

REPORT  
OF THE  
STATE ROADS COMMISSION  
OF MARYLAND

---

OPERATING REPORT  
AND FINANCIAL REPORT  
1911-1912

HON. J. MILLARD TAWES  
COMPTROLLER OF MARYLAND

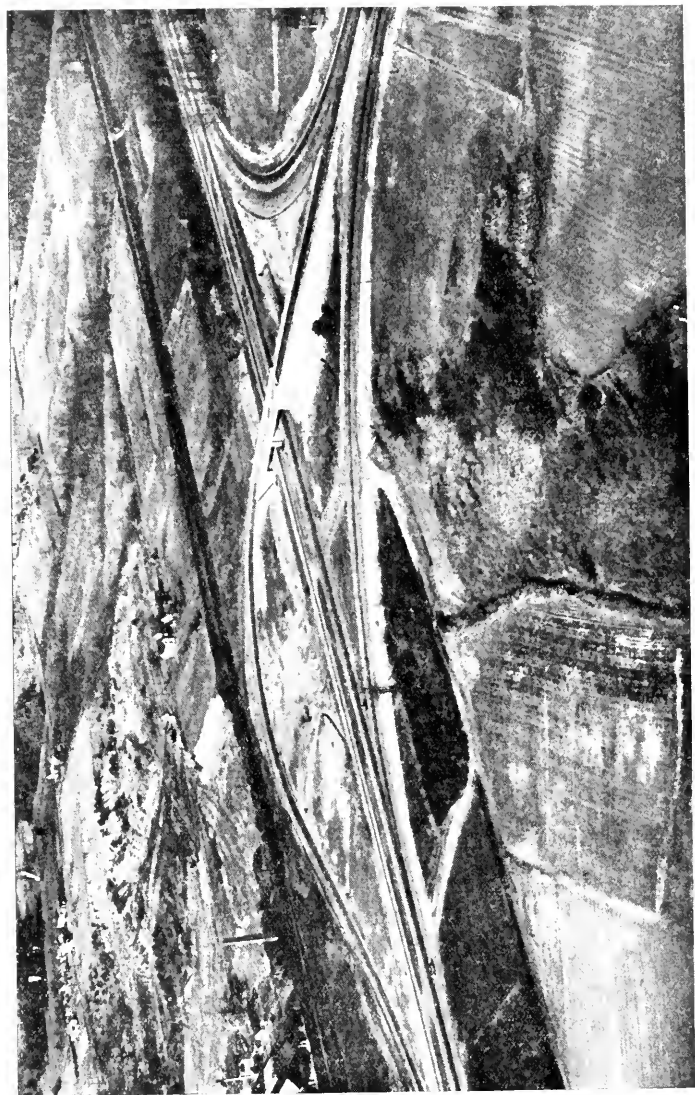
Maryland Room  
University of Maryland Library  
College Park, Md

DO NOT CIRCULATE









THE TRAFFIC INTERCHANGE AT THE INTERSECTION OF ROUTE 10 AND THE APPROACH ROAD TO THE GLENN L. MARTIN  
PLANT ON EASTERN AVENUE

REPORT  
OF THE  
STATE ROADS COMMISSION  
OF MARYLAND

---

OPERATING REPORT  
FOR THE FISCAL YEARS  
1941-1942

FINANCIAL REPORT  
FOR THE FISCAL YEARS  
1941-1942



BALTIMORE, MARYLAND  
MARCH 15, 1943



A COMPLETED SECTION OF THE LYONS CORNER-MORGANTOWN BRIDGE JOB IN CHARLES COUNTY

Attention is directed to the light grades and unobscured vision. Two 12-foot concrete traffic lanes and a section having an overall width of 50 feet.



THE EAST APPROACH TO THE LANDOVER GRADE ELIMINATION PROJECT IN PRINCE GEORGE'S COUNTY

Two 11-foot concrete traffic lanes with a 4-foot black top separation between lanes. The width between curb and approaches is 28 feet. Sidewalk areas having 7-foot effective widths are placed on each side.



OFFICE OF THE STATE ROADS COMMISSION  
OF MARYLAND

108 EAST LEXINGTON STREET  
BALTIMORE, MARYLAND

*To His Excellency, Herbert R. O'Connor, Governor of Maryland:*

*Sir:*

We have the honor to submit an operating and financial report covering the activities of the State Roads Commission of Maryland for the fiscal years 1941-1942.

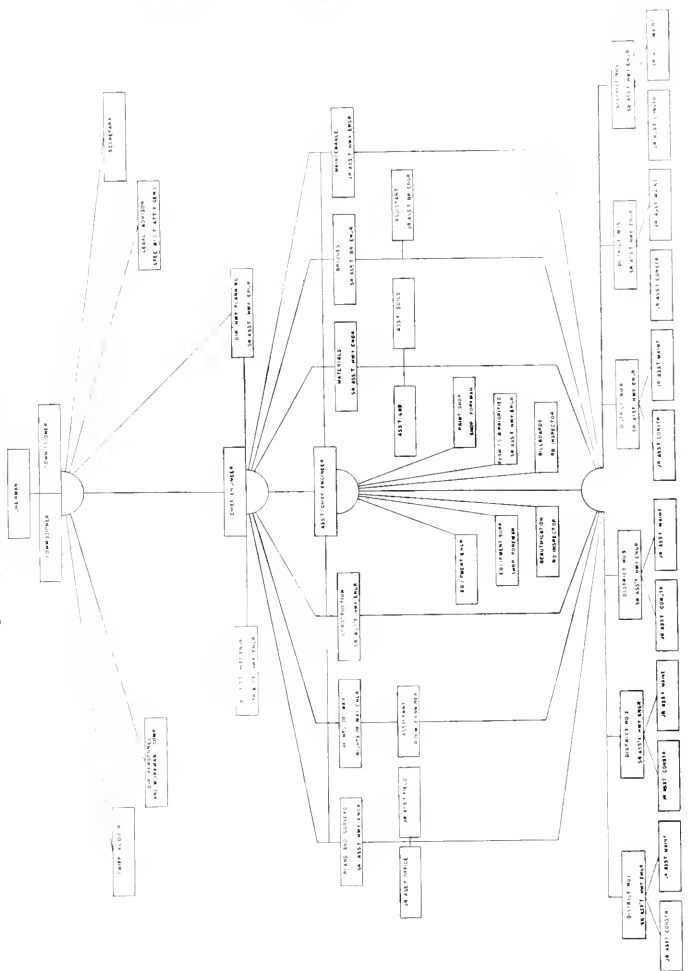
Respectfully,

EZRA B. WHITMAN  
P. WATSON WEBB  
W. FRANK THOMAS

*State Roads Commission*

March 15, 1943

DEPARTMENT OF PUBLIC WORKS  
STATE OF MARYLAND  
ORGANIZATION  
OF  
STATE ROADS COMMISSION



DEPARTMENT OF PUBLIC WORKS  
STATE ROADS COMMISSION

MEMBERS

EZRA B. WHITMAN, *Chairman*  
P. WATSON WEBB  
W. FRANK THOMAS

LAMAR H. STEUART, *Secretary*

ORGANIZATION PERSONNEL

WILLIAM A. COBB, *Chief Auditor*  
EDMOND H. JOHNSON, *Special Assistant Attorney General*  
DELANCEY B. SCRIVNER, *Director of Personnel and Workmen's Compensation*

*Engineering Department*

WILSON T. BALLARD, *Chief Engineer*  
ROBERT M. REINDOLLAR, *Assistant Chief Engineer*  
AUSTIN F. SHURE, *Assistant to Chief Engineer*

LAWRENCE A. KAHN  
*Engineer of Surveys*

LEROY W. KLEN  
*Right of Way Engineer*

WALTER C. HOPKINS  
*Bridge Engineer*

WM. F. CHILDS, JR.  
*Director, Traffic Division*

GEORGE H. TRICE  
*Materials Engineer*

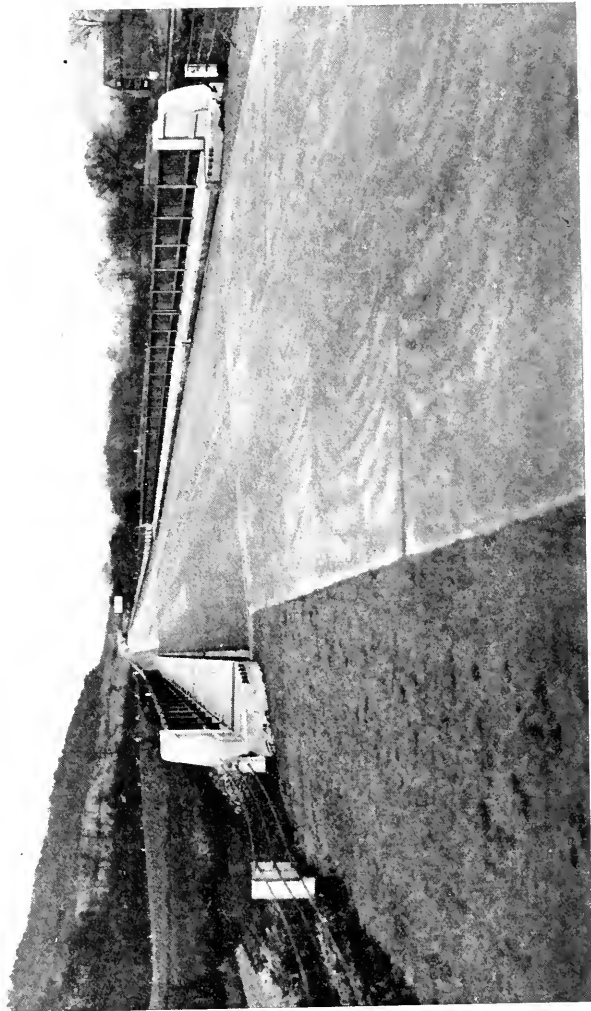
EDWARD H. NUNN  
*Construction Engineer*

FRANK P. SCRIVENER, JR.  
*Maintenance Engineer*

THOS. M. LINTHICUM  
*Permits and Priorities*

*District Engineers*

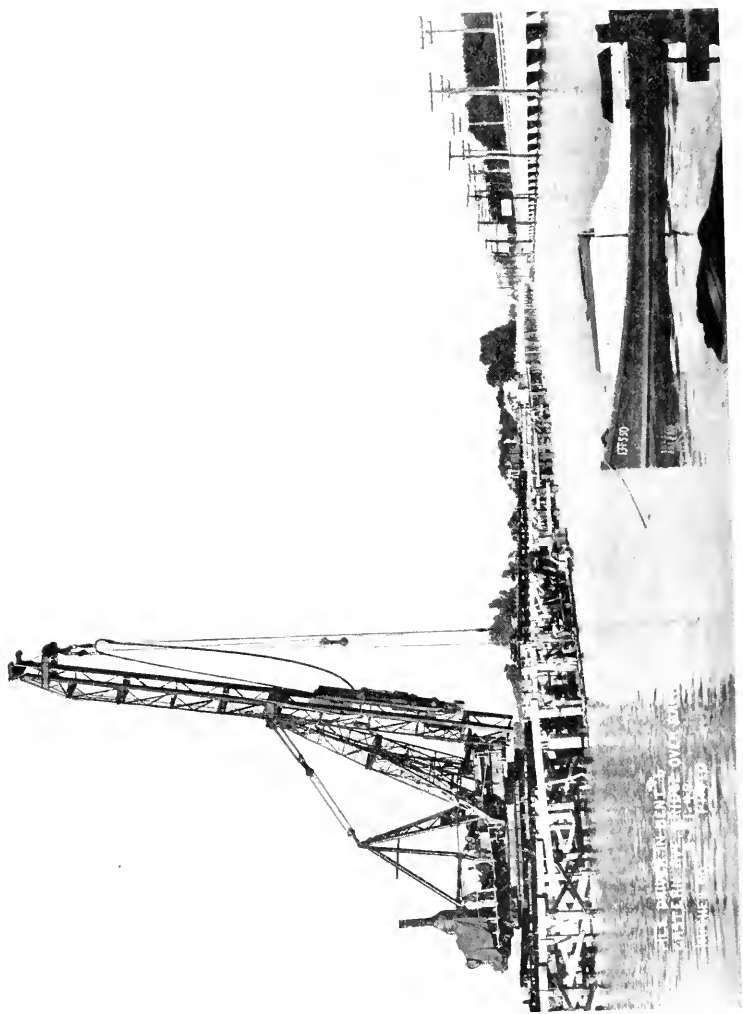
District No. 1—P. A. MORISON  
District No. 2—ROLPH TOWNSHEND  
District No. 3—E. G. DUNCAN  
District No. 4—D. P. CAMPBELL  
District No. 5—JOSEPH CHANEY  
District No. 6—LEO T. DOWNEY



THE RELOCATION OF ROUTE 40 EAST OF LANCOCK, SHOWING BRIDGE OVER THE  
TONOLOWAY AND A SECTION OF THE HIGHWAY

## TABLE OF CONTENTS

TRANSMITTAL LETTER	
COMMISSION PERSONNEL	
REPORT OF THE CHIEF ENGINEER	1
MAINTENANCE	7
CONSTRUCTION	19
MATERIALS DIVISION	23
RIGHT-OF-WAY DEPARTMENT	27
DEPARTMENT OF PLANS AND SURVEYS	31
BRIDGE DEPARTMENT	39
WORK PROJECTS ADMINISTRATION PROJECTS	49
PRISON LABOR PROJECTS	55
TRAFFIC DIVISION	59
PERMITS AND PRIORITIES	69
DISTRICT No. 1	75
DISTRICT No. 2	79
DISTRICT No. 3	83
DISTRICT No. 4	87
DISTRICT No. 5	91
DISTRICT No. 6	97
REPORT OF THE SPECIAL ASSISTANT ATTORNEY GENERAL	103
REPORT OF THE CHIEF AUDITOR	109
FINANCIAL EXHIBITS AND SCHEDULES	150



THE NEW BACK RIVER BRIDGE UNDER CONSTRUCTION

THE BRIDGE IS BEING BUILT BY  
THE BRIDGE TRUST COMPANY  
OF NEW YORK CITY  
AND IS BEING FINANCED BY  
THE STATE OF NEW YORK

## REPORT OF THE CHIEF ENGINEER

TO THE HONORABLE CHAIRMAN AND  
MEMBERS OF THE STATE ROADS COMMISSION:

The biennial operating report of the Chief Engineer for the period October 1, 1940 to September 30, 1942, is submitted herewith and the reports of the Assistant Chief Engineer, the District Engineers, and the Engineers in charge of the several departments, are submitted in the following chapters.

Reports for the years 1938 to 1940 inclusive referred to the beginning of a period of transition from the Commission's normal operating procedure into methods and practices in keeping with the needs of the nation on the verge of preparing itself for war. This report carries us through the transition period and into the period of emergency following the declaration of war December 7, 1941, with the consequent governmental restrictions and frequent changing regulations, which have a very direct effect on every phase of our duties and responsibilities. Our standards and design practice are necessarily changed to some extent because of the substitution of non-critical materials for those which are needed in the conduct of the war.

We have been, and still are, experiencing the effect of a rapidly depleting engineering personnel because of the requirements of manpower for the Army and the Navy, and because of the better opportunities in other lines of endeavor incident to the conduct of the war. Our Construction Organization has been very materially handicapped by delays in the issuance of priorities and matters incident to Federal regulations, resulting in delays in obtaining materials with which to operate. Our progress has, however, been in keeping with that of former years and in some respects it has been outstanding. These results are attributable to the loyalty of this Commission's personnel and to the complete cooperation of the engineering firms and contractors of the State.

### CONSTRUCTION

#### *By Contract*

Projects awarded and placed under contract during the biennial period just past total \$17,302,680.67 and will aggregate a total of 205 miles of new and rebuilt highways when completed. Of this amount, projects totalling \$3,646,891.30 have been awarded as State projects and without Federal participation. Contracts amounting to \$5,445,338.46, in which Federal funds have participated in varying percentages of the total, have been placed under contract and funds totalling \$958,342.53 have been allocated and used in the counties for secondary highway construction. The remainder, \$7,252,108.38, have been awarded as Defense Access Projects, to which the City of Baltimore contributes to the extent of approximately

10% for work done within the City limits, and the State's contribution is in varying percentages up to approximately 25%.

From these awards and from awards of former years, 211 miles of new and reconditioned highways have been opened for public use; 9 bridges have been reconstructed; 7 grade separation projects have been completed; and 18 new bridges have been built.

The Federal Aid Funds for primary highway construction for the years 1941, 1942 and 1943 amount to a total of \$2,632,497.97, and of this amount \$1,856,919.00 has been placed under contract. For the same period the Federal Aid Grade Crossing Fund, amounting to \$715,825.20, has been allocated to the amount of \$466,425.22, and the Federal Aid Fund for Secondary Highway Construction, amounting to \$417,599.15, has been allocated to the extent of \$72,035.00.

Since the beginning of the emergency period, December 7, 1941, no Federal Funds from any of these sources have been allocated, and all previously approved programs for improvement with these funds have been cancelled. While the greater part of the unexpended balance of these Federal Funds, amounting to \$1,371,543.47, would normally remain available until June 30, 1944, plans were, at the beginning of the emergency, either completed or in the process of completion for the unexpended balance, which would have made it possible to have placed all of this work under contract at least one year in advance of the final date established by the Federal Government.

In the biennial report of the Chief Engineer for the years 1939 and 1940, attention was directed to the development of the highway system for national defense. The War Department, through the Public Roads Administration, submitted to the State Roads Commission a system of highways, the location of which coincided generally with the primary State system and was referred to as the "strategic net."

An estimate of the cost of the proposed widening, strengthening and relocating program on the "strategic net" to meet the requirements for military purposes was placed at \$60,000,000. The permanent value of such an improvement to the State, after the passing of the emergency period, was emphasized, although it was stated that special Federal funds would be necessary to complete such a program within a reasonable period of time and that an expansion of the engineering organization would be required.

Further attention was directed to a program of access roads for making connections with the Aberdeen Proving Ground, Edgewood Arsenal, and other military reservations and army and navy manufacturing centers, which was estimated to cost \$13,000,000.

On November 19, 1941 the President approved the Defense Highway Act of 1941, whereby funds were made available for the construction of access roads to manufacturing plants working on Army and Navy assignments and roads to Army and Navy Posts. These funds are applied only to such projects receiving the approval of the Army and Navy Departments. Approvals have been given from time to time as the necessity arose and since the passage of the Act, certifications to the



extent of \$8,907,950.00 have been made by the Navy and \$6,384,355.00 have been certified by the Army. Of the total amount of \$15,292,305.00, work has been awarded and placed under contract which will cost \$9,033,300.73, a part of which was used for the elimination of "traffic bottlenecks" in Baltimore City. Because of the requirements of the Defense Highway Act of 1941, which authorized the use of Federal Funds for access road construction, plans and specifications are prepared, contracts administered, and disbursements are made by or under the supervision of the Highway Department of the State, subject to the approval and general direction of the Public Roads Administration under the Federal Works Agency. Therefore, of the total amount placed under contract \$2,750,585.73 has been allocated for projects within the limits of Baltimore City and constructed under the direction of the Commission's personnel. Excellent cooperation has been received in the conduct of this work from the Department of Public Works of Baltimore City in the preparation of plans and the acquisition of the rights-of-way for all of the work done within the City limits.

The projects completed in the City include important connections with the outlying industrial areas, such as a connection with the Bethlehem-Fairfield and the Maryland Drydock areas from Hanover Street in Brooklyn, and by the improvements along Eastern Avenue and Erdman Avenue, provisions are made for better connections between the City and the manufacturing areas east and southeast of Baltimore.

In the counties of the State, projects have been awarded from Access Road Funds that will cost \$6,282,715.00, which includes the continuation of Eastern Avenue to the Glenn L. Martin Plant and, also, the continuation of Erdman Avenue by way of the North Point Road into the Sparrows Point area. Before the passage of the Defense Highway Act, a very important access highway connection between Route 40, near Golden Ring, and the Glenn L. Martin Plants, was placed under construction and financed by this Commission. This work included traffic interchanges and highway grade separation structures at Route 40, the construction of a cloverleaf, and the underpass of the Pennsylvania Railroad at Eastern Avenue.

No allocations have been made by the Federal Government for general improvements to the strategic net, although use of the regular Federal-aid funds has been approved in making such improvements in two cases; namely, the rebuilding of the Jug Bridge and approaches and the La Plata-Lyons Corner road.

#### *Improvements by WPA Facilities*

By taking advantage of the funds made available through the Work Projects Administration, an efficient construction organization has been built up and available funds have been disbursed to a very material benefit in the outlying sections of the State, where relief labor was available for such work. Since the beginning of the emergency, these funds have been used almost exclusively for the construction and improvement of highways leading into Army Posts.

WPA funds have been distributed in 14 counties of the State, for which there has

been Federal and State participation to the extent of approximately \$2,500,000 and for which work the State Roads Commission has contributed approximately \$660,000.00, or 26% of the total.

#### *Prison Labor Projects*

By the use of prison labor for the improvement of the existing highways, 57.36 miles have been widened during the past two years, of which 31.17 miles have been added to the improvements on the Eastern Shore and 26.19 miles have been widened on the Western Shore of Maryland. Because of the reduced force of workmen on highway maintenance resulting from higher wages paid on the numerous government projects, the use of prison labor has been resorted to for use in maintenance gangs, and provisions are being made for an extension of this policy by the construction of camps for housing the men in the areas too far removed from the penal institutions to permit daily transportation.

#### *Improvements to the County System of Highways*

The Chief Engineer's report for the period between October 1, 1938 and September 30, 1940 referred to the Acts of 1939, which then governed the maintaining, constructing and reconstructing of County highways as restricting the use of the Lateral Gas Tax Funds for new construction on the County System.

Under that law 50% of the 1½¢ gasoline tax was required to be used for construction, with the requirement that all of such completed highways would become a part of the State system, and under these restrictions, because of the higher type of construction and the resulting high costs, the County was deprived of a considerable mileage of new lower type highways that would answer the needs of the local users.

The Chief Engineer suggested, therefore, that this law be modified to permit the construction of the lower type road, which would after completion remain a part of the County highway system. This revision in the law was made by the Legislature of 1941, whereby it was made optional with the State Roads Commission as to which, if any, of the roads in the County program should be accepted into the State highway system. This change permitted greater latitude in the selection of the projects to be improved and in the character of improvement, resulting in a greater mileage of improvement because of a lower construction cost per mile.

Of the 9 counties that have elected to use the available funds in one form or another and under the direction of their own engineering departments, Frederick County has built 21.45 miles; Washington County has constructed 15.41 miles; 8.46 miles have been completed in Garrett County; 6.8 miles in Anne Arundel County; and 3.82 miles in Montgomery County.

Baltimore County has used its funds for debt service and has made rather substantial contributions toward the construction of access roads being built under the direction of this Commission in Baltimore County. All of the new construction in Carroll, Harford and Howard Counties has been done under the direction of this Commission and will become a part of the State highway system.

There are 11 counties in the State whose systems of highways are under the direction of this Commission. They are Cecil, Kent, Queen Anne's, Talbot, Caroline, Dorchester, Wicomico, Somerset, Worcester, Allegany, Prince George's, St. Mary's, Charles, and Calvert Counties.

By the use of State forces and the expenditure of funds allocated by law for the maintenance and construction of the County systems, approximately 375 miles have been developed as all-weather roads during the past three years by stabilizing with local materials. Further improvements have been made by the use of bituminous stabilization, whereby approximately 106 additional miles have been improved. The stabilization of the all-weather roads has been done at a cost as low as \$1500 per mile, and the bituminous stabilization for a figure as low as \$2800 per mile.

#### MAINTENANCE

The necessity for proper maintenance was never more important than at present. The curtailment in the purchase of automobiles, tires, gasoline and repair parts requires that in the operation of every type of automotive equipment the reduction of wear and tear is a patriotic duty of the individual owner. It is, therefore, a very definite responsibility of this organization to reduce the causes of damage and accidents and those things common to highways which might be contributory to the wear or reduction of life of the transportation facilities that we have; and, furthermore, because of the restrictions in the use of materials entering into highway repairs, all of those conditions which cause the failures of the highway surfaces, such as neglect in making repairs, bad drainage, and prompt removal of snow and ice, must be disposed of immediately, and this can be done only through constant supervision and intelligent application of corrective measures. With the curtailment of funds for maintenance, combined with the factors already enumerated, problems will arise for which there is no precedent and our accomplishments must rest upon the ingenuity and sound judgment of our working forces.

#### FUTURE ACTIVITIES

The procedure of the Commission with respect to new construction and maintenance for the remaining period of the emergency will be contingent upon what form the Federal regulations will take pertaining to public improvements. Obviously, maintenance will be given first consideration with State funds that may be available. At the present time new projects must have the certification of the Army or Navy as necessary for the conduct of the war or they cannot be placed under contract. New work will be confined to defense access projects, or portions of the strategic net, until the war is over. As a result, a number of projects of importance to the State, such as the Sandy Hook Bridge Superstructure, the paving of the Hagerstown Relocation, the improvement of the highway between Cumberland and Frostburg, the Westminster Pike, the Baltimore-Washington Road, the Easton By-Pass, the improvement of the highway between Pocomoke and the

Virginia State Line, and others of importance will probably be deferred until the emergency period is passed.

These important improvements constitute a tentative program of construction which was adopted by the Commission in 1941, and on a number of these projects plans have been completed and extensive work has been done toward the acquisition of rights-of-way.

Special consideration has been given the construction of a new highway between Baltimore and Washington. A tentative location has been adopted to the east of the existing road. It will pass through the Anacostia River Basin east and north-east of Washington, making connection with New York Avenue and East Capital Street, and will be so located that extensions can be made for connections with highways leading into Southern Maryland and to Virginia by way of the Potomac River Bridge. Continuing in the direction of Baltimore, the proposed route will pass through lands now owned by governmental agencies, such as the National Capital Park & Planning Commission, Greenbelt, and the Beltsville Research Center, and because of the location on Government properties the project as far north as the Jessup-Fort Meade Road will be built under the direction of the Public Roads Administration. Its extension to the north toward Baltimore will be designed and constructed under the direction of this Commission, and it will be so located south of the city that provisions can be made for any desired approaches which might later be adopted for use into and through Baltimore. Connections will be made south of the city for the proposed Patapsco River Harbor crossing and also with the existing Baltimore-Washington Road. It will permit satisfactory contact with the by-pass from Route 40 by way of Halethorpe and Lansdowne, thus providing access from areas west and south of the City into the principal manufacturing centers in the Curtis Bay Region.

After the completion of the important Army and Navy projects which are now under construction, the engineering department is planning to utilize all of the available construction engineering personnel on preliminary engineering field work, on the preparation of plans and specifications, and on the acquisition of rights-of-way for new projects so that when the post-war period arrives with the demand for public works to relieve unemployment, many important projects will be available for immediate release.

It is the desire, in conclusion, to express the sincere appreciation of the engineering personnel as a whole, to the Commission for its very earnest consideration of all matters pertinent to the well-being of each individual who forms a part of an enthusiastic and loyal organization.

Respectfully submitted,  
WILSON T. BALLARD,  
*Chief Engineer.*

---

## MAINTENANCE

ROBERT M. REINDOLLAR

*Assistant Chief Engineer*

FRANK P. SCRIVENER, JR.

*Maintenance Engineer*

JOHN C. GRANNON

*Equipment Engineer*

JOHN H. FOERTSCH

*Superintendent of Equipment*

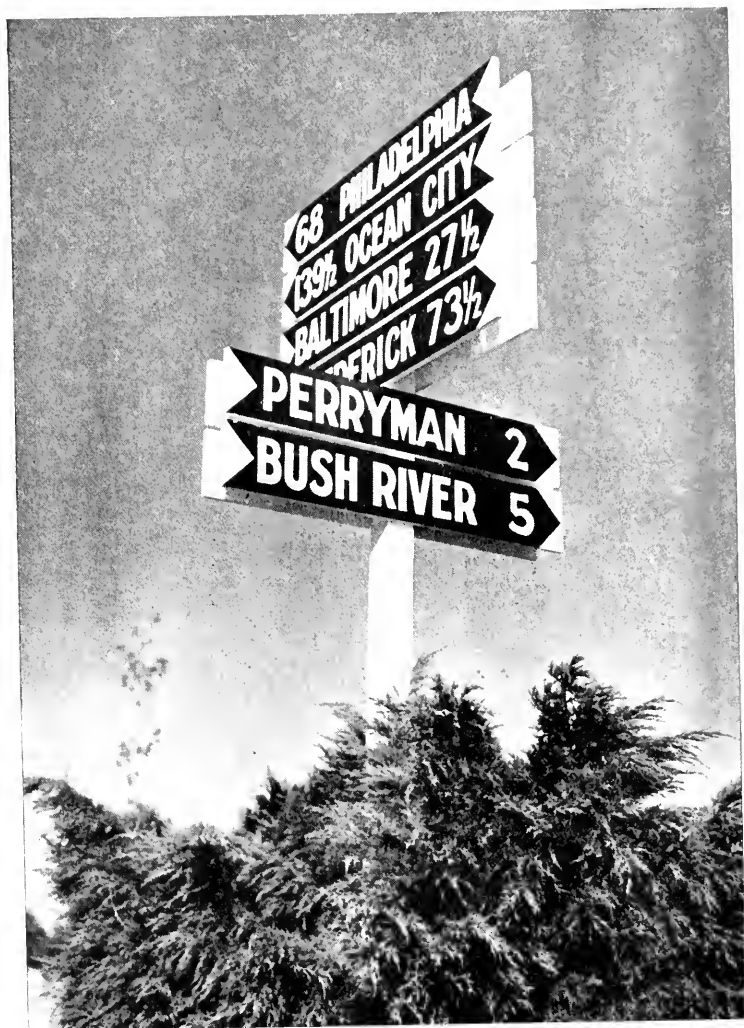
S. W. BAUMILLER

*Superintendent of Roadside Development*

J. EDGAR STRONG

*Acting Director of Outdoor Advertising*

---



THE "NEW TYPE" DIRECTION AND DISTANCE SIGN

## MAINTENANCE

Proper maintenance can be obtained only by constant supervision on the part of those organized employes responsible for the maintenance of the road.

The central office, located in Baltimore, exercises general supervision and coordinates the various maintenance activities, which insures uniformity of methods and practices.

### *Organization*

The State, in the maintenance of its road system, is divided into six districts. An engineer located in each district represents the Chief Engineer and, as such, is responsible for all maintenance operations in his district. These engineers' offices are located in Salisbury, Chestertown, Laurel, Towson, Upper Marlboro, and Cumberland.

Each District Engineer is assisted by a Junior Engineer, who inspects in detail, and exercises supervision over, maintenance work and related functions.

Resident Maintenance Engineers are located in each county, whose duty it is to program and direct all maintenance activities in their respective counties. Men of this classification are located in Princess Anne, Snow Hill, Salisbury, Cambridge, Easton, Chestertown, Centerville, Denton, Elkton, Churchville, Towson, Westminster, Gaithersburg, Laurel, Glen Burnie, Upper Marlboro, Sunderland, La Plata, Leonardtown, Frederick, Hagerstown, Cumberland, and Oakland.

Maintenance operations in the State have recently been considerably curtailed through loss of personnel by induction to military service and, also, due to the fact that both skilled and unskilled employes have sought employment in government projects at a considerable increase in salary. In some of the counties where these government projects are in full swing, the maintenance forces have been reduced to as low as 8 or 10 men. Because of the tire rationing, some of our men have been unable to obtain tires and it has been necessary, under the circumstances, to permit some of the responsible chauffeurs to take the trucks home at night in order that they might be able to carry the men to and from work.

The Commission has in many instances resorted to the working of prisoners on maintenance work. These men are transported daily from the Maryland Penitentiary located in Baltimore, the House of Correction located in Jessups, and the Maryland Penal Farm located in Roxbury. In further carrying out this policy of using Prison Labor, this Commission has erected a camp at Elkton capable of housing sixty men. A camp at Leonardtown is under construction and one at Sunderland is being considered. The reason for these camps is that the institutions are located too far from the site of the work to transport the inmates daily.

Recently, however, this Commission has increased the unskilled labor 10¢ per hour and the skilled labor 15¢ per hour, hoping not only to hold the remaining men,

but expecting a return of those working on government projects long distances from home, as the mileage of travelling back and forth to the job would be considerably cut down.

MILEAGE OF THE STATE HIGHWAY SYSTEM BY TYPES

	D	E	F	G	H	I	J	K	L	M	Grand Total	
Primary State System—Rural	13.10	43.06	626.22	642.41	865.17	306.53	1,590.90				127.24	4,214.63
Urban extensions of primary State System			2.05	9.87	15.52	11.61	54.14	1.72			5.50	100.41
Total mileage maintained by State*	13.10	43.06	628.27	652.28	880.69	318.14	1,645.04	1.72			132.74	4,315.04
Connecting links (Not maintained by State)†	0.02			0.42	26.43	60.42	1.93	6.83	1.11	2.79		99.95
Total	13.12	43.06	628.27	652.70	907.12	378.56	1,646.97	8.55	1.11	135.53		4,414.99

\* All figures on State maintained mileage are as of December 31, 1941.

† No changes or improvements shown since 1936, as information is not available.

D = soil-surfaced; E = gravel or stone; F = bituminous surface-treated; G = mixed bituminous; H = bituminous penetration; I = bituminous concrete and sheet asphalt; J = concrete; K = brick; L = block; M = dual type of surface.

### Snow Removal

Snow fence purchased in 1940-41	150,000 ft.	Snow Posts	16,400
Snow fence purchased in 1941-42	216,000 ft.	Snow Posts	22,085

The average snow fall throughout the State was as follows:

1940-41	28.4 inches
1941-42	22.9 inches

The winter of 1941-42 was a mild winter and free of snow fall, except on March 29th, Palm Sunday, when we had a phenomenal storm, ranging from 5 inches on the Shore to 36 inches in the northwest part of Frederick and the northeast part of Washington County.

### Snow Plows

Located throughout the State are 275 trucks, 36 power graders, and six tractors equipped with 270 high-speed pusher type plows, 46 V-type plows, and 15 rotaries.

### Surface Treatment

During the season of 1941, the following surface treatment schedule was completed:

	Miles Treated	Gallons Used
State	779.83	2,339,916
County	97.90	308,169
Total	877.73	2,648,085

During the season of 1942, the following surface treatment schedule was completed:

	Miles Treated	Gallons Used
State	332.8	1,304,000
County	38.7	106,000
Total	471.5	1,410,000

It will be noted that the 1942 schedule is approximately 50% of that in 1941, a normal year for this type of work. Two factors are responsible for this: Early in the spring of 1942, the Commission advised the District Engineers that, due to the lack of anticipated revenue from gasoline tax, all maintenance operations would have to be curtailed in order to stay within the budget. Only those roads which were in absolute need of surface treatment were to be submitted to the Balti-





THE "SAFE SPEED" SIGN USED TO ELIMINATE THE "SURPRISE ELEMENT" ON SHARP CURVES



A SECTION OF THE GOVERNOR RITCHIE HIGHWAY SOUTH OF GLEN BURNIE

more office in their program. After this was done, the government, considering the transportation of bitumen as critical, again cut our program by 33 $\frac{1}{3}$ %. It is feared, by this serious curtailment of surface treatment work, that if the winter of 1942-43 is of a severe nature, considerable damage will result, especially on the bituminous types of pavements.

### *Signs and Markers*

During the spring of 1941, this Commission purchased and erected 905 safe speed signs. These signs are erected immediately under the reflector type curve signs to give an additional advance warning to the motorist in order to eliminate the surprise element when coming into a low-speed curve. These signs are in no way considered legal speed signs, their purpose being to advise the motorist, by comparison with other curves, at what speed the curve can be negotiated with safety. This speed has previously been determined by studies made by an instrument attached to an automobile, known as the Ball Bank Indicator. These signs have been erected along five of the more important routes in the State; namely, Nos. 1, 40, 50, 111, and 240. Favorable comments have been received by the Commission because of the erection of these signs, and it is hoped that additional signs will be erected when conditions permit.

The Commission has continued to render service to the travelling public by marking the center line of all highways in the primary system. In the fall of 1940, for purposes of economy, the mileage so marked was reduced from 2000 miles to 1200 miles and the center line stripe was cut down from 6 inches to 4 inches in width, but public reaction to the change required that the full mileage previously striped continue to be so treated. In order to conserve paint and keep expenditures within the allocated amount for this purpose, the "skip" line system was adopted. By this method one-half of the quantity of paint is being used with no serious result in the effectiveness of this type of marker.

Prior to 1941 route markers had been installed on the main system of highways only. Since that time, however, the Commission ordered that all State roads should be properly marked with route markers and these have been erected.

In the spring of 1941 and in accordance with the Legislative Acts of that year, "Cattle Crossing" signs were erected as an additional service to the motoring public from the viewpoint of safety.

During the summer of 1941, because of the variance in volume and speed of traffic and in order to provide adequate legibility to meet these conditions, the Commission approved the use of the new type direction and distance signs. It consists of an individual wood panel 8 inches by 4 feet in size for each name and permits the use of 6 inch letters, thus replacing the old box sign with the 2 $\frac{1}{2}$ -inch letters.

Special signs of a larger size have been erected at many important highway junctions and intersections equipped with reflector buttons for nighttime visibility.

All distance and direction signs are manufactured, painted, reclaimed and restored by the Southern Avenue Sign Shop. During the past two years 18,148 signs of 31

different sizes and types have been prepared, and many of these have been installed, by the Southern Avenue Shop.

### Danger Spots

During the fall and spring of 1910 and 1911 a survey was made of the entire State System, having in mind the elimination of all physical points of danger to the motor-ing public, and these danger points are, insofar as it is possible, being disposed of by nominal expenditures as a part of the normal maintenance procedure.

