to come to a complete stop before entering the boulevard. This has added materially to the safety of the traveling public and expedited the movement of traffic over the main roads.

Prior to 1930 all sign work for the Commission was done by contract. In January, 1930, a sign painting shop was organized and now all new, as well as repaint work, is done by State forces. This system has proven both satisfactory and economical.

Permits

Individuals, corporations or companies desiring to make improvement, alter existing conditions or do construction work of any kind within or contingent to the right of way of the State Roads Commission, such as: pole lines, laying water, gas or sewer mains, making house service connections, constructing entrances to property, sidewalks, or filling stations, moving buildings or equipment of excessive widths and weights over the roads, are required to file an application for permit to cover the proposed work. Applications received for the erection of any pole line by a public utility are referred to the Public Service Commis-

sion for approval before the application is placed in line for the issuance of a permit.

All applications are received in the Baltimore office of the Commission and are immediately forwarded to the District Engineer in the respective territories, in order that he may investigate the proposed work and report his recommendations to the Chief Engineer. Upon receipt of detailed information from the field, and with the approval of the Commission, a formal permit is issued setting forth the conditions under which the work may proceed. There is an issuance fee of 25 cents for each permit. Any cuts of any kind or damages to the road metal, shoulder or structures are repaired by the receiver of the permit to the satisfaction of the State Roads Commission, or the repairs are made by the forces of the State Roads Commission and a bill rendered for the work done.

RIGHT OF WAY DEPARTMENT

(LEROY W. KERN, *Inspector*)

This department takes over the negotiations for rights of ways on road contracts which cannot be secured at reasonable prices by the District Engineer. When it is found necessary to condemn certain properties, the title is run by survey parties working under this department and the necessary plats and descriptions for condemnation are drawn.

It also makes the necessary investigations and procures witnesses to assist the Attorney-General's office in the actual condemnation of the property.

In the case of grade eliminations and large bridges the rights of ways are handled entirely by this department. Property surveys and title examinations are made and thorough studies conducted on every justifiable claim for damages. In many instances, real estate experts are consulted in this connection.



STATE ROADS COMMISSION DISTRICT GARAGE AT HAGERSTOWN



STATE ROADS COMMISSION DISTRICT GARAGE AT SALISBURY

THE PURCHASING DEPARTMENT

(RICHARD F. GOING, *Purchasing Agent*)

The Purchasing Department functions directly under the Chairman.

The personnel consists of a Purchasing Agent, Assistant and Stenographer.

This department purchases general operating equipment, maintenance materials, cement for construction projects, office equipment and supplies, engineering equipment and supplies.

Among the items purchased during the years 1929 and 1930 are 73 passenger automobiles, 116 motor trucks, 12 road rollers (largely replacements of worn out equipment), 2 gasoline shovels, 2 twenty-ton trailers, 12 stone conveyors, 70,000 feet of snow fence, approximately 1,400,000 barrels of cement, 1,750,000 gallons of tar for cold patching, 600,000 gallons of asphalt for penetration work, 400,000 tons of crushed stone, 20,000 gallons of paint, 100,000 feet of cable and fittings for guard rails, 50,000 feet of wire guard rail fencing, automobile repair equipment and parts, miscellaneous small tools for road and shop use. Gasoline, lubricating oil and tires are bought on contracts and bids are requested for supplying these items for six-month periods. Cold patch tar and penetration asphalt are bought on contract and bids are requested for the year's requirements.

In 1930 cement was purchased under contract. This was the first time it had been bought in this manner, but an unusual market condition existed in November, 1929, and the Commission was able to contract for the year's supply at approximately 30 cents per barrel under the 1930 market price. This made a net saving to the State in 1930 of approximately \$200,000.00 on this one item.

All bills are checked and approved as to price before they are turned over to the Auditing Department for vouchering and payment.

The department operates the automobile repair shop, storage warehouse and sign painting shop at 3202 Southern Avenue, Baltimore. This shop services the motor vehicles used by the survey corps and other personnel attached to the Baltimore office. The sign painting shop makes, erects and repairs all direction and distance signs and river markers. This shop was put in operation in

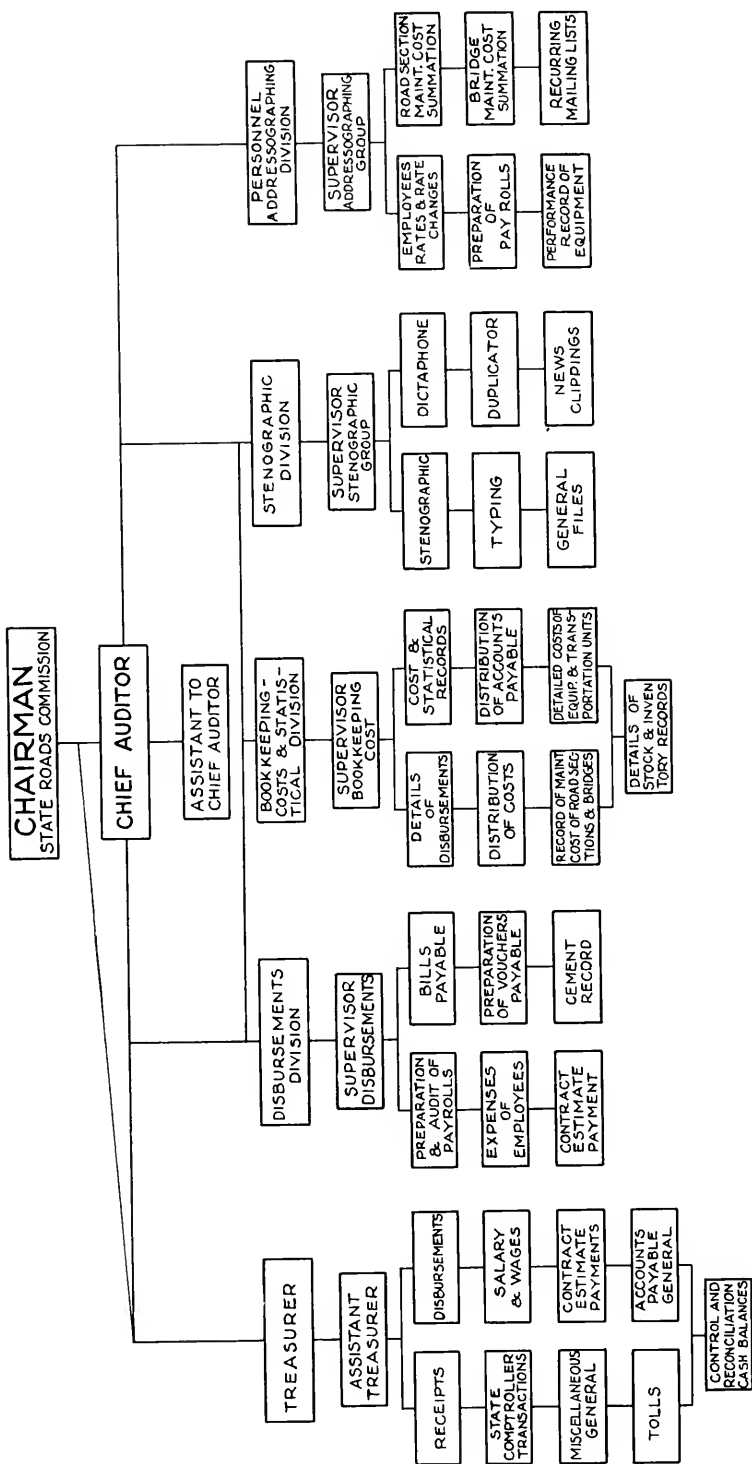
January, 1930. It has enabled the State to cut the cost of signs in 1930 about 50%. Route markers, reflector signals, and enameled signs are purchased and shipped to the various District Engineers to be erected by the district forces.

Automobile repair shops and supply stations located at Salisbury, Rhodesdale, Snow Hill, Elkton, Greensboro, Laurel, Upper Marlboro, Darlington, Glyndon, Kingsville, Sykesville, Westminster, Frederick, Accident, Cumberland, Frostburg, Oakland, Hagerstown, Glen Burnie, Birdsville, Owings, Leonardtown, and La Plata are owned and operated by the State Roads Commission. Automobile repair shops and supply stations at Chestertown, Silver Spring, Churchville, Cockeysville, Stevenson, Eastern Avenue, Gaithersburg, and Hancock are rented and are also operated by the State Roads Commission.

These shops come directly under the supervision of the District Engineer in whose area they are located.

Accounting Department

ORGANIZATION CHART
OF THE
ACCOUNTING DEPARTMENT
MARYLAND STATE ROADS COMMISSION
AS OF SEPT. 30-1930



ACCOUNTING DEPARTMENT

(WILLIAM A. Codd, *Chief Auditor*)

To record properly the many and varied transactions growing out of the annual expenditure of approximately fifteen million dollars for State roads purposes and to assist the Commission in its duties of expending such a sum economically and prudently, a demand is made on the Accounting Department to supply a vast amount of detailed information. The accounting system used to produce such results must be one of wide scope, embracing detailed cost features, as well as base or fundamental accounts and at the same time offer the greatest security in recording and controlling financial transactions.

One of the principal features of the present system is the accounts to record the income to the various funded accounts, and particularly to the several counties, so that each county is assured its true increment of lateral gas income as well as the income for post road constructions. The same is true as to the other funded accounts, as for instance, the bridge, grade elimination, special bond issues, etc.

The group of accounts now used to record items of expenditure for maintaining the road and bridge system is of importance in the safe and efficient management of previously constructed roads and bridges. The Commission is often confronted with this problem: Is it advantageous to abandon or replace an old worn-out section of a low type road with one of a higher type construction or should repairs be continued on the obsolete portion? Should an old wooden bridge be replaced with a modern concrete-steel structure?

The present system of recording cost elements against each road section and each bridge in the State, there being 1,127 and 614, respectively, may easily determine the solution and does give the Commission the necessary data to determine the question of investing additional capital in such new construction or the continuation of expenditure of funds to keep in safe repair such units under consideration.

The recording of operating cost against each automotive unit owned and operated, places the Commission in a fair position to determine the advisability of replacing a unit costing an abnormal sum to operate with a new one, the new capital invested being less

costly than a continuation of the constantly growing expense of maintaining such an old unit.

A review of the "Schedule of Accounts" now used by the Commission for recording its financial transactions, is submitted immediately following. There is likewise presented a chart of the reorganized "Accounting Department," showing the several sections of the division, each of which acts as a check against the other.

From a study of the chart of organization, it may readily be seen that this department, as now constituted, does provide a most complete system of checks and balances within that division. In fact, the purpose and aim of the Commission has been the establishment of such a system of interior verifications and safeguards as to compare favorably with those systems found to exist in highly organized and successful private enterprises.

Schedule of Accounts for Recording and Controlling the Financial Transactions

OUTLINE OF ACCOUNTS

- 0—REVENUES
- 1—GENERAL EXPENSE
- 2—OPERATING EXPENSE
- 3—MAINTENANCE
- 4—FIXED ASSETS
- 5—CURRENT AND NOMINAL ASSETS
- 6—LIABILITIES
- 7—STATE ROADS COMMISSION—WORTH OF POSSESSIONS
- 8—DEPRECIATION RESERVES

The Revenue Accounts under the caption "0—Revenue" are:

- 01—Maintenance and Reconstruction of Roads (Revenue from 2c tax)
- 02—Revenue from "Lateral Roads Gasoline Tax Fund" 1½c
- 03—Revenue from ½c Tax for Grade Elimination
- 04—Revenue from Federal Government and State of Maryland for Construction of Rural Roads
- 05—Revenue from County Bond Issues for Road Construction in Respective Counties
- 06—Fees for Permits
- 07—Sale of Specifications
- 08—Rental of Properties
- 09—Sale of New, Old and Scrap Material
- 010—Miscellaneous Revenue
- 011—Interest on Bank Balances

- 012—Revenue from State of Maryland for Construction of Bridges
- 013—Towns' Funds
- 014—Gas Tax Refunds
- 015—Special Road Construction Loan of 1929

Sub-division of Revenue Accounts:

01—*Maintenance and Reconstruction of Roads*

This account set up in its entirety and charged with all costs of maintenance and reconstruction through operating accounts and asset accounts "Work in Progress."

02—*Revenue from Lateral Roads Gasoline Tax Fund 1½c*

- 02- 1—Allegany County
- 02- 2—Anne Arundel County
- 02- 3—Baltimore County
- 02- 4—Calvert County
- 02- 5—Caroline County
- 02- 6—Carroll County
- 02- 7—Cecil County
- 02- 8—Charles County
- 02- 9—Dorchester County
- 02-10—Frederick County
- 02-11—Garrett County
- 02-12—Harford County
- 02-13—Howard County
- 02-14—Kent County
- 02-15—Montgomery County
- 02-16—Prince George's County
- 02-17—Queen Anne's County
- 02-18—St. Mary's County
- 02-19—Somerset County
- 02-20—Talbot County
- 02-21—Washington County
- 02-22—Wicomico County
- 02-23—Worcester County
- 02-24—Baltimore City

03—*Grade Elimination (Revenue from ½c Tax)*

Maintained in its entirety and charged with costs accumulating in operating accounts and work in progress accounts.

04—*Revenue from Federal Government and State of Maryland for Construction of Rural Roads—Post Roads*

- 04- 1—Allegany County
- to
- 04-23—Worcester County

05—*Revenue from County Bond Issues for Road Construction*

- 05- 1—Allegany County
- to
- 05-23—Worcester County

06—*Fees for Permits*

Separate accounts to be set up for the respective County to which permit applies.

07—*Sale of Specifications*

To be maintained as one account without sub-divisions.

08—*Rental of Properties*

To be maintained as one account without sub-divisions.

09—*Sale of New, Old and Scrap Material*

Separate accounts to be set up for the respective County to which sale applies.

010—*Miscellaneous Revenue*

Separate accounts to be set up for the respective County from which income is derived.

011—*Interest on Bank Balances*

Sub-division:

011-1—Interest on General Cash Balances

011-2—Interest on Special Cash Balances

The GENERAL EXPENSE Accounts under caption 1 are:

11—GENERAL EXPENSE

12—ACCOUNTING AND COMMERCIAL EXPENSE

13—LEGAL EXPENSE

14—INJURIES AND DAMAGES

15—INSURANCE

The above base accounts are sub-divided into:

11—*General Expense*

111—Pay of Administrative Officers

112—Expense of Administrative Officers

113—Pay of other Administrative Officers

114—Expense of other Administrative Officers

115—General Administrative Office Supplies and Expense

116—General Administrative Stationery, Printing, Postage, Telephone, Telegraph and Advertising

117—Assistance to Employees

118—Miscellaneous Expense of General Administrative Offices

12—*Accounting and Commercial Expense*

121—Pay of Accounting and Commercial Employees

122—Accounting and Commercial Employees Expense

123—Accounting and Commercial Office Supplies and Expense

124—Postage, Telephone and Telegraph

125—Stationery, Printing and Advertising

126—Miscellaneous Expense

13—*Legal Expense*

131—Retainers and Salaries of Counsel

132—Office and General Expense of Counsel

- 133—General Legal and Accounting Fees and Expenses
- 134—Law Books, Printing and Stationery
- 135—Trial and Settlement Costs, Fees and Expenses
- 14—*Injuries and Damages*
 - 141—Medical and Hospital Fees and Expenses
 - 142—Trial and Settlement Costs, Fees and Expenses
 - 143—Injuries to Employees
 - 144—Injuries to Non-Employees
 - 145—Damages to Property
 - 146—Other Accident and Damage Expense
- 15—*Insurance*
 - 151—Insurance on Operating Management Properties
 - 152—Insurance on Plans and Surveys Properties
 - 153—Insurance on Storeroom and Yard Properties
 - 154—Insurance on Repair Shops and Transportation and Construction Equipment Properties
 - 155—Insurance on Laboratory Properties
 - 156—Insurance on Miscellaneous Properties
 - 157—Employees and Public Casualty Insurance
 - 158—Other Insurance
- 2—OPERATING EXPENSE
 - 21—OPERATING ENGINEER EXPENSE
 - 22—DISTRICT OPERATING ENGINEER EXPENSE
 - 23—PLANS AND SURVEY EXPENSE
 - 24—STOREROOMS AND YARDS EXPENSE
 - 25—EQUIPMENT AND TRANSPORTATION OPERATING EXPENSE
 - 26—LABORATORY

The above base accounts are sub-divided into:

- 21—*Operating Engineer Expense*
 - 211—Pay of Operating Engineer Employees
 - 212—Expense of Operating Engineer Employees
 - 213—Operating Engineer Office Supplies and Expense
 - 214—General Expense Operating Engineer
- 22—*District Operating Engineer Expense*
 - 220 —District No. 1
 - 221—Pay of District Engineer Employees
 - 222—Expense of District Engineer Employees
 - 223—District Engineer Office Supplies and Expense
 - 224—Rent of District Office
 - 224-A-1—Camp Site Rentals
 - 225—Light, Heat and Telephone
 - 226—Miscellaneous Expense

Note—A similar set of Accounts is maintained for each of the seven remaining Districts.

23—*Plans and Survey Expense*

231—Pay of Operating Management—Plans and Surveys

232—Expense of Operating Management

233—Operating Management Office Supplies and Expenses

234—Miscellaneous Expense

24—*Storerooms and Yards Expense*

241—Pay of Operating Management and Employees

242—Expense of Employees

243—Light, Heat and Water

244—Rent

245—Oils and Waste

246—Miscellaneous Station Expense

25—*Equipment and Transportation Operating Expense*

250 —District No. 1

251-1—Pay of Employees

252-1—Expense of Employees

253-1—Light, Heat, Water, etc.

254-1—Rent

255-1—Gasoline

255-A-1—Kerosene

256-1—Lubricating Oil

257-1—Parts

257-A-1—Repairs

258-1—Tires

258-A-1—Supplies

259-1—Miscellaneous Expense

Note—A similar set of Accounts is maintained for each of the seven remaining Districts.

26—*Laboratory Expense*

261—Pay of Operating Management

262—Pay of Employees

263—Operating Management Office Supplies and Expenses

264—General Miscellaneous Expense

3—MAINTENANCE EXPENSE

31—GENERAL REPAIRS

32—ROADS MAINTENANCE

33—ROADS REPAIRS

34—OILING

35—BRIDGES (GENERAL)

36—DEPRECIATION

The above base accounts are sub-divided into:

31—*General Repairs*

310—General Repairs to Administrative Properties

311—General Repairs to Accounting and Commercial Properties

312—General Repairs to Operating Engineer Properties

- 313—General Repairs to District Engineer Properties
- 314—General Repairs to Plans and Surveys Properties
- 315—General Repairs to Storeroom and Yards Properties
- 316—General Repairs to Laboratory Properties

32—*Roads Maintenance*

- 320-1—Material
- 321-1—Pay and Expense of Employees (Supervision and Inspection)
- 322-1—Earthwork
- 322-A-1—Cutting Grass and Brush
- 323-1—Whitewashing
- 324-1—Guard Rail
- 325-1—Signs and Markers
- 325-A-1—Striping
- 326-1—Traffic
- 327-1—Snow Removal
- 327-A-1—Applying Cinders (ice on roads)
- 328-1—Miscellaneous
- 329-1—Camp Site (other than Rent)
- 329-A-1—Culverts and Bridges (less than 20 feet)

33—*Repairs*

- 331-1—Pay and Expense of Employees (Supervision and Inspection)
- 332-1—Material
- 333-1—Unloading and Hauling
- 334-1—Patching
- 335-1—Rolling
- 336-1—Miscellaneous

34—*Oiling*

- 341-1—Pay of Employees and Contract Costs
- 342-1—Material
- 343-1—Unloading and Hauling
- 344-1—Placing Chips
- 345-1—Sweeping
- 346-1—Applying
- 347-1—Spreading Covering
- 348-1—Rolling
- 349-1—Miscellaneous

35—*Bridges (Over 20 Feet)*

- 351-1—Pay of Employees (Supervision and Inspection)
- 352-1—Material
- 353-1—Earthwork
- 354-1—Whitewashing
- 355-1—Guard Rails
- 356-1—Signs and Markers
- 357-1—Patching

358-1—Miscellaneous

359-1—Lighting

A similar set of accounts from 321-1 to 359-1 to be used for each of the eight Districts.

36—*Depreciation*

361—Depreciation of Buildings

362—Depreciation of Accounting and Commercial Properties

363—Depreciation of Operating Management Properties

364—Depreciation of Plans and Surveys Properties

365—Depreciation of Storeroom and Yards Properties

366—Depreciation of Laboratory Properties

367—Depreciation of Transportation Equipment

368—Depreciation of Construction Equipment

369—Depreciation of Small Tools and Equipment

4—*Fixed Assets*

40- 1—Roads

40- 2—Lands and Buildings

40- 3—Accounting and Commercial Properties

40- 4—Operating Management Properties

40- 5—Plans and Surveys Properties

40- 6—Storeroom and Yards Properties

40- 7—Laboratory Properties

40- 8—Transportation Equipment

40- 9—Construction Equipment

40-10—Small Tools and Equipment

4—*Fixed Assets—Construction Work in Progress*

41—Lateral Road Construction Work in Progress—Separately Stated by Counties

42—Bridge Construction Work in Progress—Separately Stated by Counties

43—Grade Elimination Work in Progress

44—Towns' Funds, Road Construction Work in Progress—Separately Stated as Counties

45—Roads Construction Work in Progress from Funds of Respective Counties

46—Post Roads Construction Work in Progress—Separately Stated by Counties

47—Special Bridge Construction Work in Progress

48—Maintenance and Reconstruction Work in Progress

5—*Current and Nominal Assets*

51—Cash

52—Accounts Receivable

53—Notes and Bills Receivable

54—Prepaid Expense Accounts

55—Materials and Supplies

- 56—Miscellaneous Nominal Assets
- 58—Authorized Provision for Contractual Obligations (to be identified by contract number)
- 6—*Liabilities*
 - 61—Guaranty Deposits
 - 62—Notes and Bills Payable
 - 63—Accounts Payable
 - 64—Interest Accrued
 - 65—Miscellaneous Nominal Liabilities
 - 68—Contractual Obligations (to be identified by project number)
- 7—*State Roads Commission—Worth of Possessions*
- 8—*Depreciation Reserves*
 - 81—Depreciation Reserve against Buildings
 - 82—Depreciation Reserve against Accounting and Commercial Properties
 - 83—Depreciation Reserve against Operating Engineer Properties
 - 84—Depreciation Reserve against Plans and Survey Properties
 - 85—Depreciation Reserve against Storeroom and Yards Properties
 - 86—Depreciation Reserve against Laboratory Properties
 - 87—Depreciation Reserve against Transportation Equipment
 - 88—Depreciation Reserve against Construction Equipment
 - 89—Depreciation Reserve against Small Tools and Equipment

A brief description of the organization of the Accounting Department as shown by the Organization Chart on page 104 of this report follows:

Treasurer's Division

Supervised by the Treasurer of the Commission, assisted by the Assistant Treasurer. Duties: To record properly all receipts coming into the hands of the Commission and to account for all disbursements; to sign all checks issued for the Commission's indebtedness, salaries, wages, accounts payable, contract estimate payments; to record properly all cash receipts and disbursements in books of appropriate design; to balance and reconcile bank balances, and to effect a reconciliation of cash in the hands of the State Treasurer; to remit once each month to the State Comptroller the total amount of cash income, to control and reconcile accounts receivable of the Commission.

Disbursement Division

Directed by the Supervisor of the Disbursements Division. Duties: To audit and prove all accounts payable; to compute and check all payrolls (payrolls are submitted to show the hours and attendance of each employee only); to examine and record expenses of employees; to compute and certify all contract estimate payments; to prepare all vouchers payable and properly index as to payee; to assign a proper accounting code to each item of cost or disbursement; to record all cement transactions of the Commission, properly accounting for the use of this material on each construction and maintenance project.

Bookkeeping-Cost and Statistical Division

Directed by the Supervisor of the Bookkeeping-Cost and Statistical Division. Duties: To record properly the details of cost items according to the established schedule of accounts; distribution of payrolls and accounts payable; to keep separately the cost of maintaining 1,127 road sections and 614 bridges; to maintain the cost records of approximately 582 automotive units operated by the Commission; to maintain inventory records, by districts, of gasoline, road and shop materials and supplies.

Stenographic Division

Directed by the Supervisor of the Stenographic Division. Duties: To receive and transcribe all dictation originating in the general office of the Commission; typing of forms; to maintain a general correspondence file; to transcribe all dictation from dictaphone; to operate duplicator equipment; to maintain a chronological record of news items.

Personnel—Addressographing Division

Directed by Supervisor of Addressographing Division and assistant. Duties: To control the entry of new employees and the discontinuance of service of employees; to record the change in rate of salary or wages of employees, the initial rate of pay and change of rate being first approved in each instance by the Chairman of the Commission; to prepare salary and per diem payroll by divisions and districts; to prepare equipment and transportation performance records by divisions and districts; to prepare road sections and bridge maintenance cost summations by districts; to prepare recurring mailing lists.

Results Secured

A few of the accomplishments brought about by the operation of the present system of accounts are:

General

- (a) Control of funds and accuracy in allocation.
- (b) Differentiation between cost of construction of new work and cost of maintaining the previously constructed State Roads System.

Revenues

- (c) The establishment of a complete set of revenue accounts to insure the proper distribution of receipts, especially those items of income to be allocated to the several counties.

General Expense

- (d) A complete system of accounts to record the distribution of General Expense items; salaries of administrative offices and expenses of a general nature.

Accounting and Commercial Expense

- (e) A complete system of accounts to record the distribution of costs of operation, such as the costs and expenses of the Accounting Department.

Operating Engineer—District Operating Engineer—Equipment and Transportation

- (f) A complete system of accounts to record:
 - 1. The distribution of costs of operating the Division of Chief Engineer, each District Engineer's office, the costs of operating and maintaining the equipment, transportation and construction units by districts and divisions.
 - 2. The operating costs of the Division of Plans and Surveys, both as to roads and bridges; the operating cost of storeroom and yards; the costs of operating the Commission's laboratory.

Maintenance Expense—General Repairs—Maintenance

- (g) A complete system of accounts to record the items of Maintenance Expense as to—
 - 1. General Repairs
 - 2. Road Maintenance

3. Road Repairs
4. Oiling of Roads
5. Repairs to and Maintenance of Bridges

In connection with the cost of road maintenance and repairs and bridge maintenance and repairs, the system provides for the ascertainment of cost elements on 431 roads, sub-divided into 1,127 sections, and 614 bridges over 20 feet in length. The road sections are further classified as to type according to the following description.

Type "A" Bituminous materials, with and without concrete shoulders.

Type "B" Macadam with concrete shoulders.

Type "C" Concrete 16' wide and over.

Type "D" Concrete 12' to 15' wide.

Type "E" Concrete 9' to 12' wide.

Type "F" Macadam.

Type "G" Gravel—Surface treated.

Type "H" Gravel—Untreated.

Type "I" Brick.

Fired Assets or Capital Expenditures

A complete system of accounts to record the property values or capital expenditures for—

1. Roads—The total construction costs of all roads, bridges, grade eliminations, and betterments.
2. The amount expended for the acquisition of lands and buildings.
3. The amount expended for office equipment and fixtures in the Accounting Department, such as adding machines, typewriters, checkwriter, etc.
4. The amount expended for office equipment used by the Operating Engineers' Division, including the equipment at the eight offices of the District Engineers, such as typewriters, dictaphones, transits, measuring devices, etc.
5. The amount expended for office equipment of the Plans and Survey Division—roads and bridges, including such items as transits, instruments, etc.
6. The amount expended for equipment for the Storeroom and Yards, including such items as air compressors, motor-driven saws, etc.

7. The amount expended for equipment of the Laboratory, including such items as weighing and testing devices, electric furnaces, etc.
8. The amount expended for Transportation Equipment, by districts, as for instance, the cost of each automobile or truck used by the Commission.
9. The amount expended for construction equipment, by districts, embracing all units used in the construction and repairs of roads and bridges, such as steam and gas rollers, gas engines, snow plows, tar kettles, air compressors, etc.
10. The amount expended, by districts, for small tools and equipment, such as lanterns, shovels, picks, hatchets, etc.

In connection with the establishment of property accounts in accordance with the above described classification, it is worthy of note that these accounts provide at all times the means of verifying the existence of any item purchased for use by the Commission, and the Accounting Department does periodically verify the existence of all asset items, thereby insuring the non-disappearance of any item or the wrongful appropriation of any.

Construction Work in Progress

The system further provides for an elaborate distribution of costs on "Construction Work in Progress" in that each project intended to be performed either by the awarding of a contract or new work to be performed by State roads forces, is assigned a "Special Job Number," to which is charged all costs incident thereto, such costs being again sub-divided into various elements, as for instance, the total costs of advertising, preparation of plans, cost of surveys, cement used, contractors' costs, overhead, cost of labor by the Commission and cost of automotive equipment. When each project is completed the total is capitalized and the cost thereof added to the net worth of roads, or bridges, as the case may be.

Current and Nominal Assets

The system also provides accounts for cash coming into the hands of the Commission and disbursed by it for all purposes, as well as those funds credited to the use of the Commission by the State Comptroller. At present the Commission has control only of funds with which to meet its current obligations, any single one of which does not exceed \$1,000. Items over and above this sum

are remitted to the creditors of the Commission direct by the State Comptroller, on warrants prepared by the Commission and forwarded to that office for payment.

Accounts Receivable

The accounts due by debtors of the Commission are prepared and billed from this division and from the office of the District Engineers on forms especially prepared, each being numbered and each number properly accounted for when issued. The total of all receivables billed each month is entered in the General Ledger Control Account of Accounts Receivable and this account is credited with the receipts for each month, thereby establishing the amount due from the debtors of the Commission at all times.

Through the operation of this procedure and the accountability for each numbered bill, no charge can issue except with the knowledge of this division.

Materials and Supplies

Inventory accounts of all materials and supplies carried in stock in the several districts and shops are maintained, thus affording a proper distribution of materials to the project on which used or the road section on which applied. The inventories, by districts, or divisions, are periodically verified by the Accounting Department and their accuracy determined.

Authorized Provisions for Contractual Obligations

Whenever the Commission awards a contract, the sum so awarded, plus the cost of cement and a fair percentage covering the overhead cost is entered in the accounting record as an encumbrance against the fund from which the project is to be financed. This procedure will at any time reflect the balance of unencumbered funds remaining in any and each of the funded accounts, as well as the balance available in each of the several county funds.

Authorization for Expenditure of State Roads Funds

The amount necessary for the maintenance of all roads, including oiling, and other property of the Commission, is allotted by the Commission to each district annually on a budget plan. Each District Engineer must confine the costs of maintenance to the amount set up in the budget for use in his district. A reservation of funds sufficient to satisfy all expenses incident to the Administrative, Accounting and Commercial, Operating Engineers, Plans and Surveys,

Storeroom and Yards Division, is also made at the beginning of each year and each of these several divisions must likewise restrict their expenditures as to the amount limited.

In order to ascertain the true cost of all betterments and those minor projects of improvement to the roads system as well as to prevent the costs of such items from being classified as "Maintenance," such items of construction are certified to the District Engineers by an "Authorization for Expenditure of State Roads Funds." The procedure followed is this: If it is found necessary to expend any funds either for improvements or betterments to the roads system, the District Engineer must especially request the allocation of a definite sum for the particular purpose and must submit therewith his estimate of the cost. This request is made on form "Request for Authorization for the Expenditure of Funds." It is submitted to the Chief Engineer of the Commission, and if, in his opinion, the project should be performed, it is approved by him. Thereafter his recommendations are submitted to the assembled Commission and after being considered and passed favorably by that body, certification is immediately made to the Accounting Department and the funds out of which the expenditure is to be made is immediately encumbered with the amount so authorized.

A similar procedure is followed in respect to awarding contracts for items of construction, only in cases of this kind a tabulation of bids received from contractors is attached to the "Authorization for the Expenditure of Funds." This request is forthwith submitted to the Commission by the Chief Engineer, together with his recommendations, and if approved, handled in like manner as requests for betterments.

The same procedure is followed in those extraordinary cases demanding the expenditure of funds, as for instance, the purchase of land, the erection of new garages and the purchase of equipment. When the request for funds is made and the authority of the Commission obtained, a project number is immediately assigned, and all costs incident thereto are accumulated under this project or job number. The project number is likewise identified with the fund, as for instance A100-611—the letter A signifies the county (Allegany County), 100 is the job number—the first digit "6" of the last group indicates the district in which located and the second two digits "11" indicates the fund from which financed—which in this case is the Reconstruction Fund.

The results obtained by following this procedure are:

- (a) The assurance that the Commission has reviewed each request and approved the expenditure.
- (b) The true determination of the cost of each item of betterment, construction or capital expenditure, in that all costs are assembled under the assigned project number.
- (c) The definite ascertainment of the balance remaining in each fund, available for new or additional expenditures, by reason of the immediate encumbrance of a fund with the sum so authorized.

Liabilities

The system further provides for a complete system of accounts for recording the liability items:

- (a) Guaranty Deposits.
- (b) Notes and Bills Payable.
- (c) Accounts payable.
- (d) Interest Payable.
- (e) Miscellaneous Nominal Liabilities.
- (f) Contractual Obligations.

Worth of Possessions of State Roads Commission Properties

This account reflects at all times the net worth of possessions of the Commission, including the net cost to the Commission for the construction of roads, bridges, grade eliminations, shoulder projects, etc., as well as the costs of small items of improvements or betterments, together with the amount invested by the Commission in real property, buildings, equipment, etc.

Depreciation Reserves

This group of accounts indicates under each respective caption the amount set aside by the Commission as reserve funds to cover depreciation and obsolescence of all assets. The classification of this group is:

Depreciation Reserve against Land and Buildings.

Depreciation Reserve against Accounting and Commercial Properties.

Depreciation Reserve against Plans and Survey Properties.

Depreciation Reserve against Storeroom and Yards Properties.

Depreciation Reserve against Laboratory Properties.

Depreciation Reserve against Transportation Equipment Properties.

Depreciation Reserve against Construction Equipment Properties.

Depreciation Reserve against Small Tools and Equipment Properties.

Operating and Financial Report

The financial affairs of the Commission are conducted and recorded on a monthly basis, and the records closed at the conclusion of each month. Thereupon, a very exhaustive and detailed report covering the financial and operating transactions is submitted to the Chairman and members of the Commission. The report is submitted in comparative form and compares the transactions of the current month with the same month of the previous year, following the items in the chart of accounts hereinbefore set forth in detail.

The monthly report, likewise, accumulates the totals for the period of one, two, three or more months, as the case may be for the current year, as compared with like data for a corresponding period of the year previous.

The following tables are presented to show the financial transactions of the former Commission, covering especially the period from October 1, 1926 to January 15, 1929:

TABLE 1. Summary of Cash Receipts, by sources, from May 19, 1908 to January 15, 1929.

TABLE 2. Summary of Cash Receipts and Disbursements, by periods, from October 1, 1926 to January 15, 1929.

TABLE 3. Statement of State of Maryland bond issues from May 19, 1908 to August 31, 1930.

TABLE 4. Transactions relating to the acquisition of the Havre de Grace Toll Bridge.

There is also presented immediately following the above described tables, a group of exhibits representing the financial accounts and transactions of this Commission, identified as:

EXHIBIT 1. Organization Chart of the Accounting Department (page 104).

EXHIBIT 2. Summary of funds available for expenditure in 1929.

EXHIBIT 3. Summary of funds available for expenditure in 1930.

- EXHIBIT 4. Chart showing comparison of funds available for expenditure in 1929 and 1930.
- EXHIBIT 5. Summary of Income during 1929, by months, and by sources from which derived.
- EXHIBIT 6. Summary of income during 1930, by months, and by sources from which derived.
- EXHIBIT 7. Details of Revenue and per cent. of increase or decrease for periods January 1, 1930 to August 31, 1930 and from January 15, 1929 to August 31, 1929.
- EXHIBIT 8. Summary and details of Expense for period January 15, 1929 to December 31, 1929.
- EXHIBIT 9. Detailed Costs of General, Operating and Maintenance Expenses for period January 1, 1930 to August 31, 1930, compared with a corresponding period in 1929.
- EXHIBIT 10. Summary of Cash Receipts and Disbursements, by months, for period January 15, 1929 to August 31, 1930.
- EXHIBIT 11. Reconciliation of State Roads Commission Cash Balance under the jurisdiction of the State Comptroller at August 31, 1930.
- EXHIBIT 12. Balance Sheet, August 31, 1930.
- EXHIBIT 13. Funds authorized for expenditure during 1930.
- EXHIBIT 14. Condition of Funds.

Schedule	1.	Allegany County
"	2.	Anne Arundel County
"	3.	Baltimore County
"	4.	Calvert County
"	5.	Caroline County
"	6.	Carroll County
"	7.	Cecil County
"	8.	Charles County
"	9.	Dorchester County
"	10.	Frederick County
"	11.	Garrett County
"	12.	Harford County
"	13.	Howard County
"	14.	Kent County
"	15.	Montgomery County

- " 16. Prince George's County
- " 17. Queen Anne's County
- " 18. St. Mary's County
- " 19. Somerset County
- " 20. Talbot County
- " 21. Washington County.
- " 22. Wicomico County
- " 23. Worcester County
- " 24. Baltimore City Consolidated
- " 25. Maintenance and Reconstruction
- " 26. Special Bridge
- " 27. Elimination of Grade Crossings
Special Road Construction Loan of
1929;
- " 28. Baltimore-Washington Blvd. and
Columbia Pike Sections
- " 29. Eastern Shore Blvd. Section
- " 30. Solomon's Island Road Section
- " 31. Northwestern Turnpike Section
- " 32. National Pike Section
Special Funds:
- " 33. Conowingo Dam Road
- " 34. Ocean City Special
- " 35. Edgewood Arsenal Road Loan 1929
- " 36. Toll Bridge Funds

EXHIBIT 15. Form used in the presentation of Maintenance and Repair Costs on all Bridges in the State System.

EXHIBIT 16. Form used in the presentation of Maintenance and Repair Costs on all road sections in the State System.

Accounting Department

FINANCIAL TABLES AND
SCHEDULES

TABLE No. 1.

SUMMARY OF CASH RECEIPTS, BY SOURCES, FROM MAY 19, 1908, TO JANUARY 15, 1929.

	Total	State Bond Issues	Motor Vehicle License Fees	Counties and Baltimore City	Gasoline Tax	Toll Collections	State Appropriation	Miscellaneous
May 19, 1908, to Dec. 31, 1915.	\$18,257,695.55	\$15,392,293.47	\$809,169.41				\$1,883,012.71	\$173,219.96
Jan. 1, 1915, to Sept. 30, 1915.	4,241,624.97	3,538,260.00	322,706.19	\$931.00			15,000.00	364,724.78
Oct. 1, 1915, to Aug. 31, 1916.	2,133,093.71	1,347,537.87	461,018.07	2,865.50			300,000.00	21,672.27
Sept. 1, 1916, to Sept. 30, 1917.	2,464,986.34	1,373,058.84	694,537.36	4,911.69			337,500.00	54,978.45
Oct. 1, 1917, to Sept. 30, 1918.	2,806,857.72	1,505,271.40	884,264.86	1,594.00			337,500.00	78,227.46
Oct. 1, 1918, to Sept. 30, 1920.	6,612,124.98	2,501,026.84	2,677,858.83	142,024.43			1,096,867.97	194,346.91
Oct. 1, 1920, to Sept. 30, 1921.	4,689,250.15	1,250,621.60	1,896,699.11	1,219,388.32			164,589.35	157,951.77
Oct. 1, 1921, to Sept. 30, 1922.	6,268,006.75	2,313,119.52	2,128,141.34	1,212,504.56	\$70,442.28		18,666.52	555,132.53
Oct. 1, 1922, to Sept. 30, 1923.	6,868,897.56	2,334,227.26	2,536,872.50	969,907.53	657,050.99	\$120,943.21		249,896.07
Oct. 1, 1923, to Sept. 30, 1924.	6,314,120.19	2,054,489.12	1,971,923.30	1,192,554.32	699,789.97	189,371.40		205,991.98
Oct. 1, 1924, to Sept. 30, 1925.	7,353,615.87	2,197,336.28	1,975,261.15	1,064,809.01	1,506,193.32	205,124.98		404,891.13
Oct. 1, 1925, to Sept. 30, 1926.	10,787,877.04	1,865,593.80	2,247,398.33	867,467.22	5,282,145.35	263,201.05		262,071.29
Oct. 1, 1926, to Sept. 30, 1927.	9,534,195.71	1,952,991.75	2,155,399.07	830,301.37	3,522,202.15	290,785.96		782,515.41
Oct. 1, 1927, to Sept. 30, 1928.	10,808,491.34	1,241,413.75	1,499,385.78	1,238,749.90	5,979,970.70	300,869.54		548,101.67
Oct. 1, 1928, to Jan. 15, 1929.	2,359,375.67		478,411.87	432,432.19	1,359,600.72	655.50		88,275.39
Total	\$101,500,213.55	\$40,867,241.50	\$22,739,047.17	\$9,180,444.14	\$19,077,395.48	\$1,370,951.61	\$1,153,136.55	\$4,111,997.07

Amount shown as turned over to the State Roads Commission by the Treasurer of the United States
from February 5, 1920, to January 15, 1929

\$6,489,301.69

Total

\$107,989,515.24

* Exclusive of Federal Aid received from the Treasurer of the United States.

TABLE No. 2.

SUMMARY OF CASH RECEIPTS AND DISBURSEMENTS, BY PERIODS, FROM OCTOBER 1, 1926, TO JANUARY 15, 1929.

	Total	State Bond Issues	Motor Vehicle License Fees	Received from Counties and Baltimore City	Gasoline Tax	Amount Received from Federal Government	Miscellaneous
Receipts:							
Oct. 1, 1926, to Sept. 30, 1927	\$ 9,938,435.22	\$1,932,991.75	\$2,155,399.07	\$830,301.37	\$ 3,522,202.15	\$ 695,025.47	\$ 782,515.41
Oct. 1, 1927, to Sept. 30, 1928	11,238,106.53	1,241,413.75	1,499,385.78	1,238,749.90	5,979,970.70	730,484.73	518,101.67
Oct. 1, 1928, to Jan. 15, 1929	2,421,574.34		478,111.87	432,432.19	1,359,600.72	62,854.17	88,275.39
Total	\$23,598,116.09	\$3,194,405.50	\$4,133,196.72	\$2,501,483.46	\$10,861,773.57	\$1,488,364.37	\$1,418,892.47
Cash Balance, October 1, 1926	1,697,628.81						
Total Available Funds	\$25,295,744.90						
	Total Disbursements	Construction			Maintenance and Reconstruction		
		Total Construction	Road	Bridge	Grade Eliminations	Total Maintenance and Reconstruction	Miscellaneous
Disbursements:							
Oct. 1, 1926, to Sept. 30, 1927	\$ 9,461,888.07	\$ 4,183,554.83	\$ 3,959,741.57	\$223,813.26		\$ 4,703,742.20	\$2,751,976.65
Oct. 1, 1927, to Sept. 30, 1928	11,763,707.75	5,521,907.52	5,048,641.50	473,266.02	\$15,697.52	5,563,211.54	2,828,821.91
Oct. 1, 1928, to Jan. 15, 1929	3,419,344.89	1,867,013.81	1,620,262.43	189,813.21	56,938.20	1,366,582.69	675,060.81
Total	\$24,644,940.71	\$11,572,476.19	\$10,628,615.50	\$871,284.97	\$72,545.72	\$11,636,536.13	\$6,258,859.40
Balance, January 15, 1930 (exclusive of Havre de Grace Bridge transactions)						\$650,804.19	
Havre de Grace Bridge transactions, October 1, 1926, to January 15, 1929:							
Receipts						\$592,311.00	
Disbursements						591,190.48	
Net Receipts						\$ 1,120.52	
Cash Balance, January 15, 1929							\$651,921.71

* Exclusive of Havre de Grace Bridge transactions.

TABLE NO. 3.

STATEMENT OF STATE OF MARYLAND BOND ISSUES FROM MAY 19, 1908, TO AUGUST 31, 1930.

(SHOWING TRANSACTIONS OF EACH BOND ISSUE TO SEPTEMBER 30, 1929, AND TOTAL TO AUGUST 31, 1930.)

	Amount Received by the State of Maryland	Net Amount Received by the State Roads Commission	Interest Paid	Retirements	Par Value of Bonds Issued	Par Value of Bonds Outstanding
Transactions from May 19, 1908, to September 30, 1929:						
State Roads Loan, 1908.....	\$4,760,209.76	\$4,764,577.76	\$2,563,179.61	\$4,990,000.00	\$4,990,000.00	
Public Highways Loan, 1910.....	996,447.55	998,135.05	601,394.52	1,000,000.00	1,000,000.00	
State Loan of 1912.....	3,113,117.51	3,112,680.66	1,885,477.28	3,170,000.00	3,170,000.00	
State Roads Loan, 1914.....	6,516,900.00	6,516,900.00	2,530,017.61	6,253,000.00	6,600,000.00	\$317,000.00
Three Million Loan of 1916.....	3,025,537.00	2,720,596.71	1,102,940.00	2,300,000.00	3,000,000.00	700,000.00
Road Loan of 1918.....	3,011,115.75	3,008,169.84	1,155,217.50	1,763,000.00	3,000,000.00	1,237,000.00
Bridge Loan of 1920.....	253,150.00	248,750.00	74,970.00	86,000.00	250,000.00	164,000.00
Lateral and Post Roads Loan of 1920.....	2,901,888.20	2,943,119.52	1,005,435.00	1,286,000.00	3,000,000.00	1,714,000.00
Baltimore Southern Maryland Trunk Line Loan	1,023,477.50	1,020,095.76	234,270.00	213,000.00	1,000,000.00	787,000.00
Lateral and Post Road and Bridge Loan of 1922	3,203,439.45	3,200,182.90	850,275.00	888,000.00	3,150,000.00	2,262,000.00
Bridge and Grade Crossing Loan of 1924.....	933,165.60	933,882.90	158,760.00	108,000.00	900,000.00	792,000.00
Lateral and Post Roads Loan of 1924.....	4,665,828.00	4,667,484.90	794,205.00	537,000.00	4,500,000.00	3,963,000.00
Bridge Loan of 1927.....	1,017,349.00	1,017,349.00	65,000.00		1,000,000.00	1,000,000.00
Lateral and Post Roads Loan of 1927.....	2,177,056.50	2,177,056.50	153,750.00		2,125,000.00	2,125,000.00
Bridge Loan of 1929.....	751,582.50	750,456.34			750,000.00	750,000.00
Edgewood Arsenal Road Loan of 1929.....	72,920.74	72,179.60			72,000.00	72,000.00
Post Road Loan of 1929.....	751,629.50	750,510.06			750,000.00	750,000.00
Special Road Construction Loan of 1929.....	2,661,555.05	2,659,512.09			2,655,000.00	2,655,000.00
Total May 19, 1908, to September 30, 1929	\$41,836,869.61	\$41,561,639.59	\$13,174,891.52	\$22,594,000.00	\$41,912,000.00	\$10,318,000.00
Transactions October 1, 1929, to August 31, 1930	2,308,335.94	2,305,013.26	842,827.50	1,868,000.00	2,245,000.00	377,000.00
Total.....	\$44,144,705.55	\$43,866,652.85	\$14,017,719.02	\$24,462,000.00	\$44,157,000.00	\$19,695,000.00

Table No. 4

TRANSACTIONS OF HAVRE DE GRACE BRIDGE.

BONDS ISSUED FOR THE PURCHASE THEREOF AND INTEREST THEREON, COST OF
CONSTRUCTING UPPER DECK, TOLL COLLECTIONS AND EXPENSES INCIDENT
THERE TO, AND AMOUNT BORNE BY THE STATE OF MARYLAND.

EXPENDITURES:

Retirement of bonds issued for the purchase
of bridge—Year ended:

September 30, 1924	\$ 50,000.00
September 30, 1925	50,000.00
September 30, 1926	50,000.00
September 30, 1927	50,000.00
September 30, 1928	50,000.00
September 30, 1929	337,000.00

Total retirements representing amount of bonds issued . . . \$ 587,000.00

Interest on bonds—Year ended:

September 30, 1923	\$ 13,207.50
September 30, 1924	25,290.00
September 30, 1925	23,040.00
September 30, 1926	20,790.00
September 30, 1927	18,540.00
September 30, 1928	16,290.00
September 30, 1929	3,791.25

Total

	\$ 120,948.75
--	---------------

Cost of constructing upper deck

	525,186.12
--	------------

Total

	<u>\$1,233,134.87</u>
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RECEIPTS:

The funds were received from the following
sources:

Tolls—Year ended:

September 30, 1923	\$ 120,943.21
September 30, 1924	189,371.40
September 30, 1925	205,124.98
September 30, 1926	263,201.05
September 30, 1927	290,785.96
September 30, 1928	300,869.54
September 30, 1929	655.50

Total

	\$1,370,951.64
--	----------------

Less operating expenses, repairs, etc.

	171,536.15
--	------------

Amount borne by the State of Maryland

	\$1,199,415.49
	33,719.38

Total

	<u>\$1,233,134.87</u>
--	-----------------------

Exhibit No. 2.

SUMMARY OF FUNDS AVAILABLE FOR EXPENDITURE IN 1929.

FOR THE PERIOD FROM JANUARY 15, 1929, TO DECEMBER 31, 1929.

Alleghany County.....	\$126,687.69
Anne Arundel County.....	529,047.87*
Baltimore County.....	271,235.24
Calvert County.....	53,357.13
Caroline County.....	123,049.75
Carroll County.....	216,258.24
Cecil County.....	145,069.13
Charles County.....	182,674.50
Dorchester County.....	154,383.28
Frederick County.....	295,305.59
Garrett County.....	157,882.33
Harford County.....	184,638.74
Howard County.....	89,625.17
Kent County.....	989,722.72*
Montgomery County.....	744,687.78*
Prince George's County.....	760,067.37*
Queen Anne's County.....	125,473.14
St. Mary's County.....	109,871.92
Somerset County.....	79,691.03
Talbot County.....	69,548.22
Washington County.....	186,449.65
Wicomico County.....	132,745.40
Worcester County.....	173,917.73
Baltimore City.....	1,290,824.81
Maintenance and Reconstruction:	
Two-Cent Gasoline Tax.....	2,217,834.83
Motor Vehicle Licenses.....	2,352,404.51
Elimination of Grade Crossings— $\frac{1}{2}$ cent Gasoline Tax.....	1,271,777.78
Special Bridge Fund.....	993,724.69
Special Road Construction Loan of 1929:	
Baltimore Washington Boulevard.....	651,019.73
Eastern Shore Boulevard.....	500,849.72
Northwestern Turnpike.....	150,254.92
Solomon's Island Road.....	500,849.72
National Pike.....	374,635.59
Special Funds.....	233,350.27
Total.....	<u>\$16,438,916.19</u>

* Includes Proceeds of County Bond Issues.

Exhibit No. 3.

SUMMARY OF FUNDS AVAILABLE FOR EXPENDITURE IN 1930.