### Civilian Defense Activities

All equipment and men in the field forces have been organized into Road Repair Crews, and are prepared to function in the event of an emergency under the direct supervision of the District Engineer in charge of each district, and the Junior Engineers in charge of the work in the counties, all of which is under the general direction of the Baltimore office, through which a complete coordination of all activities throughout the State is possible and by which transfers of men and equipment from one district to another is possible in the event of an emergency of sufficient magnitude to require such action. Full cooperation is given to the State and County Directors of Civilian Defense.

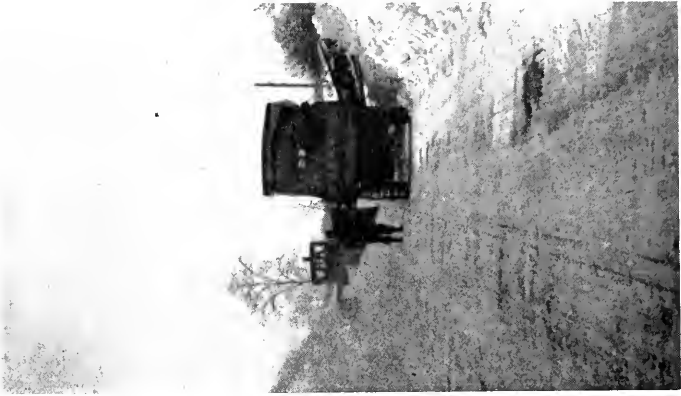
Under the Governor's Proclamation of July, 1942, requesting a reduction in highway speeds from 50 and 55 miles to 40 miles per hour, the principal highways of the State were posted and later revised to comply with the Federal regulations of 35 miles per hour.

### County Road System

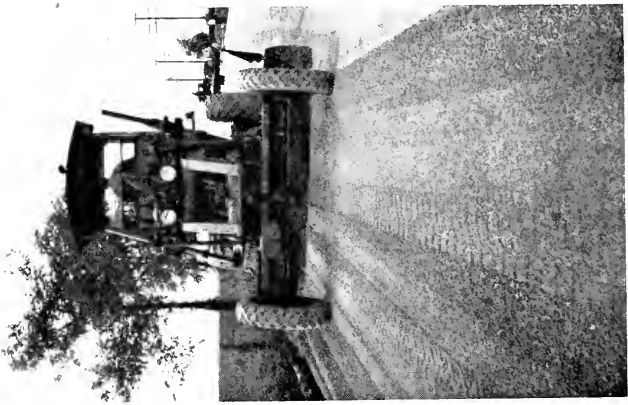
MILEAGE OF THE COUNTY HIGHWAY SYSTEM  
By Types

County	(A) and (B)	(C)	(D)	(E)	(F) and (G)	(H) and (I)	(J)	(K)	County Total Mileage
Allegheny	35.42	181.94	1.05	16.55	122.33	1.90	0.00	1.10	360.29
Anne Arundel	40.10	60.78	6.37	261.87	228.50	0.00	0.80	0.00	598.42
Baltimore	9.57	41.73	4.42	120.11	604.26	18.76	142.01	0.00	940.88
Calvert	44.50	44.40	1.20	62.65	2.30	0.00	0.00	0.00	155.05
Caroline	395.10	24.55	19.61	28.85	0.00	0.00	0.00	0.00	468.11
Carroll	251.71	285.78	4.90	19.44	122.06	22.94	1.10	0.00	707.63
Cecil	41.20	228.80	4.00	127.60	39.60	3.60	0.40	0.00	445.20
Charles	24.06	15.80	0.00	193.18	4.10	0.00	0.00	0.00	237.14
Charles	65.40	78.86	8.10	303.60	19.60	0.00	0.00	0.00	475.56
Dorchester	122.48	645.14	6.82	5.03	193.80	31.71	0.80	0.00	1,065.78
Frederick	135.20	302.40	9.40	187.00	102.07	6.53	0.40	0.00	734.00
Garrett	114.53	281.35	5.30	94.73	66.92	15.85	1.40	0.00	580.98
Harford	18.42	85.95	0.00	145.23	35.00	0.00	0.00	0.00	284.60
Howard	9.51	82.00	33.10	95.47	11.80	0.40	0.00	0.00	232.28
Kent	16.40	201.39	16.65	92.45	219.13	10.72	28.31	0.00	675.05
Montgomery	30.92	108.45	1.60	172.22	110.78	0.00	0.00	0.00	423.97
Prince George's	0.00	21.00	84.85	282.36	3.20	0.10	0.00	0.00	391.51
Queen Anne's	37.90	30.01	1.10	181.72	0.00	0.00	0.00	0.00	250.73
Somerset	10.50	192.70	5.00	58.55	10.88	0.00	0.00	0.00	277.63
Talbot	14.20	6.75	12.60	206.95	48.15	0.00	0.50	0.00	280.15
Washington	95.50	100.80	4.10	115.38	254.60	26.00	0.00	0.00	597.28
Wicomico	37.75	295.39	24.80	50.36	90.98	0.00	0.00	0.00	499.28
Worcester	59.40	347.56	7.20	16.60	21.47	0.00	0.10	0.00	452.63
Total	1,609.77	3,753.53	253.17	2,837.90	2,311.55	139.71	175.82	1.10	11,082.55

(A) and (B) = unimproved; (C) = graded and drained; (D) = soil-surfaced; (E) = gravel or stone; (F) and (G) = low type bituminous; (H) and (I) = high type bituminous; (J) = Portland Cement concrete; (K) = brick.



WIDENING SNOW BANKS IN GARRETT COUNTY  
BY THE USE OF SIDE PLOWS OR WINGS



LEVELING TRAFFIC-BOUND SHOULDERS WEST  
OF HAGERSTOWN

The State Roads Commission maintains the County Road Systems in the following counties: Cecil, Kent, Queen Anne's, Talbot, Caroline, Dorchester, Wicomico, Worcester, Somerset, Allegany, Prince George's, St. Mary's, Charles, and Calvert.

#### MAINTENANCE MANUAL

During the past two years information has been compiled and a Maintenance Manual has been prepared which describes the effective policies of the Commission, as they pertain to maintenance, and the functions of the organization. The book also provides much useful data for the men in the field and serves as a general reference for those who desire to keep in touch with the maintenance procedure. It is of loose-leaf type, which permits deletions and insertions when additional instructions or changes in policy are issued.

#### EQUIPMENT DIVISION

Since January, 1942 virtually no new equipment has been purchased by the Commission and, as a result, costly repairs have been necessary on equipment, which equipment in normal times would have been traded in for new units. The task of keeping such equipment in good condition is a difficult one; first, because of delays in receiving priorities; second, because, after obtaining the necessary priorities, shipments are delayed from four to six months; and, third, because of the difficulty in obtaining and holding good mechanics.

During this biennium and prior to December, 1941 the following replacements were made, using the trade-in values of obsolete equipment as part of the purchase consideration:

24	Passenger Cars
41	Dump Trucks
8	Pickups
1	Station Wagon
1	Screenside
†18	165-Gallon Tar Heaters
†3	300-Gallon Tar Heaters
47	Pull Graders
2½	Cu. Yd. Shovels
2½	Cu. Yd. Shovels
2	Bucket Loaders
2	10-ton Rollers
8	4400 Lb. Rollers
3	10-Cu. Ft. Bituminous Mixers
2	2-Bag Concrete Mixers
1	Road Sweeper
10	Mowers
1	Road Planer
1	160 Cu. Ft. Air Compressor
1	8500 Lb. Gasoline Tractor
3	Truck Chassis
1	Utility Truck Body
5	16,000 Lb. Motor Patrols
2	15,000 Lb. Tractors
2	12,000 Lb. Motor Patrols
*1	1,000 Gal. Distributor

\* The 1,000-Gallon Distributor was not a replacement.

† The Tar Heaters and Pull Graders have been purchased since December, 1941.

On March 5, 1942 the garage at Marlboro was completely destroyed by fire. Not only was the structure a complete loss, but all of the shop equipment and small tools, inclusive of an electric automotive gasoline pump, a 4400-pound roller, a 2-inch water pump, and a 2½-ton truck.

The garage was a central point for storage and repairs in the Fifth District and housed road equipment valued at \$137,000.00. Provisions were made after some delay, through the efforts of the War Production Board, for certification of the rebuilding of the structure and the job is now under contract.

The recommendations made by the Committee, appointed by the Governor to study the conservation of gasoline by the various State Departments, were immediately adopted and, after a period of one year, a saving of 25% has resulted therefrom. Through the activities of this department, with the cooperation of the several garages of the Commission in the State, 24 tons of old rubber, tires and tubes have been turned in to the United States Government Rubber Collection Campaign, and the salvage of rubber, as well as scrap metal, tin, bronze, and brass is being disposed of through the Government Agencies as fast as it accumulates.

The personnel of the Equipment Division has cooperated also to its fullest capacity in compiling rather an extensive amount of information for Government Bureaus in answer to questionnaires. At least 7 departments of the Federal Government have requested information of this sort, although it is apparent that a very large part of this kind of work should be unnecessary because the requests of the several Government Agencies are duplicated.

#### OUTDOOR ADVERTISING DEPARTMENT

The outdoor advertising department, which is charged with the enforcement and administration of the law on outdoor advertising on the State Highway System, has continued its function of issuing license and permit tags for signs or advertising erected in accordance with the law. Periodical inspections are made of all advertising signs erected, and those signs erected contrary to the provision of the law are, after due notification to the owners, removed.

The following is a résumé of the activities of this department for the period of this report:

Collection from sign permit tags issued in 1941	\$9,383.88	
Collection from sign permit tags issued in 1942	10,209.58	
	<u>\$19,593.46</u>	
(Note: 5½ months remain before year 1941-1942 issuance is complete)		
Collection from licenses issued to advertisers in 1941	\$2,983.42	
Collection from licenses issued to advertisers in 1942	3,333.35	
	<u>\$6,316.77</u>	
Total		\$25,910.23
Total cardboard or snipe signs removed from road in 1941-1942		6,000 Approx.
Total signs and advertising structures removed from road for failure to comply with law		950 Approx.

Salvaged materials used in sign shop for State Roads Commission	
signs from removed signs:	
Wood and posts	\$20.00
Metal	95.00
Total	<u>\$115.00</u>

Violators apprehended, operating without 1941-42 license	9
Hazardous signs relocated from curves and road intersections	15

## ROADSIDE DEVELOPMENT

The Roadside Development Department plans and supervises the control of erosion by the use of vegetation, and all landscape work done under the direction of this Commission, and the department has, through a splendid spirit of cooperation with the engineering personnel of the Commission and with all civic bodies interested in this kind of work, improved public relations and demonstrated the value of the undertaking.

Among the larger landscape erosion-control projects completed during the past two years are the following:

- Philadelphia Road between Foy's Hill and Northeast Road—a distance of 4.04 miles.
- Philadelphia road between Northeast Road and Little Elk Creek—a distance of 4.92 miles.
- Jessups Road between Jessups and the Baltimore-Washington Boulevard—a distance of 1.256 miles.
- Edmondson Avenue Extended between Baltimore City Line and Rolling Road—a distance of 2.339 miles.
- Martin's Philadelphia Road Underpass and its cut and fill area immediately adjacent to the Underpass.
- Martin's Road between the Philadelphia Road and Middle River Road—a distance of 1.784 miles.
- Martin's Eastern Avenue Cloverleaf and its approaches—a distance of about one mile.

During several years just past the value of having this work done as a part of the construction contract has been proven, because the usual maintenance necessary immediately upon the completion of a new highway is very materially reduced. In this work enthusiastic cooperation is received from the contractor, as it saves him time and money spent in keeping the slopes in shape until accepted. Plans for roadside development are now an integral part of all of the larger contracts.

Among those projects where roadside development is included as a part of the contracts are the following recent projects:

Chesapeake Bay Ferry Terminal at Sandy Point, A. A. Co.	0.955 miles
La Plata toward Lyons Corner	3.204 miles
Marbury-Pisgah Road	2.061 miles
Huntingtown to Prince Frederick	4.342 miles
Allens Fresh to Chapel Point Road	3.909 miles
Riverside-La Plata Road	4.957 miles
Berlin-Ocean City Road	1.650 miles

At the present time, because of war conditions, roadside development is being limited to essential erosion control, conservation and maintenance.

A post-war program for the roadside development of our highways was begun in March of 1942, at which time the Commission received a delegation of the Confederation of Western Maryland Communities, Inc., headed by Mr. J. H. Gambrill, Jr., President of the Confederation. This meeting was for the purpose of seeking our cooperation in the working up of a master plan (to be executed after the war) for the development of the many ideal locations for safe, off-the-road parking areas, most of which afford scenic views of Western Maryland's beautiful valleys; also, to include the complete landscaping of our New Frederick-Hagerstown Dual Highway. The cooperation of the Commission was given wholeheartedly and at the present time our master plan is rapidly taking shape.



---

**CONSTRUCTION**

EDWARD H. NUNN  
*Construction Engineer*

WARREN B. DUCKETT  
*Acting Assistant Construction Engineer*

---



GRADING EQUIPMENT AT WORK ON THE NORTH POINT ROAD

## CONSTRUCTION DIVISION

This division is responsible for the field inspection and engineering supervision of all highway and bridge projects constructed for the Commission by contract. The organization is comprised of the following personnel:

- 1 Construction Engineer
- 1 Assistant Construction Engineer
- 1 Stenographer
- 7 Junior Assistant Highway Engineers
- 6 Junior Assistant Bridge Engineers
- 68 Road Inspectors

In the fiscal year of 1941 sixty-six projects were completed, the total contract prices being \$4,514,466.55. The projects covered all types of surfacing and included bridges, grade separations, roadside beautification, and curb and gutter. The projects were varied in amount from \$3,000.00 to \$387,000.00.

In the fiscal year of 1942, sixty-seven projects were completed, the total aggregate prices being \$5,904,317.44. These projects were nearly all access roads to military establishments and munitions plants, or on the strategic network. The projects covered all the types of surfacing, as well as bridge construction and reconstruction, grade separations, cloverleafs, channelization of road intersections, pedestrian underpass, bulkhead and roadside beautification.

In the City of Baltimore the division is supervising the construction of twelve projects for street construction, grade separations and cloverleafs on access roads to industrial plants engaged in war work. These projects total \$2,216,033.75.

The following tabulations show the miles of various type roads constructed in the fiscal years:

Type	1941	1942
Concrete Roadway	17.015 miles	18.628 miles
Concrete Roadway, Dual Highway	9.914 miles	11.505 miles
Macadam Roadway	20.749 miles	22.027 miles
Bituminous Stabilized Roadway	16.494 miles	30.059 miles
Gravel Roadway	11.427 miles	11.722 miles
Soil Cement Stabilized Roadway	2.310 miles	4.983 miles
Stabilized Earth Roadway	7.208 miles	
Concrete Widening—Shoulders	3.182 miles	8.978 miles
Bituminous Re-surfacing	8.000 miles	6.990 miles
	96.299 miles	114.892 miles

The number of bridges, cloverleafs, and grade separations are listed below for the fiscal years:

Type	1941	1942
Bridges—Reconstructed	6	3
Grade Separations	5	2
Bridges—Constructed	11	7
Roadside Beautification	2.936 miles	8.96 miles
Curb & Gutter	0.50 miles	
Channelization of Intersections		8
Pedestrian Underpass		1
Bulkhead		1

Under construction at the end of the 1942 fiscal year were the following road mileages:

UNDER CONSTRUCTION—SEPTEMBER 30, 1942		Mileage
Type		
Concrete—Dual Highway		5.456 miles
Asphaltic Concrete, Dual Highway		6.921 miles
Macadam Roadway		0.150 miles
Bituminous Stabilization Roadway		3.770 miles
Gravel Roadway		3.272 miles
Concrete Widening—Shoulders		3.710 miles
Macadam Widening—Shoulders		7.390 miles
Concrete Roadway		23.289 miles
Total		<u>53.958 miles</u>
Grade Separations		9
Cloverleafs		4
Bridges		4
Ferry Terminals		1
	AWARDED—NOT STARTED	
Concrete Roadway		3.07 miles
Grade Separation		1

The aggregate of contract prices of the thirty-seven projects of the work under construction totals \$11,619,430.89.

---

**MATERIALS DIVISION**

GEORGE H. TRIECE

*Materials Engineer*

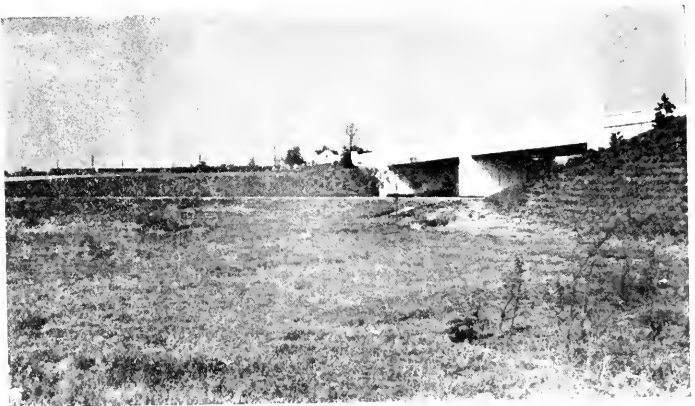
J. ELDRIDGE WOOD

*Assistant Materials Engineer*

---



THE COMPLETED GRADE SEPARATION STRUCTURE NEAR GOLDEN RING, SHOWING  
THE STARTING OF EROSION OF THE SLOPES



THE SAME LOCATION SHOWN IN THE FIRST PICTURE AFTER TREATMENT FOR  
EROSION CONTROL

## MATERIALS DIVISION

During the period covered by this report, the demand on the Materials Division greatly increased and resulted in placing considerable burden on our entire organization. This organization also suffered from loss of personnel, as many experienced employes either joined the Armed Forces or accepted better paying positions with outside industries. This condition was further aggravated by the accelerated construction programs on highways and structures connected with the war effort, together with services rendered to municipal, army and navy construction agencies.

All these demands were met in an acceptable manner, despite the fact that the personnel as of September 30, 1940 was twenty-four employes and the personnel as of September 30, 1942 was eighteen employes, but more significant was a total turnover of eighteen men which required considerable time and effort in training new employes.

Due to the existing national emergency, vital materials have been diverted from highway work. This has necessitated research, study and modification of design in finding the best substitutes.

### *Soils*

Studies in low cost road types and the actual construction of experimental field projects directed by this Department in the recent past made it possible to meet the taxpayer's demand for necessary highways, with the use of little or no critical materials, and in addition, effect a saving directed by the Executive Department in the face of decreased revenue.

In addition to development work of this type, routine Soils Engineering has been carried on. Seven men are assigned to this phase of work, which includes soil surveys, soil profiles, identification of the various soil strata on proposed location, borrow pit sampling and testing, fill compaction control, landscaping topsoil sampling and testing, and special investigation and recommendations for the use of available local materials to the best advantage of economy and design. Our Mobile Laboratory has proven indispensable on stabilization projects and fill compaction control.

Soil surveys were made on 239 miles of proposed construction.

210 Borrow Pits were sampled and tested.

224 Gravel Pits were sampled and tested.

107 Agricultural soil samples were sampled and tested.

1,954 Total samples were tested by routine methods.

### *General Laboratory Tests*

The testing and inspection of fabricated materials is generally divided into the two following classifications: Chemical and Physical.

These determinations have become increasingly complicated not only by the introduction of substitute materials, but by the difficulty or impossibility of obtaining Laboratory equipment and chemicals necessary for standardized tests.

This sampling and testing is performed by ten men. In the following tabulations it will be noted that tests were made on paint, varnish and enamel. This work was formerly executed by commercial laboratories, but by the addition of necessary equipment to perform chemical analyses in our own laboratory, considerable saving in time and money has been effected in the performance of this work by our personnel.

Item	1941	1942
Cement	118	106
Concrete Cylinders	2,483	1,991
Concrete Cores	1,141	699
Sand	283	170
Gravel	187	147
Stone	364	171
Slag	87	47
Screenings and Dust	111	56
Tar	65	140
Asphalt	282	115
Lubricating Oil	43	61
Other Petroleum Products	31	31
Paint, Varnish and Enamel	247	207
Reinforcing Steel	336	337
Guard Fence Fittings and Cable	122	47
Corrugated Metal Pipe	103	62
Concrete Pipe	73	136
Cast Iron Pipe	6	0
Terra Cotta and Vitrified Tile Pipe	12	31
Asphalt Coated Pipe	2	1
Premolded Joint Filler	18	37
Expansion Joint Assemblies	10	6
Brick	14	30
Water	19	32
Fertilizer and Lime	9	12
Calcium Chloride	13	15
Burlap	6	1
Plywood	8	0
Curing Agents	26	29
Crack and Joint Filler	46	29
Creosote	3	2
Water and Damp Proofing Materials	51	28
Electric Conduit, Wire and Cable	10	7
Copper Flashing	4	3
Concrete Blocks	5	2
Wood Posts	4	0
Bituminous Plant Mixes	131	101
Miscellaneous	20	41
Total	6,493	3,552

New specifications and modifications of existing specifications have been effected for aggregates, gravel surfacing, subgrade treatments, curing agents, bituminous plant mixes, bituminous and cement road mixes, joint material and pipe.

These studies were in addition to the participation of this department in the drawing up of a new 480-page volume of General Specifications.



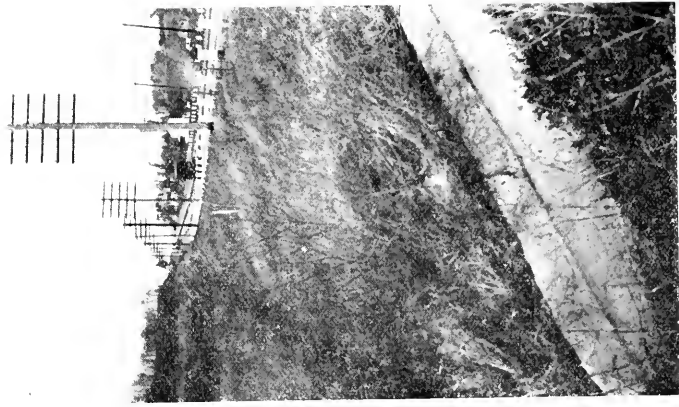
---

**RIGHT-OF-WAY DEPARTMENT**

L. W. KERN  
*Right-of-Way Engineer*

R. D. WOOTEN  
*Right-of-Way Examiner*

---



THE RESULTS OF SEEDING AND MULCHING  
ON THE SLOPES SHOWN IN THE FIRST  
PHOTOGRAPH



A TYPICAL VIEW OF THE FILL SLOPES ON  
THE PHILADELPHIA ROAD AFTER  
CONSTRUCTION

## RIGHT-OF-WAY DEPARTMENT

The Right-of-Way Department has, covering its operations from October 1, 1940 to September 30, 1942, in addition to having cleared the rights-of-way on the usual State and County Road programs, cleared all rights-of-way by the early fall of 1941 for the Commission's regular 1941 Federal Aid and Federal Grade Crossing Elimination programs, which was the first time in many years that such Federal programs had been put under contract that promptly.

In releasing the various contracts awarded during the period from October 1, 1940 to September 30, 1942, and in getting other contracts ready for subsequent release, there were secured by and/or handled through the Right-of-Way Department over 1700 individual rights-of-way. This department also handled, between October 1940 and May 1942, the consummation of approximately 1000 right-of-way transactions.

Not only were the usual problems of widely varying character and type encountered in connection with these right-of-way acquisitions, but new problems developed, such as housing shortages in certain areas and priorities on building materials, causing the always serious problem of acquiring buildings, and especially homes, to become more acute; many new areas in the proximity of Government bases and industrial plants overnight becoming potential subdivision and industrial land; and "denied vehicular access" and more expansive takings required by the construction of cloverleaves, a type of design not heretofore undertaken in Maryland.

The full impact of the seriousness of these problems is readily understandable when it is considered that among the projects worked on during this period were the Landover, Jessup, Boothby Hill and Branchville Grade Crossing Elimination projects, the East Approach to Hagerstown, the West Approach to the new Ocean City Bridge, the Sandy Hook Bridge and its Approaches, the Semi-Cloverleaf at the Philadelphia Road, the Cloverleaf at the Martin Plant and the roadway connecting them, Edmondson Avenue from the City Line to Rolling Road, the entire length of Eastern Avenue from Back River to the Martin Army Plant, and the North Point Road Relocation from the City Line to Wise Avenue, including the Cloverleaf at Eastern Avenue.

Naturally, the solving of these varied problems and the acquisition of these rights-of-way was only made possible by the present holding together of the trained personnel of this department.

Another serious obstacle that had to be overcome was the many changes in design, location, etc., attributable to war conditions and controls, which disrupted and retarded the planned functioning of all departments.

The delays occasioned by these changes were particularly felt by this department

because the function of a right-of-way department is not only controlled by the laws under which it operates, the available personnel and the innumerable unpredictable human and other factors always encountered in right-of-way work, but the amount of work it can perform is primarily controlled by the output of the Engineering Department, the type and location of projects, the order in which plans become available, and the stability and completeness of the plans and other data with which it is supplied.

Quite logically the work and accomplishments of any one unit are indistinguishably merged into the general activities of the whole; therefore, although the following listed special accomplishments will particularly improve the future operation of the Right-of-Way Department, they will indirectly improve the functioning of the entire Commission:

- (1) the steps recently taken to permit right-of-way activities to begin at an earlier stage in the schedule of highway planning,
- (2) the May 1942 transfer, to the Legal Department, of the responsibility of consummating right-of-way transactions, and
- (3) the submission to the voters of a Constitutional Amendment permitting the modernization of our Condemnation Laws.

In conclusion, it is not amiss to note that the submission to the voters by the Legislature of said Constitutional Amendment was primarily based upon the "Highway Condemnation" report of the Research Division of the Maryland Legislative Council, which report this department assisted in preparing, as was particularly acknowledged in said report to the Legislative Council.

---

---

DEPARTMENT OF PLANS AND SURVEYS

LAWRENCE A. KAHN  
*Engineer of Surveys*

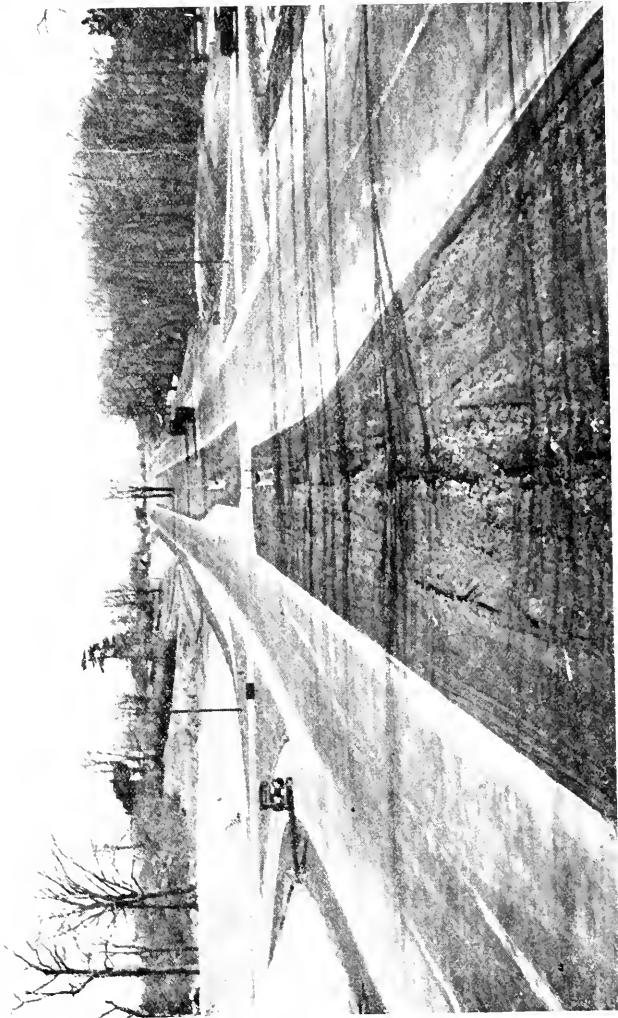
WALTER A. FRIEND  
*Chief Draftsman*

J. LESTER MINTIENS  
*Highway Traffic Control*

HERBERT C. BOWERS  
*Federal Contacts*

---

---



CHANNELIZATION ON EDMONDSON AVENUE EXTENDED, SHOWING STORAGE AREAS PROVIDED FOR LEFT TURNING MOVEMENT AND THE LANES PROVIDED FOR INGRESS AND EGRESS TO AN INTERSECTING HIGHWAY

## PLANS AND SURVEYS DIVISION

The work, in both field and office, of this division is under the supervision of a Senior Assistant Highway Engineer having the title of Engineer of Surveys. The office work for the preparation of plans, specifications, rights-of-way plats, and estimates for the construction of highway projects and related work is supervised by a Junior Assistant Highway Engineer, functioning as Chief Draftsman. A field contact man makes the necessary studies of traffic problems and supervises the installation and maintenance of traffic control signals; another handles the routine details and contacts necessary with the Federal authorities, public utility bodies, railroads and municipalities.

Due to the exigencies of the present war situation, the work of this division during the latter part of the period covered by this report has been confined to a large extent to field and office work connected with military access roads and related work. During this biennium, because of loss of personnel due to enlistments in the armed forces, the draft and resignations to accept higher paid positions with private corporations and war industries, the number of draftsmen has dwindled from 36 to 15 and the number of survey parties has decreased from 11 to 5. This has made it increasingly difficult to produce completed plans and make final surveys with the speed desirable.

### PRELIMINARY SURVEYS

This division obtains all the necessary field data for the preparation of plans for new highway projects, the relocating and rebuilding of existing highways, bridges and drainage structures, railroad and highway grade separation structures, and flood walls and beach protection.

### RIGHTS-OF-WAY

This division supplies the Rights-of-Way division with rights-of-way plats and stakes out in the field the areas affected. Condemnations, and other reasons incident to the acquisition of rights-of-way, necessitate the preparation of numerous condemnation plats and frequently involve the making of extensive property surveys.

TABLE SHOWING PROPERTY PLATS PREPARED FOR RIGHTS-OF-WAY PURPOSES

Counties	R. W. Plats	1941 Condemna- tion Plats	Misc. Plats	R. W. Plats	1942 Condemna- tion Plats	Misc. Plats
Allegany	10	0	1	6	0	0
Anne Arundel	36	2	4	83	3	3
Baltimore	97	22	10	54	18	12
Calvert	8	2	1	0	0	0

TABLE SHOWING PROPERTY PLATS PREPARED FOR RIGHTS-OF-WAY PURPOSES—Continued

Counties	R/W Plats	1941 Condemna- tion Plats	Misc. Plats	R/W Plats	1942 Condemna- tion Plats	Misc. Plats
Caroline . . . . .	21	0	2	45	0	0
Carroll . . . . .	10	2	0	1	0	1
Cecil . . . . .	36	4	3	15	0	1
Charles . . . . .	39	0	1	89	1	2
Dorchester . . . . .	3	0	1	38	0	0
Frederick . . . . .	5	1	1	15	2	0
Garrett . . . . .	20	0	0	0	0	0
Harford . . . . .	5	0	1	20	0	0
Howard . . . . .	3	0	0	4	0	0
Kent . . . . .	7	0	0	8	0	0
Montgomery . . . . .	15	0	1	9	0	1
Prince George's . . . . .	47	8	4	31	0	1
Queen Anne's . . . . .	51	0	0	33	0	0
St. Mary's . . . . .	11	0	1	73	2	0
Somerset . . . . .	7	3	1	5	0	0
Talbot . . . . .	41	1	0	6	2	1
Washington . . . . .	7	3	2	0	1	0
Wicomico . . . . .	27	0	0	21	0	0
Worcester . . . . .	10	2	4	3	0	0
Total . . . . .	516	50	38	559	29	22

## FINAL SURVEYS

For the determination of quantities for final payment to contractors after the completion of projects, this division makes all field measurements and, with the exception of bridge projects, makes the necessary computations, prepares required forms, checks all sketches and calculations from the field, compiles the results, and places the quantities in order for final payment.

## GENERAL INFORMATION FOR PUBLIC CONVENIENCE

This division issues a weekly detour bulletin by which the public is advised how to avoid construction projects and oiling operations.

## ADVERTISEMENTS

All necessary routine work connected with the advertising preparation of proposal and contract forms and tabulation of bids, for all except bridge projects, is handled by this division.

TABLE SHOWING ADVERTISEMENTS FOR THE YEARS 1941 AND 1942

	1941	1942	Total
Grading and Drainage . . . . .		0.42 miles	0.42 miles
Stabilized Base Course . . . . .	4.13 miles		4.13 miles
Emulsified Asphalt Gravel . . . . .	1.93 miles		1.93 miles
Gravel Surface Course . . . . .	23.34 miles	8.25 miles	33.59 miles
Bituminous Stabilized Base Course . . . . .	11.98 miles	12.20 miles	24.18 miles
Soil Cement Stabilization . . . . .	2.16 miles		2.16 miles
Bituminous Road Mix . . . . .	7.92 miles	1.43 miles	9.35 miles
Bituminous Penetration Macadam . . . . .	23.42 miles	0.28 miles	23.70 miles
Macadam Shoulders . . . . .		7.39 miles	7.39 miles
Specification "C" Surface Course . . . . .	8.15 miles		8.15 miles
Specification "B" Surface Course . . . . .		6.61 miles	6.61 miles
Cloverleaf Construction . . . . .	1 contract	2 contracts	3 contracts
Concrete . . . . .	34.73 miles	25.56 miles	60.29 miles



TABLE SHOWING ADVERTISEMENTS FOR THE YEARS 1941 AND 1942—Continued

	1941	1942	Total
Concrete (Dual Highway)	6.82 miles	7.77 miles	14.59 miles
Concrete Shoulders	6.90 miles		6.90 miles
Roadside Development	4.04 miles	4.92 miles	8.96 miles
Natural Rock Asphalt Surf. Treatment	5.00 miles		5.00 miles
Bituminous Surf. Treatment (Oiling)	2,648,085 gals.	2,207,025 gals.	4,855,110 gals.
Flashing Light Signals (R.R.)	9 contracts	8 contracts	17 contracts
Property Adjustments, Frost Damage Repairs, etc.	2 contracts	1 contract	3 contracts

## HIGHWAY TRAFFIC CONTROL

This division is responsible for the installation and maintenance of all types of traffic signals used on the highway system. The work includes the selection of the proper type of control necessary at each location and the amount of material and equipment required.

This phase of the work was started in the early part of 1937 and to date, traffic signal devices have been installed at eighty locations.

## HIGHWAY TRAFFIC CONTROL FOR THE YEARS 1941 AND 1942

Locations	Date Put in Service	Flashing Signals	Semi-Actuated Signals	Full Actuated Signals (2 Phase)	Full Actuated Signals (3 Phase)	Full Actuated Speed-Control Signals
Baltimore-Washington Blvd at Dorsey Rd	10 2 40		1			
New Philadelphia Rd. at Otsego St., Havre de Grace	10 2 40			2		
Baltimore-Washington Blvd at Bowie Rd., Laurel	10 9 40					1
Central Ave. at 61st St., Capital Hgts.	12 12 40		1 P X			
Baltimore-Washington Blvd at Univ. Dr.	12 17 40				1	
Intersection of Rts. 3 & 5 in Waldorf	12 31 40	1				
New Philadelphia Rd. at Landing Lane, Elkton	1 8 41			2		
Junction of Old & New Philadelphia Rds., Havre de Grace	1 9 41			2		
Baltimore-Washington Blvd at Waterloo	1 24 41			1		
Baltimore-Washington Blvd at Oglethorpe Ave., Hyattsville	1 29 41					1
Camp Meade Road at Pumphrey	3 10 41			1		
Camp Meade Road at Maple Ave	3 25 41		1			
New Philadelphia Rd. nr. Balto. City Line (Advance Warning)	5 1 41	1				
Camp Meade Road at Dorsey Road	5 13 41		1			
Intersection of Rts. 32 & 71 in Taneytown	5 22 41	Fixed Time				
New Philadelphia Rd. at Northeast Rd	7 2 41			2		
Old U. S. 40 and Golden Ring Rd	7 10 41	1		1 (changed to 7 41)		
North Point Road at Wise Ave	7 29 41			1		
North Point Road at Wire Mill Road	7 29 41			1		
Sparrows Point Rd. & Tin Mill Road	7 29 41			1		
North Point Road & Sparrows Point Rd	7 30 41			1		
Central Ave. at Largo Rd	8 26 41		1			
Connecticut Ave. at Bradley Lane	10 9 41		1			
Gov. Ritchie Hwy at Hammonds Lane	10 22 41		2			
Baltimore-Washington Blvd at New University Lane	10 27 41			1		
Junction of Old & New Philadelphia Roads, Stepeny	11 29 41		2			
Belair Road at Joppa Road	12 24 41		1			
Intersection of Rts. 15 & 26 at Worman's Mill	2 3 42				1	
Edmonston Rd. & Jefferson Ave., Riverdale	2 5 42		1			
Rhode Island Ave. nr. 38th St., Brentwood	7 3 42	1				
Rhode Island Ave. at Melrose Ave.	9/28 42				3	

*Semi-Actuated Signals.* Traffic on the intersecting road passes over a detector (plate) set in the road. This contact operates the control changing the signal, stopping traffic on the artery and giving the right of way to the intersecting road. This type of signal will not change until the cycle allotted the artery has passed.

*Full-Actuated Signals.* Detectors are set on the artery as well as on the intersecting road. This type of signal is always in position to change, providing traffic on the other road has not put in a call to the control. The period allotted to either artery is automatically extended to a predetermined maximum in accordance with traffic volume.

*Speed Control Signals.* This system is for the purpose of reducing the speed of vehicles prior to their passing through the danger zone.

*P. X. Pedestrians.* Push buttons are placed at convenient locations and are operated by those who desire to cross the highway.

Inspections are constantly being made in connection with applications for permits to install traffic control signals, and to make changes in existing signals, received from County and Municipal authorities. When permits are granted, further inspections are made during the installation period to insure proper control.

This division makes studies of traffic problems and during the period covered by this report, has prepared plans for the channelization of intersections where traffic has encountered serious delays due to volume of traffic or the layout of the intersection.