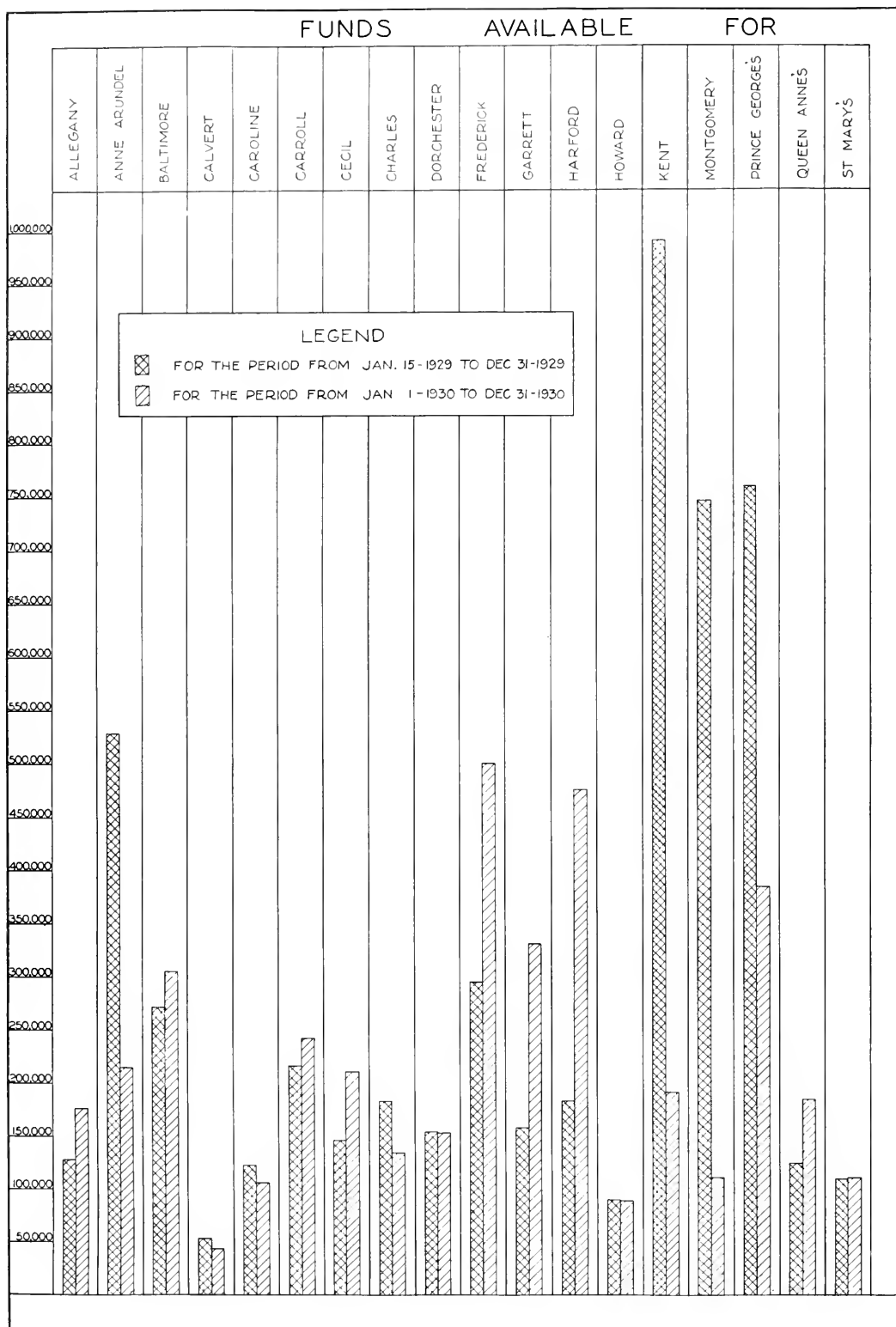
FOR THE PERIOD FROM JANUARY 1, 1930, TO DECEMBER 30, 1930.

Allegany County.....	\$175,653.80**
Anne Arundel County.....	214,816.14 ⁺
Baltimore County.....	306,036.65
Calvert County.....	42,591.87
Caroline County.....	105,691.67
Carroll County.....	243,808.04**
Cecil County.....	210,671.60**
Charles County.....	135,267.64
Dorchester County.....	153,314.08**
Frederick County.....	500,234.58**
Garrett County.....	331,631.34**
Harford County.....	476,841.82**
Howard County.....	89,223.74
Kent County.....	191,687.05*
Montgomery County.....	110,528.76*
Prince George's County.....	387,916.91*
Queen Anne's County.....	186,103.64**
St. Mary's County.....	110,665.82
Somerset County.....	78,139.63**
Talbot County.....	97,901.66
Washington County.....	203,594.40
Wicomico County.....	140,133.14
Worcester County.....	162,424.15
Baltimore City.....	1,428,576.75
Maintenance and Reconstruction:	
Two-Cent Gasoline Tax.....	2,855,688.00
Motor Vehicle Licenses.....	2,522,549.00
Unexpended from 1929.....	167,754.92
Elimination of Grade Crossings— $\frac{1}{2}$ cent Gasoline Tax.....	1,548,117.27
Special Bridge Fund.....	890,351.35
Special Road Construction Loan of 1929:	
Baltimore-Washington Boulevard.....	430,429.93
Eastern Shore Boulevard.....	200,107.80
Solomon's Island Road.....	5,019.00
Northwestern Turnpike.....	26,204.00
Special Funds.....	139,805.29
Total.....	<u><u>\$14,869,481.44</u></u>

* Includes unexpended balances of County Bond Issues.

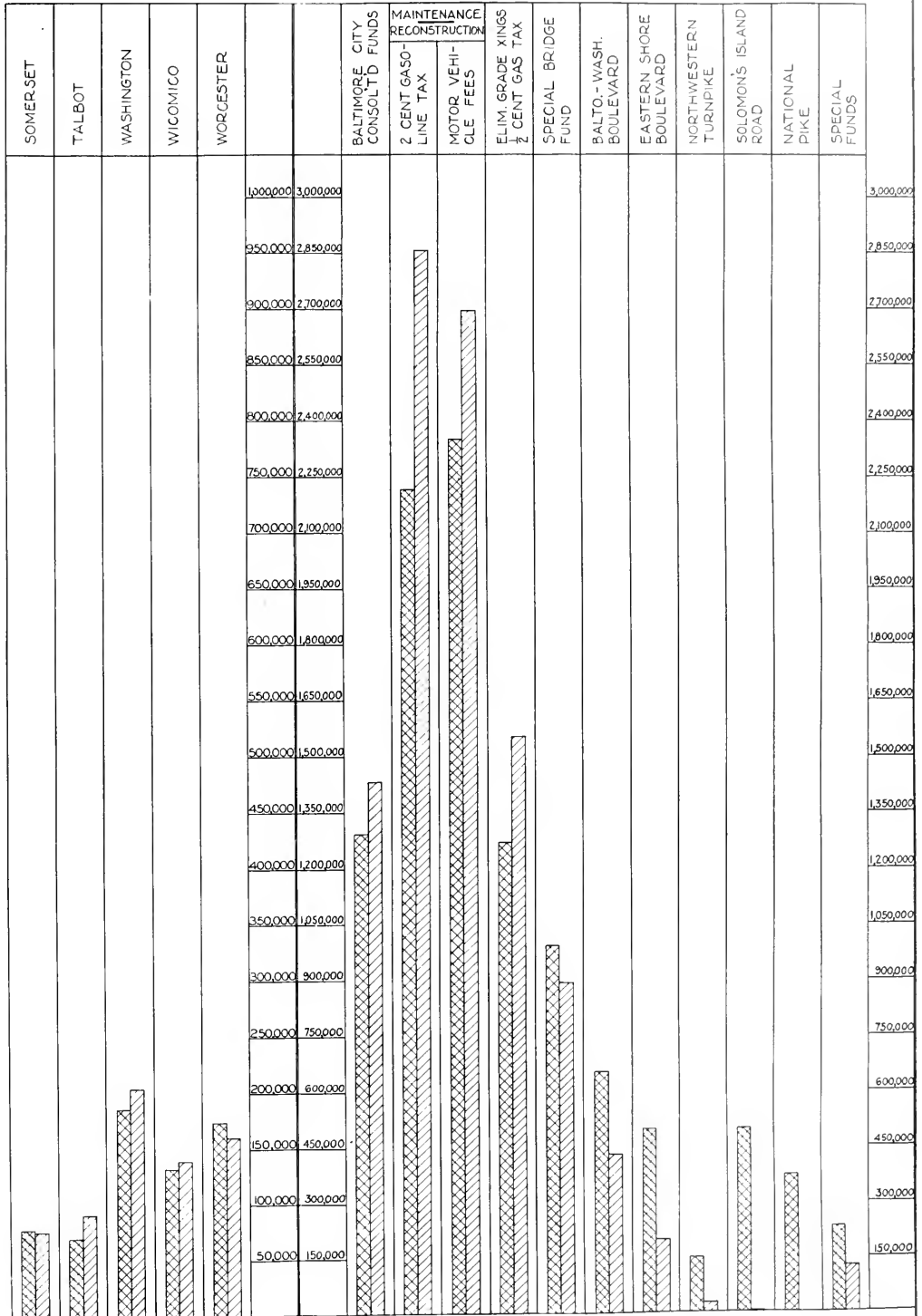
** Includes advances to be made by the County.

NOTE: County balances include an aggregate amount of \$421,275.00 additional Federal Aid.



EXPENDITURE

1929 - 1930.



SUMMARY OF INCOME DURING 1929, BY MONTHS, AND BY SOURCES FROM WHICH DERIVED.

	JANUARY 15 TO 31	FEBRUARY	MARCH	APRIL	MAY	JUNE	JULY	AUGUST	SEPTEMBER	OCTOBER	NOVEMBER	DECEMBER	TOTAL JANUARY 15 TO DECEMBER 31, 1929
REVENUES													
Maintenance and Reconstruction Fund:													
2 cent Gasoline Tax.....	\$100,000.00	\$281,366.63	\$100,000.00	\$163,478.37	\$157,433.43	\$169,918.96	\$282,946.49	\$197,168.33	\$222,680.50	\$230,957.45	\$331,943.45	\$189,970.61	\$ 2,427,864.22
Motor Vehicle Licenses.....	1,367,974.21	212,057.81	71,372.64	105,045.12	124,697.68	102,743.94	93,937.91	84,450.55	80,198.53	67,298.08	42,028.04		2,352,404.51
Lateral Road Gasoline Tax Fund — 1½ c. tax:													
Allegany County.....	2,820.00	7,862.40	2,820.00	4,584.48	4,411.86	4,668.95	8,021.92	5,541.24	6,247.17	6,476.67	9,335.77	5,357.17	68,147.63
Anne Arundel County.....	2,895.00	8,071.50	2,895.00	4,06.39	4,329.20	4,793.12	8,235.27	5,688.62	6,413.31	6,648.93	9,384.07	5,499.65	69,960.06
Baltimore County.....	6,337.50	17,669.46	6,337.50	10,302.84	9,914.96	10,492.71	18,027.99	12,453.06	14,039.51	14,555.29	20,980.67	12,039.39	131,500.88
Calvert County.....	1,140.00	3,178.42	1,140.00	1,853.29	1,783.52	1,887.45	3,242.90	2,240.08	2,325.45	2,618.23	3,774.04	2,165.66	27,549.04
Caroline County.....	2,692.50	7,506.91	2,692.50	4,377.18	4,212.39	4,457.85	7,659.23	5,290.71	5,964.71	6,183.85	8,913.68	5,114.96	65,066.47
Carroll County.....	4,882.50	13,612.80	4,882.50	7,937.46	7,638.62	8,083.74	13,889.02	9,594.01	10,816.24	11,213.60	16,163.80	9,275.32	117,989.61
Cecil County.....	3,270.00	9,117.02	3,270.00	5,316.03	5,115.88	5,413.99	9,302.02	6,425.48	7,214.05	7,510.19	10,825.53	6,212.04	79,022.23
Charles County.....	2,760.00	7,695.10	2,760.00	4,486.92	4,317.99	4,569.61	7,831.24	5,423.34	6,114.25	6,338.87	9,137.14	5,213.19	66,697.65
Dorchester County.....	3,082.50	8,394.26	3,082.50	5,011.21	4,822.54	5,103.56	8,768.64	6,057.05	6,828.68	7,079.56	10,204.80	5,855.84	74,491.14
Frederick County.....	6,255.00	17,439.44	6,255.00	10,168.72	9,785.89	10,396.12	17,793.30	12,290.95	13,856.74	14,365.80	20,707.55	11,882.66	151,157.17
Garrett County.....	3,967.50	11,061.71	3,967.50	6,449.95	6,207.13	6,568.81	11,286.16	7,796.06	8,789.23	9,112.13	13,134.64	7,537.08	95,877.90
Harford County.....	4,027.50	11,228.99	4,027.50	6,547.49	6,300.98	6,668.15	11,456.84	7,913.96	8,922.15	9,249.93	13,333.28	7,651.07	97,327.84
Howard County.....	2,160.00	6,022.25	2,160.00	3,511.31	3,379.30	3,576.22	6,144.45	4,244.36	4,785.06	4,960.86	7,150.81	4,103.37	52,198.19
Kent County.....	2,152.50	6,001.34	2,152.50	3,499.31	3,367.67	3,563.80	6,123.11	4,229.62	4,768.45	4,943.63	7,125.98	4,089.12	52,016.93
Montgomery County.....	4,177.50	11,671.50	4,177.50	6,791.34	6,535.66	6,916.50	11,883.54	8,208.70	9,254.44	9,594.43	13,829.86	7,936.02	100,952.69
Prince George's County.....	3,660.00	10,204.37	3,660.00	5,950.05	5,726.03	6,059.70	10,411.43	7,191.83	8,108.03	8,405.90	12,116.65	6,952.92	88,446.91
Queen Anne's County.....	2,655.00	7,402.35	2,655.00	4,316.23	4,153.72	4,395.96	7,532.55	5,217.02	5,881.64	6,097.72	8,789.53	5,043.72	64,160.24
St. Mary's County.....	2,317.50	6,461.38	2,317.50	3,767.55	3,625.71	3,836.96	6,592.48	4,553.84	5,133.98	5,322.59	7,672.22	4,402.57	56,004.30
Somerset County.....	1,972.50	5,499.49	1,972.50	3,266.69	3,085.96	3,265.78	5,611.08	3,875.92	4,369.68	4,530.23	6,530.08	3,747.17	47,667.09
Talbot County.....	1,717.50	4,788.53	1,717.50	2,792.14	2,687.01	2,843.59	4,885.69	3,374.85	3,804.79	3,944.57	5,685.88	3,262.75	41,504.80
Washington County.....	4,110.00	11,459.01	4,110.00	6,681.61	6,430.05	6,804.74	11,691.52	8,076.08	9,104.91	9,439.40	13,606.40	7,807.79	99,321.51
Wicomico County.....	3,022.50	8,426.97	3,022.50	4,913.67	4,728.67	5,004.22	8,597.96	5,939.15	6,695.77	6,941.75	10,006.16	5,741.86	73,041.18
Worcester County.....	2,925.00	8,155.13	2,925.00	4,755.16	4,576.13	4,842.79	8,320.61	5,747.57	6,479.77	6,717.83	9,683.38	5,556.64	70,685.01
Baltimore City.....	20,000.00	36,213.46	20,000.00	44,044.86	29,334.19	30,793.54	53,587.24	36,843.38	41,537.00	43,062.99	42,322.93	55,369.49	453,109.08
Elimination of Grade Crossings Fund — ½ c Gasoline Tax.....	25,000.00	70,746.24	25,000.00	40,869.56	39,358.36	44,979.72	68,236.53	49,292.20	55,670.19	57,739.62	82,985.81	47,492.64	607,370.87
Post, Road Revenue from State of Maryland and Federal Government:													
Allegany County.....							22,555.34						22,555.34
Anne Arundel County.....							23,175.75						23,175.75
Baltimore County.....							50,734.48						50,734.48
Calvert County.....							9,126.21						9,126.21

[illegible]

SUMMARY OF INCOME DURING 1929, BY MONTHS, AND BY SOURCES FROM WHICH DERIVED —(Continued)—

	JANUARY 15 TO 31	FEBRUARY	MARCH	APRIL	MAY	JUNE	JULY	AUGUST	SEPTEMBER	OCTOBER	NOVEMBER	DECEMBER	TOTAL JANUARY 15 TO DECEMBER 31, 1929
Fees for permits.....	\$12.25	\$181.25	\$72.00	\$49.00	\$13.75	\$71.00	\$53.25	\$46.75	\$10.00	\$50.75	\$51.75	\$44.68	\$716.13
Sales of Specifications.....			148.00	288.00	222.20	200.00	201.00	187.00	228.00	140.00	62.00	55.00	1,731.20
Rental of property.....	136.00						60.00		125.00	125.00	125.00	125.00	696.00
Sales of new, old and scrap material.....	10,063.12	2,557.12	2,823.87	96.92	15.02		54.00	224.38	120.72	148.77	447.98	240.08	16,791.98
Interest on bank balances.....				372.90	2.05	196.92	2.05	2.12	373.92	2.05	3.56	198.74	1,154.31
Return of petty cash fund by employees.....					1,300.00	10,159.18	540.82						12,300.00
Revenue from Federal Government for expenditures previously made on post roads.....	64,549.17	91,762.64	111,410.75	162,027.06					24,094.30		41,010.75		491,881.67
Miscellaneous:													
Anne Arundel County.....								500.00	3,500.00				3,500.00
Prince George's County.....											451.39		500.00
St. Mary's County.....							33,308.54			20,901.97			451.39
Baltimore City.....							788.12		492.02	1,862.38			51,210.51
Other.....	16,275.06	3,256.80	1,463.82	526.24	21,773.47	342.61		7,625.40		1,862.38	2,330.19	15,613.17	72,379.28
Total.....	\$1,679,388.46	\$907,678.91	\$408,175.07	\$639,032.89	\$636,821.76	\$496,401.10	\$4,907,696.97	\$615,827.57	\$649,321.51	\$59,194.37	\$864,511.78	\$452,005.62	\$12,851,834.91

SUMMARY OF INCOME DURING 1930, BY MONTHS, AND BY SOURCES FROM WHICH DERIVED.

	JANUARY	FEBRUARY	MARCH	APRIL	MAY	JUNE	JULY	AUGUST	TOTAL
REVENUES:									
Maintenance and Reconstruction Fund:									
2 cent Gasoline Tax	\$228,317.76	\$196,434.78	\$208,611.01	\$163,700.06	\$174,187.15	\$196,612.18	\$250,468.22	\$241,829.58	\$1,660,160.74
Motor Vehicle Licenses	1,364,031.66	362,610.89	79,722.35	110,004.75	102,578.32	84,929.49	108,296.27	64,819.03	2,276,092.76
Latera Road Gasoline Tax Fund—1½ cent tax:									
Allegany County	6,438.56	5,539.46	5,857.11	4,579.56	4,879.58	5,505.16	7,032.00	6,763.56	46,594.99
Anne Arundel County	6,603.80	5,686.70	6,012.88	4,701.36	5,009.35	5,651.57	7,219.03	6,943.44	47,834.22
Baltimore County	4,463.64	12,419.05	13,162.91	10,291.83	10,966.07	12,371.96	15,803.31	15,200.02	104,714.79
Calvert County	2,602.82	2,239.36	2,367.77	1,851.31	1,972.60	2,225.49	2,842.73	2,734.20	18,836.28
Caroline County	6,147.46	5,289.01	5,592.28	4,372.50	4,658.96	5,256.26	7,174.07	6,457.76	44,488.30
Cecil County	1,117.62	9,590.93	10,140.89	7,928.97	8,438.42	9,531.54	12,175.10	11,710.31	80,673.73
Charles County	7,465.99	6,423.42	6,791.75	5,310.34	5,658.28	6,383.64	8,154.14	7,842.85	54,030.36
Dorchester County	5,337.57	3,421.60	3,732.48	4,482.12	4,775.76	5,888.03	6,882.39	6,619.65	45,603.60
Fredrick County	7,037.89	6,055.10	6,402.92	5,005.85	5,333.79	6,017.61	7,686.58	7,393.14	50,932.28
Garrett County	14,281.28	12,287.00	12,991.56	10,157.85	10,823.32	12,210.90	15,597.59	15,002.15	103,351.65
Harford County	9,553.57	7,793.55	8,240.45	6,443.05	6,865.15	7,745.29	9,893.44	9,515.75	65,555.19
Howard County	9,195.50	7,911.44	8,365.07	6,540.49	6,968.97	7,862.42	10,043.05	9,659.66	66,546.57
Kent County	4,931.66	4,232.99	4,486.26	3,507.75	3,737.55	4,216.72	5,386.22	5,180.60	35,689.78
Montgomery County	4,505.57	4,228.26	4,470.72	3,495.57	3,724.57	4,202.08	5,367.32	5,162.61	35,565.87
Prince George's County	9,537.97	8,206.06	8,676.62	6,784.08	7,228.52	8,155.25	10,417.10	10,019.42	69,025.02
Queen Anne's County	8,356.43	7,189.50	7,601.78	5,943.68	6,333.07	7,144.98	9,126.65	8,778.23	60,471.32
St. Mary's County	6,061.84	5,215.34	5,514.40	4,311.60	4,594.07	5,183.05	6,620.56	6,367.82	43,868.68
Somerset County	5,291.26	4,562.38	4,813.42	3,763.52	4,010.08	4,524.19	5,778.96	5,558.35	38,292.16
Talbot County	4,505.57	3,874.68	4,096.86	3,203.26	3,413.12	3,850.68	4,918.67	4,730.89	32,591.73
Washington County	3,921.36	3,373.77	3,567.23	2,789.15	2,971.87	3,352.88	4,282.79	4,119.29	28,378.34
Wicomico County	9,383.86	8,073.47	8,536.42	6,674.46	7,111.73	8,023.48	10,248.78	9,857.53	67,909.73
Worcester County	6,900.90	5,937.24	6,277.70	4,908.41	5,229.97	5,900.48	7,536.97	7,249.24	49,940.91
Baltimore City	6,678.29	5,715.72	6,075.19	4,750.07	5,061.26	5,710.14	7,293.84	7,015.39	48,329.90
Elimination of Grade Crossings Fund—½ cent Gasoline Tax	12,809.58	36,831.52	38,439.94	30,449.20	32,444.00	36,603.45	46,755.37	44,970.47	309,303.53
Post Road Revenue from State of Maryland and Federal Government:	57,079.44	49,108.72	52,152.75	40,925.02	43,546.78	49,153.04	62,617.06	60,457.39	415,040.20
Allegany County			2,512.06	3,088.13	6,728.62	2,489.12	2,428.24	30,924.63	48,170.80
Anne Arundel County			2,578.87	3,170.26	6,907.57	2,555.32	2,492.82	31,747.11	49,451.95
Baltimore County			5,645.45	6,940.08	15,121.50	5,593.90	5,457.06	69,498.19	108,256.18
Calvert County			1,015.51	1,248.39	2,720.08	1,006.24	981.63	12,501.47	19,473.32
Caroline County			2,398.48	2,948.51	6,424.40	2,376.58	2,318.45	29,526.45	45,992.87

Carroll County	\$1,349.33	\$5,346.73	\$11,649.82	\$1,309.62	\$4,204.20	\$53,542.40	\$83,402.10
Cecil County	2,912.92	3,580.92	7,802.34	2,886.32	2,815.72	35,859.42	55,857.64
Charles County	2,458.61	3,022.43	6,585.46	2,436.16	2,376.57	30,266.67	47,145.90
Dorchester County	2,745.89	3,375.59	7,354.96	2,720.82	2,654.27	33,803.25	52,654.78
Frederick County	5,571.95	6,849.74	14,924.66	5,521.08	5,386.03	68,593.48	106,846.94
Garrett County	3,534.25	4,344.74	9,466.60	3,501.98	3,416.32	43,508.34	67,772.23
Harford County	3,587.70	4,410.44	9,609.76	3,554.94	3,467.99	44,166.31	68,797.14
Howard County	1,924.12	2,365.38	5,153.84	1,906.56	1,859.93	23,686.95	36,896.78
Kent County	1,917.45	2,357.16	5,135.94	1,899.94	1,853.47	23,604.71	36,768.67
Montgomery County	3,721.32	4,574.70	9,967.67	3,687.34	3,597.15	45,811.24	71,359.42
Prince George's County	3,260.32	4,008.00	8,732.89	3,230.56	3,151.54	40,136.23	62,519.54
Queen Anne's County	2,907.44	3,634.93	8,334.93	2,343.48	2,286.16	29,115.21	45,352.29
St. Mary's County	2,064.43	2,537.85	5,529.64	2,045.58	1,995.55	25,414.13	39,587.18
Somerset County	1,757.10	2,160.05	4,706.46	1,741.06	1,698.47	21,630.79	33,693.93
Talbot County	1,529.95	1,880.81	4,098.02	1,515.98	1,478.90	18,834.44	29,338.10
Washington County	3,661.19	4,500.79	9,806.61	3,627.76	3,539.03	45,071.01	70,206.39
Wicomico County	2,692.44	3,309.88	7,211.79	2,667.86	2,602.60	33,145.29	51,629.86
Worcester County	2,605.59	3,203.12	6,979.16	2,581.80	2,518.65	32,076.09	49,961.41
Revenue from County Bond Issues:							
Allegany County—Advance	\$60,692.64						60,692.64
Anne Arundel County	164,646.54						267,512.74
Harford County—Advance	20,870.70						62,955.80
Kent County	383,584.63				51,060.05		533,179.69
Montgomery County	200,000.00						200,000.00
Prince George's County	85,304.39						251,931.00
State of Maryland Bond Issues for post roads						122,232.73	
Alotted to Baltimore City						154,010.66	154,010.66
Special bridge Construction from bonds of State of Maryland:							
Alotted to Baltimore City						154,011.48	154,011.48
General Allotment:							
State bond Issue						616,045.92	616,045.92
Other						3,951.35	3,951.35
Special Road Construction Loan of 1929:							
Alotted to Baltimore City						152,980.50	152,980.50
General Allotment						611,922.04	611,922.04
Gas Tax Refunds held for Municipalities:							
Baltimore City	279.29		339.79	298.00	269.90	567.39	2,906.59
Cumberland	30.64		29.24	34.12	28.73	26.26	239.37
Hagerstown	28.97		38.58	28.03	29.50	27.32	263.86
Fees for permits	28.50		65.75	65.75	148.00	55.75	472.50
Sales of Specifications	58.00		251.25	235.00	396.29	318.00	2,024.51

SUMMARY OF INCOME DURING 1930, BY MONTHS, AND BY SOURCES FROM WHICH DERIVED—(Concluded).

	JANUARY	FEBRUARY	MARCH	APRIL	MAY	JUNE	JULY	AUGUST	TOTAL
Rental of property.....	\$ 125.00	\$ 425.00	\$ 125.00	\$ 155.00	\$ 239.76	\$ 197.50	\$ 45.00	.....	\$ 1,312.26
Sale of new, old, and scrap material.....	125.28	87.71	479.29	44.00	39.32	723.78	526.23	\$ 527.77	2,553.38
Interest on bank balances.....	3.56	3.56	1,169.52	3.49	.....	650.28	.....	.....	1,830.41
Repayment of Pennsylvania R. R. Co. Grade Elimination.....	.....	.....	.....	.....	.....	63,939.26	.....	.....	63,939.26
Revenue from Federal Government for expenditures previously made on post roads.....	.....	.....	.....	.....	7,423.96	.....	.....	.....	7,423.96
Miscellaneous:									
Baltimore City—United Railways and Elec. Co.	.....	.....	.....	.....	.....	.....	33,308.54	.....	33,308.54
Other.....	3,832.38	2,743.29	5,777.97	3,248.60	605.89	814.76	1,892.60	13,481.55	32,397.01
Total.....	\$2,783,087.28	\$838,426.43	\$707,674.12	\$553,164.15	\$815,204.77	\$650,268.74	\$810,374.60	\$3,240,629.51	\$10,398,829.60

Exhibit No. 7.

DETAILS OF REVENUE AND PERCENTAGE OF INCREASE OR DECREASE FOR PERIODS JAN. 1, 1930, TO AUG. 31, 1930, AND JAN. 15, 1929, TO AUG. 31, 1929

	1929 January 15 to August 31, 1929	1930 January 1 to August 31, 1930	Increase	Decrease	PERCENT OF	
					Increase	Decrease
REVENUES:						
Maintenance and Reconstruction Fund:						
2 cent Gasoline Tax.....	\$1,452,312.21	\$1,660,160.71	\$207,848.53		14.32	
Motor Vehicle Licenses.....	2,162,879.86	2,276,092.76	113,212.90		5.23	
Lateral Road Gasoline Tax Fund—1½ cent Tax:						
Allegany County.....	40,730.85	46,594.99	5,864.14		14.40	
Anne Arundel.....	41,814.10	47,834.22	6,020.12		14.40	
Baltimore County.....	91,536.02	104,714.76	13,178.77		14.40	
Calvert County.....	16,465.66	18,836.28	2,370.62		14.40	
Caroline County.....	38,889.27	44,488.30	5,599.03		14.40	
Carroll County.....	70,520.65	80,673.78	10,153.13		14.40	
Cecil County.....	47,230.42	54,030.36	6,799.94		14.40	
Charles County.....	39,864.20	45,603.60	5,739.40		14.40	
Dorchester County.....	44,522.26	50,932.28	6,410.02		14.40	
Frederick County.....	90,344.42	103,351.65	13,007.23		14.40	
Garrett County.....	57,304.82	65,555.19	8,250.37		14.40	
Harford County.....	58,171.41	66,546.57	8,375.16		14.40	
Howard County.....	31,198.09	35,689.78	4,491.69		14.40	
Kent County.....	31,089.75	35,565.87	4,476.12		14.40	
Montgomery County.....	60,337.94	69,025.02	8,687.08		14.40	
Prince George's County.....	52,863.41	60,474.22	7,610.81		14.40	
Queen Anne's County.....	38,347.63	43,868.68	5,521.05		14.40	
St. Mary's County.....	33,472.94	38,292.16	4,819.22		14.40	
Somerset County.....	28,489.92	32,591.73	4,101.81		14.40	
Talbot County.....	24,806.81	28,378.34	3,571.53		14.40	
Washington County.....	59,363.01	67,909.73	8,546.72		14.40	
Wicomico County.....	43,655.61	49,940.91	6,285.30		14.40	
Worcester County.....	42,247.39	48,329.90	6,082.51		14.40	
Baltimore City.....	270,816.67	309,303.53	38,486.86		14.21	
Elimination of Grade Crossings Fund—1½ cent Gasoline Tax.....	363,482.61	415,040.20	51,557.59		14.18	
Post Road Revenue from State of Maryland and Federal Government:						
Allegany County.....	22,575.34	48,170.80	25,595.46		113.38	
Anne Arundel County.....	23,175.75	49,451.95	26,276.20		113.38	
Baltimore County.....	50,734.48	108,256.18	57,521.70		113.38	
Calvert County.....	9,126.21	19,473.32	10,347.11		113.38	
Caroline County.....	21,554.66	45,992.87	24,438.21		113.38	
Carroll County.....	39,086.56	83,402.10	44,315.54		113.38	
Cecil County.....	26,177.79	55,857.64	29,679.85		113.38	
Charles County.....	22,095.03	47,145.90	25,050.87		113.38	
Dorchester County.....	24,676.77	52,654.78	27,978.01		113.38	
Frederick County.....	50,074.03	106,846.94	56,772.91		113.38	

Garrett County.....	\$31,761.59	\$67,772.23	\$36,010.64	113.38	
Harford County.....	32,241.91	68,797.14	36,555.23	113.38	
Howard County.....	17,291.75	36,896.78	19,695.03	113.38	
Kent County.....	17,231.71	36,768.67	19,536.96	113.38	
Montgomery County.....	33,442.73	71,359.42	37,916.69	113.38	
Prince George's County.....	29,299.91	62,519.54	33,219.63	113.38	
Queen Anne's County.....	21,254.41	45,352.29	24,097.85	113.38	
St. Mary's County.....	18,552.61	39,587.18	21,031.57	113.38	
Somerset County.....	15,790.73	33,693.93	17,903.20	113.38	
Talbot County.....	13,749.34	29,338.10	15,588.76	113.38	
Washington County.....	32,902.36	70,206.39	37,304.03	113.38	
Wicomico County.....	24,196.41	51,629.86	27,433.42	113.38	
Worcester County.....	23,415.91	49,964.41	26,548.50	113.38	
Revenue from County Bond Issues:					
Allegany County—Advance		60,692.64	60,692.64	100.00	
Anne Arundel—Advance		267,512.74	267,512.74	100.00	
Caroline County—Advance			\$12,865.53	100.00	100.00
Harford County—Advance		62,955.80	62,955.80	100.00	
Kent County.....		533,179.69	533,179.69	100.00	
Montgomery County.....		200,000.00		100.00	10.59
Prince George's County.....		251,931.00	251,931.00	100.00	
State of Maryland Bond Issues for Post Roads:					
Allotted to Baltimore City.....	150,102.01	154,010.66	3,908.65	2.60	
Special Bridge Construction from Bonds of State of Maryland:					
Allotted to Baltimore City.....	150,091.26	154,011.48	3,920.22	2.61	
General Allotment:					
State Bond Issue.....	600,365.08	616,045.92	15,680.84	2.61	67.36
Other.....	12,107.57	3,951.35			
Special Road Construction Loan of 1929:					
Allotted to Baltimore City.....	531,902.41	152,980.50			71.24
General Allotment.....	2,127,609.68	611,922.04	1,515,687.64		71.24
Gas Tax Refunds held for Municipalities:					
Baltimore City.....	2,577.14	2,906.59	329.45	12.78	
Cumberland.....	76.83	289.37	162.54	211.56	
Hagerstown.....	176.11	263.86	87.75	49.83	
Fees for Permits.....	529.25	472.50			10.72
Sales of Specifications.....	1,246.20	2,024.51	778.31	62.45	
Rental of Property.....	196.00	1,312.26	1,116.26	569.52	
Sale of new, old and scrap material.....	15,834.43	2,553.38			83.87
Interest on bank balances.....	376.04	1,830.41	1,254.37	217.76	
Return of petty cash fund by employees.....	12,300.00				100.00
Repayment of Penna. R. R. Co. Grade Elimination.....		63,939.26	63,939.26	100.00	
Revenue from Federal Govt. for expenditures previously made on post roads.....	429,749.62	7,423.96			98.27
Miscellaneous:					
Baltimore City.....	33,308.54				100.00
Prince George's County.....	500.00				37.76
Other.....	52,051.52	32,397.04	500.00		
		19,654.48			
TOTAL.....	\$10,291,022.73	\$10,398,829.60	\$2,515,247.61	24.11	24.01
			\$2,407,440.74		

SUMMARY AND DETAILS OF EXPENSE.

FOR THE PERIOD JANUARY 15, 1929, TO DECEMBER 31, 1929.

SUMMARY OF EXPENSES

ACCT. NO.	ACCOUNT TITLE	
1	GENERAL EXPENSES:	
11	General Expenses.....	\$38,167.47
12	Accounting and Commercial Expenses.....	58,131.38
13	Legal Expenses.....	29,531.78
14	Injuries and Damages.....	366.77
15	Insurance.....	16,781.70
	Total (carried below).....	<u>\$142,979.10</u>
2	OPERATING EXPENSES:	
21	Operating Engineer's Expenses.....	\$41,484.53
22	Operating Engineer's Expenses (all Districts)...	193,398.21
23	Plans and Surveys Expenses.....	35,161.12
24	Storeroom and Yard Expenses.....	19,097.75
25	Equipment and Transportation Operating Expenses (all Districts).....	265,162.50
26	Laboratory Expense.....	16,236.89
	Total (carried below).....	<u>\$570,541.00</u>
3	MAINTENANCE EXPENSES:	
31	General Repairs.....	\$6,141.21
32	Maintenance of Roads (all Districts).....	693,788.23
33	Repairs to Roads (all Districts).....	611,402.96
34	Oiling of Roads (all Districts).....	323,305.46
35	Repairs and Maintenance—Bridges (over 20 ft.) all Districts.....	73,754.15
36	Depreciation.....	87,666.49
	Total (carried below).....	<u>\$1,796,058.50</u>
1	General Expenses.....	\$142,979.10
2	Operating Expenses.....	570,541.00
3	Maintenance Expenses.....	1,796,058.50
	Total Expenses.....	<u><u>\$2,509,578.60</u></u>

DETAILS OF EXPENSE, 1929.

1. GENERAL EXPENSES.

ACCT. No.	ACCOUNT TITLE	
11	GENERAL EXPENSES:	
111	Pay of Administrative Officers.....	\$11,121.77
112	Expense Administrative Officers.....	2,223.08
113	Pay of Other Administrative Officers.....	131.25
114	Expense of Other Administrative Officers.....	68.10
115	General Administrative Office Supplies and Expense.....	13,243.80
116	General Administrative Stationery, Printing, Postage, Telephone.....	7,586.77
117	Assistance to Employees.....	
118	Miscellaneous Expense of General Administrative Offices.....	3,792.70
	Total (Carried to Summary).....	<u>\$38,167.47</u>
12	ACCOUNTING AND COMMERCIAL EXPENSES:	
121	Pay of Accounting and Commercial Employees.....	\$40,519.66
122	Acct. and Com. Employees Expenses.....	2,564.36
123	Acct. and Com. Office Supplies and Expense.....	4,719.26
124	Postage, Telephone and Telegraph.....	3,270.72
125	Stationery, Printing and Advertising.....	6,918.05
126	Miscellaneous Acct. and Com. Expenses.....	139.33
	Total (Carried to Summary).....	<u>\$58,131.38</u>
13	LEGAL EXPENSES:	
131	Retainers and Salaries of Counsel.....	
132	Office and General Expenses of Counsel.....	
133	General Legal Fees and Expenses.....	\$18,283.03
134	Law Books, Printing and Stationery.....	
135	Trial and Settlement Costs, Fees and Expenses.....	11,248.75
	Total (Carried to Summary).....	<u>\$29,531.78</u>
14	INJURIES AND DAMAGES:	
141	Medical and Hospital Fees and Expenses.....	\$15.00
142	Trial and Settlement Costs, Fees and Expenses.....	
143	Injuries to Employees.....	
144	Injuries to Non-Employees.....	
145	Damages to Property.....	163.88
146	Other Accident and Damage Expenses.....	187.89
	Total (Carried to Summary).....	<u>\$366.77</u>
15	INSURANCE:	
151	Insurance on Operating Mgmt. Properties.....	\$76.98
152	Insurance on Plans and Surveys Properties.....	
153	Insurance on Storerooms and Yard Properties.....	
154	Insurance on Repair Shops and Transportation and Construction Equipment Properties.....	11,677.62
155	Insurance on Laboratory Properties.....	
156	Insurance on Miscellaneous Properties.....	81.90
157	Employees and Public Casualty Insurance.....	4,935.20
158	Other Insurance.....	10.00
	Total (Carried to Summary).....	<u>\$16,781.70</u>

DETAILS OF EXPENSE, 1929.

2. OPERATING EXPENSES.

ACCT. No.	ACCOUNT TITLE	
21	OPERATING ENGINEER'S EXPENSES:	
211	Pay of Operating Engineer's Employees.....	\$27,274.73
212	Expense of Operating Engineer's Employees...	7,813.01
213	Operating Engineer's Office Supplies and Expense.....	1,932.75
214	General Expense Operating Engineer.....	4,464.04
	Total (Carried to Summary).....	<u>\$41,484.53</u>

22 DISTRICT OPERATING ENGINEER'S EXPENSE:

DISTRICT No. 1:

221-1	Pay of District Engineer's Employees.....	\$12,451.88
222-1	Expense of District Engineer's Employees.....	3,985.54
223-1	District Engineer's Office Supplies and Expense	429.48
224-1	Rent of District Office.....	507.00
224A-1	Camp Site Rental.....	.....
225-1	Light, Heat and Telephone.....	698.28
226-1	Miscellaneous Expense.....	63.98
	Total.....	<u>\$18,136.16</u>

22 DISTRICT OPERATING ENGINEER'S EXPENSE:

DISTRICT No. 2:

221-2	Pay of District Engineer's Employees.....	\$15,645.52
222-2	Expense of District Engineer's Employees.....	4,679.99
223-2	District Engineer's Office Supplies and Expense	1,005.95
224-2	Rent of District Office.....	243.64
224A-2	Camp Site Rental.....	.....
225-2	Light, Heat and Telephone.....	904.71
226-2	Miscellaneous Expense.....	160.39
	Total.....	<u>\$22,640.20</u>

22 DISTRICT OPERATING ENGINEER'S EXPENSE:

DISTRICT No. 3:

221-3	Pay of District Engineer's Employees.....	\$13,999.38
222-3	Expense of District Engineer's Employees.....	3,552.03
223-3	District Engineer's Office Supplies and Expense	822.63
224-3	Rent of District Office.....	525.00
224A-3	Camp Site Rental.....	.....
225-3	Light, Heat and Telephone.....	874.62
226-3	Miscellaneous Expense.....	231.16
	Total.....	<u>\$20,004.82</u>

DETAILS OF EXPENSE, 1929.

ACCT. No.	ACCOUNT TITLE	
22	DISTRICT OPERATING ENGINEER'S EXPENSE:	
	DISTRICT No. 4:	
220-4		
221-4	Pay of District Engineer's Employees	\$21,218.55
222-4	Expense of District Engineer's Employees	5,363.50
223-4	District Engineer's Office Supplies and Expense	1,301.64
224-4	Rent of District Office	300.06
224A-4	Camp Site Rental	
225-4	Light, Heat and Telephone	332.34
226-4	Miscellaneous Expense	11.91
	Total	<u>\$28,528.00</u>
22	DISTRICT OPERATING ENGINEER'S EXPENSE:	
	DISTRICT No. 5:	
220-5		
221-5	Pay of District Engineer's Employees	\$27,604.71
222-5	Expense of District Engineer's Employees	5,654.84
223-5	District Engineer's Office Supplies and Expense	1,364.98
224-5	Rent of District Office	315.00
224A-5	Camp Site Rental	
225-5	Light, Heat and Telephone	572.89
226-5	Miscellaneous Expense	58.56
	Total	<u>\$35,570.98</u>
22	DISTRICT OPERATING ENGINEER'S EXPENSE:	
	DISTRICT No. 6:	
221-6	Pay of District Engineer's Employees	\$21,777.87
222-6	Expense of District Engineer's Employees	3,557.36
223-6	District Engineer's Office Supplies and Expense	1,008.89
224-6	Rent of District Office	388.00
224A-6	Camp Site Rental	168.74
225-6	Light, Heat and Telephone	899.94
226-6	Miscellaneous Expense	119.99
	Total	<u>\$27,920.79</u>
22	DISTRICT OPERATING ENGINEER'S EXPENSE:	
	DISTRICT No. 7:	
221-7	Pay of District Engineer's Employees	\$14,616.52
222-7	Expense of District Engineer's Employees	3,866.51
223-7	District Engineer's Office Supplies and Expense	500.38
224-7	Rent of District Office	210.00
224A-7	Camp Site Rental	
225-7	Light, Heat and Telephone	182.63
226-7	Miscellaneous Expense	68.96
	Total	<u>\$19,445.00</u>

DETAILS OF EXPENSE, 1929.

ACCT. No.	ACCOUNT TITLE	
22	DISTRICT OPERATING ENGINEER'S EXPENSE:	
	DISTRICT No. 8:	
221-8	Pay of District Engineer's Employees.....	\$14,155.57
222-8	Expense of District Engineer's Employees.....	5,065.23
223-8	District Engineer's Office Supplies and Expense.....	978.39
224-8	Rent of District Office.....	375.00
224A-8	Camp Site Rental.....	
225-8	Light, Heat and Telephone.....	554.96
226-8	Miscellaneous Expense.....	23.11
	Total.....	<u>\$21,152.26</u>
	Grand Total of 8 Districts (Carried to Summary).....	<u><u>\$193,398.21</u></u>
23	PLANS AND SURVEY EXPENSE:	
231	Pay of Operating Management Employees— Plans and Surveys.....	\$21,206.91
232	Expense of Operating Management.....	5,607.35
233	Office Supplies and Expense.....	6,532.92
234	Miscellaneous Expense.....	1,813.94
	Total (Carried to Summary).....	<u><u>\$35,161.12</u></u>
24	STOREROOM AND YARD EXPENSE:	
241	Pay of Operating Management and Employees.....	\$10,119.28
242	Expense of Employees.....	67.18
243	Light, Heat and Water.....	478.07
244	Rent.....	
245	Oils and Waste.....	1,551.03
246	Miscellaneous Expense.....	5,394.86
247	Paint Shop.....	1,487.33
	Total (Carried to Summary).....	<u><u>\$19,097.75</u></u>
25	EQUIPMENT AND TRANSPORTATION OPERATING EXPENSE:	
	DISTRICT No. 1:	
251-1	Pay of Employees.....	\$2,902.97
252-1	Expense of Employees.....	92.60
253-1	Light, Heater, Water, Etc.....	73.17
254-1	Rent.....	10.00
255-1 & 255A	Gasoline and Kerosene.....	4,792.44
256-1	Lubricating Oils.....	424.92
257-1 & 257A	Parts and Repairs.....	3,088.99
258-1 & 258A	Tires and Supplies.....	483.37
259-1	Miscellaneous Expense.....	343.19
	Total.....	<u><u>\$12,211.65</u></u>

DETAILS OF EXPENSE, 1929.

ACCT. No.	ACCOUNT TITLE	
25	EQUIPMENT AND TRANSPORTATION OPERATING EXPENSE:	
	DISTRICT No. 2:	
251-2	Pay of Employees.....	\$6,027.23
252-2	Expense of Employees.....	200.63
253-2	Light, Heat, Water, Etc.....	412.83
254-2	Rent.....	548.50
255-2 & 255A	Gasoline and Kerosene.....	4,006.35
256-2	Lubricating Oils.....	435.98
257-2 & 257A	Parts and Repairs.....	2,980.94
258-2 & 258A	Tires and Supplies.....	1,170.53
259-2	Miscellaneous Expense.....	946.39
	Total.....	\$16,729.38
25	EQUIPMENT AND TRANSPORTATION OPERATING EXPENSE:	
	DISTRICT No. 3:	
251-3	Pay of Employees.....	\$13,926.34
252-3	Expense of Employees.....	433.31
253-3	Light, Heat, Water, Etc.....	397.96
254-3	Rent.....	467.00
255-3 & 255A	Gasoline and Kerosene.....	9,896.19
256-3	Lubricating Oils.....	1,164.25
257-3 & 257A	Parts and Repairs.....	10,641.27
258-3 & 258A	Tires and Supplies.....	4,066.05
259-3	Miscellaneous Expense.....	2,237.31
	Total.....	\$43,229.68
25	EQUIPMENT AND TRANSPORTATION OPERATING EXPENSE:	
	DISTRICT No. 4:	
251-4	Pay of Employees.....	\$15,501.07
252-4	Expense of Employees.....	860.95
253-4	Light, Heat, Water, Etc.....	1,179.99
254-4	Rent.....	1,754.46
255-4 & 255A	Gasoline and Kerosene.....	10,333.04
256-4	Lubricating Oils.....	1,075.57
257-4 & 257A	Parts and Repairs.....	8,374.55
258-4 & 258A	Tires and Supplies.....	2,957.64
259-4	Miscellaneous Expense.....	1,159.17
	Total.....	\$43,196.44
25	EQUIPMENT AND TRANSPORTATION OPERATING EXPENSE:	
	DISTRICT No. 5:	
251-5	Pay of Employees.....	\$18,932.07
252-5	Expense of Employees.....	336.17
253-5	Light, Heat, Water, Etc.....	824.57
254-5	Rent.....	239.86
255-5 & 255A	Gasoline and Kerosene.....	9,964.00
256-5	Lubricating Oils.....	794.39
257-5 & 257A	Parts and Repairs.....	7,109.97
258-5 & 258A	Tires and Supplies.....	2,963.40
259-5	Miscellaneous Expense.....	2,022.35
	Total.....	\$43,186.78

DETAILS OF EXPENSE, 1929.

ACCT. NO.	ACCOUNT TITLE	
25	EQUIPMENT AND TRANSPORTATION OPERATING EXPENSE:	
	DISTRICT NO. 6:	
251-6	Pay of Employees.....	\$16,689.03
252-6	Expense of Employees.....	109.09
253-6	Light, Heat, Water, Etc.....	51.43
254-6	Rent.....	492.04
255-6 & 255A	Gasoline and Kerosene.....	11,803.36
256-6	Lubricating Oils.....	7,784.61
257-6 & 257A	Parts and Repairs.....	2,829.72
258-6 & 258A	Tires and Supplies.....	8,439.46
259-6	Miscellaneous Expense.....	1,133.27
	Total.....	<u>\$49,332.01</u>
25	EQUIPMENT AND TRANSPORTATION OPERATING EXPENSE:	
	DISTRICT NO. 7:	
251-7	Pay of Employees.....	\$5,925.59
252-7	Expense of Employees.....	83.45
253-7	Light, Heat, Water, Etc.....	292.67
254-7	Rent.....	1,271.50
255-7 & 255A	Gasoline and Kerosene.....	4,377.66
256-7	Lubricating Oils.....	394.93
257-7 & 257A	Parts and Repairs.....	4,107.01
258-7 & 258A	Tires and Supplies.....	945.45
259-7	Miscellaneous Expense.....	801.10
	Total.....	<u>\$18,199.36</u>
25	EQUIPMENT AND TRANSPORTATION OPERATING EXPENSE:	
	DISTRICT NO. 8:	
251-8	Pay of Employees.....	\$13,375.16
252-8	Expense of Employees.....	371.94
253-8	Light, Heat, Water, Etc.....	75.41
254-8	Rent.....	736.00
255-8 & 255A	Gasoline and Kerosene.....	14,090.60
256-8	Lubricating Oils.....	1,067.46
257-8 & 257A	Parts and Repairs.....	5,819.54
258-8 & 258A	Tires and Supplies.....	2,967.38
259-8	Miscellaneous Expense.....	573.71
	Total.....	<u>\$39,077.20</u>
	Grand Total of 8 Districts (Carried to Summary).....	<u>\$265,162.50</u>
26	LABORATORY EXPENSE:	
261	Pay of Operating Management.....	\$3,287.50
262	Pay of Employees.....	8,349.50
263	Operating Management Office Supplies and Expense.....	1,275.27
264	General Miscellaneous Expense.....	3,324.62
	Total (Carried to Summary).....	<u>\$16,236.89</u>

DETAILS OF EXPENSE, 1929.

3. MAINTENANCE EXPENSES

ACCT. No.	ACCOUNT TITLE	
31	GENERAL REPAIRS:	
310	Repairs of Administrative Properties	\$4,982.18
311	Repairs of Accounting and Commercial Properties	280.00
312	Repairs of Operating Engineer's Properties	
313	Repairs of District Operating Properties	29.69
314	Repairs of Plans and Surveys Properties	
315	Repairs of Storeroom and Yard Properties	675.00
316	Repairs of Laboratories Properties	174.34
	Total (Carried to Summary)	\$6,141.21

32 MAINTENANCE OF ROADS:

DISTRICT No. 1:

320-1	Cost of Material	\$38.10
321-1	Pay and Exp. of Employees (Supvn. and Inspn.)	63.38
322-1	Earthwork	34,805.81
323-1	Whitewashing	662.24
324-1	Guard Rails	44.66
325-1	Signs and Markers	3,354.45
325A-1	Striping	501.54
326-1	Traffic	1,743.97
327-1	Snow Removal	103.90
327A-1	Applying Cinders	
328-1	Miscellaneous	575.65
329-1	Expenses of Camp Sites (other than rent)	
329A-1	Culverts and Bridges (less than 20 feet)	345.43
	Total	\$42,239.13

32 MAINTENANCE OF ROADS:

DISTRICT No. 2:

320-2	Cost of Material	\$1,369.75
321-2	Pay and Exp. of Employees (Supvn. and Inspn.)	1,500.80
322-2	Earthwork	54,766.56
323-2	Whitewashing	1,710.15
324-2	Guard Rails	4,188.06
325-2	Signs and Markers	3,994.03
325A-2	Striping	2,184.33
326-2	Traffic	3,021.44
327-2	Snow Removal	841.66
327A-2	Applying Cinders	7.89
328-2	Miscellaneous	6,893.88
329-2	Expenses of Camp Sites (other than rent)	
329A-2	Culverts and Bridges (less than 20 feet)	1,495.70
	Total	\$81,974.25

DETAILS OF EXPENSE, 1929.

ACCT. No.	ACCOUNT TITLE	
32	MAINTENANCE OF ROADS:	
	DISTRICT No. 3:	
320-3	Cost of Material	\$1,200.58
321-3	Pay and Exp. of Employees (Supvn. and Inspn.)	96.65
322-3	Earthwork	59,695.93
323-3	Whitewashing	1,825.04
324-3	Guard Rails	3,541.62
325-3	Signs and Markers	2,862.43
325A-3	Striping	837.17
326-3	Traffic	1,534.91
327-3	Snow Removal	3,946.77
327A-3	Applying Cinders	43.25
328-3	Miscellaneous	1,040.41
329-3	Expenses of Camp Sites (other than rent)	
329A-3	Culverts and Bridges (less than 20 feet)	7,458.81
	Total	<u>\$84,083.57</u>
32	MAINTENANCE OF ROADS:	
	DISTRICT No. 4:	
320-4	Cost of Material	\$912.43
321-4	Pay and Exp. of Employees (Supvn. and Inspn.)	8,613.19
322-4	Earthwork	106,114.68
323-4	Whitewashing	2,529.75
324-4	Guard Rails	8,519.41
325-4	Signs and Markers	6,127.62
325A-4	Striping	4,101.85
326-4	Traffic	5,224.34
327-4	Snow Removal	5,046.48
327A-4	Applying Cinders	202.41
328-4	Miscellaneous	163.84
329-4	Expenses of Camp Sites (other than rent)	
329A-4	Culverts and Bridges (less than 20 feet)	4,908.48
	Total	<u>\$152,464.48</u>
32	MAINTENANCE OF ROADS:	
	DISTRICT No. 5:	
320-5	Cost of Material	\$ 43.71
321-5	Pay and Exp. of Employees (Supvn. and Inspn.)	578.32
322-5	Earthwork	78,989.45
323-5	Whitewashing	2,599.26
324-5	Guard Rails	1,372.64
325-5	Signs and Markers	5,503.42
325A-5	Striping	2,864.30
326-5	Traffic	1,995.68
327-5	Snow Removal	3,937.90
327A-5	Applying Cinders	67.79
328-5	Miscellaneous	1,586.85
329-5	Expenses of Camp Sites (other than rent)	1,825.46
329A-5	Culverts and Bridges (less than 20 feet)	6,159.00
	Total	<u>\$107,523.78</u>

DETAILS OF EXPENSE, 1929.

ACCT. No.	ACCOUNT TITLE	
32	MAINTENANCE OF ROADS:	
	DISTRICT No. 6:	
320-6	Cost of Material.....	\$10.90
321-6	Pay and Exp. of Employees (Supvn. and Inspn.).....	3,096.09
322-6	Earthwork.....	45,127.25
323-6	Whitewashing.....	1,930.20
324-6	Guard Rails.....	2,112.49
325-6	Signs and Markers.....	2,509.26
325A-6	Striping.....	599.41
326-6	Traffic.....	4,012.97
327-6	Snow Removal.....	6,760.66
327A-6	Applying Cinders.....	252.44
328-6	Miscellaneous.....	549.42
329-6	Expenses of Camp Sites (other than rent).....	62.37
329A-6	Culverts and Bridges (less than 20 feet).....	2,278.96
	Total.....	<u>\$69,302.42</u>
32	MAINTENANCE OF ROADS:	
	DISTRICT No. 7:	
320-7	Cost of Material.....	
321-7	Pay and Exp. of Employees (Supvn. and Inspn.).....	\$280.40
322-7	Earthwork.....	47,047.73
323-7	Whitewashing.....	1,842.24
324-7	Guard Rails.....	2,879.59
325-7	Signs and Markers.....	2,103.29
325A-7	Striping.....	1,296.28
326-7	Traffic.....	2,255.90
327-7	Snow Removal.....	3,143.21
327A-7	Applying Cinders.....	9.40
328-7	Miscellaneous.....	339.07
329-7	Expenses of Camp Sites (other than rent).....	
329A-7	Culverts and Bridges (less than 20 feet).....	2,337.69
	Total.....	<u>\$63,534.80</u>
32	MAINTENANCE OF ROADS:	
	DISTRICT No. 8:	
320-8	Cost of Material.....	\$2,007.75
321-8	Pay and Exp. of Employees (Supvn. and Inspn.).....	116.10
322-8 & 322A	Earthwork and Cutting Grass and Brush.....	78,423.93
323-8	Whitewashing.....	497.46
324-8	Guard Rails.....	1,943.33
325-8	Signs and Markers.....	2,119.40
325A-8	Striping.....	927.57
326-8	Traffic.....	1,078.04
327-8	Snow Removal.....	1,363.56
327A-8	Applying Cinders.....	37.09
328-8	Miscellaneous.....	809.28
329-8	Expenses of Camp Sites (other than rent).....	
329A-8	Culverts and Bridges (less than 20 feet).....	3,342.29
	Total.....	<u>\$92,665.80</u>
	Grand Total of 8 Districts (Carried to Summary).....	<u>\$693,788.23</u>

DETAILS OF EXPENSE, 1929.

ACCT. No.	ACCOUNT TITLE	
33	REPAIRS TO ROADS:	
	DISTRICT No. 1:	
331-1	Pay and Exp. of Employees (Supvn. and Inspn.)	\$91.76
332-1	Material	66,583.52
333-1	Unloading and Hauling	7,763.94
334-1	Patching	13,346.94
335-1	Rolling	882.46
336-1	Miscellaneous	24.20
	Total	<u>\$88,692.82</u>
33	REPAIRS TO ROADS:	
	DISTRICT No. 2:	
331-2	Pay and Exp. of Employees (Supvn. and Inspn.)	\$ 978.57
332-2	Material	31,970.35
333-2	Unloading and Hauling	6,291.62
334-2	Patching	23,303.77
335-2	Rolling	572.92
336-2	Miscellaneous	280.51
	Total	<u>\$63,397.74</u>
33	REPAIRS TO ROADS:	
	DISTRICT No. 3:	
331-3	Pay and Exp. of Employees (Supvn. and Inspn.)	\$254.93
332-3	Material	25,110.27
333-3	Unloading and Hauling	8,511.25
334-3	Patching	32,387.29
335-3	Rolling	101.14
336-3	Miscellaneous	404.12
	Total	<u>\$66,769.00</u>
33	REPAIRS TO ROADS:	
	DISTRICT No. 4:	
331-4	Pay and Exp. of Employees (Supvn. and Inspn.)	\$2,355.07
332-4	Material	26,566.17
333-4	Unloading and Hauling	6,573.23
334-4	Patching	24,258.62
335-4	Rolling	567.61
336-4	Miscellaneous	97.97
	Total	<u>\$60,418.67</u>
33	REPAIRS TO ROADS:	
	DISTRICT No. 5:	
331-5	Pay and Exp. of Employees (Supvn. and Inspn.)	\$388.24
332-5	Material	47,691.15
333-5	Unloading and Hauling	8,003.59
334-5	Patching	23,648.72
335-5	Rolling	1,250.19
336-5	Miscellaneous	19.20
	Total	<u>\$81,001.09</u>

DETAILS OF EXPENSE, 1929.

ACCT. No.	ACCOUNT TITLE	
33	REPAIRS TO ROADS:	
	DISTRICT No. 6:	
331-6	Pay and Exp. of Employees (Supvn. and Inspn.)	\$1,225.60
332-6	Material.....	42,767.44
333-6	Unloading and Hauling.....	4,992.20
334-6	Patching.....	19,616.24
335-6	Rolling.....	1,549.60
336-6	Miscellaneous.....	57.43
	Total.....	\$70,208.51
33	REPAIRS TO ROADS:	
	DISTRICT No. 7:	
331-7	Pay and Exp. of Employees (Supvn. and Inspn.)	\$338.15
332-7	Material.....	14,650.41
333-7	Unloading and Hauling.....	3,883.93
334-7	Patching.....	24,028.17
335-7	Rolling.....	566.97
336-7	Miscellaneous.....	52.84
	Total.....	\$43,520.47
33	REPAIRS TO ROADS:	
	DISTRICT No. 8:	
331-8	Pay and Exp. of Employees (Supvn. and Inspn.)	\$423.06
332-8	Material.....	47,520.02
333-8	Unloading and Hauling.....	43,102.93
334-8	Patching.....	45,503.56
335-8	Rolling.....	792.78
336-8	Miscellaneous.....	52.31
	Total.....	\$137,394.66
	Grand Total of 8 Districts (Carried to Summary).....	\$611,402.96
34	OILING OF ROADS:	
	DISTRICT No. 1:	
341-1	Pay of Employees and Contract Costs.....	\$5.90
342-1	Material.....	2,671.87
343-1	Unloading and Hauling.....	236.10
344-1	Placing Chips.....	205.32
345-1	Sweeping.....	29.37
346-1	Applying.....	
347-1	Spreading Covering.....	121.28
348-1	Rolling.....	43.80
349-1	Miscellaneous.....	23.51
	Total.....	\$3,337.15

DETAILS OF EXPENSE, 1929.

ACCT. NO.	ACCOUNT TITLE	
34	OILING OF ROADS:	
	DISTRICT NO. 2:	
341-2	Pay of Employees and Contract Costs	\$169.28
342-2	Material	13,717.97
343-2	Unloading and Hauling	1,357.72
344-2	Placing Chips	854.68
345-2	Sweeping	
346-2	Applying	
347-2	Spreading Covering	896.56
348-2	Rolling	309.19
349-2	Miscellaneous	23.51
	Total	<u>\$17,328.91</u>
34	OILING OF ROADS:	
	DISTRICT NO. 3:	
341-3	Pay of Employees and Contract Costs	\$252.23
342-3	Material	26,660.91
343-3	Unloading and Hauling	9,757.90
344-3	Placing Chips	1,006.66
345-3	Sweeping	464.50
346-3	Applying	
347-3	Spreading Covering	3,884.65
348-3	Rolling	436.98
349-3	Miscellaneous	23.51
	Total	<u>\$42,487.34</u>
34	OILING OF ROADS:	
	DISTRICT NO. 4:	
341-4	Pay of Employees and Contract Costs	\$608.11
342-4	Material	30,391.48
343-4	Unloading and Hauling	3,865.91
344-4	Placing Chips	2,214.38
345-4	Sweeping	419.41
346-4	Applying	
347-4	Spreading Covering	4,595.64
348-4	Rolling	2,901.11
349-4	Miscellaneous	30.51
	Total	<u>\$45,026.55</u>
34	OILING OF ROADS:	
	DISTRICT NO. 5:	
341-5	Pay of Employees and Contract Costs	\$274.12
342-5	Material	14,141.67
343-5	Unloading and Hauling	3,498.65
344-5	Placing Chips	869.68
345-5	Sweeping	259.65
346-5	Applying	1,809.98
347-5	Spreading Covering	1,671.72
348-5	Rolling	193.80
349-5	Miscellaneous	23.51
	Total	<u>\$22,742.78</u>

DETAILS OF EXPENSE, 1929.

ACCT. NO.	ACCOUNT TITLE	
OILING OF ROADS:		
DISTRICT No. 6:		
341-6	Pay of Employees and Contract Costs	\$634.64
342-6	Material	38,146.32
343-6	Unloading and Hauling	9,194.29
344-6	Placing Chips	1,787.48
345-6	Sweeping	24.00
346-6	Applying	
347-6	Spreading Covering	2,716.47
348-6	Rolling	598.61
349-6	Miscellaneous	23.51
	Total	\$53,125.32
34	OILING OF ROADS:	
DISTRICT No. 7:		
341-7	Pay of Employees and Contract Costs	\$75.00
342-7	Material	2,140.22
343-7	Unloading and Hauling	115.00
344-7	Placing Chips	1,432.34
345-7	Sweeping	
346-7	Applying	
347-7	Spreading Covering	1,124.18
348-7	Rolling	349.68
349-7	Miscellaneous	23.52
	Total	\$5,259.94
34	OILING OF ROADS:	
DISTRICT No. 8:		
341-8	Pay of Employees and Contract Costs	\$617.30
342-8	Material	94,686.41
343-8	Unloading and Hauling	22,339.55
344-8	Placing Chips	3,626.16
345-8	Sweeping	753.52
346-8	Applying	48.00
347-8	Spreading Covering	11,130.39
348-8	Rolling	772.62
349-8	Miscellaneous	23.52
	Total	\$133,997.47
	Grand Total of 8 Districts (Carried to Summary)	\$323,305.46
35	MAINTENANCE AND REPAIRS—BRIDGES (Over 20 Ft.)	
DISTRICT No. 1:		
351-1	Pay of Employees—Supervision and Inspection	\$1,924.88
352-1	Material	1,536.23
353-1	Earthwork	731.08
354-1	Whitewashing	
355-1	Guard Rails	
356-1	Signs and Markers	17.20
357-1	Patching	62.03
358-1	Miscellaneous	3,001.22
359-1	Lighting	969.89
	Total	\$8,242.53

DETAILS OF EXPENSE, 1929.

ACCT. No.	ACCOUNT TITLE	
35	MAINTENANCE AND REPAIRS— BRIDGES (Over 20 Ft.)	
	DISTRICT No. 2:	
351-2	Pay of Employees— Supervision and Inspection	\$2,716.40
352-2	Material.....	5,883.63
353-2	Earthwork.....	837.50
354-2	Whitewashing.....	
355-2	Guard Rails.....	186.44
356-2	Signs and Markers.....	54.43
357-2	Patching.....	488.45
358-2	Miscellaneous.....	7,778.71
359-2	Lighting.....	452.75
	Total.....	<u>\$18,398.31</u>
35	MAINTENANCE AND REPAIRS— BRIDGES (Over 20 Ft.)	
	DISTRICT No. 3:	
351-3	Pay of Employees—Supervision and Inspection	\$617.05
352-3	Material.....	452.78
353-3	Earthwork.....	1,393.53
354-3	Whitewashing.....	
355-3	Guard Rails.....	89.40
356-3	Signs and Markers.....	66.39
357-3	Patching.....	749.59
358-3	Miscellaneous.....	3,177.35
359-3	Lighting.....	33.73
	Total.....	<u>\$6,579.82</u>
35	MAINTENANCE AND REPAIRS— BRIDGES (Over 20 Ft.):	
	DISTRICT No. 4:	
351-4	Pay of Employees—Supervision and Inspection	\$2,095.63
352-4	Material.....	1,816.09
353-4	Earthwork.....	504.65
354-4	Whitewashing.....	107.45
355-4	Guard Rails.....	399.87
356-4	Signs and Markers.....	20.65
357-4	Patching.....	791.60
358-4	Miscellaneous.....	2,150.29
359-4	Lighting.....	1,899.70
	Total.....	<u>\$9,785.93</u>
35	MAINTENANCE AND REPAIRS— BRIDGES (Over 20 Ft.):	
	DISTRICT No. 5:	
351-5	Pay of Employees—Supervision and Inspection	\$820.43
352-5	Material.....	365.16
353-5	Earthwork.....	685.22
354-5	Whitewashing.....	
355-5	Guard Rails.....	1.76
356-5	Signs and Markers.....	3.26
357-5	Patching.....	135.18
358-5	Miscellaneous.....	2,318.91
	Total.....	<u>\$4,329.92</u>

DETAILS OF EXPENSE, 1929.

ACCT. NO.	ACCOUNT TITLE	
35	MAINTENANCE AND REPAIRS—BRIDGES (Over 20 Ft.):	
	DISTRICT No. 6:	
351-6	Pay of Employees—Supervision and Inspection	\$299.37
352-6	Material	564.00
353-6	Earthwork	129.15
354-6	Whitewashing	
355-6	Guard Rails	17.23
356-6	Signs and Markers	43.59
357-6	Patching	
358-6	Miscellaneous	859.11
	Total	<u>\$1,912.45</u>
35	MAINTENANCE AND REPAIRS—BRIDGES (Over 20 Ft.):	
	DISTRICT No. 7:	
351-7	Pay of Employees—Supervision and Inspection	\$4,695.14
352-7	Material	8,621.55
353-7	Earthwork	600.87
354-7 & 354A	Whitewashing and Painting	618.04
355-7	Guard Rails	38.22
356-7	Signs and Markers	6.76
357-7	Patching	868.92
358-7	Miscellaneous	3,655.79
359-7	Lighting	956.70
	Total	<u>\$20,061.99</u>
35	MAINTENANCE AND REPAIRS—BRIDGES (Over 20 Ft.):	
	DISTRICT No. 8:	
351-8	Pay of Employees—Supervision and Inspection	\$510.42
352-8	Material	1,486.76
353-8	Earthwork	227.99
354-8	Whitewashing	1.25
355-8	Guard Rails	44.08
356-8	Signs and Markers	
357-8	Patching	663.98
358-8	Miscellaneous	1,508.72
	Total	<u>\$4,443.20</u>
	Grand Total for 8 Districts (Carried to Summary)	<u>\$73,754.15</u>
36	DEPRECIATION:	
361	Depreciation of Buildings	\$4,927.07
362	Depreciation of Accounting and Commercial Properties	386.47
363	Depreciation of Operating Engineer's Properties	312.92
364	Depreciation of Plans and Surveys Properties	726.68
365	Depreciation of Storeroom and Yard Properties	2,116.72
366	Depreciation of Laboratory Properties	105.06
367	Depreciation of Transportation Equipment	37,388.20
368	Depreciation of Construction Equipment	37,117.98
369	Depreciation of Small Tools and Equipment	4,585.39
	Total (carried to summary)	<u><u>\$87,666.49</u></u>

Exhibit No. 9.

SUMMARY AND DETAILED COSTS OF GENERAL, OPERATING AND MAINTENANCE EXPENSES FOR PERIOD JANUARY 1, 1930, TO AUGUST 31, 1930, COMPARED WITH CORRESPONDING PERIOD IN 1929

Acct. No.	Account Title	1930	1929	Increase	Decrease
1	GENERAL EXPENSES:				
11	General Expenses.....	\$25,093.01	\$23,789.42	\$1,303.59	
12	Accounting and Commercial Expenses.....	51,254.76	35,421.56	15,833.20	
13	Legal Expenses.....	2,159.39	20,263.03		\$18,103.64
14	Injuries and Damages.....	692.41	220.89	471.52	
15	Insurance.....	45,017.05	3,496.21	41,520.84	
	Total (Carried Below)...	\$124,216.62	\$83,191.11	\$59,129.15	\$18,103.64
2	OPERATING EXPENSES:				
21	Operating Engineer's Expenses.....	\$41,802.43	\$27,356.25	\$14,446.18	
22	Operating Engineer's Expenses (all Districts)....	127,842.16	134,072.18		\$6,230.02
23	Plans and Surveys Expenses.....	37,460.14	19,840.27	17,619.87	
24	Storeroom and Yard Expenses.....	27,905.69	9,263.28	18,642.41	
25	Equipment and Transportation Operating Expenses (all Districts).....	155,420.30	185,924.54		30,504.24
26	Laboratory Expense.....	13,205.54	9,565.37	3,640.17	
	Total (Carried Below)...	\$403,636.26	\$386,021.89	\$54,348.63	\$36,734.26
3	MAINTENANCE EXPENSES:				
31	General Repairs.....	\$418.04	\$3,383.03		\$2,964.99
32	Maintenance of Roads (all Districts).....	465,650.20	460,144.24	\$5,505.96	
33	Repairs to Roads (all Districts).....	249,690.71	464,625.46		214,934.75
34	Oiling of Roads (all Districts).....	247,860.01	320,552.94		72,692.93
35	Repairs and Maintenance — Bridges (over 20 feet)...	35,454.15	56,278.01		20,823.86
36	Depreciation.....	102,038.44	50,277.43	51,761.01	
	Total (Carried Below)...	\$1,101,111.55	\$1,355,261.11	\$57,266.97	\$311,416.53
1	General Expenses.....	\$124,216.62	\$83,191.11	\$41,025.51	
2	Operating Expenses.....	403,636.26	386,021.89	17,614.37	
3	Maintenance Expenses.....	1,101,111.55	1,355,261.11		\$254,149.56
	Total Expenses.....	\$1,628,964.43	\$1,824,474.11	\$58,639.88	\$254,149.56

DETAILED COSTS

1. GENERAL EXPENSES

ACCT. No.	ACCOUNT TITLE	1930	1929
11	GENERAL EXPENSES:		
111	Pay of Administrative Officers	\$7,800.00	\$7,241.77
112	Expense Administrative Officers	512.68	695.17
113	Pay of Other Administrative Officers		68.75
114	Expense of Other Administrative Officers		14.45
115	General Administrative Office Supplies and Expense	11,340.21	7,476.98
116	General Administrative Stationery, Printing, Postage, Telephone	5,012.30	5,883.78
117	Assistance to Employees		
118	Miscellaneous Expense of General Administrative Offices	427.82	2,408.52
	Total (Carried to Summary)	\$25,093.01	\$23,789.42
12	ACCOUNTING AND COMMERCIAL EXPENSES:		
121	Pay of Accounting and Commercial Employees	\$35,199.82	\$24,486.28
122	Acct. and Com. Employees Expenses	1,691.55	1,338.10
123	Acct. and Com. Office Supplies and Expense	10,350.54	2,425.45
124	Postage, Telephone and Telegraph	2,369.36	2,162.17
125	Stationery, Printing and Advertising	1,332.93	4,885.03
126	Miscellaneous Acct. and Com. Expenses	310.56	124.53
	Total (Carried to Summary)	\$51,254.76	\$35,421.56
13	LEGAL EXPENSES:		
131	Retainers and Salaries of Counsel		
132	Office and General Expenses of Counsel		
133	General Legal Fees and Expenses	\$1,133.64	\$10,333.50
134	Law Books, Printing and Stationery		
135	Trial and Settlement Costs, Fees and Expenses	1,025.75	9,929.53
	Total (Carried to Summary)	\$2,159.39	\$20,263.03
14	INJURIES AND DAMAGES:		
141	Medical and Hospital Fees and Expenses		\$15.00
142	Trial and Settlement Costs, Fees and Expenses		
143	Injuries to Employees	\$379.69	
144	Injuries to Non-Employees		
145	Damages to Property	187.72	53.00
146	Other Accident and Damage Expenses	125.00	152.89
	Total (Carried to Summary)	\$692.41	\$220.89

DETAILED COSTS.

ACCT. No.	ACCOUNT TITLE	1930	1929
15	INSURANCE:		
151	Insurance on Operating Mgmt. Properties..	\$37.50	\$76.98
152	Insurance on Plans and Surveys Properties..		
153	Insurance on Storerooms and Yards Prop- erties.....		
154	Insurance on Repair Shops and Transporta- tion and Construction Equipment Prop- erties.....	7,538.14	2,594.83
155	Insurance on Laboratory Properties.....		
156	Insurance on Miscellaneous Properties.....	105.00	44.40
157	Employees and Public Casualty Insurance..	37,336.41	770.00
158	Other Insurance.....		10.00
	Total (Carried to Summary).....	<u>\$45,017.05</u>	<u>\$3,496.21</u>

2. OPERATING EXPENSES

21	OPERATING ENGINEER'S EXPENSES:		
211	Pay of Operating Engineer's Employees....	\$29,727.81	\$17,676.01
212	Expense of Operating Engineer's Employees..	6,236.34	5,636.51
213	Operating Engineer's Office Supplies and Expense.....	1,462.83	1,639.62
214	General Expense Operating Engineer.....	4,375.45	2,404.11
	Total (Carried to Summary).....	<u>\$41,802.43</u>	<u>\$27,356.25</u>

22	DISTRICT OPERATING ENGINEER'S EXPENSE:		
	DISTRICT No. 1:		
221-1	Pay of District Engineer's Employees.....	\$8,610.30	\$8,141.88
222-1	Expense of District Engineer's Employees..	1,911.05	2,577.50
223-1	District Engineer's Office Supplies and Expense.....	379.93	227.51
224-1	Rent of District Office.....	273.00	312.00
224A-1	Camp Site Rental.....		
225-1	Light, Heat and Telephone.....	499.26	427.69
226-1	Miscellaneous Expense.....	12.84	63.71
	Total.....	<u>\$11,686.38</u>	<u>\$11,750.29</u>

22	DISTRICT OPERATING ENGINEER'S EXPENSE:		
	DISTRICT No. 2:		
221-2	Pay of District Engineer's Employees.....	\$9,728.48	\$11,156.14
222-2	Expense of District Engineer's Employees....	2,597.99	3,449.01
223-2	District Engineer's Office Supplies and Expense.....	1,018.54	763.65
224-2	Rent of District Office.....	311.20	162.64
224A-2	Camp Site Rental.....		
225-2	Light, Heat and Telephone.....	861.72	525.71
226-2	Miscellaneous Expense.....	17.42	153.06
	Total.....	<u>\$14,535.35</u>	<u>\$16,210.21</u>

DETAILED COSTS.

ACCT. No.	ACCOUNT TITLE	1930	1929
22	DISTRICT OPERATING ENGINEER'S EXPENSE:		
	DISTRICT NO. 3:		
221-3	Pay of District Engineer's Employees.....	\$12,301.08	\$8,596.02
222-3	Expense of District Engineer's Employees..	2,033.64	2,357.42
223-3	District Engineer's Office Supplies and Expense.....	1,029.65	563.41
224-3	Rent of District Office.....	322.50	375.00
224A-3	Camp Site Rental.....		
225-3	Light, Heat and Telephone.....	400.53	526.10
226-3	Miscellaneous Expense.....	11.93	226.56
	Total.....	\$16,099.33	\$12,644.51
22	DISTRICT OPERATING ENGINEER'S EXPENSE:		
	DISTRICT NO. 4:		
221-4	Pay of District Engineer's Employees.....	\$15,584.02	\$18,185.99
222-4	Expense of District Engineer's Employees..	2,875.43	3,815.61
223-4	District Engineer's Office Supplies and Expense.....	689.51	632.60
224-4	Rent of District Office.....	450.06	166.70
224A-4	Camp Site Rental.....		
225-4	Light, Heat and Telephone.....	419.71	182.59
226-4	Miscellaneous Expense.....	242.93	9.65
	Total.....	\$20,261.66	\$22,993.14
22	DISTRICT OPERATING ENGINEER'S EXPENSE:		
	DISTRICT NO. 5:		
221-5	Pay of District Engineer's Employees.....	\$14,349.98	\$21,222.92
222-5	Expense of District Engineer's Employees..	2,360.21	4,045.11
223-5	District Engineer's Office Supplies and Expense.....	765.65	845.08
224-5	Rent of District Office.....	350.00	210.00
224A-5	Camp Site Rental.....		
225-5	Light, Heat and Telephone.....	352.21	381.34
226-5	Miscellaneous Expense.....	.50	54.49
	Total.....	\$18,178.55	\$26,758.94
22	DISTRICT OPERATING ENGINEER'S EXPENSE:		
	DISTRICT NO. 6:		
221-6	Pay of District Engineer's Employees.....	\$14,852.25	\$14,472.95
222-6	Expense of District Engineer's Employees..	1,676.68	2,157.57
223-6	District Engineer's Office Supplies and Expense.....	1,235.32	670.79
224-6	Rent of District Office.....	287.25	262.00
224A-6	Camp Site Rental.....		168.74
225-6	Light, Heat and Telephone.....	1,017.68	526.41
226-6	Miscellaneous Expense.....	58.74	47.53
	Total.....	\$19,127.92	\$18,305.99

DETAILED COSTS.

ACCT. No.	ACCOUNT TITLE	1930	1929
22	DISTRICT OPERATING ENGINEER'S EXPENSE:		
	DISTRICT No. 7:		
221-7	Pay of District Engineer's Employees.....	\$8,618.76	\$8,863.84
222-7	Expense of District Engineer's Employees..	1,612.73	2,436.58
223-7	District Engineer's Office Supplies and Expense.....	323.53	350.99
224-7	Rent of District Office.....	240.50	105.00
224A-7	Camp Site Rental.....		
225-7	Light, Heat and Telephone.....	447.83	112.00
226-7	Miscellaneous Expense.....	8.23	65.56
	Total.....	<u>\$11,251.58</u>	<u>\$11,933.97</u>
22	DISTRICT OPERATING ENGINEER'S EXPENSE:		
	DISTRICT No. 8:		
221-8	Pay of District Engineer's Employees.....	\$11,323.40	\$8,663.20
222-8	Expense of District Engineer's Employees..	3,423.29	3,530.55
223-8	District Engineer's Office Supplies and Expense.....	1,219.87	652.23
224-8	Rent of District Office.....	322.50	225.00
224A-8	Camp Site Rental.....		
225-8	Light, Heat and Telephone.....	382.02	401.15
226-8	Miscellaneous Expense.....	30.31	3.00
	Total.....	<u>\$16,701.39</u>	<u>\$13,475.13</u>
	Grand Total of 8 Districts (Carried to Summary).....	<u>\$127,842.16</u>	<u>\$134,072.18</u>
23	PLANS AND SURVEY EXPENSE:		
231	Pay of Operating Management Employees— Plans and Surveys.....	\$25,700.05	\$11,457.93
232	Expense of Operating Management.....	4,192.91	3,540.61
233	Office Supplies and Expense.....	5,639.60	3,834.11
234	Miscellaneous Expense.....	1,927.58	1,007.62
	Total (Carried to Summary).....	<u>\$37,460.14</u>	<u>\$19,840.27</u>
24	STOREROOM AND YARD EXPENSE:		
241	Pay of Operating Management and Em- ployees.....	\$9,237.14	\$6,111.94
242	Expense of Employees.....	204.29	35.91
243	Light, Heat and Water.....	867.12	213.81
244	Rent.....		
245	Oils and Waste.....	7,411.74	786.83
246	Miscellaneous Expense.....	4,795.10	2,114.79
247	Paint Shop.....	5,390.30	
	Total (Carried to Summary).....	<u>\$27,905.69</u>	<u>\$9,263.28</u>

DETAILED COSTS.

ACCT. No.	ACCOUNT TITLE	1930	1929
25	EQUIPMENT AND TRANSPORTATION OPERATING EXPENSE:		
	DISTRICT No. 1:		
251-1	Pay of Employees.....	\$2,417.54	\$2,172.18
252-1	Expense of Employees.....	63.51	74.35
253-1	Light, Heat, Water, Etc.....	95.72	50.30
254-1	Rent.....		10.00
255-1 & 255A	Gasoline and Kerosene.....	4,515.73	2,265.59
256-1	Lubricating Oils.....	135.13	259.55
257-1 & 257A	Parts and Repairs.....	1,487.63	2,616.09
258-1 & 258A	Tires and Supplies.....	771.39	259.56
259-1	Miscellaneous Expense.....	83.36	329.09
	Total.....	<u>\$9,570.01</u>	<u>\$8,036.71</u>
25	EQUIPMENT AND TRANSPORTATION OPERATING EXPENSE:		
	DISTRICT No. 2:		
251-2	Pay of Employees.....	\$2,582.34	\$4,292.12
252-2	Expense of Employees.....	106.44	84.31
253-2	Light, Heat, Water, Etc.....	283.81	273.83
254-2	Rent.....	584.50	406.50
255-2 & 255A	Gasoline and Kerosene.....	5,198.73	2,174.76
256-2	Lubricating Oils.....	153.76	295.78
257-2 & 257A	Parts and Repairs.....	1,938.54	2,639.51
258-2 & 258A	Tires and Supplies.....	1,352.54	781.50
259-2	Miscellaneous Expense.....	217.22	941.49
	Total.....	<u>\$12,417.88</u>	<u>\$11,889.80</u>
25	EQUIPMENT AND TRANSPORTATION OPERATING EXPENSE:		
	DISTRICT No. 3:		
251-3	Pay of Employees.....	\$5,471.29	\$10,410.42
252-3	Expense of Employees.....	101.42	321.06
253-3	Light, Heat, Water, Etc.....	289.12	330.65
254-3	Rent.....	180.00	317.00
255-3 & 255A	Gasoline and Kerosene.....	7,097.34	6,004.48
256-3	Lubricating Oils.....	110.78	961.27
257-3 & 257A	Parts and Repairs.....	2,834.83	6,169.18
258-3 & 258A	Tires and Supplies.....	1,684.54	2,239.31
259-3	Miscellaneous Expense.....	184.86	2,227.57
	Total.....	<u>\$17,954.18</u>	<u>\$28,980.94</u>

DETAILED COSTS.

ACCT. No.	ACCOUNT TITLE	1930	1929
25	EQUIPMENT AND TRANSPORTATION OPERATING EXPENSE:		
	DISTRICT No. 4:		
251-4	Pay of Employees.....	\$8,846.50	\$11,639.75
252-4	Expense of Employees.....	173.40	676.15
253-4	Light, Heat, Water, Etc.....	807.15	862.96
254-4	Rent.....	1,328.97	1,402.21
255-4 & 255A	Gasoline and Kerosene.....	9,792.69	6,552.80
256-4	Lubricating Oils.....	367.81	839.83
257-4 & 257A	Parts and Repairs.....	2,990.22	6,901.63
258-4 & 258A	Tires and Supplies.....	2,981.55	1,169.93
259-4	Miscellaneous Expense.....	28.09	1,156.07
	Total.....	<u>\$27,316.38</u>	<u>\$31,201.33</u>
25	EQUIPMENT AND TRANSPORTATION OPERATING EXPENSE:		
	DISTRICT No. 5:		
251-5	Pay of Employees.....	\$4,769.21	\$15,513.19
252-5	Expense of Employees.....	41.54	275.83
253-5	Light, Heat, Water, Etc.....	903.46	491.39
254-5	Rent.....	185.54	239.86
255-5 & 255A	Gasoline and Kerosene.....	7,216.69	6,296.46
256-5	Lubricating Oils.....	307.56	577.49
257-5 & 257A	Parts and Repairs.....	2,334.38	5,799.16
258-5 & 258A	Tires and Supplies.....	1,823.54	1,874.50
259-5	Miscellaneous Expense.....	1.25	2,022.35
	Total.....	<u>\$17,583.17</u>	<u>\$33,090.23</u>
25	EQUIPMENT AND TRANSPORTATION OPERATING EXPENSE:		
	DISTRICT No. 6:		
251-6	Pay of Employees.....	\$4,376.39	\$14,842.45
252-6	Expense of Employees.....	28.93	109.09
253-6	Light, Heat, Water, Etc.....	138.10	40.38
254-6	Rent.....	561.50	1,223.03
255-6 & 255A	Gasoline and Kerosene.....	14,554.45	7,512.31
256-6	Lubricating Oils.....	1,220.64	788.45
257-6 & 257A	Parts and Repairs.....	4,082.57	6,289.93
258-6 & 258A	Tires and Supplies.....	2,036.03	1,447.06
259-6	Miscellaneous Expense.....	13.05	1,683.21
	Total.....	<u>\$27,011.66</u>	<u>\$33,935.91</u>

DETAILED COSTS.

ACCT. No.	ACCOUNT TITLE	1930	1929
25	EQUIPMENT AND TRANSPORTATION OPERATING EXPENSE:		
	DISTRICT No. 7:		
251-7	Pay of Employees.....	\$5,011.60	\$4,342.86
252-7	Expense of Employees.....	41.90	70.15
253-7	Light, Heat, Water, Etc.....	199.45	179.16
254-7	Rent.....	476.00	761.50
255-7 & 255A	Gasoline and Kerosene.....	3,901.10	2,758.38
256-7	Lubricating Oils.....	22.16	327.58
257-7 & 257A	Parts and Repairs.....	858.30	3,412.87
258-7 & 258A	Tires and Supplies.....	1,288.32	671.02
259-7	Miscellaneous Expense.....		756.50
	Total.....	<u>\$11,798.83</u>	<u>\$13,280.02</u>
25	EQUIPMENT AND TRANSPORTATION OPERATING EXPENSE:		
	DISTRICT No. 8:		
251-8	Pay of Employees.....	\$5,827.81	\$10,885.21
252-8	Expense of Employees.....	101.31	246.71
253-8	Light, Heat, Water, Etc.....	151.70	13.38
254-8	Rent.....	482.65	441.00
255-8 & 255A	Gasoline and Kerosene.....	15,384.85	7,638.74
256-8	Lubricating Oils.....	329.77	662.97
257-8 & 257A	Parts and Repairs.....	5,057.84	4,334.97
258-8 & 258A	Tires and Supplies.....	4,407.96	810.44
259-8	Miscellaneous Expense.....	24.30	476.18
	Total.....	<u>\$31,768.19</u>	<u>\$25,509.60</u>
	Grand Total of 8 Districts (Carried to Summary).....	<u>\$155,420.30</u>	<u>\$185,924.54</u>
26	LABORATORY EXPENSE:		
261	Pay of Operating Management.....	\$2,000.00	\$2,212.50
262	Pay of Employees.....	9,139.29	4,277.50
263	Operating Management Office Supplies and Expense.....	1,048.96	1,004.39
264	General Miscellaneous Expense.....	1,017.29	2,070.98
	Total (Carried to Summary).....	<u>\$13,205.54</u>	<u>\$9,565.37</u>
	3. MAINTENANCE EXPENSES.		
31	GENERAL REPAIRS:		
310	Repairs of Administrative Properties.....	\$31.50	\$2,224.00
311	Repairs of Accounting and Commercial Properties.....		280.00
312	Repairs of Operating Engineer's Properties.....		
313	Repairs of District Operating Properties....	300.66	29.69
314	Repairs of Plans and Surveys Properties.....		
315	Repairs of Storeroom and Yard Properties..	85.88	675.00
316	Repairs of Laboratories Properties.....		174.34
	Total (Carried to Summary).....	<u>\$418.04</u>	<u>\$3,383.03</u>

DETAILED COSTS.

ACCT. No.	ACCOUNT TITLE	1930	1929
32	MAINTENANCE OF ROADS:		
	DISTRICT No. 1:		
320-1	Cost of Material	\$561.00	\$38.10
321-1	Pay and Exp. of Employees (Supvn. and Inspn.)	6,267.37	63.38
322-1	Earthwork	16,803.29	22,883.22
323-1	Whitewashing	600.92	662.24
324-1	Guard Rails	104.00	44.66
325-1	Signs and Markers	949.10	2,390.68
325A-1	Striping	1,001.23	.....
326-1	Traffic	2,945.02	1,303.49
327-1	Snow Removal	474.91	103.90
327A-1	Applying Cinders .....	.....	.....
328-1	Miscellaneous .....	.....	575.65
329-1	Expenses of Camp Sites (other than rent) .....	.....	.....
329A-1	Culverts and Bridges (less than 20 feet)	80.01	255.03
	Total	<u>\$29,786.85</u>	<u>\$28,320.35</u>
32	MAINTENANCE OF ROADS:		
	DISTRICT No. 2:		
320-2	Cost of Material	\$909.92	\$34.66
321-2	Pay and Exp. of Employees (Supvn. and Inspn.)	2,511.06	422.40
322-2 & 322A	Earthwork and Cutting Grass and Brush	36,088.11	36,802.29
323-2	Whitewashing	2,387.27	1,710.15
324-2	Guard Rails	1,086.70	3,526.01
325-2	Signs and Markers	1,839.07	3,180.69
325A-2	Striping	1,797.39	1,072.80
326-2	Traffic	3,403.81	2,487.34
327-2	Snow Removal	1,144.45	693.28
327A-2	Applying Cinders	14.36	.....
328-2	Miscellaneous	687.70	6,800.63
329-2	Expenses of Camp Sites (other than rent) .....	.....	.....
329A-2	Culverts and Bridges (less than 20 ft.)	886.78	993.79
	Total	<u>\$52,756.62</u>	<u>\$57,724.04</u>
32	MAINTENANCE OF ROADS:		
	DISTRICT No. 3:		
320-3	Cost of Material	\$22,628.78	\$155.14
321-3	Pay and Exp. of Employees (Supvn. and Inspn.) .....	.....	96.65
322-3 & 322A	Earthwork and Cutting Grass and Brush	41,863.03	39,134.79
323-3	Whitewashing	1,634.20	1,825.04
324-3	Guard Rails	762.93	3,243.65
325-3	Signs and Markers	1,965.81	2,138.86
325A-3	Striping	979.58	228.00
326-3	Traffic	2,573.57	613.57
327-3	Snow Removal	2,450.37	2,913.45
327A-3	Applying Cinders	839.99	.....
328-3	Miscellaneous	111.56	1,002.56
329-3	Expenses of Camp Sites (other than rent) .....	.....	.....
329A-3	Culverts and Bridges (less than 20 feet)	1,058.04	2,770.36
	Total	<u>\$76,867.86</u>	<u>\$54,122.07</u>

DETAILED COSTS.

ACCT. NO.	ACCOUNT TITLE	1930	1929
32	MAINTENANCE OF ROADS:		
	DISTRICT NO. 4:		
320-4	Cost of Material.....	\$144.01	\$270.39
321-4	Pay and Exp. of Employees (Supvn. and Inspn.).....	1,681.83	2,674.46
322-4 & 322A	Earthwork and Cutting Grass and Brush...	60,177.23	69,520.65
323-4	Whitewashing.....	2,646.84	2,529.75
324-4	Guard Rails.....	3,374.39	5,659.66
325-4	Signs and Markers.....	2,884.03	4,685.51
325A-4	Striping.....	5,249.89	2,155.08
326-4	Traffic.....	4,076.83	3,769.83
327-4	Snow Removal.....	6,798.26	2,486.98
327A-4	Applying Cinders.....	1,100.91	.....
328-4	Miscellaneous.....	67.43	163.44
329-4	Expenses of Camp Sites (other than rent)...	.....	.....
329A-4	Culverts and Bridges (less than 20 feet)....	4,292.79	2,997.03
	Total.....	<u>\$92,494.44</u>	<u>\$96,912.78</u>
32	MAINTENANCE OF ROADS:		
	DISTRICT NO. 5:		
320-5	Cost of Material.....	\$126.91	\$43.71
321-5	Pay and Exp. of Employees (Supvn. and Inspn.).....	.....	578.32
322-5 & 322A	Earthwork and Cutting Grass and Brush...	45,338.97	54,328.45
323-5	Whitewashing.....	2,830.83	2,608.26
324-5	Guard Rails.....	717.55	708.41
325-5	Signs and Markers.....	2,901.60	4,690.20
325A-5	Striping.....	1,246.38	716.40
326-5	Traffic.....	3,813.58	1,233.29
327-5	Snow Removal.....	4,088.78	1,136.53
327A-5	Applying Cinders.....	23.03	.....
328-5	Miscellaneous.....	.....	1,577.77
329-5	Expenses of Camp Sites (other than rent)...	10.00	1,766.41
329A-5	Culverts and Bridges (less than 20 feet)....	4,139.16	2,530.32
	Total.....	<u>\$65,236.79</u>	<u>\$71,918.07</u>
32	MAINTENANCE OF ROADS:		
	DISTRICT NO. 6:		
320-6	Cost of Material.....	\$150.72	\$10.57
321-6	Pay and Exp. of Employees (Supvn. and Inspn.).....	1,006.52	2,436.42
322-6 & 322A	Earthwork and Cutting Grass and Brush...	29,360.58	31,811.24
323-6	Whitewashing.....	2,683.95	1,926.56
324-6	Guard Rails.....	662.21	1,631.48
325-6	Signs and Markers.....	1,436.81	1,945.88
325A-6	Striping.....	3,057.11	475.12
326-6	Traffic.....	3,738.10	3,019.31
327-6	Snow Removal.....	3,133.01	3,908.82
327A-6	Applying Cinders.....	1,096.25	175.50
328-6	Miscellaneous.....	18.30	507.51
329-6	Expenses of Camp Sites (other than rent)...	87.01	.....
329A-6	Culverts and Bridges (less than 20 feet)....	1,274.09	1,049.31
	Total.....	<u>\$47,704.66</u>	<u>\$48,897.72</u>

DETAILED COSTS.

ACCT. No.	ACCOUNT TITLE	1930	1929
32	MAINTENANCE OF ROADS:		
	DISTRICT No. 7:		
320-7	Cost of Material.....		
321-7	Pay and Exp. of Employees (Supvn. and Inspn.).....	\$21.84	\$265.35
322-7 & 322A	Earthwork and Cutting Grass and Brush....	16,629.66	30,641.71
323-7	Whitewashing.....	1,720.97	1,785.69
324-7	Guard Rails.....	755.52	2,055.16
325-7	Signs and Markers.....	1,366.81	1,379.74
325A-7	Striping.....	1,249.40	790.29
326-7	Traffic.....	1,501.54	1,750.22
327-7	Snow Removal.....	3,044.45	2,382.74
327A-7	Applying Cinders.....	49.49	
328-7	Miscellaneous.....	193.54	166.19
329-7	Expenses of Camp Sites (other than rent)....		
329A-7	Culverts and Bridges (less than 20 feet)....	726.75	1,705.68
	Total.....	<u>27,259.97</u>	<u>42,922.77</u>
32	MAINTENANCE OF ROADS:		
	DISTRICT No. 8:		
320-8	Cost of Material.....	\$15,587.25	\$47.40
321-8	Pay and Exp. of Employees (Supvn. and Inspn.).....		94.46
322-8 & 322A	Earthwork and Cutting Grass and Brush....	45,220.42	53,585.04
323-8	Whitewashing.....	1,809.52	479.90
324-8	Guard Rails.....	1,548.57	824.76
325-8	Signs and Markers.....	2,029.89	1,417.33
325A-8	Striping.....	788.82	10.00
326-8	Traffic.....	2,113.37	761.45
327-8	Snow Removal.....	1,569.32	564.66
327A-8	Applying Cinders.....	13.72	
328-8	Miscellaneous.....	597.61	713.60
329-8	Expenses of Camp Sites (other than rent)....	75.00	
329A-8	Culverts and Bridges (less than 20 feet)....	2,189.52	827.84
	Total.....	<u>\$73,543.01</u>	<u>\$59,326.44</u>
	Grand Total of 8 Districts (Carried to Summary).....	<u>\$465,650.20</u>	<u>\$460,144.24</u>
33	REPAIRS TO ROADS:		
	DISTRICT No. 1:		
331-1	Pay and Exp. of Employees (Supvn. and Inspn.).....		\$91.76
332-1	Material.....	\$19,387.75	60,197.54
333-1	Unloading and Hauling.....	346.31	7,609.80
334-1	Patching.....	7,405.27	10,273.54
335-1	Rolling.....	515.71	727.40
336-1	Miscellaneous.....	23.82	24.20
	Total.....	<u>\$27,678.86</u>	<u>\$78,924.24</u>

DETAILED COSTS.

ACCT. NO.	ACCOUNT TITLE	1930	1929
33	REPAIRS TO ROADS:		
	DISTRICT NO. 2:		
331-2	Pay and Exp. of Employees (Supvn. and Inspn.).....	\$725.74	\$438.32
332-2	Material.....	21,033.35	21,261.91
333-2	Unloading and Hauling.....	1,284.90	5,205.08
334-2	Patching.....	18,567.39	14,573.21
335-2	Rolling.....	10.48	416.03
336-2	Miscellaneous.....	455.60	106.48
	Total.....	<u>\$42,077.46</u>	<u>\$42,001.03</u>
33	REPAIRS TO ROADS:		
	DISTRICT NO. 3:		
331-3	Pay and Exp. of Employees (Supvn. and Inspn.).....		\$254.93
332-3	Material.....	\$6,396.29	21,781.90
333-3	Unloading and Hauling.....	2,933.06	7,506.54
334-3	Patching.....	19,510.08	23,227.14
335-3	Rolling.....	44.23	44.54
336-3	Miscellaneous.....	15.06	404.12
	Total.....	<u>\$28,898.72</u>	<u>\$53,219.17</u>
33	REPAIRS TO ROADS:		
	DISTRICT NO. 4:		
331-4	Pay and Exp. of Employees (Supvn. and Inspn.).....	\$438.14	\$1,851.74
332-4	Material.....	13,598.10	20,974.61
333-4	Unloading and Hauling.....	1,286.22	5,451.43
334-4	Patching.....	15,306.82	15,167.40
335-4	Rolling.....	231.45	518.11
336-4	Miscellaneous.....	97.13	95.97
	Total.....	<u>\$30,957.86</u>	<u>\$44,059.26</u>
33	REPAIRS TO ROADS:		
	DISTRICT NO. 5:		
331-5	Pay and Exp. of Employees (Supvn. and Inspn.).....		\$388.24
332-5	Material.....	\$14,932.42	34,933.66
333-5	Unloading and Hauling.....	1,615.80	7,107.68
334-5	Patching.....	13,629.97	17,377.04
335-5	Rolling.....	506.19	972.05
336-5	Miscellaneous.....	15.07	19.20
	Total.....	<u>\$30,699.45</u>	<u>\$60,797.87</u>

DETAILED COSTS.

ACCT. No.	ACCOUNT TITLE	1930	1929
33	REPAIRS TO ROADS:		
	DISTRICT No. 6:		
331-6	Pay and Exp. of Employees (Supvn. and Inspn.).....	\$267.19	\$925.67
332-6	Material.....	1,946.75	30,206.42
333-6	Unloading and Hauling.....	471.51	3,636.21
334-6	Patching.....	5,379.73	12,327.28
335-6	Rolling.....	88.32	1,219.78
336-6	Miscellaneous.....	22.72	54.13
	Total.....	<u>\$8,176.22</u>	<u>\$48,369.49</u>
33	REPAIRS TO ROADS:		
	DISTRICT No. 7:		
331-7	Pay and Exp. of Employees (Supvn. and Inspn.).....		\$318.39
332-7	Material.....	\$4,291.44	9,149.63
333-7	Unloading and Hauling.....	444.63	2,888.72
334-7	Patching.....	13,814.46	16,657.23
335-7	Rolling.....	11.29	560.25
336-7	Miscellaneous.....	165.95	10.50
	Total.....	<u>\$18,727.77</u>	<u>\$29,584.72</u>
33	REPAIRS TO ROADS:		
	DISTRICT No. 8:		
331-8	Pay and Exp. of Employees (Supvn. and Inspn.).....		\$423.06
332-8	Material.....	\$29,548.30	37,379.43
333-8	Unloading and Hauling.....	6,472.09	38,758.19
334-8	Patching.....	26,305.09	30,414.63
335-8	Rolling.....	130.78	655.06
336-8	Miscellaneous.....	18.11	39.31
	Total.....	<u>\$62,474.37</u>	<u>\$107,669.68</u>
	Grand Total of 8 Districts (Carried to Summary).....	<u>\$249,690.71</u>	<u>\$464,625.46</u>
34	OILING OF ROADS:		
	DISTRICT No. 1:		
341-1	Pay of Employees and Contract Costs.....		\$5.90
342-1	Material.....	\$7,940.73	2,671.87
343-1	Unloading and Hauling.....	114.30	236.10
344-1	Placing Chips.....	239.52	201.06
345-1	Sweeping.....	90.01	29.37
346-1	Applying.....		
347-1	Spreading Covering.....	435.21	121.28
348-1	Rolling.....	88.62	43.80
349-1	Miscellaneous.....	38.16	23.51
	Total.....	<u>\$8,946.55</u>	<u>\$3,332.89</u>

DETAILED COSTS.

ACCT. No.	ACCOUNT TITLE	1930	1929
34	OILING OF ROADS:		
	DISTRICT No. 2:		
341-2	Pay of Employees and Contract Costs	\$181.74	\$169.28.
342-2	Material	8,566.10	13,717.97
343-2	Unloading and Hauling	415.93	1,348.01
344-2	Placing Chips	5.01	854.68
345-2	Sweeping		
346-2	Applying		
347-2	Spreading Covering	614.13	896.56
348-2	Rolling	145.89	309.19
349-2	Miscellaneous	88.62	23.51
	Total	<u>\$10,017.42</u>	<u>\$17,319.20</u>
34	OILING OF ROADS:		
	DISTRICT No. 3:		
341-3	Pay of Employees and Contract Costs		\$252.23
342-3	Material	\$22,396.83	26,629.51
343-3	Unloading and Hauling	6,445.93	9,757.90
344-3	Placing Chips	1,060.73	1,006.66
345-3	Sweeping	735.41	464.59
346-3	Applying		
347-3	Spreading Covering	3,606.65	3,884.65
348-3	Rolling	331.34	422.98
349-3	Miscellaneous	38.14	23.51
	Total	<u>\$34,615.03</u>	<u>\$42,441.94</u>
34	OILING OF ROADS:		
	DISTRICT No. 4:		
341-4	Pay of Employees and Contract Costs	\$471.29	\$602.90
342-4	Material	17,642.29	29,620.24
343-4	Unloading and Hauling	844.20	3,865.91
344-4	Placing Chips	69.34	2,153.08
345-4	Sweeping	340.96	419.41
346-4	Applying	199.39	
347-4	Spreading Covering	2,208.36	4,220.44
348-4	Rolling	983.58	2,901.11
349-4	Miscellaneous	87.19	30.51
	Total	<u>\$22,846.60</u>	<u>\$43,813.60</u>
34	OILING OF ROADS:		
	DISTRICT No. 5:		
341-5	Pay of Employees and Contract Costs		\$274.12
342-5	Material	\$20,987.01	14,141.67
343-5	Unloading and Hauling	1,084.94	3,498.65
344-5	Placing Chips		869.68
345-5	Sweeping	238.28	259.65
346-5	Applying	1,894.97	1,809.98
347-5	Spreading Covering	2,419.26	1,671.72
348-5	Rolling	392.02	193.80
349-5	Miscellaneous	38.15	23.51
	Total	<u>\$27,054.63</u>	<u>\$22,742.78</u>

DETAILED COSTS.