Examples of this type of work may be found at the following locations:

- Baltimore-Washington Boulevard at Waterloo
- Baltimore-Washington Boulevard at the Pease Cross in Bladensburg
- Edmonston Road & Jefferson Avenue, Riverdale
- Gov. Ritchie Highway at the Glen Burnie Crossing
- New Philadelphia Road at the Magnolia Road
- Hanover Street and Chesapeake Avenue in Baltimore City

#### RESUME OF WORK DONE BY YEARS

	1941	1942	Total
<i>Preliminary Surveys</i>			
Surveys and preparation of plans for new work (miles) . . .	172	161	333
<i>Bridges</i>			
Field studies and preparation of preliminary plans for new construction (No. of surveys) . . . . .	5	3	8
<i>Grade Eliminations</i>			
Field studies and preparation of preliminary plans for new construction (No. of surveys) . . . . .	7	1	8
<i>Property Surveys</i>			
Field work preparatory to condemnation. Preparation of special plats, etc. (No. of surveys) . . . . .	51	38	89
<i>Beach Protection</i>			
Field studies and topographic maps of proposed sea walls, jetties, etc. (No. of surveys) . . . . .	1	1	2
<i>Final Surveys</i>			
(No. of surveys) . . . . .	38	56	94



OLD STONE MASONRY ARCH BRIDGE OVER ANTIETAM CREEK ON ROAD FROM HAGERSTOWN TO LEITERSBURG. WASHINGTON COUNTY



NEW BRIDGE OVER ANTIETAM CREEK ON HAGERSTOWN-LEITERSBURG ROAD, REPLACING OLD STONE ARCH. WASHINGTON COUNTY



---

**BRIDGE DEPARTMENT**

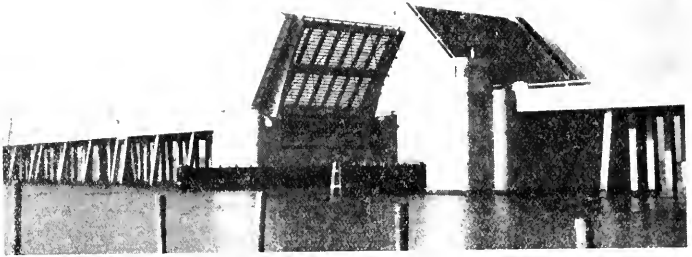
WALTER C. HOPKINS

*Bridge Engineer*

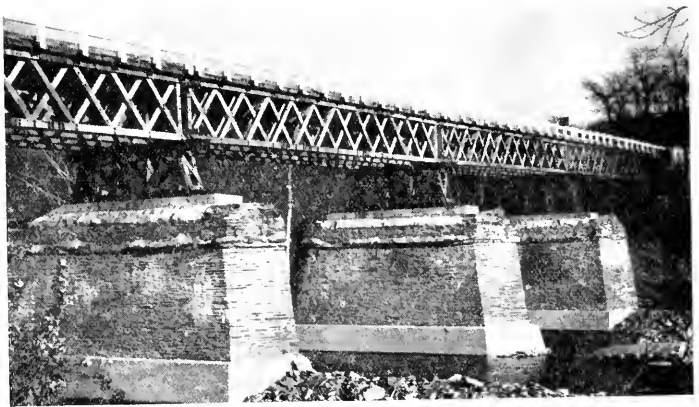
ALBERT L. GRUBB

*Junior Assistant Bridge Engineer*

---



NEW OCEAN CITY BRIDGE OVER SINEPUXENT BAY—WORCESTER COUNTY



TEMPORARY TIMBER BRIDGE BUILT ON PIERS OF THE OLD JUG BRIDGE OVER MONOCACY RIVER

One of the arch spans of the old bridge collapsed March 3, 1942. Frederick County

## BRIDGE DIVISION

### SCOPE OF WORK

The Bridge Division is responsible for the design of bridges and incidental structures. Preliminary work includes calculations for sizes of waterways, study of rainfall data and run-off data, flood water records, soil and sub-surface explorations, as well as the study of locations, economics and aesthetics of structure types.

After a preliminary design is recommended and approved, there follows the completion of the final design and preparation of detail plans and specifications, advertisement, receipt of bids and preparation of contract documents. When work has commenced on a project, the division examines and approves contractor's drawings, such as structural steel details, reinforcing steel details, form plan details, erection procedure details, etc., prepares supplemental drawings and renders advisory assistance in engineering to examine and check final quantity computations and surveys in order to determine the final quantities for payment to contractors.

When the District Engineer's inspection indicates the necessity of repairs, or when so directed by the Chief Engineer, the Bridge Division investigates and inspects existing bridges and structures. Where repairs, maintenance or corrective alterations are required, the necessary designs and plans are developed and the work executed.

Unusual problems outside the field of bridge engineering are frequently encountered. Such problems involve studies, designs and preparation of drawings for buildings, bulkheads, jetties, dams, ferry systems, etc. and engineering advice during their construction.

This division considers all applications for moving loads in excess of the legal limit by special permit. Each application is carefully considered and a route recommended. In order to properly consider such applications, it is necessary to keep complete records of load capacities and current conditions of all bridges on the State Highway System. This is a highly important function during the war period, as much heavy construction equipment is being moved between various war plants, and the army also frequently finds it necessary to move heavy ordnance over the highways.

New bridges on the primary State Highway System are designed to support twenty ton trucks in conformity with the H-20 Loading of the American Association of State Highway Officials Standard Specifications for Highway Bridges. On secondary and other roads, lighter load capacities are used.

### PERSONNEL

The personnel of the Bridge Division consists of:

1 Bridge Engineer  
12 Junior Assistant Bridge Engineers

2 Road Inspectors  
1 Senior Stenographer  
1 Messenger

#### ACCOMPLISHMENTS

During the two-year period beginning October 1, 1940, more than twenty-five bridge projects, ten railroad grade separation projects and thirty-two concrete box culverts were built or are under construction and nearing completion at this time.

The projects are widely distributed and are of various designs and types, all as dictated by their specific locations and requirements. It has been necessary, in the design of current projects, to eliminate the use of critical materials insofar as possible. Timber or reinforced concrete construction has been used in many places where structural steel would ordinarily have been the choice. In the case of reinforced concrete construction, the members have been so proportioned that the amount of reinforcing steel has been kept to the minimum.

#### MAJOR PROJECTS

##### *Sandy Point Ferry Terminal*

This division began in 1940 to study the feasibility of moving the Annapolis Terminal of the Chesapeake Bay Ferry System from Annapolis to Sandy Point, in Anne Arundel County. These studies indicated a marked saving in distances between most centers of population on the Eastern and Western Shores when compared with the Annapolis-Matapeake Route. Similar comparisons of traveling time and costs likewise highly favored the relocation at Sandy Point. In 1941, the development of designs and drawings for the construction of the terminal at Sandy Point was commenced. Bids were received in April, 1942 and construction was commenced shortly thereafter. It is believed that the new Ferry Terminal will be ready for use in the near future and it is anticipated that a much improved Ferry Service will result.

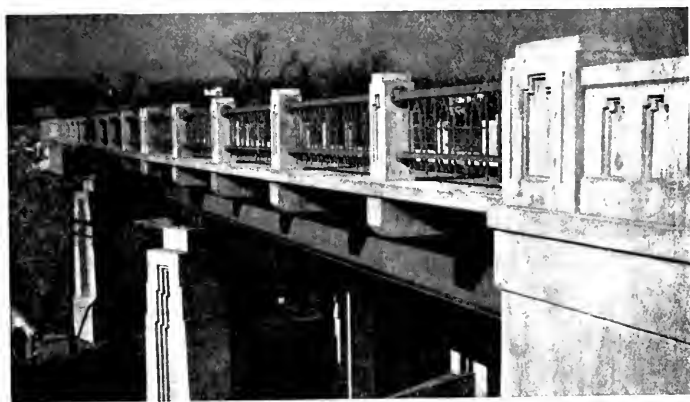
##### *Military Access Projects*

In the spring of 1941 the necessity for widening and improving roads and streets adjacent to Baltimore industrial areas and Maryland military establishments became urgent, as a result of the great increase in armament production and military activity. State and Federal officials quickly evolved a program to provide improvements where required and the Bridge Division commenced studies, designs and drawings for the structures involved. The projects selected generally make provision for improved access to Aberdeen Proving Ground, Edgewood Arsenal, the Glenn L. Martin and the Bethlehem Steel Company Plants, the Fairfield and Curtis Bay areas, and approaches to Fort George G. Meade. Included in the program are new Eastern Avenue bridges over Back River and Middle River, several cloverleaves and grade crossing eliminations, as well as extension to existing grade separations.

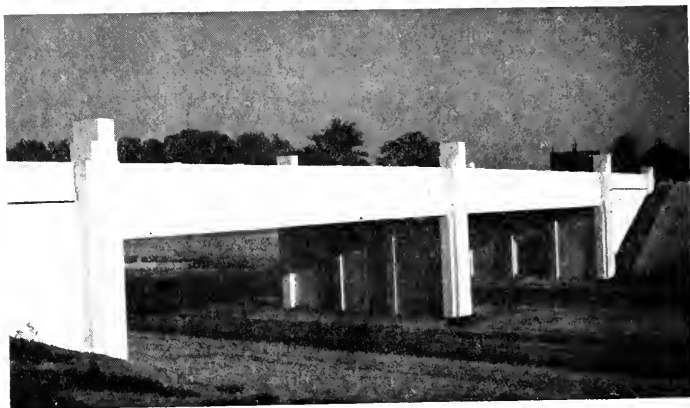




NEW BRIDGE OVER TONOLOWAY CREEK ON A RELOCATION OF U. S. ROUTE 40  
JUST EAST OF HANCOCK, WASHINGTON COUNTY



GRADE ELIMINATION STRUCTURE OVER BALTIMORE AND OHIO RAILROAD AT JESSUP  
— ANNE ARUNDEL AND HOWARD COUNTIES



HIGHWAY GRADE SEPARATION STRUCTURE OVER PHILADELPHIA ROAD JUST EAST OF GOLDEN RING. BALTIMORE COUNTY



LITTLE PAINT BRANCH--OLD POWDER FACTORY ROAD. PRINCE GEORGE'S COUNTY

*Other Bridge Projects*

In addition to the work mentioned above, many other structures were designed and constructed, or are under construction and scheduled for early completion at this time.

A partial list of the larger bridge structures follows:

*Grade Eliminations*

County	Location	Type	Railroad
Anne Arundel	Jessup	†Overpass	Baltimore and Ohio
Baltimore	Middle River	†Underpass	Pennsylvania*
Baltimore	Middle River	†Pedestrian Tunnel	Pennsylvania
Baltimore City	Erdman Avenue	†Underpass	Baltimore and Ohio
Baltimore City	North Point Road	†Underpass	Pennsylvania†
Harford	Boothby Hill	†Overpass	Pennsylvania
Harford	Magnolia	†Overpass	Pennsylvania
Prince George's	Landover	Overpass	Pennsylvania
Prince George's	Branchville	Overpass	Baltimore and Ohio

*Other Structures*

County	Crossing	Location	Type	Length
Baltimore	Road to Glenn Martin Plant	†Middle River—Eastern Avenue	Steel I-beam‡	142 ft.
Baltimore	Eastern Avenue	†North Pt. Road—Eastern Avenue	Steel I-beam‡	170 ft.
Baltimore	Philadelphia Rd.	†Glenn Martin Plant Road and Phila. Rd.	Steel I-beam‡	220 ft.
Baltimore	Back River	†Eastern Avenue	Steel I-beam	1500 ft.
Baltimore	Middle River	†Eastern Avenue	Concrete Girder	100 ft.
Baltimore City	Philadelphia Road	†Erdman Ave. at Philadelphia Rd.	Steel I-beam‡	144 ft.
Cecil	Dogwood Branch	†Near Elkton	Timber	28 ft.
Caroline	Chapel Branch	Greensboro-Burrsville	Timber	38 ft.
Dorchester	Fishing Creek	Upper Hooper's Island	Timber	500 ft.
Frederick	Little Catocin Creek	Brunswick-Petersville	Concrete	35 ft.
Frederick	Monocacy River	U. S. Route 40 at Jug Bridge	Timber Truss	370 ft. §
Frederick	Monocacy River	U. S. Route 40 at Jug Bridge	Concrete Arch	470 ft.
Harford	Philadelphia Road	†Boothby Hill Rd. at Philadelphia Rd.	Steel & Timber‡	250 ft.
Prince George's	Little Paint Branch	Old Powder Factory Road	Steel I-beam	50 ft.
Prince George's	Little Paint Branch	Sellman Road	Timber	76 ft.
St. Mary's	Stream	St. George Island	Timber	1230 ft.
Washington	Antietam Creek	Leitersburg Rd.	Steel I-beam	240 ft.
Washington	Potomac River	Sandy Hook	Concrete Sub-structure	2230 ft.
Washington	Stream	Hagerstown-Fred-crick Relocation	Concrete	35 ft.
Wicomico	Barren Creek	Near Delaware Line	Timber	21 ft.
Worcester	Pocomoke River	Whiton	Timber	140 ft.
Worcester	Pocomoke River	Libertytown-Pow-ellville	Timber-Concrete	121 ft.
Worcester	Herring Creek	Near Ocean City	Concrete	85 ft.

Note: Culverts not listed.

\* These projects improved and extended the capacity of existing grade separations.

† Military Access Projects.

‡ Cloverleaf Separations.

§ Temporary Structures.

## MISCELLANEOUS PROJECTS

Miscellaneous and incidental structural work performed by this division during the last biennium included repairs and maintenance to bridges, design and construction of incidental structures, as well as surveying, investigating and rating of existing structures of all types.

To recapitulate, this phase of the work included:

Bulkheads at North Beach in Calvert County, along West approach to Sinepuxent Bay Bridge at Ocean City.

New roadway floors and sidewalks were designed and constructed on several existing structures.

Other structures were strengthened to increase their load capacities or were extended to provide wider roadways.

Plans for buildings and incidental structures prepared by other divisions were reviewed and checked.

Specifications and contracts were executed and completed for the painting of fifteen existing steel bridges throughout the State.

A timber wharf was constructed at Lower Marlboro for the use of the Commission forces.

The principal electrical project was lighting the Choptank River Bridge at Cambridge.

The Bridge Division is now engaged in a project for calculating military load capacity ratings for State and County Bridges which, when completed, will indicate the heaviest military vehicle that can travel safely over any bridge. The ratings were readily obtainable for bridges on the State Road System, but for County Road Bridges it was found that very little information was available. Engineers from the Bridge Division are now surveying all County Bridges and collecting data required for rating the structures. This State-wide bridge rating survey will be of incalculable value to the Commission and the Military departments in planning operations and moving men and equipment.

## CONTEMPLATED PROJECTS

During the period covered by this report a number of bridges and incidental structures have been under consideration and a considerable portion of the necessary drawings and preliminary cost estimates have been completed. In normal years these projects would constitute the major portion of new bridge construction for the succeeding two-year period.

The Bridge Division is now developing designs and plans for an extensive construction program in the post-war period. Structures intended for construction in the Access Road Program and during the post-war period are as follows:

*Grade Eliminations*

County	Location	Railroad
Anne Arundel	Laurel	Baltimore & Ohio (x)
Anne Arundel	Annapolis By-Pass	Baltimore & Annapolis

County	Location	Railroad
Allegany	McCool	Western Maryland
Baltimore City	Lombard Street	Pennsylvania (P. B. & W.) (x)
Baltimore City	Lombard Street	Baltimore & Ohio (x)
Baltimore City	Lombard Street	Pennsylvania (Union) (x)
Baltimore	Halethoipe	Pennsylvania
Cecil	Northeast	Pennsylvania
Harford	Aberdeen	Pennsylvania
Harford	Aberdeen	Baltimore & Ohio
Montgomery	Silver Springs	Baltimore & Ohio

*Other Projects*

County	Crossing	Location	Remarks
Anne Arundel	Patuxent River	Laurel-Ft. Meade (x)	Widening Existing Structure
Anne Arundel	Severn River	Annapolis By-Pass	
Allegany	Potomac River	McCool	
Allegany	Bradlock Run	Cumberland-Frostburg	
Baltimore	Patapsco River	Reistertown-Westminster	
Baltimore		Wilkens Avenue	
Baltimore		York Road North of Cockeyville	
Calvert		Solomons Island Road	
Dorchester	Big Mills Pond	Cambridge-Vienna	
Harford	Philadelphia Rd.	Aberdeen	
Montgomery		U. S. 240-Rockville toward Frederick	
Prince George's	Patuxent River	Laurel By-Pass	Relocation
Queen Anne's		Approach to Matapeake Ferry Terminal	
Talbot		Easton By-Pass	Superstructure
Talbot-Caroline	Tuckahoe Creek	Easton to Denton	
Washington	Potomac River	Sandy Hook	
Wicomico		Salisbury-Cambridge U. S. 213	
Wicomico		Salisbury-Delmar Rd. Middle Neck	
Worcester	Wagram Creek	Pocomoke-Virginia Line	

Also in the preliminary stage are various bridges necessary to the construction of the relocated Baltimore-Washington Boulevard, and the proposed Eastern Shore Boulevard.

(x) Expected to be under construction in the immediate future.



WORK PREPARATORY TO ROADSIDE PLANTING ON A HIGH STERILE SLOPE

The ridging was first done before applying top soil, after which the seeding and mulching was done. (On the Philadelphia Road, Route 40)



THE RESULTS OF THE PRELIMINARY OPERATIONS SHOWN IN THE FIRST PHOTOGRAPH

---

**WORK PROJECTS ADMINISTRATION PROJECTS**

ARRA CHANEY

*Junior Assistant Highway Engineer*

---



A VERY DANGEROUS "BOTTLENECK" SOUTH OF PUMPHREY ON THE ROAD TO FORT MEADE CAUSED BY A REVERSE AND AN UNDERPASS OF THE OLD W. B. & A. R. R.



THE ELIMINATION OF THE "BOTTLENECK" BY A RELOCATION MADE BY THE FACILITIES OF THE WPA



## WORK PROJECTS ADMINISTRATION PROJECTS

Through the facilities of the Work Projects Administration and the available relief labor in the Counties of the State, many improvements have been made in the County and State Systems of Highways, and by the use of relief labor from Baltimore City, rather extensive improvements have been made in Baltimore, Harford, Cecil and Anne Arundel Counties within transportation distance of the City.

A daily average of 300 men have been employed on work for which this Commission's share of the cost was approximately 35% of the total, which expenditure was made up chiefly of the cost of materials and equipment. The remainder of the cost was borne by the Work Projects Administration.

Projects completed include the following:

### *Alleghany County*

A new 30 ft. penetration macadam road was constructed on Frederick Street for a distance of 550 lineal feet.

Guard rail was constructed on Skids Hill Road for a distance of 1700 lineal feet.

### *Baltimore County*

A bridge was extended at Relay on the Washington Boulevard.

### *Caroline County*

From Route 313 at Denton to Sour Apple Tree bank-run gravel shoulders were constructed for a distance of 2.2 miles.

6 ft. shoulders were constructed along the Greensboro-Goldsboro Road for a distance of 4 miles.

### *Carroll County*

A crushed stone base was built along the Bullfrog Road for a distance of 1.5 miles.

### *Dorchester County*

The Jacktown-Buektown Road was graded and drained for a distance of 6.2 miles.

A 40 ft. right-of-way was cleared and grubbed along the Lakesville-Shorters Wharf Road for a distance of 9.6 miles.

The Wingates Post Office Road was graded and drained for a distance of 1.6 miles.

*Frederick County*

3 ft. macadam shoulders were constructed on each side of the Brunswick-Knoxville Road for a distance of 1.87 miles.

A drainage ditch was rip-rapped on the Creagerstown Road at Hunting Creek for a distance of 2650 lineal feet.

A 5 in. stone base with 3 in. top surfacing was constructed along the Middletown State Road for a distance of .26 mile.

*Garrett County*

The Bittering-Swanton Road was graded, drained and paved with a stone base for a distance of 1 mile.

A crushed stone road along the Bloomington-Swanton Road was constructed for a distance of 4 miles.

An 8 in. knapped stone 16 ft. road was constructed along the Gortner-Loch Lynn Road for a distance of 2 miles.

5 in. compacted stone shoulders—7 ft. in width—were constructed along the Grantsville-Bittering Road for a distance of 4 miles.

3.5 ft. to 6 ft. stone shoulders were constructed along the Oakland-Hutton Road for a distance of 2 miles.

Parking areas were constructed in Garrett County.

1700 square yards of macadam and earth shoulders were constructed from Pennsylvania State Line to Keyser's Ridge on U. S. Route 40.

16,000 lin. ft. of guard rail were constructed on Routes 32 and 219 at Deep Creek Bridge and Bear Creek Bridge.

An 8 in. knapped stone roadway was built along the Table Rock-Kempton Road for a distance of 1 mile.

*Harford County*

472 lin. ft. of concrete pipe were laid at Cardiff, Maryland on Route 165.

4 ft. concrete headers were built and two bridges were widened on U. S. Route 40 from the intersection of Edgewood and Philadelphia Roads to the Edgewood Underpass for a distance of 1.50 miles.

*Queen Anne's County*

The Bennett Point-Grasonville Road was drained and surfaced for 6 miles.

Evans Avenue in Grasonville was cleared and grubbed for a distance of 1 mile.

The road from McGinnis Corner to U. S. Route 13 was graded and drained for 4.5 miles.

A storm water drain was installed at Sudlersville.

*St. Mary's County*

A 30 ft. right-of-way was cleared and grubbed on the Baptist Church Road near Chaptico for a distance of 2.15 miles.

*Somerset County*

The right-of-way on Deal's Island Road was cleared and grubbed for a distance of 2.6 miles.

A bank-run gravel base course was constructed on the Deal's Island-Venton Road for a distance of 2.5 miles.

A timber bridge was constructed over Jenkins Creek.

An asphalt and chips surfacing was placed on the Mariner's Store-Ward Crossing Road for a distance of 3780 lineal feet.

Bituminous shoulders of 3 in. pre-mixed material were constructed on Main and Prince William Streets in Pocomoke for a distance of 4 miles.

Approaches were constructed to a bridge at the upper thoroughfare to Deal's Island.

The Toddville Road was graded and drained for a distance of 1.1 mile.

*Washington County*

3 parking areas were constructed in Washington County.

*Wicomico County*

A stabilized base roadway was constructed on the Allen Upper Ferry Road for a distance of 1500 lineal feet.

The Barren Creek Road was cleared and grubbed from Route 213 to the Delaware Line, a distance of 2.55 miles.

Stabilized bank-run gravel shoulders were constructed on the Mardella-Sharp-town Road for a distance of 6.4 miles.

Bank-run gravel shoulders were built on the Salisbury-Mt. Herman Road for a distance of 6.2 miles.

The Salisbury-Snow Hill Road was improved with 16 ft. of paving and 7 ft. shoulders for a distance of 1.111 miles.

The right-of-way was cleared from 30 ft. to 60 ft. in width on the Whitehaven-Clara Road for a distance of 2 miles.

*Activities of Strategic Importance*

In 1941 the Work Projects Administration broadened its facilities whereby larger individual projects of strategic importance could be constructed on the basis of at least 80% Federal participation, which resulted in the development of an efficient construction organization with modern equipment, and the following projects were constructed:

*Anne Arundel County*

A 24 ft. concrete roadway with asphaltic concrete topping was developed along the existing Camp Meade Road from the Westport Road to Camp Meade for a distance of 9.83 miles.

A 24 ft. concrete highway was built from Pennington Avenue to the Curtis Bay

Ordnance Depot and from there to the Governor Ritchie Highway, a distance of 2.52 miles, with channelized junctions at Pennington Avenue and at the Governor Ritchie Highway.

Accelerating and decelerating lanes were constructed at the intersection of the Governor Ritchie Highway and Old Annapolis Road.

The Jessup-Meade Road was widened, from Jessup to the Fort Meade entrance, to 24 feet with concrete base and headers and a 2 in. bituminous surface, a distance of 2.282 miles.

The Naval Academy Radio Station Road from the Old Annapolis Road to the Radio Naval Station was paved for 0.2 mile with an 8 in. slag macadam base course, topped with 2 in. plant-mixed asphaltic concrete and equipped with 3 ft. macadam shoulders and 3 ft. earth shoulders.

#### *Cecil County*

A 20 ft. compacted gravel roadway with 3' gravel shoulders was constructed on the Frenchtown-Perryville Road, and extending to the Aiken Road for a distance of 1.2 miles.

#### *Harford County*

11 ft. earth shoulders, equipped with proper side drainage facilities, were constructed on the Magnolia Road from New Philadelphia Road to Magnolia for a distance of 1.977 miles.

#### *Howard County*

A relocation of the Baltimore-Washington Boulevard at Savage was paved for a distance of 1600 lineal feet.

#### *General*

The total expenditures for the WPA program, including State Roads Commission and WPA allocations, are approximately \$2,500,000.

While the relief labor used in WPA work has not been considered highly efficient, it has been used to advantage in this State because of the diversity in the type of work done and the conditions peculiar to the many projects.

---

**PRISON LABOR PROJECTS**

FRANK P. SCRIVENER, JR.

*Maintenance Engineer*

---



IMPROVING A DRAINAGE CONDITION BY PRISON LABOR BETWEEN DENTON AND GREENSBORO ON RT. 313 IN CAROLINE COUNTY



A SECTION WIDENED BY PRISON LABOR ON RT. 313 BETWEEN CHURCH HILL AND CHESTERTOWN IN QUEEN ANNE'S CO.

## PRISON LABOR PROJECTS

To relieve the idleness of inmates in the Penal Institutions in the State, the 1937 General Assembly authorized and directed the State Roads Commission to expend a sum of \$100,000.00 a year for the fiscal year 1938-39; such money to be used for the purpose of employing prisoners on reconstruction and maintenance of roads. Subsequent General Assemblies not only continued this authorization, but increased by 100% the funds to be expended each year.

In order to comply with the Acts as set up by the General Assemblies, this Commission designated an Engineer in the Baltimore office to set up, supervise and bring to completion projects which would fit in with the improvement program of this Commission. These projects consisted of correcting poor drainage, widening and extending drainage structures, widening of narrow pavement surfaces, and the correction of distorted cross-sections.

Roads on which these projects have been carried on are the Crain Highway; the Eastern Shore Boulevard from Matapeake to the Delaware Line; U. S. Route # 213 from Chestertown to Wye Mills; Sections of # 313 from Greensboro through Denton to Two Johns; the Defense Highway, U. S. Route # 50 from Bladensburg to Lanham.

As a result of these projects, our maintenance of earth shoulders—one of the more extensive of our maintenance items—has been strikingly decreased and the safety factor to the traveling public, which has been built into these narrow pavements, is inestimable.

During the fiscal year of 1941-1942, the following projects were completed by Prison Labor forces:

### WESTERN SHORE COUNTIES OF MARYLAND

Cedar Hill Road from Suitland to Cedar Hill—two 3.5 ft. bituminous shoulders—.97 mile.

District Heights to Silver Hill—two 3.5 ft. bituminous shoulders—2.56 miles.  
Meadow Road from District Heights to Camp Springs—two 3.5 ft. bituminous shoulders—3.02 miles.

River Road from Bladensburg to D. C. Line—two 3.5 ft. bituminous shoulders—2.14 miles.

Ager Road from Queen's Chapel Road to Riggs Road—two 3.5 ft. bituminous shoulders—1.34 miles.

University Drive from the University of Maryland to the Montgomery County Line—2.78 miles.

University Drive from Washington Boulevard to Queen's Chapel Road—bituminous shoulders of variable width—1.76 miles.

- Defense Highway from Edmondson Road to Lanham—two 3.5 ft. bituminous shoulders—4.9 miles.
- Chillum Road from Queen's Chapel Road to Riggs Road—two 3.5 ft. bituminous shoulders—1.12 miles.
- Four Corners to Wheaton—two 2.5 ft. shoulders consisting of broken concrete base with 2" bituminous topping—3.5 miles.
- Piney Branch Road from the Philadelphia Road north to a distance .50 mile in Takoma Park—two 10 ft. bituminous shoulders.
- Powder Mill Road from Washington Boulevard west for a distance of 1 mile—two 3 ft. bituminous shoulders.
- Streets of Glen Burnie from Dorsey Road to Ritchie Road—bituminous shoulders of variable width—.60 mile.
- The lengthening of drainage structures and the correction of drains along the Crain Highway and Edmondson Road.

#### EASTERN SHORE COUNTIES OF MARYLAND

- Route 313 from Sour Apple Tree toward Two Johns—the widening of cuts and fills, the lengthening of drainage structures and the building of 10 ft. earth shoulders—2.7 miles.
- Route 313 from Sour Apple Tree Road to Two Johns—reconstruction and widening—2.7 miles.
- Route 213 from Church Hill to Wye Mills—reconstruction and widening—15.14 miles.
- Between Denton and Greensboro—the widening of cuts and fills, lengthening of drainage structures and the building of 10' earth shoulders covered with bank run gravel—6.1 miles.
- Route 404 from Route 313 to the Delaware Line—two 3.5 ft. bituminous shoulders—6.27 miles. This project completes the widening with bituminous shoulders of Route #404 from Matapeake Ferry to the Delaware Line.
- Route 18 from Queenstown toward Centreville—two 3.5 ft. bituminous shoulders—1.0 mile.

The following projects have been listed for improvement:

- Route 2 from South River Bridge to Central Avenue—the widening of cuts and fills, the lengthening of drainage structures, the building of 10 ft. bank-run gravel shoulders.
- Route 313 from Goldsboro to Ingleside—the widening of cuts and fills, the lengthening of drainage structures, the building of 10 ft. bank-run gravel shoulders—7 miles.



---

**TRAFFIC DIVISION**

WM. F. CHILDS, JR.

*Director*

GEO. N. LEWIS, JR.

*Traffic Manager*

GEO. W. CASSELL

*Supervisor of Inventory and Mapping*

NORMAN D. TILLES

*Acting Finance Manager*

---



THE DUAL HIGHWAY APPROACH TO THE PLANTS OF THE BETHLEHEM STEEL CORPORATION AT SPARROWS POINT

The drives were constructed of slag macadam



THE MAGNOLIA ROAD, ORIGINALLY CONSTRUCTED AS A SECONDARY ROAD BUT RECONDITIONED TO SERVE AS AN ACCESS HIGHWAY

A bituminous-treated local gravel surfacing was widened by the use of a concrete base and header and resurfaced with a bituminous material. The earth shoulders were widened as a WPA project.

## TRAFFIC DIVISION

In the summer of 1940 the Traffic Division was organized to continue the vital studies of the Highway Planning Survey. Its duty is to keep current all the important phases of planning information for the use of the State Roads Commission, these data to be used as a guide in the modernization of the highway system and for the preparation of an orderly and effective schedule of procedure in the improvement and extension of the State highway systems.

The plan is based on the data obtained by the exhaustive studies made of the physical characteristics of all public highways, complete traffic surveys, road use and road life studies, and full information on local and State highway financing.

During the two-year period ending September 30, 1942, the regularly scheduled traffic, inventory and financial studies have been continued without interruption, even though the department has lost several of its trained personnel. This accomplishment is a tribute to the industry, interest, and loyalty of the employes.

In the two years the following original studies have been completed and published:

"Maryland Highway Needs 1941-1960"—a report on the history of Maryland highways, physical characteristics, traffic, financing, and deficiencies with a five and twenty-year modernization program, and recommendations for procedure in the rehabilitation and improvement of the State highway systems.

"Modernizing Maryland Highways"—a pamphlet presenting briefly and concisely the conclusions and recommendations of "Maryland Highway Needs."

The Road Life Study with tables, survivor curves and narrative—a comprehensive study of the life of Maryland roads by surface types and dates of construction.

Maintenance Cost Studies for the years 1938 and 1939—giving maintenance cost per mile by surface types for each District.

Fiscal Study Narrative—a report on the financial operations of the State, Baltimore City, and the 23 counties for fiscal years ending in 1936.

Local Road Mileage Forms—reporting mileage of county and local roads by types, by counties with changes including additions, abandonments and improvements for the years 1938, 1939, 1940 and 1941 separately.

State Mileage Forms—reports on mileage of roads on the State highway system by types, giving changes and including improvements, additions to system and abandonments for years 1938, 1939, 1940 and 1941 separately.

The traffic studies have been continued in order to keep these valuable data up to date and the procedure for the sake of economy has been streamlined. Two recorders are employed to make manual counts at 108 key stations so located on the State highway system as to give, in conjunction with 18 photo-electric traffic counters and local station counts, a complete cross section of traffic on the highway

system. The locations of the key stations and the photo-electric counters are shown on the accompanying maps.

Traffic data obtained from the manual counts and automatic recorders are compiled and presented in useful form monthly and annually.

From these records the State Roads Commission, department heads and the Public Roads Administration have been supplied with a complete set of tables giving the average daily and normal peak traffic by road sections for each road of the State highway system for each year from 1937 to and including 1941. These data have been of inestimable value in giving traffic volumes and trends on roads of the State system. More recently, four traffic tables were submitted giving comparative data, including first nine months of 1942, monthly and accumulative changes, for various periods of time and for various systems or parts of systems.

World War II has definitely affected the volume of traffic on all the rural highways of Maryland. This is evidenced by the fluctuation in the volume of traffic recorded both manually and mechanically at strategic points on both the State and County highways systems, and also by the consumption of gasoline as compiled by the State Comptroller of the Treasury.

During the entire year of 1941 there was consistently, month by month, a much greater increase in traffic volume (6% to 24%) on the rural highways compared to 1940 than was recorded in any other yearly increase. The increase in traffic volume for 1941 compared to 1940 was slightly in excess of 10 per cent, whereas in other years the annual increase has averaged 5 per cent. The gasoline consumption in Maryland during 1941 was over 14 per cent greater than in 1940. When the gasoline consumption increase is compared to the traffic volume increase, it indicates that the travel in urban areas, particularly Baltimore City, was considerably higher than normal.

The unprecedented increase in highway traffic in 1941 was the basis for many studies which had to be made to scientifically and rationally solve the many perplexing problems which arose out of congestion and higher accident rate.

With the entrance of our country into the war in December, 1941, there was a sharp increase in traffic volume and gasoline consumption which was carried over into January of 1942. After January, a steady decline began, month by month, in both traffic volume and gasoline consumption compared to 1941. This decline reached its peak during the summer months of 1942 when the traffic was off from 25 to 35 per cent and the gasoline consumption dropped from 13 to 33 per cent lower than the summer months of 1942. The drop-off in gasoline consumption has never reached that of the rural highway traffic volume because of the vast network of war plants in and adjacent to Baltimore City. In many instances the roads, streets, and highways feeding these war plants are now carrying more traffic than during the peak months of 1941.

It is almost needless to say that the drop in traffic volume on the rural highways has been caused directly by the rationing of tires and gasoline. There is one outstanding fact concerning rural highway traffic and related revenue that the war

has brought out, and that is, during the summer months of 1942 only what is now termed essential traffic was recorded; therefore, our revenue to the extent of over one-third the total is derived from tourists and non-essential travel.

The road inventory data have been brought to date by the personnel of the department, with the assistance and cooperation of the District Engineers and the County Engineers of the respective counties. In some counties changes have been so great as to make a re-inventory mandatory if our data are to be accurately maintained and the maps up to date.

All county maps have been revised so far as highways are concerned to January 1, 1940 and those for thirteen counties have been corrected to January 1, 1942 and reprinted. Reprints are made only when the supply of maps of a county or counties is exhausted. When the supply is replenished we make every effort to incorporate all corrections and revisions to the extent the data have been obtained.

That the demand for our maps is great is evidenced by the fact that during the period covered by this report we have distributed 4,286 County General Highway maps, 285 State General Highway maps and 21 State tourist maps. That their use is widespread is demonstrated by the following distribution:

	County General Highway	State General Highway	State Tourist
State Departments . . . . .	1,336	147	12
County Departments . . . . .	249	0	1
Federal Military Organizations . . . . .	417	16	5
Federal Civilian Departments . . . . .	699	53	1
Corporations, companies, institutions and individuals . . . . .	1,585	69	2
	<u>4,286</u>	<u>285</u>	<u>21</u>

In addition to the reports that are prepared and submitted monthly and yearly, numerous special reports have been prepared for Federal and State agencies. During the two-year period we have made a total of 75 special studies for the State Roads Commission and the Public Roads Administration, 74 studies for traffic control and signalization, 16 special turning movement counts and 10 origin and destination studies.

Among the special studies and reports may be mentioned:

Report on the feasibility of the purchase and operation of the Annapolis-Matapeake Ferry by the State Roads Commission;

Study and findings on the proposal of the Legislature to determine feasibility of a ferry from Point Lookout in St. Mary's County to Crisfield in Somerset County;

Study and report on the request of the Legislature to determine if a warrant existed for a bridge over the Patuxent River from Bureh in Calvert County to Benedict in Charles County;

Report on the location for the proposed bridge over Spa Creek at Annapolis;

Report on the analysis of results obtained by the Public Roads Administration's formula for rating hazards at highway railroad grade crossings in comparison with results obtained by Maryland's procedure;

- Report on the Federal-aid primary system in Maryland and recommendations for its revision;
- Report proposing roads to be incorporated in the Federal-aid Secondary system and procedure used;
- Formulae and recommendations for more equitable distribution of the 1½¢ lateral roads gas tax to the counties;
- Exhaustive studies of place of residence of employes of the Glenn L. Martin Company, the Bethlehem Steel Company, Bethlehem-Fairfield Shipbuilding Company, Maryland Dry Dock Company, and the Triumph Explosives Company for use in the determination of standards of design and location of industrial access highways.
- The study made at the Glenn L. Martin Company in October 1940, and accompanying spot maps, was probably the first of its kind made in the country and aroused general interest within and outside the State. This was followed by a similar study at the Sparrows Point plant of the Bethlehem Steel Company in March, 1941. The presentation of the data created a demand for them from many sources. It was the forerunner of similar studies made at industrial plants throughout the country;
- Study of transportation of employes of the Glenn L. Martin Company, the Bethlehem Steel Company, the Bethlehem-Fairfield Shipbuilding Company, and the Maryland Dry Dock Company to determine comparative tire consumption by mass transportation vs. private cars. This study brought out very strikingly the low average persons transported per car at these plants and the need for group riding to conserve tires and gasoline;
- Williamsport Bridge study;
- Data from Maryland traffic and loadometer studies for the National Resources Planning Board;
- Traffic accident studies and data for the Maryland Traffic Safety Committee;
- Effect on Maryland revenue caused by the disparity in the gasoline tax between the State and the District of Columbia and urging determined legislative action to eliminate same;
- Effect of gas and tire rationing on passenger car travel in Maryland and revenue;
- Field study and report for the War Department on requirements for the protection of vital highway points in Maryland;
- Data and maps giving the location, vertical clearance and horizontal clearance for each bridge of 20' span or more on all public roads in Maryland for use of the War Department;
- Analysis of road use data to show annual highway travel by occupational groups and by make and year model of vehicle for the Office of Defense Transportation; and
- Tables and report on loadometer resurvey at ten selected stations for the Office of Defense Transportation.
- The 74 traffic studies were made at as many locations to determine the feasibility

of signalizing highway intersections, channelization, or need for other devices for the control of traffic to afford safe expedition.