ACCT. No.	ACCOUNT TITLE	1930	1929
34	OILING OF ROADS:		
	DISTRICT NO. 6:		
341-6	Pay of Employees and Contract Costs	\$9.38	\$630.72
342-6	Material	31,178.27	36,687.17
343-6	Unloading and Hauling	1,315.56	9,184.21
344-6	Placing Chips	23.97	1,787.48
345-6	Sweeping		24.00
346-6	Applying	397.36	
347-6	Spreading Covering	2,792.69	2,716.47
348-6	Rolling	563.88	591.56
349-6	Miscellaneous	167.17	23.51
	Total	\$36,448.28	\$51,645.12
34	OILING OF ROADS:		
	DISTRICT NO. 7:		
341-7	Pay of Employees and Contract Costs		\$75.00
342-7	Material		2,140.22
343-7	Unloading and Hauling		115.00
344-7	Placing Chips		1,432.34
345-7	Sweeping		
346-7	Applying		
347-7	Spreading Covering		1,124.18
348-7	Rolling		349.68
349-7	Miscellaneous	\$25.80	23.52
	Total	\$25.80	\$5,259.94
34	OILING OF ROADS:		
	DISTRICT NO. 8:		
341-8	Pay of Employees and Contract Costs	\$45.00	\$617.30
342-8	Material	86,903.65	94,686.41
343-8	Unloading and Hauling	4,366.07	22,339.55
344-8	Placing Chips	3,846.06	3,626.16
345-8	Sweeping	3,791.42	753.52
346-8	Applying	10.15	48.00
347-8	Spreading Covering	8,361.88	11,130.39
348-8	Rolling	498.24	772.62
349-8	Miscellaneous	83.23	23.52
	Total	\$107,905.70	\$133,997.47
	Grand Total of 8 Districts (Carried to Summary)	\$247,860.01	\$320,552.94

DETAILED COSTS.

ACCT. No.	ACCOUNT TITLE	1930	1929
35	MAINTENANCE AND REPAIRS—BRIDGES (OVER 20 FEET):		
	DISTRICT No. 1:		
351-1	Pay of Employees—Supervision and Inspection.....	\$2,896.45	\$485.35
352-1	Material.....	868.91	689.47
353-1	Earthwork.....		731.08
354-1	Whitewashing.....		
355-1	Guard Rails.....		
356-1	Signs and Markers.....		11.98
357-1	Patching.....	89.01	
358-1	Miscellaneous.....	951.80	2,918.62
359-1	Lights.....	835.77	360.61
	Total.....	<u>\$5,641.94</u>	<u>\$5,197.11</u>

35	MAINTENANCE AND REPAIRS—BRIDGES (OVER 20 FEET):		
	DISTRICT No. 2:		
351-2	Pay of Employees—Supervision and Inspection.....	\$3,984.62	\$1,035.38
352-2	Material.....	505.50	3,536.87
353-2	Earthwork.....	9.38	826.91
354-2	Whitewashing.....	116.57	
355-2	Guard Rails.....	22.26	184.87
356-2	Signs and Markers.....	8.31	53.19
357-2	Patching.....	591.05	375.92
358-2	Miscellaneous.....	2,123.63	7,694.97
359-2	Lights.....	1,300.23	356.41
	Total.....	<u>\$8,661.55</u>	<u>\$14,064.52</u>

35	MAINTENANCE AND REPAIRS—BRIDGES (OVER 20 FEET):		
	DISTRICT No. 3:		
351-3	Pay of Employees—Supervision and Inspection.....		\$617.05
352-3	Material.....	\$143.70	452.78
353-3	Earthwork.....		332.79
354-3	Whitewashing.....		
355-3	Guard Rails.....		89.40
356-3	Signs and Markers.....	20.37	24.50
357-3	Patching.....	6.19	749.59
358-3	Miscellaneous.....	10.95	3,177.35
359-3	Lights.....	84.42	32.73
	Total.....	<u>\$265.63</u>	<u>\$5,476.19</u>

DETAILED COSTS.

ACCT. No.	ACCOUNT TITLE	1930	1929
35	MAINTENANCE AND REPAIRS—BRIDGES (OVER 20 FEET):		
	DISTRICT No. 4:		
351-4	Pay of Employees—Supervision and Inspection	\$2,169.61	\$1,335.29
352-4	Material	70.83	1,692.67
353-4	Earthwork	168.10	436.41
354-4	Whitewashing	92.68	107.45
355-4	Guard Rails	12.37	168.48
356-4	Signs and Markers	3.93	20.65
357-4	Patching	921.84	270.81
358-4	Miscellaneous	427.99	2,060.60
359-4	Lights	2,146.88	968.27
	Total	\$6,014.23	\$7,060.63
		=====	=====
35	MAINTENANCE AND REPAIRS—BRIDGES (OVER 20 FEET):		
	DISTRICT No. 5:		
350-5			
351-5	Pay of Employees—Supervision and Inspection	\$15.67	\$811.16
352-5	Material	3,141.05	136.16
353-5	Earthwork	51.73	598.00
354-5	Whitewashing		
355-5	Guard Rail	98.50	1.76
356-5	Signs and Markers	89.07	
357-5	Patching	3,933.38	29.50
358-5	Miscellaneous	33.95	1,976.15
	Total	\$7,363.35	\$3,552.73
		=====	=====
35	MAINTENANCE AND REPAIRS—BRIDGES (OVER 20 FEET):		
	DISTRICT No. 6:		
351-6	Pay of Employees—Supervision and Inspection	\$34.92	\$290.28
352-6	Material	252.95	564.00
353-6	Earthwork		129.15
354-6	Whitewashing		
355-6	Guard Rails	4.39	8.45
356-6	Signs and Markers	8.71	4.50
357-6	Patching	8.78	
358-6	Miscellaneous	3.66	812.31
359-6	Lights	10.80	
	Total	\$324.21	\$1,808.69
		=====	=====

DETAILED COSTS.

ACCT. No.	ACCOUNT TITLE	1930	1929
35	MAINTENANCE AND REPAIRS—BRIDGES (OVER 20 FEET):		
	DISTRICT No. 7:		
351-7	Pay of Employees—Supervision and Inspection.....	\$3,385.99	\$2,758.59
352-7	Material.....	685.13	6,942.05
353-7	Earthwork.....	11.16	576.11
354-7 & 354A	Whitewashing and Painting.....	212.05	60.86
355-7	Guard Rails.....	191.66	21.58
356-7	Signs and Markers.....	38.61	6.76
357-7	Patching.....	32.41	860.02
358-7	Miscellaneous.....	845.97	3,499.63
359-7	Lights.....	1,075.55	466.30
	Total.....	<u>\$6,478.53</u>	<u>\$15,191.90</u>
		=====	=====
35	MAINTENANCE AND REPAIRS—BRIDGES (OVER 20 FEET):		
	DISTRICT No. 8:		
351-8	Pay of Employees—Supervision and Inspection.....	\$5.36	\$510.42
352-8	Material.....	279.94	1,468.92
353-8	Earthwork.....		178.16
354-8	Whitewashing.....	50.56	1.25
355-8	Guard Rails.....	39.33	44.08
356-8	Signs and Markers.....	7.58	
357-8	Patching.....	316.93	573.50
358-8	Miscellaneous.....	5.01	1,149.91
	Total.....	<u>\$704.71</u>	<u>\$3,926.24</u>
		=====	=====
	Grand Total for 8 Districts (Carried to Summary).....	<u>\$35,454.15</u>	<u>\$56,278.01</u>
		=====	=====
36	DEPRECIATION:		
361	Depreciation of Buildings.....	\$3,908.08	\$3,095.28
362	Depreciation of Accounting and Commercial Properties.....	650.47	177.13
363	Depreciation of Operating Engineer's Properties.....	815.23	162.32
364	Depreciation of Plant and Surveys Properties.....	779.18	425.07
365	Depreciation of Storeroom and Yard Properties.....	1,852.81	1,281.60
366	Depreciation of Laboratory Properties.....	108.79	56.87
367	Depreciation of Transportation Equipment..	30,357.76	23,051.78
368	Depreciation of Construction Equipment...	57,334.91	19,642.66
369	Depreciation of Small Tools and Equipment..	6,231.21	2,384.72
	Total (carried to summary).....	<u>\$102,038.44</u>	<u>\$50,277.43</u>
		=====	=====

Exhibit No. 10.

SUMMARY OF CASH RECEIPTS AND DISBURSEMENTS, BY MONTHS.

FOR THE PERIOD FROM JANUARY 15, 1929, TO AUGUST 31, 1930.

	RECEIPTS	DISBURSEMENTS
Balance, January 15, 1929 (See Table No. 2)	\$651,924.71	.....
January 15, 1929, to January 31, 1929.....	1,679,388.46	\$308,532.37
February, 1929.....	907,678.91	260,246.67
March, 1929.....	408,175.07	356,660.23
April, 1929.....	639,032.89	604,314.94
May, 1929.....	636,821.76	656,868.60
June, 1929.....	496,401.10	957,754.31
July, 1929.....	4,907,696.97	1,490,084.70
August, 1929.....	615,827.57	1,169,494.61
September, 1929.....	649,321.54	1,791,339.46
October, 1929.....	594,943.27	1,302,105.35
November, 1929.....	864,541.78	1,322,500.50
December, 1929.....	452,005.62	825,989.95
January, 1930.....	2,783,087.28	718,233.52
February, 1930.....	838,426.43	472,112.97
March, 1930.....	707,674.12	772,695.23
April, 1930.....	553,164.15	1,015,958.67
May, 1930.....	815,204.77	1,682,301.58
June, 1930.....	650,268.74	1,577,154.78
July, 1930.....	810,374.60	1,570,911.47
August, 1930.....	3,240,629.51	2,045,687.65
Total.....	\$23,902,589.25	\$20,900,947.56
Less disbursements for the period.....	20,900,947.56	=====
Balance, August 31, 1930.....	\$3,001,641.69	=====
The cash balance at August 31, 1930, is as follows:		
Revolving fund in hands of State Roads Commission.....	\$300,000.00	
Amount in hands of State Comptroller (See reconciliation with Comptroller's records, Exhibit No. 11).....	2,701,641.69	
Total.....	\$3,001,641.69	=====

Exhibit No. 11.

**RECONCILEMENT OF STATE ROADS COMMISSION CASH BALANCE
UNDER THE JURISDICTION OF THE STATE COMPTROLLER.**

AT AUGUST 31, 1930.

Cash balance of State Roads Commission's funds as shown on books of the State Comptroller	\$3,654,900.17
Deduct disbursements vouchered by State Roads Commission, paid by Comptroller's Office subsequent to August 31, 1930	999,209.37
Remainder	\$2,655,690.80
Add receipts collected by State Roads Commission in August, transferred to Comptroller's custody in September, 1930	343,036.95
Total	\$2,998,727.75
Add receipts collected by State Roads Commission, arising from sources applicable to the State Treasury, and remitted to the State Comptroller	3,007.89
Total	\$3,001,735.64
Deduct items on which adjustment is pending—net:	
Comptroller reimbursed Commission's revolving fund short	\$108.79
Differences in remittance of bank interest—net	14.84
	93.95
Balance, August 31, 1930	\$3,001,641.69
Cash balance as shown on books of State Roads Commission at August 31, 1930:	
In custody of the State Comptroller	\$2,701,641.69
On deposit as an imprest revolving fund	300,000.00
Total	\$3,001,641.69

Exhibit

BALANCE SHEET AS

Assets.

FIXED ASSETS:

Roads.....	\$ 95,305,624.65
Bridges since May 1, 1929.....	964,227.96
Grade Elimination since June 1, 1930.....	150,201.82
Lands and Buildings.....	100,066.89
Accounting and Commercial Properties.....	20,230.52
Operating Engineer's Properties.....	25,460.87
Plans and Surveys Properties.....	21,918.93
Storeroom and Yard Properties.....	35,280.63
Laboratory Properties.....	2,111.72
Transportation Equipment.....	232,859.03
Construction Equipment.....	502,601.24
Small Tools and Equipment.....	44,889.57
Funds advanced by the Commission for Construction Purposes. . . .	283,790.51
Construction work in progress.....	3,944,278.31
Total.....	<u>\$101,633,542.65</u>

CURRENT AND NOMINAL ASSETS:

Cash—General.....	\$ 3,001,641.69
Petty Cash Fund in hands of Treasurer of the Commission.....	5,500.00
Accounts Receivable.....	216,328.97
Notes and Bills Receivable—United Railways & Electric Company of Baltimore.....	286,388.72
Prepaid Expense Accounts.....	17,373.69
Materials and Supplies.....	51,408.13
Authorized Provision for Contractual Obligations	14,456,484.39
Total.....	<u>\$ 18,035,125.59</u>
Total Assets.....	<u><u>\$119,668,668.24</u></u>

No. 12.

AT AUGUST 31, 1930.

Liabilities and Proprietary Interests.**LIABILITIES:**

Accounts Payable—United Railways & Electric Company of Baltimore.....	\$ 286,388.72
Unliquidated Obligations.....	78,114.94
Contract Obligations.....	9,054,468.60
Funds in hands of Commission from all sources for road construction and other projects.....	12,529,384.95
Roads Partially Complete.....	67,684.25
Total.....	<u>\$ 22,016,041.46</u>

PROPRIETARY INTERESTS:

Worth of Possessions of State Roads Commission of Maryland...	\$ 97,462,921.85
Depreciation Reserves.....	189,704.93

Total.....	<u>\$ 97,652,626.78</u>
Total Proprietary Interests and Liabilities.....	<u><u>\$119,668,668.24</u></u>

FUNDS AUTHORIZED FOR
FOR THE PERIOD JANUARY

Authori- zation Number	Date Approved	Purpose of Authorization	Symbol Number	Total Authorized
1	Feb. 11	Substructure of Bridge over Patapsco River—Glenburnie Road	AA-49-A-77	\$14,108.75
2	Feb. 14	Bridge at Fisher's Station, on Hills Bridge to Sunderland	AA-70-87	18,284.25
3	Feb. 14	Approaches to Grade-Crossing—Cockysville	B-100-43	126,284.00
4	Feb. 14	Concrete Curb and Gutter on Fredk. Rd. from Baltimore City Line to Bishops Lane	B-102-711	5,146.70
5	Feb. 11	0.58 mi. Concrete on Carnegie Avenue	BC-85-72	28,827.60
6	Feb. 14	Bridge over Mattawoman Creek on La Plata Road	Cb-71-87	10,815.97
7	Feb. 11	Bascule Span on Chester River Bridge	K-37-A-27	39,379.37
8	Feb. 14	5.91 mi. concrete road Wye Mills to Queenstown	Q-51-28	156,302.65
9	Feb. 11	Approaches to Bridge over B. & O. R. R. on Balto.-Wash. Blvd. Vinegar Hill	B-124-78	37,929.82
11	Feb. 11	Timber Floor and Approaches at Heisler's Bridge	Ce-56-A-27	8,103.15
13	Feb. 14	0.46 mi. of concrete road and bridge Belair Rd. at Lake Fanny	H-68-411	45,760.00
14	Feb. 11	0.19 mi. concrete Revell Street, Annapolis	AA-78-72	5,942.60
16	Feb. 14	Resurface 2.4 mi. and bank three curves—Croom Highway	P-108X811	1,688.70
17	Feb. 14	Bank two curves on Park Hgts. Ave. 1500' N. of Valley Road	B-124X411	2,510.00
18	Feb. 14	Erect 400 ft. new guard rail on Wiseburg Hill-Rd. 111-4	B-135X411	130.05
19	Mar. 11	Resurface 1.0 mi. of Helen-Chapico Road	SM-58X811	313.65
20	Mar. 11	Repair handrails and lights on Conowingo Bridge	H-65X411	150.00
21	Mar. 11	Purchase of Land and Garage at Greensboro	Co-55X211	600.00
22	Mar. 14	Concrete curb in front of State Police Sub-Sta. 1 mi. W. of Fredk.	F-141X611	167.60
23	Mar. 14	Resurface Royal Oak Road with Oyster Shells	T-36X211	460.00
24	Mar. 14	Purchase of Construction Equipment in District 1	40-9-111	16,300.00
25	Mar. 14	Purchase of Construction Equipment in District 2	40-9-211	8,850.00
26	Mar. 14	Purchase of Construction Equipment in District 3	40-9-311	27,400.00
27	Mar. 14	Purchase of Construction Equipment in District 4	40-9-411	26,100.00
28	Mar. 14	Purchase of Construction Equipment in District 5	40-9-511	14,050.00
29	Mar. 14	Purchase of Construction Equipment in District 6	40-9-611	40,300.00
30	Mar. 14	Purchase of Construction Equipment in District 7	40-9-711	4,000.00
31	Mar. 14	Purchase of Construction Equipment in District 8	40-9-811	22,650.00
32	Mar. 14	Costs of Rights of Way on Laytonsville—Geshen	M-128-52	373.00
34	May 12	Bank two curves on Hunting Creek—Solomon's Island Road	C-36X811	2,997.00
36	May 14	Bank Curves on Bryantown Hill	Cb-73X811	1,825.00
37	June 13	Bank Curves on Helen—Chapico Road	SM-59X811	188.10
38	June 11	Purchase of one Chip Spreader	40-9-211	600.00
39	June 14	Cost of Constructing new garage at Salisbury	Wi-60X111	70.00
42	June 11	Widen Snow Hill—Pocomoke Road	Wi-75X111	17,500.00
47	June 11	Erecting 1600 feet of new guard rail along Riverside Road	Cb-75X811	372.00
48	Mar. 11	Erecting 900 feet of new guard rail at Budd's Creek	Cb-75X811	209.85
49	Mar. 11	Erecting 1056 feet of new guard rail on Dentsville Road	Cb-75X811	245.76
50	Mar. 14	Erecting headwall on Cooksley Road	Cb-78X811	70.00
51	Mar. 11	Constructing .98 mi. concrete road Millersville—Sappington Rd.	AA-79-72	25,019.05
53	Mar. 21	Constructing .96 mi. concrete road Middletown—Jefferson Rd.	F-145-62	50,324.87
54	Mar. 21	Wall at Ferry Pier and .12 mi. concrete road	Q-56-28	19,559.22
55	Mar. 21	Constructing 1.0' concrete road—Stockton twd. Va. State Line	Wo-70-12	34,774.25
56	Mar. 21	Installing 245' of 12" pipe in front of Marion High School	S-42X111	378.00
57	Mar. 21	Resurfacing 1.2 mi. of gravel and bank three curves on Ritchie Road	P-111X311	970.00
58	Mar. 14	Resurface 4 mi. of Shell Road with Macadam	Co-76X211	36,475.32
59	Mar. 14	Construct Apron and Catch Basin at Main and Isabella Sts.	Wi-62X111	115.00
60	Mar. 14	Install 60' of 18" pipe in front of Burtham property, Phila. Rd.	H-88X411	50.00
61	Mar. 14	Purchase of Dictaphone Equipment	40-3-111	1,363.50
62	Mar. 14	Purchase of real property for garage site at Kingsville	H-89-411	2,360.00
63	Apr. 3	Extensions to three bridges on Balto.-Washington Blvd.	P-106-38	17,075.35
64	Apr. 3	Constructing 2.06 mi. gravel road twd. Cedar Point and twd. Trappe	SM-55-82	15,328.35
65	Apr. 7	Constructing 2.24 mi. concrete shoulders along Pylesville Road	H-87-411	25,074.30
66	Apr. 7	Constructing 5.82 mi. concr. to shoulders Salisbury to Delmar	Wi-58-111	34,417.75
68	Apr. 7	Steel Girders for grade crossing at Salisbury	Wi-50A-13	25,231.80
70	Apr. 7	Cost of removal of Lanier's House at Harford Road	H-91X411	250.00
71	Apr. 7	Install outlet pipe in front of J. T. Burns property	B-140X411	130.00
72	Apr. 7	Shoot Off Rock Projections on Mt. Savage Road	A-70X611	500.00
73	Apr. 7	Fill approach to National Pike	A-71X611	300.00
74	Apr. 7	Erect fence around Oakland Garage	G-46X611	350.00
75	Apr. 7	Set back fence and gate posts at Richardson prop. Phila. Rd.	H-90X411	130.00
76	Apr. 7	Erect new guard rail on National Pike	A-68X611	1,476.80
77	Apr. 7	Repair stone arch on Hanover Pike	B-158X111	700.00
78	May 12	Re-construct 3100 ft. guard rail on old Conowingo Road	Ce-84X211	1,250.00
79	Apr. 7	Oiling parking space in front of Mt. Wilson Sanatorium	B-139X411	250.00
80	Apr. 7	Bank five curves on Mt. Savage—Frostburg Road	A-72X611	3,500.00
81	Apr. 7	Cost of backfill on Pylesville Road	H-87X411	12,816.00
82	Apr. 7	Repairs to Badart property—Lawyers Hill	Ho-54X311	200.00
83	Apr. 7	Repairs to Commission's R. R. siding at Laurel	P-103X311	287.50
84	Apr. 7	Repair and sod in front of Sheets and Davis properties	P-83X32	200.00
85	Apr. 7	Widen and bank nine curves on National Pike	G-54X611	5,500.00

REPORT OF THE STATE ROADS COMMISSION

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EXPENDITURES DURING 1930,
1, 1930, TO SEPTEMBER 10, 1930

Exhibit 13.

County Funds or Specials	Baltimore City Consolidated Fund	Maintenance	Reconstruction	Betterments	Grade Elimination	Bridge	Special Road Loan Balto.-Wash. Blvd.	Special Road Loan Eastern Shore Blvd.	County in Which Project is Located
						\$14,108.75			Anne Arundel
						18,284.25			Anne Arundel
					\$126,284.00				Baltimore
				\$5,146.70					Baltimore
	\$28,827.60					10,815.97			Baltimore City
						39,379.37			Charles
								\$156,302.65	Kent
							\$37,929.82		Queen Anne's
						8,103.15			Baltimore
\$5,942.60			\$45,760.00						Cecil
			1,688.50						Harford
			2,510.00						Anne Arundel
				130.05					Prince George's
			313.65						Baltimore
				150.00					St. Mary's
				600.00					Harford
				167.60					Caroline
				460.00					Frederick
		\$16,300.00							Talbot
		8,850.00							General
		27,100.00							General
		26,100.00							General
		14,050.00							General
		10,300.00							General
		4,000.00							General
\$373.00		22,650.00							General
			2,997.00						Montgomery
			1,825.00						Calvert
			188.10						Charles
		600.00							St. Mary's
				7,000.00					General
			17,500.00						Wicomico
									Worcester
									Charles
									Charles
									Charles
									Charles
25,019.05									Anne Arundel
30,324.87									Frederick
34,774.25								19,559.22	Queen Anne's
									Worcester
									Somerset
			970.00	378.00					Prince George's
			36,175.32						Caroline
				115.00					Wicomico
				50.00					Harford
		1,363.50							General
				2,360.00					Harford
							17,075.35		Prince George's
15,528.35									St. Mary's
			25,074.30						Harford
			34,417.75						Wicomico
					25,231.80				Wicomico
				250.00					Harford
				130.00					Baltimore
				500.00					Allegany
				300.00					Allegany
				350.00					Garrett
				130.00					Harford
				1,476.80					Allegany
				500.00					Baltimore
				1,250.00					Cecil
			250.00						Baltimore
			3,500.00						Allegany
			12,816.00						Harford
				200.00					Howard
				287.50					Prince George's
				200.00					Prince George's
			5,500.00						Garrett

FUNDS AUTHORIZED FOR
FOR THE PERIOD JANUARY

Authori- zation Number	Date Approved	Purpose of Authorization	Symbol Number	Total Authorized
86	Apr. 7	Widen and bank three curves on National Pike	G-55X611	\$1,470.00
87	Apr. 7	Widen and bank curves National Pike Oakland—Gortner	G-56X611	10,000.00
88	Apr. 7	Backfill—East New Market—Cambridge Road	D-54X111	24,862.50
89	Apr. 7	Oiling 12.44 mi. of road in District 1	Oiling 1930	10,885.00
90	Apr. 7	Oiling 17.25 mi. of road in District 2	Oiling 1930	16,264.88
91	Apr. 7	Oiling 56.67 mi. of road in District 3	Oiling 1930	37,406.78
92	Apr. 7	Oiling 41.11 mi. of road in District 4	Oiling 1930	30,000.00
93	Apr. 7	Oiling 67.28 mi. of road in District 5	Oiling 1930	46,913.75
94	Apr. 7	Oiling 104.13 mi. of road in District 6	Oiling 1930	66,717.80
95	Apr. 7	Oiling 120.48 mi. of road in District 8	Oiling 1930	105,813.73
96	Apr. 7	Constructing 1.67 mi. concrete Grantsville to Pa. Line	G-51-62	58,615.96
97	Apr. 7	Extension to Bridge over Paint Branch—Balto.—Wash. Blvd.	P-107-38	15,920.60
98	Apr. 7	Extensions to four bridges on Balto.—Wash. Blvd.	P-110-38	14,847.10
99	Apr. 7	Constructing 0.50 mi. concrete shoulders Hills Bridge	AA-82-811	6,302.40
100	Apr. 7	Constructing 2.86 mi. concrete shoulders Elkton-Delaware Line	Ce-81-211	19,992.50
101	Apr. 7	Constructing 0.97 mi. concrete road—Berlin—Lewis Store	Wo-71-14	32,589.00
102	Apr. 7	Constructing 6.29 mi. concrete shoulders Cambridge—Mt. Holly	D-54-111	77,497.55
103	Apr. 7	Constructing 1.92 mi. Mutual—Mackall Road	C-35-82	21,203.54
105	Apr. 7	Constructing 0.90 mi. concrete road—Madonna Hill	H-83-44	30,970.80
106	Apr. 7	Bridge floor over Patapsco River—Westport—Glenburnie Rd.	AA-81-77	10,420.87
107	Apr. 7	Grade Elimination N. Division St., Salisbury	Wi-59-13	35,588.12
108	Apr. 7	Constructing 1.5 mile concrete road Norris Cor. to Van Bibber Road	H-79-42	42,433.01
109	Apr. 7	One-half cost of moving Berkley House, Main St., Elkton	Ce-81-211	4,000.00
110	Apr. 7	Maintenance budget for 1930—District 1	Budget	110,000.00
111	Apr. 7	Maintenance budget for 1930—District 2	Budget	190,000.00
112	Apr. 7	Maintenance budget for 1930—District 3	Budget	225,000.00
113	Apr. 7	Maintenance budget for 1930—District 4	Budget	250,000.00
114	Apr. 7	Maintenance budget for 1930—District 5	Budget	227,000.00
115	Apr. 7	Maintenance budget for 1930—District 6	Budget	170,000.00
116	Apr. 7	Maintenance budget for 1930—District 7	Budget	150,000.00
117	Apr. 7	Maintenance budget for 1930—District 8	Budget	261,000.00
118	Apr. 7	Administrative Division Budget for 1930, including Workman's Compensation	Budget	118,847.72
119	Apr. 7	Accounting and Commercial Division Budget 1930	Budget	58,131.38
120	Apr. 7	Operating Engineers Division Budget 1930	Budget	41,484.53
121	Apr. 7	Plans and Surveys Division Budget 1930	Budget	35,161.12
122	Apr. 7	Store-room and Yards Division Budget 1930	Budget	35,334.64
123	Apr. 7	Costs of Rights of Way for Cockeysville Grade Crossing	B-100-43	28,350.00
124	Apr. 7	Costs of Right of Way for road S. M. 55	SM-55-82	424.70
125	Apr. 7	Costs of Right of Way on Q-51-28	Q-51-28	8,194.85
126	Apr. 7	Constructing 0.79 mi. concrete road—Rock Hall—Eastern Neck Island	K-50-25	22,395.65
127	Apr. 7	Constructing 0.77 mi. concrete road on Monument St. and on Phila. Rd.	BC-86-74	109,292.65
128	Apr. 7	Constructing 5.86 mi. concrete shoulders Balto.—Wash. Blvd.	P-105-311	273,488.24
129	Apr. 7	Constructing 5.47 mi. concrete road from G36 to Altament	G-52-64	201,193.63
130	Apr. 7	Reconstructing Bridge over Octoraro Creek	Ce-79-28	14,855.50
131	Apr. 7	Constructing 2.46 mi. concrete road Betterton Road to Coleman	K-49-25	51,962.25
132	Apr. 7	Constructing 1.99 mi. concrete road along Dover Road	B-130-42	56,624.25
133	Apr. 7	Constructing 1.5 mi. concrete road Pearce Neck Road	Ce-74-22	44,289.45
134	Apr. 7	Installing 80' 12" pipe in front of Willie's Garage	Ho-75X311	242.00
135	Apr. 7	Constructing 9.92 mi. concrete shoulders—Defense Highway	AA-83-711	81,251.60
137	Apr. 11	Substructure of Bridge at Relay over B. & O. R. R.	B-121-73	30,363.50
138	Apr. 11	Constructing 1.04 mi. concrete on Stoney Creek—Jacobsville	AA-84-74	26,655.90
139	Apr. 11	Constructing 1.07 mi. concrete road—Grossnickle—Middlepoint	F-82-64	59,236.65
140	Apr. 14	Constructing 4.08 mi. gravel—near Croom to Naylor	P-101-85	39,394.45
141	Apr. 14	Constructing 1.82 mi. gravel from AA-62—Bristol	AA-80-85	29,246.50
142	Apr. 17	Constructing 1.88 mi. concrete end of B-126 to Mt. Zion Road	B-129-44	54,645.60
143	Apr. 17	Constructing 2.52 mi. macadam Greencastle Pike to Pa. State Line	W-72-62	43,825.35
144	Apr. 17	Constructing 1.05 mi. concrete from Q-46—Bridgetown	Q-59-22	24,815.20
145	Apr. 21	Bridge dam on Wicomico River on Salisbury Road	Wi-57-11	5,943.92
146	Apr. 21	Bridge floor over Monacacy River on Urbana Pike	F-144-511	15,975.52
147	Apr. 21	Constructing 1.47 mi. concrete shoulders Town Creek—Polish Mountain	A-69-68	18,728.80
148	Apr. 21	Constructing 1.66 mi. concrete shoulders Sideling Hill, National Pike	W-75-68	54,679.80
149	Apr. 21	Constructing 2.77 mi. of gravel—Southern Md. Blvd. to Mt. Harmony	C-37-82	24,390.05
150	Apr. 21	Constructing 2.71 mi. gravel along Laurel-Rowie Road	P-104-32	21,704.12
151	Apr. 21	Constructing 0.15 mi. concrete—Q-47—Love Point—Stevensville Rd.	Q-57-22	15,187.42
152	Apr. 21	Constructing 2.52 mi. concrete N. of Taneytown to Penna. State Line	Cl-72-54	71,762.40
153	Apr. 25	Constructing Jetties at Ocean City	Wo-79-15	10,560.00
154	Apr. 25	Constructing .99 mi. concrete Cedar Hall Rd.—tw'd. Cedar Hall and Pocomoke	Wo-73-14	30,265.20
155	Apr. 25	Constructing 1.91 mi. concrete road—Cooksville—Olney	M-112-54	75,548.63
156	Apr. 25	Constructing 1.02 mi. concrete road—Woodboro—Libertytown	Ho-72-54	46,354.06
157	Apr. 25	Constructing .41 mi. for modification of curve at R. R. Crossing on Berlin Road	Wo-67-111	19,073.10
158	Apr. 28	Constructing bridge at Corriganville on road Cumberland to Mt. Savage	A-67-67	17,591.25

REPORT OF THE STATE ROADS COMMISSION

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EXPENDITURES DURING 1930,
1, 1930, TO SEPTEMBER 10, 1930 (Continued)

County Funds or Specials	Baltimore City Consolidated Fund	Maintenance	Reconstruction	Betterments	Grade Elimination	Bridge	Special Road Loan Balto.- Wash. Blvd.	Special Road Loan Eastern Shore Blvd.	County in Which Project is Located
			\$1,470.00						Garrett
			10,000.00						Garrett
			24,862.50						Dorchester
		\$10,885.00							General
		16,264.88							General
		37,406.78							General
		30,000.00							General
		46,913.75							General
		66,717.80							General
		105,813.73							General
\$58,615.96									Garrett
							\$15,920.60		Prince George's
							14,847.10		Prince George's
			6,302.40						Anne Arundel
32,589.00			19,992.50						Cecil
				77,497.55					Worcester
21,203.54									Dorchester
30,970.90									Calvert
									Harford
									Anne Arundel
42,433.01					\$35,588.12	\$10,420.87			Wicomico
									Harford
				\$4,000.00					Cecil
		110,000.00							General
		190,000.00							General
		225,000.00							General
		250,000.00							General
		227,000.00							General
		170,000.00							General
		150,000.00							General
		261,000.00							General
		118,847.72							General
		58,131.38							General
		41,484.53							General
		35,161.12							General
		35,334.64							General
424.70					28,350.00				Baltimore
22,395.65								\$8,194.85	St. Mary's
	\$109,292.65								Queen Anne's
									Kent
201,193.63			273,488.24						Baltimore City
14,855.50									Prince George's
51,962.25									Garrett
56,624.25									Cecil
44,289.45									Kent
									Baltimore
									Cecil
				242.00					Howard
			81,251.60						Anne Arundel
26,655.90					30,363.50				Baltimore
59,236.65									Anne Arundel
39,394.45									Frederick
29,246.50									Prince George's
54,645.60									Anne Arundel
43,825.35									Baltimore
24,815.20									Washington
				5,943.92					Queen Anne's
			15,975.52						Wicomico
			18,728.80						Frederick
			54,679.80						Allegany
24,390.05									Washington
21,704.12									Calvert
15,187.40									Prince George's
71,762.40									Queen Anne's
10,560.00									Carroll
30,265.20									Worcester
75,548.63									Worcester
									Mont'y & Howard
46,354.06									Frederick
			19,073.10						Worcester
						17,591.25			Allegany

FUNDS AUTHORIZED FOR
FOR THE PERIOD JANUARY

Authori- zation Number	Date Approved	Purpose of Authorization	Symbol Number	Total Authorized
159	Apr. 28	Constructing 2.9 mi. concrete shoulders from Mattawoman—Waldorf....	Ch-80-811	29,020.50
160	Apr. 28	Constructing concrete girder bridge at Moscow Mills on Lonaconing Rd..	A-73-67	15,249.06
161	Apr. 28	Substructure, floors, etc., on Ridgeville Grade Crossing.....	Cl-59-53	120,292.60
162	May 5	Resloping and sodding in front of property of Geo. Rinn.....	Ho-76X311	110.00
163	May 5	Resurfacing one mile of Chaptoco—Budds Creek Road.....	SM-63X811	331.65
161	May 5	Costs for removal of Blacksmith Shop at Harford and Joppa Roads	B-143X411	60.00
165	May 5	Constructing 700 Sq. Yds. of pavement at 16th St. Underpass.....	M-146X311	1,683.50
166	May 5	Constructing 16' Macadam road as approaches to Heisler's Bridge.....	Co-86X211	2,188.00
167	May 5	Install 60' 21" pipe in front of Hall property—Emmorton Road.....	H-92X411	60.00
168	May 5	Constructing four concrete steps in front of Smallwood property.....	Ho-61X	132.00
169	May 5	Drainage at Creswell Hill.....	Co-87X211	1,287.36
170	May 5	Constructing 2,000 ft. of guard rail on Cambridge-Lloyds Road.....	D-58X111	1,300.00
171	May 5	Constructing 1.68 mi. concrete shoulders—Westport Road—Sweetzer's Br....	AA-86-711	28,532.00
172	May 5	Constructing 0.36 mi. concrete road—Betterton—twd. Lloyd Creek.....	K-16-25	7,795.86
173	May 5	Constructing 1.01 mi. gravel—Pisgah—Mason Springs.....	Ch-79-82	7,372.30
171	May 5	Grading and drainage of 1.5 mi.—Hagerstown—Williamsport.....	W-76-611	10,509.04
175	May 5	Constructing 1.5 mi. concrete shoulders—Hagerstown—Williamsport.....	W-74-611	31,809.10
176	May 5	Bridge floor and approaches over B. & O. as Deer Park Grade Crossing...	G-57-63	11,255.50
177	May 5	Constructing 0.64 mi. Sheet Asphalt—Arlington Ave.....	BC-89-72	61,758.35
178	May 5	Constructing Curb and Gutter in front of Clayton and Lanford Property..	Ho-78-38	3,556.00
179	May 5	Substructure over tracks of Penna. R. R. at Parkten.....	B-106-43	34,795.75
180	May 5	Approaches to Grade Crossing at Parkten.....	B-136-43	76,566.25
181	May 5	Constructing 1.06 mi. concrete road along New Windsor Road to Marston...	Cl-74-52	37,337.70
182	May 5	Constructing 0.67 mi. and 0.51 mi. gravel Valley Loe and St. George Island	SM-54-84	10,353.72
183	May 5	Constructing 3.04 mi. concrete road Korner Ketch—Liberty Grove.....	Co-75-22	92,856.38
181	May 5	Constructing 1.68 mi. concrete road McCool—Westernport.....	A-64-62	175,653.80
185	May 5	Superstructure over tracks of Penna. R. R. at Parkten.....	B-137-43	10,461.00
186	May 8	Constructing 1.13 mi. concrete shoulders—Mountain Rd. from Lipins Corner.	AA-87-711	7,953.20
187	May 8	Constructing 1.0 mi. gravel road Leonardtown to Beauvue.....	SM-61-82	5,264.74
188	May 8	Constructing 0.24 mi. gravel Cedar Point.....	SM-64-82	1,796.05
189	May 12	Constructing 5.35 mi. penetration macadam Columbia Pike.....	M-143-38	142,076.12
190	May 12	Constructing 1.86 mi. concrete road Urbana Pike to Green Valley.....	F-122-54	76,753.40
191	May 12	Constructing 0.46 mi. concrete road Reisterstown Rd.—Slade to Sudbrook	B-127-44	31,033.10
192	May 12	Constructing 1.0 concrete shoulders Mt. Savage and 1.18 thru Corriganville..	A-74-611	25,211.70
193	May 16	Constructing 1.46 mi. concrete—New London—Libertytown.....	F-146-52	82,463.63
194	May 16	Constructing 1.21 mi. Sheet Asphalt—Caton Ave. Wash. Blvd. Wilkens Avenue	BC-87-72	125,402.62
195	May 16	Constructing 1.54 mi. concrete road—Centreville—Wye Mills twd. Starr.	Q-12-22	36,928.85
196	May 16	Constructing 1.05 mi. gravel South from Hermanville.....	SM-60-84	8,488.90
198	May 16	Constructing 1.00 mi. concrete Finchville—Reliance Road.....	D-57-12	23,513.95
199	May 16	Constructing 2.12 mi. penetration macadam Ft. Frederick twd. Clearsprings..	W-73-34	57,290.99
200	May 16	Constructing 4.28 mi. Bit. Concrete Balto-Wash. Blvd.—Beltsville—Laurel..	P-109-311	77,149.80
201	May 16	Constructing 2.47 mi. Concrete Road Laytonsville—Olney.....	M-145-52	68,714.95
202	May 16	Erect Guard Rail in front of Geo. Duvell Property—Road 108-5.....	M-147X511	104.33
203	May 16	Resurface Road between Marburg and Dyson Road 221-5.....	Ch-85X811	1,630.00
204	May 16	Resurface 7 mi. on Doncaster—Masons Springs Road.....	Ch-86X811	1,480.00
205	May 16	Construct Approaches to W. B. & A. Bridge at end of AA-66.....	AA-90X711	567.50
206	May 16	Install drainage in front of Butler property on B. & W. Blvd.....	B-112-78	100.00
207	May 16	Construct concrete apron in Hurlock.....	D-59X111	425.00
208	May 16	Protection to concrete slab at Bascule Span—Sassafras River.....	Ce-88X211	259.72
209	May 16	Construct slag and Oil Shoulders on Pocomoke—Cedar Hall Road.....	Wo-81X111	1,849.80
210	May 16	Construct Macadam Apron on Berlin—End of Wo-67.....	Wo-67X111	653.93
211	May 16	Cost of backfill from Hills Bridge—Southern Maryland Blvd.....	AA-82X811	6,615.00
212	May 16	Lay 150' of drainage pipe in front of Liberty Heights Nursery.....	B-144X411	150.00
213	May 16	Lay 72' of drainage pipe in front of M. L. Davis property.....	P-117X311	93.00
214	May 16	Set back lilac bushes in front of Vinski property—Phila. Road.....	B-145X411	138.00
215	May 16	Rebuild retaining wall on Littlestown Pike.....	Cl-83X511	93.90
216	May 16	Rebuild stone culvert on Littlestown Pike.....	Cl-84X511	53.74
217	May 16	Cost of backfill on Mattawoman—Waldorf Shoulders.....	Ch-80X811	25,432.50
218	June 2	Reconstruct macadam apron at Balto.-Wash. Blvd. and Rolling Road.....	B-146X711	525.00
219	May 23	Construct 0.41 mi. concrete shoulders—Rhode Island Avenue.....	P-112-311	3,755.00
220	May 23	Cost of Bit. Concrete backfill on Rhode Island Avenue.....	P-116-411	4,512.75
222	May 23	Construct 1.67 mi. concrete sho. Legislative Rd.—Moscow—Barton.....	A-66-611	28,514.20
223	May 23	Construct 3.00 mi. Pen. Mac. Churchville and Priest Ford Bridge.....	H-81-44	49,346.20
221	June 2	Widen 3.78 mi. road on Route 108-3 Laytonsville Road.....	M-148X511	25,000.00
225	June 2	Resetting 6,000 ft. fence on Balto.-Wash. Blvd. North of Laurel.....	Ho-79X311	625.60
226	May 29	Construct 1.61 mi. concrete road—Ocean City Road to Friendship.....	Wo-72-12	42,151.90
227	May 29	Bridge Floor over B. & O. R. R. Tracks at Relay.....	B-142-73	56,137.10
228	May 29	Construct 1.13 mi. Bit. Concrete Shoulder, Lipins Corner to Jacobsville.....	AA-88-711	11,933.90
229	May 29	Construct 1.1 mi. Pen. Mac. from Sharpstown to Delaware Line.....	Wi-46-14	20,378.55
230	June 2	Construct 1.18 mi. Gravel Road near Pomfret to Pomonkey.....	Ch-82-82	11,080.40
231	June 2	Construct 1.0 mi. Gravel Faulkner—Popes Creek.....	Ch-81-84	14,448.70
232	June 6	Construct 1.1 mi. Sheet Asphalt on Cold Spring Lane.....	BC-90-74	129,655.65

FUNDS AUTHORIZED FOR
FOR THE PERIOD JANUARY

Authori- zation Number	Date Approved	Purpose of Authorization	Symbol Number	Total Authorized
233	June 6	Construct 1.99 mi. concrete Johnsville-Union Bridge	F-148-52	\$67,118.85
231	June 6	Construct 6.72 mi. Concrete Shoulder—Crisfield—Marion Road	S-43-111	38,033.60
235	June 6	Construct Headwalls on roads Gaithersburg—Henderson's Corner	M-151X511	220.88
236	June 13	Widening Leitersburg Rd. North from Hagerstown	W-79X611	5,000.00
237	June 13	Widening road from Jefferson Pike to Burkittsville	F-150X611	6,900.00
238	June 13	Cost of backfill on shoulders on Williamsport Pike	W-74X611	37,183.90
239	June 13	Maintaining detour for Cockeysville Grade Crossing	B-100X43	2,500.00
240	June 13	Costs for directing traffic at Lake Fanny—Belair Road	H-68X411	600.00
241	June 13	Shaping and resurfacing 2,100 ft. road—East New Market—Lloyds	D-63X111	5,300.00
242	June 13	Cost of backfill on shoulders on National Pike	W-75X68	34,125.00
243	June 13	Cost of backfill on shoulders on National Pike	A-69X68	13,200.00
244	June 13	Install 50 feet 24" pipe in front of Radcliffe Property	D-62X111	172.50
245	June 13	Cost of backfill on shoulders on through Mt. Savage	A-74X611	18,301.91
246	June 13	Cost of backfill on A-66—Shoulders—Moscow—Barton	A-66X611	14,343.22
247	June 13	Reset fence of Geo. E. S. Bayliss—Road 27-1	Ho-73X511	449.40
248	June 13	Move house of Wm. Thompson, near Millington	K-51X211	150.00
249	June 13	Costs of backfill on shoulders on P-105 Baltimore—Washington—Boulevard	P-105X311	24,000.00
250	June 9	Constructing 2.59 mi. concrete road—Severn Cross Roads—Igchart	AA-37-72	66,217.61
251	June 13	Constructing Concrete Slab Bridge over Norwich Creek under Pa. R. R.	T-37-28	2,900.65
252	June 13	Construct 1.06 mi. concrete on York Road from City Line to Cedar Ave.	B-141-411	72,693.05
253	June 13	Construct 1.81 mi. concrete—Taneytown—Keymar	Cl-66-52	56,764.43
254	June 13	Construct 1.97 mi. concrete—Lock Lynn—Gorman	G-40-62	63,419.50
255	June 16	Extend Existing 14" Pipe in front of Old English Boxwood Farm	B-149X411	85.00
256	June 16	Construct 0.49 mi. Fair Hill—Elkton—Providence Mills	Ce-85-24	19,290.45
257	June 16	Construct 1.0 mile Gravel—Hollywood to California	SM-62-84	7,244.89
258	June 20	Widen 5.4 mi. of the Centreville—Queenstown Road	Q-61X211	41,127.90
259	June 20	Bank Five Curves and lay drainage pipe—Marion—Crisfield	S-43X111	7,125.00
260	June 20	Constructing Concrete Substructure; floor; approaches; Gaithersburg Crossing	M-118-53	129,107.90
261	June 20	Concrete Patches on Main St., Port Deposit, for a distance of .34 mi.	Ce-90-211	1,999.50
262	June 20	Constructing 4.87 mi. conc. shoul. on Bear Br. Fountain Valley—Taneytown Pk.	Cl-85-511	47,021.80
263	June 20	Constructing 1.23 mi. concrete road—Peters Corner—Delaware Line	Q-58-24	39,173.30
264	June 20	Constructing 1.07 mi. concrete shoulders—Gwynn Oak Ave.—City Line—Windsor Mill Road	B-116-411	11,009.94
265	June 20	Constructing 1.18 mi. Sheet Asphalt—Wilkins Ave.—De Soto Rd. to City Line	BC-88-74	174,120.60
266	June 20	Extension to Bridge over Gwynns Falls—Gwynn Oak Ave.	B-105-411	8,822.75
267	June 20	Widen intersection of Jarrettsville Pike and Paper Mill Road	B-150X411	320.00
268	June 20	Construct 1.02 mi. macadam—Day twd. Winfield	Cl-82-54	19,791.95
269	June 20	Construct 1.0 mi. concrete road—Powder Factory Road—Beltsville	P-114-34	28,784.82
270	June 23	Construct 1.26 mi. concrete—Old Frederick Rd.—Wheelswright Gate to St. Johns Lane	Ho-77-52	32,859.75
271	June 23	Construct 1.01 mi. Concrete Road—Falls Road, North from B-111	B-128-42	44,726.97
272	June 23	Construct 1.33 mi. Concrete Road—East of Monkton to Shepperd	B-131-44	39,783.83
273	June 23	Purchase of land and erection of Keeper's House—Chester River Bridge	Q-62X211	3,000.00
274	June 23	Install 150' of Pipe in front of J. Jarrett's Property—Jarrettsville	H-96X411	250.00
275	June 23	Install 1400' Curb and Gutter—Camp Springs—T. B. Road	P-124X311	2,015.00
276	June 23	Grading and Oiling in front of Laurel Police Sub. Station	Ho-80X311	117.00
277	June 23	Lay 850 Sq. Yds. Concrete Apron 8" Thick on Camp Spring—T. B. Road	P-125X311	1,730.00
278	June 23	Construct 6.50 mi. concrete shoulders—Beltsville—Hyattsville	P-113-311	260,001.94
279	June 27	Construct .84 mi. concrete from Bridge at Knapp's Narrows—Tilghman	T-33-24	26,314.90
280	June 27	Construct .14 mi. concrete from Weaverton twd. Gapland	W-71-64	18,137.00
281	June 27	Construct 1.21 mi. concrete along Finchville—Federalsburg Rd.	D-43-14	25,153.80
282	June 27	Construct 0.76 mi. concrete shoulders along Oak and 3rd St., Oakland	G-58-611	7,175.50
283	June 27	Construct 1.53 mi. gravel—Hughesville—Burnt Store	Ch-84-82	15,365.63
284	June 27	Construct 1.52 mi. gravel—Cross Roads—Liverpool Point	Ch-87-84	15,107.30
285	June 27	Construct 1.49 mi. concrete—Central Ave. from Balto.—Wash. Blvd. to Edmondston Rd.	P-115-32	34,802.20
286	June 30	Construct 1.52 mi. Goldsboro—Delaware Line Road	Co-57-22	37,359.72
287	June 30	Construct 1.17 mi. Concrete from near Lloyd's to Connerville	D-60-14	37,769.65
288	June 30	Construct 1.0 mi. concrete road from Northeast twd. Elk Neck	Ce-82-24	23,375.25
289	July 7	Changing drainage structure at Hunt's Corner	P-126X311	479.00
290	July 7	Construct Macadam roadway over tracks of Capitol Traction Co.	M-150X311	2,900.00
291	July 7	Erect 500 ft. Guard Rail along York Road at Fifteen-Mile Hill	B-152X411	200.00
292	July 7	Constructing 0.98 mi. Concrete Shoulders—Seck's Cor. to Avenel	M-153-311	9,721.50
293	July 7	Constructing 1.23 mi. Gravel—Allen's Fresh to Newport Road	Ch-91-84	10,318.45
291	July 11	Maryland's Share of purchase price of Point of Rocks Bridge Statute # 542—1929		50,000.00
291	July 11	Cost of backfill on Coptown—Jarrettsville Road	H-95X411	28,840.00
295	July 11	Erect 1825 feet Guard Rail at Lake Fanny—Belair Road	H-97X411	1,050.00
296	July 11	Construct 1.95 mi. Pen. Mac. from National Pike twd. Woodmont Club	W-77-62	57,098.78
297	July 11	Construct 0.25 mi. Conc. Shoulders along Baltimore Ave. in Ocean City	Wo-80-111	4,860.00
298	July 11	Construct 1.02 mi. Conc. Shoulders from Church Creek Gum Swamp	D-61-12	34,221.85
299	July 11	Construct 5.34 mi. Conc. Shoulders Mechanicsville—Helen	SM-70-811	54,459.95
300	July 11	Construct 1.25 mi. Conc. Road Rising Sun—Fairhill Road twd. Fairview	Ce-89-22	35,497.82

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EXPENDITURES DURING 1930,
1, 1930, TO SEPTEMBER 10, 1930 (Continued)

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FUNDS AUTHORIZED FOR
FOR THE PERIOD JANUARY

Authori- zation Number	Date Approved	Purpose of Authorization	Symbol Number	Total Authorized
301	July 13	Construct 1.76 mi. Conc. Road, Aberdeen to Swan Creek	H-77-43	\$89,224.29
302	July 13	Extension to Bridge over Paint Branch on Columbia Pike	M-141-37	19,841.25
303	July 14	Construct 1.30 mi. Conc. Road, Powellville—Whitton and Powellville—Salisbury	W-52-12	44,280.80
304	July 14	Construct 0.73 mi. Concrete Road, Gambrill's—Odenton	AA-91-71	17,299.02
305	July 13	Construct 1.53 mi. Pen. Mac. —McDaniel twd. Tilghman	T-32-22	71,233.05
306	July 13	Construct Stone Apron at end of Contract Wo-71	Wo-82X111	96.25
307	July 11	Construct Slag and Oil Shoulders on Libertytown—Berlin Rd.	Wo-83X111	2,400.00
308	July 18	Erect 680 feet of Guard Rail on Bishopville Mill Dam Rd.	Wo-84X111	374.00
309	July 18	Construct 0.14 mi. Sheet Asphalt—Frederick Road—Yale to Beechfield	BC-91-72	62,391.90
310	July 18	Construct 2.0 mi. conc. shoulders Bethesda twd. Glen Echo	M-156-311	19,205.40
311	July 18	Construct 3.22 mi. conc. shoulders, Cooptown—Jarrettsville	H-95-411	30,456.45
312	July 18	Construct bridge substructure on road Level—Darlington	H-86-42	22,129.70
313	July 18	Construct 0.21 mi. conc. road from end of G-10 twd. Gorman	G-59-62	8,402.25
314	July 21	Cost of banking curves on Secks Corner—Avenue Road	M-153X311	10,850.00
315	July 21	Supporting iron bridge and replace deck at Radcliffe Creek	K-52X211	2,000.00
316	July 21	Costs of Rights of Way to Whaling Property	D-153X711	84.15
317	July 21	Cost of Pipe for drainage in front of J. S. Howard Property	P-131X111	551.68
318	July 21	Cost of Curve Elimination at St. Mary's City	SM-71X811	1,510.00
319	July 21	Recutting side Ditch on Colesville—Glenmont Road	M-158X311	125.00
320	July 21	Reset fence on road Rockville-Norbeck Road	M-159X311	598.00
321	July 21	Construct 0.88 mi. Conc. Road from end of H-66—Clermont Mills	H-80-42	39,386.62
322	July 21	Construct 1.02 mi. Gravel from Abell Road twd. Oakley	SM-66-82	8,441.84
323	July 21	Place Amicite on 1.87 mi. road—Taneytown to near Fountain Valley	Cl-86-511	50,219.40
324	July 21	Construct bridge over Nanticoke River at Vienna	D-53-17	242,591.67
325	July 28	Additional Costs for construction of Garage at Salisbury	Wi-60X111	2,400.00
326	July 28	Erecting 1200 ft. guard rail at Sweetzer's Bridge	AA-81X77	852.64
327	July 25	Erecting 525 ft. Guard Rail—Camel's Hill—Balto.—Wash. Blvd.	B-154X711	373.76
328	July 25	Erecting 328 ft. Guard Rail—Stoney Creek Road	A-84X711	233.60
329	July 25	Construct new floor on Bridge over Winters Run—Edgewood Road	H-97X411	560.00
330	July 25	Erect 1500 ft. Guard Rail along Freeland Road	B-107X44	750.00
331	July 25	Remove Head Wall and correct sight line—Piney Hill Road	B-157X411	340.00
332	July 25	Place Pen. Macadam on road—Hunt's Corner to Gordon's Corner	P-123-32	22,689.33
333	July 25	Construct 3.31 mi. Conc. Shoulders—Crain Highway	AA-94-711	25,129.05
334	July 25	Construct 11.3 mi. Conc. Shoulders on Defense Highway	P-121-311	96,428.65
335	July 25	0.58 mi. Asphalt along Walther Ave.—Harford Ave. to Weaver	BC-93-72	77,782.57
336	July 25	Constructing 0.61 mi. Concrete Sidewalk thru Laurel	P-128-311	6,370.40
337	July 25	Constructing double span truss bridge over Monocacy River	F-152-511	31,900.00
338	July 25	Steel Superstructure on Bridge over Deer Creek	H-94-42	22,963.01
339	July 25	Constructing 1.30 mi. Conc. Road, Harmony Church twd. Darlington	H-78-42	60,132.85
340	July 25	Repairing Sasafra's River Bridge	Ce-92X211	350.00
341	July 25	Cost of backfill on Shoulders—Gwynn Oak Ave.	B-116X411	8,000.00
342	July 25	Install 51 feet of Pipe and Catch Basin on Ocean City Road	Wi-65X111	130.36
343	July 25	Constructing timber bridge over Kent Island Narrows	Q-43-28	56,108.80
344	July 25	Constructing 0.59 mi. Pen. Macadam Approaches to Kent Narrows Bridge	Q-55-28	23,833.45
345	July 25	Constructing 1.13 mi. Concrete Road—Licksville—Point of Rocks	F-137-54	45,244.46
346	July 28	Constructing 2.00 mi. Gravel—New Market twd. Budds Creek	SM-69-84	13,660.20
347	July 28	Constructing 3.18 mi. Pen. Macadam—Dublin twd. Ady	H-84-42	56,209.65
348	Aug. 1	Constructing 3.61 mi. Conc. Road—Port Deposit to Conowingo	Ce-80-28	134,838.40
349	Aug. 1	Constructing 1.99 mi. Conc. Rd.—Andersontown twd. Bridgetown and Hickman	Co-58-24	41,313.80
350	Aug. 1	Reconstruction of portion of South River Bridge	AA-85-711	8,668.00
351	Aug. 1	Constructing 2.0 mi. Conc. Shoulders River Rd.—Campbell's Cor. to Potomac	M-157-311	19,031.75
352	Aug. 1	Constructing 7.11 mi. Conc. Shoulders Clarksville Pike—Elioak to Snells Bridge	Ho-66-511	66,023.60
353	Aug. 1	Constructing 1.56 mi. Conc. Shoulders Camp Meade Rd. from Wellham	AA-96-711	16,798.25
354	Aug. 1	Constructing 5.0 mi. Conc. Shoulders, McMullen Hwy.—Amedelle—McCool	A-76-611	49,973.55
355	Aug. 1	Constructing 1.28 mi. Conc. Shoulders, Colesville Rd.—Burnt Mills—White Oak	M-152-311	19,869.46
356	Aug. 1	Banking Curves and resurfacing 2.0 mi. Bradley Lane	M-156X311	21,100.00
357	Aug. 1	Widen 11' Macadam Road bet. Worman's Mill and Harmony Grove	F-155X511	5,496.36
358	Aug. 1	Constructing 2.37 mi. Conc. Bit. Crain Highway near Glenburnie	AA-95-711	21,648.00
359	Aug. 4	Constructing 1.28 mi. Amicite Resurfacing Colesville Rd.—Burnt Mills—White Oak	M-154-311	11,742.77
360	Aug. 4	Constructing Bascule Span, Bridge over Kent Island Narrows	Q-63-28	26,825.70
361	Aug. 6	Constructing 7.63 mi. Gravel—Largo—Upper Marlboro	P-96-34	68,469.00
362	Aug. 8	Constructing Pier Abutments and remove Old Bridge—Monocacy River	F-151-511	23,100.00
363	Aug. 11	Repairing Guard Rail over Penna. R. R. Bridge on Balto.—Wash. Blvd.	B-159X711	312.38
364	Aug. 8	Constructing 1.91 mi. Bit. Conc. Defense Hwy. from Bladensburg	P-130-311	48,914.80
365	Aug. 8	Constructing 1.0 mi. Gravel Road from Hobb's Store twd. Beauvue	SM-67-84	7,336.57
366	Aug. 8	Constructing 1.56 mi. Amicite Resurfacing—Camp Meade Road	AA-97-711	14,852.75
367	Aug. 8	Constructing 2.08 mi. Amicite Resurfacing—Clarksville Pike	Ho-81-511	21,593.55
368	Aug. 8	Constructing 6.5 mi. Bit. Conc. Balto.—Wash. Blvd.	P-120-311	86,301.90
369	Aug. 8	Constructing 3.63 mi. Conc. Shoulders—Sylmar Turn—Blueball	Ce-91-211	32,350.60
370	Aug. 8	Constructing 3.80 mi. Conc. Shoulders along Falls Rd. from Bare Hills	B-155-411	61,169.10
371	Aug. 8	Constructing 3.97 mi. Conc. Shoulders along North Point Rd. from City Line	B-156-111	30,321.60

EXPENDITURES DURING 1930,
1, 1930, TO SEPTEMBER 10, 1930 (Continued)

County Funds or Specials	Baltimore City Consolidated Fund	Maintenance	Reconstruction	Betterments	Grade Elimination	Bridge	Special Road Loan Balto.-Wash. Blvd.	Special Road Loan Eastern Shore Blvd.	County in Which Project is Located
\$44,280.80 17,299.02 71,233.05	\$62,391.90		\$2,400.00 19,205.40 50,456.45	\$96.25 374.00	\$89,224.29	\$19,841.25			Harford Montgomery Wicomico Anne Arundel Talbot Worcester Worcester Worcester Baltimore City Montgomery Harford Harford Garrett Montgomery Kent Baltimore Prince George's St. Mary's Montgomery Montgomery Harford St. Mary's Carroll Dorchester Wicomico Anne Arundel Baltimore Anne Arundel Harford Baltimore Baltimore Prince George's Anne Arundel Prince George's Baltimore City Prince George's Frederick Harford Harford Cecil Baltimore Wicomico Queen Anne's Queen Anne's Frederick St. Mary's Harford Cecil Caroline Anne Arundel Montgomery Howard Anne Arundel Allegany Montgomery Montgomery Frederick Anne Arundel
22,129.70 8,402.27			10,850.00	2,000.00 84.15 551.68					Montgomery Kent Baltimore Prince George's St. Mary's Montgomery Montgomery Harford St. Mary's Carroll Dorchester Wicomico Anne Arundel Baltimore Anne Arundel Harford Baltimore Baltimore Prince George's Anne Arundel Prince George's Baltimore City Prince George's Frederick Harford Harford Cecil Baltimore Wicomico Queen Anne's Queen Anne's Frederick St. Mary's Harford Cecil Caroline Anne Arundel Montgomery Howard Anne Arundel Allegany Montgomery Montgomery Frederick Anne Arundel
39,386.62 8,441.81			50,219.40	2,400.00 852.64 373.76 233.60 560.00 750.00 340.00		242,594.67			Montgomery Kent Baltimore Prince George's St. Mary's Montgomery Montgomery Harford St. Mary's Carroll Dorchester Wicomico Anne Arundel Baltimore Anne Arundel Harford Baltimore Baltimore Prince George's Anne Arundel Prince George's Baltimore City Prince George's Frederick Harford Harford Cecil Baltimore Wicomico Queen Anne's Queen Anne's Frederick St. Mary's Harford Cecil Caroline Anne Arundel Montgomery Howard Anne Arundel Allegany Montgomery Montgomery Frederick Anne Arundel
22,689.32	77,782.57		25,129.05 96,428.65	350.00 130.36				\$56,108.80 23,833.45	Montgomery Queen Anne's Prince George's Frederick St. Mary's Harford Cecil Caroline Anne Arundel Montgomery Howard Anne Arundel Allegany Montgomery Montgomery Frederick Anne Arundel
22,963.07 60,132.85			6,370.40 31,900.00						Montgomery Queen Anne's Prince George's Frederick St. Mary's Harford Cecil Caroline Anne Arundel Montgomery Howard Anne Arundel Allegany Montgomery Montgomery Frederick Anne Arundel
45,244.46 13,660.20 56,209.65 134,838.40 41,313.80			19,031.75 66,023.60 16,798.27 49,973.55 19,869.46 21,100.00 5,496.36 21,648.00	8,668.00					Montgomery Queen Anne's Prince George's Frederick St. Mary's Harford Cecil Caroline Anne Arundel Montgomery Howard Anne Arundel Allegany Montgomery Montgomery Frederick Anne Arundel
68,469.00			11,742.77					26,825.70	Montgomery Queen Anne's Prince George's Frederick St. Mary's Harford Cecil Caroline Anne Arundel Montgomery Howard Anne Arundel Allegany Montgomery Montgomery Frederick Anne Arundel
7,336.57			23,100.00 48,914.80	312.38					Montgomery Queen Anne's Prince George's Frederick St. Mary's Harford Cecil Caroline Anne Arundel Montgomery Howard Anne Arundel Allegany Montgomery Montgomery Frederick Anne Arundel
			14,852.77 21,593.55 86,301.90 32,350.60 61,169.10 30,321.60						Montgomery Queen Anne's Prince George's Frederick St. Mary's Harford Cecil Caroline Anne Arundel Montgomery Howard Anne Arundel Allegany Montgomery Montgomery Frederick Anne Arundel

FUNDS AUTHORIZED FOR
FOR THE PERIOD JANUARY

Authori- zation Number	Date Approved	Purpose of Authorization	Symbol Number	Total Authorized
372	Aug. 11	Constructing 1.48 mi. Conc. Rd. Balto.-Wash. Blvd.	Ho-69-38	\$136,797.24
373	Aug. 8	Constructing 5.91 mi. Conc. Rd. and Shoul.—Emmitsburg Pk. from Harmony Gr.	F-149-511	80,797.65
374	Aug. 8	Constructing 1.09 mi. Conc. Rd. Rocky Ridge—Detour	F-153-54	44,804.70
375	Aug. 8	Constructing 2.16 mi. Pen. Mac. Day Winfield Rd.	C-87-52	55,861.29
376	Aug. 11	Constructing 1.87 mi. Conc. Rd. Blackwater—Church Creek	D-64-14	52,796.15
377	Aug. 11	Constructing 2.80 mi. Pen. Mac. Catepenny—White Haven Road	Wi-64-14	55,383.80
378	Aug. 11	Constructing 0.58 mi. Conc. Shoulders—Leland St.	M-155-311	5,915.90
379	Aug. 11	Constructing 1.95 mi. Gravel Road—Port Tobacco—Chapel Point	Ch-89-84	23,706.36
380	Aug. 11	Constructing Jetties along beach at Scotland Beach Road	SM-72X811	450.00
381	Aug. 11	Constructing Grade Elimination over B. & O. at Kensington	M-77-33	25,358.45
382	Aug. 11	Constructing 0.97 Mi. Conc. Road—Old York Road	B-147-42	24,081.28
383	Aug. 18	Widening Surfacing on Main St., Elkton	Ce-94X211	1,050.00
384	Aug. 18	Banking Curves on Crain Highway	AA-99X711	2,200.00
385	Aug. 18	Resurface .65 mi. Shell with Macadam—Queenstown to Q-51	Q-64X211	7,400.00
386	Aug. 18	Reflooring Draw Span on Denton Bridge	Co-59X211	300.00
387	Aug. 18	Construct Bridge on Road Seat Pleasant—Hall's Station	P-135-37	12,262.85
388	Aug. 18	Resurface 1.04 mi. with Pen. Macadam—Sharpsburg—Burnside Bridge	W-78-64	21,125.13
389	Aug. 18	Constructing 1.98 mi. Conc. Shoulders along Ager Road—Queen's Chapel	P-132-311	16,216.50
390	Aug. 18	Construct 6.41 mi. Conc. Shoulders along Cayott's Cor. to Cecilton	Ce-93-211	30,576.90
391	Aug. 18	Construct 10.33 mi. Conc. Shoulders Chestertown—Kennedysville	K-53-211	77,741.25
392	Aug. 18	Resurface 3.97 Amiesite North Port Rd. from City Limits	B-160-411	38,282.75
393	Aug. 18	Construct 1.88 mi. Conc. Shoulders, National Pike and through Accident	G-60-611	64,791.37
394	Aug. 18	Construct Bridge under B. & O. R. R. Tracks at Monrovia	F-132-511	3,978.50
395	Aug. 18	Construct 2.01 mi. Gravel Gallant Green twd. Aquasco	Ch-90-82	12,989.75
396	Aug. 18	Construct Temporary Bridge over Zekiah Swamp	Ch-93X811	300.00
397	Aug. 18	Construct 2.04 mi. Gravel Road Chaptico-Clements	SM-65-84	12,911.97
398	Aug. 25	Construct 1.87 mi. Conc. Rd. Cool Spring Rd. from College Park	P-127-34	53,768.45
399	Aug. 25	Construct Timber Jetties at Ocean City	Wo-85-15	10,477.50
400	Aug. 25	Construct 2.14 mi. Conc. Shoulders Gaithersburg—Henderson's Corner	M-149-511	22,354.50
401	Aug. 25	Banking Curves, install drainage on Taneytown Road	Cl-88X511	6,404.04
402	Aug. 25	Scraping and Painting Bridge over Potomac River at Hancock	W-80X611	1,250.00
403	Aug. 25	Lay 200 ft. Pipe Across Road at Belair	H-101X411	440.00
404	Aug. 25	Remove old concrete shoulders, lay underdrain and Conc. Shoulders.	C-38X811	924.52
405	Aug. 25	Banking 4 Curves Keyser—Accident Road	G-61X611	2,000.00
406	Aug. 25	Concreting on Intersection on Route 28 at Sandy Springs	M-161X311	494.50
407	Aug. 25	Banking Curves on Clarksville Pike	Ho-84X511	11,900.00
408	Sept. 5	Costs for Compilation of Report	A.C.D.-1-1	6,000.00
409	Aug. 28	Construct 1.98 mi. Resurfacing along Ager and Queen's Chapel Road	P-133-311	18,547.65
410	Aug. 28	Construct 1.02 mi. Gravel Bel Alton twd. Chapel Point	Ch-83-84	6,199.70
411	Sept. 2	Backfilling 8 Curves	Ce-95X211	5,300.00
412	Sept. 2	Construct 3.84 mi. Gravel Rd.—Accokeek to Charles County Line	P-129-32	21,080.30
413	Sept. 2	Construct 1.23 mi. concrete Penna. Line along Bush Corner	H-98-44	34,686.42
414	Sept. 2	Construct Grade Elimination over Pa. R. R. Tracks, Lanham	P-119-33	79,438.80
415	Sept. 2	Construct 1.28 mi. Conc. Brunswick twd. Olive School	F-154-62	51,414.81
416	Sept. 5	Cost of backfill Emmitsburg Pike from Harmony Grove	F-149X511	38,500.00
417	Sept. 5	Repairing and Surfacing on Dover Bridge Causeway	Co-60X211	2,150.00
418	Sept. 5	Construct 0.64 mi. Bit. Macadam Eastern Shore Blvd.	Q-60-24	16,435.40
419	Sept. 5	Construct 1.40 mi. Amiesite Rd. Falls Rd.—Ridge to Shawan	B-163-411	15,868.60
420	Sept. 5	Construct 1.18 mi. Macadam Rd. Hechester—Montgomery Road	Ho-83-54	22,444.08
421	Sept. 5	Construct 0.38 mi. Concrete Rd. Sappington Rd.—Odenton	AA-100-74	9,616.10
422	Sept. 5	Construct 2.27 mi. Concrete Shoulders—Ridge Church thru Shawan	B-162-411	36,259.94
423	Sept. 5	Construct 0.89 mi. Road along 41st St. Roland Ave.—Woodberry Ave.	BC-92-74	97,416.25
424	Sept. 5	Construct 0.91 mi. Conc. Rd. Powellsville—Whiton	Wi-66-12	20,508.00
425	Sept. 5	Bridge over Antietam Creek—National Pike	W-70-67	19,225.25
426	Sept. 5	Construct 3.09 mi. Macadam Priest Ford Bridge Road	H-82-42	88,696.60
427	Sept. 5	Construct 1.9 mi. Concrete Rd. Princess Anne—Deals Island	S-44-12	83,894.50
428	Sept. 8	Repairs to Bridge bet. McCool and Keyser	A-77X611	2,830.00
429	Sept. 8	Supports under Pocomoke River Bridge at Snow Hill	Wo-86X111	2,000.00
430	Sept. 11	Superstructure on Bridge over Deer Creek—Churchville Road	H-100-42	8,208.09
431	Sept. 11	Construct 2.0 mi. Gravel Mayo Road to Muddy Creek	AA-98-84	21,165.74
432	Sept. 11	Electrical work on Chestertown Bridge	K-55-27	8,521.70
433	Sept. 11	2.14 mi. Conc. Rd. Morgnetoe to Chesterville	K-56-22	35,403.98
434	Sept. 15	Construct 1.35 mi. Gravel Gott's Sta. twd. Herald Harbor	AA-93-72	15,334.45
435	Sept. 15	Construct 1.05 mi. Pen. Macadam—Baker's Cor.—Worthington Cor.	H-93-44	19,407.95
436	Sept. 19	Construct Superstructure for Grade Elimination at Lanham, Pa. R. R.	P-137-33	16,226.10
437	Sept. 19	Construct Pier Encasements on Jug Bridge over Monocacy	F-133-511	5,548.25
438	Sept. 19	Construct Bascule span Nanticoke River Bridge	D-65-17	42,805.50
439	Sept. 19	Bank one Curve at Elkridge	Ho-85X311	4,800.00
440	Sept. 19	Cost of Backfill on P-113 Balto.-Wash. Blvd.	P-113X311	34,000.00
441	Sept. 19	Relocating Ditches and Head Walls—River Road	M-157X311	13,650.00
442	Sept. 19	Replace Pipe under W. R. & E. Tracks at Berwyn	P-115X311	390.00
443	Sept. 19	Install 250' drainage Pipe Wideman's—Hyattsville	P-142X311	265.00

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County Funds or Specials	Baltimore City Consolidated Fund	Maintenance	Reconstruction	Betterments	Grade Elimination	Bridge	Special Road Loan Balto.-Wash. Blvd.	Special Road Loan Eastern Shore Blvd.	County in Which Project is Located
\$14,804.70			\$80,797.65				\$136,797.24		Howard
55,861.29									Frederick
52,796.15									Frederick
55,383.80									Carroll
									Dorchester
23,706.36			5,915.90						Wicomico
									Montgomery
				\$150.00					Charles
24,081.28					\$25,358.45				St. Mary's
			2,200.00		1,050.00				Montgomery
			7,400.00						Baltimore
									Cecil
									Anne Arundel
21,125.13							\$12,262.85		Queen Anne's
									Caroline
			16,216.50						Prince George's
			30,576.90						Washington
			77,741.25						Prince George's
			38,282.75						Cecil
			64,791.37						Kent
12,989.75			3,978.50						Baltimore
				300.00					Garrett
12,911.97									Frederick
53,768.45									Charles
10,477.50									Charles
			22,354.50						St. Mary's
			6,404.04						Prince George's
				1,250.00					Worcester
				440.00					Montgomery
				924.52					Carroll
			2,000.00						Washington
				494.50					Harford
			11,900.00						Calvert
		\$6,000.00							Garrett
6,199.70			18,547.65						Montgomery
									Howard
21,080.30			5,300.00						General
34,686.42									Prince George's
									Charles
51,414.81									Cecil
			38,500.00						Prince George's
16,435.40				2,150.00					Harford
22,444.08			15,868.60						Prince George's
9,646.10									Frederick
			36,259.94						Frederick
20,508.00	\$97,416.25								Caroline
88,696.60									Queen Anne's
83,894.50				2,830.00			19,225.25		Baltimore
				2,000.00					Howard
8,208.09									Anne Arundel
21,165.74									Baltimore
35,403.98									Baltimore City
15,334.45									Wicomico
19,407.95									Washington
									Harford
									Somerset
									Allegany
									Worcester
									Harford
									Anne Arundel
									Kent
									Kent
									Anne Arundel
									Harford
									Prince George's
									Frederick
									Dorchester
			4,800.00						Howard
			34,000.00						

FUNDS AUTHORIZED FOR
FOR THE PERIOD JANUARY

Authori- zation Number	Date Approved	Purpose of Authorization	Symbol Number	Total Authorized
444	Sept. 19	Resurface 1.0 mi. Riverside Rd. bet. Hill Top and Riverside	Ch-95X811	\$2,375.00
445	Sept. 19	Dirt Shoulders - Mattawoman - Waldorf	Ch-94X811	512.00
446	Sept. 19	Backfill - Guard Rail and Resurfacing at Charlestown Sand and Stone Co.	Ce-96X211	895.00
447	Sept. 19	Repairs to Dover Bridge	Ce-61X211	2,500.00
448	Sept. 22	Cost of Backfill on Road Chestertown-Kennedyville	K-58X211	69,250.00
449	Sept. 19	Retaining Wall Taneytown Road	Cl-91X511	657.30
450	Sept. 22	Catch Basin in front of High School-Salisbury	Wt-67X111	50.00
451	Sept. 22	Widen 16' Macadam Rd. Oakland twd. Gortner	G-63X611	2,500.00
452	Sept. 22	Backfill on Ce-91-Sylmar Turn-Blueball	Ce-91X211	27,501.00
453	Sept. 22	Cost of Backfill on B-155-Falls Road	B-155X411	29,946.00
454	Sept. 22	Substructure on bridge over Deer Creek	H-99-42	6,798.32
455	Sept. 22	Construct 1.06 mi. Gravel Leonardtown-Glebe School	SM-68-22	10,853.65
456	Sept. 22	Construct 1.0 Sheet Asphalt Frederick Road-Beechfield Ave. to City Line	BC-95-72	151,275.75
457	Sept. 26	Construct 0.6 mi. Conc. Shoulders along Main St. in Laurel	P-141-32	5,595.10
458	Sept. 26	Construct 0.92 mi. Sheet Asphalt along Morovia Rd.-Belair Harford Rd.	BC-96-71	84,311.40
459	Sept. 26	Construct 0.9 mi. Pen. Mac. River Rd. to Tuxedo Road	P-140-34	10,815.75
460	Sept. 26	Construct 1.2 mi. Bit. Conc. Cheverly Rd.-Landover Tuxedo	P-139-32	13,598.20
Totals				\$13,548,151.48

EXPENDITURES DURING 1930,
1, 1930, TO SEPTEMBER 10, 1930 (Concluded)

County Funds or Specials	Baltimore City Consolidated Fund	Maintenance	Reconstruction	Betterments	Grade Elimination	Bridge	Special Road Loan Balto.-Wash. Blvd.	Special Road Loan Eastern Shore Blvd.	County in Which Project is Located
			\$2,375.00						Charles
				\$512.00					Charles
				895.00					Cecil
				2,500.00					Caroline
			69,250.00						Kent
				657.30					Carroll
				50.00					Wicomico
			2,500.00						Garrett
			27,501.00						Cecil
			29,946.00						Baltimore
\$6,798.32									Harford
10,853.65									St. Mary's
	\$151,275.75								Baltimore
5,595.10									Prince George's
	84,311.40								Baltimore City
10,815.75									Prince George's
13,598.20									Prince George's
\$4,504,185.21	1,102,235.34	\$2,353,574.83	\$3,330,019.13	\$92,445.57	\$897,181.16	\$529,200.89	\$445,584.03	\$293,725.32	

Exhibit 14
Schedule 1

CONDITION OF FUNDS
ALLEGANY COUNTY

January 15, 1929, to December 31, 1930

1929	Lateral	Post	Bond Issue	Advancements	Total
Balance of funds on hand Jan. 15, 1929	\$13,554.80	\$1,514.00			\$12,040.80
Add: Revenue received from Jan. 15, 1929, to Dec. 31, 1929	68,147.63	22,575.34			90,722.97
Accrued Revenues from Federal Aid Sources to Dec. 31, 1929		23,923.92			23,923.92
Total available during Period Jan. 15 to Dec. 31, 1929	\$81,702.43	\$14,985.26			\$126,687.69
Less: Direct Charges for completion of Contract A-53 Cresaptown—McCool				\$15,468.08	
Contract A-53 Cresaptown—McCool Extended				23,558.25	
Funds advanced by Commission for completion of Contract A-53 Cresaptown—McCool Extended				158,263.32	
Total deductions from income for 1929					197,289.65
Balance of funds on hand Dec. 31, 1929					\$79,601.00

1930					
Balance of funds on hand Jan. 1, 1930.....					\$70,001.06
Add: Revenue received from Jan. 1 to Aug. 31, 1930.....					\$70,841.87
Anticipated Accruals to Dec. 31, 1930.....					59,572.22
Total Available during period Jan. 1 to Dec. 31, 1930.....					\$ 59,812.13
Less: Contract Awards:					
Authorization 183, Contract A-64-62 McCool—Westernport 4.68 mi.					
Total deductions from Income for 1930.....				\$175,653.80	
Over-expenditure of funds.....					
Amount due by the Road Directors of Allegany County upon completion of Contract A-64-62 as per agreement dated Mar. 22, 1930, and as evidenced by Guaranty Deposits by Citizens Committee, in its several banks of Allegany County and in West Virginia.....					<i>115,841.07</i>
Balance carried over to Jan. 1, 1931.....					113,000.00
					<i>\$2,841.07</i>

Italics indicate red figure.

Exhibit No. 14.
Schedule 2.

CONDITION OF FUNDS
ANNE ARUNDEL COUNTY
1930
January 15, 1929, to December 31, 1929

1929	Lateral	Post	Bond Issue	Advance-ments	Total
Balance of funds on hand Jan. 15, 1929					\$107,951.52
Add: Revenue received from Jan. 15, 1929, to Dec. 31, 1929	\$57,146.42	\$7,246.65	\$58,051.75		93,135.81
Accrued Revenue from Federal Aid Sources to Dec. 31, 1929	69,960.06	23,175.75			24,457.51
Proceeds of Bond Issue.		24,457.54	\$300,000.00		300,000.00
Payment by W. B. & A. E. R. Co. Account of AA-56				\$3,500.00	3,500.00
Total available during period January 15, Dec. 31, 1929	\$127,106.48	\$40,386.64	\$358,051.75	\$3,500.00	\$529,017.87
Less: Direct charges for completion of					
Contract AA-10—Glenburnie—Dorsey					\$15,356.67
Contract AA-18—Shadyside twd. Deal					3,768.31
Contract AA-55—Hammonds Ferry Road—Old Annapolis Road—Patapsco River—Shipley					14,984.00
Contract AA-57—Millersville to Sappington					2,106.98
Contract AA-59—Jossups twd. Kennard's Corner					9,757.39
Contract AA-60—Gap in contract AA-10 from Station 181+220					5,274.04
Total Direct Charges					\$51,217.39
Less: Contracts awarded:					
Contract AA-36—Owensville twd. Shadyside					27,129.10
Contract AA-56—Underpass on W. B. & A. E. R. R.					11,061.50
Contract AA-62—End of AA-52 to Bristol					21,362.50
Contract AA-63—Quaker Burying Ground to Gal'sville					9,781.65
Contract AA-64—Annapolis Blvd. at Boone twd. Benfield					27,092.07
Contract AA-65—Spa Road—Persimmon Point					53,646.90
Contract AA-66—Streets in West Annapolis					63,211.86
Contract AA-67—End of AA-34 toward Mayo					37,258.16
Contract AA-71—End of AA-53 toward Skidmore					52,342.25
Contract AA-72—Mt. Zion twd. Bayard					25,387.30
Contract AA-76—Defense Highway—Davidsonville					46,942.80
Contract AA-77—Webbs Corner twd. Fair Haven					18,317.50
Total contracts awarded					\$396,866.89
Grand total of direct charges and contract awards					448,114.28
Balance of funds on hand Dec. 31, 1929, carried over to Jan. 1, 1930					\$80,933.59
Balance of funds on hand Jan. 1, 1930					\$80,933.59
Add: Revenue received from Jan. 1, 1930, to Aug. 31, 1930	\$47,831.22	\$24,991.41			72,828.63
Anticipated revenue Sept. 1, to Dec. 31, 1930	22,125.81	38,928.08			61,053.92
Total funds available during period Jan. 1, 1930, to Dec. 31, 1930	\$69,960.06	\$63,922.49			\$214,816.14

Less: Direct charges due to increased or decreased costs on contracts awarded in 1929, now complete:

Contract AA-56—Underpass on W. B. & A. E. R. R. Co.
Contract AA-63—Quaker Burying Grounds—Galesville
Contract AA-64—Annapolis Blvd. at Boone twd. Benfield
Contract AA-65—Spa Road—Persimmon Point
Contract AA-71—End of AA-53—Skidmore

Total direct charges

Less: Contracts awarded:

Authorization 250, Contract AA-37-72 Severn Cross Roads—Iglehart 2.59 mi. conc.
Authorization 14, Contract AA-78-72 Revell St. 0.19 mi. conc.
Authorization 51, Contract AA-79-72 Millersville—Sandyton 0.98 mi. conc.
Authorization 141, Contract AA-80-85 From end of AA-62 to Bristol 1.52 mi. gravel
Authorization 138, Contract AA-81-74 Stony Creek—Jacobsville 1.04 mi. conc.
Authorization 304, Contract AA-91-74 Gambrells—Odenton 1.73 mi. conc.
Authorization 431, Contract AA-98-84 Mayo—Muddy Creek 2.00 mi. gravel
Authorization 421, Contract AA-100-74 Sappington Road—Odenton 0.38 mi. conc.
Authorization 434, Contract AA-93-72 Gott's Sta.—General's Highway 1.35 mi. gravel

Total contracts awarded

Grand Total of Direct charges and contract awards

Balance of funds on hand Aug. 31, 1930, available for new work or to be carried over to Jan. 1, 1931

*Note:

Proceeds of County Bonds accruing to State Roads Commission: \$300,000.00
Amount paid to Commission Jan. 14, 1930 \$119,424.34
Amount paid to Commission Jan. 14, 1930 45,204.20
Amount paid to Commission Mar. 31, 1930 36,900.26
Amount paid to Commission May 8, 1930 33,505.06
Amount paid to Commission May 8, 1930 2,759.01
Amount paid to Commission May 8, 1930 29,701.81
Balance due
\$32,505.26

Italics indicate red figure.

Exhibit No. 14.
Schedule 3CONDITION OF FUNDS
BALTIMORE COUNTY.

January 15, 1929, to December 31, 1930.

1929	Lateral	Post	Bond Issue	Advance-ments	Total
Balance of funds on hand Jan. 15, 1929	\$12,511.53	\$1,297.88			\$13,809.41
Add: Revenue received from Jan. 15, 1929, to Dec. 31, 1929	153,150.88	50,734.48			203,885.36
Accrued revenue from Federal Aid Sources		53,540.47			53,540.47
Total available during period Jan. 15 to Dec. 31, 1929	\$165,662.41	\$105,572.83			\$271,235.24
Less: Direct charges for completion of Contract B-86—Sunnybrook—Warren—Jacksonville—Harford Co. Line					\$18,638.83
Total direct charges					\$18,638.83
Less: Contract awards:					
Contract B-96—End of B-87 twd. Dover					\$68,346.65
Contract B-107—York Road—Freelands					70,192.47
Contract B-111—Falls Road—Blackrock					35,231.77
Contract B-126—Blackrock Road—Falls Road twd. Mt. Zion Church					65,873.70
Total contract awards					\$239,644.59
Grand total of Direct Charges and Contract awards					\$258,283.12
Balance of funds on hand on Dec. 31, 1929, carried over to Jan. 1, 1930					\$12,951.82
1930					
Balance of funds on hand Jan. 1, 1930					\$12,951.82
Add: Revenue received from Jan. 1, 1930, to Aug. 31, 1930	\$104,714.79	\$54,715.71			159,430.50
Anticipated Accruals Sept. 1, 1930, to Dec. 31, 1930	48,436.09	85,218.24			133,654.33
Total available during period Jan. 1, 1930, to Dec. 31, 1930	\$153,150.88	\$139,933.95			\$306,036.65
Less: Direct charges due to increased or decreased costs on contracts awarded in 1929, now complete:	Increase	Decrease			
Contract B-96—End of B-87 twd. Dover		\$5,179.27			
Contract B-107—York Road—Freelands		1,388.85			
Contract B-111—Falls Road—Blackrock, north		259.00			
Total Direct Charges					\$7,127.12

Less: Contract awards:						
Authorization 271, Contract B-128-42	Falls Road north from B-111—1.01 mi. conc.					\$14,726.97
Authorization 132, Contract B-129-41	End of B-126—Mt. Zion 1.88 mi. conc.					54,645.60
Authorization 132, Contract B-130-42	Dover Road 1.99 mi. conc.					56,624.25
Authorization 272, Contract B-131-41	Monkton—Sheppard 1.33 mi. conc.					39,783.83
Authorization 382, Contract B-147-42	Old York Road .97 mi. conc.					24,081.28
Total Contract awards						\$219,861.93
Grand total direct charges and contract awards						212,731.81
Balance						\$83,301.84
Less: Payment by County Commissioners to apply on costs of improvements to York Road and to Reisterstown Road						60,000.00*
Balance of funds on hand Aug. 31, 1930, available for new work or carried over to Jan. 1, 1931						\$33,301.84

* The County Commissioners have agreed to advance an additional \$10,000.00 on account of these projects during 1931. Italics indicate red figure.

Exhibit No. 14
Schedule 4.CONDITION OF FUNDS
CALVERT COUNTY

January 15, 1929, to December 31, 1930.

1929	Lateral	Post	Bond Issue	Advance-ments	Total
Balance of funds on hand Jan. 15, 1929.....	\$8,453.88	\$1,402.05			\$7,050.83
Add: Revenue received from Jan. 15, 1929, to Dec. 31, 1929.....	27,549.01	9,126.21			36,675.25
Accrued Revenue from Federal Aid Sources to Dec. 31, 1929.....		9,630.95			9,630.95
Total available during period Jan. 15, 1929, to Dec. 31, 1929.....	\$36,002.92	\$17,354.21			\$53,357.13
Less: Direct Charges for completion of Contract C-29 Mutual—Mackall.....					
Contract C-30 End of C-28 twd. Sellers.....					
Total Direct Charges.....				\$6,394.36	
				3,625.69	
				\$10,020.05	
Less: Contract Awards: Contract C-25 End of C-23—Plum Point.....					
Contract C-31 End of C-29—Mackall.....					
Total Contract Awards.....				\$33,383.30	
				20,082.51	
				\$53,465.81	
Grand Total of Direct Charges and Contract Awards.....					\$63,485.86
Overexpenditure of funds on Dec. 31, 1929, carried over to Jan. 1, 1930.....					\$10,128.73
1930					
Balance of funds on hand Jan. 1, 1930.....					\$10,128.73
Add: Revenue received from Jan. 1, 1930, to Aug. 31, 1930.....					
Anticipated Accruals Sept. 1, 1930, to Dec. 31, 1930.....	\$18,836.28	\$9,842.37			28,678.65
	8,712.76	15,329.19			24,041.95
Total Available during period Jan. 1, 1930, to Dec. 31, 1930.....	\$27,549.04	\$25,171.56			\$42,591.87
Less: Direct Charges due to increased or decreased costs on Contracts Awarded in 1929, now complete: Contract C-25 End of C-23—Plum Point.....	Increase \$6,990.01	Decrease			
Total Direct Charges.....				\$6,990.01	
Less: Contract Awards: Authorization 103, Contract C-35-82 Mutual—Mackall 1.92 mi. gravel.....					
Authorization 119, Contract C-37-82 Southern Maryland Blvd.—Mt. Harmony 2.77 mi. gravel.....					
Total Contract Awards.....				\$21,203.54	
				21,390.05	
				\$45,593.59	
Grand Total Direct Charges and Contract Awards.....					\$52,583.60
Over expenditure of funds as at Sept. 30, 1930, carried over to Jan. 1, 1931.....					\$9,001.73

Italics indicate red figure.

CONDITION OF FUNDS
CAROLINE COUNTY.

January 15, 1929, to December 31, 1930.

1929	Lateral	Post	Bond Issue	Advance- ments	Total
Balance of funds on hand Jan. 15, 1929					\$816.31
Add: Revenue received from Jan. 15, 1929, to Dec. 31, 1929	\$8,785.92	\$7,000.61			99,486.66
Accrued revenue from Federal Aid Sources to Dec. 31, 1929	65,056.47	21,554.66		\$12,865.53	22,746.78
Total available during period Jan. 15, 1929, to Dec. 31, 1929	\$73,852.39	\$36,331.83		\$12,865.53	\$123,049.75
Less: Direct charges for completion of					
Contract Co-26 Ridgely twd. Bridgetown				\$272.00	
Contract Co-45 Whiteleysburg to Greensboro				3,658.16	
Contract Co-47 End of Co-41 to Baltimore Corners				3,221.52	
Total Direct Charges				\$7,151.68	
Less: Contract Awards					
Contract Co-48 End of Co-47 to Baltimore Corners				\$53,879.50	
Contract Co-49 Templeville to Delaware State Line				14,435.10	
Contract Co-50 Awatts Corner on Bureau—Denton Rd. to Andersonstown				53,513.98	
Contract Co-53 End Co-44 twd. Allen's Corner				12,865.53	
Total Contract Awards				\$134,724.11	
Grand Total Direct Charges and Contract Awards					\$141,875.79
Overexpenditure of funds on Dec. 31, 1929, carried over to Jan. 1, 1930					\$18,836.04
1930					
Balance of funds on hand Jan. 1, 1930					\$18,836.04
Add: Revenue received from Jan. 1, 1930, to Aug. 31, 1930					67,734.39
Anticipated Accruals Sept. 1, 1930, to Dec. 31, 1930	\$44,488.30	\$23,246.09			56,783.32
Total available during period Jan. 1 to Dec. 31, 1930	20,578.17	36,205.15			\$105,691.67
Less: Direct charges due to increased or decreased costs on contracts awarded in 1929, now complete	\$65,066.47	\$59,451.24			
Contract Co-48 End of Co-47 to Baltimore Corners	Increase	Decrease			
Contract Co-49 Templeville to Delaware State Line		\$800.20			
Contract Co-53 End Co-41 twd. Allen's Corner		1,496.74			
		687.76			
Total Direct Charges				\$2,984.70	
Less: Contract Awards:					
Authorization 286, Contract Co-57-22 Goldsboro—Del. State Line 1.52 mi. concrete				\$37,359.72	
Authorization 319, Contract Co-58-24 Andersonstown twd. Bridgetown and Hickman 1.99 mi. concrete				41,313.80	
Total Contract Awards				\$78,673.52	
Grand total of Direct Charges and Contract Award					75,688.82
Balance available for new work or forwarded to Jan. 1, 1931					\$30,002.85

Italics indicate red figure.

Exhibit No. 11.
Schedule 6.CONDITION OF FUNDS
CARROLL COUNTY

January 15, 1929, to December 31, 1930.

1929	Lateral	Post	Bond Issue	Advance-ment	Total
Balance of funds on hand Jan. 15, 1929	\$21,301.29	\$3,567.50			\$17,933.73
Add: Revenue received from Jan. 15, 1929, to Dec. 31, 1929	117,989.61	39,086.56			157,076.17
Accrued Revenue from Federal Aid Sources to Dec. 31, 1929		41,248.34			41,248.34
Total Available during period Jan. 15, 1929, to Dec. 31, 1929	\$139,290.90	\$76,967.34			\$216,258.21
Less: Direct Charges for completion of Contract Cl-67 End of Cl-61 to Taylorsville Contract Cl-70 End of Cl-57 to Emory Church				\$10,331.07 85.98	
Total Direct Charges				\$10,417.05	
Less: Contract Awards: Contract Cl-62 End of Cl-68 twd. Lineboro. Contract Cl-75 End of Cl-64 twd. Taylorsville Contract Cl-79 End of Cl-62 twd. Pa. State Line				\$31,043.98 149,786.67 38,719.23	
Total Contract Awards				\$222,549.88	
Grand Total Direct Charges and Contract Awards				\$232,966.93	
Over expenditure of funds as at Dec. 31, 1929, carried over to Jan. 1, 1930				\$16,708.60	
1930					
Balance of funds on hand Jan. 1, 1930					\$16,708.60
Add: Revenue received from Jan. 1, 1930, to Aug. 31, 1930	\$80,673.78	\$42,154.16			122,827.94
Anticipated Accruals Sept. 1, 1930, to Dec. 31, 1930	37,345.83	65,652.94			102,998.77
Total available during period Jan. 1 to Dec. 31, 1930	\$117,989.61	\$107,807.10			\$209,088.02
Less: Direct Charges due to increased or decreased costs on contracts awarded in 1929, now complete: Contract Cl-62 End of Cl-68 twd. Lineboro. Contract Cl-75 End of Cl-64 twd. Taylorsville Contract Cl-79 End of Cl-62 twd. Pa. State Line	Increase \$107.11 6,000.80	Decrease \$3,817.64			
Total Direct Charges	\$6,107.91	\$3,817.64			\$2,290.27

Less: Contract Awards:					
Authorization 233, Contract Cl-66-52	Taneytown—Keymar 1.81 mi. concrete				\$56,764.43
Authorization 152, Contract Cl-72-54	Taneytown twd. Pa. Line 2.52 mi. concrete				71,762.40
Authorization 184, Contract Cl-74-52	New Windsor—Marston 1.06 mi. concrete				37,337.70
Authorization 268, Contract Cl-82-54	Day—Winfield 1.02 mi. macadam				19,791.95
Authorization 375, Contract Cl-87-52	Day—Winfield 2.16 mi. Pen Macadam				55,861.29
Total Contract Awards					\$241,517.77
Grand Total Direct Charges and Contract Awards					\$243,808.04
Overexpenditure of funds as at Sept. 30, 1930					<i>\$34,730.02</i>
Amount to be advanced by County Commissioners of Carroll County, as per agreement dated June 9, 1930					34,730.02
Balance of funds on hand					None

Italics indicate red figure.

Exhibit No. 11.
Schedule 7.

CONDITION OF FUNDS.

CECIL COUNTY

January 15, 1929, to December 31, 1930.

1929	Lateral	Post	Bond Issue	Advance-ments	Total
Balance of funds on hand Jan. 15, 1929	\$14,553.75	\$7,370.25			\$13,213.50
Add: Revenue received from Jan. 15, 1929, to Dec. 31, 1929	79,022.23	26,177.79			105,200.02
Accrued Revenue from Federal Aid Sources to Dec. 31, 1929		27,625.61			27,625.61
Total available during period Jan. 15, 1929, to Dec. 31, 1929	\$93,575.98	\$52,193.15			\$416,069.13
Less: Direct charges for completion of—					
Contract Ce-66—Cecilton Grove Neck				\$4,282.65	
Contract Ce-68—Farmington Bayview				7,086.13	
Contract Ce-70—End of Ce-55—Port Deposit				2,027.43	
Total Direct Charges				\$13,396.71	
Less: Contract Awards:					
Contract Ce-47—Fairhill Appleton				\$87,914.45	
Contract Ce-78—Bridge over Big Elk Creek				12,308.12	
Total Contract Awards				\$100,219.57	
Grand Total Direct Charges and Contract Awards					\$413,616.28
Balance of funds on hand Dec. 31, 1929, carried over to Jan. 1, 1930					\$32,452.85
1930					
Balance of funds on hand Jan. 15, 1930					\$32,452.85
Add: Revenue received from Jan. 1, 1930, to Aug. 31, 1930	\$54,030.36	\$28,232.03			82,262.39
Anticipated Accrual Sept. 1, 1930, to Dec. 31, 1930	24,991.87	43,970.57			68,962.44
Total available during period Jan. 1, 1930, to Dec. 31, 1930	\$79,022.23	\$72,202.60			\$183,677.68
Less: Direct charges due to increased or decreased costs on contracts awarded in 1929, now complete:					
Contract Ce-47—Fairlee Appleton	Increase	Decrease			
		\$4,637.75			
Total Direct Charges					\$4,637.75

Less: Contract Awards:					
Authorization 133, Contract C-71-22—Pearce Neck Road—1.5 miles concrete.....					\$11,289.45
Authorization 183, Contract C-75-22—Korper Koteb, Liberty Grove—3.04 miles concrete.....					92,856.38
Authorization 288, Contract C-82-21—Northeast Elk Neck—1.0 mile concrete.....					23,375.25
Authorization 256, Contract C-85-21—Fair Hill Elkton—0.49 miles concrete.....					19,290.45
Authorization 300, Contract C-89-22—Fair Hill Fairview—1.25 miles concrete.....					35,197.82
Total Contract Awards.....					\$215,309.35
Grand Total Direct Charges and Contract Awards.....					\$210,671.60
Overexpenditure of funds as of Aug. 31, 1930, by reason of Lateral and Post Road Construction.....					\$26,993.92
Amount of excess costs for construction of Conowingo Dam Road.....					36,303.65
Total Overexpenditure.....					\$60,297.57
Amount agreed to be advanced by County Commissioners of Cecil County, as per agreements dated June 9, 1930 and July 30, 1930.....					66,297.57
Balance of funds on hand Sept. 30, 1930, carried over to Jan. 1, 1931.....					None.

Italics indicate red figure.

Exhibit No. 14.
Schedule 8.CONDITION OF FUNDS.
CHARLES COUNTY.

January 15, 1929, to December 31, 1930.

	1929	Lateral	Post	Bond Issue	Advance-ments	Total
Balance of funds on hand Jan. 15, 1929		\$31,554.07	\$38,010.72			\$70,564.79
Add: Revenue received from Jan. 15, 1929, to Dec. 31, 1929		66,697.65	22,095.03			88,792.68
Accrued Revenue from Federal Aid Sources to Dec. 31, 1929			23,317.03			23,317.03
Total available during period Jan. 15, 1929, to Dec. 31, 1929		\$98,251.72	\$84,422.78			\$182,674.50
Less: Direct charges for completion of: Contract Ch-50—Oliver's Shop to Bryantown						
Total Direct Charges					\$5,114.59	
Less: Contract Awards: Contract Ch-46—Lyon's Corner-Port Tobacco. Contract Ch-49—Chicamuxen-Doncaster. Contract Ch-56—End of Ch-45—Gallant Green. Contract Ch-65—End of Ch-46—Port Tobacco. Contract Ch-66—Mason Springs-Pisgah. Contract Ch-67—End Ch-41—Wicomico. Contract Ch-68—Faulkner-Pope's Creek. Contract Ch-69—Pomfret-Pomonkey.					\$16,396.08 31,020.86 13,837.85 21,001.30 20,628.99 23,074.10 14,895.76 29,073.64	
Total Contract Awards					\$169,931.58	
Grand Total Direct Charges and Contract Awards						\$175,046.17
Balance of funds on hand Dec. 31, 1929, carried over to Jan. 1, 1930						\$7,628.33
1930						
Balance of funds on hand Jan. 1, 1930						\$7,628.33
Add: Revenue received from Jan. 1, 1930, to Aug. 31, 1930.		\$45,603.60	\$23,828.87			69,432.47
Anticipated Accruals from Sept. 1, 1930, to Dec. 31, 1930.		21,094.05	37,112.79			58,206.84
Total available during period Jan. 1 to Dec. 31, 1930		\$66,697.65	\$60,941.66			\$135,267.64

Less: Direct charges due to increased or decreased costs on contract awards in 1929—how computed:				
Contract Ch-46—Lyon's Corner-Port Tobacco.....				
Contract Ch-49—Chicamuxen—Doncaster.....				
Contract Ch-63—End of Ch-46-Port Tobacco.....				
Total Direct Charges.....	Increase \$3,856.25 1,399.16 3,686.45	Decrease		\$8,941.86
Less: Contract Awards:				
Authorization 173, Contract Ch-79-82—Pisgah—Mason Springs—1.01 miles gravel.....				\$7,372.30
Authorization 231, Contract Ch-81-84—Faulkner-Pope's Creek—1.00 mile gravel.....				14,448.70
Authorization 230, Contract Ch-82-82—Pomfret-Pomonkey—1.18 miles gravel.....				11,080.40
Authorization 310, Contract Ch-83-84—Belle Alton—Chapel Point—1.02 miles gravel.....				6,199.70
Authorization 283, Contract Ch-84-82—Hughesville—Burnt Store—1.53 miles gravel.....				15,365.63
Authorization 284, Contract Ch-87-84—Cross Road—Liverpool—1.52 miles gravel.....				15,107.30
Authorization 379, Contract Ch-89-84—Port Tobacco—Chapel Pt.—1.95 miles gravel.....				23,706.36
Authorization 395, Contract Ch-90-82—Gallant Green twd. Aquasco—2.01 miles gravel.....				12,989.75
Authorization 293, Contract Ch-91-84—Allen's Fresh-Newport Road—1.23 miles gravel.....				10,318.45
Total Contract Awards.....	\$8,941.86			\$116,588.59
Grand Total Direct Charges and Contract Awards.....				\$125,530.45
Balance of funds on hand Sept. 30, 1930, available for new work or carried over to Jan. 1, 1931.....				\$9,737.19

Italics indicate red figure.