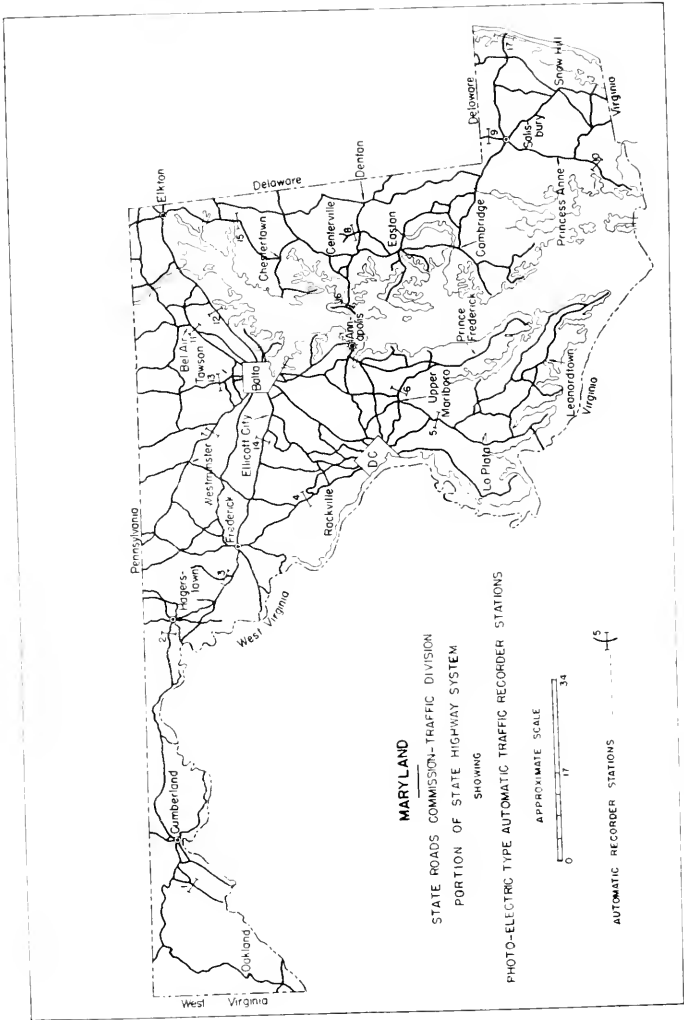
The ten origin and destination studies were made in connection with road and bridge improvement and location. Among these were three at the Susquehanna River Bridge to determine extent and use by local vehicles and pedestrians with a view to determining equitable toll charges; for location and design for proposed bridge over Spa Creek; location and design of Easton by-pass; to determine traffic that would be potential to a bridge over the Patuxent River between Burch and Benedict; and traffic potential to an extension of the Joppa Road and use of Taylor Avenue, Kenwood Avenue and Trump Mill Road.

Data supplied by the Traffic Division have been used extensively by the State Roads Commission, the Public Roads Administration, the Executive Department, the Maryland Legislative Council, the Maryland Traffic Safety Committee, Maryland State Police, the Office of Civilian Defense, the counties, Public Service Commission, University of Maryland, Maryland State Planning Commission, the U. S. Army and Navy, the Office of Defense Transportation, the National Resources Planning Board, the War Production Board, the U. S. Bureau of Census, and many states.

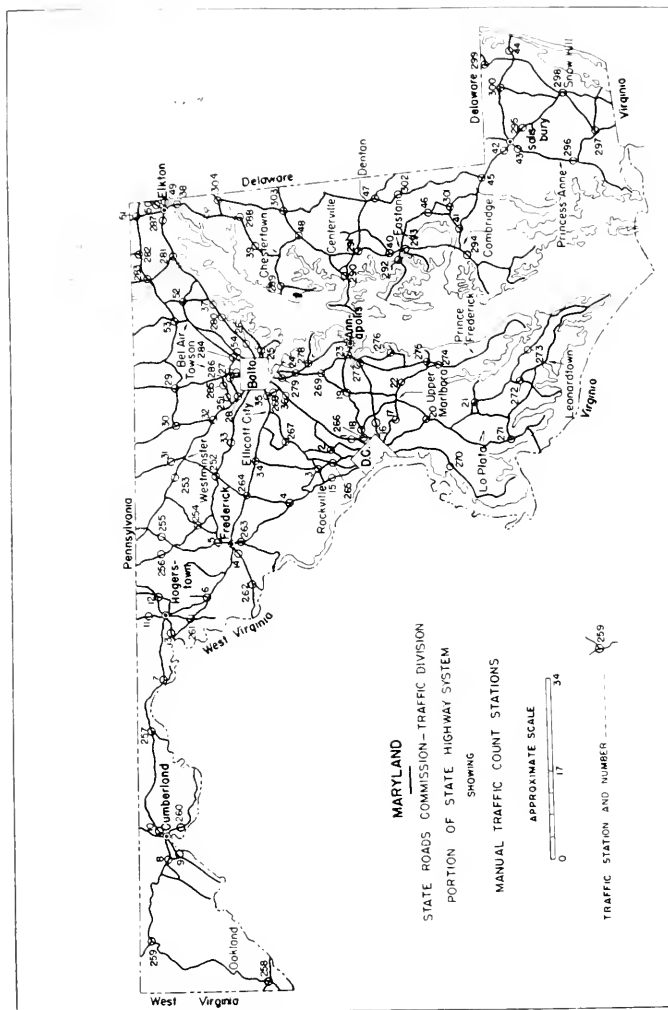
We supplied information and gave assistance in the preparation of the legislation proposed for "Parkways, Freeways and Roadside Park Sites" and "Roadside Control and Highway Zoning."

This resumé of the work of the Traffic Division demonstrates the practical utilization of the reservoir of factual information collected and currently maintained. The availability of these data and maps was and is an important contribution to the solution of the highway transportation problem produced by the war.

They will be equally valuable in meeting the highway responsibility with reduced highway income and in planning for post-war highway activities.









---

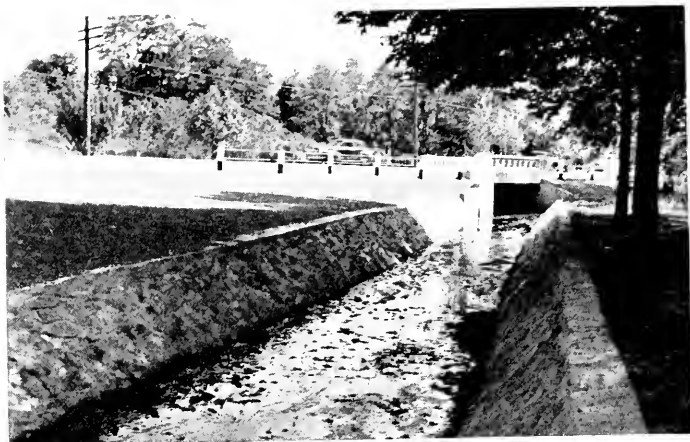
---

**PERMITS AND PRIORITIES**

THOMAS M. LINTHICUM  
*Senior Assistant Highway Engineer*

---

---



A TYPICAL WPA PROJECT SHOWING THE PAVING OF A BRIDGE INLET ON THE BALTIMORE-WASHINGTON ROAD NEAR ST. DENNIS



KINKS OF THIS KIND IN THE HIGHWAY SYSTEM ARE REMOVED BY PRISON LABOR

## PERMITS AND PRIORITIES

The scarcity of raw materials and finished products, because of the demands of a nation at war, threatened the supply necessary for the maintaining of the Armed Forces of the United Nations for essential war industries and civilian use. As a result, the Priority System has been developed from a small beginning May 31, 1941, when Public Law 89, signed by the President, gave him the authority to establish priorities. Its development during the biennial period October 1, 1940 to September 30, 1942, has been a continuous adaptation of controls to a situation changing with disconcerting rapidity and which will continue to change until the war is over.

In the early days of the defense program, priorities simply meant putting first things first. Military orders were given the preference when they conflicted with ordinary civilian production. That was sufficient when military production was only a small part of the total national output. However, since Pearl Harbor it is obviously not sufficient, as direct spending for war amounts to more than all the rest of the combined economic activities of the Nation.

Constant change in the priorities system is unavoidably inconvenient and sometimes confusing to producers, manufacturers, suppliers, contractors, individuals, and (the writer suspects) to those charged with making the system work. There are a few basic implements, however, of the priorities system which have been used in one form or another virtually from the beginning and which are likely to remain in use as long as priorities are necessary. The first of these is the priority rating or preference rating. The ratings, expressed in a continuous series from AAA to B-8, indicate the relative importance of various uses of materials in the war economy. The preference rating, in other words, is the tag on a purchase order which governs the place that order will take in the war economy. The priorities system is concerned with control as well as assistance in securing materials.

The office of Production Management (OPM), established January 7, 1941, was designated to direct and control a defense production program, and priority preference rating applications and assignments of preference ratings were handled by Director of Priorities, Office of Production Management, E. R. Stettinius, Jr. in the beginning. It proved inadequate to gear the nation to the volume of production demanded by the President. On January 16, 1942 the OPM was abolished and superseded by the War Production Board under the direction of Donald M. Nelson.

Under Priorities Regulation No. 1, which is the basis of the priorities system, a system was set up whereby companies can secure materials. It also specifically states what producers and suppliers can and cannot do under the priorities system. Except when otherwise specified, it governs not only all priority orders and actions,

but also any other industrial and commercial transactions, even though the materials in question may not have been brought under priority control.

The first important provision of Regulation No. 1 is that all rated orders, civilian as well as war, must be accepted even if such acceptance will make it impossible to fill or will postpone deliveries under previously accepted orders having a lower rating or no rating at all.

There are exceptions to this provision. A rated order need not be accepted, if doing so would make it impossible to fill orders already accepted which have an equal or higher rating. Nor does it have to be accepted if delivery on schedule under it would be made by using materials already processed or within fifteen days of completion to fill an order bearing a rating in the A-1 series or higher. If the new order, however, bears an AAA rating, it cannot be refused, no matter what other orders or materials it might delay or use up.

Before it becomes effective, a preference rating must have a delivery date. Efficient war production means scheduling deliveries on an exact date, no earlier and no later than the time the product is needed.

An order bearing an A-1-a rating takes precedence over an order with an A-1-K rating, but only in relation to the required delivery date. The order carrying an A-1-a rating and delivery date of September 15th would not be filled ahead of the order with the A-1-K rating and bearing a delivery date of August 15th, ordinarily. However, if it is impossible to deliver both orders on time, the producer must readjust his production schedule to fill the order on September 15th, even if that means some delay in filling the order with the A-1-K rating.

There are several classes of orders that are not purchase orders, but control orders, in connection with the use of critical materials, namely:

(M) orders, often called allocation orders, which control the use and distribution of critical materials. In all (M) orders, it is provided that the available supply of material involved must, in a broad sense, be reserved to meet war orders first.

(E) orders cover equipment instead of materials. Their primary purpose is to control the flow and delivery of machine tools and cutting tools.

(L) orders are a special type of regulation. They are used to control or stop production and distribution of goods not vitally essential and using critical materials. We are familiar with order L-41, which prohibits the start of unauthorized construction projects which use materials and equipment needed in the war program.

(S) orders are enforcement orders provided for maintaining a constant watch over the use of critically needed raw materials.

In addition to the above controls, the Office of Production Management in December, 1941 was delegated by the President, by Executive Order, the authority granted by Congress to requisition materials necessary to the war program.

The State Roads Commission is concerned mainly with the following methods used to assign preference ratings to projects or to specific items:

Individual Preference Rating Certificates, formerly designated as PD-1's and PD-3's, later superseded by PD-1-A's and PD-3-A's. These certificates are used

by the War Production Board and by procurement officers of the Army, Navy and other authorized governmental agencies to assign ratings to orders for specific quantities of material or equipment to be used for a specific purpose. PD-1-A's are used on highway construction projects to secure materials that were not specified on applications for preference ratings approved under other methods in the P-series. They are also used to secure small tools and capital equipment for which items the State Roads Commission is not any longer allowed to extend priority assistance.

Highway Construction Projects operate under Limited Blanket Orders in the P-19 series, formerly known as P-19-a orders, which were superseded by P-19-e orders October 18th, 1941. P-19-e orders apply to materials that will be physically incorporated into the finished roadway or bridge.

Maintenance materials were formerly obtained by using a Preference Rating Order P-22, issued September 9, 1941 and superseded by Preference Rating Order P-100 on December 18, 1941. They carry an A-10 rating.

PD-1-A and P-19-e applications are submitted to the Public Roads Administration, Washington, D. C. for approval and recommendations to the War Production Board for action. Our records show that the first preference rating orders P-19-a were received by the Commission September 17, 1941 and continued to October 27, 1941. They were abolished and superseded by Preference Rating Orders P-19-e, which are still in effect.

Preference Rating Orders have been extended through this department to contractors' purchase orders from October 1, 1941 to October 1, 1942, as follows:

*P-19-a Series*

Date	Number of Projects	No. of Preference Ratings Extended	Cost of Critical Material	Cost of Equipment Repairs	Total
10/1/41 to 11/7/41	14	70	\$274,914.14	\$65,657.85	\$340,571.99

*P-19-e Series*

11/8/41 to 10/1/42	57	769	857,954.14	245,263.27	1,103,217.41
			\$1,132,868.28	\$310,921.12	\$1,443,789.40

When the defense program began, steel and iron were considered scarce and critical materials. After Pearl Harbor on December 7, 1941, rubber, jute, hemp, burlap, tin, copper, lead and many other materials became scarce and critical. This was due to the fact that Japan soon had control of a greater part of the world's source of supply of tin, jute, hemp and rubber.

Finally, steel and iron were needed so badly in construction essential to the war program that the War Production Board on April 9, 1942 issued Conservation Order No. L-41, which deferred all non-essential projects. This order was issued by J. S. Knowlson, Director of Industry on April 24, 1942. Recommendation No. 45 by Harold L. Ickes, Petroleum Coordinator for National Defense restricted the purchase, delivery or use of bituminous materials because enemy submarines had sunk such a number of our tankers as to render the petroleum products scarce.

Due to the increased shipbuilding program and heavy demand in construction

lumber, the War Production Board issued Conservation Order No. L-121 on May 13, 1942, which froze the sale, shipping and delivery of this material for sixty days. It is still extremely difficult to obtain delivery of lumber.

As the war program progressed, the priorities system proved inadequate to cope with the demand for materials, since the demand was greater than the available supply. A priority was authority to use materials, if they were available.

It was necessary to determine the amount of raw material on hand and allocate it on the basis of an industry's importance to the war. This was done by direct allocation of certain materials and partly by the Production Requirements Plan, by which materials are allocated on the basis of the quarterly needs of the various manufacturers. This proved inadequate, mainly because it did not compel that the total program would be kept within ability to produce and because it didn't make sure some components would not be manufactured at the expense of others.

A plan known as the Controlled Materials Plan was worked out by the War Production Board, with the cooperation of the Armed Services and other Governmental Procurement Agencies and Management and Labor in November, 1942. This plan will gradually go into effect until July 1, 1943, when it becomes the only system under which controlled materials are allocated. Briefly, under this plan each Governmental Agency will cut its program to fit its share of the available supply of steel, copper and aluminum, and will divide its share among its manufacturers so that each manufacturer will be assured of just enough material when he needs it to produce precisely what is asked of him.

During the period mentioned at the beginning of this report, this department in addition to handling priorities issued twenty-three hundred and sixty-five hauling permits and sixty-one hundred and fifty-nine public utility and other routine permits, or a total of eighty-five hundred and twenty-four permits.



---

**DISTRICT No. 1**  
**Headquarters—Salisbury, Maryland**

P. A. MORISON  
*District Engineer*

C. ALBERT SKIRVEN  
*Junior Assistant Highway Engineer*  
Construction

MARTIN CORKRAN  
*Road Inspector—Maintenance*

DORCHESTER COUNTY  
WM. H. MOORE  
*Road Inspector*

SOMERSET COUNTY  
HAROLD H. CULLEN  
*County Roads Superintendent*

WICOMICO COUNTY  
HARRY V. JONES  
*Road Inspector*

WORCESTER COUNTY  
RAYMOND S. SMACK  
*Road Inspector*

---



AN UNPAVED SECTION OF GRADED AND WIDENED COUNTY HIGHWAY IN WICOMICO COUNTY



A BITUMINOUS-TREATED SECTION OF GRAVEL SURFACING ON A COUNTY HIGHWAY BETWEEN WHITE HAVEN AND CLARA IN WICOMICO COUNTY

## DISTRICT No. 1

The construction and maintenance of County and State highways in District No. 1 are conducted under the direction of the District Engineer. The activities were by necessity limited due to the war and, prior to that, to the Defense Program.

In Dorchester County the construction projects consisted of two new timber bridges at Hoopers Island, eliminating two old bridges that were in very critical shape.



THE DUAL HIGHWAY APPROACHING OCEAN CITY

Because of the flat grades provisions have been made for surface drainage by the construction of the paved ditch in the center of the parkway.

In Wicomico County the completion of the new street, carrying Route 13 through Salisbury on an entirely different location, brought to a conclusion a ten-year effort to take the heavy traffic off the main residential and business section of Salisbury. The year 1941 saw the completion of the bridge and surfacing of a short relocation of a half mile on Route 13 at Leonards Mill between Salisbury and Delmar. This eliminated several bad curves as well as removed completely a hazard when high water occurred, as the old road was on a mill dam and the bridge was inadequate to take care of excessive rainfalls.

In Somerset County the extension of the Crisfield-Westover Road, Route 413,

from Marion to Hopewell, was completed in the spring of 1942, which eliminated a very crooked and hazardous old road. The completion of a short relocation at Green Hill on Route 13 between Westover and Pocomoke cut out several very sharp curves that had caused many accidents.

In Worcester County the new Sinepuxent Bay Bridge, which was completed in the fall of 1941, was not opened to traffic until November 16, 1942, because of the uncompleted approaches to the bridge. The contract for the bridge approaches was awarded during the summer of 1941 but not completed until the latter part of the year 1942. This construction consisted of two 24-ft. pavements and two bridges over Herring Creek.

The activities of the State Roads Commission forces in this district have been restricted to mostly maintenance operations. There have been some improvements in the county roads from the lateral gasoline tax fund and improvements to a limited extent on the State Roads System from the Reconstruction Fund.

---

**DISTRICT No. 2**  
**Headquarters—Chestertown, Maryland**

ROLPH TOWNSHEND

*District Engineer*

C. R. SHARRETT

*Junior Assistant Highway Engineer*

CAROLINE COUNTY

H. WALDORF

*Inspector*

CECIL COUNTY

J. J. WARD, JR.

*Junior Assistant Highway Engineer*

*(Maintenance of State Roads)*

JOS. T. RICHARDS

*Inspector*

*(Maintenance of County Roads)*

KENT COUNTY

O. S. SELBY

*Inspector*

QUEEN ANNE'S COUNTY

W. F. LEAVERTON

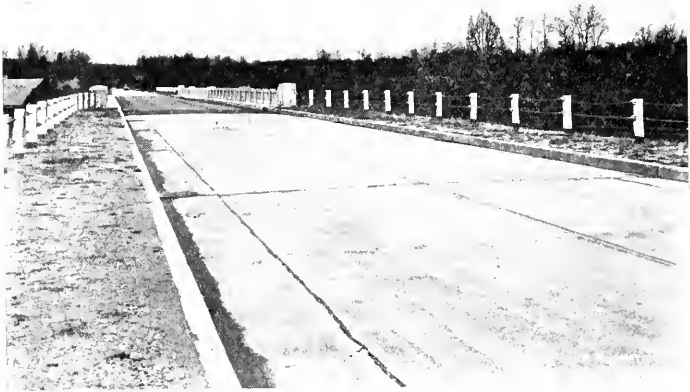
*Inspector*

TALBOT COUNTY

H. C. RASH

*Inspector*

---



THE LESLIE GRADE ELIMINATION PROJECT ON THE B. AND O. R. R.



THE RELOCATED ROUTE 40 EAST OF NORTHEAST, SHOWING PROVISIONS FOR CENTER DRAINAGE, THE GRAVEL STABILIZING OF THE SHOULDERS ON EACH SIDE OF THE PAVING, THE TURN-OUT AREAS NEAR THE BRIDGE, AND THE RECENTLY COMPLETED ROADSIDE DEVELOPMENT IN THE PARK AREA

## DISTRICT No. 2

The maintenance and construction of State and County roads in District 2 are under the direction of the District Engineer.

### CECIL COUNTY

The new construction of outstanding importance in Cecil County is the completion of the relocated Route 10 from Perryville to Elkton, 13.74 miles in length.

Other construction work consists of the improvement of the road between Cayot's Corner on Route 213 and St. Augustine, a distance of 1.93 miles; the elimination of the gap, 4.29 miles in length, in the State highway system between Bay View and Farmington; and extensive roadside development has been completed on Route 40.

Plans are being prepared for the improvement of the road from Perryville to the new U. S. Naval Training Station at Port Deposit and the approaches to the Triumph Explosive Plants on the road between Elkton and Childs. Consideration is being given to the widening of the road from Elkton to Fair Hill.

Work is under construction for the establishment of a ferry across the canal at Chesapeake City because of the destruction of the War Department vertical lift bridge on Route 213. This bridge was knocked down by a vessel passing through the canal on July 28, 1942.

Weber's Bridge, a structure over the Pennsylvania Railroad on the road between Route 40 and Charlestown, is considered for replacement or rehabilitation when national conditions will permit.

### KENT COUNTY

Two projects have been constructed in this County; namely, the construction of 2.12 miles of uncompleted gap in the State highway system between Millington and Chesterville, and the rebuilding of a bridge over the Kent Narrows on Route 445.

Consideration is being given to the construction of a bridge over the Chester River at Crumpton between Kent and Queen Anne's Counties on Route 290.

### QUEEN ANNE'S COUNTY

Uncompleted gaps in the State highway system have been constructed between Centreville and Ruthsburg and between Price and Bridgetown, 2.15 miles and 2.31 miles respectively, and a connection has been made between Barclay and Church Hill for a distance of 1.80 miles by the use of a local gravel as a surfacing.

New improvements in contemplation include the construction of the Wye Island Bridge over Wye Narrows.

## TALBOT COUNTY

There has been no new construction in Talbot County. However, attention is directed to the necessity for the construction of the uncompleted gap between Matthews and Tuckahoe and the building of a new Tuckahoe bridge over the Choptank River, for which surveys have been made, War Department permits issued, and tentative plans prepared. The work has been delayed because of the emergency.

## CAROLINE COUNTY

Several projects have been added to the State highway system in this County. A gap, 2.7 miles in length, between Bethlehem and Harmony, has been constructed. A connection has been made by way of Route 306, a distance of 4.2 miles, between Federalsburg and the Delaware State Line. On the road between Federalsburg and Bridgeville the surfacing has been widened.

The border line road, an uncompleted gap 2.7 miles in length, between Allen's Corner in Caroline County and Reliance in Dorchester County, was completed and a section of highway was surfaced between Greensboro and Burrsville. On the approach to the Dover Bridge in Caroline County, the original highway, which had settled almost to the level of the surrounding marsh areas, was raised and widened.

When conditions permit, consideration will be given to the rebuilding of the Hunting Creek Bridge on a County road near Choptank.

## MAINTENANCE

In this district all of the County highways are maintained by the Commission, and in addition to 696 miles of roads to be maintained in the State system, there are 1826 miles in the County system.

The district is much handicapped in accomplishing the desired results in Cecil County, because of the inability to secure labor, which, however, has just recently been offset somewhat by securing the services of convict labor. Improvements in the form of road widening and new construction have been made in Queen Anne's and Caroline Counties by the use of prison labor and WPA forces.

There is throughout the district the usual demand for better roads, and the suggestion is made that, because of the decrease in gasoline revenues, construction be drastically curtailed and the available funds used for the maintenance of the County roads.

State storage garages are proposed at Elkton, Rising Sun and Cecilton to house equipment which, because of the shortage of space, is not under shelter.

A two-lane highway is provided on the fill approach, with curb and gutter and guard rail as safety features and preventatives against scour of the earth fills. Sufficient width of fill is provided between curb and guard rail for sidewalk construction.



---

**DISTRICT No. 3**  
**Headquarters—Laurel, Maryland**

E. G. DUNCAN  
*District Engineer*

ROLAND E. JONES  
*Junior Assistant Highway Engineer*  
*Construction and Maintenance*

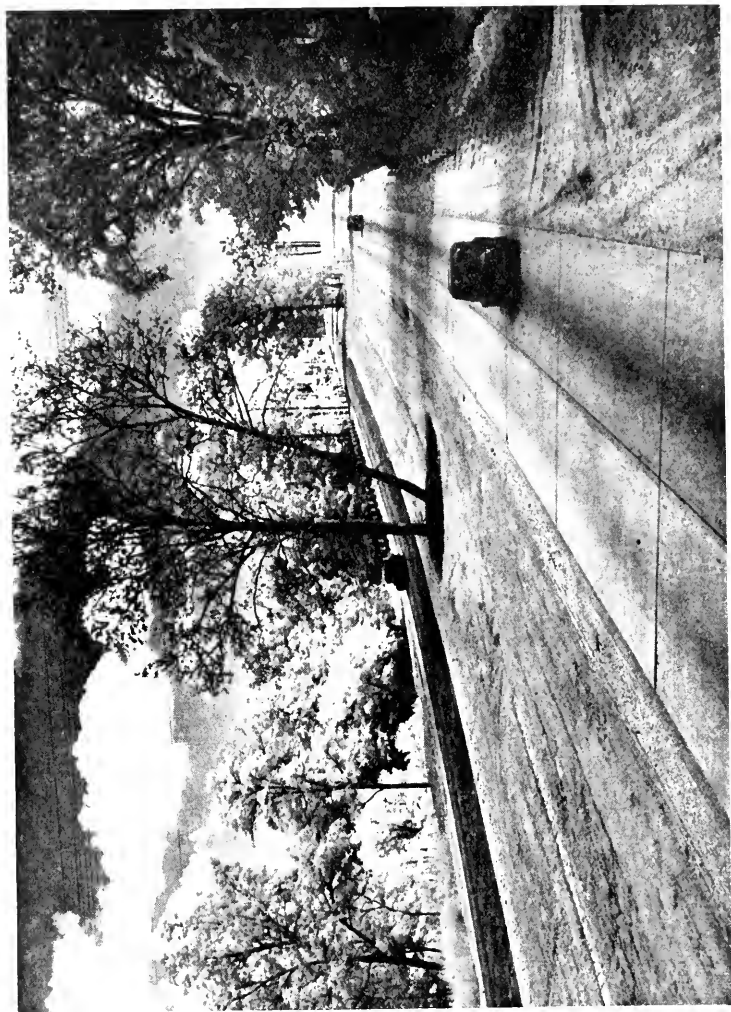
ANNE ARUNDEL COUNTY  
FRANK S. REVELL, JR.  
*Road Inspector*

CARROLL COUNTY  
FRANK L. SMITH  
*Junior Assistant Highway Engineer*

HOWARD COUNTY  
WM. F. LANKFORD  
*Junior Assistant Highway Engineer*

MONTGOMERY COUNTY  
DEWARREN H. REYNOLDS, JR.  
*Junior Assistant Highway Engineer*

---



THE GOVERNOR RITCHIE HIGHWAY NEAR ANNAPOLIS, SHOWING THE PLEASING APPEARANCE OF THE HIGHWAY BECAUSE OF THE PRESERVATION OF THE NATURAL GROWTH

### DISTRICT No. 3

In District 3 all construction and maintenance on the State Highway System is under the direction of the District Engineer, and the County Highway Systems are maintained under the respective County Road Boards. In Montgomery County new construction on the County system is under the direction of the County Engineering Department. New construction in the County Systems of Howard and Carroll Counties is under the direction of the District Engineer.

During the fiscal years 1941 and 1942, there were constructed:

- 7.556 Miles of concrete highway, 2.71 miles of which were of dual construction.
- 14.476 Miles of macadam highway.
- 9.256 Miles of stone base with 2 in. road mix surface.
- 6.525 Miles of gravel base with 2 in. road mix surface.
- 1.08 Miles of stabilized gravel.
- 1.67 Miles of gravel.
- 19.05 Miles of widening (concrete base). Resurfaced entire width with 2 in. road mix surface.
- 3.71 Miles of concrete shoulders.
- Made adjustments to 1 overhead bridge and constructed 0.2 miles of concrete approach.
- Constructed 1 overhead bridge over B. & O. R. R. at Jessup.
- Channelized 2 intersections.
- Drove test piles for Spa Creek Bridge.
- Started work on new Ferry Terminal at Sandy Point.

#### MAINTENANCE

In addition to the usual maintenance operations, our forces surface-treated 151.95 miles of State roadway and 14.95 miles of County roadway in 1941, and in 1942 this operation was very drastically curtailed because the bituminous material was not available, only 47.36 miles having been surface-treated.

The following items of extraordinary maintenance were performed by our maintenance forces:

- Construction of approximately 1,000 feet of storm sewer.
- Construction of approximately 3,000 feet of sidewalk.
- Stabilization of approximately 75,000 lineal feet of shoulders.
- Improved alignment and vision at 3 horizontal curves.
- Improved vision at 4 vertical curves.
- Completed landscaping of banks in front of 4 properties.



---

**DISTRICT No. 4**  
**Headquarters—Towson, Maryland**

**D. P. CAMPBELL**  
*District Engineer*

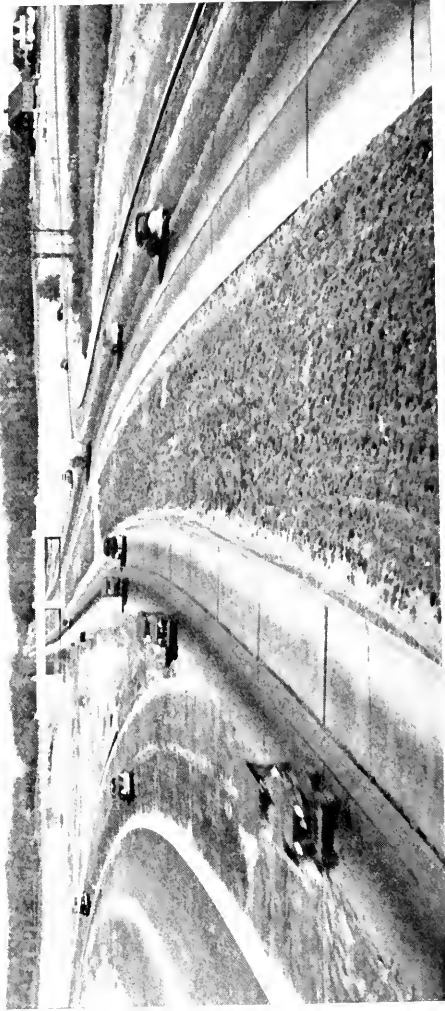
**JAMES N. HEILE**  
*Junior Assistant Highway Engineer*  
*Construction*

**ENOCH C. CHANEY**  
*Junior Assistant Highway Engineer*  
*Maintenance*

**BALTIMORE COUNTY**  
**MILTON C. VOLKER**  
*Junior Assistant Highway Engineer*

**HARFORD COUNTY**  
**PERCY B. SHIPLEY**  
*Junior Assistant Highway Engineer*

---



THE GOLDEN RING TRAFFIC INTERCHANGE AT THE JUNCTION OF ROUTE 40 WITH  
THE EASTERN AVENUE CONNECTION

Attention is directed to the unlimited sight distance.

## DISTRICT No. 4

This district, prior to October 12, 1911, comprised the counties of Baltimore, Harford and Cecil. Since that date, with the transfer of Cecil County to District 2, this district has consisted of Baltimore and Harford Counties only.

The construction and maintenance activities on the State system are under the direction of the District Engineer. The maintenance of the County system of highways in both counties is under the direction of the County authorities. All construction on the County system in Baltimore County is under the direction of the County engineering department. New construction in Harford County is under the direction of the State Roads Commission.

Storage garages and shops are located at Glyndon, Baltimore County; Kingsville, Baltimore County; and Churchville, Harford County. Storage garages in addition are located at Hereford, Baltimore County, and Darlington, Harford County.

In the report of the State Roads Commission for the fiscal years of 1939-1940 a recommendation was made for the construction of a central office, central garages and shops for the district. None of this construction has been made and, because of the war effort, is not practical at this time. It should be borne in mind, however, that the construction of garages and shops as recommended, will improve the service to the traveling public and effect economies in the operation of the district.

The presence in this area of a number of war industries and government camps contributes to the necessity for proper maintenance of roads and also creates a critical labor shortage. This has required the use of prison labor.

Below is listed accomplishments in the different counties of the district during the period represented by this report:

### *Cecil County—Completed (Fiscal Year 1941)*

1. Route 40—Dual highway concrete surfacing from the Susquehanna River Bridge to Landing Lane in Elkton, including bridge over Elk Creek and reconstruction of grade elimination at Red Mill.
2. Leslie—Grade elimination and approaches.
3. Bay View to Farmington—Gravel surfacing.
4. Cayots Corner to St. Augustine—Bituminous surfacing.

### *Baltimore County—Completed (Fiscal Years 1941-1942)*

1. Wise Avenue to Sparrows Point Road—(Dual Highway).
2. Route 40 to Middle River—(Dual Highway).
3. McDonogh School Road—Grade elimination over Western Maryland Railroad and bridge over Gwynns Falls.

4. Edmondson Avenue Extended—City Line to Rolling Road—(Dual Highway).
5. Middle River Cloverleaf—At junction of Eastern Avenue and Dual Highway from Route 40 near Glenn L. Martin Plant.
6. Eastern Avenue—From Middle River Cloverleaf toward Bengies.

*Baltimore County—Under Construction*

1. From Baltimore City Line to Middle River along Eastern Avenue (Dual Highway).
2. Cloverleaf at intersection of North Point Road and Eastern Avenue.
3. From Eastern Avenue Cloverleaf to Wise Avenue along North Point Road.

*Harford County—Completed (Fiscal Years 1941-1942)*

1. St. Clair Bridge Road—Resurfacing.
2. Madonna North—Resurfacing.
3. Emory Church to Pylesville—Resurfacing.
4. Wilson Corner to Pennsylvania State Line—Resurfacing.
5. Halsey's Corner to Highland—Grading and macadam surfacing.
6. Route 40 toward Magnolia—Resurfacing and widening.

*Harford County—Under Construction*

1. Bridge over Pennsylvania Railroad at Magnolia and Approaches.
2. Bridge over Pennsylvania Railroad at Boothby Hill and Dual Highway from Route 40 to Aberdeen Proving Ground.



---

**DISTRICT No. 5**  
**Headquarters Upper Marlboro, Maryland**

JOSEPH CHANEY  
*District Engineer*

THOM W. HALL  
*Junior Assistant Highway Engineer*  
*Construction*

K. O. WEBB  
*Junior Assistant Highway Engineer*  
*Maintenance*

PRINCE GEORGE'S COUNTY  
J. P. SMITH  
*Junior Assistant Highway Engineer*

CHARLES COUNTY  
WM. A. FOWKE  
*Junior Assistant Highway Engineer*

ST. MARY'S COUNTY  
M. C. THOMPSON, JR.  
*Inspector*

CALVERT COUNTY  
A. M. NOLL  
*Junior Assistant Highway Engineer*

---



THE BOWIE RACE TRACK ROAD BEFORE IMPROVEMENT

A narrow 2-lane surface-treated gravel with high, narrow shoulders and short sight distance



THE BOWIE RACE TRACK ROAD AFTER IMPROVEMENT

3- and 4-lane surface-treated gravel surfacing with improved sight distance

## DISTRICT No. 5

In District 5 the State Roads Commission not only maintains both the State and County Roads, but has accomplished the following improvements to both Systems:

### CALVERT COUNTY

#### *State Roads*

A section between St. Leonards and Lusby on Route 2 for a distance of 4.7 miles was improved by reconstructing the old road, reducing the horizontal curvature and cutting the hills off to give more sight distance and with a modern bituminous surface 22 feet in width, with 10 ft. shoulders.

On this same route, between Huntingtown and Princee Frederick, 4.5 miles were rebuilt with a 22 ft. concrete surface and 10 ft. gravel shoulders.

Due to the heavy trucking in connection with the construction of a Naval Amphibious Base at Dowells near Solomons Island, Route 504 for a distance of 1.33 miles had to be rebuilt by our forces.

At North Beach, to protect the shore line from erosion, we have also constructed 1191 ft. of timber bulkhead with the necessary earth backfill.

We have surface-treated with tar or asphalt and adequate cover material 56.36 miles of road.

On Route 2 in the vicinity of Lusby, there still remains approximately 3.3 miles that should be rebuilt, as the present road is absolutely unfit to carry the traffic that is now using it.

#### *County Roads*

During the period of this report, besides general maintenance on this system, 29.3 miles have been reconstructed to a grading width of between 24 to 30 feet, with a 16 ft. gravel surface. Four timber bridges ranging from an 18 to 24-foot span have been built, and 1.5 miles given a bituminous surface treatment.

At present we are preparing to reconstruct the road running to the Davis Ship Yard across from Solomons at the request of, and at the expense of, the Federal Government.

### CHARLES COUNTY

#### *State Roads*

Between Newburg and La Plata on U. S. Route 301, the connecting link to the Morgantown Bridge, a very modern highway 11 miles long, having a 24 ft. concrete

roadway with 10 ft. gravel shoulders, has been constructed. Under construction at the present time is a continuation of the same type construction to Lyons Corner, a distance of 3.2 miles, which will connect with an improved highway to Baltimore and Washington.

A section of gravel road connecting two previously built State Roads between Marbury and Pisgah, 2 miles long, has also been constructed.

A surface treatment program totaling 82.2 miles has been completed.

The future improvements should include the improvements to the road from La Plata to Indian Head and the Livingston Road from Mason Springs towards Washington.



THE BULKHEAD AT NORTH BEACH IN CALVERT COUNTY

Built as a protection against erosion to the highway along the shore front

#### *County Roads*

With our forces 23.8 miles have been improved by grading to a width between 24-30 feet, with a 16 ft. gravel surface, and 2.2 miles have been surface-treated with bituminous material. Also, two timber bridges having a 20-foot span have been constructed. This is in addition to general maintenance.

#### PRINCE GEORGE'S COUNTY

#### *State Roads*

As this County borders the District of Columbia on three-fourths of its boundaries, as mentioned in the previous report, the majority of it can be classed as urban rather than rural. Due to the overflow population from Washington, numerous subdivisions have been developed, which has meant a large construction program and considerably more maintenance.

Under contract, the following improvements have been made:

Extension of New Hampshire Avenue 1.9 miles from University Lane to Avenel.

A connecting link on Route 212, the Powder Factory Road, 2.6 miles.

A relocation for a length of 1.35 miles, including an overpass over the Pennsylvania Railroad on Route 202 at Landover.

A relocation of the Branchville Road 1.6 miles, including an overpass over the B. & O. Railroad. This will eliminate two grade crossings—one on the County road and one on State Route 131.

The completion of the relocation of University Lane at College Park.

Colesville Road from the Baltimore-Washington Boulevard to University Drive—0.5 mile.

The completion of the Marlboro-Glendale Road for a distance of 1.9 miles.

A new highway, partly four-lane and partly three-lane, from the Defense Highway to the Bowie Race Track—1.7 miles—connecting with the road going to Bowie and Laurel.

The right-of-way of the old W. B. & A. Railroad from Seat Pleasant to the Defense Highway—6.9 miles—has been utilized for the bed of a new highway.

The road at the Peace Cross at Bladensburg has been channelized to relieve traffic congestion.

The intersection of the Edmonston Road and Jefferson Avenue—a very dangerous point—has been improved by widening and channelization.

With our own forces we have constructed 3.2 miles of road from Croom to a Naval Airport on the Patuxent River.

Using prison labor forces, 19.2 miles of roads have been widened to 22 feet of surface by building bituminous shoulders.

A total of 41.64 miles was surface-treated under maintenance, 10.85 miles of shoulders re-treated, and 1.7 miles of initial oiling has been done.

Future construction should include the Livingston Road from Oxen Hill to the Charles County Line.

### *County Roads*

During the past two years the following improvements have been made on County roads by our forces:

30.2 miles have been graded to 30 feet with a 16-foot gravel surface.

Four timber bridges and two metal arch bridges have been built.

30.45 miles have been improved with a bituminous surface treatment, and 43.85 miles have been re-treated.

## ST. MARY'S COUNTY

### *State Roads*

During the past two years a gravel road, 2.9 miles long, from the Three Notch Road to Route 5 at Loveville, has been constructed. Also, a connecting link 1.6 miles in length has been built between Valley Lee and Beauvue.

Due to the fact that the Navy Department requested more headroom under the

St. George's Island Bridge, it had to be rebuilt at a joint expense of the State Roads Commission and the Government.

Under maintenance, 90 miles of road have been surface-treated.

Due to the construction of the Cedar Point Naval Station, the entire road from a point 1.6 miles below Hughesville in Charles County to Jarboesville on the Three Notch Road will have to be rebuilt. Surveys have been made, plans drawn and the first two contracts advertised for bids. Rights-of-way are now being secured on the remainder.

#### *County Roads*

Besides general maintenance, four bridges from 10 to 24-foot span have been constructed, and 31.5 miles improved by grading to a 30-foot width with 16-foot gravel surfacing.

#### GENERAL

While it is true that passenger car traffic has decreased due to tire and gas rationing, it is our belief that truck traffic and vehicles owned by the Federal Government using our highways have increased enormously. The Crain Highway, U. S. 301, is the principal route for army convoys going north and south, and the following Army and Navy Bases have been constructed or are under construction in this District.

#### CALVERT COUNTY

Naval Research Laboratory—Randle Cliffs  
Amphibious Base—Dowells  
Naval Base—Point Patience

The Army has also leased the entire lower part of the County for maneuvers.

#### CHARLES COUNTY

Naval Powder Factory at Indian Head  
Army Base at Stump Neck  
Army Base at Smith Point

#### PRINCE GEORGE'S COUNTY

Adjutant Generals School at Fort Washington  
Airport and Machinist School at Greenbelt  
Meadows-Camp Springs Airport  
Clinton Airport  
Croom Airport  
Naylor Airport

#### ST. MARY'S COUNTY

Cedar Point Naval Air Station  
Piney Point Torpedo Testing Station  
Naval Ordnance Laboratory at Piney Point  
Naval Air Station at St. Inigoes

The increase in traffic over the highways and the shortage of labor, because of the construction activities of the Army and Navy Departments, has developed a maintenance problem which has been somewhat acute. The condition has been relieved somewhat by the use of prison labor.

---

**DISTRICT No. 6**  
**Headquarters—Cumberland, Maryland**

L. T. DOWNEY  
*District Engineer*

J. CARTER SHRYOCK  
*Junior Assistant Highway Engineer*

G. BATES CHAIRES  
*Junior Assistant Highway Engineer*

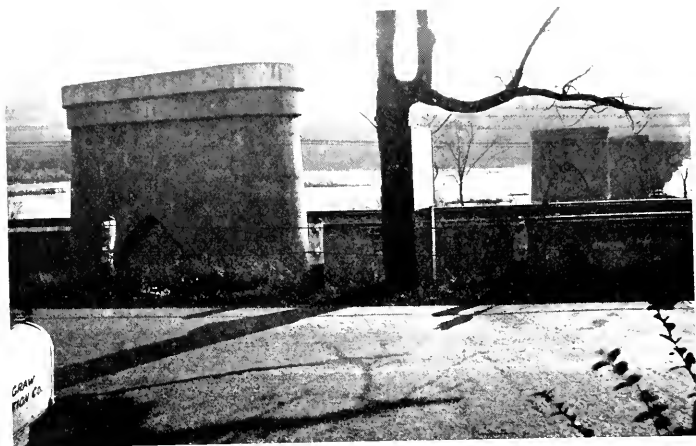
GARRETT COUNTY  
HAROLD E. ROOK  
*Junior Assistant Highway Engineer*

ALLEGANY COUNTY  
DOUGLAS P. LEFEVRE  
*Junior Assistant Highway Engineer*

WASHINGTON COUNTY  
RALPH J. THAYER  
*Junior Assistant Highway Engineer*

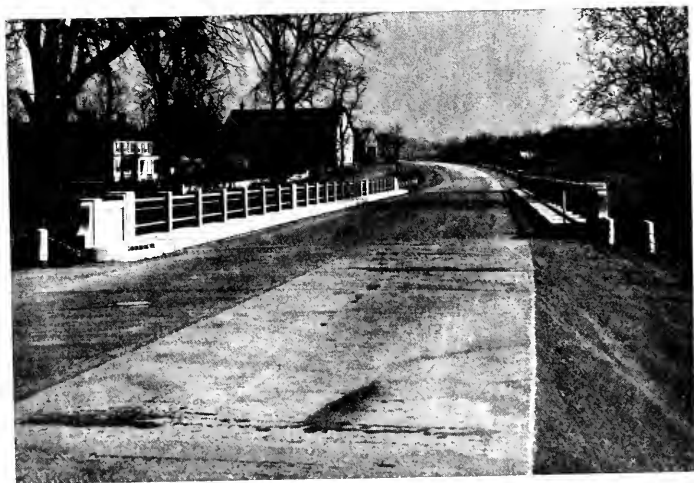
FREDERICK COUNTY  
ROBERT E. L. PUTMAN  
*Junior Assistant Highway Engineer*

---



THE COMPLETED PIERS ACROSS THE POTOMAC RIVER AT HARPER'S FERRY

The superstructure cannot be placed until the National Emergency has passed and steel is made available.



THE RELOCATED LETTERSBURG BRIDGE AND APPROACHES IN WASHINGTON COUNTY



## DISTRICT No. 6

The construction and maintenance activities in District 6 are confined to the State System, with the exception of Allegany County, where the County system of highways is maintained under the direction of the District Engineer. The County authorities in Garrett, Washington and Frederick Counties under their own engineering departments maintain the County systems of highways and direct new construction on the County systems.

### ALLEGANY COUNTY

The construction activities in Allegany County during the years of 1941 and 1942 consisted of:

Improvement to the McMullen Highway, Route 220, by the building of 3 and 4-foot shoulders over a distance of 7.40 miles. This improvement added materially to the safety of the traveling public on this road, which provides 20 ft. of surfacing at least throughout the length of the McMullen Highway. Additional shoulder widths were provided by maintenance forces.

Another piece of work under construction was the strengthening of the floor system on what is known as the Pinto Bridge, leading to U. S. Ordnance Plant in West Virginia.

The remaining job done by contract was the cleaning and painting of three bridges in Allegany County; namely, the Henderson Boulevard Bridge, Blue Bridge and the Paw Paw Bridge. This concluded the construction activities for the years 1941 and 1942.

The County with its own forces completed the improvement by way of penetration macadam and surface treatment of macadam and chert, comprising 13.79 miles of road. These jobs make a very good improvement to the County System.

The County has also built three bridges on different roads during this time with its own forces. State and County maintenance forces have improved and rebuilt two bridges in the Mill Run District.

Maintenance generally was taken care of as best we could with depletion of men and inability to get workers due to the war activities in the neighborhood of Cumberland, which took up all slack labor. Regardless of this, however, some very good work was done.

On Route 220 the maintenance forces extended existing pipe culverts to accommodate shoulders mentioned under construction.

On the Vale Summit Road, Route 55, maintenance forces improved it wonderfully by changing the shoulder width from 4 ft. to 10 ft. wide; thereby taking care of drainage and also adding to the safety of the traveling public.

At the Celanese plant, where there has been a congestion of traffic and very

difficult maintenance of shoulders generally, macadam shoulders were put in which helped materially the movement of traffic.

Another improvement undertaken by maintenance forces was the widening of 0.75 of a mile of road on Route 220 leading to the bridge going to the U. S. Ordnance Plant under construction.

Maintenance forces rebuilt bridges on the Watercliff Road, this road having been taken into the State System by the previous administration.

Generally speaking, maintenance has suffered somewhat on account of curtailment of funds and inability to get proper personnel, but with it all a fairly good job of maintenance has been accomplished within the years of 1941 and 1942.

There were 27.32 miles of State roads oiled and 14.67 miles of County roads oiled.

#### GARRETT COUNTY

Activities in the way of construction in Garrett County have, like that in Allegany County, been at a low ebb so far as State contracts are concerned. The only State contract let in Garrett County during the period 1941 and 1942 was the reconstruction of one-half of the floor on the Deep Creek Bridge on Route 219.

There was other construction in this County carried on from Gas Tax money by both the County forces and the State forces during this period, and whilst activity was not as great as during the years 1939 and 1940, it did show some improvement to the County roads. The County improved 6.55 miles of County roads and the State Road forces, before the roads were taken over by the County, improved 2.35 miles of road. The County has let by contract 2.62 miles of grading which is nearing completion, and this later on will be hard surfaced, this money coming from the Gasoline Tax. The roads in Garrett County reverted back to the County October 1, 1941, and since that time the County authorities have been managing their own maintenance and construction.

In Garrett County the general run of maintenance work has been carried on and there is nothing unusual about this except, again, we were cautioned to keep maintenance costs down and the budget was restricted to figures less than that originally set up. The result was that maintenance is not in as good shape as it was previously.

Oiling of State roads during these two years was a total of 34.90 miles and 19.70 miles of County roads in 1941. All oiling had to be curtailed on account of priorities, both on State and County Systems.

The bridge at Kitzmiller was strengthened by maintenance forces, which did much to help the hauling of coal from this district.

There was one bad feature of maintenance in Garrett County. Due to the hauling of mine props on the Blooming Rose Road, as well as frost action, it was necessary to re-surface one mile of road.

#### WASHINGTON COUNTY

In Washington County we had more construction activity than in the other two western counties, but not quite as much as formerly.

The one big job in Washington County, which was sorely needed and finally

built, was a new bridge on the Leitersburg Road—a three-span steel structure and 0.42 mile of 22 ft. concrete approach to same. This eliminated a very bad traffic hazard and met with the approval of all the traveling public.

Another big improvement was the building of a steel bridge and 1.28 miles of 22 ft. concrete roadway just east of Hancock, which raised the National Pike out of the high waters and which justified itself in the flood of October, 1912. There was no blockading of traffic due to flood on this occasion, which had been common in past floods on this particular stretch of road.

Another small piece of construction was the resurfacing of 3.81 miles of road on the Middleburg Pike.

Another improvement that is about completed, and which is badly needed, is the building of the dual highway from Antietam Creek into Hagerstown, terminating at Washington and Franklin Streets, Washington Street being the east-bound lane and Franklin Street being the west-bound lane. This project is 1.05 miles long.

The largest undertaking in Washington County was the building of a new bridge over the Potomac River at Sandy Hook. The substructure of this bridge is completed, with the exception of one pier and the one abutment, these two being on the Virginia side. The superstructure is deferred until after the war on account of priority on steel. This bridge when completed will have a length of 2230 ft.

Other construction activities in this County consisted of work by the County forces with Gasoline Tax money, and the State Road engineers supervised the construction of these roads. The total mileage built under this item is 10 miles and the type is penetration macadam.

In the way of betterments, one of the very desirable items of work undertaken was that of building passing zones on the mountains. This was more or less of an experiment at first, and the one built on Sideling Hill and also on South Mountain have proven this value. These passing zones average between 800 and 1000 ft. long and permit a three-lane traffic movement. All the slowmoving traffic takes the right lane, going up grade, which facilitates moving of traffic on the mountains. More passing zones should be built in all four of the western mountainous counties.

In Washington County the County road maintenance is taken care of by County forces and all State roads by State Road forces. Due to the war plants in the neighborhood of Hagerstown, this has affected the personnel and the maintenance is not up to the standard that has generally been the par in this County. However, under the circumstances I would say it is as good as could be expected under the conditions the work had to be done.

During the years of 1941 and 1942 there were 44.43 miles of road oiled. Priorities on asphalt struck us in 1942, which necessitated the cutting down of the oiling schedule which is going to be reflected in State maintenance, not only in Washington County but in all the counties—a condition to be endured for the duration.

#### FREDERICK COUNTY

During the year of 1942, the old Jug Bridge just east of Frederick collapsed and a new timber structure had to be put in on the remains of the old piers. This

is of a temporary nature until the new bridge, which is now under construction, is completed. The new bridge will have a span of 466 ft., and in connection with this new bridge, the contract has already been let for the approach and this is under way at this time. The approach to the new bridge is practically one mile in length.

We also built 2.40 miles of mixed-in-place macadam on a prepared base between Brunswick and Point of Rocks, completing a link between these two places and also enabling traffic to go north on Route 15, which is most serviceable for people traveling north from Brunswick and other points in West Virginia and Virginia.

The other remaining contract was the rebuilding of a bridge carried out by the flood of September, 1941, and this was known as the Brunswick-Petersville Bridge spanning Little Catoctin Creek, and 750 ft. of approach of mixed-in-place macadam. The new bridge has a span of 30 ft. and will probably withstand all future floods.

The other construction in which the State funds were involved was that of County highway improvements with Frederick County's share of the Gasoline Tax Fund under the direction of its own Engineer and supervised by State Engineers. The total miles built in the years of 1941 and 1942 were 19.10 miles.

In the way of betterments in this particular County, one of the outstanding accomplishments was the building of the third lane on the east and west sides of Braddock Mountain. These, like those built in Washington County, were about 800 to 1000 ft. in length, and are outstanding accomplishments so far as traffic movements are concerned. They should be added to at other points along the National Pike to facilitate traffic movement.

In the towns of Woodshoro and Middletown, maintenance forces did build some very necessary macadam shoulders adjacent to W.P.A. jobs that were built in these two towns.

Maintenance has been restricted by decreased budgets, but under the conditions I would say the maintenance is as good as could be expected, although not up to the standard that we would like to have.

Oiling was cut to a minimum in 1942, due to priorities. The total oiling for the two years amounted to 46.70 miles, which is a low figure for this very large county. This lack of oiling will probably be reflected in increased maintenance costs later on, but due to the necessity of saving asphalt, there was nothing that could have been done about it other than what was done.

---

**LEGAL DEPARTMENT**

EDMOND H. JOHNSON  
*Special Assistant Attorney General*

---



**REPORT OF EDMOND H. JOHNSON**  
**Special Assistant Attorney General**  
**for the State Roads Commission**  
**for the Years 1941-1942**

The Legislative Session of 1941 which convened on January 1, 1941, required an unusual amount of attention and activity on the part of the writer in the preparation of bills, attending committee hearings, etc. on matters concerning the State Roads Commission. A brief summary of the more important legislation enacted includes the following:

Chapter 888 relative to the allocation and expenditure of the One and One-half Cent Lateral Road Gasoline Tax Fund. Prior thereto the construction fund (one-half of the proceeds from the One and One-half Cent Gasoline Tax) allocated to the various counties had to be expended on roads of a more expensive type which became a part of the State system. Recognizing the need of more roads of a lower construction cost, the Legislature, in enacting Chapter 888, provided that said construction fund might be used also for the building of a cheaper type road on recommendation of the County Authorities to remain in the County System.

Chapter 850 relates to condemnation of property and applicable only to the State Roads Commission. This Act not only provides for the assessment of benefits, but substantially shortens the time within which property needed for road construction can be acquired.

The Administration, recognizing the need for a more efficient ferry service between the Eastern and Western Shores of the State, advocated the purchase of the assets of the Claiborne-Annapolis Ferry Company and the operation of the ferry by the State Roads Commission. Accordingly, Chapter 856 was enacted providing for the issuance of bonds secured by trust indenture not to exceed \$1,200,000.00 in amount, covering cost of acquisition of property and equipment of the Claiborne-Annapolis Ferry Company. This Act provided that title to the property should be taken in the name of the State of Maryland; the Commission to operate the ferry and to charge sufficient tolls to cover operating expenses and bond requirements, the intent being to make the project self-supporting and self-liquidating.

By reason of reduced interest rates prevailing, it was deemed expedient to refund outstanding bonds of the State Roads Commission approximately \$5,000,000.00 in amount, and issue refunding bonds at a lower rate of interest. In addition it was found advisable, in order to facilitate the ferry service above mentioned, to construct new termini at points where the water distance would be considerably lessened, and an outside sum of \$1,000,000.00 was estimated for the cost thereof.

Furthermore, certain funds were needed for construction of vital links in the strategic network of roads in the State system. Accordingly, to meet these needs Chapter 884 was enacted authorizing the State Roads Commission to issue refunding and improvement bonds of said Commission in an amount not to exceed \$11,000,000.00. Of this authorized issue there has at present been sold bonds in the amount of \$9,000,000.00 at an interest cost to the Commission of 1.85%.

In accordance with advanced ideas being put into effect throughout the country relative to what might be termed high speed roads or main arterial thoroughfares, certain legislation in Maryland was needed, giving the Commission additional powers in respect to the laying out of such roadways. This was accomplished by the enactment of Chapters 485, 486 and 487 empowering the Commission to acquire certain lands other than that actually needed for road purposes in order to control sight distance and ingress and egress to and from said highways.

Because of the national emergency the attention of the Commission has been centered on the laying out and construction of defense or commonly called "access" roads to the various military areas and defense plants in the State. This has tended to greatly increase the number of title problems, especially in congested sections. On one project alone, involving the relocation and widening of present roads and construction of new ones in the vicinity of the airplane plant of the Glenn L. Martin Company at Middle River, one hundred and seventy-nine title examinations have been requested to date. Likewise, this emergency has tended to increase the number of condemnation suits over last year.

Under the supervision of this office nine hundred and thirty titles were examined during the past year by local attorneys at a total cost of \$17,725.00 and the writer was engaged in the usual routine of advising the Commission and department heads on legal matters; the approving as to form and legality of construction contracts and bonds; the preparation of agreements, and appearing on behalf of the Commission in various Courts of the State.

At the close of 1941 there were twenty-five condemnation cases either tried and determined by verdict of a jury, or were settled out of Court, or pending.

The work of this office during the year 1942 embraced generally consultation and advice with the Commission and its various department heads and district engineers; the drafting of contracts and agreements; the approval as to form and legal sufficiency of contracts covering road and bridge construction; the collection of claims due the Commission and assisting in the settlement of claims of employees of the Commission under the Workmen's Compensation Law.

By virtue of the Act of Congress approved November 19, 1941, entitled "An Act to Supplement the Federal-Aid Road Act approved July 11, 1916, as amended and supplemented to authorize appropriations during the National Emergency declared by the President on May 27, 1941, for the immediate construction of roads urgently needed for the National Defense and for other purposes," the Commission embarked upon an unprecedented construction of roads and bridges vital to the defense effort. Inasmuch as a large portion of this construction was within the



City of Baltimore, and the Public Roads Administrator insisted nevertheless on negotiating all projects with the State Roads Commission as principal, it became necessary to work out a basic agreement between the Commission and the City, setting forth the duties and obligations of the respective parties. It, therefore, became the duty of this office in conjunction with the City Solicitor to formulate the agreement in conformity with the legal problems involved, which, after numerous conferences, was accomplished. Moreover, as the work affected the railroads within the city, it was necessary likewise to work out agreements with them differing from the usual grade elimination agreements.

The construction of access and defense highways as aforesaid required abnormal acquisition of rights of way. Under the supervision of this office 1641 titles were examined during the year by local attorneys at a total cost of \$32,069.25. This in turn resulted in an unusual amount of work in this office in passing upon questions of title. The Rights-of-Way Department being unable by reason of its limited personnel to adequately handle the closing transactions on this great amount of work (as had been the practice heretofore), and, moreover, the same being of a legal nature, it was suggested by the Commission that this department assume these duties. It being obvious that this additional work could not be undertaken by the Special Assistant Attorney General, except to the detriment of his regular duties, the Attorney General, with the consent of the Governor, appointed a Special Attorney in this department. On May 1, 1942, Mr. Matthew J. Mullaney was named in that capacity and immediately took over all closing transactions relative to acquisition of rights-of-way. Subsequently, Mr. Mullaney resigned in order to become associated with the Office of Price Administration, and he was succeeded by Mr. Frederick A. Puderbaugh, who has since acted in the capacity of Special Attorney.

At the request of the Commission, the writer attended the conference of representatives from the various States on War Restrictions held in Washington, D. C. during the week of May 3, 1942. One object of this meeting was to attempt to devise ways and means of alleviating restrictions on interstate commerce, which, on account of dissimilarity of the laws of the various States, tended to hamper the free flow of materials needed for national defense. It developed that Maryland was one of the very few States whose law in respect to size, weight and load of motor vehicles was in accord with the recommendations of the conference.

In addition to the work of this office hereinbefore referred to, the writer was frequently called upon by the District Engineers to pass upon matters pertaining to drainage in the various districts. Inasmuch as the solution of each case depended upon the facts peculiar thereto, it was necessary to visit personally each locality. As has been mentioned in a prior report, the drainage problem is a vexatious one and is constantly recurring.

In connection with the pending cases carried over from 1941, all were included with the exception of one case, and, moreover, there were in addition nine other condemnation cases either determined by a verdict of the jury or settled, leaving in all only three cases during the period of this report still pending.



---

ACCOUNTING DEPARTMENT

WILLIAM A. CODD

*Chief Auditor*

---



## REPORT

March 1, 1943.

TO HIS EXCELLENCY, HERBERT R. O'CONNOR,  
*Governor of Maryland, and*

THE HONORABLE MEMBERS OF  
THE STATE ROADS COMMISSION OF MARYLAND,  
EZRA B. WHITMAN, *Chairman,*  
P. WATSON WEBB,  
W. FRANK THOMAS.

*Sirs:*

May I present to you for your examination, a complete and detailed financial report, wherein is set forth the accountability of all financial transactions of the State Roads Commission of Maryland for the fiscal years

October 1, 1940 to September 30, 1941

October 1, 1941 to September 30, 1942

The form of the present report and the positions therein of the several exhibits and schedules, applicable to the fiscal years 1941 and 1942, or the period of time October 1, 1940 to September 30, 1942, generally follows the formation of previous reports, although wherein advisable, additional exhibits or schedules or additional information, have been presented for the purpose of exemplifying certain pertinent facts.

It is believed to be better practice to submit the present report in a manner and form following, as far as practicable, the previous years' reports, so as to afford better comparisons and to permit a more simplified continuity of facts regarding the subjects contained in each exhibit and schedule and the data set forth under each.

Each of the exhibits and schedules herein presented is more fully explained or elaborated in the text of the report now to follow.

The financial records of the Commission and the position of the funds for the fiscal year ended September 30, 1941, have been subjected to a comprehensive detailed audit by Mr. Daniel L. Clayland, III, C.P.A., State Auditor of Maryland, and Mr. Carl Wannan, C.P.A., Deputy State Auditor, and their staff.

The report now submitted to you is presented through a succession of exhibits, supporting schedules and statements under the following captions. Wherever italics appear in the exhibits and schedules, as well as in the text of this report, they indicate red figures.

## EXHIBIT No. 1:

- Schedule No. 1—Summary of Cash Receipts and Disbursements, by months, October 1, 1940 to September 30, 1942
- Schedule No. 2—Summary of Receipts and Disbursements, Revolving Fund,—Comptroller's Working Fund—Salary and Wage Account, October 1, 1940 to September 30, 1942
- Schedule No. 3—Receipts of Federal Funds, showing Appropriations, Payments, and Balances due on Federal Appropriations, 1934 to 1942, inclusive.

## EXHIBIT No. 2:

- Schedule No. 1—Gross Income from Gasoline Taxes and Gross Income from Commissioner of Motor Vehicles, October 1, 1940 to September 30, 1941
- Schedule No. 2—Gross Income from Gasoline Taxes and Gross Income from Commissioner of Motor Vehicles, October 1, 1941 to September 30, 1942
- Schedule No. 3—Cash Receipts, by sources, for the Fiscal Year 1941
- Schedule No. 4—Cash Receipts, by sources, for the Fiscal Year 1942
- Schedule No. 5—Debenture Bonds of the State Roads Commission of Maryland—Receipts for Debt Service on State Roads Commission Bonds, and the application of Truck License Fees and Franchise Taxes, and \$,0014 of the 2¢ Gasoline Tax.
- Schedule No. 6—State of Maryland Bridge Revenue Refunding Bonds
- Schedule No. 7—State Roads Commission of Maryland Chesapeake Bay Ferry Revenue  $1\frac{1}{2}\%$  Bonds

EXHIBIT No. 3—Recapitulation of Cash Disbursements and purposes for which made, Fiscal Year 1941, and Recapitulation of Cash Disbursements and purposes for which made, Fiscal Year 1942

EXHIBIT No. 4—Summary and Details of Operating Expenses for the Fiscal Years 1941 and 1942

EXHIBIT No. 5—Balance Sheet at September 30, 1941 and September 30, 1942, Compared

EXHIBIT No. 6—Funded Balance Sheet at September 30, 1942

## EXHIBIT No. 7:

Schedule No. 1—Fund Statement showing cash balances in the Fund Accounts at September 30, 1941, and remaining balances after satisfying all obligations incident to each fund at the close of the period

Schedule No. 2—Fund Statement showing cash balances in the Fund Accounts at September 30, 1942, and remaining balances after satisfying all obligations incident to each fund at the close of the period

Schedule No. 3 Statement showing cash position of each fund at October 1, 1940, total receipts and increments and total charges; balance of cash on hand, September 30, 1941

Schedule No. 4 Statement showing cash position of each fund at October 1, 1941, total receipts and increments and total charges; balance of cash on hand, September 30, 1942

The following Schedules (Schedules No. 5 to No. 28 incl.), being Fund Statements of each County, for the two (2) year period, include the Maintenance Section and the Construction Section:

Schedule No. 5 Fund Statement, Allegany County, Fiscal Years 1941 and 1942

Schedule No. 6—Fund Statement, Anne Arundel County, Fiscal Years 1941 and 1942

Schedule No. 7—Fund Statement, Baltimore County, Fiscal Years 1941 and 1942

Schedule No. 8—Fund Statement, Calvert County, Fiscal Years 1941 and 1942

Schedule No. 9—Fund Statement, Caroline County, Fiscal Years 1941 and 1942

Schedule No. 10—Fund Statement, Carroll County, Fiscal Years 1941 and 1942

Schedule No. 11—Fund Statement, Cecil County, Fiscal Years 1941 and 1942

Schedule No. 12—Fund Statement, Charles County, Fiscal Years 1941 and 1942

Schedule No. 13—Fund Statement, Dorchester County, Fiscal Years 1941 and 1942

Schedule No. 14—Fund Statement, Frederick County, Fiscal Years 1941 and 1942

Schedule No. 15—Fund Statement Garrett County, Fiscal Years 1941 and 1942

Schedule No. 16—Fund Statement, Harford County, Fiscal Years 1941 and 1942

Schedule No. 17—Fund Statement, Howard County, Fiscal Years 1941 and 1942

Schedule No. 18—Fund Statement, Kent County, Fiscal Years 1941 and 1942

Schedule No. 19—Fund Statement, Montgomery County, Fiscal Years 1941 and 1942

Schedule No. 20—Fund Statement, Prince George's County, Fiscal Years 1941 and 1942

Schedule No. 21—Fund Statement, Queen Anne's County, Fiscal Years 1941 and 1942

Schedule No. 22—Fund Statement, St. Mary's County, Fiscal Years 1941 and 1942

- Schedule No. 23—Fund Statement, Somerset County, Fiscal Years 1941 and 1942
- Schedule No. 24—Fund Statement, Talbot County, Fiscal Years 1941 and 1942
- Schedule No. 25—Fund Statement, Washington County, Fiscal Years 1941 and 1942
- Schedule No. 26—Fund Statement, Wicomico County, Fiscal Years 1941 and 1942
- Schedule No. 27—Fund Statement, Worcester County, Fiscal Years 1941 and 1942
- Schedule No. 28—Fund Statement, Baltimore City, Fiscal Years 1941 and 1942
- Schedule No. 29—Fund Statement, Grade Elimination  $\frac{1}{2}$ ¢ Gasoline Tax, Fiscal Years 1941 and 1942
- Schedule No. 30—Fund Statements, Federal Grade Elimination, 1936 Appropriation, Fiscal Years 1941 and 1942
- Schedule No. 31—Fund Statement, Federal Grade Elimination, 1938 Appropriation, Fiscal Years 1941 and 1942
- Schedule No. 32—Fund Statement, Federal Grade Elimination, 1939 Appropriation, Fiscal Years 1941 and 1942
- Schedule No. 33—Fund Statement, Federal Grade Elimination, 1940 Appropriation, Fiscal Years 1941 and 1942
- Schedule No. 34—Fund Statement, Federal Grade Elimination, 1941 Appropriation, Fiscal Years 1941 and 1942
- Schedule No. 35—Fund Statement, Federal Grade Elimination, 1942 Appropriation, Fiscal Years 1941 and 1942
- Schedule No. 36—Fund Statement, Federal Grade Elimination, 1943 Appropriation, Fiscal Year 1942
- Schedule No. 36-A—Fund Statement, Regular Federal Aid, 1936 Appropriation, Fiscal Years 1941 and 1942
- Schedule No. 37—Fund Statement, Regular Federal Aid, 1937 Appropriation, Fiscal Years 1941 and 1942
- Schedule No. 38—Fund Statement, Regular Federal Aid, 1938 Appropriation, Fiscal Years 1941 and 1942
- Schedule No. 39—Fund Statement, Regular Federal Aid, 1939 Appropriation, Fiscal Years 1941 and 1942
- Schedule No. 40—Fund Statement, Regular Federal Aid, 1940 Appropriation, Fiscal Years 1941 and 1942
- Schedule No. 41—Fund Statement, Regular Federal Aid, 1941 Appropriation, Fiscal Years 1941 and 1942
- Schedule No. 42—Fund Statement, Regular Federal Aid, 1942 Appropriation, Fiscal Years 1941 and 1942
- Schedule No. 43—Fund Statement, Regular Federal Aid, 1943 Appropriation, Fiscal Year 1942



- Schedule No. 44—Fund Statement, Special Construction Fund of 1934, Fiscal Years 1941 and 1942
- Schedule No. 44-A Federal Municipal Allotment (National Industrial Recovery Act of 1934), Fiscal Years 1941 and 1942
- Schedule No. 45—Fund Statement, Special Construction Fund of 1936, Fiscal Years 1941 and 1942
- Schedule No. 45-A Statement of Account, Public Works Administration Fund of 1935 and 45% Grant, Fiscal Years 1941 and 1942
- Schedule No. 46—Fund Statement, 1935 Federal Allotment of \$1,810,000, Fiscal Years 1941 and 1942
- Schedule No. 47—Fund Statement, Ocean City Beach Protection Fund, Fiscal Years 1941 and 1942
- Schedule No. 48—Fund Statement, Chesapeake Beach Protection Fund, Fiscal Years 1941 and 1942
- Schedule No. 49—Fund Statement, North Beach Protection Fund, Fiscal Years 1941 and 1942
- Schedule No. 50—Fund Statement, 1936 Flood Relief—States and Federal Appropriations, Fiscal Years 1941 and 1942
- Schedule No. 51—Fund Statement, Prison Labor Appropriation, Fiscal Years 1941 and 1942
- Schedule No. 52—Fund Statement, Federal Appropriation of 1942, Secondary Road Construction, Fiscal Years 1941 and 1942
- Schedule No. 53—Fund Statement, Federal Appropriation of 1943, Secondary Road Construction, Fiscal Year 1942
- Schedule No. 54—Fund Statement, Middle River Underpass—Construction Fund, Fiscal Years 1941 and 1942
- Schedule No. 55—Fund Statement, Federal Appropriations, Military Access Roads—Navy, Army and Strategic Network
- Schedule No. 56—Fund Statement, National Defense Projects, Fiscal Years 1941 and 1942
- Schedule No. 57—Statement of Account, Special Construction Fund for Road Approaches to Susquehanna River Toll Bridge, Fiscal Years 1941 and 1942
- Schedule No. 58—Statement of Account, Special Construction Fund for Road Approaches to Potomac River Toll Bridge, Fiscal Years 1941 and 1942
- Schedule No. 59—Statement of Account—Funds expended by Commission in connection with construction and maintenance of Susquehanna River Toll Bridge, Fiscal Years 1941 and 1942
- Schedule No. 60—Statement of Account—Funds expended by Commission in connection with construction and maintenance of Potomac River Toll Bridge, Fiscal Years 1941 and 1942

- Schedule No. 61—Fund Statement, State Roads Commission Bond Proceeds—Construction of Ferry Terminals, Fiscal Years 1941 and 1942
- Schedule No. 62—Fund Statement, State Roads Commission Bond Proceeds—Construction of New Projects, and Military Access Roads, Fiscal Years 1941 and 1942
- Schedule No. 63—Fund Statement, State Roads Commission Bond Proceeds—Construction of Needed Projects, Fiscal Years 1941 and 1942
- Schedule No. 64—Statement of Account—Truck License Fees and Franchise Taxes and \$.0014 of the 2¢ Gasoline Tax for Debt Service, State Roads Commission Refunding Bonds and State Roads Commission Refunding and Improvement Bonds, Fiscal Years 1941 and 1942
- Schedule No. 65—Statement of Account—Sign Permit Revenue, Fiscal Years 1941 and 1942
- Schedule No. 66—Statement of Account—Gasoline Tax Refunds to Incorporated Towns, Fiscal Years 1941 and 1942
- Schedule No. 67—Statement of Account—Brunswick and Point of Rocks Toll Bridges Fund, at September 30, 1942
- Schedule No. 68—Fund Statement, Maintenance and Reconstruction Account, supported by statements showing transactions applicable to each County, and for general State-wide projects, Fiscal Years 1941 and 1942
- EXHIBIT No. 8— Summary of Disbursements from Lateral Gasoline Tax, and average expenditures per mile for Maintaining County Roads, Fiscal Years 1941 and 1942
- EXHIBIT No. 9— Total Road Mileage on the State System at September 30, 1942, and September 30, 1941, by Counties and by Engineering Districts
- EXHIBIT No. 10— Susquehanna River and Potomac River Toll Bridges Construction Funds, being Proceeds of Revenue Bonds and Federal Grants, at September 30, 1942
- EXHIBIT No. 11— Operating or Revenue Account, Susquehanna River and Potomac River Toll Bridges, Fiscal Years 1941 and 1942
- Schedule No. 1—Rates in effect at the Susquehanna River Toll Bridge, at September 30, 1942
- Schedule No. 2—Rates in effect at the Potomac River Toll Bridge at September 30, 1942
- Schedule No. 3—Statement of Income, Susquehanna and Potomac River Toll Bridges, to September 30, 1942
- Schedule No. 4—Statement of Traffic Transactions, Susquehanna River Toll Bridge, to September 30, 1942

- Schedule No. 5—Statement of Traffic Transactions, Potomac River Toll Bridge, to September 30, 1942
- Schedule No. 6—Toll Bridges Operation Fund
- Schedule No. 7—Funds due the State Roads Commission of Maryland for advancements made from Commission Funds incident to Primary Bridge Program
- Schedule No. 8—Statement of Revenue Bonds issued, purchased, matured and outstanding September 30, 1942
- Schedule No. 9—Balance Sheet at September 30, 1942
- EXHIBIT No. 12—Chesapeake Bay Ferry System—Statement of Account—Proceeds of Sale of State Roads Commission of Maryland Chesapeake Bay Ferry Revenue Bonds of 1911, 1½%, and application of Proceeds
- Schedule No. 1—Revenue Account—Chesapeake Bay Ferry System, to September 30, 1942
- Schedule No. 2—Effective Rates, Chesapeake Bay Ferry System, at September 30, 1942
- Schedule No. 3—Statement of Income, Chesapeake Bay Ferry System, at September 30, 1942
- Schedule No. 4—Statement of Traffic Transactions, Chesapeake Bay Ferry System
- Schedule No. 5—Balance Sheet at September 30, 1942

***Exhibit No. 1—Total Cash Receipts and Disbursements, by Months during the Period October 1, 1940 to September 30, 1942***

On October 1, 1940, the beginning of the Accounting Period now under review, the cash balance to the credit of the Commission, in all funds and available for use in the manner dedicating the several cash balances, was \$5,367,202.01. The receipts of the Commission, from all sources, exclusive of the proceeds of Bonds and Federal Grants made available for use in the construction of the Susquehanna and Potomac River Toll Bridges, but including the receipt of Bond Proceeds for the acquisition and purchase of the Chesapeake Bay Ferry System, and the proceeds of sale of Refunding and Improvement Bonds, and further excluding the receipt of Toll Income from all toll facilities of the Commission, during the biennium, were:

Fiscal Year 1941 . . . . .	\$17,477,636.24
Fiscal Year 1942 . . . . .	25,973,511.57
	<hr/>
Total, Both Years . . . . .	\$43,451,147.81

The aggregate, added to the balance of cash on hand at the beginning of the period, October 1, 1940, amounting to \$5,367,202.01, was \$48,818,349.82, and during the biennium the total disbursements, exclusive of those funds disbursed directly from funds dedicated to the construction of the Susquehanna and Potomac

River Toll Bridges, but inclusive of disbursements of funds applied in the purchase and acquisition of the Chesapeake Bay Ferry System, and for refunding Debenture Bonds of the Commission, but exclusive of the application or disbursement of tolls produced by the toll facilities, controlled and operated by the Commission, were:

Fiscal Year 1941.....	\$16,696,365.56
Fiscal Year 1942.....	24,306,649.58
	<hr/>
Total, Both Years.....	\$41,003,015.14

The total disbursements deducted from total receipts (including the initial balance of cash on hand at the beginning of the Accounting Period) results in a cash balance at the close of the period, September 30, 1942, of \$7,815,334.68, as shown in the Balance Sheet, and in the General Fund Statement.