Exhibit 11
Schedule 9

CONDITION OF FUNDS

DORCHESTER COUNTY

January 15, 1929, to December 31, 1930

1929	Lateral	Post	Bond Issue	Advance- ment	Total
Balance of funds on hand Jan. 15, 1929.....	\$25,699.38	\$3,172.41			\$29,171.79
Add: Revenue received from Jan. 15, 1929, to Dec. 31, 1929.....	71,191.14	21,676.77			99,167.91
Accrued Revenue from Federal Aid Sources to Dec. 31, 1929.....		26,043.58			26,043.58
Total available during period Jan. 15, 1929, to Dec. 31, 1929.....	\$100,190.52	\$54,192.76			\$154,383.28
Less: Contract Awards:					
Contract D-48 Finchville—Reliance.....				\$17,956.60	
Contract D-49 End D-42 Secretary.....				29,791.70	
Contract D-50 Blackwater Creek—Church Creek.....				51,161.06	
Contract D-51 Mt. Holly—Alroy.....				28,842.00	
Contract D-52 End of Co-41—Allen's Corner.....				12,865.53	
Total Contract Awards.....					\$143,622.89
Balance of funds on hand Dec. 31, 1929, carried over to Jan. 1, 1930.....					\$10,760.39

Balance of funds on hand Jan. 1, 1930					\$10,760.39
Add: Revenue received from Jan. 1, 1930, to Aug. 31, 1930					77,543.18
Anticipated Revenue from Sept. 1, 1930, to Dec. 31, 1930					65,010.21
Total available during period Jan. 1, 1930, to Dec. 31, 1930					\$153,314.08
Less: Direct Charges due to increased or decreased costs on Contracts Awarded in 1929, now complete:					
Contract D-48 Finchville—Reliance					
Contract D-49 End of D-42 Secretary				Decrease	
Contract D-50 Blackwater Creek—Church Creek			\$5,586.98	\$1,147.78	
Contract D-51 Mt. Holly Airy			749.61	2,387.66	
Contract D-52 End of Co-41—Allen's Corner				687.76	
Total Direct Charges			\$6,336.62	\$4,223.20	\$2,113.42
Contract Awards:					
Authorization 281 Contract D-43-44 Finchville—Federalshurg 1.21 mi. conc.					\$25,153.80
Authorization 198 Contract D-57-12 Finchville—Reliance Road 1.00 mi. conc.					23,513.95
Authorization 287 Contract D-60-11 Jaydis—Cornerville 1.17 mi. conc.					37,769.65
Authorization 298 Contract D-61-12 Church Creek—Gum Swamp 1.02 mi. conc.					34,221.85
Authorization 376f Contract D-61-14 Blackwater—Church Creek 1.87 mi. conc.					52,796.15
Total Contract Awards					\$173,455.40
Grand Total Direct Charges and Contract Awards					\$175,56.82
Overexpenditure of funds as at Sept. 30, 1930					\$22,254.74
Amount to be advanced by County Commissioners as per agreement dated Sept. 23, 1930					22,251.71
Balance					None

Italics indicate red figure.

Exhibit No. 14,
Schedule 10.

CONDITION OF FUNDS
FREDERICK COUNTY

January 15, 1929, to December 31, 1930.

	1929	Lateral	Post	Bond Issue	Advance-ments	Total
Balance of funds on hand Jan. 15, 1929		\$18,189.43	\$7,250.55			\$41,230.88
Add: Revenue received from Jan. 15, 1929, to Dec. 31, 1929		151,157.17	50,074.03			201,231.20
Accrued Revenue from Federal Aid Sources to Dec. 31, 1929			52,843.49			52,843.49
Total available during period Jan. 15, 1929, to Dec. 31, 1929		\$199,646.60	\$95,658.97			\$245,305.57
Less: Direct charges for completion of						
Contract F-105 Licksville—Point of Rocks						\$2,855.91
Contract F-106 Middletown—Jefferson						7,863.32
Contract F-112 Libertytown—New London						8,010.40
Contract F-114 End of F-102—Yellow Springs						1,935.06
Contract F-117 Walkersville—Emmitsburg Pike						113.71
Total Direct Charges						\$20,778.40
Less: Contract Awards:						
Contract F-99 Johnsville twd. Union Bridge						\$41,105.05
Contract F-112 Libertytown—New London						2,700.69
Contract F-121 Broad Run—Middletown						38,305.15
Contract F-123 End of F-106 to Jefferson						10,849.00
Contract F-124 End of F-112 to New London						12,210.25
Contract F-125 End of F-98 to Point of Rocks						32,630.85
Contract F-127 Kempton—Claggetttsville						30,951.00
Contract F-128 End of F-100—Detour						41,973.86
Total Contract Awards						\$270,725.85
Grand Total Direct Charges and Contract Awards						\$291,504.25
Balance of funds on hand Dec. 31, 1929, carried over to Jan. 1, 1930						\$3,801.32
Balance of funds on hand Jan. 1, 1930						\$3,801.32
Add: Revenue received from Jan. 1, 1930, to Aug. 31, 1930		\$103,351.65	\$54,003.45			157,355.10
Anticipated Revenue from Sept. 1, 1930, to Dec. 31, 1930		47,805.52	84,108.87			131,914.39
Total available during period Jan. 1, 1930, to Dec. 31, 1930		\$151,157.17	\$138,112.32			\$293,070.81

Loss: Direct charges due to increased or decreased costs on contracts awarded in 1929, now complete

	Increase	Decrease	
Contract F-112—Libertytown—New London.....		\$1,263.85	
Contract F-121—Broad Run—Middletown.....		1.68	
Contract F-124—End of F-112—New London.....		2,615.53	
Contract F-125—End of F-98—Point of Rocks.....		2,585.88	
Contract F-123—End of F-106—Jefferson.....		2,323.62	
Contract F-127—Kemptown—Claggetttsville.....			
Total costs of Direct Charges.....	\$5,309.71	\$8,790.56	\$3,480.85
Loss: Contract Awards:			
Authorization 139, Contract F- 82-64 Grossnickle—Middle point 1.07 mi. concrete			\$59,236.65
Authorization 190, Contract F-122-54 Urbana Pike—Green Valley 1.86 mi. concrete			76,753.40
Authorization 345, Contract F-137-51 Licksville—Point of Rocks 1.13 mi. concrete			45,244.46
Authorization 53, Contract F-145-62 Middletown—Jefferson .96 mi. concrete			30,324.87
Authorization 193, Contract F-146-52 New London—Libertytown 1.46 mi. concrete			82,463.63
Authorization 156, Contract F-147-54 Woodsboro—Libertytown 1.02 mi. concrete			46,354.06
Authorization 233, Contract F-148-52 Johnsville—Union Bridge 1.39 mi. concrete			67,118.85
Authorization 374, Contract F-153-51 Rocky Ridge—Detour 1.09 mi. concrete			44,804.70
Authorization 415, Contract F-154-62 Brunswick twd. Olive School 1.28 mi. concrete			51,414.81
Total costs of contract awards.....			\$503,715.43
Grand Total of Direct Charges and Contract Awards.....			\$500,234.58
Overexpenditure of funds, as at Sept. 30, 1930.....			\$207,103.77
Amount to be advanced by County Commissioners of Frederick County as per agreements dated September 30, 1930.....			207,163.77
Balance.....			None.

Italics indicate red figure.

Exhibit No. 11,
Schedule 11.

CONDITION OF FUNDS.

GARRETT COUNTY.

January 15, 1929, to December 31, 1930.

1929	Lateral	Post	Bond Issue	Advance-ments	Total
Balance of funds on hand Jan. 15, 1929		\$3,680.63			\$3,680.63
Add: Revenue received from Jan. 15, 1929, to Dec. 31, 1929	6,658.02	31,761.59			38,419.61
Accrued Revenue from Federal Aid Sources to Dec. 31, 1929	95,877.90	33,518.23			129,396.13
Total available during period Jan. 15, 1929, to Dec. 31, 1929		\$68,960.45			\$68,960.45
Less: Direct charges for completion of					
Contract G-32—Deer Park-Kitzmiller				\$15.38	\$15.38
Contract G-10—Loch Lynn—Gorman				1,037.89	1,037.89
Total Direct Charges				\$1,053.27	\$1,053.27
Less: Contract Awards:					
Contract G-36—End of G-32—Kitzmiller				\$97,533.10	\$97,533.10
Total Contract Awards				\$97,533.10	\$97,533.10
Grand Total Direct Charges and Contract Awards					\$98,586.37
Balance of funds on hand Dec. 31, 1929, carried over to Jan. 1, 1930					\$59,293.96

1930					
Balance of funds on hand Jan. 1, 1930					\$59,293.96
Add: Revenue received from Jan. 1, 1930, to Aug. 31, 1930					99,809.19
Anticipated Revenue from Sept. 1, 1930, to Dec. 31, 1930					83,672.33
Total Available during period Jan. 1, 1930, to Dec. 31, 1930					\$212,775.48
Less: Direct charges due to increased or decreased costs on contract awards in 1929, G-36—not complete					
Less: Contract awards:					
Authorization 251—Contract G-10-62—Loch Lynn—Gorman 1.97 mi. concrete					
Authorization 96—Contract G-51-62—Granitsville—Pa. Line—1.67 mi. concrete					\$63,419.50
Authorization 129—Contract G-52-64—End of G-36 to Alamont—5.17 mi. concrete					58,615.96
Authorization 313—Contract G-59-62—End of G-40 twd. Gorman—0.21 mi. concrete					201,193.63
Total Contract Awards					8,402.25
Grand Total Direct Charges and Contract Awards					\$331,631.34
Over-expenditure of funds as at Sept. 30, 1930					
Amount to be advanced by County Commissioners, as per agreement dated Feb. 27, 1930					\$58,855.86
Net over-expenditure of funds, carried over and deductible from 1931 income					75,000.00
					<i>\$133,855.86</i>

Italics indicate red figure.

Exhibit No. 11.
Schedule 12.CONDITION OF FUNDS
HARFORD COUNTY

January 15, 1929, to December 31, 1930.

	1929	Lateral	Post	Bond Issue	Advance-ments	Total
Balance of funds on hand Jan. 15, 1929		\$3,209.50	\$17,831.36			\$21,043.86
Add: Revenue received from Jan. 15, 1929, to Dec. 31, 1929		97,327.84	32,241.91			129,569.75
Accrued Revenue from Federal Aid Sources to Dec. 31, 1929			31,025.13			31,025.13
Total available during period Jan. 15, 1929, to Dec. 31, 1929		\$100,537.34	\$84,101.40			\$184,638.74
Less: Contract awards:						
Contract H-64	End of H-51—Upper Cross Roads				\$47,962.20	
" H-65	End of H-46—Darlington				80,257.10	
" H-70	End of H-52—Van Bibber				31,718.45	
" H-72	Belair to Frogtown				18,990.80	
" H-73	Madonna Hill on Old Jarrettsville Road				11,091.30	
" H-74	End of H-53—Pa. State Line				32,870.70	
Total Contract Awards					\$222,893.55	
Overexpenditure of funds carried over to Jan. 1, 1930					\$38,254.57	
Balance of funds on hand Jan. 1, 1930						\$8,254.57
Add: Revenue received from Jan. 1, 1930, to Aug. 31, 1930		\$66,546.57	\$34,772.01			164,274.38
Anticipated Revenue from Sept. 1, 1930, to Dec. 31, 1930		30,781.27	54,156.43		\$62,955.80	81,937.70
Total available during period Jan. 1, 1930, to Dec. 31, 1930		\$97,327.84	\$88,928.41		\$62,955.80	\$210,957.27
Less: Direct charges due to increased or decreased costs on Contracts awarded in 1929, now complete:		Increase	Decrease			
Contract H-64	End of H-51—Upper Cross Roads		\$1,870.13			
" H-65	End of H-46—Darlington		1,502.41			
" H-70	End of H-52—Van Bibber		429.84			
" H-73	Madonna Hill—Old Jarrettsville Road	\$638.04				
" H-74	End of H-53—Pa. State Line		1,363.16			
Total Direct Charges		\$638.04	\$5,165.54			\$4,527.50

Less: Contract Awards:			
Authorization 389	Contract H- 78-12	Harmony Church twd. Darlington 1.30 mi. concrete	\$60,132.85
Authorization 108	Contract H- 79-12	Norris Corner—Van Bibber Rd. 1.5 mi. concrete	12,433.01
Authorization 321	Contract H- 80-12	End of H-66 twd. Clermont Mills 0.88 mi. concrete	39,386.62
Authorization 223	Contract H- 81-11	Churchville—Creswell and Priest Ford Bridge 3.0 Pen Mac.	49,346.20
Authorization 426	Contract H- 82-12	Priest Ford Bridge Road 3.09 mi. Pen Mac.	88,696.60
Authorization 105	Contract H- 83-14	Madonna Hill Road 90 mi. concrete	30,970.90
Authorization 347	Contract H- 84-12	Dublin twd. Ady 3.18 mi. Pen Mac.	56,209.65
Authorization 312	Contract H- 86-12	Substructure Bridge over Deer Creek—Darlington Rd.	22,129.70
Authorization 338	Contract H- 91-12	Substructure Bridge over Deer Creek—Darlington Rd.	22,963.01
Authorization 113	Contract H- 98-14	Bush Corner to Pa. State Line 1.23 mi. concrete	34,686.42
Authorization 430	Contract H-100-12	Substructure Bridge over Deer Creek—Darlington Rd.	8,208.09
Authorization 135	Contract H- 93-14	Baker's Cor. Worthington's Cor. 1.05 mi. Pen Mac.	19,407.95
Authorization 154	Contract H- 99-12	Substructure Deer Creek Bridge	6,798.32
Total contract awards			\$481,369.32
Grand Total Direct Charges and Contract Awards			\$476,841.82
Overexpenditure of funds as at Sept. 30, 1930			\$205,881.55
Amount to be advanced by County Commissioners of Harford Co. as per agreement dated September 30, 1930			127,495.12
Amount to be paid for Citizen's Committee upon completion of Contract H-98-14, Bush Corner to Pa. Line, by Union Trust Company			\$34,686.42
Amount to be paid by Donald Symington upon completion of Contracts H-82-12, H-99-12 and H-100-12, being the Priest Ford Road and Bridge over Deer Creek			103,703.01
Balance of funds on hand September 30, 1930			265,881.55
			None.

Italics indicate red figure.

Exhibit No. 14,
Schedule 13.CONDITION OF FUNDS
HOWARD COUNTY.

January 15, 1929, to December 31, 1930.

1929	Lateral	Post	Bond Issue	Advancements	Total
Balance of funds on hand Jan. 15, 1929	\$2,742.61	\$555.50			\$1,887.11
Add: Revenue received from Jan. 15, 1929, to Dec. 31, 1929		17,291.75			69,189.91
Revenue accrued from Federal Aid Sources to Dec. 31, 1929	52,198.19	18,248.12			18,248.12
Total available during period Jan. 15, 1929, to Dec. 31, 1929	\$54,940.80	\$34,684.37			\$89,625.17
Less: Direct Charges for completion of Contract Ho-55 End of Ho-35—Alpha					
Total Direct Charges				\$3,795.68	
				\$3,795.68	
Less: Contract Awards:					
Contract Ho-54 Atholton—Simpsonville					\$14,100.01
Contract Ho-51 End of Ho-25—Clarksville Pike					27,212.10
Contract Ho-63 End of Ho-51—Clarksville Pike					25,153.30
Total Contract Awards					\$96,497.41
Grand Total Direct Charges and Contract Awards					\$100,293.09
Over-expenditure of funds during 1929, carried over to Jan. 1, 1930					\$11,007.02
1930					
Balance of Funds on hand Jan. 1, 1930					11,007.02
Add: Revenue received from Jan. 1, 1930, to Aug. 31, 1930					
Anticipated Revenue from Sept. 1, 1930, to Dec. 31, 1930	\$35,689.78	\$18,618.66			\$54,308.44
	16,308.41	29,014.81			45,323.22
Total Available During Period Jan. 1, 1930, to Dec. 31, 1930	\$52,198.19	\$47,633.47			\$99,831.66
Less: Direct Charges due to Increased or Decreased Costs on Contracts Awarded in 1929, now complete:					
Contract Ho-54 Atholton—Simpsonville	Increase	Decrease			
Contract Ho-51 End of Ho-25—Clarksville Pike		\$600.95			
Contract Ho-63 End of Ho-51—Clarksville Pike	\$2,397.11	200.00			
Total Direct Charges	\$2,397.11	\$800.95			\$1,596.16

CONDITION OF FUNDS.

KENT COUNTY

January 15, 1929, to December 31, 1930.

1929	Lateral	Post	Bond Issue	Advancement	Total
Balance of Funds on hand January 15, 1929.....	\$28,586.42	\$7,717.79			\$20,868.63
Add: Revenue received from Jan. 15, 1929, to Dec. 31, 1929.....	52,016.93	17,231.71			69,248.64
Accrued Revenue from Federal Aid Sources to Dec. 31, 1929.....		18,184.75			18,184.75
Proceeds of Kent County Road Bond Issue, accruing to the Commission— Chapter 486—1929.....			\$881,420.70*		881,420.70
Total Available during period Jan. 15, 1929 to Dec. 31, 1929.....	\$80,603.35	\$27,698.67	\$881,420.70		\$989,722.72
Less: Direct Charges for completion of: Contract K-31—Chestertown—Worton.....				\$9.18	
Contract K-34—Massey—Sassafras Millington—Del. State Line.....				6,103.55	
Total Direct Charges.....				\$6,112.73	
Less: Contract Awards: Contract K-33—Still Pond—Butlertown.....				\$25,107.57	
Contract K-35—End of K-34 twd.—Sassafras.....				101,401.30	
Contract K-36—End of K-34 twd.—Delaware State Line.....				79,100.80	
Contract K-38—Lynch—Butlertown—Fairlee.....				160,856.98	
Contract K-39—Tolchester—Rock Hall.....				114,065.80	
Contract K-40—Fairlee Road—Broad Neck.....				73,826.95	
Contract K-41—Pomona—Quaker Neck.....				67,279.22	
Contract K-42—Rock Hall—Eastern Neck Island.....				90,176.30	
Contract K-43—Lee's Corner—Morgneck.....				81,008.85	
Contract K-44—Lambson—Crumpton.....				95,533.32	
Contract K-45—Kennedyville—Chesterville.....				120,821.93	
Total Contract Awards.....				\$1,009,202.02	
Grand Total Direct Charges and Contract Awards.....					\$1,015,314.75
Overexpenditure of funds at Dec. 31, 1929, carried over to Jan. 1, 1930.....					\$25,502.03
1930					
Balance of Funds on hand January 1, 1930.....					\$25,502.03
Add: Revenue received from Jan. 1, 1930, to Aug. 31, 1930.....	\$35,565.87	\$18,583.92			54,149.79
Anticipated Revenue from Sept. 1, 1930, to Dec. 31, 1930.....	16,451.06	28,943.94			45,395.00
Total Available during period Jan. 1, 1930, to Dec. 31, 1930.....	\$52,016.93	\$47,527.86			\$73,952.76
Less: Direct Charges due to increased or decreased costs on Contracts Awarded in 1929, now complete: Contract K-33—Still Pond—Butlertown.....	Increase \$1,818.95	Decrease \$7,689.64			
Contract K-36—End of K-31 twd.—Delaware State Line.....					
Total Direct Charges.....	\$1,818.95	\$7,689.64			\$5,870.69

Less: Contract Awards:			
Authorization 126, Contract K-50-25—Rock Hall Eastern Neck Island—			
.79 mile concrete	\$22,385.65		
Authorization 131, Contract K-49-24—Betterton—Road to Coleman—2.46 miles	51,962.25		
Concrete			
Authorization 172, Contract K-46-25—Betterton Road twd. Lloyd Creek—	7,795.86		
0.36 mile Concrete			
Authorization 133, Contract K-56-22—Morgue—Chesterville—2.14 miles Con-	35,403.98		
crete			
Total Contract Awards	\$117,557.74		
Less: Repayment to County Treasurer of Kent County 1930 Road Bond Maturities			
due July 1, 1930	80,000.00		
Grand Total of Direct Charges, Contract Awards, and Refund		\$191,687.05	
Overexpenditure		\$117,557.74	
Deduct: Adjustment of Cement Charges and per cent. of overhead, on contracts			
awarded in 1929, the computed price of cement and overhead being in excess of the			
cost price of cement and estimated overhead due to change in market price after			
date of award and before work was begun		82,330.31	
Net Overexpenditure as at Sept. 30, 1930		\$35,403.98	
Amount to be advanced by County Commissioners as per agreement dated Sept. 30,			
1930		35,403.98	
Balance on hand Sept. 30, 1930			None.

*Note:

Pceeds of County Bond Issue accruing to State Roads Commission:	
Total Proceeds	\$881,420.70
Amount paid Jan. 22, 1930	\$239,185.17
Amount paid Jan. 22, 1930	144,399.46
Amount paid Mar. 31, 1930	38,969.71
Amount paid May 8, 1930	36,667.43
Amount paid May 8, 1930	9,198.64
Amount paid May 8, 1930	10,699.23
Amount paid July 7, 1930	54,060.05
Balance due	\$533,179.69
	\$348,241.01

Italics indicate red figure.

Exhibit No. 14,
Schedule 15.

CONDITION OF FUNDS
MONTGOMERY COUNTY
January 15, 1929, to December 31, 1930.

1929	Lateral	Post	Bond issue	Advance- ments	Total
Balance of funds on hand Jan. 15, 1929					None
Add: Revenue received from Jan. 15, 1929, to Dec. 31, 1929		\$33,442.73			\$134,395.42
Accrued revenue from Federal Aid Sources to Dec. 31, 1929		35,292.36			35,292.36
Proceeds of Montgomery County Road Bond Issue accruing to the Commission			\$575,000.00		575,000.00
Total available during period Jan. 15, 1929—Dec. 31, 1929	\$100,952.69	\$68,735.09	\$575,000.00		\$744,687.78
Less: Direct charges for completion of					
Contract M-60—Barnsville—Comus				\$81.74	
Contract M-67—End of M-63—Olney				51.96	
Contract M-80—Poolsville—Martinsburg				33.05	
Contract M-85—Widening at Phila. Ave. and 7th St.				2,925.99	
Contract M-86—16th St. and D. C. Line to 7th St. at Sligo				9,565.57	
Contract M-95—End of M-76—Sunshine				3,393.30	
Contract M-103—Old Georgetown Road—End of M-83—Rockville Pike				10,797.65	
Contract M-110—7th St. Pike through Silver Springs				12,230.92	
Total Direct Charges				\$39,080.18	
Less: Contracts Awards:					
Contract M-65—Dickerson—Martinsburg—Dickerson Sugar Loaf Mtn.				49,414.50	
Contract M-119—End of M-99—Seneca Creek				21,205.00	
Contract M-120—End of M-81 twd. Damascus				32,799.61	
Contract M-121—End of M-95 twd. Sunshine				49,467.15	
Contract M-122—Laytonville—Damascus via Woodstock				54,543.90	
Contract M-123—End of M-120—Damascus via Ethison				102,114.69	
Contract M-124—Poolsville—Edwards Ferry—Comus—Mt. Ephraim				57,101.95	
Contract M-125—End of M-98—Darnstown—Nealsville Dawsonville				69,687.10	
Contract M-126—Browns Corner—Spencerville				16,247.40	
Contract M-127—Cedar Grove—Kingsley—Clarksburg—Kingley—Lewisdale				70,153.21	
Contract M-128—Columbia Blvd.—Forest Glen twd. D. C. Line				9,087.20	
Contract M-129—W. S. Wisconsin Ave.—Bradley—Edgemore				21,078.75	
Contract M-130—Claggettville—Kempton—end of M-59 to Fred. Co. Line				11,573.21	
Contract M-131—Connecticut Ave. and Leland St.				46,311.30	
Contract M-132—Dawsonville—Sugarland and Dawsonville—Old Germantown Road				43,735.92	
Contract M-138—Laytonville—Goshen				24,036.93	
Contract M-139—Travilah—Potomac				21,149.40	
Contract M-140C—Muncaster Mill Road—Norbech and Redland (contract)				18,580.20	
Contract M-140S—Muncaster Mill Road—Norbech and Redland (backfill by SRC Forces)					
Contract M-141—Resurfacing—Glenmont—Sandy Spring Road				12,000.00	
				51,981.60	
Total contract awards				\$788,272.02	
Grand total direct charges and contract awards					\$27,352.20
Overexpenditure of funds during 1929—carried over to January 1, 1930					\$82,664.42

1930			
Balance of funds on hand Jan. 1, 1930			\$2,004.72
Add: Revenue from Jan. 1, 1930, to Aug. 31, 1930			105,092.08
Anticipated revenue from Sept. 1, 1930, to Dec. 31, 1930			88,101.10
Total available during period Jan. 1 to Dec. 31, 1930			\$110,528.76
Less: Direct charges due to increased or decreased costs on contracts awarded in 1929, now complete:			
Contract M-120—End of M-81 twd. Damascus		Increase	Decrease
Contract M-122—Laytonsville—Damascus			\$904.61
Contract M-123—Damascus via Ethison			3,907.49
Contract M-124—Columbia Blvd.			4,715.00
Contract M-126—Browns Corner Spencerville			3,125.82
Contract M-129—W S Wisconsin Ave.—Bradley—Edgemore			
Contract M-130—Claggettville—Kampton—End of M-59—Fredk. Line			1,095.01
Total Direct Charges			\$8,706.95
Less: Contract awards:			
Authorization, Contract 32 M-138-52 Laytonsville-Goshen (Rights of Way)			\$373.00
Authorization, Contract 155 M-142-54 End of M-121—Cooksville—Olney 1.94 mi. conc.			39,254.89
Authorization, Contract 201 M-145-52 Laytonsville—Olney 2.47 mi. conc.			68,714.95
Total contract awards			\$108,342.84
Grand total direct charges and contract awards			\$9,636.79
Balance of funds on hand Sept. 30, 1930, available for new work or carried over to January 1, 1931			\$10,891.97

* Note:

Process of County Bonds accruing to State Roads Commission. \$575,000.00

Amount paid Jan. 23, 1930 200,000.00

Balance due. \$375,000.00

Italics indicate red figure.

CONDITION OF FUNDS.
PRINCE GEORGE'S COUNTY.
January 15, 1929, to December 31, 1930.

Exhibit 14.
Schedule 16.

1929	Lateral	Post	Bond Issue	Advance-ment	Total
Balance of funds on hand Jan. 15, 1929					\$61,400.13
Add: Revenue received from Jan. 15, 1929, to Dec. 31, 1929		\$22,528.20			117,746.82
Accrued Revenue from Federal Aid Sources to Dec. 31, 1929		29,299.91			30,920.12
Proceeds of Prince George's County Road Bond Issue Accruing to this Commission		30,920.12	\$550,000.00 *		550,000.00
Total Available during period Jan. 15, 1929, to Dec. 31, 1929	\$38,874.93	\$82,748.53	\$550,000.00		\$760,067.37
Less: Direct Charges for completion of:					
Contract P-64—Laurel to Bowie					\$317.80
Contract P-73—River Road—End of P-68 to Bladensburg					4,474.19
Contract P-79—Ray Road—Tacoma Park to Riggs Road					1,915.04
Contract P-82—Laurel to Bowie					5,188.96
Contract P-83—Ray Road—End of P-79 to Riggs Road					1,089.73
Total Direct Charges	\$127,318.84				\$12,985.72
Less: Contract Awards:					
Contract P-40—P-38 to Montgomery County Line					\$35,351.00
Contract P-60—End of P-54 at Landover to Largo					135,489.00
Contract P-78—River Road—Defense Highway to P-73					33,165.40
Contract P-85—Brandywine to Horsehead					11,454.30
Contract P-86—Chapel Road—W. B. & A. E. R. to Central Avenue					22,319.49
Contract P-90—End of P-85 to Horsehead					7,195.11
Contract P-92—Boxie to Defense Highway					36,768.40
Contract P-93—End of P-74 to Accokeek					39,551.55
Contract P-94—Horsehead to Aquasco					30,740.60
Contract P-95—Riggs Road to Old Powder Factory Road					29,579.80
Contract P-97—Hall Station to Crain Highway					36,102.00
Contract P-98—Jefferson Avenue—Baltimore—Washington Boulevard to Edmondson Road					27,301.83
Contract P-102—Hunt's Corner to Gordon's Corner					33,704.70
Total Contract Awards					\$478,425.58
Less: Contribution by Prince George's County as partial costs of construction of Rhode Island Avenue—P-81					\$50,000.00
Grand Total of Direct Charges, Contract Awards and Contribution by County					\$541,441.30
Balance of funds on hand as at Dec. 31, 1929, carried over to Jan. 1, 1930					\$218,656.07
1930					
Balance of funds on hand Jan. 1, 1930					\$218,656.07
Add: Revenue received from Jan. 1, 1930, to Aug. 31, 1930		\$81,599.12			92,073.44
Anticipated Revenue from Sept. 1, 1930, to Dec. 31, 1930		27,972.59			77,187.40
Total available during period Jan. 1, 1930, to Dec. 31, 1930	\$88,446.91	\$80,813.93			\$387,946.91

Less: Direct Charges due to increased or decreased costs on contracts awarded in 1929, now complete:		Increase	Decrease
Contract P-10—P-38 to Montgomery County Line.....		\$1,992.57	\$2,091.60
Contract P-85—Brandywine to Horschhead.....			181.16
Contract P-86—Chapel Road—W. B. & A. E. R. to Central Avenue.....		1,410.27	
Contract P-90—End of P-85 to Horschhead.....		3,171.57	
Contract P-92—Bowie to Defense Highway.....		1,182.28	
Contract P-97—Hall Station to Crain Highway.....			391.87
Contract P-98—Jefferson Avenue—Baltimore—Washington Boulevard to Edmondson Road.....			
Total Direct Charges.....		\$7,756.69	\$2,667.93
Total Contract Awards:			
Authorization 140, Contract P-101-85—Near Croome to Naylor—1.08 miles gravel.....			\$39,394.45
Authorization 150, Contract P-101-32—Laurd to Bowie—2.71 miles gravel.....			21,704.12
Authorization 269, Contract P-111-34—Powder Factory Road—Baltimore—Washington Boulevard twd. Montgomery County Line—1.0 mile concrete.....			28,784.82
Authorization 285, Contract P-115-32—Berwyn Road—Baltimore—Washington Boulevard to Edmondson Road—1.49 miles concrete.....			34,802.20
Authorization 332, Contract P-123-32—Hunt's Corner to Gordon's Corner—1.00 mile Pen Mac.....			22,689.33
Authorization 361, Contract P-96-34—Largo to Upper Marlboro—7.43 miles gravel.....			68,469.00
Authorization 398, Contract P-127-34—Cool Spring Road—College Park to Riggs Road—1.87 miles concrete.....			53,768.45
Authorization 412, Contract P-129-32—Accokeek to Charles County Line—3.84 miles gravel.....			21,080.30
Authorization 457, Contract P-141-32—Concrete shoulders—Main Street, Laurd—0.6 mile concrete shoulder.....			5,595.10
Authorization 459, Contract P-140-34—River Road—Tuxedo—0.9 mile Pen. Macadam.....			10,815.75
Authorization 460, Contract P-139-32—Cheverly Road—Landover Tuxedo—1.2 miles Bit, Concrete.....			13,598.20
Total Cost of Contract Awards.....			\$320,701.72
Grand Total of Direct Charges and Contract Awards.....			\$325,790.48
Balance of Funds on hand Sept. 30, 1930.....			\$62,126.13
New work to be performed in 1930:			
Contract P-138—Silverhill Suitland (Estimated Cost).....			\$30,000.00
Contract P-122—Horschhead Aquasco (Estimated Cost).....			30,000.00
Total Cost (Estimated) of New Construction.....			\$60,000.00
Approximate balance of funds on hand carried over to Jan. 1, 1931.....			\$2,126.43

* Note:

Proceeds of County Bond Issue Accruing to State Roads Commission	\$550,000.00
Amount paid Jan. 20, 1930.....	\$59,381.46
Amount paid Jan. 20, 1930.....	25,922.93
Amount paid Mar. 31, 1930.....	22,175.16
Amount paid May 14, 1930.....	7,114.47
Amount paid May 14, 1930.....	9,766.65
Amount paid May 14, 1930.....	5,307.60
Amount paid Aug. 6, 1930.....	18,928.30
Amount paid Aug. 20, 1930.....	61,878.01
Amount paid Aug. 20, 1930.....	41,426.39
Balance Due.....	\$251,931.00
Balance Due.....	\$298,069.00

Exhibit 14.
Schedule 17.

CONDITION OF FUNDS.

QUEEN ANNE'S COUNTY

January 15, 1929, to December 31, 1930.

1929	Lateral	Post	Bond Issue	Advances	Total
Balance of funds on hand Jan. 15, 1929	\$9,717.45	\$7,414.59			\$17,132.04
Add: Revenue received from Jan. 15, 1929, to Dec. 31, 1929	64,160.24	21,254.44			85,414.68
Add: Accrued Revenue from Federal Aid Sources to Dec. 31, 1929		22,429.97			22,429.97
Total available during the period Jan. 15, 1929, to Dec. 31, 1929	\$73,877.69	\$51,099.00			\$124,976.69
Less: Direct charges for completion of:					
Contract Q-41—End of Q-35—Ruthsburg				\$2,219.61	
Contract Q-44—Crumpton—Delaware Line				6,607.26	
Contract Q-45—Stevensville—Love Point				4,424.31	
Total Direct Charges				\$13,251.18	
Less: Contract Awards:					
Contract Q-46—Church Hill—Roe				\$23,875.60	
Contract Q-47—End of Q-45—Love Point				29,998.60	
Contract Q-48—End of Q-44—Delaware Line				31,212.30	
Contract Q-49—Templeville—Delaware Line				14,435.10	
Total Contract Awards				\$99,521.60	
Grand Total Direct Charges and Contract Awards					\$112,772.78
Balance of funds on hand as at Dec. 31, 1929, carried over to Jan. 1, 1930					\$12,203.91
1930					
Balance of funds on hand Jan. 1, 1930					\$12,203.91
Add: Revenue received from Jan. 1, 1930, to Aug. 31, 1930	\$43,868.68	\$22,922.32			66,791.00
Add: Anticipated Revenue from Sept. 1, 1930, to Dec. 31, 1930	20,291.56	35,700.89			55,992.45
Total available during period Jan. 1, 1930, to Dec. 31, 1930	\$64,160.24	\$58,623.21			\$134,987.36
Less: Direct charges due to increased or decreased costs on contracts awarded in 1929, now complete:	Increase	Decrease			
Contract Q-46—Church Hill—Roe		\$2,087.22			
Contract Q-47—End of Q-45—Love Point		801.59			
Contract Q-48—End of Q-44—Delaware Line		1,482.57			
Contract Q-49—Templeville—Delaware Line		1,496.74			
Total Direct Charges		\$5,868.12			\$5,868.12

Less: Contract Awards:					
Authorization 144, Contract Q-59-22—End of Q-46—Bridgetown—1.05 miles concrete.					\$24,815.20
Authorization 151, Contract Q-57-22—Stevensville Rd. twd. Love Point—0.45 mile concrete.					15,187.40
Authorization 195, Contract Q-42-22—Centreville—Wye Mills twd. Starr—1.54 miles concrete.					36,928.85
Authorization 263, Contract Q-58-24—Peter's Corner—Delaware Line—1.23 miles concrete.					39,173.30
Authorization 418, Contract Q-60-24—Eastern Shore Blvd.—Queenstown—0.64 mile Bt. Mac.					16,435.40
Total Contract Awards					\$132,540.15
Less: Approximate amount chargeable to Queen Anne's County as its share of the costs of constructing a bridge on the Queenstown—Kent Island Narrows Road					\$59,431.61
Grand Total of Direct Charges, Contract Awards and Encumbrance of Funds for Bridge Construction					\$186,103.64
Overexpenditure of funds to Sept. 30, 1930					\$51,116.28
Amount to be advanced by County Comm. of Queen Anne's County, as per agreement dated Sept. 22, 1930					51,116.28
Balance					None.

Italics indicate Red Figure.

Exhibit 14.
Schedule 18.

CONDITION OF FUNDS

ST. MARY'S COUNTY

January 15, 1929, to December 31, 1930

1929	Lateral	Post	Bond Issue	Advance-ments	Total
Balance of funds on hand Jan. 15, 1929.....	\$14,793.11	\$943.20			\$15,736.31
Add: Revenue received from Jan. 15, 1929, to Dec. 31, 1929.....	56,004.30	18,532.61			74,536.91
Accrued Revenue from Federal Aid Sources to Dec. 31, 1929.....		19,578.70			19,578.70
Total available during the period Jan. 15, 1929, to Dec. 31, 1929.....	\$70,797.41	\$39,074.51			\$109,871.92
Less: Direct charges for completion of Contract SM-43—End of SM-41—Hollywood.....					
Total direct charges.....				\$4,090.82	\$4,090.82
Less: Contract awards: Contract SM-42—End of SM-37-38 to Hermansville and Porto Bello Contract SM-41—End of SM-29—Leonardtown—Milstown to Sacred Heart Church Contract SM-45—End of SM-40—All Saint's Church and Budd's Creek—New Market Contract SM-50—End of SM-43—California—All Faith Church—Oraville..... Contract SM-52—Blairs Hill—Compton and SM-44—Leonardtown Contract SM-53—End of SM-44—Maddox.....				\$9,452.79 1,061.51 6,188.39 24,049.80 27,377.62 30,660.55	
Total Contract Awards.....				\$102,290.69	
Grand Total Direct Charges and Contract Awards.....					\$106,381.51
Balance of funds on hand Dec. 31, 1929, carried over to Jan. 1, 1930.....					\$3,490.41
Balance of funds on hand Jan. 1, 1930.....					
Add: Revenue received from Jan. 1, 1930, to Aug. 31, 1930.....	\$38,292.16	\$20,008.48			\$3,490.41
Anticipated Revenue from Sept. 1, 1930, to Dec. 31, 1930.....	17,712.14	31,162.63			58,300.64
Total available during the period Jan. 1, 1930, to Dec. 31, 1930.....	\$56,004.30	\$51,171.11			48,871.77
Less: Direct Charges due to Increased or Decreased Costs on Contracts Awarded in 1929, now complete: Contract SM-42—Ends of SM-37-38 to Hermansville—Porto Bello Contract SM-41—End of SM-29—Leonardtown, Milstown to Sacred Heart Church Contract SM-45—End of SM-40—All Saint's Church—Budd's Creek—New Market.....	Increase \$1,142.94 4,223.49	Decrease \$64.81			\$110,665.82
Total Cost of Direct Charges.....	\$8,366.43	\$64.81			\$8,301.62

Less: Contract Awards:				
Authorization 64, Contract SM-55-82—Toward Cedar Point and twd. Trappe—2.06 miles gravel	124, Contract SM-55-82	Rights of Way on SM-55		\$15,528.35
Authorization 182, Contract SM-54-84	Valley Lee Rd. 0.67 mile and St. George's Is.			424.70
0.51 mile—1.18 miles gravel				
Authorization 187, Contract SM-61-82	Leonardtown Beauvue—1.00 mile gravel			10,353.72
Authorization 188, Contract SM-61-82	Cedar Point—0.24 mile gravel			6,524.71
Authorization 196, Contract SM-60-84	End of SM-42—at Hermannsville, South, 1.05 mile gravel			1,796.05
Authorization 257, Contract SM-62-84	Hollywood California—1.00 mile gravel			8,488.90
Authorization 322, Contract SM-66-82	Abell Road twd. Oakley—1.02 mile gravel			7,214.89
Authorization 346, Contract SM-69-84	Budd's Creek South of New Market—2.00 miles gravel			8,411.84
Authorization 365, Contract SM-67-84	Hoff's Corner twd. Beauvue—1.00 mile gravel			13,660.20
Authorization 397, Contract SM-65-84	Chapman-Clement's Road—2.04 miles gravel			7,336.57
Authorization 455, Contract SM-68-82	Leonardtown Glebe School—1.06 miles gravel			12,911.97
				10,853.65
Total Contract Awards				\$103,565.58
Grand Total Direct Charges and Contract Awards				\$111,867.20
Overexpenditure of funds as at Sept. 30, 1930, carried over to Jan. 1, 1931				\$1,201.58

Italics indicate red figure.

REPORT OF THE STATE ROADS COMMISSION

CONDITION OF FUNDS
SOMERSET COUNTY

January 15, 1929, to December 31, 1930.

1929	Lateral	Post	Bond Issue	Advances	Total
Balance of funds on hand Jan. 15, 1929	\$5,722.79	\$6,155.65			\$4,390.86
Add: Revenue received from Jan. 15, 1929, to Dec. 31, 1929	47,667.09	13,790.73			63,457.82
Accrued Revenue from Federal Aid Sources to Dec. 31, 1929		16,664.07			16,664.07
Total available during the period Jan. 15, 1929, to Dec. 31, 1929	\$53,389.88	\$26,301.15			\$79,691.03
Less: Direct charges for completion of: Contract S-29 Princess Anne to Mt. Vernon Contract S-30 End of S-24—Manokin					
Total Direct charges					
Less: Contract Awards: Contract S-31 Princess Anne to West Contract S-34 End S-30 to Fairmount Contract S-35 End of S-29 to Mt. Vernon Contract S-36 Harold P. O. to Rehobeth					
Total Contract Awards					
Grand Total Direct Charges and Contract Awards					149,898.65
Overexpenditure of fund during 1929 carried over to Jan. 1, 1930					\$70,207.02
1930					
Balance of funds on hand Jan. 1, 1930					\$70,207.02
Add: Revenue received from Jan. 1, 1930, to Aug. 31, 1930					19,621.59
Anticipated Revenue from Sept. 1, 1930, to Dec. 31, 1930					41,598.90
Total available during the period Jan. 1, 1930, to Dec. 31, 1930					\$21,012.87
Less: Direct charges due to increased or decreased costs on contracts awarded in 1929, now complete: Contract S-31 Princess Anne to West Contract S-34 End S-30 to Fairmount Contract S-35 End of S-29 to Mt. Vernon Contract S-36 Harold P. O. to Rehobeth					
Total Direct Charges					

REPORT OF THE STATE ROADS COMMISSION

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Loss: Contract Awards; Authorization 127, Contract S11-12 Princess Anne—Dead's Island 1.9 mi. concrete.					
Total Contract Awards.....					\$83,894.50
Grand Total Direct Charges and Contract Awards.....					\$83,894.50
Overexpenditure on fund to Sept. 30, 1930.....					\$78,139.63
Amount to be advanced by County Commissioners of Somerset County, as per agreement dated February 25, 1930, and as evidenced by guaranty deposit by Citizens Committee with the Bank of Somerset.....					\$57,126.76
Balance.....					\$57,126.76
					None.

Italics indicate red figure.

REPORT OF THE STATE ROADS COMMISSION

Exhibit No. 11.
Schedule 20.

CONDITIONS OF FUNDS.

TALBOT COUNTY

January 15, 1929, to December 31, 1930.

1929	Lateral	Post	Bond Issue	Advance- ments	Total
Balance of funds on hand, January 15, 1929	\$86.66	\$273.96			\$360.62
Add: Revenue received from January 15, 1929, to December 31, 1929	11,504.80	13,749.34			25,254.14
Accrued Revenues from Federal Aid Sources to December 31, 1929		14,509.78			14,509.78
Total Available during period January 15, 1929, to December 31, 1929	\$11,015.11	\$28,533.08			\$39,548.22
Less: Direct charges for completion of Contract: T 29—End of T 26—Cordova				\$2,615.03	
T 30—Trappe Creek—Peach Blossom Creek				2.10	
Total Direct Charges				\$ 2,617.13	
Less: Contract Awards: T 28—End of T 24—twd. Easton				\$48,457.45	
Total Contract Awards				\$48,457.45	
Grand Total Direct Charges and Contract Awards					\$51,074.28
Balance of funds on hand December 31, 1929, carried over to January 1, 1930					\$18,473.94

	1930				
Balance of funds on hand, January 1, 1930					\$18,473.94
Add: Revenue received from January 1, 1930, to August 31, 1930		\$28,378.34			43,206.66
Anticipated Revenues from September 1, 1930, to December 31, 1930		13,126.46			36,221.06
Total Available during the period January 1, 1930, to December 31, 1930		\$41,504.80			\$87,901.66
Less: Direct Charges due to the increased or decreased costs on contracts awarded in 1929, now complete:		Increase			
T 28—End of T 21—twd. Easton			Decrease		
Total cost of Direct Charges			\$882.92		
			\$882.92		\$82,018.74
Less: Contract Awards:					
Authorization 279-T33-21—Knapps Narrows—Tlghman, 0.81 miles concrete					\$26,314.90
Authorization 305-T32-21—McDaniel twd. Tlghman, 1.51 miles pen. macadam					71,233.05
Total cost of contract awards					\$97,547.95
Grand total Direct Charges and Contract Awards					\$96,665.03
Balance of funds on hand September 30, 1930, available for new work or carried over to January 1, 1931					\$1,236.63

Italics indicate Red Figure.

Italics indicate Red Figure.

CONDITION OF FUNDS

WASHINGTON COUNTY

January 15, 1929, to December 31, 1930.

1929	Lateral	Post	Bond Issue	Advance- ments	Total
Balance of funds on hand, January 15, 1929	\$8,910.34	\$10,593.34			\$19,503.68
Add: Revenue received from January 15, 1929, to December 31, 1929		32,902.36			132,223.87
Averued Revenue from Federal Aid Sources to December 31, 1929	99,321.51	34,722.10			34,722.10
Total available during the period January 15, 1929, to December 31, 1929	\$108,231.85	\$78,217.80			\$186,449.65
Less: Direct charges for completion of: Contract W 53—End of W 59—Weverton Contract W 51—End of W 16—Cavetown					\$6,529.99
					5,246.07
Total Direct Charges					\$11,776.06
Less: Contract Awards: Contract W 59—Williamsport—Lappans Contract W 60—Big Pool—Fort Frederick Contract W 61—Williamsport—Huyett Contract W 62—Leitersburg—Ringgold Contract W 64—Shoulders Cearfoss Pike Contract W 64S—Shoulders Cearfoss Pike—Macadam Surfacing (Backfill)					\$37,455.40
					31,738.08
					39,929.50
					50,181.28
					1,196.50
					650.00
Total Contract Awards					\$161,150.76
Grand Total Direct Charges and Contract Awards					\$172,926.82
Balance of funds on hand December 31, 1929, brought over to January 1, 1930					\$13,522.83
1930					
Balance of funds on hand, January 1, 1930					\$13,522.83
Add: Revenue received from January 1, 1930, to August 31, 1930		\$25,484.29			103,394.02
Anticipated Revenue from September 1, 1930, to December 31, 1930	\$67,909.73	55,265.77			86,677.55
Total available during the period January 1, 1930, to December 31, 1930	\$99,321.51	\$90,750.06			\$203,594.40
Less: Direct charges due to increased or decreased costs on contracts awarded in 1929, now complete: Contract W 59—Williamsport—Lappans Contract W 60—Big Pool—Fort Frederick Contract W 61—Williamsport—Huyett Contract W 62—Leitersburg—Ringgold Contract W 64—Shoulders Cearfoss Pike Contract W 64S—Shoulders Cearfoss Pike—Macadam Surfacing (Backfill)	Increase \$971.23	Decrease \$1,859.55			
		880.33			
	166.61	611.12			
		650.00			
Total Direct Charges	\$1,137.84	\$4,001.00			\$2,861.10

Less: Contract Awards:				
Authorization 113—Contract W72-62 Greencastle Pike to Pa. State Line, 2.52 miles Conc.			\$43,825.35	
Authorization 199—Contract W73-61 Fort Frederick—Clearspring, 2.12 miles Pen. Mac.			57,290.99	
Authorization 280—Contract W71-61 Weverton rd. Gapland, 0.41 miles Concrete.			18,137.00	
Authorization 296—Contract W77-62 Woodmont Road—National Pike, 1.95 miles Pen. Macadam			57,098.78	
Authorization 388—Contract W78-61 Sharpsburg—Burnside Bridge, 1.04 mi. Pen. Mac.			21,125.13	
Total Contract Awards			\$197,477.25	
Grand Total Direct Charges and Contract Awards			\$194,614.09	
Balance of funds on hand September 30, 1930, available for new work or carried over to January 1, 1931			\$8,980.31	

Italics indicate red figures.

CONDITION OF FUNDS.

WICOMICO COUNTY.

January 15, 1929, to December 31, 1930.

1929	Lateral	Post	Bond Issue	Advance-ments	Total
Balance of funds on hand Jan. 15, 1929.....	\$7,384.05	\$2,588.96			\$9,973.01
Add: Revenue received from Jan. 15, 1929, to Dec. 31, 1929.....	73,041.18	24,196.44			97,237.62
Add: Revenue from Federal Aid Sources to Dec. 31, 1929.....		25,534.68			25,534.68
Total available during period Jan. 15, 1929, to Dec. 31, 1929.....	\$80,425.23	\$52,320.08			\$132,745.31
Less: Direct Charges for completion of: Contract Wi-47—End of Wi-41—Delaware Line.....				\$3,408.65	
Contract Wi-48—Refund sum advanced by George A. Bounds.....				15,507.30	
Total Direct Charges.....				\$18,915.95	
Less: Contract Awards: Contract Wi-11—Vienna—Mardella.....					
Contract Wi-33—E. Main Street (Salisbury)—Snow Hill.....				\$27,000.35	
Contract Wi-51—Mt. Herman—Powellsville.....				55,803.25	
				30,671.70	
Total Contract Awards.....				\$113,475.30	
Grand Total Direct Charges and Contract Awards.....					\$132,391.25
Balance of funds on hand Dec. 31, 1929, carried over to Jan. 1, 1930.....					\$351.06
1930					
Balance of funds on hand Jan. 1, 1930.....					\$351.06
Add: Revenue received from Jan. 1, 1930, to Aug. 31, 1930.....	\$49,940.91	\$26,095.18			76,036.09
Anticipated Revenue from Sept. 1, 1930, to Dec. 31, 1930.....	23,100.27	40,642.54			63,742.81
Total available during period Jan. 1, 1930, to Dec. 31, 1930.....	\$ 3,041.18	\$66,737.72			\$140,132.96
Less: Direct Charges due to increased or decreased costs on contracts awarded in 1929, now complete: Contract Wi-11—Vienna—Mardella.....	Increase	Decrease			
Contract Wi-51—Mt. Herman—Powellsville.....		\$1,770.87			
		2,047.59			
Total Direct Charges.....		\$3,818.46			
Less: Contract Awards: Authorization 229, Contract Wi-40-14—Sharptown-Delaware Line—1.4 miles Pen. Mac. Authorization 303, Contract Wi-52-12—Powellsville—Whiton and Powellsville—Salisbury—1.30 miles Concrete.....				\$20,378.55	
Authorization 377, Contract Wi-64-14—Catchpenny—White Haven Road—2.80 miles Pen. Mac.....				44,280.80	
Authorization 424, Contract Wi-66-12—Powellsville—Whiton—0.91 mile Concrete.....				55,383.80	
				20,508.00	
Total Contract Awards.....				\$140,551.15	
Grand Total Direct Charges and Contract Awards.....					\$136,732.69
Balance of funds on hand Sept. 30, 1930, available for new work or carried over to Jan. 1, 1931.....					\$3,400.27

Italics indicate Rod Figures.

CONDITION OF FUNDS
WORCESTER COUNTY.

January 15, 1929, to December 31, 1930

1929	Laterals	Post	Bond Issue	Advance-ments	Total
Balance of funds on hand Jan. 15, 1929	\$24,516.40	\$589.42			\$25,105.82
Add: Revenue received from Jan. 15, 1929, to Dec. 31, 1929	70,685.01	23,415.91			124,100.92
Accrued revenue from Federal Aid Sources to Dec. 31, 1929		21,410.99			24,710.99
Total available for period Jan. 15, 1929, to Dec. 31, 1929	\$95,201.41	\$48,716.32			\$173,917.73
Less: Direct charges for completion of contracts:					
Contract Wo-19 End of Wo-46—End of Wo-51				\$20,000.00	
Contract Wo-52 End of Wo-13—Public Landing					
" Wo-61 End of Wo-52—Public Landing				\$30,000.00	
Total Direct Charges					\$11,898.21
Less: Contract Awards:					
Contract Wo-47—Berlin—Libertytown					35,239.95
Contract Wo-62—End of Wo-37—Whitton					30,203.85
" Wo-63—End of Wo-48—Cedar Hall					28,020.53
" Wo-66—End of Wo-47 twd. Libertytown					11,350.70
" Wo-61—End of Wo-52—Public Landing (repayment)					27,050.25
Total contract awards					\$131,865.28
Grand total direct charges and contract awards					146,763.49
Balance of funds on hand Dec. 31, 1929, carried over to Jan. 1, 1930					\$27,154.24
1930					
Balance of funds on hand Jan. 1, 1930					
Add: Revenue received from Jan. 1, 1930, to Aug. 31, 1930	\$48,329.00	\$25,253.42			\$27,154.24
Anticipated revenue from Sept. 1, 1930, to Dec. 31, 1930	22,355.11	39,331.48			73,583.82
Total available for period Jan. 1, 1930, to Dec. 31, 1930	\$70,685.01	\$64,584.90			61,686.39
Less: Direct charges due to increased or decreased cost on contracts awarded in 1929 now complete:					
Contract Wo-47—Berlin—Libertytown	Increase	Decrease			
Contract Wo-62—End of Wo-37—Whitton	\$2,319.02				
" Wo-63—End of Wo-48—Cedar Hall	339.11				
" Wo-66—End of Wo-47 twd. Libertytown	817.28				
Total direct charges		\$2,317.04			\$1,128.37
Less: Contract awards:					
Authorization 55 Contract Wo-70-12 Stockton twd. Va. Line 1.0 mi. conc.	\$3,775.11	\$2,347.04			\$31,574.25
Authorization 151 Contract Wo-71-11 Berlin—Lewis Stg. 97 mi. conc.					32,589.00
Authorization 151 Contract Wo-73-11 Fecombe—Cedar Hall 1.99 mi. conc.					30,265.20
Authorization 226 Contract Wo-72-12 Ocean City Road to Friendship 1.61 mi. conc.					12,151.90
Deduction on account of financing Wo-61 Public Landing					30,000.00
Total contract awards and deductions					\$169,780.35
Grand total direct charges and contract awards					171,208.72
Over expenditure of funds to Sept. 30, 1930, carried over to Jan. 1, 1931					\$8,716.57

Italics indicate Red Figure.

Exhibit 11
Schedule 21

**CONDITION OF FUNDS.
BALTIMORE CITY
CONSOLIDATED ACCOUNT.
January 15, 1929, to December 31, 1930**

1929		\$57,061.75
Balance of Funds on hand Jan. 15, 1929		
Add: Receipts of Lateral Road Gas Tax 1½¢ for period Jan. 15, 1929, to Dec. 31, 1929	\$453,109.08	
Receipts of Post Road Revenue—1½¢ of Proceeds from Bond Issue of State of Maryland	150,102.01	
Receipts of Bridge Revenue—1½¢ of Proceeds from Bond Issue of State of Maryland	150,091.26	
Receipts of Special Road Construction Loan of 1929—1½¢ of Proceeds from Bond Issue of State of Maryland	531,902.41	
Receipts of Gas Tax Refunds	3,786.62	
Receipts from United Railways & Elec. Co. of Equalization Costs for the relocation of tracks on:		
Harford Road	20,901.97	
Belair Road	33,308.54	
Total Receipts during period Jan. 15, 1929, to Dec. 31, 1929	\$1,313,301.89	
Total available for expenditure during period Jan. 15, 1929, to Dec. 31, 1929	\$1,286,140.41	
Less: Direct Charges for completion of Contracts:		
Contract BC-64 Belair Rd.—Hamilton Ave. to Raspe Ave.	\$14.97	
Contract BC-73 Gwynns Falls Parkway Bridge	70,426.43	
Total cost of Direct Charges	\$70,441.40	
Contract Awards:		
Contract BC-77 York Road—Northway—McCabe Ave.	\$102,909.32	
Contract BC-78 York Road—McCabe Ave.—Church Lane	76,802.85	
Contract BC-79 York Road—Church Lane—City Limits	115,398.90	
Contract BC-80 Gwynns Falls Parkway & Poplar Grove	59,179.55	
Contract BC-82 Lake Ave., York Road—Beauregard Ave.	84,170.75	
Contract BC-83 Lake Ave., Beauregard—Sherwood	8,290.50	
Contract BC-84 Gwynn Oak Ave.	126,077.90	
Contract BC-81X Detour York Road—Dumbarton Farm	1,500.00	
Total Cost of Contract Awards	\$574,329.77	
Estimated Costs of moving tracks of United Railways & Elec. Co. on York Road from Old City Line to New City Line	208,000.00	
Total Deduction from Receipts	\$852,771.17	
Balance of funds on hand Dec. 31, 1929, carried over to Jan. 1, 1930	\$433,369.27	
1930		\$433,369.27
Balance of funds on hand Jan. 1, 1930	\$309,303.53	
Add: Revenue received from Jan. 1, 1930, to Aug. 31, 1930, from Lateral Road Gas Tax 1½¢	142,803.55	
Anticipated Revenue from Sept. 1, 1930, to Dec. 31, 1930, from Lateral Road Gas Tax 1½¢	151,010.66	
Receipts of Post Road Revenue—1½¢ of Proceeds from Bond Issues of State of Maryland	151,011.48	
Receipts of Bridge Revenue—1½¢ of Proceeds from Bond Issues of State of Maryland	152,980.50	
Receipts of Special Road Construction Loan of 1929 Revenue—1½¢ of proceeds from Bond Issue of State of Maryland	2,906.59	
Receipts of Gas Tax Refund for period Jan. 1, 1930, to Aug. 31, 1930	893.41	
Anticipated Receipts from Gas Tax Refunds for period Sept. 1, 1930, to Dec. 31, 1930		
Receipts and Anticipated Revenue from United Railways and Electric Co. of equalization costs for the relocation of tracks on:		
Harford Road	\$20,901.97	
Belair Road	33,308.54	
York Road	20,571.05	
Total Receipts and Accruals	991,693.28	
Total available for expenditure during period Jan. 1, 1930, to Dec. 31, 1930	\$1,425,062.55	

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Less: Direct Charges due to the Increased or Decreased costs of Contracts awarded in 1929, now complete

Contract BC-77	York Road—Northway—McCabe Ave.	INCREASE	DECREASE
Contract BC-78	York Road—McCabe Ave.—Church Lane	\$51,881.43	
Contract BC-79	York Road—Church Lane—City Limits	60,328.69	
Contract BC-80	Gwynns Falls Parkway—Poplar Grove	51,909.12	\$923.41
Contract BC-82	Lake Ave.—York Road—Beauregard		3,466.92
Contract BC-83	Lake Ave.—Beauregard—Sherwood	1,674.27	
Total Direct Charges		\$168,793.51	\$4,390.36

\$164,103.15

Adjustments of Track Relocations Deducted as estimated cost in 1929:

Actual Cost as shown above:		\$208,000.00
Contract BC-77	York Road—Northway—McCabe Ave.	\$51,881.43
Contract BC-78	York Road—McCabe Ave.—Church Lane	60,328.69
Contract BC-79	York Road—Church Lane—City Limits	51,909.12
		\$167,119.24

Less: Contract Awards:

Authorization 5	Contract BC-85-72	Carnegie Ave.—58 mi.	\$28,827.60
Authorization 127	Contract BC-86-74	Phila. Rd.—Monument St.—.77 mi.	109,292.65
Authorization 177	Contract BC-89-72	Artimon Ave.—.64 mi.	61,758.35
Authorization 194	Contract BC-87-72	Caton Ave.—1.24 mi.	125,402.62
Authorization 232	Contract BC-90-74	Cold Spring Lane—1.1 mi.	129,655.65
Authorization 265	Contract BC-88-74	Wilkins Ave.—1.18 mi.	174,120.60
Authorization 309	Contract BC-91-72	Frederick Road—0.44 mi.	62,391.90
Authorization 335	Contract BC-93-72	Walther Ave.—0.58 mi.	77,782.57
Authorization 423	Contract BC-92-74	Forty-First St.—0.89 mi.	97,416.25
Authorization 456	Contract BC-95-72	Frederick Rd., Western City Limits—1 mi.	151,275.75
Authorization 458	Contract BC-96-74	Moravia—Belair to Harford Road—0.92 mi.	84,311.10

\$1,102,235.01

Total Contract Awards

Less: Differential Costs for relocation of tracks of United Ryrs. & Elec. Co.;
Wilkins Ave.—DeSoto Ave., City Line—Contract BC-88
Frederick Ave.—Yale to Beechfield Ave.—Contracts BC-91-95

Total Cost of Track Relocation

Total Deductions from 1930 Funds

Overexpenditure of funds on Sept. 30, 1930, carried over to Jan. 1, 1931

Italics indicate red figure.

\$1,102,235.01	\$64,183.40
	171,287.00
\$235,170.40	\$1,461,227.83
	<u>\$36,165.28</u>

Exhibit No. 14.
Schedule 25.

CONDITION OF FUNDS.
MAINTENANCE AND RECONSTRUCTION FUND.
1929

Balance of funds on hand Jan. 15, 1929.....			\$2,352,404.51	\$2,100,250.30
Add: Receipts from Motor Vehicle Commission from Jan. 15, 1929, to Dec. 31, 1929.....			2,427,864.22	
Receipts from 2¢ Gasoline Tax from Jan. 15, 1929, to Dec. 31, 1929.....				\$1,780,268.73
Total Receipts.....				\$1,570,239.34
Amount available during period Jan. 15, 1929, to Dec. 31, 1929.....				
Less: Direct Charges for Maintenance, all Districts, and for completed betterments:				
Expenditures for January, 1929.....		\$12,012.60		
Expenditures for February, 1929.....		3,634.16		
Expenditures for March, 1929.....		662.56		
Expenditures for April, 1929.....		798,593.25		
Expenditures for May, 1929.....		329,199.68		
Expenditures for June, 1929.....		520,313.59		
Expenditures for July, 1929.....		216,225.24		
Expenditures for August, 1929.....		182,107.13		
Expenditures for September, 1929.....		185,988.17		
Expenditures for October, 1929.....		266,122.47		
Expenditures for November, 1929.....		668,552.20		
Expenditures for December, 1929.....		416,968.46		
Total Direct Charges.....			\$3,700,379.51	
Contract Awards and Authorizations:				
P-14-B-1 Resurfacing—Hills Bridge—Marlboro.....		\$35,161.40		
P-14-B-2 Shoulders—Hills Bridge—Marlboro.....		9,761.40		
W-63 Potomac St., Williamsport.....		10,000.00		
B-118 Shoulders—Belair Road—Putty Hill.....		41,327.25		
H-75 Shoulders—Phila. Rd.—Ha Ha Branch—Stepney.....		32,164.89		
B-103-C York Road—City Line—Towson.....		58,086.17		
W-1-D Backfill National Pike twd. Allegany County Line.....		63,550.00		
A-2-D Backfill National Pike—Martin Mt.—Town Creek.....		40,138.65		
A-63-X Garage Construction—Cumberland.....		15,000.00		
AA-58 Relocation—Baltimore Hill—Crain Highway.....		291.74		
B-95 Entrance at Mt. Wilson Sanatorium.....		89.95		
B-101 Roads at Spring Grove.....		657.72		
C-21 Relocation at Sunderland.....		435.70		
C-52 Curves at Double Hill—Denton.....		407.30		
F-16-D Shoulders—Worman's Mills—Craegerstown.....		4,999.58		
F-123 End of F-100—Detour.....		306.39		
G-46-X Garage Construction—Oakland.....		41,973.87		
G-47-X Garage Construction—Accident.....		3,345.00		
H-75-S Shoulders—Phila. Road—Ha Ha Branch.....		2,925.64		
		36.71		

Ho-65-X	Widening St. John Lane.....	\$861.48	.....	.....
K-47-X	Macadam Paving through Worton.....	.78	.....	.....
Q-50-X	Kent Narrows Bridge by S. R. C. Forces.....	15.30	.....	.....
Q-53-X	Resurfacing Railroad Crossing at Sudlersville.....	132.90	.....	.....
T-34-X	Repairs to Wharf—Claborne.....	277.89	.....	.....
Wo-67-X	Relocation Berlin—Selbyville at Railroad Crossing.....	653.93	.....	.....
F-133-X	Repairs to Jug Bridge.....	130.15	.....	.....
M-140-S	Manchester Mill Road.....	11,229.99	.....	.....
Wo-64-X	Widening Salisbury—Nanticoke Road.....	3,946.93	.....	.....
Wo-65-X	Widening Snow Hill—Pocomoke Road.....	25,048.81	.....	.....
W-1-C	Backfill National Pike twd. Licking Creek.....	20,209.19	.....	.....
A-62	Shoulders—Green Ridge—Washington County Line.....	132,099.58	.....	.....
A-2-E	Backfill National Pike—Town Creek—Green Ridge.....	95.9 0.90	.....	.....
A-62-X	Shoulders—Green Ridge—Washington County Line.....	1,511.94	.....	.....
W-1-ES	Shoulders on National Pike—End of W-1-C to Hancock.....	49,325.18	.....	.....
Total Contract Awards and Authorizations.....		\$702,104.91	.....	.....
Grand Total Direct Charges and Contract Awards and Authorizations.....		\$4,402,484.42	.....	.....
Add: Excess of Expenditure over Proceeds of Bond Issue for National Pike.....		115,410.69	.....	4,517,895.11
Balance of funds on hand Dec. 31, 1929, carried over to Jan. 1, 1930.....		.....	.....	\$52,341.23

Italics indicate red figure.

Exhibit No. 11,
Schedule 25.

CONDITION OF FUND

MAINTENANCE AND RECONSTRUCTION FUND

1930.

Authority	Contract and Symbol Number	Item	Maintenance	Reconstruction	Betterments	Transfers
		Concrete Curb and Gutter—Frederick Road				
4	B-102-711	Constructing .46 mile concrete road and Bridge—Lake Fanny		\$15,760.00	\$5,146.70	
13	H-68-411	Resurfacing 2.4 miles road and bank curves—Croom Road		1,688.50		
16	P-108X81	Bank three curves Park Hgts. Ave. 1500' N. Valley Road		2,510.00		
17	B-124X11	Erect 400 foot Guard Rail—Wiseburg Hill			130.05	
18	B-135X411	Resurface 1.0 mile of Helen Chaptico Road		313.65		
19	SM-58X81	Repair Handrail and Lights on Conowingo Bridge			150.00	
20	H-65X411	Purchase land for Garage at Greensboro			600.00	
21	Co-55X21	Concrete curb in front of Police Station West of Frederick			167.60	
22	F-141X611	Place Oyster Shells on Royal Oak Road			460.00	
23	T-36X211	Purchase of construction equipment—District 1	\$16,300.00			
24	40-9-311	Purchase of construction equipment—District 2	8,850.00			
25	40-9-211	Purchase of construction equipment—District 3	27,400.00			
26	40-9-311	Purchase of construction equipment—District 4	26,100.00			
27	40-9-411	Purchase of construction equipment—District 5	14,050.00			
28	40-9-511	Purchase of construction equipment—District 6	10,300.00			
29	40-9-611	Purchase of construction equipment—District 7	1,000.00			
30	10-9-711	Purchase of construction equipment—District 8	22,650.00			
31	40-9-811	Banking curves on Bryantown Hill		1,825.00		
36	Ch-73X811	Purchase of Chip Spreader for District 2	600.00			
38	40-9-211					
Deductions from funds available during 1939						
		Total Available for Expenditure during Year January 1, 1930, to December 31, 1930				\$5,490,581.23
Deductions from funds available during 1939						
		Total Available for Expenditure during Year January 1, 1930, to August 31, 1930—Commissioner of Motor Vehicles				\$2,276,092.76
		Anticipated receipts for period September 1, 1930, to December 31, 1930—Commissioner of Motor Vehicles				246,456.24
		Total receipts and accruals from Commissioner of Motor Vehicles for 1930				2,522,549.00
		Total Available for Expenditure during Year January 1, 1930, to August 31, 1930—Maintenance 2c. Gas Tax				\$1,660,160.74
		Anticipated receipts for period September 1, 1930, to December 31, 1930—Maintenance 2c. Gas Tax				1,195,527.26
		Total receipts and accruals from Maintenance 2c. Gas Tax for 1930				2,855,688.00
		Total Available for Expenditure during Year January 1, 1930, to August 31, 1930—County Lateral and Post Account, as the County Contribution for Improvements on York and on Reisterstown Roads				600,000.00
		Total Available for Expenditure during Year January 1, 1930, to December 31, 1930				\$5,490,581.23

MAINTENANCE AND RECONSTRUCTION FUND.

1930

Authori- zation	Contract and Symbol Number	Item	Main- tenance	Recon- struction	Better- ments	Transfers
39	Wi-60X111	Cost of Constructing New Garage at Salisbury.			7,000.00	
42	Wo-75X111	Widen Snow Hill—Pocomoke Road.		\$17,500.00		
47	Ch-75X811	Erect 1600' Guard Rail—Riverside Road.			372.00	
48	Ch-76X811	Erect 900' Guard Rail—Budd's Creek.			209.85	
49	Ch-77X811	Erect 1056' Guard Rail—Dentsville Road.			245.76	
50	Ch-78X811	Erect Head Wall on Cooksey Road.			70.00	
56	S-42X111	Install 245 feet 12" pipe in front of High School—Marion.		970.00		378.00
57	P-111X311	Resurface 1.2 mile Gravel and bank three curves—Ritchie Road.		36,475.32		
58	Co-58X211	Substitute 4 miles macadam for shell—Hynson-Whiteleysburg.			115.00	
59	Wi-62X111	Construct Apron and Catch basin—Main and Isabella Streets.			50.00	
60	H-88X411	Install 60 feet 18" pipe in front of Burthum Property.	\$1,363.50		2,360.00	
61	H-88X411	Purchase of Dictaphone Equipment.				
62	H-89-411	Purchase of lot and garage at Kingsville.		25,071.30		
65	H-87-411	2.21 miles concrete shoulders—Pylesville Road.		34,417.75		
66	Wi-58-111	5.82 miles concrete shoulders—Salisbury—Delmar.			250.00	
70	H-91X411	Removal of house from Lanin's Property.			130.00	
71	B-110X411	Outlet pipe across Burns' Property.			300.00	
72	A-70X611	Shoot off rock projections on Mt. Savage Road.			350.00	
73	A-71X611	Approach fill to National Pike.			130.00	
74	G-46X611	Erect fence at Oakland Garage.			130.00	
75	H-90X411	Set back gate posts at Richardson's—Philadelphia Road.			500.00	
76	A-68X611	Repair Guard Rail along National Pike.			300.00	
77	B-138X411	Erect Stone Arch—Hanover Pike.			350.00	
78	Ce-84X211	Reconstruct 3100' of guard rail—Old Conowingo Road.			130.00	
79	B-139X411	Oil parking space in front of Mt. Wilson Sanatorium.			1,476.80	
80	A-72X611	Widen and bank five curves—Mt. Savage Frostburg.			500.00	
81	H-87X411	Cost of Backfill—Pylesville Road.		250.00		
82	Ho-74X311	Repair to Badart Property.		3,500.00		
83	P-108X311	Repair Railroad Siding at Laurel.		12,816.00		
84	P-83-32	Repair and sod in front of Sheets and Davis Properties.			200.00	
85	G-54X611	Widening and bank nine curves—National Pike.		5,500.00		
86	G-55X611	Widening and bank three curves—National Pike.		1,470.00		
87	G-58X611	Widening and bank curves—Oakland to Gortner.		10,000.00		
88	D-54X111	Backfill on East New Market—Cambridge.		21,862.50		
89	Oiling, 1930	Oiling 12.44 miles of road in District 1.	10,885.00			
90	Oiling, 1930	Oiling 17.25 miles of road in District 2.	16,264.88			
91	Oiling, 1930	Oiling 56.67 miles of road in District 3.	37,406.78			
92	Oiling, 1930	Oiling 41.11 miles of road in District 4.	30,000.00			
93	Oiling, 1930	Oiling 67.28 miles of road in District 5.	46,913.75			
94	Oiling, 1930	Oiling 104.13 miles of road in District 6.	66,717.80			
95	Oiling, 1930	Oiling 120.48 miles of road in District 8.	105,813.73			

MAINTENANCE AND RECONSTRUCTION FUND.

1930

Authori- zation	Contract and Symbol Number	Item	Main- tenance	Recon- struction	Better- ments	Transfers
99	AA-82-811	.5 concrete shoulders at Hill's Bridge.		\$6,302.40		
100	Cc-81-211	2.25 miles concrete shoulders—Elkton, Delaware Line		19,992.50		
102	D-54-111	6.25 miles concrete shoulders—Cambridge East New Market		77,497.55		
109	Cc-81-211	One-half cost of moving Berkley Building—Elkton.			\$4,000.00	
110	Budget	Total Maintenance Expenses for 1930—District 1	\$110,000.00			
111	Budget	Total Maintenance Expenses for 1930—District 2	190,000.00			
112	Budget	Total Maintenance Expenses for 1930—District 3	225,000.00			
113	Budget	Total Maintenance Expenses for 1930—District 4	250,000.00			
114	Budget	Total Maintenance Expenses for 1930—District 5	227,000.00			
115	Budget	Total Maintenance Expenses for 1930—District 6	170,000.00			
116	Budget	Total Maintenance Expenses for 1930—District 7	150,000.00			
117	Budget	Total Maintenance Expenses for 1930—District 8	261,000.00			
118	Budget	Total Salaries and Expense for 1930—Administrative Division	118,847.72			
119	Budget	Total Salaries and Expense for 1930—Accounting Division	58,131.38			
120	Budget	Total Salaries and Expense for 1930—Operating Engineers Division	41,181.53			
121	Budget	Total Salaries and Expense for 1930—Plans and Surveys Division	35,161.12			
122	Budget	Total Salaries and Expense for 1930—Storeroom and Yards Division	35,331.61			
128	P-105-311	5.86 miles shoulders along Baltimore—Washington Boulevard		273,488.24	212.00	
134	Ho-75X-311	Install 80 feet of 12" pipe in front of Willie Garage				
135	AA-83-711	9.92 miles shoulders along Defense Highway		81,251.60	5,943.92	
145	W-57-111	Bridge Dam at Wicomico River at Salisbury				
146	F-144-511	Bridge Floor over Monocacy River at Urbana		15,975.52		
147	A-69-68	1.47 miles concrete shoulders—Nat'l. Pike—Sideling Hill		18,728.80		
148	W-75-68	4.66 miles concrete shoulders—Nat'l. Pike—Solomon's Island Road		54,679.80		
34	C-36-811	Bank two curves—Hunting Creek Solomon's Island Road		2,997.00		
38	W-67-111	.41 mile concrete modification of curve—Berlin Sudlersville		19,073.10		
157	Ho-76X-311	2.9 miles concrete shoulders, Mattawoman—Waldorf		29,020.50	110.00	
159	Ch-80-811	Resloping and sodding in front of Kenn Property		331.65	60.00	
162	SM-63X-811	Resurface one mile road—Chaptico Budd's Creek			1,683.50	
163	B-112X-111	Remove blacksmith's shop at Joppa and Harford Roads		2,188.00	60.00	
164	M-146X-311	Construct 700 square yards Pavement at 16th Street Underpass				
165	Cc-86X-211	16 feet Macadam Road—Approaches to Heisler's Br.		1,287.36	60.00	
166	Ho-92X-111	Lay 60 feet of 24" Pipe in front of Hall Property				
167	Cc-87X-211	Drainage at Cresswell Hill				
169	D-58X-111	Erect 2,000 feet Guard Rail—Cambridge-Lloyds Road		10,509.04	1,300.00	
170	W-76-611	4.5 miles grading and drainage—Hagerstown Williamsport		31,809.40		
174	W-74-611	4.5 miles concrete shoulders—Hagerstown Williamsport		28,532.00		
175	AA-86-711	4.68 miles concrete shoulders—Westport Road—Sweetzer's Bridge		7,953.20		
171	AA-87-711	1.13 miles concrete shoulders, Mountain Road—Lipins Jacobsville		25,211.70		
186	AA-87-711	1.00 mile concrete shoulders, Mt. Savage and 1.18 miles, Corriganville				
192	A-74-611	Cost of Backfill on shoulders—Mattawoman—Waldorf		25,432.50		
217	Ch-80X-811					

MAINTENANCE AND RECONSTRUCTION FUND.

1930

Authori- zation	Contract and Symbol Number	Item	Main- tenance	Recon- struction	Botter- ments	Transfers
202	M-117X511	Erect Guard Rail in front of property of George Duval			\$104.33	
203	Ch-85X811	Resurface road between Marbury and Dyson.		\$1,630.00		
204	Ch-86X811	Resurface 7 miles road—Doncaster Mason's Springs Road—224-6		1,480.00		
205	AA-90X711	Approaches to W. B. & A. Bridge—end of AA-66		567.50		
207	D-59X111	Concrete apron on Hurlock Road			125.00	
208	Ce-88X211	Protect Bascule span on bridge over Sassafra			259.72	
209	Wo-81X111	Replace dirt shoulders with slag and oil—Pocomoke—Cedar Hall.			653.93	
210	Macadam	Macadam Apron on Berlin—End of Wo-67			150.00	
211	AA-82X811	Cost of backfill on shoulders—Hill's Bridge—Southern Maryland Blvd.			93.00	
212	B-144X411	Lay 150' pipe in front of Liberty Heights Nursery			138.00	
213	P-117X311	Lay 72' pipe in front of Davis Property			93.90	
214	B-145X411	Set back Lilac Bushes in front of Vinsky Property—Philadelphia Road			53.74	
215	C1-83X511	Rebuild wall on Littlestown Pike			525.00	
216	B-146X711	Increase Macadam apron at Littlestown Pike				
218	P-112-311	Construct .41 mile shoulders—Rhode Island Avenue		3,755.00		
219	P-116-311	Lay .44 mile Bit. Macadam backfill—Rhode Island Avenue		4,512.75		
220	A-66-611	1.67 miles concrete shoulders, Legislative Road—Moscow Barton.		28,514.20		
222	SM-59X811	Bank Curves—Helen Chaptico Road		188.10		
224	M-148X511	Widen from 10 to 15 feet 3.78 miles—Emory Grove—Laytonsville.		25,000.00	625.60	
225	Ho-79X311	Erect 6,000 feet fence along Baltimore—Washington Boulevard		11,933.90		
228	AA-88-711	1.13 miles Bit. Concrete, Lipin's Corner, Jacobsville—Backfill		38,033.60		
234	S-43-111	6.72 miles concrete shoulders—Crisfield Marlon			220.88	
235	M-151X511	Erect head walls on road Gaithersburg Henderson's Corner		5,000.00		
236	W-79X611	Widen Leitersburg Road North of Hagerstown		6,900.00		
237	F-150X611	Widen 17 feet road from Jefferson Pike—Burkettsville		37,183.90		
238	W-71X611	Cost of Backfill on Williamsport Pike		600.00		
240	H-68X111	Direct traffic at Lake Fanny—Belair Road		5,300.00		
241	D-62X111	Shape and resurface 2,100 feet road, East New Market Road—Lloyds			172.50	
243	A-74X611	Install 50' 24" pipe in front of Radcliffe Property		18,301.91		
245	A-68X611	Cost of backfill through Mt. Savage and Corriganville		11,343.22		
246	Ho-79X511	Cost of backfill on Shoulders—Moscow Barton				
247	A-68X611	Reset fence in front of Bayliss Property				
248	K-51X211	Move house of William Thompson, near Wellington				
249	P-105X311	Cost of backfill on Baltimore—Washington Blvd. or Contract P-105		24,000.00		
252	W-75X68	Cost of backfill on National Pike, Sliding Creek—Harvey		34,125.00		
253	A-69X68	Cost of backfill on National Pike—Polish Mountain		13,200.00		
255	B-141-111	1.06 miles concrete, York Road—City Line—Cedar Avenue		72,693.05		
256	B-149X311	Install 14" pipe, York Road, in front of Old English Boxwood Farm			85.00	
191	B-127-43	.46 mile concrete, Reisterstown Road—Slade Avenue Sudbrook		31,033.10		
258	Q-61X211	Widen 5.4 miles—Centerville—Queenstown Road.		41,127.90		

MAINTENANCE AND RECONSTRUCTION FUND.

1930

Authori- zation	Contract and Symbol Number	Item	Main- tenance	Recon- struction	Better- ments	Transfers
259	S-43X111	Bank five curves and lay pipe—Marion-Crisfield.		\$7,125.00	\$320.00	
267	B-150X411	Widen intersection of Jarrettville Pike and Paper Mill Road			1,999.50	
261	Ce-90-211	.34 mile concrete patches—Main Street, Port Deposit.		47,021.80		
262	C1-85-511	4.87 miles shoulders—Bear Branch Fountain Valley		11,009.94		
264	B-116-411	1.07 miles conc. shoulders, Gwynn Falls—Gwynn Oak Avenue		8,822.75		
266	B-105-411	Bridge extension over Gwynn Falls—Gwynn Oak Avenue		3,000.00		
273	Q-62X211	Purchase of lot and erection of Bridgekeeper's House—Chester River Bridge			250.00	
274	H-96X411	Install 150" pipe in front of Jarrettville Property			2,015.00	
275	P-123X311	Construct 1400' curb and shoulders—Camp Springs—T. B. Road			117.00	
276	Ho-80X311	Grading and Oiling in front of Lagoon—Camp Springs—T. B. Road			1,730.00	
277	P-125X311	Lay 850 square yards concrete—Camp Springs—Washington Blvd.—Beltsville				
278	P-113-311	6.5 miles concrete shoulders, Baltimore—Washington Blvd.—Beltsville—Hyattsville		260,001.94		
282	G-58-611	.76 mile concrete shoulders along Oak and Third Streets, Oakland		7,175.50		
289	P-126X311	Changing Drainage Structures at Hunt's Corner			479.00	
290	M-150X311	Building Macadam over tracks of Capital Traction Co.			2,900.00	
291	B-152X411	Erect 500' guard rail, York Road—1.15 Mile Hill			200.00	
292	M-153-311	.38 mile concrete shoulders, Seek's Corner—Avenal		9,721.50		
294	H-95X411	Cost of backfill along Coopertown Jarrettville Road		28,840.00		
295	H-97X411	Erect 1,825 miles guard rail on Belair Road—Lake Fanny		1,050.00		
297	Wo-80-111	.25 mile concrete shoulders—Baltimore Avenue, Ocean City		4,860.00		
299	SM-70-811	3.34 miles concrete shoulders—Moochessville—Helen		54,459.95	96.25	
306	Wo-82X111	Building Stone Apron on end of W. 67		2,400.00		
307	Wo-83X111	Lay slag and Oil Shoulders Libertytown, Berlin Road			374.00	
308	Wo-84X111	Erecting 600' guard rail on Eightsville—Mill Dam Road		19,205.40		
310	M-156-311	2.6 miles concrete shoulders—Bethesda Iwd., Glen Echo		30,456.15		
311	H-95-411	3.22 miles concrete shoulders—Coopertown Jarrettville		10,850.00		
314	M-153X311	Banking Curves—Seek's Corner—Avenal				
315	K-32X211	Supporting Iron Bridge and Replacing Dick—Radcliffe Creek			2,000.00	
316	B-153X711	Cost of Right of Way at William W. Kling Property			84.15	
317	P-131X311	Furnishing Pipe to J. S. Howard for Improvements on Jefferson Avenue			551.68	
318	SM-71X811	Curve Elimination at St. Mary's City		1,510.00		
319	M-158X311	Re-cutting side ditch—Colesburg, Glenmont Road			125.00	
320	M-159X311	Reset fence on Rockville-Norbeck Road			598.00	
323	C1-86-511	Resurface 4.87 miles with Asphalt—Taneytown Road		50,219.40		
325	W1-60X111	Additional Cost of Salisbury Garage—Increased dimensions			2,400.00	
326	AA-81X77	Erecting 1,200' guard rail at Sweetzer's Bridge			852.64	
327	B-154X711	Erecting 325' guard rail at Union-Washington Blvd., at Camel's Hill			373.76	
328	AA-84X74	Erecting 328' guard rail at Stony Creek Bridge			233.60	
329	H-97X411	Building new plank floor, Winter Run Bridge			560.00	
330	B-107X44	Erecting 1,500' guard rail along Freeland Road			750.00	

MAINTENANCE AND RECONSTRUCTION FUND.

1930

Authori- zation	Contract and Symbol Number	Item	Main- tenance	Recon- struction	Better- ments	Transfers
331	B-157X411	Remove Head Wall and Grade for better sight line—Piney Hill Road		\$25,125.05	\$340.00	
333	AA-94-711	3.31 miles concrete shoulders—Glenburnie twd. Benfield		96,128.65	350.00	
333	P-121-311	14.3 miles concrete shoulders—Defense Highway—Bladensburg Crain Highway		6,370.40	130.36	
336	P-128-311	.64 mile concrete sidewalk through Laurel		31,900.00	8,668.00	
337	F-152-511	Reconstructing double span Bridge over Monocacy River—Frederick Junction		8,000.00		
341	B-116X411	Cost of backfill and widening with macadam				
340	Ce-92X211	Repairing break in Sassafras River Bridge		19,031.75		
342	W-65X111	Laying 54 feet and catch basin—Salisbury Ocean City Road		66,023.60		
350	AA-85-711	Replacing timbers, South River Bridge—Camp Parole—Mt. Zion		16,798.25		
351	M-157-311	2.0 miles concrete shoulders, River Road—Campbell's Corner		49,973.55		
352	Ho-66-511	7.41 miles concrete shoulders—Clarksville Pike		21,100.00		
353	AA-96-711	1.56 miles concrete shoulders—Camp Meade Road		19,869.46		
354	A-76-611	5.00 miles concrete shoulders—McMullen Highway		5,496.36		
355	M-156X311	Banking Curves and resurfacing Bradley Lane		21,648.00		
356	M-152-311	1.28 miles concrete shoulders along Colesville Road		11,742.77		
357	P-155X511	Widening Macadam Road—Norman's Hill to Harmony Grove		23,100.00	312.38	
358	AA-95-711	2.37 miles Bit. Concrete Resurfacing, Crain Highway—Glenburnie				
359	M-154-311	1.28 miles concrete resurfacing along Colesville Road				
362	F-151-511	Removal of fallen bridge from Monocacy River				
363	B-159X711	Repairing Guard Rail on Bridge at Winner's Station		48,914.80		
364	P-130-311	4.91 miles Bit. Concrete Resurfacing along Defense Highway		14,852.75		
366	AA-97-711	1.56 miles Amiesite Resurfacing along Camp Meade Road		21,593.55		
367	Ho-81-511	2.08 miles Amiesite Resurfacing along Clarksville Pike		86,304.90		
368	P-120-311	6.5 miles Bit. Concrete Resurfacing along Baltimore—Washington Blvd.		32,350.60		
369	Ce-91-211	3.63 miles Concrete Shoulders, Syllmar Turns—Blueball		61,169.10		
370	B-155-411	3.8 miles Concrete Shoulders, Falls Road from Bare Hills		30,321.60		
371	B-156-411	3.97 miles Concrete Shoulders, North Point Road from City Line		80,797.65		
373	P-149-511	5.91 miles Concrete Shoulders, Emmitsburg Pike—Harmony Grove		5,915.90		
378	M-155-311	.58 mile Concrete Shoulders, Leland Street from Wisconsin Avenue			1,450.00	
383	Ce-94X211	Widening Main Street, Elkton				
384	AA-99X711	Banking two curves, Crain Highway		2,200.00		
385	Q-64X241	Resurfacing with Macadam—Queentown Road		7,400.00		
386	Ce-93X211	Reflowing Draw Span on Denton Bridge			500.00	
389	P-132-311	1.98 miles Concrete Shoulders—Ager—Queen's Chapel Road		16,216.50		
390	Ce-93-211	6.41 miles Concrete Shoulders—Cayot's Corner—Cecilton		30,576.90		
391	R-53-211	10.33 miles Concrete Shoulders—Chostertown—Kennedyville		77,741.25		
392	B-160-411	3.97 miles Amiesite Resurfacing—North Point Road		38,282.75		
393	G-60-611	4.58 miles concrete shoulders—National Pike through Accident		61,791.37		
394	F-132-511	Bridge under tracks of B. & O. at Manrovia		3,978.50		

MAINTENANCE AND RECONSTRUCTION FUND.

1930

Authori- zation	Contract and Symbol Number	Item	Main- tenance	Recon- struction	Better- ments	Transfers
396	Ch-93X811	Temporary Bridge over Zekiah Swamp			\$300.00	
400	M-149-511	2.14 miles Concrete Shoulders—Gaithersburg, Henderson's Corner		\$22,351.50		
401	Ch-88X511	Scraping Curves and Drainage on Westminster Taneystown Road		6,101.04		
402	W-80X611	Scraping Bridge at Hancock			1,250.00	
403	H-101X111	Install 200 feet pipe at Southern Limits of Belair			110.00	
404	C-38X811	Drainage along road at Owen's Station			924.52	
405	G-61X611	Banking Curves on Accident Road at Keyser		2,000.00		
406	M-161X311	Concreting at Intersection of Route 28—Sandy Spring			191.50	
407	Ho-84X511	Banking Curves on Clarksville Pike		11,900.00		
408	A & C D1-1	Costs of compilation of Annual Report	\$6,000.00			
389	P-133-311	Constructing 1.98 miles Shoulder—Ager Queen's Chapel Road				
390	SM-72X811	Backfill eight curves along Seotland Beach Road		18,517.65	150.00	
411	Ce-95X211	Cost of Backfill, Emmitsburg Pike—Harmony Grove to Lewiston		5,300.00		
416	F-149X511	Reconstruction on Causeway—Dover Bridge		38,500.00		
417	Co-60X211	1.4 miles Concrete Shoulders, Falls Road—Ridge, Shawan		15,868.60		
419	B-162-411	Reconstruction of Timber Bridge at McCool		36,259.94	2,150.00	
422	AA-77X611	Supports under bridge over Pocomoke at Snow Hill				
428	W-86X111	Pier Encasement, Monocacy River—Jug Bridge			2,830.00	
429	AA-77X611	Bank One Curve in Elkridge		4,800.00	2,000.00	
430	P-133-311	Cost of Backfill—Baltimore		31,000.00	5,518.25	
431	M-157X311	Relocation and Grading on River Road		13,650.00		
432	P-142X311	Replace Drainage Pipe under tracks at Berwyn			390.00	
433	Ch-95X811	250 feet of drainage pipe in front of Widman's Store		2,375.00	265.00	
434	Ch-94X811	Resurface 1.0 mile—Riverside Road			512.00	
435	Ch-96X211	Reconstruct dirt shoulders—Mattawoman Waldorf			895.00	
436	Co-96X211	Cost of Backfill and Guard Rail at Charlestown Stone Co.			2,500.00	
437	Co-61X211	Repairs to Dover Bridge			657.30	
438	K-58X211	Cost of backfill on Chestertown Kennedysville Road		69,250.00	50.00	
439	Cl-91X511	Retaining Wall on Taneystown Road				
440	Wt-67X111	Construct Catch Basin in front of High School—Salisbury		2,500.00		
451	G-63X611	Widen 16-foot Macadam Road—Oakland, Gortner		27,501.00		
452	Ce-91X211	Backfill on Ce-91—Sylmar Turn—Blueball		29,946.00		
453	B-155X111	Backfill on B-155 Falls Road				
Total Cost of Authorizations			\$2,353,571.83	\$3,330,019.13	\$92,445.57	

MAINTENANCE AND RECONSTRUCTION FUND

1930

	Main- tenance	Recon- struction	Better- ments	Transfers	
Add: Estimated Additional Costs of Backfill on Shoulder Projects:					
Gaithersburg—Henderson's Corner		\$22,000.00			
Salk's Corner—Avenel		17,000.00			
National Pike—East through Grantsville		30,000.00			
Rockville—Road		24,000.00			
Mechanicsville—Helen		30,000.00			
Falls Road		30,000.00		\$69,000.00	
Differential in road costs in connection with Aberdeen Grade Crossing				214,771.54	
Excess Costs over sum provided in Special Road Loan of 1929 for Reconstructing Baltimore—Washington Boulevard					
Cost of Track Relocation on York Road from City Line Northerly and on Reisterstown Road, Northerly, from Slade Avenue	\$140,000.00	102,000.00			
Additional Cost of Assets Acquired over and above sum provided in Authorizations No. 21-34, Inc. Reserve for Workman's Compensation	34,000.00				
Gross Total of Costs Deductible from Total Income	\$2,527,574.83	\$3,585,019.43	\$92,445.57	\$813,771.54	\$6,518,811.07
Deduct: Extraction of Overhead Chargeable to other Funds					212,013.45
Net Total of Deductions from Total Income					\$6,276,767.62
Over expenditure of Maintenance and Reconstruction Funds necessary to complete 1930 Program, Offset by Unencumbered Funds remaining in "Elimination of Grade Crossing" Funded Account					\$7,804,876.39
Advance from "Elimination of Grade Crossing Fund"					\$831,567.23
Balance as at September 30, 1930					\$15,380.81

Italics indicate Red Figure

Exhibit No. 14.
Schedule 26.CONDITION OF FUNDS.
SPECIAL BRIDGE FUND

1929.

Balance of funds on hand January 15, 1929	\$381,252.05	
Add: Revenue received from January 15, 1929, to December 31, 1929	600,365.08	
Contribution by State of West Virginia for Bridge at Hancock	12,107.57	
Total available for Expenditure during the period January 15, 1929, to December 31, 1929, ..		\$993,724.70
Less: Direct Charges for completion of Contracts:		
A-49 Bridge over George's Creek at Station 317	\$1,985.32	
A-50 Bridge over George's Creek at Station 363	2,178.25	
A-51 Bridge over George's Creek at Station 400	1,578.18	
B-92 Bridge at Washington Boulevard North of Rolling Road	2,586.95	
Ch-48 Bridge at Mattawoman Run	961.86	
Ch-52 Bridge at Chicamuxen	3,855.21	
Ch-53 Bridge at Marbury	1,634.15	
Ch-54 Bridge 1 mile East of Hilltop, Welcome Road	3,105.02	
F-116 Bridge over Catoctin Creek on Jefferson Pike	2,195.53	
F-120 Bridge on Sabillasville Road West of Deerfield	617.60	
H-61 Bridge on Road through Pylesville	11,819.17	
Ho-52 Relocation at Snells Bridge	4,861.91	
P-11A Relocation at Upper Marlboro	4,012.32	
T-31 Bridge on Norwich Creek	680.65	
W-54 Reconstruction of Bridge Floor—Hancock Bridge	3,396.44	
W-49 Bulkhead at Isabella Street (Salisbury)	4,826.78	
Wo-41 Bridge at Bishopville	2,727.29	
H-50A Lighting on Havre de Grace Bridge	1,947.30	
H-50 Approaches to Havre de Grace Bridge	1.10	
A-54 Bridge over George's Creek at Station 545	2,774.86	
B-93 Bridge over Paper Mill Road over Green's Branch	7,997.16	
Ch-51 Bridge over Mattawoman Creek—Waldorf Road	11,522.89	
Ch-55 Bridge over Port Tobacco Creek—La Plata Road	8,916.28	
Ch-57 Bridge over Hancock Run—Riverside Road	7,970.05	
Ch-59 Bridge over Mills Run—Riverside Road	4,629.62	
Ch-60 Bridge over Hoghole Run—Riverside Road	5,755.16	
F-101 Bridge over Catoctin Creek—Jefferson Pike	2,640.28	
Ho-60 Bridge over Deep Run—Baltimore—Washington Boulevard	9,342.71	
P-88 Bridge over Timothy Creek	2,362.50	
SM-47 Bridge on Morganza Road $1\frac{1}{2}$ miles South of Morganza	6,866.18	
Total Direct Charges	\$125,749.02	
Less: Contract Awards:		
A-55 Bridge over Braddock Run—Cumberland	\$6,715.62	
A-57 Bridge over Jennings Run—Mt. Savage	12,790.25	
A-58 Bridge over Jennings Run—East End	15,927.80	
A-59 Bridge over Jennings Run—Newton	18,153.40	
B-90 Bridge over Gunpowder Falls—Harford Road	19,796.06	
Co-51 Bridge over Long Marsh Ditch on Church Hill Road	5,958.10	
Ch-58 Bridge over Ward's Run on Riverside Road	14,624.50	
Ch-61 Bridge over Zekiah Swamp on La Plata Road	14,633.40	
Ch-62 Bridge at Jennings Hill over Mason's Spring	14,778.30	
Ch-63 Bridge at Newport over Allens Fresh	4,746.75	
Ch-64 Bridge at Budd's Creek—Wicomico Road	8,788.00	
F-118 Bridge at Buckeystown over Keller's Branch	4,870.75	
P-87 Bridge over Northwest Branch on Rhode Island Avenue	23,082.61	
P-99 Reconstruction of Bridge over Patuxent River at Scaggsville	8,876.90	
SM-13 Bridge at Morganza	14,703.15	
SM-46 Bridge on Chaptico—Maddox Road	8,894.75	
SM-48 Bridge on Clements Road $\frac{1}{4}$ mile South of Clements	8,709.25	
SM-49 Bridge on Clements Road 1 mile South of Clements	4,348.65	
Cl-73 Bridge over Pipe Creek on Taneytown Road	27,828.00	
Ce-56 Bridge at Heislors	7,437.00	
Ho-59 Bridge over Patuxent River on Frederiek Road	6,618.20	
K-37 Bridge over Chester River at Chestertown	299,639.50	
M-137 Bridge on Bradley Lane West of B. & O. Underpass	2,055.60	
P-91 Repairs to Bridge over Henson Branch	4,736.50	
AA-49 Superstructure Bridge over Patapsco River	38,918.55	
Total Contract Awards	\$597,631.59	
Grand Total Direct Charges and Contract Awards		\$723,380.61
Balance of funds on hand December 31, 1929, carried over to January 1, 1930		\$270,344.09

REPORT OF THE STATE ROADS COMMISSION

249

1930.

Balance of funds on hand, January 1, 1930.....			\$270,341.09
Add: Receipts for period January 1, 1930, to August 31, 1930.....			619,997.27
Anticipated Receipts from September 1, 1930, to December 31, 1930.....			None
Total available during period January 1, 1930, to December 31, 1930.....			\$890,341.36
Less: Direct Charges due to Increased or Decreased Costs on			
Contracts awarded in 1929, now complete:	INCREASE	DECREASE	
A-55 Bridge over Braddock Run—Cumberland.....		\$1,952.96	
A-57 Bridge over Jennings's Run at Mt. Savage.....		994.57	
A-58 Bridge over Jennings's Run at East End.....		2,364.60	
A-59 Bridge over Jennings's Run at Newton.....		5,619.92	
B-90 Bridge over Gunpowder Falls—Harford Road.....		699.88	
Co-51 Bridge over Long March Ditch on Church Hill Road.....	\$641.81		
Ch-58 Bridge over Ward's River, Riverside Road.....		1,602.39	
Ch-61 Bridge over Zekiah Swamp on La Plata Road.....		1,219.21	
Ch-62 Bridge over Mason's Springs at Jennings Hill.....	859.07		
Ch-63 Bridge over Allen's Fresh at Newport.....	131.90		
Ch-64 Bridge over Budd's Creek on Wicomico Road.....	53.13		
F-118 Bridge over Keller's Branch at Buckeystown.....		856.67	
P-87 Bridge over Northeast Branch.....		2,623.45	
SM-13 Bridge at Morganza.....	2,180.55		
SM-46 Bridge over Chaptico Creek on Maddox Road.....		1,102.12	
SM-48 Bridge on Clements Road $\frac{1}{4}$ mile south of Clements.....		1,095.38	
SM-49 Bridge on Clements Road 1 mile south of Clements.....		783.29	
Cl-73 Bridge over Pipe Creek on Taneytown Road.....	352.37		
Ce-56 Bridge at Heisler's Station.....	5,554.84		
P-91 Repairs to Bridge over Henson's Branch.....	76.88		
AA-49 Superstructure Bridge over Patapsco River.....		243.55	
	\$9,850.55	\$21,157.99	\$11,307.44
Less: Contract awards:			
Authorization 1 Contract AA49A-77—Substructure—Patapsco River Bridge.....			\$11,108.75
Authorization 2 Contract AA70-87—Fisher's Station—Hills Bridge—Sunderland.....			18,284.25
Authorization 6 Contract Ch71-87—Mattawoman Creek—on road La Plata—Indian Head.....			10,815.97
Authorization 7 Contract K37A-27—Bascule Span—Chester River Bridge.....			39,379.37
Authorization 11 Contract Ce56A-27—Timber Floor and Earth Approaches—Heisler's Bridge.....			8,103.15
Authorization 106 Contract AA81-77—Bridge Floor—Patapsco River—Westport—Glenburnie Road.....			10,420.87
Authorization 157 Contract A67-67—Bridge at Corriganville—Cumberland, Mt. Savage.....			17,591.25
Authorization 160 Contract A73-67—Bridge at Moscow Mills—Lonaconing West-ernport.....			15,249.06
Authorization 302 Contract M144-37—Extension to Bridge over Paint Branch on Columbia Pike.....			19,841.25
Authorization 321 Contract D53-17—Nanticoke River Bridge at Vienna.....			242,591.67
Authorization 387 Contract P135-37—Bridge over Western Branch—Seat Pleasant to Hall's Station.....			12,262.85
Authorization 425 Contract W70-67—Bridge over Antietam Creek on National Pike.....			19,225.25
Authorization 432 Contract K55-27—Electric Work on Chester River Bridge.....			8,521.70
Authorization 438 Contract D65-17—Bascule Span on Nanticoke River Bridge.....			42,803.50
Chapter 1929—One-half of the purchase price of Point of Rocks Bridge.....			50,000.00
Total Cost of Contract awards.....			\$529,200.89
Grand Total of Direct Charges and Contract Awards.....			\$517,893.45
Less: Transfer of funds to Special Road Construction Loan of 1929—Eastern Shore Boulevard Section, as part costs for completion of bridge over Kent Narrows.....			30,000.00
Total deductions from Funds Available.....			\$547,893.45
Balance of funds on hand September 30, 1930.....			\$342,447.91
Amounts (estimated) necessary to complete 1930 program for following projects contracts for which have not been awarded:			
Nanticoke River Bridge.....			\$114,602.83
Pocomoke River Bridge at Snow Hill.....			60,000.00
Kitzmiller Bridge. $\frac{1}{2}$ costs by West Virginia.....			25,000.00
McCool Bridge. $\frac{1}{2}$ costs by West Virginia.....			35,000.00
Bridge over Owen's Creek on Rocky Ridge Road.....			16,000.00
Bridge over Bennett's Creek.....			4,000.00
Bridge over Monocacy River—Furnace Ford.....			75,000.00
Total required to complete program.....			\$329,602.83
Balance of funds on hand available for new work or carried over to January 1, 1931.....			\$12,845.08

Italics indicate Red Figure

Exhibit No. 11.
Schedule 27.

CONDITION OF FUNDS
ELIMINATION OF GRADE CROSSINGS
1929.

Balance of funds on hand January 15, 1929.....					\$664,106.91
Add: Revenue received from January 15, 1929, to December 31, 1929.....					607,370.87
Total—Balance on hand at beginning and revenue from taxation.....					\$1,271,777.78
Add: Estimated Receipts from Railroad Companies by reason of payment by them of one-half total costs of construction, including direct expense of companies on the following projects:					
	Total Costs, Estimated	Railroad Company's Contribution, Estimated	Commission's Share, Estimated		
Contract P-58—Elimination of Crossing at Hyattsville—Overhead	\$307,132.64	\$153,566.32	\$153,566.32		
Contract B-114—Elimination of Crossing on Baltimore-Washington Boulevard—Overhead	104,753.00	52,376.50	52,376.50		
Contract G-44—Elimination of Crossing at Altamont—Overhead	31,049.35	15,524.68	15,524.67		
Contract W-50—Elimination of Crossing at Salisbury—Overhead	60,996.71	30,498.36	30,498.35		
Contract Ce-51—Elimination of Crossing at Elkton—Overhead	142,131.08	71,065.54	71,065.54		
Total.....	\$646,062.78	\$323,031.40	\$323,031.38		
Elimination of Crossing at Gormania, structure to be built by West Virginia— ¹ / ₄ of costs to be paid to this Commission by Western Maryland Railroad Company.....		\$8,000.00			\$331,031.40
Total Estimated Receipts from Railroad Companies and Contributions.....					\$1,602,809.18
Total Amount Available for New Construction.....					
Less: Direct Charges:					
One-fourth of estimated costs of construction at Gormania, work being performed by West Virginia, as per agreement.....			\$16,000.00		
Contract Awards: Including expenses of Railroad Companies:					
P-58—Elimination of Crossing at Hyattsville.....			307,132.64		
B-114—Elimination of Crossing on Baltimore-Washington Boulevard—B. & O.....			104,753.00		
G-44—Elimination of Crossing at Altamont.....			31,049.35		
W-50—Elimination of Crossing at Salisbury.....			60,996.71		
Ce-51—Elimination of Crossing at Elkton.....			142,131.08		
Total Costs of Contract Awards.....			\$646,062.78		
Grand Total Direct Charges and Contract Awards.....					\$662,062.78
Balance of funds and receivables on hand December 31, 1929, available for new work, carried over to January 1, 1930.....					\$940,746.40

ELIMINATION OF GRADE CROSSINGS.

1930.