It is imperative at this point, in the discussion of the cash balance at September 30, 1942, to further analyse it so as to disclose those portions of the cash balance that may not be used in discharging current obligations—those obligations that will mature currently or at a later date and incurred for those purposes of direct construction or maintenance of the road systems. The total cash balance in all accounts and on hand September 30, 1942, was \$7,815,334.68, but certain items of dedicated or applied cash must be considered. They are:

(a) Included in the total balance on hand, is the sum of \$79,934.09 which is the unapplied balance of the proceeds of the sale of State Roads Commission of Maryland Chesapeake Bay Ferry Revenue Bonds of 1941. This remainder of the total Bond Issue of \$1,200,000 later will be transferred to the Trustee, authorized to control Ferry Revenues, after which it will be used for those purposes set forth in a Trust Indenture providing for the administration of financial transactions incident to the operation of the Ferry System. The remainder of Bond Proceeds will be used for the benefit of the Sinking Fund attaching to the Bonds, and according to the prescription of the Indenture, will be applied in the purchase and retirement of Bonds of this Issue.

(b) Cash in the aggregate amount of \$300,000 is included in the total. It is the Working Fund advanced by the Treasurer of Maryland and is used by the Commission incident to the Salary and Wage Account and for its Petty Cash Funds.

(c) The cash balance has been further reduced to the extent of \$560,990.39, which represents cash disbursements by the Commission, used to purchase materials and supplies placed in stock and awaiting withdrawal for use, as required.

(d) The total cash balance includes also a fund of \$957,724.99, used as a Working Fund for general cash purposes. It is not especially dedicated, but is used to augment the Cash Position of other Funds.

(e) Funds in the aggregate amount of \$665,328.41 are also included in the total cash balance and are those several required sums reserved, primarily, for Debt Service on Bond Obligations of the Commission, as well as other special cash funds not available for use in direct road activities.

The aggregate amount of these deductions, exclusive of \$560,990.39 (item c above) all of which represent cash that must be applied to a particular collateral road purpose, is \$2,002,987.19, and if the cash balance, as shown, be reduced by a like amount, a remainder of \$5,812,347.19 is found to be on hand to satisfy all demands for cash, based on existing obligations.

Reference should be made to the Fund Statement of the Commission, Exhibit No. 7, Schedule No. 2, "Condition of all Accounts at September 30, 1912," wherein it will be noted that the unpaid maturing obligations of the Commission at the close of the year, amounts to \$12,879,097.12. The expected receipts, from all sources, made available or authorized at the close of the fiscal year, aggregate \$20,633,495.37. However, at September 30, 1912, the Commission was privileged to continue the award of contracts or to incur obligations to an extent that would fully utilize all of the funds made available for application to that date, with the possible exception of funds for new construction and if action had been taken with respect to the award of additional new contracts for construction, and other road purposes, in the aggregate amount of \$15,830,723.32, the unpaid maturing obligations would have been materially increased, thereby reducing the percentage, or margin, of cash on hand for currently maturing obligations.

It must be realized, of course, that these facts express a status existing at the close of the fiscal year, and will change each month, for as anticipated receipts are attained, the cash position may improve; yet consideration must be given to the rapidity of disbursements compared with the realization of receivables, since it is possible, and likely, that the demand for the payment of debts, will be disproportionate to income, resulting in a condition whereby the Commission cannot promptly liquidate its current obligations.

As hereinbefore set forth, reference has been made to the probability of disbursing funds to such an extent as will entirely deplete the cash on hand. In order to prevent such an occurrence, it is now recommended that the Commission be provided with a Working Fund in an amount sufficient to enable it to avoid any delay in the prompt satisfaction of its current obligations. It would seem from the very nature of the Commission's undertaking, that a reserve working fund is essential, for while it may be presumed that receipts from all sources each month will be sufficient to maintain a safe cash balance, this is not in fact always the experience, for many maturing obligations, arising from contract and the progress of construction work, may become due and payable at one time, the satisfaction of which will require all of the available cash on hand. Again, certain influences caused by the Commission's administrative policies may tend to exceed the normal rate of disbursements, causing a rapid diminution of cash, such as the sudden increase in the cost of labor; the rapid prosecution of construction programs; the discharge of debt service obligations. These, and other functional obligations of the Commission, are likely to cause the disbursement of cash in a manner disproportionate to the rate of income.

For purposes of comparison, it is important at this time to note the obligations

of the Commission at the close of the several past fiscal years, and the relationship between such balances and (a) the net cash position; (b) the amount of expected or anticipated receipts; and (c) the net balance of unencumbered funds available for additional work:

Year	Net Cash Position	Maturing Obligations	Expected Receipts At close of Year	Unencumbered Balance
1937	\$2,541,400.89	\$6,025,942.88	\$9,338,468.24	\$5,942,750.79
1938	2,485,126.45	5,741,251.35	7,118,929.65	3,863,496.32
1939	3,875,351.37	4,071,637.33	6,360,701.62	6,162,882.29
1940	5,367,202.01	6,344,621.70	7,227,646.73	6,763,111.08
1941	6,148,472.69*	8,864,328.14*	6,847,999.27	4,410,586.71
1942	7,815,334.68*	12,879,097.12*	20,633,495.37	15,830,723.32

\* For an explanation of balances in Cash Accounts and totals of maturing obligations, see Exhibit No. 7.

**Exhibit No. 1—Schedule No. 3—Receipts of Federal Funds, Based on Total Appropriations, Payments and Balances, 1934 to 1942, Inclusive**

In this Schedule are shown the Appropriations made by the Federal Government, applicable to the years beginning with 1934, to the present year, the payments made by the United States Government, applicable to each Appropriation, and balance of Federal Funds to be received at September 30, 1942. The respective Appropriations applicable to the Commission's fiscal years, the return from the Federal Agencies, and balances to be received, are:

Year	Appropriation	Amount Appropriated	Cash Received	Balance to be Paid
1934	National Recovery—Public Works Funds, Secondary Roads.	\$880,834.82	\$880,834.82	None
1934	National Recovery—Public Works Funds, Highways	1,763,265.69	1,763,265.69	None
1934	National Recovery—Public Works Funds, Municipalities	920,426.49	920,426.49	None
1935	Public Works Funds—Secondary Roads.	918,073.07	918,073.07	None
1935	Public Works Funds—Highways	439,470.43	439,470.43	None
1935	Public Works Funds—Municipal.	452,514.50	452,514.50	None
1935/36	Regular Federal Aid	1,003,980.43	1,003,980.43	None
1936	Emergency Relief—Works Progress, Highways.	1,750,738.00	1,715,557.04	\$35,180.96
1936	Emergency Relief—Works Progress, Grade Eliminations.	2,061,751.00	1,878,659.73	183,091.27
1936/37	Regular Federal Aid	967,077.99	917,485.77	49,592.22
1936	Emergency Relief—Highway Projects.	620,712.91	190,712.91	430,000.00
1937/38	Federal Aid Highway Act 1936, Secondary Roads	203,111.75	198,861.75	4,250.00
1937/38	Federal Aid Highway Act 1936, Grade Eliminations	512,555.21	374,473.37	138,081.84
1937/38	Regular Federal Aid	1,000,589.38	975,327.88	25,261.50
1938/39	Federal Aid Highway Act—Secondary Roads	206,951.10	102,799.13	104,151.97
1938/39	Federal Aid Highway Act—Grade Eliminations.	507,469.73	185,042.95	322,426.78
1938/39	Regular Federal Aid	1,057,677.78	823,878.53	233,799.25
1939/40	Federal Aid Highway Act—Secondary Roads	123,656.00	109,627.20	14,028.80
1939/40	Federal Aid Highway Act—Grade Eliminations	202,303.00	115,500.00	86,803.00
1939/40	Regular Federal Aid	890,615.45	641,423.91	249,191.54

1940-41	Federal Aid Highway Act—Secondary Roads	126,063.15	57,325.00	68,738.15
1940-41	Federal Aid Highway Act—Grade Eliminations	313,630.20	52,500.00	261,130.20
1940-41	Regular Federal Aid	966,575.97	573,700.00	392,875.97
1942	Federal Aid Highway Act—Secondary Roads	145,900.00		145,900.00
1942	Federal Aid Highway Act—Grade Eliminations	204,759.00	140,600.00	64,159.00
1942	Regular Federal Aid	833,715.00		833,715.00
1943	Federal Aid Highway Act—Secondary Roads	145,636.00		145,636.00
1943	Federal Aid Highway Act—Grade Eliminations	197,436.00		197,436.00
1943	Regular Federal Aid	832,207.00		832,207.00
1942	Military Access Roads—Defense, Navy	8,907,950.00		8,907,950.00
1942	Military Access Roads—Defense, Army	6,384,355.00		6,384,355.00
1942	Military Access Roads—Strategic System	208,052.00		208,052.00

The progress in the application of these appropriations and the position of each at September 30, 1942, is shown in detail in Exhibit No. 1, Schedule No. 3.

In addition to the appropriations of the Federal Funds shown above, the Commission has had appropriated to it, in past years, special Federal Grant funds used in conjunction with State Funds, for the purpose of road construction. The Commission's P.W.A. Docket No. 1397, established in 1933, provided a special appropriation of \$1,590,000, and under P.W.A. Docket No. 1053, established in 1935, a special appropriation of \$1,000,000 was made available. All items of road construction, embodied in the Schedules using these two appropriations, have been completed and, based on costs approved by the Federal Authorities, the final Grant payments under each docket were \$1,542,851.19 and \$939,374.67, respectively. Both of these dockets have been completely closed and no additional funds are to be received.

Both of the dockets heretofore referred to are exclusive of the appropriation of Federal Funds, under separate dockets, for the construction of the Susquehanna and Potomac River Toll Bridges. A special reference will be made to these dockets later in this Report.

#### *Exhibit No. 2—Schedules No. 1 and 2—Income from Gasoline Taxes and Income from Commissioner of Motor Vehicles, October 1, 1940 to September 30, 1942*

While the principal sources of recurring incomes to the State Roads Commission are derived from gasoline taxes paid by the users of automotive vehicles and the several forms of fees and taxes paid by this group to the Commissioner of Motor Vehicles for the use privileges, these sources of sustaining income have shown a serious decline in the last five months of the biennium covered by this Report; that is, from May, 1942 to September 30, 1942, due to the War Status and consequent economic restriction.

Consideration therefore should be given to the amount of such taxes and fees paid, together with the use to which this income is applied.

## REPORT OF THE STATE ROADS COMMISSION

For purposes of comparison, the products of these sources of Income, during the past several years, are now shown and you are directed to the Exhibit No. 2 and Schedules for details:

Year	Gross Income from 4¢ Gasoline Tax	Gross Income from Commissioner of Motor Vehicles	Total Gross Income, 4¢ Gasoline Tax and Commissioner of Motor Vehicles
1937	\$10,421,477.93	\$4,613,904.79	\$15,035,382.72
1938	10,704,680.52	4,724,198.05	15,428,878.57
1939	11,170,948.43	4,923,613.41	16,094,561.84
1940	12,021,006.44	5,361,612.48	17,382,618.92
1941	13,653,710.58	6,197,208.53	19,850,919.11
1942	13,119,574.14	6,016,267.60	19,135,841.74

The aggregate gross receipts derived from the four cent gasoline tax and from fees paid to the Commissioner of Motor Vehicles, is found to be \$19,850,919.11 in 1941 and \$19,135,841.74 in 1942. These gross incomes, after applying deductions represented by funds dedicated for purposes other than the actual construction or reconstruction of roads, are distributed in a manner prescribed by existing Acts, to the State Roads Commission, for the use of the County Systems of roads; for use on the State System of roads and bridges, and to the State Roads Commission and to Baltimore City, each its respective share.

The participation by the State Roads Commission in the distribution of this net remainder must not be confused with nor is it the entire income of the Commission. There are other sources of income to the Commission for roads purposes, especially that derived from Federal Appropriations and dedicated to special uses.

There is shown immediately following, the distribution of the Gasoline Tax Fund and Motor Vehicle Income during the years 1941 and 1942, but it must be remembered that this presentation is with reference only to the manner in which these sums are distributed and applied. During the biennium 1941-1942 no road income was diverted to other than road purposes. The application of the total income of the Commission is best shown by referring to the Statement of Disbursements appearing, in detail, in Exhibit No. 3.

	1941	1942
Gross Income from 4¢ Gasoline Tax	\$13,653,710.58	\$13,119,574.14
Gross Income from Commissioner of Motor Vehicles	6,197,208.53	6,016,267.60
	<hr/>	<hr/>
Receipts applicable to prior years	\$19,850,919.11	\$19,135,841.74
	11.82	340.89
	<hr/>	<hr/>
Total Gross Income from Gasoline Taxes and Commissioner of Motor Vehicles, for fiscal years 1941 and 1942	\$19,850,930.93	\$19,136,182.63
	<hr/>	<hr/>
Deductions before distribution to political subdivisions and State Roads Commission:		
Refunds and Exemptions to non-taxable users of Gasoline and unearned Automobile Registration Fees	986,921.08	1,086,893.66
Refunds to Incorporated Cities and Towns, based on Vehicles using town streets and highways only.	15,653.54	13,899.99
Cost of collecting Gasoline Tax, Office of State Comptroller.	31,675.22	31,370.66



Payments on account of Appropriation to Tolchester Ferry Company	6,666.68	None
Expenses of Commissioner of Motor Vehicles	333,406.17	377,118.12
Expenses of Department of State Police	157,725.71	657,326.41
Expenses of Traffic Court	18,212.91	63,993.41
Trial Magistrates Expenses	77,771.00	80,422.00
Dedicated to Debt Service on State Roads Commission Refunding Bonds (1941) and State Roads Commission Refunding & Improvement Bonds (1942) being 100% of Truck License Fees and Franchise Taxes	928,902.58	962,613.64
Dedicated to Debt Service on State Roads Commission Refunding Bonds (1941) and State Roads Commission Refunding & Improvement Bonds (1942) being 100% of 8.0014 of the 2c Gasoline Tax	147,206.95	125,516.27
Total Deductions before distribution	\$3,334,144.87	\$3,699,153.89
Net Amount of Gasoline Tax and Commissioner of Motor Vehicles Income, distributed to State Roads Commission, to all Counties, and to Baltimore City	\$16,516,786.06	\$15,437,028.74
Distribution:		
To State Roads Commission	88,445,042.70	87,830,044.98
To the several Counties, each its proportionate Road Mileage Share	3,308,197.19	3,153,954.06
To Baltimore City, including 30% of the 1½c Gasoline Tax, received by the State Roads Commission but remitted immediately and directly to the City	4,763,546.17	4,453,029.70
Total Distribution of Gasoline Tax and Commissioner of Motor Vehicles Income	\$16,516,786.06	\$15,437,028.74

The total gross income produced by Gasoline Tax, combined with gross income from Commissioner of Motor Vehicles, for the year 1941, producing \$19,850,930.93, was reduced to a net of \$16,516,786.06, or a reduction of 16.80%; and in 1942, the total gross income from these sources, being \$19,136,182.63, was reduced to a net amount of \$15,437,028.74, or a reduction of 19.33%.

The result is presented, together with comparisons of previous years, as follows:

	1939	1940	1941	1942
State Roads Commission	29.98%	42.10%	42.54%	40.92%
Counties	11.99	16.76	16.66	16.48
Baltimore City	17.03	23.88	24.00	23.27
Deduction from Gross Income	41.00	17.26	16.80	19.33
	100.00%	100.00%	100.00%	100.00%

Prior to the fiscal year 1940, a large portion of road income was diverted and used for general cost of Government, and an additional large percentage of total gross income was used for paying Debt Service on State obligations, the principal of which had previously been used in the development of the State System of roads and bridges.

The additional sums benefitting the share of the Commission, the Counties, and Baltimore City, beginning with 1940, is attributable to the determination of His Excellency, Governor Herbert R. O'Connor that all road incomes be applied to road and authorized collateral purposes and that none be diverted to other than road use.

*Exhibit No. 2—Cash Receipts, by Sources*

In the Exhibit will be shown the various revenue accounts and the entry of cash to each during the fiscal years 1941 and 1942, and the sources from which this revenue was derived. It will be noted, from the Exhibit, that by far the largest amount of cash was obtained from the Gasoline Tax and Motor Vehicle use. Appropriations of Federal Funds, however, were a large contributor to total income, and proceeds of State Roads Commission Bonds are accounted for.

In summarizing the sources of income administered by the Commission during the past two (2) fiscal years, consideration must be given to the fact that all of the monies received by the Commission cannot be applied to road construction and maintenance, but by the operation of existing laws, much of this aggregate amount is applied to other collateral purposes.

The total receipts for 1941, as shown below, are \$17,477,636.24, and the total for 1942, at \$25,973,511.57. Included in the receipts of both years, is an item of Proceeds of Sale of State Roads Commission Refunding and Improvement Bonds and Proceeds of the Sale of Chesapeake Bay Ferry Revenue Bonds. A full explanation of these receipts of cash is set forth immediately after the statement of Receipts, which now follows:

RECEIPTS FROM ALL SOURCES		
	Fiscal Year 1941	Fiscal Year 1942
<b>MAINTENANCE AND RECONSTRUCTION ACCOUNT:</b>		
2¢ Gasoline Tax, net, exclusive of \$.0014 of the Tax	\$4,147,938.32	\$3,946,321.46
Commissioner of Motor Vehicles Receipts, exclusive of Truck License Fees and Franchise Taxes . . . . .	3,022,537.72	2,671,099.81
<b>FOR THE USE OF THE COUNTIES, DISTRIBUTED TO EACH ON A ROAD MILEAGE BASIS:</b>		
70% of 1½¢ Lateral Gasoline Tax Fund . . . . .	3,310,256.63	3,153,954.06
<b>FOR THE USE OF BALTIMORE CITY:</b>		
30% of 1½¢ Lateral Gasoline Tax Fund . . . . .	1,418,681.41	1,351,694.60
Incorporated Towns Tax . . . . .	14,843.37	12,881.50
<b>GRADE ELIMINATION FUND:</b>		
½¢ Grade Elimination Gasoline Tax . . . . .	1,274,566.66	1,212,623.71
<b>PROCEEDS OF BONDS OR ADVANCEMENTS MADE BY COUNTIES:</b>		
Prince George's County . . . . .	45,833.00	45,589.94
Talbot County . . . . .	6,000.00	None
<b>PROCEEDS OF SALE OF STATE ROADS COMMISSION BONDS:</b>		
"Refunding and Improvement Bonds" . . . . .	None	9,008,286.10
"Chesapeake Bay Ferry Revenue Bonds" . . . . .	1,217,302.80	None
<b>MISCELLANEOUS RECEIPTS:</b>		
Sale of Specifications . . . . .	939.00	1,894.00
Rental of Properties . . . . .	1,042.00	3,043.97
Payments to Commission by State Treasurer for Tolchester Ferry Company . . . . .	6,666.68	None
Miscellaneous . . . . .	76,341.33	89,027.60
Release of Impounded Cash . . . . .	101,614.33	None
Gasoline Tax Refunds to Incorporated Towns . . . . .	810.17	1,018.49
Sign License Revenue . . . . .	2,983.42	3,333.35
Sign Permit Fees . . . . .	9,381.28	10,209.58
<b>DEBT SERVICE INCOME:</b>		
Truck License Fees and Franchise Taxes for Debt Service on Bonds of the State Roads Commission excluding Bridge Revenue Bonds . . . . .	928,902.58	962,613.64
\$.0014 of the 2¢ Tax for Debt Service on Bonds of the State Roads Commission . . . . .	447,206.95	425,516.27

**RECEIPTS FROM FEDERAL APPROPRIATIONS:**

National Recovery Public Works Funds- Municipalities, 1934	27.22	None
National Recovery Public Works Funds- Municipalities, 1935	20,655.31	None
Public Works Funds Secondary Roads, 1935	20,234.72	None
Regular Federal Aid, 1936-1937	14,280.08	None
Emergency Relief Works Progress- Secondary, 1936, W.P.S.S.	2,830.45	1,500.00
Emergency Relief Works Progress- Secondary, 1936, W.P.S.O.	35,113.84	7,028.77
Emergency Relief- Works Progress, Grade Eliminations, 1936	37,702.87	79,095.68
Federal Grant, 30% Basis	None	117,155.24
Federal Grant, 45% Basis	None	161,596.90
Regular Federal Aid, 1937-1938	105,933.80	9,523.20
Federal Grade Elimination, 1938	178,100.00	28,275.68
Federal Funds Secondary or Feeder Roads, F.A.S.	47,338.34	243,517.20
Regular Federal Aid, 1938-1939	401,109.08	373,568.66
Regular Federal Aid, 1939-1940	359,525.13	206,748.78
Federal Grade Elimination, 1939	123,160.00	37,280.35
Regular Federal Aid, 1940-1941	25,500.00	594,100.00
Federal Grade Elimination, 1940	None	168,000.00
Federal Grade Elimination-1942	None	140,600.00

**PROCEEDS OF STATE BONDS:**

Flood Damage Construction and Repairs, Emergency Loan of 1935	None	345,488.28
---	------	------------

**FEDERAL GRANTS AND STATE FUNDS:**

Chesapeake Beach Bulkhead	11,983.04	None
Reimbursement to Salary and Wage account for Chesapeake Bay Ferry System Payrolls	50,264.62	156,669.85
Unused Portion of Ferry Coupon Redemption fund	None	12,821.91
Increase in Working Fund	10,000.00	91,402.99

Total Receipts from All Sources.	17,477,636.24	25,973,511.57
----------------------------------	---------------	---------------

***Exhibit No. 2 - Schedule No. 5 - Debenture Bonds of the State Roads Commission of Maryland - Application of Truck License Fees and Franchise Taxes and \$.0014 of the 2¢ Gasoline Tax***

In order to secure the bond debt obligations applicable to State Roads Commission Debenture Bonds, except Bridge Revenue Bonds, and except Chesapeake Bay Ferry Revenue Bonds, the entire income from Truck License Fees and Franchise Taxes is segregated from other income of the Commissioner of Motor Vehicles and is reserved for the payment of interest and principal retirement of these debenture bonds. Similarly, the income produced by the application of \$.0014 to the product of the 2¢ Gasoline Tax is held in its entirety, for this source of income is also reserved for debt service costs on the Debenture Bonds of the Commission.

At the close of the fiscal year, September 30, 1940, there were outstanding \$5,358,000 of the authorized issue of State Roads Commission of Maryland Refunding Bonds, 3%, issued at November 1, 1938, (in addition to Bridge Revenue Bonds), and as of this date there was on hand \$495,000.00 in cash, as a Reserve Fund for the payment of interest and principal.

Relying on the recommendation of the Chief Auditor of the Commission, concerning a refunding plan, and in order to take advantage of lower interest rates for public securities, as well as to provide additional funds for highway construction,

provision was made to submit to the General Assembly at its Session of 1941, a request to obtain authority to refund outstanding bonds, and, on this recommendation, the Legislature did enact Chapter 884, by the terms of which the Commission was authorized to issue \$11,000,000 of its Refunding and Improvement Bonds.

At October 1, 1941, there was outstanding \$4,980,000 of the total of \$5,358,000 at 3% interest, of the issue previously referred to, and on November 1, 1941, \$389,000 of this issue became due and matured, so that on the latter date, \$4,591,000 of the bonds issued at November 1, 1938, were subject to the privilege of refunding by redemption.

Relying on the authority vested in the Commission by the provisions of Chapter 884 of 1941, the Commission issued \$9,000,000 of State Roads Commission of Maryland Refunding and Improvement Bonds, dated October 1, 1941, of which \$1,519,000 were bid at a coupon interest rate of 2½%; \$3,436,000 with a coupon interest rate of 2%; and \$4,045,000 with a coupon interest rate of 1¾%; resulting in an average interest cost, based on the established schedule of annual maturities of 1.85%. Each of the bonds, of this issue, is in the denomination of \$1,000, maturing according to a schedule of annual payments, over a period of fifteen (15) years. The average annual costs of debt service, during the life of the bonds, in the principal amount of \$9,000,000, is approximately \$690,947.50.

The Act of 1941 provided that such part of the proceeds of the sale of the \$9,000,000 of bonds issued, as may be required, be applied to the redemption of \$4,591,000 of State Roads Commission of Maryland Refunding Bonds, 3%, outstanding at October 1, 1941, the bonds outstanding at October 1, 1941 to be redeemed, were based on a schedule of established maturities, which would have retired the bonds at November 1, 1951.

Using the established schedules of annual maturities attaching to the bonds outstanding at October 1, 1941, and assuming that these bonds had not been called for redemption, the interest to have been paid on the bonds to November 1, 1951, at 3%, would have amounted to \$791,190.00. The net cost of interest on the new bonds of the same aggregate principal amount as the bonds refunded, calculated over the same period of time, but at the average interest rate applying to the entire \$9,000,000 issue, will result in a saving in interest of \$303,289.50, subject to the premium paid at redemption.

In addition to the large savings in interest cost, attributable to refunding, the Commission was able, through the issuance of \$9,000,000 of bonds, to obtain much needed funds for the construction of vital projects, particularly Defense Access Road projects, (the fund provided for this purpose from the sale of bonds being \$4,000,000), and at the unprecedented low average interest rate of 1.85% for the entire issue of \$9,000,000.

At the close of the fiscal year, September 30, 1942, the prescribed cash reserve fund for the protection of these bonds, namely 7% of the principal of the bonds outstanding, or \$630,000, was on hand.

In order to present a comprehensive statement of the security pledged to support the Debenture Bonds of the Commission (State Roads Commission Refunding and Improvement Bonds) there is shown immediately following, the incomes during the years 1933 to 1942, inclusive from the two sources pledged to support debt service, together with charges thereto, and the application of remainders in accordance with the Acts imposing the taxes and dedicating the remainders that are not required for debt service.

Income	Truck License Fees and Franchise Taxes	8.0014 of the 2c Gasoline Tax
May 1, 1933 to September 30, 1933	812,030.14	None
October 1, 1933 to September 30, 1934	606,809.84	None
October 1, 1934 to September 30, 1935	614,130.76	\$154,227.36*
October 1, 1935 to September 30, 1936	677,645.15	303,630.55
October 1, 1936 to September 30, 1937	745,194.76	340,837.59
October 1, 1937 to September 30, 1938	746,523.61	347,991.79
October 1, 1938 to September 30, 1939	784,664.72	363,892.11
October 1, 1939 to September 30, 1940	831,419.39	394,063.36
October 1, 1940 to September 30, 1941	928,902.58	447,206.95
October 1, 1941 to September 30, 1942	962,613.64	425,516.27
Unearned Interest	11,672.91	None
<b>Total Receipts</b>	<b>\$7,051,607.50</b>	<b>\$2,777,365.98</b>

\* Portion of year only.

Charges against Income	Principal	Interest	Remainder	
			To Baltimore City	To State Roads Commission
May 1, 1933, to September 30, 1933				
October 1, 1933 to September 30, 1934		\$5,965.78	\$96,448.98	\$272,391.00
October 1, 1934 to September 30, 1935		125,187.93	74,184.37	173,087.22
October 1, 1935 to September 30, 1936	8380,000.00	191,387.78	242,946.22	566,874.52
October 1, 1936 to September 30, 1937	363,000.00	190,796.25	151,954.17	354,559.71
October 1, 1937 to September 30, 1938	408,000.00	188,382.50	149,439.87	348,693.03
October 1, 1938 to September 30, 1939	None	171,111.55	255,733.58	596,711.70
October 1, 1939 to September 30, 1940	330,000.00	164,947.50	219,160.58	511,374.67
October 1, 1940 to September 30, 1941	759,000.00	156,498.75	183,183.23	299,111.27
October 1, 1941 to September 30, 1942	493,000.00	177,482.50	300,512.84	267,845.95*
<b>Total Charges against Income</b>	<b>\$2,763,000.00</b>	<b>\$1,371,760.54</b>	<b>\$1,673,563.84</b>	<b>\$3,390,649.10</b>

\* Actual share by State Roads Commission was \$392,845.95 less \$125,000.00 for Debt Service Reserve.

#### RECAPITULATION

Total Receipts during the periods:	
Truck License Fees and Franchise Taxes	\$7,039,934.59
One and four-tenths Mills of the 2c Gasoline Tax	2,777,365.98
Unearned Interest	11,672.91
<b>Total Receipts</b>	<b>\$9,828,973.48</b>

Application of Funds:	\$2,763,000.00
Retirement of Bonds	1,371,760.54
Bond Interest Paid ...	
Balance of Funds transferred to:	1,673,563.84
Baltimore City ...	3,390,649.10
State Roads Commission...	
<b>Total Funds Applied</b>	<b>\$9,198,973.48</b>
Balance of Cash on hand, being Reserve Fund for Debt Service on State Roads Commission Debentures.	\$630,000.00

*Exhibit No. 2—Schedule No. 6—State of Maryland Bridge Revenue  
Refunding Bonds*

Some years ago, the Commission adopted "Maryland's Primary Bridge Program," and to provide funds for toll bridge construction, in conjunction with the grant of Federal Funds, the General Assembly, at its Session of 1937, enacted Chapter 356, which authorized the Commission to issue bonds for this purpose. Relying on this authority, the Commission at October 1, 1938, issued \$6,000,000 Series "A" Bridge Revenue Bonds at an interest rate of  $3\frac{3}{4}\%$ , the proceeds of which were applied to the construction of the Susquehanna River and Potomac River Toll Bridges. This issue of bonds was secured by a Trust Indenture given to Safe Deposit and Trust Company of Baltimore, Trustee.

During the period of time from October 1, 1938 to June 1, 1941, the toll bridge crossing the Susquehanna River and the toll bridge crossing the Potomac River were each constructed, and, upon completion, were open to traffic and have been successfully operated as toll producing facilities of the State Highway System.

All of the \$6,000,000 Series "A" Bridge Revenue Bonds were issued at October 1, 1938, in denominations of \$1,000 each, and all at an interest rate of  $3\frac{3}{4}\%$ . The final maturity date of the issue, predicated on a schedule of annual retirements, was October 1, 1968.

On the belief that great savings would result in providing for the refunding of these bonds at a lower interest rate, and calling for redemption all of the outstanding  $3\frac{3}{4}\%$  bonds, the Chief Auditor of the Commission, in April 1941, recommended a plan for refunding the outstanding bonds. After advertising for bids, on the basis that the bidder would name the interest rate, the Commission issued \$6,000,000 of State of Maryland Bridge Revenue Refunding Bonds at June 1, 1941, and called for redemption the entire issue of \$6,000,000 of Series "A"  $3\frac{3}{4}\%$  Bonds. The Refunding Bonds sold were: At  $1\frac{3}{4}\%$  interest rate, \$1,600,000; at  $2\frac{1}{4}\%$  interest rate, \$2,700,000; and at  $2\%$  interest rate \$1,700,000. The average cost of interest for the entire issue was  $2.08\%$ .

As a result of the successful refunding plan, based on the life term of the bonds refunded, a saving in interest cost of \$1,383,437.30 was realized. In addition to the savings in interest and in conjunction with the refunding plan, the amount of toll income then permitted to be withdrawn and used in the operation of the Bridges, was increased from \$50,000 to \$100,000 per year, an additional saving of State Roads Funds of \$1,000,000 during the life term of the Refunding Bonds. The issue of State of Maryland Bridge Revenue Refunding Bonds are secured by a

Trust Indenture given to Safe Deposit and Trust Company of Baltimore, Trustee, dated June 1, 1941.

None of the bonds of this issue shall be deemed to be a debt of the State of Maryland or a pledge of the faith and credit of the State of Maryland, but the principal of and interest on said bonds will be payable solely from gross revenues, after deducting from such gross revenues, \$100,000 annually for certain costs of operation of the Susquehanna River Toll Bridge and the Potomac River Toll Bridge.

At September 30, 1942 a total of \$5,696,000 of these bonds were outstanding, \$304,000 having been purchased, by excess toll funds, and retired in accordance with the terms of the Indenture.

Financial and Statistical data respecting the administration of Construction Funds and Operating Funds incident to the Susquehanna River Toll Bridge and the Potomac River Toll Bridge, will be shown in Exhibits No. 10 and No. 11 and their accompanying Schedules.

*Exhibit No. 2 Schedule No. 7 - The State Roads Commission of Maryland Chesapeake Bay Ferry Revenue 1½% Bonds of 1941*

Relying on the authority vested in the Commission and created by action of the General Assembly of Maryland at the 1941 Session, as contained in Chapter 856, the Commission duly advertised for bids to sell \$1,200,000 of "The State Roads Commission of Maryland Chesapeake Bay Ferry Revenue Bonds," the bidder to name the interest rate. Accordingly, the Commission did issue, at June 1, 1941, \$1,200,000 of these bonds at a coupon interest rate of 1½%. Each of the bonds is dated June 1, 1941, and each is in the denomination of \$1,000; the serial maturities terminate at June 1, 1956. The issue is secured and administered under the terms of a Trust Indenture given to the Baltimore National Bank, Trustee, dated June 1, 1941.

These bonds were issued and the proceeds thereof used for the acquisition of certain properties of the Claborn-Annapolis Ferry Company, so that after purchase, the Commission did maintain and operate the ferry service within the waters of the Chesapeake Bay and its tributaries.

None of the bonds of this issue shall be deemed to be an obligation or debt of the State of Maryland, or a pledge of the faith and credit of the State, but the principal of and interest on said bonds shall be payable exclusively from (1) the tolls and all other revenues derived from the ferry project, except such part thereof as may be required to pay the cost of maintaining, repairing, and operating the ferry, and to provide suitable reserves therefor, including a reserve to meet extraordinary property loss or damage; and (2) such part of the share of the One-half Cent (½¢) Gasoline Tax payable to the Commission, as shall be necessary to maintain at all times, in the hands of the Trustee, a cash balance which, when added to the net balance of tolls and revenues determined in the manner provided in (1) above, shall be sufficient to pay all interest requirements and principal maturities of the bonds falling due during the succeeding twelve (12) months period, which tax may

not be repealed, diminished or applied to any other object until the debt represented by the bonds and the interest thereon, shall be fully discharged.

Beginning at June 10, 1941, the Commission started and has continued the operation of the Chesapeake Bay Ferry Service. The toll rates established by the Commission at the beginning of operation, reduced the former rates of the Claiborne-Annapolis Ferry Company approximately 40%, with respect to passenger fares, and approximately 21% for passenger cars.

Financial and Statistical data respecting the administration of the proceeds of the Bonds and of the operation of the Chesapeake Bay Ferry System, will be shown in Exhibit No. 12 and its accompanying Schedules.

*Exhibit No. 3—Summary of Cash Disbursements and Purposes for Which Made, Fiscal Year 1941, and Cash Disbursements and Purposes for Which Made, Fiscal Year 1942*

In this Exhibit there is presented a comprehensive statement of the disbursements made by the Commission, classified as to the principal purposes for which obligations were incurred and paid. For the purpose of this statement, the various classes of expenditures have been condensed into as few as is consistent with clarity, and it is not intended to convey, by any means, the numerous classifications nor the magnitude of distribution of costs with respect to maintenance and construction, of all disbursements made by the Commission. The details of expenditures made and charged as operating costs of the Commission, incurred primarily for the maintenance of the State System of Roads, are presented for your consideration in Exhibit No. 4.

In explaining the details of Receipts, Schedule No. 1, reference was made to the income from the "Sale of Commission's Bonds" and it was shown that in the fiscal year 1941 the receipts of the Commission included the sum of \$1,217,302.80 and in the fiscal year 1942 the sum of \$9,008,286.10. Your attention is now directed to the aggregate item of \$5,249,931.19 which appears in the list now to follow, and which represents the funds disbursed during the fiscal year 1942, incident to the redemption of Commission's then outstanding Bonds, being State Roads Commission of Maryland Refunding Bonds, but exclusive of Bridge Revenue Bonds and Chesapeake Bay Ferry Revenue Bonds. This item is composed of: principal \$4,980,000, premium \$183,640, interest \$74,700, and expenses \$11,591.19. Obviously, disbursements for this purpose do not recur in the subsequent year.

DISBURSEMENTS FOR THE FISCAL YEARS 1941 AND 1942

Purpose	1941		1942	
	Amount	Percent	Amount	Percent
<b>For Construction of New Projects, Including Reconstruction, Betterments, and Additions to the State System:</b>				
Payments to Contractors for Construction Work	\$5,424,306.93	32.49	\$7,208,736.36	29.66
Cement purchased direct by the Commission for project construction	3,146.36	.02	6,085.68	.03
Purchase of Rights-of-way, and expenditures incident to the procurement thereof.	640,643.53	3.84	979,372.41	4.03



Pay of Commission's employes engaged in projects of construction and reconstruction (force account)	183,837.13	1.10	229,206.27	.94
Salaries of Commission's Inspectors and Engineering Forces	352,645.79	2.41	356,007.21	1.46
Cost of Equipment operation (including Depreciation)	133,680.94	.80	162,886.51	.67
Depreciation on Capital Properties, ratably distributed to projects	167,487.34	1.00	217,508.01	.89
Materials and Other Expenses incident to construction and reconstruction	1,172,525.63	7.02	1,898,922.94	7.81
Adjustments of Construction Cost items	5,251.02	.03	1,257.90	.02
<b>Total</b>	<b>\$8,083,524.67</b>	<b>48.41</b>	<b>\$11,062,983.32</b>	<b>45.51</b>
<b>Maintenance of the County System of Roads:</b>				
Pay of Employes	\$390,182.81	2.33	\$330,729.74	1.36
Equipment Operating Costs (including Depreciation)	265,345.22	1.59	223,552.60	.92
Materials and Other Expenses	216,320.34	1.48	181,910.65	.75
<b>Total</b>	<b>\$901,848.37</b>	<b>5.40</b>	<b>\$736,192.99</b>	<b>3.03</b>
<b>For Maintaining the State System of Roads:</b>				
<b>Net Operating Costs for maintaining the Roads Organization and roads and bridges on the State System</b>	<b>\$3,055,487.69</b>	<b>18.30</b>	<b>\$2,760,462.19</b>	<b>11.36</b>
Net cost of asset acquisition after deducting depreciation thereon, chargeable to construction and reconstruction	151,542.46	.91	68,621.04	.28
<b>Total Net Adjusted costs for Maintenance of Roads Organization and roads and bridges on State System, and Assets Acquisition</b>	<b>\$2,903,945.23</b>	<b>17.39</b>	<b>\$2,829,083.23</b>	<b>11.64</b>
<b>Payments to Baltimore City, Counties, and to Incorporated Towns:</b>				
Payments to Counties for Debt Service and County Debt Obligations	\$438,751.61	2.63	\$335,066.30	1.38
Payments to Baltimore City of the Lateral Gasoline Tax and part of Truck License Fees and Franchise Taxes and \$ 0014 of 2c Gasoline Tax not required for Debt Service	1,470,522.09	8.80	1,811,448.83	7.45
Payments to Incorporated Towns, as allotted by County Authorities	72,655.72	.44	88,904.25	.37
Payments direct to Counties who maintain County Roads System	564,742.52	3.38	1,204,141.31	4.95
<b>Total</b>	<b>\$2,546,671.94</b>	<b>15.25</b>	<b>\$3,439,560.69</b>	<b>14.15</b>
<b>Interest and Principal Payments on Debenture Obligations of the State Roads Commission Exclusive of Bridge and Ferry System Bonds:</b>				
Expenses of Issuing State Roads Commission Debenture Bonds	None	—	\$11,591.19	.05
Interest on State Roads Commission of Maryland Bonds, exclusive of Bridge Revenue Bond and Ferry Revenue Bonds	\$156,498.75	.93	252,182.50	1.04

Principal Retirements, State Roads Commission of Maryland Debenture Bonds, Issue of 1938 and Issue of 1941	759,000.00	4.54	493,000.00	2.03
Redemption of State Roads Commission of Maryland Refunding Bonds, Principal and Premium	None		5,163,640.00	21.24
Total	\$915,498.75	5.47	\$5,920,413.69	24.36
<b>Payments to Treasurer of Maryland: Sign License Fees</b>	\$2,983.42	.02	\$3,333.35	.01
<b>Other Disbursements:</b>				
Appropriations to Tolchester Ferry Company	\$6,666.68	.04	None	—
Return of Petty Cash	10,000.00	.07	None	—
Miscellaneous	828.09	.01	\$595.34	—
Adjustments of purchases of Materials and Supplies placed in stock	95,031.26	.57	68,306.25	.28
Roadside Beautification, other than contract work	11,507.25	.07	14,510.87	.06
Application of Bond Proceeds in acquiring certain properties of Claiborne-Annapolis Ferry Company	1,149,595.28	6.89	None	—
To set up Reserve for "Chesapeake Bay Ferry Revenue Bonds," from $\frac{1}{2}$ Gasoline Tax	18,000.00	.11	75,000.00	.31
Pay of Employees of the Chesapeake Bay Ferry System (Reimbursed from Ferry Revenue)	50,264.62	.30	156,669.85	.65
Total	\$1,341,893.18	8.08	\$315,082.31	1.30
<b>GRAND TOTAL — Disbursements for all Purposes</b>	<u>\$16,696,365.56</u>	<u>100.00</u>	<u>\$24,306,649.58</u>	<u>100.00</u>

For the fiscal year ended September 30, 1941, the sum of \$8,083,524.67 was disbursed for the construction of new projects, including reconstruction and betterments, and in 1942, it was \$11,062,983.32.

Relying on Budgetary provisions for the fiscal years 1941 and 1942, the distribution of the Commission's overhead burden is not to be applied to construction projects, either to those projects of construction financed by direct road incomes or other specially appropriated funds, but must be borne exclusively by the Commission. Therefore, the administrative overhead costs of the Commission for the years 1941 and 1942 must be absorbed as additional cost by the Commission, and such costs will be reflected in the disbursements for maintaining the State System of roads and bridges.

In past years, the amount of that part of total costs for supporting the road organization, charged as part of Construction costs, were:

Year	Amount	Percent of Construction Cost
1935	\$639,713.89	9.04
1936	604,957.21	11.74
1937	692,375.75	9.04
1938	750,879.01	9.30
1939	\$84,666.74	10.20
1940	None	None
1941	None	None
1942	None	None

The estimated cost of Commission's administrative overhead absorbed as part of maintenance cost, has been:

Year	Amount
1940	\$761,271.65
1941	972,922.30
1942	1,011,820.22

It is important to consider, as part of the total funds disbursed, the cost of the Commission's payroll. It is necessary to employ a capable staff of trained officers and employes in a managerial capacity, in both the engineering and financial divisions of the organization. For comparative purposes, payroll data is submitted as follows:

Year	EMPLOYEES			
	State Roads System Labor Payroll	County Systems Labor Payroll	Salaried	Total
1937	1,175	510	537	2,222
1938	1,316	739	525	2,580
1939	1,081	594	467	2,142
1940	1,312	463	473	2,248
1941	1,212	409	468	
			119 Ferry	2,218
1942	890	260	117	
	312 Guard		117 Ferry	1,996

#### AMOUNT DISBURSED FOR PAYROLLS

Twelve 12 Months ended	Cost of		
	Salary Payroll	Cost of Per Diem Payroll	Total*
September 30, 1937	\$851,551.73	\$1,557,969.81	\$2,409,521.64
September 30, 1938	855,635.53	1,444,292.88	2,299,928.41
September 30, 1939	798,131.48	1,602,155.67	2,400,287.15
September 30, 1940	801,199.26	1,638,131.34	2,439,330.60
September 30, 1941	890,567.80	1,764,763.44	2,655,331.24
September 30, 1942	1,015,081.73	2,090,644.81	3,105,726.54

\* Does not include operating personnel at Toll Bridges, but operating personnel and costs for Chesapeake Bay Ferry System, since June 10, 1941, are included, as well as cost of payrolls of State Guard Detail, effective Jan. 3, 1942. The total for the State Guard Detail, or for guarding strategic facilities is \$416,941.24.

#### *Exhibit No. 4—Details of Operating and Maintenance Expenses—State Roads System*

Careful consideration should be given to the information set forth in this Exhibit, particularly the details thereof, which show the cost of maintaining the roads and bridge system of the State for the fiscal years 1941 and 1942. The totals shown, exclude expenditures made for the acquisition of capital or plant properties deemed necessary to perform road maintenance on the State and on fourteen of the twenty-three County Systems, but do include, as an element of operating Cost, the depreciation of these capital properties. The costs shown are:

	1941	1942
General Expense	\$351,708.13	\$399,536.33
Operating Expense, net.	428,596.17	407,364.12
Maintenance Expense.	2,275,183.39	1,953,561.74
Total charged as Maintenance of State System of Roads	\$3,055,487.69	\$2,760,462.19

The net cost of maintaining the State System of Roads, compared with similar costs during the past years, and compared with the total mileage at the close of each year, may be shown advantageously as follows:

Year	Net Cost of Maintaining State System	Percent of Total Disbursements	Miles of Road on the State System at the close of the Period
1937	\$1,972,591.63	14.33	4,039.09
1938	1,637,819.54	12.34	4,104.84
1939	1,784,199.28	10.01	4,213.50
1940	2,882,687.39*	22.07	4,227.70
1941	3,055,487.69*	19.65	4,352.67
1942	2,760,462.19*	14.49	4,467.57

\* Includes Administrative Overhead.

In the details of the cost of maintaining the State System of Roads as shown in this Exhibit, the classification of accounts used and the segregation of costs, by the several basic elements, is generally that classification adopted and recommended by the Committee on Uniform Accounting Procedure, of the American Association of State Highway Officials, of which Committee the Chief Auditor of your Commission is a member. This schedule of account classifications has the approval of the Public Roads Administration.

Applying the net cost of maintaining the State System of Roads and Bridges, which aggregate includes the Administrative Overhead of the Commission, to the total mileage comprising the System at the end of each fiscal year, the resultant average cost per mile for maintaining the System may be expressed as follows:

Year	Net Maintenance Cost	Miles Maintained at end of Period	Average Expenditure per Mile
1937	\$1,972,591.63	4,039.09	\$488.38
1938	1,637,819.54	4,104.84	399.00
1939	1,784,199.28	4,213.50	443.69
1940	2,882,687.39	4,227.70	681.85
1941	3,055,487.69	4,352.67	701.98
1942	2,760,462.19	4,467.57	617.89

The increase in the average cost per mile applicable to 1940, 1941 and 1942, is attributable to the budgetary provisions, concerning the distribution of Administrative Overhead.

In commenting on the application of Commission's overhead, it is necessary to explain that prior to 1940, it was absorbed by projects under construction at a given time and by the Maintenance Accounts, the apportionment being made on the basis of the total expended for construction, by separate projects, and the total expended as costs of maintenance of the State System.

It will be of interest to review the amounts charged as overhead to construction and the amounts absorbed through the Maintenance Account of the Commission during the past several years, with the resulting percentages of distribution, based on total amount of funds disbursed for all purposes (except funds concerning bond proceeds and the application thereof) during each fiscal year. This presentation is as follows:

Year	Overhead charged to Construction Including Reconstruction	Percent of Total Disbursements	Overhead Absorbed through Maintenance Accounts	Percent of Total Disbursements
1937	\$692,375.75	5.03	8282,744.73	2.05
1938	750,879.01	5.66	217,365.96	1.61
1939	801,666.71	4.51	236,010.28	1.32
1940	None		761,271.65	5.83
1941	None		972,922.30	6.26
1942	None		1,041,820.22	5.47

The total overhead of the Commission in each of the years and the resulting percent of total disbursements for all purposes, were:

Year	Total Overhead	Percent of Total Disbursements
1937	\$975,020.48	7.08
1938	967,244.97	7.30
1939	1,040,677.02	5.84
1940	761,271.65	5.83
1941	972,922.30	6.26
1942	1,041,820.22	5.47

Beginning with the fiscal year 1940 and applicable as well to the fiscal years 1941 and 1942, the budget established a definite sum, which the Commission may charge to funds other than Maintenance, for depreciation. Prior to 1940 the entire calculated depreciation was charged to the two (2) groups of accounts and was considerably in excess of the maximum amounts now authorized by budgetary provisions. This statement is made to explain the apparent decreasing percent of overhead to total disbursements in the years 1940, 1941 and 1942.

***Exhibit No. 5—Balance Sheet at September 30, 1942 and at September 30, 1941, Compared***

**ASSETS**

The cash balance of the Commission on September 30, 1942 was \$7,815,331.68 including the Working Fund advanced by the Treasurer of Maryland, compared with \$6,148,472.69 on hand the same day in 1941, and with \$5,367,202.01 in 1940.

There is shown on the Balance Sheet at September 30, 1942, under the caption "Current Assets", an item of \$8,507,000.00 representing the amount of future funds to be collected as Truck License Fees and Franchise Taxes, which sum will be necessary to retire, over the life term of the bonds and according to the established schedule of annual maturities, the outstanding debenture bonds at September 30, 1942, of the Issue of State Roads Commission of Maryland Refunding and Improvement Bonds, of which authorized issue \$8,507,000.00 were outstanding as of this date. This future income is pledged solely to the bonds hereinbefore described by title, and does not apply to \$6,000,000 State of Maryland Bridge Revenue Refunding Bonds.

There is likewise shown under this caption an item of \$1,200,000 which represents the amount of future toll income to be collected through the operation of the Chesapeake Bay Ferry System, this amount being necessary, over the life term of the

bonds, to retire, according to the established schedule of annual maturities, the outstanding obligations, at September 30, 1942, of the issue of State Roads Commission of Maryland Chesapeake Bay Ferry Revenue Bonds, of which authorized issue \$1,200,000.00 were outstanding as of this date.

The item of \$25,189,709.82 identified as "Authorized Provisions for the Expenditure of Funds", including Construction Work in Progress, represents the amount authorized for construction and other related road work, and is the aggregate of uncompleted projects and work in progress at September 30, 1942. This latter sum compares with an amount of \$18,418,723.37 at September 30, 1941, and \$12,742,083.41 at September 30, 1940. These amounts represent the encumbrances against all of the accounts, as originally entered in the Accounting Records, the authorization for the encumbrance having been formally approved by the State Roads Commission and the funds required thereunder having been authorized for expenditure.

At September 30, 1942, \$13,934,038.34 of the amounts shown as "Authorized Provisions for the Expenditure of Funds", remained unpaid and \$9,867,933.00 for 1941, remain unpaid.

In the Balance Sheet is also shown the capitalized value of the road and bridge system and other highway facilities; lands and buildings used in highway operation; the value of road equipment, subject to adjustments for depreciation or to actual appraised values; and other property values. Briefly stated, these values, at September 30, 1942, are:

Roads, Bridges and Grade Eliminations (completed projects)	\$185,392,935.69
Lands and Buildings	538,186.12
Accounting & Commercial Properties	88,682.78
Operating Engineer Properties	97,067.49
Plans and Survey Properties	49,565.46
Storeroom and Yard Properties	137,722.03
Laboratory Properties	28,490.99
Transportation Equipment	102,961.41
Construction and Maintenance Equipment	2,318,525.21
Small Tools and Equipment	432,983.83
Signs and Markers	144,959.46
Medical	85.35
Total	\$189,332,165.82

It is understood, of course, that the value of the State System of Roads and Bridges is the actual cost value, undepreciated.

#### LIABILITIES

The Commission's accountability for all funds to be administered by it at September 30, 1942, and at September 30, 1941, is shown in the Balance Sheet as "Revenue Accounts", \$25,689,903.83 and \$26,661,947.88, respectively.

The total charges against this aggregate responsibility for the administration of funds and represented by the cost value of uncompleted projects and advances for construction, were \$17,613,578.76 in 1942, and \$20,235,032.30 in 1941, so that the balance of funds in the custody of the Commission was \$8,076,325.07 at September

30, 1942, and \$6,426,915.58 at September 30, 1941. The details of the individual accounts and the status of each fund are shown in Exhibit No. 7, Schedules 1 and 2, Column 3.

On the Balance Sheet at the close of the year, September 30, 1942, will be shown an item of \$300,000.00, which represents an advance of funds made by the Treasurer of Maryland for the purpose of disbursing salaries and wages to the employes of the Commission. This fund is operated on the imprest system. Likewise, appearing on the Balance Sheet, in the capital section thereof, is shown the Commission's liability for retiring \$8,507,000 of its Refunding and Improvement Bonds, and for retiring \$1,200,000 of Chesapeake Bay Ferry Revenue Bonds.

#### WORTH OF POSSESSION, NET WORTH

In the Balance Sheet it is shown that the citizens of Maryland, on September 30, 1942, had invested in the Highway System of the State \$189,332,165.82, and on September 30, 1941, \$182,045,247.46.

#### *Exhibit No. 6—Funded Balance Sheet at September 30, 1942*

Because a number of the Commission's funds show cash overdrafts, in this Schedule is shown the use of funds of other accounts with credit balances, the latter group having contributed the equivalent of the aggregate overdrafts.

#### *Exhibit No. 7—Schedules No. 1 and No. 2 Fund Statement, Showing Cash Balances in the Fund Accounts at September 30, 1942 (Schedule No. 2) and at September 30, 1941 (Schedule No. 1), and Remaining Balances after Satisfying All Obligations Incident to Each Fund at the Close of Each of the Fiscal Years*

In the following comments, respecting the Fund Statement of the Commission, references will be made only to the status of all the accounts at September 30, 1942, which appear in Schedule No. 2. There is thus shown an aggregate account balance of cash in all the accounts of \$8,076,325.07, but the total of the overexpended accounts is \$8,415,571.76 while those accounts with credit balances aggregate \$16,491,896.83. Similarly, there is shown in column No. 8 the amount of undischarged and unsatisfied maturing obligations in the accounts, a total of \$12,213,768.71 which, when paid, would increase the overexpenditures in the accounts to a total of \$16,099,897.34, and would reduce the remainders in the accounts with credit balances to a new total of \$11,962,453.70, resulting in a net deficiency balance of \$4,137,443.64.

Immediately following the general fund statements of the Commission, and presented in sixty-nine schedules, there are set forth the details of all transactions in connection with the administration of funds by the Commission incident to each County's general and construction accounts and all other accounts, and the accountability of each fund for the fiscal years.

The respective schedules for the fund account of a County, or other account, will show the condition of funds on hand at the beginning of the fiscal period, October 1, 1940, as they appeared in the last published report of the Commission. The

account likewise will show the receipts for the year and the sources, as well as the charges by individual projects, and the amount required to complete, if the project was in the course of completion at the close of the fiscal year.

*Exhibit No. 7—Schedules No. 3 and No. 4—Statement Showing Cash Position of Each Fund at October 1, 1940; Total Receipts and Increments as Well as Total Charges; Balance of Cash on Hand, September 30, 1942*

These statements (Schedules No. 3 and 4 of Exhibit No. 7) similar to the Fund Statement, are intended to show the actual aggregate of the transactions of each fund account, based on the cash balance on hand at the beginning of the fiscal year, the total receipts into the account and the total disbursements made therefrom (after considering certain inter-fund transfers), and the cash balance at the close of the fiscal year.

From the statement of facts set forth in Schedule No. 4 of the Exhibit, and an analysis of each account, the following conclusions are determined:

	Overexpended Balances	Credit Balances	Net Balances
At September 30, 1942:			
County Accounts—Maintenance	\$53,572.32	\$161,809.99	\$108,237.67
County Accounts—Construction	81,362.18	1,437,437.13	1,356,074.95
Other Funds . . .	8,280,637.26	11,935,012.79	
Maintenance and Reconstruction . . .		2,957,636.90	2,957,636.90
Totals . . . .	\$8,415,571.76	\$16,491,896.81	\$8,076,325.07

It is important to note that the credit balances represent the amount of cash to the credit of funds and that a portion of it must be used for the benefit of the overexpended position of County Accounts and other Accounts. At this time it is strongly recommended that appropriate action be taken to perfect a plan whereby the overdrawn positions may be eliminated by appropriate satisfaction, before the close of each fiscal year. Such action is indeed necessary, for this condition of overexpended accounts creates an undue burden on the funds of the Commission, requiring cash outlays which may cause it to be placed in the position of not being able to satisfy its current obligations. The overexpended condition of these accounts, and others, will certainly be a contributing factor.

It is important at this time to comment specifically on the funds administered by the Commission through its Maintenance and Reconstruction Account.

The revenue is derived primarily from the 2¢ Gasoline Tax and Income from Commissioner of Motor Vehicles. During the period from October 1, 1940 to September 30, 1942, the income and increments were \$14,683,512.63 which, added to the balance on hand in this account, September 30, 1940, of \$2,587,238.83, resulted in a gross amount of \$17,270,751.46 available for expenditure during the period for all those projects which are proper items to be financed from this sum. The aggregate charges to this account in the fiscal years 1941 and 1942, were \$14,313,114.56, and the purposes for which these expenditures were made may be shown concisely as:



Purpose	Amount charged	
	1941	1942
For the Maintenance of the State System of Roads and Bridges	\$3,055,187.69	\$2,760,462.19
Disbursements on Projects of Reconstruction, Betterments, and Additions to the State System (completed)	963,293.97	1,554,498.93
Transfer to Ocean City Beach Protection Fund	30,000.00	30,000.00
Contribution to Prison Labor (Road Construction) Account	200,000.00	200,000.00
Contribution to North Beach Bulkhead Construction		14,578.00
Purchase of Capital Properties, less calculated depreciation	151,542.46	68,621.04
Transfer to Chesapeake Beach Project—Soil Erosion	523.77	
Miscellaneous Charges	25,324.54	13,115.07
Disbursements made on Projects of Reconstruction—not completed	—	2,132,629.97
Transferred to Construction Accounts to equal Federal Funds for 1942 and 1943	1,244,288.00	1,447,456.00
Appropriation for State Guard Detail—Partial	—	400,000.00
Funds applied in liquidation of Certificates of Beneficial Interest	320,607.99	—
Totals	\$5,687,983.50	\$8,625,131.06

After deducting the above expenditures from the total available in the Maintenance and Reconstruction Account at September 30, 1942, \$2,957,636.90 remained for the satisfaction of these authorized projects financed through the Reconstruction Account unfinished at September 30, 1942, and for additional new work. After deducting the above disbursements and the amount required to complete work in progress at September 30, 1942, from the revenue account balance, there remained \$2,071,121.32 which was available for additional new work, and for equalization of Federal Funds.

A Fund Statement showing cash balances in the County Lateral Accounts, the County Construction Accounts and all other Fund balances, similar to those of September 30, 1942, together with a statement of anticipated income to each account to the close of the fiscal year, is prepared and submitted to Commission Members at the close of each month.

*Exhibit No. 8—Summary of Disbursements from Lateral Gasoline Tax, and Average Expenditures per Mile for Maintaining County Roads. Fiscal Years 1941 and 1942*

At the session of the General Assembly of 1941, Chapter 888 was enacted, by the terms of which, the application of the Lateral Gasoline Tax apportioned to the use of the Counties, was prescribed. Basically this act directed that fifty percent (50%) of each County's share of the tax be used and applied to (a) the maintenance of the County System of Roads, and (b) the repair or maintenance of Streets and Highways within the limits of incorporated towns, in an amount authorized by special local laws or by direction of the Boards of County Commissioners; and the remaining fifty percent (50%) be applied to the construction or reconstruction of new lateral roads on the County Systems, including the creation of a system of Farm-to-Market roads. The provisions of the Act of 1941, applied to all Counties except certain of them, where existing legal authority applied the whole or a portion of the tax to Debt Service. At September 30, 1942 the Commission maintained the road systems of fourteen of the twenty-three counties.

In the administration of these funds for the use and benefit of the Counties, the Commission is estopped from applying a ratable share of its overhead burden to the expenditures made therefrom, because the Appropriation Act so provides, consequently, the Commission is compelled to absorb such overhead as a charge against its funds.

In this Exhibit is shown expenditures of funds in the Counties and chargeable to the Lateral Gasoline Tax fund for maintenance of the County Systems in fourteen counties; payments to Incorporated Towns; payments to the Counties for the satisfaction of road debt service; payments made direct to those Counties who maintain the County Road System with a road organization directly under their supervision; and disbursements for other road purposes:

Purpose	1941	1942
Maintenance of County Roads	\$901,848.37	\$736,192.99
Payments to Incorporated Towns	72,655.72	88,904.25
Payments to Counties for Satisfaction of Debt Service	438,751.61	335,066.30
Payments of Gasoline Tax direct to Counties	419,204.94	810,968.32
Disbursements for all other road purposes	26,827.68	16,402.82
Totals	\$1,839,288.32	\$1,987,534.68

It is advisable at this point to present the several amounts expended by the State Roads Commission during the past eight years for the maintenance of the County System of Roads, and this is set forth below:

Period	Amount Expended	Miles	Average Expenditure based On Mileage
October 1, 1934 to September 30, 1935	\$959,229.83	9,136.54	\$104.99
October 1, 1935 to September 30, 1936	851,395.40	9,101.28	93.55
October 1, 1936 to September 30, 1937	1,062,971.15	9,063.77	117.28
October 1, 1937 to September 30, 1938	934,481.14	9,074.06	102.98
October 1, 1938 to September 30, 1939	1,038,258.56	9,112.48	113.94
October 1, 1939 to September 30, 1940	844,260.35	6,653.14	126.90
October 1, 1940 to September 30, 1941	901,848.37	6,400.46	140.90
October 1, 1941 to September 30, 1942	736,192.99	4,958.53	148.47

The purpose of this Schedule is to indicate the miles of roads on the County Systems, the amounts expended in the Maintenance thereof during the past fiscal periods, and the resultant average expenditure per mile.

**Exhibit No. 9—Total Mileage of the State Roads System at September 30, 1942, and September 30, 1941, by counties and by Engineering Districts**

In this Exhibit are shown the total mileage of the State System and the miles in each engineering district. This table is presented in order to establish a comparison between the costs of maintaining roads in the several engineering districts based on those costs appearing as Expenses of Operation set forth in Exhibit No. 4.

**Exhibit No. 10—Susquehanna River and Potomac River Toll Bridges Construction Funds, Being Proceeds of Bridge Revenue Bonds and Federal Grants, at September 30, 1942**

The administration of Toll Bridge Construction Funds and Toll Bridge Revenue Funds, for both the Susquehanna River and Potomac River Bridges, is controlled

by a Trust Indenture existing between State Roads Commission and Safe Deposit and Trust Company of Baltimore, Trustee, dated June 1, 1911. Reference heretofore has been made (comments on Exhibit No. 2, Schedule No. 6), to the fact that the Bridge Revenue Bonds, originally issued for the purpose of providing funds for the construction of the Toll Bridges, were refunded in 1941. As a consequence of this refunding plan, the original Trust Indenture, entered into at October 1, 1938, the date of issue of the original bonds, was superseded by the Indenture of June 1, 1941, the latter instrument embracing the administration of revenue funds from operation, and, because all transactions concerning the construction of both bridges had not been concluded, it controlled construction funds and their application as well.

#### SUSQUEHANNA RIVER BRIDGE CONSTRUCTION

Construction work on the Susquehanna River Bridge began on December 5, 1938, and was substantially completed July 15, 1940. The bridge was opened to traffic and the collection of tolls began August 28, 1940.

Sources of Funds for Construction	
Proceeds of Sale of Bridge Revenue Bonds (Net) . . . . .	\$2,907,000.00
Proceeds of Grant Funds—United States Government . . . . .	1,966,576.54
Funds contributed direct by State Roads Commission . . . . .	18,475.84
Accrued Bond Interest collected . . . . .	12,431.25
Sale of Specifications and Miscellaneous Receipts . . . . .	13,748.55
Remainder of final and complete United States Grant Funds . . . . .	12,642.74
	<hr/>
Total Funds made available . . . . .	\$4,930,874.92
Transferred to Potomac River Bridge Construction Fund . . . . .	350,000.00
	<hr/>
	\$4,580,874.92
Funds Applied, or cost of Construction	
Preliminary Expense . . . . .	\$9,276.54
Lands and Rights-of-Way . . . . .	75,439.78
Construction Costs . . . . .	3,867,266.50
Engineering Fees and Costs . . . . .	273,580.47
Legal, Administrative and Overhead . . . . .	18,211.09
Bond Interest during Construction Period . . . . .	206,231.25
Miscellaneous Costs . . . . .	55,109.59
	<hr/>
Total Costs . . . . .	\$4,505,115.42
	<hr/>
Balance of Funds in hands of Trustee . . . . .	\$75,759.50

The total amount of Federal Funds, allotted through Works Progress Administration, made available for this project, was \$2,041,132.00, and the total amount actually earned on admissible items of construction, was \$1,966,576.54. The latter sum is the complete and final payment of Federal Funds.

By the terms of the Trust Indenture, the remainder of funds in the Construction Account, upon the completion of the bridge, are to be transferred to the Sinking Fund and used either for the purchase or the redemption of bonds outstanding.

At September 30, 1942, the transfer of the balance of Construction Funds had not been made to the Sinking Fund, because several items concerning complete construction costs had not been disbursed.

## POTOMAC RIVER BRIDGE—CONSTRUCTION

Construction work on the Potomac River Bridge began on December 27, 1938, and at September 30, 1942 was substantially completed. The bridge was opened to traffic and the collection of tolls began December 14, 1940.

Source of Funds for Construction	
Proceeds of Sale of Bridge Revenue Bonds (Net) . . . . .	\$2,793,000.00
United States Government Grant Funds made available . . . . .	2,351,970.00
Accrued Interest collected . . . . .	11,943.75
Sale of Specifications and Miscellaneous Receipts . . . . .	935.00
Funds transferred from Susquehanna River Bridge Construction Fund . . . . .	350,000.00
	\$5,507,848.75
Funds Applied, or cost of Construction	
Preliminary Expense . . . . .	\$25,892.82
Lands and Rights-of-Way . . . . .	9,457.75
Construction Costs (incomplete) . . . . .	4,595,640.66
Engineering Fees and Costs . . . . .	318,502.03
Legal, Administrative and Overhead . . . . .	20,640.95
Bond Interest during Construction Period . . . . .	220,500.00
Miscellaneous Costs . . . . .	11,566.94
Estimated Disbursements to complete . . . . .	112,918.95
Expected Total completion costs . . . . .	\$5,315,120.10
Probable Balance of Construction Funds on hand, after complete construction . . . . .	\$192,728.65

Similar to the Susquehanna River Bridge Construction Funds are the provisions of the Indenture regarding the balance of Construction Funds of the Potomac River Bridge. This balance is to be transferred to the Sinking Fund and used in the manner previously indicated.

At September 30, 1942, the transfer of the balance of Construction Funds to the Sinking Fund had not been made, because all items of construction had not been completed, particularly the construction of a fender system for the protection of the main channel bridge piers.

*Exhibit No. 11—Operating or Revenue Account—Susquehanna River and Potomac River Toll Bridges—Fiscal Years 1941 and 1942*

*Schedule No. 1—Rates in effect at Susquehanna River Bridge, October 1, 1940 to January 31, 1941, and from February 1, 1941 to September 30, 1942*

*Schedule No. 2—Rates in effect at Potomac River Bridge, December 15, 1940 to September 30, 1942*

*Schedule No. 3—Statement of Income—Susquehanna and Potomac River Toll Bridges to September 30, 1942*

*Schedule No. 4—Statement of Traffic Transactions, Susquehanna River Bridge, by Classification of Users, October 1, 1940 to September 30, 1942*

*Schedule No. 5 Statement of Traffic Transactions, Potomac River Bridge, by Classification of Users, December 15, 1940 to September 30, 1942*

*Schedule No. 6 Toll Bridges Operation Fund*

*Schedule No. 7 Funds due the State Roads Commission of Maryland for advancements made from Commission Funds, incident to Primary Bridge Program*

*Schedule No. 8 Statement of Revenue Bonds issued, Purchased, Matured, and Outstanding*

*Schedule No. 9 Balance Sheet at September 30, 1942*

### RATES

The Toll Rates in effect at the Susquehanna River Bridge, and applied to all revenue transactions during the period October 1, 1910 to January 31, 1941, are those rates originally established by the Commission, but at February 1, 1941, certain rates were reduced and have been in effect until September 30, 1942. Generally applied, the reductions pertained to passenger cars and commercial vehicles using the bridge on a daily or commutation basis.

The Toll Rates in effect at the Potomac River Bridge, and applied to all revenue transactions, are those originally established by the Commission when this bridge was opened to traffic. No change has been made in the effective rates.

### INCOME

The gross income from recorded transactions, calculated at the established toll rates prevailing during the several periods, or until September 30, 1942, were:

	Susquehanna River Toll Bridge	Potomac River Toll Bridge	Both Bridges
October 1, 1910 to September 30, 1941	\$739,137.12	\$120,057.15*	\$859,194.27
October 1, 1941 to September 30, 1942	592,170.78	176,744.40	768,915.18

\* Potomac River Bridge was opened to traffic December 15, 1940.

The percent. of decrease in revenue at the Susquehanna River Bridge in 1942 over 1941 was 19.88%, and at the Potomac River Bridge the increase in 1942 over 1941, was 47.22%.

It is important to compare these results with (a) the original estimate prepared by Traffic Engineers concerning the anticipated incomes from this undertaking and (b) incomes to September 30, 1942 compared with the amounts required, under the Trust Indenture, for Debt Service and Operation Fund allocations. The average monthly incomes from both bridges required to attain the estimates of traffic volumes established by Traffic Engineers, is \$47,417.00 each month during the second complete year of operation. The actual net monthly realization of this

sum has been \$64,076.27, a margin of \$16,659.27 per month over the estimated traffic.

The average monthly cost of Debt Service and Operation Fund, using the entire life term (20 years) of the Bonds, is approximately \$39,584.00. The average monthly cost of Debt Service only during the next five years (1943 to 1948) will approximate \$22,944.00.

The Trust Indenture controlling the administration of the funds and fiscal matters of the Susquehanna and Potomac River Toll Bridges, compels the retention of toll income for the security of Debt Service in connection with the bonds, in the aggregate amount of (a) the amount of interest payable on the first succeeding interest payment date on all of the Refunding Bonds then outstanding; (b) the principal, if any, maturing on such interest payment date; (c) the amount of interest payable on the second succeeding interest payment date on all of the Refunding Bonds then outstanding, and (d) a reserve fund of Two Hundred and Fifty Thousand Dollars (\$250,000). The excess, found to be on hand at the end of each six months period, over the aggregate of these four sums, shall be applied to the payment of the purchase price or the redemption price of Bonds of this issue. The balance in the Sinking Fund at September 30, 1942, was \$707,342.38. The aggregate amount of funds required to be reserved, at September 30, 1942, in accordance with the covenants of the Indenture, as prescribed above, was \$567,-857.50, so that there was on hand and available for the purchase of bonds, \$139,-484.88. Since June, 1941, the date of the issue of the Refunding Bonds, the Commission has been able to purchase and retire \$304,000 of bonds of this issue, by the application of excess funds on hand after establishing the respective cash reserves, as required, each six months period. At September 30, 1942, the balance, or any part thereof, in the Construction Funds of the Bridges, estimated to be approximately \$268,488.15, at completion of both bridges, had not been transferred to the Sinking Fund.

#### TRAFFIC

The total number of traffic transactions, as reported, have occurred on the bridges during the several periods, or until September 30, 1942, and are:

	Susquehanna River Toll Bridge	Potomac River Toll Bridge	Both Bridges
October 1, 1940 to September 30, 1941.	3,695,333	117,280*	3,812,613
October 1, 1941 to September 30, 1942*.	3,215,016	181,445	3,396,461

\* Potomac River Bridge was opened to traffic December 15, 1940.

Expressed in terms of percentage, it is found that the total traffic transactions at the Susquehanna River Bridge in 1942 were 13% less than the 12 months of 1941, but that the traffic transactions at the Potomac River Bridge in 1942, as compared with only 9½ months of 1941, were 54.71% increase.

Using the total traffic transactions at the Susquehanna River Bridge during 1942, of 3,215,016, it is found that an average of 8,808 per day was attained, compared

with a daily average of 6,589, as established by Traffic Engineers prior to the construction of this Bridge. Again, using the total traffic transactions at the Potomac River Bridge for the year 1912, of 181,445 transactions, produces a daily average of 497 compared with 362 estimated by Traffic Engineers.

#### OPERATION FUND

Previously in this Report, especially in the comment section relative to Exhibit No. 2, Schedule No. 6—“Bridge Revenue Refunding Bonds,” the statement was made that at the date of issuing Refunding Bonds and the execution of the Trust Indenture, on the recommendation of the Chief Auditor of the Commission, the amount of funds permitted to be used and applied to satisfy certain operating costs, was increased from \$50,000 per annum to \$100,000. The Indenture compels the Commission to establish an Operation Budget each year, to include all costs of operating the Bridges, and it has been found that the total estimated expenditure will aggregate about \$160,000 for the fiscal year 1942. This is considerably larger than is the total for the preceding year, and is attributable to such additional obligations as War Damage Corporation Insurance; operation of the Protective Lighting Systems; and other causes, primarily incident to the War Status. The total amount of funds disbursed each year, in excess of \$100,000 must, under the terms of the Indenture, be contributed from State Roads Commission funds.