Balance of funds and receivables on hand January 1, 1930.....		\$8940,746.40
Add: Revenue received from January 1, 1930, to August 31, 1930.....		\$415,040.20
Anticipated Receipts for period September 1, 1930 to December 31, 1930.....		192,330.67
Total Receipts from January 1, 1930, to December 31, 1930.....		
Transfer of funds from Maintenance and Reconstruction fund to equalize costs of Elimination of Grade Crossing at Aberdeen		
Total amount available for expenditure during period January 1, 1930, to December 31, 1930.....		\$607,370.87 \$69,000.00
Less: Direct Charges due to decreased costs of contracts awarded in 1929, now complete: Ce-51, Elimination of Crossing at Elkton \$9,084.16— $\frac{1}{2}$ thereof to State Roads Commission		\$1,617,117.27
		\$4,542.03
Contract Awards		
Authorization	Commission's Contract Award	Estimated Expense of Railroad Companies and R W
3 — Contract B-100-43, Elimination at Cockeysville—Approaches... 68 — Contract Wi-50A13, Elimination at Salisbury—Girders 107 — Contract Wi-59-13, Elimination at Salisbury—Substructure 123 — Contract B-100-43, Elimination at Cockeysville—Cost of Rights of Way 137 — Authorization B-121-73, Elimination at Relay—Substructure 161 — Authorization C1-59-53, Elimination at Ridgeville—Substructure 176 — Contract G-57-63, Elimination at Deer Park—Substructure 179 — Contract B-106-43, Elimination at Parkton—Substructure 180 — Contract B-136-43, Elimination at Parkton—Approaches 185 — Authorization B-137-43, Elimination at Parkton—Superstructure 227 — Contract B-142-73, Elimination at Relay—Floor 239 — Authorization B-100-43, Elimination at Cockeysville—Detour 260 — Contract M-118-53, Elimination at Gaithersburg—Substructure 301 — Contract H-77-33, Elimination at Aberdeen—1.76 miles Road 381 — Authorization M-77-33, Elimination at Kensington—Substructure 414 — Contract P-119-33, Elimination at Lanham—Substructure 436 — Authorization P-137-33, Elimination at Lanham—Superstructure	\$126,284.00 25,231.80 35,588.12 28,350.00 30,363.50 120,292.60 11,255.50 31,795.75 76,566.25 10,461.00 56,137.10 2,500.00 125,107.90 89,224.29 25,358.45 73,358.80 16,226.10	\$147,836.00 \$274,120.00 25,231.80 35,588.12 28,350.00 30,363.50 161,000.60 125,500.00 62,972.75 16,366.25 10,461.00 96,000.00 2,500.00 79,892.90 21,475.75 83,415.45 108,773.90 29,335.10 16,226.10
Total	\$897,181.16	\$1,371,184.22
Commission's Costs for Grade Elimination and Approaches at Middle River—Bridge being erected by Pennsylvania Railroad Company.		\$651,092.10
Total Costs of Contract Awards and State Road Commission's Costs		140,000.00 \$1,511,184.22
Total Deductions from amounts available for expenditures.....		70,000.00
Balance of funds on hand, transferred to Maintenance and Reconstruction Fund until 1931, to complete Reconstruction Program of 1930		\$790,092.12
Total Amount Transferred.....		\$785,550.01
Balance.....		\$831,567.23
Italics indicate red figure.		None

Exhibit No. 14.
Schedule 28.

CONDITION OF FUNDS
SPECIAL ROAD CONSTRUCTION LOAN OF 1929.

- (a) Baltimore-Washington Boulevard Section
(b) Rhode Island Avenue Section
(c) Columbia Road Section

1929

Balance of funds on hand Jan. 15, 1929.....
Add: Receipts from Jan. 15, 1929, to Dec. 31, 1929, being proceeds of State Bond Issue.....
Contribution by County Commissioners of Prince George's County from proceeds of County Road Bonds,
as part costs of Rhode Island Avenue Construction.....
Total Receipts during period Jan. 15, 1929, to Dec. 31, 1929.....

None
\$601,019.73
50,000.00
\$651,019.73

Less: Direct Charges for completion of
Contract Ho-64-B-112 Shoulders from end of Ho-61 to Elkridge—City Line to Patapsco River.....
“ P-81 Rhode Island Avenue.....
Total cost of Direct Charges.....

\$40,000.00
72,418.34
\$112,418.34

Less: Contract Awards:

Ho-62 Baltimore-Washington Blvd.—Extension to Bridge on Ho-61..... \$ 12,670.00
B 117 Baltimore-Washington Blvd.—Bridge .35 mi. from City Line..... 6,030.57
B 112 Baltimore-Washington Blvd.—City Line to Patapsco River..... 165,820.33
Ho-61 Baltimore-Washington Blvd.—Elkridge to End of Ho-56..... 108,566.49
No-61 Baltimore-Washington Blvd.—Elkridge to End of Ho-56..... 37,719.00
B 113 Baltimore-Washington Blvd.—Bridge over Patapsco River..... 64,151.50
B 115 Baltimore-Washington Blvd.—Widening of Approaches to Bridge over Pa. RR..... 28,818.00
Ho-67 Baltimore-Washington Blvd.—Extension to two bridges..... 10,788.12
Ho-64 Baltimore-Washington Blvd.—Shoulders from Ho-61—Elkridge..... 110,988.75
P 81 Rhode Island Avenue..... 79,682.65
Ho-68 Baltimore-Washington Blvd.—Resurfacing on Ho-64..... 39,545.00
Ho-70 Baltimore-Washington Blvd.—Shoulders—Curb—Gutter..... 18,353.00
Total Costs of Contract Awards.....
Grand Total of Direct Charges and Contract Awards.....

683,133.41
795,551.75
\$144,532.02

Over-expenditure of funds to Dec. 31, 1929, carried over to Jan. 1, 1930.....

1930

Balance of funds on hand Jan. 1, 1930.

Add: Receipts from Jan. 1, 1930 to Dec. 31, 1930, proceeds of State Bonds Issued.

Total amount of funds available during period Jan. 1, 1930 to Dec. 31, 1930.

Less: Direct Charges due to increased or decreased costs on Contracts awarded in 1929,
now complete.

	INCREASE	DECREASE
Contract Ho-62 Balto-Wash. Blvd. Extension to Bridge on Ho-61	\$2,423.79	
B-117 Balto-Wash. Blvd. Bridge .35 mi. from City Line		\$ 668.00
B-112 Balto-Wash. Blvd. City Line to Patapsco River	71,629.81	
Ho-61 Balto-Wash. Blvd. Elkrigde to end of Ho-56	11,163.14	
B-113 Balto-Wash. Blvd. Bridge over Patapsco	9,839.40	
B-115 Balto-Wash. Blvd. Widening Approaches to Pa. R. R. Bridge		3,963.11
Ho-67 Balto-Wash. Blvd. Extensions to Two Bridges	2,545.69	
Ho-64 Balto-Wash. Blvd. Shoulders from Ho-61—Elkrigde	7,979.85	
P-81 Balto-Wash. Blvd. Rhode Island Ave.	112,317.35	
Ho-68 Balto-Wash. Blvd. Resurfacing on Ho-64	10,613.33	
Ho-70 Balto-Wash. Blvd. Shoulders—Curb—Gutter	5,736.19	

Total Cost of Direct Charges.

\$234,248.55 \$4,631.11

\$229,617.44

Less: Contract Awards

Authorization 9	Contract B-124-78	Balto-Wash. Blvd. Bridge Approaches—Vinegar Hill	\$ 37,929.82
Authorization 63	Contract P-106-38	Balto-Wash. Blvd. Extensions to three Bridges	17,075.35
Authorization 97	Contract P-107-38	Balto-Wash. Blvd. Bridge over Paint Branch	15,920.60
Authorization 98	Contract P-110-38	Balto-Wash. Blvd. Extensions to Four Bridges	14,847.10
Authorization 178	Contract Ho-78-38	Balto-Wash. Blvd. Curb and Gutter in front of Clayton and Lankford	3,556.00
Authorization 189	Contract M-143-38	Columbia Road—5.35 mi. Macadam.	142,076.12
Authorization 200	Contract P-109-38	Balto-Wash. Blvd. 4.28 mi. Bit. Conc. Laurel-Beltsville	77,149.80
Authorization 168	Contract Ho-61 X-38	Balto-Wash. Blvd. Concrete steps in front of Smallwood Prop.	132.00
Authorization 206	Contract B-112-78	Balto-Wash. Blvd. Drainage—Butler Property	100.00
Authorization 372	Contract Ho-69-38	Balto-Wash. Blve. 1.39 mi. concrete for relocation	136,797.24

Total Cost of Contract Awards.

\$445,584.03

Grand Total of Direct Charges and Contract Awards.

\$675,201.47

Over-expenditure of funds to Sept. 30, 1930, carried over and deductible from Maintenance and Reconstruction Account.

\$244,771.54

Amount transferred to maintenance and reconstruction account.

Balance of fund on hand Sept. 30, 1930.

244,771.54

None

Italics indicate Red Figure.

\$144,532.02
574,961.95
\$430,429.93

Exhibit No. 14.
Schedule 30.

CONDITION OF FUNDS

SPECIAL ROAD CONSTRUCTION LOAN OF 1929.
SOLOMON'S ISLAND ROAD SECTION.

1929

Balance of funds on hand Jan. 15, 1929	None
Add: Receipts from Jan. 15, 1929, to Dec. 31, 1929, being proceeds of State Bonds issued for this purpose	\$500,849.72
Total available for expenditure during period Jan. 15, 1929, to Dec. 31, 1929	\$500,849.72

Less: Contract Awards:

Contract AA-68 Hills Bridge to Sunderland	\$239,082.08
" C-32 Anne Arundel County Line to Sunderland	256,748.64

Total Contract Awards

495,830.72
\$5,019.00

Balance of funds on hand Dec. 31, 1929, carried over to Jan. 1, 1930

1930

Balance of funds on hand Jan. 1, 1930

\$ 5,019.00

The entire proceeds of bonds issued under this Loan, for Constructing the Solomon's Island Road were received during 1929.

Balance of funds on hand Sept. 30, 1930, available for new work, carried over to Jan. 1, 1931

\$ 5,019.00

Exhibit No. 14.
Schedule 31.

CONDITION OF FUNDS
SPECIAL ROAD CONSTRUCTION LOAN OF 1929.
NORTHWESTERN TURNPIKE SECTION.

1929

Balance of funds on hand Jan. 15, 1929.....	None
Add: Receipts during period Jan. 15, 1929, to Dec. 31, 1929, being proceeds of State Bonds issued for this purpose.....	<u>\$150,254.92</u>
Total available for expenditure during period Jan. 15, 1929, to Dec. 31, 1929.....	<u>\$150,254.92</u>
Less: Contract Awards: Contract G-41 Gormaniam to end of G-39.....	\$123,950.92
" Total Contract Awards.....	<u>123,950.92</u>
Balance of funds on hand Dec. 31, 1929, to be applied as part of costs, to be paid the State of West Virginia, for the construction of bridge at Germania.....	<u>\$26,304.00</u>

1930

Balance of funds on hand Jan. 1, 1930.....	\$26,304.00
Amount due State of West Virginia upon completion and acceptance of bridge at Germania.....	<u>26,304.00</u>
Balance of funds on hand Sept. 30, 1930.....	<u>None</u>

Exhibit No. 14.
Schedule 32.

CONDITION OF FUNDS

SPECIAL ROAD CONSTRUCTION LOAN OF 1929.

NATIONAL PIKE SECTION.

1929

Balance of funds on hand Jan. 15, 1929	None	
Add: Receipts from Jan. 15, 1929, to Dec. 31, 1929, being proceeds of State Bonds issued in 1929	\$374,635.59	
Total available during period Jan. 15, 1929-Dec. 31, 1929	<u>\$374,635.59</u>	
Less: Contract Awards:		
Contract A-2-D Shoulders—Martin Mountain to Town Creek		\$ 59,033.00
“ W-1-C Shoulders—W-1-A to Licking Creek		110,674.00
“ A-2-E Shoulders—Town Creek to Green Ridge		95,970.90
“ W-1-E Shoulders—W-1-C to Hancock		92,268.80
“ A-62 Shoulders—Green Ridge to Washington County Line		132,099.58
Total Contract Awards		<u>490,046.28</u>
Over allotment of funds from this source, carried over to Maintenance and Reconstruction Fund as at Dec. 31, 1929		<u><u>\$115,410.69</u></u>

1930

The entire proceeds of bonds issued under this Loan for reconstructing the National Pike were received during 1929.

Italics indicate Red Figure

Exhibit No. 14.
Schedule 33.

CONDITION OF FUNDS
SPECIAL FUNDS.
CONOWINGO DAM ROAD.

1929		
Balance of funds on hand Jan. 15, 1929.....	\$132,210.55	
Add: Receipts during period Jan. 15, 1929-Dec. 31, 1929.....	None	
Total available for expenditure during period Jan. 15, 1929-Dec. 31, 1929.....		\$132,210.55
Less: Direct Charges on account of Contract Ce-67 Conowingo Dam Road.....	\$21,762.07	
Total Direct Charges.....		\$21,762.07
Balance of funds on hand Dec. 31, 1929, carried over to Jan. 1, 1930		\$110,448.48
1930		
Balance of funds on hand Jan. 1, 1930.....	\$110,448.48	
Add: Receipts for period Jan. 1, 1930-Dec. 31, 1930.....	None	
Total available during period Jan. 1, 1930-Dec. 31, 1930.....		110,448.48
Less: Direct Charges		
Disbursements on account of Contract Ce-67.....	\$ 58.23	
Contract Awards:		
Authorization 130 Contract Ce-79-28 Bridge over Octoraro Creek.....	14,855.50	
Authorization 348 Contract Ce-80-28 Port Deposit to Conowingo—4.61 mi. concrete.....	134,838.40	
Grand total Direct Charges and Contract Awards.....		149,752.13
Over-expenditure of funds to Sept. 30, 1930, chargeable to County Commissioners of Cecil County, per agreements dated June 9, and July 30, 1930		\$39,303.65
Amount transferred to Cecil County as at Dec. 31, 1930		39,303.65
Balance of funds on hand Jan. 1, 1931		None

Italics indicate Red Figure

REPORT OF THE STATE ROADS COMMISSION

259

CONDITION OF FUNDS
SPECIAL FUNDS
"OCEAN CITY SPECIAL APPROPRIATION"
AND
"BRIDGE PURCHASE AND OCEAN CITY PROTECTIVE FUND"

1929

Balance of funds on hand Jan. 15, 1929.....	\$28,960.12	
Add: Receipts during period Jan. 15, 1929—Dec. 31, 1929.....	None	
Total available for expenditure during period Jan. 15 to Dec. 31, 1929.....		\$28,960.12
Less: Direct Charges on account of:		
Contract Wo-55 Jetties at Ocean City Beach Front.....	\$5,592.05	
Contract Wo-60 Jetties at Ocean City Beach Front.....	348.02	
Total Direct Charges.....		\$5,940.07
Balance of funds on hand Dec. 31, 1929, carried over to Jan. 1, 1930.....		<u>\$23,020.05</u>

1930

Balance of funds on hand Jan. 1, 1930.....	\$23,020.05	
Add: Receipts during period Jan. 1—Dec. 31, 1930.....	None	
Total available during period Jan. 1—Dec. 31, 1930.....		\$23,020.05
Less: Contract Awards:		
Authorization 153 Contract Wo-79-15 Jetties at Ocean City Beach Front at 1st & 14th Sts.....	\$10,560.00	
Authorization 399 Contract Wo-85-15 Jetties at Ocean City Beach Front at 2nd & 4th Sts.....	10,477.50	
Total Contract Awards.....		<u>21,037.50</u>
Balance of funds on hand Sept. 30, 1930, available for new work or carried over to Jan. 1, 1931.....		<u>\$ 1,982.55</u>

Exhibit No. 14.
Schedule 35.

CONDITION OF FUNDS

“EDGEWOOD ARSENAL ROAD LOAN OF 1929”

1929

Balance of Funds on hand January 15, 1929.....	None
Add: Receipts during the period January 15, 1929, to December 31, 1929, being proceeds of State Bond Issue.....	\$72,179.60
Less: Contract Award: Contract H-67—Edgewood Arsenal Road.....	65,842.84
Balance of funds on hand December 31, 1929, carried over to January 1, 1930.....	<u>\$6,336.76</u>

1930

Balance of funds on hand January 1, 1930, available for new work or carried over to January 1, 1931.....	<u>\$6,336.76</u>
--	-------------------

Exhibit No. 14.
Schedule 36.CONDITION OF FUNDS
TOLL BRIDGE FUNDS

POINT OF ROCKS BRIDGE:		Consolidate
Receipts from Tolls for February, 1930	\$757.05	
Receipts from Tolls for March, 1930	1,057.00	\$138.82
Receipts from Tolls for April, 1930	1,163.00	90.00
Receipts from Tolls for May, 1930	1,451.03	105.40
Receipts from Tolls for June, 1930	1,375.80	649.83
Receipts from Tolls for July, 1930	1,542.30	323.19
Receipts from Tolls for August, 1930	1,822.83	340.91
Total	\$9,169.01	210.65
Excess Receipts over Disbursements transferred to Consolidated Tolls Account		\$1,858.80
		\$7,310.21
BRUNSWICK BRIDGE:		
Receipts from Tolls for February, 1930	\$948.73	
Receipts from Tolls for March, 1930	1,448.30	\$172.06
Receipts from Tolls for April, 1930	1,492.52	160.31
Receipts from Tolls for May, 1930	1,825.07	130.85
Receipts from Tolls for June, 1930	1,732.89	768.14
Receipts from Tolls for July, 1930	2,124.73	375.60
Receipts from Tolls for August, 1930	2,079.04	355.73
Total	\$11,641.28	210.08
Excess Receipts over Disbursements transferred to Consolidated Tolls Account		\$2,172.77
		\$9,468.51
Total Net Income		\$16,778.72
Deduct: Part Payment of Purchase Price of Brunswick Bridge		\$7,000.00
Interest, six months ended July 31, 1930, on purchase price of Brunswick Bridge		3,000.00
Interest from February 1, 1930, to July 7, 1930, on purchase price of Point of Rocks Bridge		2,616.67
Total Deductions from Net Income		\$12,616.67
Balance of funds on hand August 31, 1930, to be used in liquidation of purchase price (\$100,000.00) of Brunswick Bridge		\$4,162.05

Exhibit 15.

FORM USED IN THE PRESENTATION OF MAINTENANCE AND REPAIR COSTS ON ALL BRIDGES IN THE STATE SYSTEM

DETAILS OF BRIDGE (OVER 20') COSTS

(MAINTENANCE AND REPAIRS)

Period from July 1, 1929, to June 30, 1930.

Bridge Section District County	NAME OF BRIDGE AND LOCATION	Type Age Length Haul	MAINTENANCE AND REPAIRS										Distribution of (Overhead)	Total Costs for Period	Length of Bridge (feet)	Average Cost Per Foot	Traffic Plas- sure	
			Pay of Em- ployees 351	Material 352	Earthwork 353	Whitewash- ing 354	Painting 354-A	Guard Rail 355	Signs and Markers 356	Patching 357	Miscella- neous 358	Lighting 359						Total Costs Maintenance and Repairs
DISTRICT NO. 1.																		
1001 213 W1	Br. over Newhope Pond on Salis- bury-Berlin Road.	CS 1914 31.5' 1.3	\$336.12	\$174.48	\$51.64	\$30.72	\$27.40	\$11.12	\$15.66	\$159.12	\$131.20	\$11.22	\$948.68	\$59.29	\$1,007.97	31.5	\$32.00	612 118
1002 213 WOR	Br. over Posomoke River on Salis- bury-Berlin Road.	CS 1914 84.5' 1.4	161.80	338.99	93.28	51.46	44.82	14.25	21.34	308.26	252.83	22.47	1,612.50	100.78	1,713.28	84.5	20.27	610 124
1003 213 WOR	Br. over Herring Creek on Berlin- Ocean City Road.	CS 1914 23.0' 2.5	257.12	130.06	41.24	26.14	22.08	8.12	16.04	142.02	97.64	8.34	748.80	46.80	795.60	23.0	34.59	907 123
1004 213 W1	Br. over Wicomico River on Main Street in Salisbury.	SSC 1928 83.0' .9	529.10	280.28	92.32	62.46	40.27	16.12	32.40	284.41	194.33	16.21	1,547.90	96.74	1,644.64	83.0	19.81	937 184
1005 213 W1	Br. over Plum Creek on Sharptown- Mardella Springs Road.	CS 1911 24.0' 5.7	274.12	150.32	48.46	33.88	22.82	10.23	18.15	154.12	99.22	10.08	821.40	51.31	872.74	24.0	36.36	528 111
1006 213 WOR	Br. over Sinepuxent Bay on Ocean City Road.	SSC-W 1919 604.0' .2	564.00	303.75	94.60	59.94	54.02	18.11	19.75	333.20	227.60	19.00	1,693.97	105.87	1,799.84	604.0	2.98	907 123

1007 213 WI	Br. over Nanticoke River on Sharp- town Road at Mardella Springs.	W-TST 1912 665.0' 7.2	\$120.44	\$64.01	\$20.48	\$12.86	\$11.90	\$3.98	\$4.06	\$68.46	\$47.81	\$3.95	\$357.95	\$22.37	\$380.32	665.0	\$0.57	653	158
1008 213 DOR	Br. over Marshyhope Creek at Eldorado.	W-TST 1900 365.0' 2.6	112.80	60.75	18.92	11.98	10.84	3.62	3.95	66.64	45.92	3.80	339.22	21.26	360.42	365.0	.98	627	173
1009 113 WOR	Br. over Patty's Pond on Snow Hill- Bedin Road.	CS 1927 23.0' 1.5	128.56	65.03	21.62	13.07	12.04	4.06	8.02	71.01	49.82	4.17	377.40	23.59	400.99	23.0	17.43	463	178
1010 113 WOR	Br. over Branch of Pocomoke River on Pocomoke-Snow Hill Road.	CS 1912 24.0' 2.9	282.00	151.87	47.30	29.97	27.01	9.05	9.87	166.60	113.82	9.25	846.74	52.92	899.66	21.0	37.48	662	198
Total																			

(The above figures are estimated)

NOTE: An addressographed plate has been prepared for each bridge (over 20 feet in length) in the State, from which this form is prepared, by Districts, as follows:

District No. 1	43 Bridges
District No. 2	103 Bridges
District No. 3	81 Bridges
District No. 4	83 Bridges
District No. 5	102 Bridges
District No. 6	115 Bridges
District No. 7	20 Bridges
District No. 8	67 Bridges
Total	614 Bridges

Key to symbols, first item, as above:

- (1) 0001 District in which located—First District.
 100(1) Number of the Bridge.
 213 Number of the Road on which Bridge No. 1 is located.
 I District in which Bridge No. 1 is located.
 WI County in which Bridge No. 1 is located—Wicomico.
 CS Type of construction of Bridge No. 1—Concrete-Steel.
 1914 Year during which Bridge No. 1 was constructed.
 315' Length of Bridge No. 1.
 1.3 Average length of haul, in miles, to reach Bridge No. 1.

FORM USED IN THE PRESENTATION OF MAINTENANCE AND REPAIR COSTS ON ALL ROAD SECTIONS IN THE STATE SYSTEM

DETAILS OF ROAD SECTION COSTS PERIOD JULY 1, 1929, TO JUNE 30, 1930

Road Section (District & County)	Name of Road and Location	Type of Haul Length	MAINTENANCE										1										REPAIRS										2										CHANG										3										Total of Columns 1-2-3	Distribution of Overhead	Total Cost for Road	Length of Road in Miles	Average Cost per Mile	Traffic (Passenger Commercial)																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								
			Material 1-2	Pay and Expense 1-3	Excavating 1-4	Gravel 1-5	White- washing 1-6	Painting 1-7	Repaving 1-8	Gravel 1-9	Gravel 1-10	Gravel 1-11	Gravel 1-12	Gravel 1-13	Gravel 1-14	Gravel 1-15	Gravel 1-16	Gravel 1-17	Gravel 1-18	Gravel 1-19	Gravel 1-20	Gravel 1-21	Gravel 1-22	Gravel 1-23	Gravel 1-24	Gravel 1-25	Gravel 1-26	Gravel 1-27	Gravel 1-28	Gravel 1-29	Gravel 1-30	Gravel 1-31	Gravel 1-32	Gravel 1-33	Gravel 1-34	Gravel 1-35	Gravel 1-36	Gravel 1-37	Gravel 1-38	Gravel 1-39	Gravel 1-40	Gravel 1-41	Gravel 1-42	Gravel 1-43	Gravel 1-44	Gravel 1-45	Gravel 1-46	Gravel 1-47	Gravel 1-48	Gravel 1-49	Gravel 1-50	Gravel 1-51	Gravel 1-52	Gravel 1-53	Gravel 1-54	Gravel 1-55	Gravel 1-56	Gravel 1-57	Gravel 1-58	Gravel 1-59	Gravel 1-60	Gravel 1-61							Gravel 1-62	Gravel 1-63	Gravel 1-64	Gravel 1-65	Gravel 1-66	Gravel 1-67	Gravel 1-68	Gravel 1-69	Gravel 1-70	Gravel 1-71	Gravel 1-72	Gravel 1-73	Gravel 1-74	Gravel 1-75	Gravel 1-76	Gravel 1-77	Gravel 1-78	Gravel 1-79	Gravel 1-80	Gravel 1-81	Gravel 1-82	Gravel 1-83	Gravel 1-84	Gravel 1-85	Gravel 1-86	Gravel 1-87	Gravel 1-88	Gravel 1-89	Gravel 1-90	Gravel 1-91	Gravel 1-92	Gravel 1-93	Gravel 1-94	Gravel 1-95	Gravel 1-96	Gravel 1-97	Gravel 1-98	Gravel 1-99	Gravel 1-100	Gravel 1-101	Gravel 1-102	Gravel 1-103	Gravel 1-104	Gravel 1-105	Gravel 1-106	Gravel 1-107	Gravel 1-108	Gravel 1-109	Gravel 1-110	Gravel 1-111	Gravel 1-112	Gravel 1-113	Gravel 1-114	Gravel 1-115	Gravel 1-116	Gravel 1-117	Gravel 1-118	Gravel 1-119	Gravel 1-120	Gravel 1-121	Gravel 1-122	Gravel 1-123	Gravel 1-124	Gravel 1-125	Gravel 1-126	Gravel 1-127	Gravel 1-128	Gravel 1-129	Gravel 1-130	Gravel 1-131	Gravel 1-132	Gravel 1-133	Gravel 1-134	Gravel 1-135	Gravel 1-136	Gravel 1-137	Gravel 1-138	Gravel 1-139	Gravel 1-140	Gravel 1-141	Gravel 1-142	Gravel 1-143	Gravel 1-144	Gravel 1-145	Gravel 1-146	Gravel 1-147	Gravel 1-148	Gravel 1-149	Gravel 1-150	Gravel 1-151	Gravel 1-152	Gravel 1-153	Gravel 1-154	Gravel 1-155	Gravel 1-156	Gravel 1-157	Gravel 1-158	Gravel 1-159	Gravel 1-160	Gravel 1-161	Gravel 1-162	Gravel 1-163	Gravel 1-164	Gravel 1-165	Gravel 1-166	Gravel 1-167	Gravel 1-168	Gravel 1-169	Gravel 1-170	Gravel 1-171	Gravel 1-172	Gravel 1-173	Gravel 1-174	Gravel 1-175	Gravel 1-176	Gravel 1-177	Gravel 1-178	Gravel 1-179	Gravel 1-180	Gravel 1-181	Gravel 1-182	Gravel 1-183	Gravel 1-184	Gravel 1-185	Gravel 1-186	Gravel 1-187	Gravel 1-188	Gravel 1-189	Gravel 1-190	Gravel 1-191	Gravel 1-192	Gravel 1-193	Gravel 1-194	Gravel 1-195	Gravel 1-196	Gravel 1-197	Gravel 1-198	Gravel 1-199	Gravel 1-200	Gravel 1-201	Gravel 1-202	Gravel 1-203	Gravel 1-204	Gravel 1-205	Gravel 1-206	Gravel 1-207	Gravel 1-208	Gravel 1-209	Gravel 1-210	Gravel 1-211	Gravel 1-212	Gravel 1-213	Gravel 1-214	Gravel 1-215	Gravel 1-216	Gravel 1-217	Gravel 1-218	Gravel 1-219	Gravel 1-220	Gravel 1-221	Gravel 1-222	Gravel 1-223	Gravel 1-224	Gravel 1-225	Gravel 1-226	Gravel 1-227	Gravel 1-228	Gravel 1-229	Gravel 1-230	Gravel 1-231	Gravel 1-232	Gravel 1-233	Gravel 1-234	Gravel 1-235	Gravel 1-236	Gravel 1-237	Gravel 1-238	Gravel 1-239	Gravel 1-240	Gravel 1-241	Gravel 1-242	Gravel 1-243	Gravel 1-244	Gravel 1-245	Gravel 1-246	Gravel 1-247	Gravel 1-248	Gravel 1-249	Gravel 1-250	Gravel 1-251	Gravel 1-252	Gravel 1-253	Gravel 1-254	Gravel 1-255	Gravel 1-256	Gravel 1-257	Gravel 1-258	Gravel 1-259	Gravel 1-260	Gravel 1-261	Gravel 1-262	Gravel 1-263	Gravel 1-264	Gravel 1-265	Gravel 1-266	Gravel 1-267	Gravel 1-268	Gravel 1-269	Gravel 1-270	Gravel 1-271	Gravel 1-272	Gravel 1-273	Gravel 1-274	Gravel 1-275	Gravel 1-276	Gravel 1-277	Gravel 1-278	Gravel 1-279	Gravel 1-280	Gravel 1-281	Gravel 1-282	Gravel 1-283	Gravel 1-284	Gravel 1-285	Gravel 1-286	Gravel 1-287	Gravel 1-288	Gravel 1-289	Gravel 1-290	Gravel 1-291	Gravel 1-292	Gravel 1-293	Gravel 1-294	Gravel 1-295	Gravel 1-296	Gravel 1-297	Gravel 1-298	Gravel 1-299	Gravel 1-300	Gravel 1-301	Gravel 1-302	Gravel 1-303	Gravel 1-304	Gravel 1-305	Gravel 1-306	Gravel 1-307	Gravel 1-308	Gravel 1-309	Gravel 1-310	Gravel 1-311	Gravel 1-312	Gravel 1-313	Gravel 1-314	Gravel 1-315	Gravel 1-316	Gravel 1-317	Gravel 1-318	Gravel 1-319	Gravel 1-320	Gravel 1-321	Gravel 1-322	Gravel 1-323	Gravel 1-324	Gravel 1-325	Gravel 1-326	Gravel 1-327	Gravel 1-328	Gravel 1-329	Gravel 1-330	Gravel 1-331	Gravel 1-332	Gravel 1-333	Gravel 1-334	Gravel 1-335	Gravel 1-336	Gravel 1-337	Gravel 1-338	Gravel 1-339	Gravel 1-340	Gravel 1-341	Gravel 1-342	Gravel 1-343	Gravel 1-344	Gravel 1-345	Gravel 1-346	Gravel 1-347	Gravel 1-348	Gravel 1-349	Gravel 1-350	Gravel 1-351	Gravel 1-352	Gravel 1-353	Gravel 1-354	Gravel 1-355	Gravel 1-356	Gravel 1-357	Gravel 1-358	Gravel 1-359	Gravel 1-360	Gravel 1-361	Gravel 1-362	Gravel 1-363	Gravel 1-364	Gravel 1-365	Gravel 1-366	Gravel 1-367	Gravel 1-368	Gravel 1-369	Gravel 1-370	Gravel 1-371	Gravel 1-372	Gravel 1-373	Gravel 1-374	Gravel 1-375	Gravel 1-376	Gravel 1-377	Gravel 1-378	Gravel 1-379	Gravel 1-380	Gravel 1-381	Gravel 1-382	Gravel 1-383	Gravel 1-384	Gravel 1-385	Gravel 1-386	Gravel 1-387	Gravel 1-388	Gravel 1-389	Gravel 1-390	Gravel 1-391	Gravel 1-392	Gravel 1-393	Gravel 1-394	Gravel 1-395	Gravel 1-396	Gravel 1-397	Gravel 1-398	Gravel 1-399	Gravel 1-400	Gravel 1-401	Gravel 1-402	Gravel 1-403	Gravel 1-404	Gravel 1-405	Gravel 1-406	Gravel 1-407	Gravel 1-408	Gravel 1-409	Gravel 1-410	Gravel 1-411	Gravel 1-412	Gravel 1-413	Gravel 1-414	Gravel 1-415	Gravel 1-416	Gravel 1-417	Gravel 1-418	Gravel 1-419	Gravel 1-420	Gravel 1-421	Gravel 1-422	Gravel 1-423	Gravel 1-424	Gravel 1-425	Gravel 1-426	Gravel 1-427	Gravel 1-428	Gravel 1-429	Gravel 1-430	Gravel 1-431	Gravel 1-432	Gravel 1-433	Gravel 1-434	Gravel 1-435	Gravel 1-436	Gravel 1-437	Gravel 1-438	Gravel 1-439	Gravel 1-440	Gravel 1-441	Gravel 1-442	Gravel 1-443	Gravel 1-444	Gravel 1-445	Gravel 1-446	Gravel 1-447	Gravel 1-448	Gravel 1-449	Gravel 1-450	Gravel 1-451	Gravel 1-452	Gravel 1-453	Gravel 1-454	Gravel 1-455	Gravel 1-456	Gravel 1-457	Gravel 1-458	Gravel 1-459	Gravel 1-460	Gravel 1-461	Gravel 1-462	Gravel 1-463	Gravel 1-464	Gravel 1-465	Gravel 1-466	Gravel 1-467	Gravel 1-468	Gravel 1-469	Gravel 1-470	Gravel 1-471	Gravel 1-472	Gravel 1-473	Gravel 1-474	Gravel 1-475	Gravel 1-476	Gravel 1-477	Gravel 1-478	Gravel 1-479	Gravel 1-480	Gravel 1-481	Gravel 1-482	Gravel 1-483	Gravel 1-484	Gravel 1-485	Gravel 1-486	Gravel 1-487	Gravel 1-488	Gravel 1-489	Gravel 1-490	Gravel 1-491	Gravel 1-492	Gravel 1-493	Gravel 1-494	Gravel 1-495	Gravel 1-496	Gravel 1-497	Gravel 1-498	Gravel 1-499	Gravel 1-500	Gravel 1-501	Gravel 1-502	Gravel 1-503	Gravel 1-504	Gravel 1-505	Gravel 1-506	Gravel 1-507	Gravel 1-508	Gravel 1-509	Gravel 1-510	Gravel 1-511	Gravel 1-512	Gravel 1-513	Gravel 1-514	Gravel 1-515	Gravel 1-516	Gravel 1-517	Gravel 1-518	Gravel 1-519	Gravel 1-520	Gravel 1-521	Gravel 1-522	Gravel 1-523	Gravel 1-524	Gravel 1-525	Gravel 1-526	Gravel 1-527	Gravel 1-528	Gravel 1-529	Gravel 1-530	Gravel 1-531	Gravel 1-532	Gravel 1-533	Gravel 1-534	Gravel 1-535	Gravel 1-536	Gravel 1-537	Gravel 1-538	Gravel 1-539	Gravel 1-540	Gravel 1-541	Gravel 1-542	Gravel 1-543	Gravel 1-544	Gravel 1-545	Gravel 1-546	Gravel 1-547	Gravel 1-548	Gravel 1-549	Gravel 1-550	Gravel 1-551	Gravel 1-552	Gravel 1-553	Gravel 1-554	Gravel 1-555	Gravel 1-556	Gravel 1-557	Gravel 1-558	Gravel 1-559	Gravel 1-560	Gravel 1-561	Gravel 1-562	Gravel 1-563	Gravel 1-564	Gravel 1-565	Gravel 1-566	Gravel 1-567	Gravel 1-568	Gravel 1-569	Gravel 1-570	Gravel 1-571	Gravel 1-572	Gravel 1-573	Gravel 1-574	Gravel 1-575	Gravel 1-576	Gravel 1-577	Gravel 1-578	Gravel 1-579	Gravel 1-580	Gravel 1-581	Gravel 1-582	Gravel 1-583	Gravel 1-584	Gravel 1-585	Gravel 1-586	Gravel 1-587	Gravel 1-588	Gravel 1-589	Gravel 1-590	Gravel 1-591	Gravel 1-592	Gravel 1-593	Gravel 1-594	Gravel 1-595	Gravel 1-596	Gravel 1-597	Gravel 1-598	Gravel 1-599	Gravel 1-600	Gravel 1-601	Gravel 1-602	Gravel 1-603	Gravel 1-604	Gravel 1-605	Gravel 1-606	Gravel 1-607	Gravel 1-608	Gravel 1-609	Gravel 1-610	Gravel 1-611	Gravel 1-612	Gravel 1-613	Gravel 1-614	Gravel 1-615	Gravel 1-616	Gravel 1-617	Gravel 1-618	Gravel 1-619	Gravel 1-620	Gravel 1-621	Gravel 1-622	Gravel 1-623	Gravel 1-624	Gravel 1-625	Gravel 1-626	Gravel 1-627	Gravel 1-628	Gravel 1-629	Gravel 1-630	Gravel 1-631	Gravel 1-632	Gravel 1-633	Gravel 1-634	Gravel 1-635	Gravel 1-636	Gravel 1-637	Gravel 1-638	Gravel 1-639	Gravel 1-640	Gravel 1-641	Gravel 1-642	Gravel 1-643	Gravel 1-644	Gravel 1-645	Gravel 1-646	Gravel 1-647	Gravel 1-648	Gravel 1-649	Gravel 1-650	Gravel 1-651	Gravel 1-652	Gravel 1-653	Gravel 1-654	Gravel 1-655	Gravel 1-656	Gravel 1-657	Gravel 1-658	Gravel 1-659	Gravel 1-660	Gravel 1-661	Gravel 1-662	Gravel 1-663	Gravel 1-664	Gravel 1-665	Gravel 1-666	Gravel 1-667	Gravel 1-668	Gravel 1-669	Gravel 1-670	Gravel 1-671	Gravel 1-672	Gravel 1-673	Gravel 1-674	Gravel 1-675	Gravel 1-676	Gravel 1-677	Gravel 1-678	Gravel 1-679	Gravel 1-680	Gravel 1-681	Gravel 1-682	Gravel 1-683	Gravel 1-684	Gravel 1-685	Gravel 1-686	Gravel 1-687	Gravel 1-688	Gravel 1-689	Gravel 1-690	Gravel 1-691	Gravel 1-692	Gravel 1-693	Gravel 1-694	Gravel 1-695	Gravel 1-696	Gravel 1-697	Gravel 1-698	Gravel 1-699	Gravel 1-700	Gravel 1-701	Gravel 1-702	Gravel 1-703	Gravel 1-704	Gravel 1-705	Gravel 1-706	Gravel 1-707	Gravel 1-708	Gravel 1-709	Gravel 1-710	Gravel 1-711	Gravel 1-712	Gravel 1-713	Gravel 1-714	Gravel 1-715	Gravel 1-716	Gravel 1-717	Gravel 1-718	Gravel 1-719	Gravel 1-720	Gravel 1-721	Gravel 1-722	Gravel 1-723	Gravel 1-724	Gravel 1-725	Gravel 1-726	Gravel 1-727	Gravel 1-728	Gravel 1-729	Gravel 1-730	Gravel 1-731	Gravel 1-732	Gravel 1-733	Gravel 1-734	Gravel 1-735	Gravel 1-736	Gravel 1-737	Gravel 1-738	Gravel 1-739	Gravel 1-740	Gravel 1-741	Gravel 1-742	Gravel 1-743	Gravel 1-744	Gravel 1-745	Gravel 1-746	Gravel 1-747	Gravel 1-748	Gravel 1-749	Gravel 1-750	Gravel 1-751	Gravel 1-752	Gravel 1-753	Gravel 1-754	Gravel 1-755	Gravel 1-756	Gravel 1-757	Gravel 1-758	Gravel 1-759	Gravel 1-760	Gravel 1-761	Gravel 1-762	Gravel 1-763	Gravel 1-764	Gravel 1-765	Gravel 1-766	Gravel 1-767	Gravel 1-768	Gravel 1-769	Gravel 1-770	Gravel 1-771	Gravel 1-772	Gravel 1-773	Gravel 1-774	Gravel 1-775	Gravel 1-776	Gravel 1-777	Gravel 1-778	Gravel 1-779	Gravel 1-780	Gravel 1-781	Gravel 1-782	Gravel 1-783	Gravel 1-784	Gravel 1-785	Gravel 1-786	Gravel 1-787	Gravel 1-788	Gravel 1-789	Gravel 1-790	Gravel 1-791	Gravel 1-792	Gravel 1-793	Gravel 1-794	Gravel 1-795	Gravel 1-796	Gravel 1-797	Gravel 1-798	Gravel 1-799	Gravel 1-800	Gravel 1-801	Gravel 1-802	Gravel 1-803	Gravel 1-804	Gravel 1-805	Gravel 1-806	Gravel 1-807	Gravel 1-808	Gravel 1-809	Gravel 1-810	Gravel 1-811	Gravel 1-812	Gravel 1-813	Gravel 1-814	Gravel 1-815	Gravel 1-816	Gravel 1-817	Gravel 1-818	Gravel 1-819	Gravel 1-820	Gravel 1-821	Gravel 1-822	Gravel 1-823	Gravel 1-824	Gravel 1-825	Gravel 1-826	Gravel 1-827	Gravel 1-828	Gravel 1-829	Gravel 1-830	Gravel 1-831	Gravel 1-832	Gravel 1-833	Gravel 1-834	Gravel 1-835	Gravel 1-836	Gravel 1-837	Gravel 1-838	Gravel 1-839	Gravel 1-840	Gravel 1-841	Gravel 1-842	Gravel 1-843	Gravel 1-844	Gravel 1-845	Gravel 1-846	Gravel 1-847	Gravel 1-848	Gravel 1-849	Gravel 1-850	Gravel 1-851	Gravel 1-852	Gravel 1-853	Gravel 1-854	Gravel 1-855	Gravel 1-856	Gravel 1-857	Gravel 1-858	Gravel 1-859	Gravel 1-860	Gravel 1-861	Gravel 1-862	Gravel 1-863	Gravel 1-864	Gravel 1-865	Gravel 1-866	Gravel 1-867	Gravel 1-868	Gravel 1-869

The above figures are estimated

Key to symbols, first item, as above

213	Number of the Route	
14	Section of road on Route #213	
1	Habitat in which Section #14 of Route #213 is located	
W	County in which Section #14 of Route #213 is located	Winnemucca
A	Type of construction of Section #14, Route #213	Bituminous
1926	Year during which Section #14 was constructed	
8	Length in miles of Section #14, Route #213	
101	Average length of haul to reach Section #14 of Route #213	

NOTE.—An aëriodographic plate has been prepared for each road section of the entire road system, there being 111 routes, subdivided, according to the type of construction, into 1,127 sections, and by Districts. The division of these roads by Districts, is

District = 1	Routes	53	Sections	116
District = 2	Routes	73	Sections	208
District = 3	Routes	69	Sections	129
District = 4	Routes	38	Sections	141
District = 5	Routes	61	Sections	192
District = 6	Routes	48	Sections	151
District = 7	Routes	25	Sections	79
District = 8	Routes	93	Sections	97
Totals		431		1,131

A CHRONOLOGICAL LIST GIVING THE IMPORTANT MILESTONES IN MARYLAND'S HIGHWAY PROGRESS

- 1634—First Settlement of Maryland.
- 1666—First road law enacted by Maryland.
- 1741—Baltimore-Hanover Road was opened.
- 1743—Baltimore-York Road was opened.
- 1754—George Washington opened a road over the mountains from Cumberland toward Fort Duquesne (Pittsburgh). This was later known as Braddocks Road and the National Pike was built quite close to it.
- 1760—Baltimore-Frederick Road was completed.
- 1787—First law passed in Maryland providing for the construction of turnpikes or toll roads. This antedated the chartering of the Philadelphia and Lancaster Turnpike by probably four years.
- 1804 to
- 1805—The Baltimore-Frederick, Baltimore-Reisterstown, Baltimore-York and the Falls Road Turnpike companies were chartered.
- 1806—The National Congress provided for starting the construction of the National Road from Cumberland westward to Wheeling and the rapidly opening West.
- 1810—The Baltimore-Frederick Turnpike was completed to Frederick.
- 1812—Construction of the National Pike was started at Cumberland.
- 1820—In December, "The National Road" or Pike was completed to Wheeling. It was a well surfaced stone road the whole way. No tolls were charged for its use. From Baltimore to Cumberland various companies operated toll roads, also surfaced.
- 1831—The National Road from Cumberland to Wheeling was in bad condition. The States of Maryland, Pennsylvania and Virginia took it over in 1835, after the United States had spent \$740,000.00 in rebuilding it. The States operated it as a toll road for many years.
- 1850—Probably 270 miles of turnpikes or toll roads were in operation in Maryland.

1830 to

1890—The railroad building era. Highways attracted little attention or expenditure in Maryland except that turnpike construction was apparently continued.

1890 to

1905—This was the bicycle era. The League of American Wheelmen (Maryland Branch) campaigned actively for better roads under the leadership of Conway W. Sams.

1898—The Legislature appropriated \$10,000 annually to the Geological Survey for highway investigation and to give free advice to counties on highway problems. Maryland was the fifth State to create a State agency to concern itself with public highways.

1899—The Survey published its "Report on the Highways of Maryland." The Geological Survey offered the services of a highway engineer, Mr. A. N. Johnson, now Dean of the College of Engineering of University of Maryland and a road materials testing laboratory to aid the counties in their highway problems.

1904—The Shoemaker Road Law, making available \$200,000 annually as State aid for roads, provided the counties made available a similar amount, was passed by the Legislature. Maryland was the fifth State to provide State aid for roads.

1905—Mr. W. W. Crosby became Chief Engineer of the Survey. The first State aid road in Maryland was completed.

1906—The Legislature provided a special appropriation to the Survey to be used for the building of the Baltimore-Washington Road.

1908—The Legislature passed a law providing for the selection of a comprehensive State-wide system of roads connecting all county seats, to be built and maintained (after building) at the sole expense of the State. The law also provided for a State Roads Commission to select the system and to supervise the expenditures on it. A bond issue of \$5,000,000 was provided to start the construction.

1909—The first comprehensive large scale State map showing the roads of Maryland was published by the Survey.

In April the State Roads Commission completed its selection

of the State Road System which, as first selected, comprised about 1,300 miles of road.

Maryland was the first State to select a road system for ultimate improvement and maintenance at the sole expense of the State.

1909 to

1915—All toll roads in the State Roads System were bought by the State at a total cost of about \$665,000.00 for the 220 miles so acquired.

1909—On June 9 the first road contract under the new State law was awarded for a road in Caroline County.

1910—On June 30 the Survey ceased to be directly connected with road work and the State Roads Commission assumed all functions as to roads previously exercised by the Highway Division of the Survey.

1910—In August the maintenance of roads by the State was inaugurated.

1910—The Legislature authorized a bond issue of \$1,000,000 for the construction of various special roads and bridges, including the construction of the Baltimore-Annapolis Boulevard.

1910—First roads built under the State Road Act of 1908 were completed.

1910—The Legislature first provided for the licensing of motor vehicles and for the use of the proceeds thereof for road maintenance. 4,500 Maryland motor vehicles were licensed under this Act in 1910.

1912—In May Henry G. Shirley became Chief Engineer of the State Roads Commission.

1912—The Legislature authorized the issuance of \$3,175,000 in bonds to continue work on the State Roads System.

1914—The Legislature authorized the issuance of \$5,000,000 in bonds to continue work on the State Roads System, and also the issuance of \$1,600,000 in bonds to provide for the construction of the Hanover Street Bridge in Baltimore and for the construction of special streets in the City of Baltimore.

1915—By the end of 1915 every county seat of Maryland had been inter-connected with every other county seat by a surfaced State road, which was under maintenance by State forces at

the expense of the State. The roads built and others taken over totaled 1,304 miles under State maintenance at the close of 1915.

1916—The U. S. Congress enacted the first law providing for Federal aid to the States for the construction of roads.

1916—The Legislature appropriated \$2,700,000 in bonds for the continuation of construction on the State Roads System.

1916—The Legislature made provision for a ferry from Annapolis to Claiborne to provide service to motor vehicles. The ferry did not actually commence to operate until 1920.

1916—A new form of State Roads Commission was created by Act of the Legislature.

1917—The first road to be built in Maryland with Federal aid was contracted for.

1918—April 15 J. N. Mackall became Chief Engineer of the State Roads Commission.

1918—Maryland first used the concrete shoulder built at the edges of the old macadam roads as a means of strengthening and widening macadam roads. *It is believed that the use of these concrete shoulders was the invention of the Maryland Roads Commission.*

1920—The Legislature provided for a new form of State Roads Commission, and J. N. Mackall, starting with June 1 served both as Chairman and Chief Engineer of the Commission.

1920—The Legislature passed the "Lateral and Post Roads" Act and appropriated \$3,000,000 in bonds for their construction. Also provided for the issuance of \$385,000 in bonds for the construction of the Severn River Bridge at Annapolis. The Legislature also authorized a bond issue of \$250,000 for the purchase of certain bridges and for the reconstruction of narrow, dangerous and unsafe bridges. After 1919 there were no further appropriations for State aid roads, and State aid work under the law of 1904 was completed in 1921. About 472 miles of State aid roads were built from 1904 to 1921, inclusive.

1921—The Commission completed the erection of direction and distance signs on the whole of the State Road System which, in 1921, included 1,797 miles of the main highways of the State.

1920 to

1921—This winter saw the beginning of snow removal from the State Road System by State forces. Five hundred miles were kept open as an experiment. Commencing with the winter of 1922-1923 all State roads have been kept free of snow by the State Roads Commission at State expense. Maryland was among the very first of the States to provide this service.

1921—The Frederick-Woodsboro Turnpike was purchased by the Maryland Roads Commission. There is some question as to whether this did or did not mark the passing of the last toll road on which tolls were collected in Maryland.

1922—The Legislature authorized a bond issue of \$3,000,000 for the construction of Lateral and Post Roads; \$150,000 for special bridges; \$700,000 for the purchase of the Susquehanna River Bridge at Havre de Grace; \$1,000,000 for the construction of the beach protection at Ocean City, and the purchase of certain bridges.

1922—On June 1 the first tax on motor fuels went into effect in Maryland. The tax was 1 cent until January 1, 1924, when it became 2 cents and the fee per horsepower for licensing pneumatic tired motor vehicles was reduced from 60 cents to 32 cents per horsepower.

1923—In August the U. S. Bureau of Public Roads accepted the whole originally selected Maryland system of Federal aid roads as adequately completed to Federal standards.

Maryland was four days later than Delaware, the first State to be so honored.

1924—The Legislature authorized a bond issue of \$4,800,000 for the further construction of Lateral and Post Roads. The Legislature also provided for a bond issue of \$900,000 for the reconstruction of inadequate bridges on the State system.

1927—The Legislature increased the tax on motor fuels two cents a gallon effective April 1, 1927. After April 1 the total State gas tax rate was four cents a gallon. Of the new two cents, one-half cent is used to pay the State's share of the cost of eliminating grade crossings, and one and one-half cents goes to the Lateral Road Fund.

1927—The Legislature authorized bond issues totaling \$3,125,000, of which \$2,125,000 was for Lateral and Post Roads and \$1,000,000 for bridges.

- 1929—The Maryland Legislature provided for a new form of State Roads Commission and the present Commission was appointed by Governor Ritchie and took office on January 15.
- 1929—The Legislature authorized bond issues totaling \$7,072,000, of which \$4,072,000 was for the construction of special roads, \$1,500,000 was for Post roads, and \$1,500,000 for bridges.
- 1929—Bonds of the State authorized to be issued for all highway projects from 1908 to 1929, inclusive, totaled \$45,462,000.
- 1929—On February 15 Harry D. Williar, Jr., became Chief Engineer of the State Roads Commission.
- 1930—By September 30 approximately 3,216 miles of State roads will have been surfaced and taken over and under State maintenance. Every mile has been built or thoroughly rebuilt since 1910. This is 21.7% of the total mileage of rural highways in the State. *It is believed that only several States have records which surpass Maryland's in this respect.*

DO NOT REPLICATE

11/16 1 230

DO NOT SPECULATE