The balance in the Operation Fund on October 1, 1940, was \$3,575.27. The total amount transferred from Toll Income during the fiscal year 1941 was \$46,999.97, and during the fiscal year 1942, a total of \$99,999.96. There was likewise transferred to the Operation Fund from State Roads Commission funds during the two years period, the sum of \$15,726.81 so that a total, during the two years period ended September 30, 1942, of \$166,302.01 was available. Total disbursements for all approved charges to the Fund, based on the limitations established by the Indenture, and as previously budgeted, during the two years period, were \$167,397.16, so that at September 30, 1942, an overdraft of \$1,095.15 existed in the fund. This amount was restored from State Roads Commission funds to the Trustee for the use of the Operation Fund immediately after the close of the fiscal year, September 30, 1942.

#### FUNDS ADVANCED BY THE COMMISSION FOR MARYLAND'S PRIMARY BRIDGE PROGRAM

In accordance with the terms of the Trust Indenture, it is provided that whatever funds of the State Roads Commission, other than the allotted share of Toll Income, are used in connection with the Toll Bridges, may, upon the final redemption of the bonds outstanding, be recovered by the State Roads Commission from toll income. In Exhibit No. 11, Schedule No. 7 of this report is shown the amount of State Roads Commission funds expended in the development of the Toll Bridge Program and comprehends those costs incurred in the studies and investigations made in earlier years of the Chesapeake Bay Bridge Crossing and other projects. At September 30, 1942, the sum of \$334,859.12 may be recovered through the medium of tolls

to be collected on the Susquehanna and Potomac River Bridges, only however, after all bonds issued for the construction of these bridges, have been matured or purchased.

#### GENERAL

The Balance Sheet presented in Exhibit No. 11, Schedule No. 9 is that financial status at September 30, 1942, of Toll Bridge Accounts and transactions, resulting from the operation of the Bridges only from the revenue viewpoint. It does not include the capital sections because (a) total and complete construction costs are not definitely determined in connection with the Potomac River Bridge, and (b) as a consequence of non-completion of construction at this bridge, the absolute amount of capital funds contributed by the United States Government, as Grant Funds, cannot be determined, for the aggregate of this source of funds, may finally be more or less than the total originally made available to the project. At such time as both bridges are finally completed, and all costs incurred in the completion have been properly recorded, the capitalized value of such costs and the liability of the Commission for the Bridge Revenue Refunding Bonds issued, will be incorporated in the Balance Sheet.

All of the requirements set forth in the Trust Indenture of June 1, 1941, regarding the transfer of funds into the Reserve Repair Fund, the Operation Fund, and the Sinking Fund, have been complied with. Likewise, and generally stated, it is asserted by the Commission that all of its covenants, set forth in the Indenture, have been fulfilled.

#### *Exhibit No. 12—Chesapeake Bay Ferry System Property Purchase Fund, Being Proceeds of State Roads Commission of Maryland Chesapeake Bay Ferry Revenue Bonds, at September 30, 1942*

Previously in this report, particularly with reference to the statements made regarding Exhibit No. 2, Schedule No. 7, it was shown that the Commission was authorized by Chapter 856 of the Acts of the General Assembly of 1941, to issue \$1,200,000 of its bonds, the proceeds to be used in the purchase of certain properties of the Claiborne-Annapolis Ferry Company, and to redeem certain obligations of the Ferry Company, incurred in the reduction of passenger fare toll charges. The Commission did issue bonds in the total amount of \$1,200,000 and has applied the proceeds thereof to those purposes prescribed in the Act.

All of the bonds of this issue were sold at  $1\frac{1}{2}\%$  coupon interest rate, together with a premium. The proceeds of the sale, as shown in Exhibit No. 12, were \$1,217,302.80. The agreed purchase price for certain properties conveyed to the Commission by the Claiborne-Annapolis Ferry Company, was \$1,020,810.00. Other costs, including the purchase of materials and supplies in stock, being the property of the former Ferry Company, and costs of issuing bonds, together with other costs, amounted to \$89,380.62; and the obligation of the Commission to redeem passenger fare refund tickets, on toll transactions of the



former Ferry Company, involved an additional outlay of \$27,178.09. The total, incomplete disbursements of proceeds from sale of bonds of this issue was, therefore, \$1,137,368.71; so that at September 30, 1912, \$79,931.09 remained in the hands of the Treasurer of Maryland. This latter sum will, upon complete satisfaction of all charges incident to the acquisition of the ferry system facilities, be placed in the custody of the Trustee, for use of the Sinking Fund, and will later be applied in accordance with the provisions of the Trust Indenture.

*Exhibit No. 12 Chesapeake Bay Ferry System*

*Schedule No. 1 Revenue Account Chesapeake Bay Ferry System to September 30, 1942*

*Schedule No. 2 Effective Rates Chesapeake Bay Ferry System to September 30, 1942*

*Schedule No. 3 Statement of Income, Chesapeake Bay Ferry System, to September 30, 1942*

*Schedule No. 4 Statement of Traffic Transactions to September 30, 1942*

*Schedule No. 5 Balance Sheet at September 30, 1942*

INCOME AND OPERATION COSTS

Due to the fact that the Commission acquired the Ferry System on June 10, 1941 and began the operation of this service as of this date, comparisons of income in the year 1942 with 1941 have not been attempted, but the total period of operation, from June 10, 1941 to September 30, 1942, is presented. In the several Exhibits and Schedules hereby shown, the results are displayed by months, thus affording sufficient data for needed comparisons.

Briefly summarized, the income and the application of receipts from the operation of the Ferry System, were:

	June 10, 1941 to September 30, 1941	October 1, 1941 to September 30, 1942	Both Periods
<b>INCOME:</b>			
Toll Income, at effective rates	\$260,577.62	\$500,811.46	\$761,389.08
Other Income from operation	2,871.50	6,395.43	9,266.93
One-half Cent ( $\frac{1}{2}$ ¢) Gasoline Tax for Debt Service Reserve	18,000.00	75,000.00	93,000.00
Totals	\$281,449.12	\$582,206.89	\$863,656.01
<b>DISBURSEMENTS</b>			
Operation, Maintenance and Repairs	\$129,201.59	\$410,904.27	\$540,105.86
Bond Interest paid		18,000.00	18,000.00
Totals	\$129,201.59	\$428,904.27	\$558,105.86
Balance on hand, September 30, 1942	\$152,247.53	\$153,305.62	\$305,553.15
<b>APPLICATION OF SURPLUS:</b>			
Balance available for Future Operation and Maintenance			\$94,553.15
Reserve Repair Fund			25,000.00
Debt Service—Contingent, being $\frac{1}{2}$ ¢ Gasoline Tax			93,000.00
Debt Service—Proper, established from Toll Income			93,000.00
Total Reserves and Operating Fund			\$305,553.15

## TOLL RATES AND VOLUME OF TRAFFIC

The Commission, at its meeting of May 20, 1941, adopted a schedule of Passenger and Vehicular Toll Rates to apply to all transactions of transportation between Annapolis and Matapeake, and between Matapeake and Annapolis; between Romancock and Claiborne, and between Claiborne and Romancock; all such scheduled rates to become effective at June 10, 1941, the day on which the Commission began the operation of the Ferry System. At a meeting of the Commission held June 27, 1941, a schedule of toll rates was placed in effect for all continuous traffic direct from Annapolis to Claiborne, via Matapeake to Romancock, adopting for this schedule the same rates used by the Claiborne-Annapolis Ferry Company.

The schedule of rates established and placed in force and effect at June 10, 1941, reduced the rates charged by the Claiborne-Annapolis Ferry Company, to the extent of approximately 40% for passenger tolls, considering both single and round-trip rates for adults and children; and also reduced the passenger automobile rates approximately 21% of those rates previously charged by the Ferry Company.

The total number of traffic transactions, as reported, have occurred on the Ferry System during the several periods, or until September 30, 1942, and may be summarized as follows:

	June 10, 1941 to September 30, 1941	October 1, 1941 to September 30, 1942	Both Periods
Passengers . . . . .	258,415	527,665	786,080
Automobiles . . . . .	114,430	206,249	320,679
Trucks and Busses . . . . .	14,116	35,908	50,024
Totals . . . . .	386,961	769,822	1,156,783

## GENERAL

The Balance Sheet, presented in Exhibit No. 12, Schedule No. 5, is the status at September 30, 1942. It contains an asset item of cash in the amount of \$79,934.09, which is the unapplied balance of cash from the sale of Revenue Bonds. This sum, when all items properly payable from proceeds of Bonds have been satisfied, will be placed in the Sinking Fund attaching to this issue of bonds, and will later be used to purchase bonds of this issue in the open market for the benefit of the Sinking Fund.

All of the requirements set forth in the Trust Indenture of June 1, 1941, regarding the transfer of funds into the Sinking Fund and into the special account being the "Reserve for Renewals, Replacements, Retirement or Depreciation and Extraordinary Property Loss or Damage," have been complied with. All current obligations incurred in the operation and maintenance of the System have been currently discharged. Likewise, and it is but generally stated, it is asserted by the Commission that all of its covenants, set forth in the Indenture, have been substantially fulfilled.

## CONCLUSION

The foregoing general comments and reference to the financial transactions of the Commission, during the period October 1, 1910 to September 30, 1912, supported by the succession of exhibits and schedules immediately following, represent an accurate summary of the accountability of funds administered by your Commission, as reported to and recorded in the Accounting Department.

This report does not contain specific recommendations for the future development and improvement of the Accounting Department and financial procedures, such recommendations and proposals will continue to be made to the Commission Members during the regular course of business throughout the year.

During the biennium covered by this report, the addition of the Susquehanna River Toll Bridge and Potomac River Toll Bridge to the State System, and the purchase and operation of the Chesapeake Bay Ferry System, have imposed a vast amount of executive and detailed additional duties on the Accounting Department, not only during the period of construction and acquisition of the projects, but during the operation period of these facilities as well, necessitating additional personnel in the Accounting Department, and, with respect to some few employes in the Accounting Department, heavily increased burden in their assignments.

It is a sound business precept, long established, that from the viewpoint of good, efficient business administration, the most secure method of controlling financial transactions in any organization, is by a system of internal checks and balances. Such a method of control was inaugurated several years ago in the Accounting Department.

The assigned duties of each of the divisions of functional effort of the Accounting organization, have been under the direction of a Supervisor. The division of duties and the Supervisor assigned to each, follows:

Supervisor of Receipts—Cashier	JOSEPH T. BUNN
Supervisor of Disbursements	IRVING TAYLOR
Supervisor of Payrolls	HENRY L. COMBS
Supervisor of Distribution	LESTER S. DISNEY
Supervisor of Inventory Accounts and Property Custodian	D. ROBERT FALLON
Supervisor of General Accounts and Controls	ALBERT S. GORDON
Supervisor of Financial and Statistical Reports and Internal Reconciliations	JOSEPH E. GERICK

Your attention is now respectfully directed to all the Exhibits, Schedules and Statements immediately following, each of which has been referred to but briefly in the foregoing comments.

Respectfully submitted,

WILLIAM A. Codd,  
Chief Auditor.

Exhibit 1  
 Schedule 1

**SUMMARY OF CASH RECEIPTS AND DISBURSEMENTS BY MONTHS**  
 October 1, 1940 to September 30, 1941

	Receipts	Disbursements	Balance
Balance, October 1, 1940			\$5,367,202.01
October, 1940	\$907,249.04	\$1,131,489.25	5,142,961.80
November	1,344,192.45	1,321,608.31	5,265,545.94
December	1,277,212.82	1,780,878.88	4,752,879.88
January, 1941	1,048,164.84	864,963.19	4,936,081.53
February	1,095,388.43	734,339.38	5,297,130.58
March	3,270,400.24	658,060.30	7,909,470.52
April	1,251,628.82	797,903.39	8,363,195.95
May	1,256,890.70	1,330,630.55	8,289,456.10
June	2,480,472.94	2,408,695.38	8,361,233.66
July	1,082,692.48	1,389,377.43	8,054,548.71
August	1,248,345.01	1,656,759.87	7,646,133.85
September	1,214,998.47	2,712,659.63	6,148,472.69
	\$17,477,636.24	\$16,696,365.56	

**SUMMARY OF CASH RECEIPTS AND DISBURSEMENTS BY MONTHS**  
 October 1, 1941 to September 30, 1942

	Receipts	Disbursements	Balance
Balance, October 1, 1941			\$6,148,472.69
October, 1941	\$10,151,019.82	\$5,181,374.03	11,118,118.48
November, 1941	1,653,512.93	2,762,935.45	10,008,695.96
December, 1941	953,663.39	1,738,479.81	9,223,909.54
January, 1942	1,059,139.48	1,314,407.86	8,968,641.16
February, 1942	1,458,503.64	969,098.23	9,438,046.57
March, 1942	3,511,935.86	929,382.35	12,040,600.98
April, 1942	1,535,347.42	1,055,113.74	12,520,833.76
May, 1942	1,122,047.09	1,700,074.40	11,942,806.45
June, 1942	1,338,341.57	1,685,848.86	11,595,299.16
July, 1942	1,170,400.55	1,900,207.40	10,865,492.31
August, 1942	978,278.00	1,542,839.11	10,300,931.20
September, 1942	1,041,291.82	3,526,888.34	7,815,334.68
	\$25,973,511.57	\$24,306,649.58	

Exhibit 1  
Schedule 2

**STATE COMPTROLLER'S FUND - SALARY AND WAGE ACCOUNT**  
(Operated as a Revolving Fund)  
**SUMMARY OF CASH RECEIPTS AND DISBURSEMENTS BY MONTHS**  
October 1, 1940 to September 30, 1941

	Receipts	Disbursements	Balance
Balance, September 30, 1940			\$208,597.01
October			<i>19,883.35</i>
November	\$225,480.36	202,881.55	5,715.46
December	305,101.91	197,986.18	112,831.19
January, 1941	95,765.82	215,908.09	<i>7,311.68</i>
February	215,908.09	193,885.67	14,711.34
March	193,885.67	216,286.85	<i>7,689.82</i>
April	324,103.41	215,372.38	101,141.19
May	107,455.82	228,377.48	<i>19,780.47</i>
June	228,377.48	228,165.63	<i>19,568.62</i>
July	228,165.63	242,909.52	<i>1,312.51</i>
August	354,175.23	243,351.30	76,511.42
September	359,393.15	244,826.23	
Due from State Comptroller	17,518.67		
Totals	\$2,655,331.24	\$2,655,331.24	
Balance, September 30, 1941			\$208,597.01

ITALICS INDICATE RED FIGURES.

Exhibit 1  
Schedule 2

**STATE COMPTROLLER'S FUND - SALARY AND WAGE ACCOUNT**  
(Operated as a Revolving Fund)  
**SUMMARY OF CASH RECEIPTS AND DISBURSEMENTS BY MONTHS**  
October 1, 1941 to September 30, 1942

	Receipts	Disbursements	Balance
Balance at September 30, 1941			\$208,597.01
October	\$61,402.99	\$241,236.71	58,793.29
November	341,236.71	219,938.64	80,061.36
December	176,638.64	231,288.83	28,711.17
January, 1942	221,288.83	266,229.12	<i>18,229.12</i>
February	273,990.10	257,450.09	310.89
March	247,450.09	272,662.08	<i>24,501.19</i>
April	262,662.08	267,054.44	<i>56,293.46</i>
May	257,054.44	274,253.98	<i>49,492.79</i>
June	364,253.68	275,908.13	42,152.85
July	275,908.13	273,324.29	44,436.69
August	273,324.29	271,746.12	46,014.86
September	526,681.53	254,935.41	317,760.98
	\$3,214,891.51	\$3,105,727.54	
Less: Open Balances at September 30, 1940 and September 30, 1941.	<i>17,760.98</i>		
Totals	\$3,197,130.53	\$3,105,727.54	
Balance at September 30, 1942			\$300,000.00

ITALICS INDICATE RED FIGURES.

**RECEIPTS OF FEDERAL FUNDS, SHOWING APPROPRIATIONS, PAYMENTS, AND BALANCES DUE  
ON FEDERAL APPROPRIATIONS**

Exhibit 1  
Schedule 1

From October 1, 1933 to September 30, 1942

	Amount Appropriated	Receipts to September 30, 1938	Receipts 1939	Receipts 1940	Receipts 1941	Receipts 1942	Balance Unpaid	
							Total Receipts	Approved Projects Not Completed by August 31, 1942
<b>1934 Appropriations</b>								
Public Works Funds—National Recovery—Secondary Roads (N.R.S.)	\$880,834.82	\$880,834.82	.....	.....	.....	.....	\$880,834.82	.....
Public Works Funds—National Recovery—Highways (N.R.H.)	1,763,265.69	1,760,880.41	\$2,385.28	.....	.....	.....	1,763,265.69	.....
Public Works Funds—National Recovery—Municipalities (N.R.M.)	920,426.49	910,427.25	1,842.78	\$8,129.24	\$27.22	.....	920,426.49	.....
Grand Total—1934 Program	\$3,564,527.00	\$3,552,142.48	\$4,228.06	\$8,129.24	\$27.22	.....	\$3,564,527.00	.....
<b>1935 Appropriations</b>								
Public Works Funds—National Recovery—Secondary Roads (N.R.S.)	\$918,073.07	\$825,666.72	\$72,171.63	.....	\$20,234.72	.....	\$918,073.07	.....
Public Works Funds—National Recovery—Highways (N.R.H.)	439,470.43	425,139.77	9,674.72	\$4,655.94	.....	.....	439,470.43	.....
Public Works Funds—National Recovery—Municipalities (N.R.M.)	452,514.50	385,285.35	34,391.32	12,209.52	20,655.31	.....	452,514.50	.....
Grand Total—1935 Program	\$1,810,058.00	\$1,636,094.84	\$116,237.67	\$16,865.46	\$40,890.43	.....	\$1,810,058.00	.....
<b>1936 Appropriations</b>								
Emergency Relief—Works Progress—Municipal (Highways—W.P.M.H.)	\$262,489.00	\$256,321.00	.....	\$6,168.00	.....	.....	\$262,489.00	.....
Emergency Relief—Works Progress—Municipal (State System—W.P.M.S.)	265,000.00	79,900.00	.....	162,000.00	.....	.....	241,900.00	\$23,100.00
Emergency Relief—Works Progress—Secondary (State System—W.P.S.S.)	188,374.14	66,627.00	\$71,266.00	38,755.58	\$2,830.45	\$1,500.00	180,979.03	\$7,395.11
Emergency Relief—Works Progress—Secondary (Oil State System—W.P.S.O.)	474,439.17	329,741.00	100,914.00	5,925.71	35,143.84	7,028.77	469,758.32	4,680.85
Emergency Relief—Works Progress—Highway (W.P.H.)	560,435.69	524,012.00	32,023.69	3,900.00	.....	.....	560,435.69	.....
Total Emergency Relief—Highways	\$1,750,738.00	\$1,245,301.00	\$204,263.69	\$216,649.29	\$37,974.29	\$8,528.77	\$1,715,557.04	\$27,785.85
Emergency Relief—Works Progress—Grade Highways (W.P.G.H.)	\$484,199.00	\$154,964.00	\$203,398.00	\$37,350.27	.....	.....	\$429,587.36	\$54,611.64
Emergency Relief—Works Progress—Grade Municipal (W.P.G.M.)	307,740.20	174,880.00	37,181.00	22,194.32	31,792.89	.....	265,754.21	\$41,985.99
Emergency Relief—Works Progress—Grade Secondary (W.P.G.S.)	1,269,811.80	682,046.00	317,011.15	100,734.55	3,827.78	\$79,095.68	1,183,318.16	\$86,493.64
Total Emergency Relief—Grade	\$2,061,751.00	\$1,011,996.00	\$558,190.15	\$100,279.14	\$69,495.76	\$79,095.68	\$1,878,659.73	\$25,300.00
Emergency Relief—Highways (E.R.H.) (Flood Relief)	\$620,712.91	\$98,207.00	\$57,790.35	\$4,715.56	.....	.....	\$190,712.91	\$430,000.00
Regular Federal Aid	\$1,003,980.43	\$940,075.00	\$15,017.00	\$45,285.43	.....	.....	\$1,003,980.43	.....
Grand Total—1936 Program	\$5,437,182.34	\$3,298,085.00	\$668,801.19	\$426,929.42	\$107,470.05	\$87,624.45	\$4,788,910.11	\$55,085.85

<b>1987 Appropriations</b>									
Regular Federal Aid	\$967,077.99	\$323,133.00	\$541,860.17	\$36,502.52	\$11,280.08	\$917,485.77	\$40,502.22		
<b>1988 Appropriations</b>									
Regular Federal Aid	\$1,060,589.38	\$236,294.00	\$825,570.79	\$105,933.89	\$9,523.20	\$975,327.88	\$25,291.50		
Federal Aid Highway Act—Grade Crossings (F.A.G.)	512,555.21		146,310.62		27,951.50	374,473.37	138,081.84		
Federal Aid Highway Act—Secondary Roads (F.A.S.)	263,111.75		104,475.41		21,189.54	198,861.75	4,250.00		
Grand Total—1988 Program	\$1,716,256.34	\$360,304.85	\$874,362.82	\$278,430.54	\$37,474.70	\$1,548,665.00	\$167,803.34		
<b>1989 Appropriations</b>									
Regular Federal Aid	\$1,057,677.78	\$15,276.70	\$33,000.00	\$401,109.08	\$373,925.75	\$823,878.53	\$233,790.25		
Federal Aid Highway Act—Grade Crossings (F.A.G.)	597,469.73		7,002.60		123,169.00	185,042.95	322,426.78		
Federal Aid Highway Act—Secondary Roads (F.A.S.)	206,951.10		3,055.33		19,273.80	102,799.13	104,151.97		
Grand Total—1989 Program	\$1,772,098.61	\$23,334.63	\$50,000.00	\$545,542.88	\$491,643.10	\$1,111,720.61	\$660,375.00		
<b>1990 Appropriations</b>									
Regular Federal Aid	\$890,615.45		\$29,250.00	\$385,025.13	\$227,148.78	\$941,425.91	\$249,191.54		
Federal Aid Highway Act—Grade Crossings (F.A.G.)	292,303.00				115,500.00	115,500.00	86,803.00		
Federal Aid Highway Act—Secondary Roads (F.A.S.)	123,656.00				109,027.20	109,027.20	14,028.80		
Grand Total—1990 Program	\$1,216,574.45		\$29,250.00	\$385,025.13	\$432,275.98	\$866,551.11	\$350,023.34		
<b>1991 Appropriations</b>									
Regular Federal Aid	\$966,575.97				\$573,700.00	\$573,700.00	\$354,461.00		\$38,411.97
Federal Aid Highway Act—Grade Crossings (F.A.G.)	313,630.20				52,500.00	52,500.00	254,334.41		6,795.79
Federal Aid Highway Act—Secondary Roads (F.A.S.)	126,063.15				33,450.00	57,325.00	12,322.00		36,216.15
Grand Total—1991 Program	\$1,406,269.32				\$659,650.00	\$683,525.00	\$621,320.41		\$101,423.91
<b>1992 Appropriations</b>									
Regular Federal Aid	\$833,715.00				\$140,600.00	\$496,255.00	\$337,400.00		
Federal Aid Highway Act—Grade Crossings (F.A.G.)	204,759.00				\$140,600.00	\$140,600.00	18,990.81		45,198.19
Federal Aid Highway Act—Secondary Roads (F.A.S.)	145,900.00						2,188.00		143,712.00
Grand Total—1992 Program	\$1,184,374.00				\$140,600.00	\$140,600.00	\$517,433.81		\$226,340.19
<b>1993 Appropriations</b>									
Regular Federal Aid	\$832,207.00					\$44,875.00	\$7,332.00		
Federal Aid Highway Act—Grade Crossings (F.A.G.)	107,436.00						197,436.00		
Federal Aid Highway Act—Secondary Roads (F.A.S.)	145,636.00						145,636.00		
Grand Total—1993 Program	\$1,175,279.00						\$44,875.00		
<b>Special Appropriations</b>									
1934 Federal Grant on Public Works—30% of Labor and Materials Pocket No. 1397	\$1,542,851.19	\$1,125,695.95			\$417,155.24	\$1,542,851.19			
1935 Federal Grant on Public Works—45% of Labor and Materials Pocket No. 1063	698,374.67	555,555.55	\$222,222.22		161,566.90	639,374.67			
1942 Appropriation for Debris Access	16,360,357.00		\$222,222.22		\$878,752.14	\$2,482,222.80	\$2,177,829.33	\$13,322,533.67	
Grand Total—All Appropriations—1934 to 1943 Inclusive	\$88,232,279.91	\$2,139,298.79	\$1,444,729.46	\$1,371,540.93	\$2,408,020.46	\$17,914,206.46	\$4,642,125.30	\$15,675,888.15	

## REPORT OF THE STATE ROADS COMMISSION

## October 1, 1940 to September 30, 1941

	Two Cent 2c Gasoline Tax	One and One- half Cent 1½c Gasoline Tax	One Half Cent ½c Gasoline Tax	Total Four Cent 4c Gasoline Tax	Commissioner of Motor Vehicles	Fines and Forfeitures	Total Com- missioner of Motor Vehicles Revenue	Totals
Gross Revenue Applicable to the fiscal year ended September 30, 1941	\$6,829,855.27	\$5,120,141.37	\$1,706,713.94	\$13,653,710.58	\$5,743,807.62	\$453,340.91	\$6,197,298.53	\$19,850,919.11
Deductions:								
Refund Exemptions: 4c Gasoline Tax; non-road users								
Land Reclamation fees								
Roads to Incorporated towns and cities (State Roads)								
Collection to Incarceration (Revenue)								
Collection Expense: Gasoline Department								
Appropriation to Toolester Ferry								
Expense of Commissioner of Motor Vehicles								
Expense of Department of State Police								
Expense of Traffic Court								
Expense of Road and Bridge Department								
License Refunds								
Trial Magistrates Expense								
State Roads Commission "Refunding and Improvement								
Bonds"—Debt Service								
State Roads Commission "Refunding and Improvement								
Bonds"—Debt Service								
Total Deductions	447,206.95			447,206.95				447,206.95
	\$6,382,648.32	\$5,120,141.37	\$1,706,713.94	\$13,653,710.58	\$5,743,807.62	\$453,340.91	\$6,197,298.53	\$19,850,919.11
DISTRIBUTION OF NET REVENUE								
Net Revenue for Distribution: Applicable to Fiscal Year 1941	\$4,147,938.32	\$1,274,566.06		\$5,422,504.98	\$2,765,178.05	\$257,350.50	\$3,022,529.45	\$8,445,034.43
To State Roads Commission								
To State Roads Commission for Counties								
To State Roads Commission for Baltimore City								
To Baltimore City—Direct								
Totals	1,777,687.85	318,641.66		2,096,329.51	1,185,076.70	64,337.62	1,249,414.32	3,345,743.83
	\$5,925,626.17	\$4,725,966.98	\$1,593,268.32	\$12,244,830.47	\$3,950,255.05	\$321,688.12	\$4,271,943.17	\$16,516,774.24
Net Revenue for Distribution, Applicable to Prior Years								
To State Roads Commission								
To Baltimore City—Direct								
Totals	\$4,147,938.32	\$1,274,566.06		\$5,422,504.98	\$2,765,178.05	\$257,350.50	\$3,022,529.45	\$8,445,034.43
	1,777,687.85	318,641.66		2,096,329.51	1,185,076.70	64,337.62	1,249,414.32	3,345,743.83
	\$5,925,626.17	\$4,725,966.98	\$1,593,268.32	\$12,244,830.47	\$3,950,255.05	\$321,688.12	\$4,271,943.17	\$16,516,774.24
SUMMARY OF DISTRIBUTION OF NET REVENUE								
To State Roads Commission								
To State Roads Commission for Counties								
To State Roads Commission for Baltimore City								
To Baltimore City—Direct								
Totals	\$4,147,938.32	\$1,274,566.06		\$5,422,504.98	\$2,765,178.05	\$257,350.50	\$3,022,529.45	\$8,445,034.43
	1,777,687.85	318,641.66		2,096,329.51	1,185,076.70	64,337.62	1,249,414.32	3,345,743.83
	\$5,925,626.17	\$4,725,966.98	\$1,593,268.32	\$12,244,830.47	\$3,950,255.05	\$321,688.12	\$4,271,943.17	\$16,516,774.24



Exhibit 2  
Schedule 2

October 1, 1941 to September 30, 1942

	Two Cent Gasoline Tax	One and One-half Cent Gasoline Tax	One-half Cent Gasoline Tax	Total Four Cent Gasoline Tax	Commissioner of Motor Vehicles	Fines and Forfeitures	Total Com- missioner of Motor Vehicles Revenue	Totals
Gross Revenue Applicable to the Fiscal Year ended Sep- tember 30, 1942	\$6,559,782.66	\$4,919,840.21	\$1,639,946.57	\$13,119,574.14	\$5,603,650.65	\$413,216.92	\$6,016,867.59	\$19,135,417.4
Deductions:								
Refund Exemptions: 4c Gasoline Tax, non-road users and unused registration fees	\$480,983.38	\$388,527.56	\$120,245.90	\$989,756.84				\$989,756.84
Refunds to the aggregated towns and cities (State Roads Commission Revenue)	15,685.33	13,899.90	3,921.33	33,506.66				33,899.90
Commissioner of Motor Vehicle Department		11,764.00			\$477,118.12		\$477,118.12	377,118.12
Expense of Department of Motor Vehicles					657,326.44		657,326.44	657,326.44
Expense of Department of State Police					63,993.11		63,993.11	63,993.11
Expense of Traffic Court					4,132.75		4,132.75	4,132.75
Fine Refunds					93,004.07		93,004.07	93,004.07
Trial Magistrate Expense					80,422.00		80,422.00	80,422.00
State Road Commission								962,613.64
Bonds' Debt Service								425,516.27
State Roads Commission								\$2,090,062.27
Bonds' Debt Service								\$2,235,610.13
Totals	\$922,184.98	\$414,191.55	\$124,167.23	\$1,460,543.76	\$2,090,062.27	\$418,547.86	\$2,235,610.13	\$5,099,133.89

DISTRIBUTION OF NET REVENUE

Net Revenue for Distribution, applicable to Fiscal Year 1942	\$3,946,321.46
To State Roads Commission	\$3,153,954.06
To State Roads Commission for Counties	1,351,694.00
To State Roads Commission for Baltimore City	1,691,290.62
To Baltimore City - Direct	\$5,637,602.08

Totals \$5,637,602.08

Net Revenue for Distribution, Applicable to Prior Years

To State Roads Commission	\$272.71
To Baltimore City - Direct	68.18

Totals \$340.89

SUMMARY OF DISTRIBUTION OF NET REVENUE

To State Roads Commission	\$3,946,321.46
To State Roads Commission for Counties	\$3,153,954.06
To State Roads Commission for Baltimore City	1,691,290.62
To Baltimore City - Direct	\$5,637,602.08
Totals	\$15,429,466.22

Net Revenue for Distribution, Applicable to Prior Years

To State Roads Commission	\$272.71
To Baltimore City - Direct	68.18

Totals \$340.89

Net Revenue for Distribution, Applicable to Fiscal Year 1942

To State Roads Commission	\$7,730,044.98
To State Roads Commission for Counties	3,153,954.06
To State Roads Commission for Baltimore City	3,101,335.10
To Baltimore City - Direct	\$15,435,334.14

Totals \$19,380,668.28

## RECEIPTS BY SOURCE

	October	November	December	January
Commissioner of Motor Vehicles .....	\$47,507.31	\$34,638.67	\$32,081.14	\$41,536.17
Maintenance and Reconstruction—2¢ Gasoline Tax .....	306,973.77	358,233.49	319,435.49	316,096.57
Grade Elimination—1¢ Gasoline Tax .....	94,579.35	110,056.36	98,136.86	97,111.07
Lateral Gasoline Tax—1½¢ (Counties) .....	245,103.26	285,429.91	254,299.04	251,964.59
Lateral Gasoline Tax—1½¢ (Baltimore City) .....	105,044.26	122,327.11	108,985.31	107,984.83
Debt Service, S. R. C. Bonds (Truck License Fees and Franchise Taxes) .....	13,379.72	9,419.84	5,024.78	5,118.36
Debt Service, S. R. C. Bonds (\$ 0014 of the 2¢ Gasoline Tax) .....	34,362.77	38,519.73	34,347.90	33,988.88
Gasoline Tax Refunds:	1,196.39	1,308.72	1,240.79	1,020.87
Baltimore City .....	29.14	25.73	29.22	57.60
Cumberland .....				
Crisfield .....	.50	.54	.53	
Frederick .....				
Salisbury .....	4.10	38.67	27.99	49.47
Hagerstown .....	233.91	217.98	201.90	189.03
Sign Permit Revenue .....	50.00	50.00		
Sign License Revenue .....	2.50	1.40	5.75	1.00
Sale of Stamps .....	40.00	23.00		9.00
Sale of Specifications .....	833.33	833.37	833.33	833.33
Tolchester Ferry .....				
Rental of Properties .....				
Prince George's County Commissioners .....				
Talbot County Commissioners .....				
Sale of Bonds, "Chesapeake Bay Ferry System" .....				
Sale of Union Trust Co. Stock (Applicable to Impounded Cash) .....				
Reimbursement for Chesapeake Bay Ferry System Payrolls .....		10,000.00		
Working Fund .....	3,151.11	4,827.29	4,964.49	4,431.22
Miscellaneous .....				11,983.04
Chesapeake Beach, Federal Grant .....				
National Recovery Projects, 1934—Municipalities .....				
National Recovery Projects, 1935—Municipalities .....			20,234.72	
National Recovery Projects, 1935—Secondary Roads .....				3,020.00
Federal Aid for Secondary Roads (F.A.S.) .....	4,520.00	7,300.00	11,067.00	17,806.21
Works Progress Projects, W.P.S.O. ....	2,830.45			
Works Progress Projects, W.P.S.S. ....		731.67		
Works Progress Projects, W.P.G.S. ....			5,937.09	
Works Progress Projects, W.P.G.H. ....				14,400.00
Federal Grade Elimination, 1938 Appropriation .....		78,500.00		16,060.00
Federal Grade Elimination, 1939 Appropriation .....		78,200.00	28,900.00	3,473.97
Regular Federal Aid, 1937 Appropriation .....	1,724.48	7,995.80		10,394.63
Regular Federal Aid, 1938 Appropriation .....	16,732.69	41,679.39	15,109.19	63,885.00
Regular Federal Aid, 1939 Appropriation .....	5,750.00	44,858.78	205,355.30	46,750.00
Regular Federal Aid, 1940 Appropriation .....	23,200.00	108,975.00	130,995.00	
Regular Federal Aid, 1941 Appropriation .....				
Total .....	\$907,249.04	\$1,344,192.45	\$1,277,212.82	\$1,048,164.84

## ES—FISCAL YEAR 1941

Exhibit 2  
Schedule 3

February	March	April	May	June	July	August	September	Total
\$297,632.23	\$1,794,143.56	\$324,121.72	\$147,551.65	\$78,253.52	\$107,611.24	\$83,135.20	\$34,325.31	\$3,022,537.72
285,417.83	311,887.82	313,794.35	368,492.34	377,472.84	364,604.28	402,691.07	422,838.47	4,147,938.32
87,685.98	95,818.08	96,403.78	113,208.11	115,967.07	112,013.62	123,714.62	129,871.76	1,274,566.66
226,571.78	248,166.76	250,126.38	293,563.85	301,613.82	291,099.00	322,752.16	339,566.08	3,310,256.63
97,102.19	106,357.19	107,197.02	125,813.08	129,263.06	124,756.72	138,322.36	145,528.28	1,418,681.41
33,696.79	650,675.60	81,652.68	33,043.40	22,404.21	25,215.63	18,636.27	10,635.30	928,902.58
30,690.09	33,536.33	33,741.33	39,622.83	40,588.48	39,204.76	43,300.11	45,303.74	447,206.95
1,386.78	1,293.83	2,062.71	423.97	1,188.10	1,304.54	951.76	1,464.91	14,843.37
33.72		2.60	31.85	61.93	31.00		87.85	390.64
				.32			.24	.56
1.11		1.12		1.08	.54		.48	5.90
				19.16	14.84		15.43	49.43
16.75	26.33	28.99	41.28	29.23	47.51		53.32	363.64
91.20	130.04	507.96	4,709.94	843.36	1,258.21	687.39	310.36	9,341.28
	33.34	1,050.00	1,000.00	150.00	50.00	420.89	179.19	2,983.42
4.00	1.50	2.50	1.00	1.50				21.15
74.00	146.00	34.00	89.00	194.00	69.00	97.00	164.00	939.00
833.33	833.33		1,666.66					6,666.68
		77.00	86.00	94.00	265.00	222.00	298.00	1,042.00
	6,000.00			45,833.00				45,833.00
				1,217,302.80				6,000.00
			101,614.33					1,217,302.80
					9,277.88	13,888.24	27,098.50	50,264.62
9,894.87	1,283.78	3,446.68	3,848.56	6,301.46	5,868.71	17,378.04	10,923.97	10,000.00
			27.22					76,320.18
			20,655.31					11,985.04
			314.49	2,760.00				27.22
						16,510.27	1,846.58	20,655.31
						17,337.63		20,234.72
	3,096.11							47,338.34
	15,000.00	27,938.00		70,200.00				35,143.84
			1,085.83					2,830.45
								3,827.78
								33,875.09
								178,100.00
								123,160.00
								14,280.08
4,255.78	1,970.64	9,440.00		59,220.00		12,600.00	15,791.57	105,933.89
				10,710.00		20,910.00	28,695.13	401,109.08
						14,790.00		359,525.13
								25,500.00
<b>\$1,095,388.43</b>	<b>\$3,270,400.24</b>	<b>\$1,251,028.82</b>	<b>\$1,256,890.70</b>	<b>\$2,480,472.94</b>	<b>\$1,082,692.48</b>	<b>\$1,248,345.01</b>	<b>\$1,214,998.47</b>	<b>\$17,477,636.24</b>

## RECEIPTS BY SOURCE

	October	November	December	January	February
<b>Lateral Funds:</b>					
Allegany	\$9,215.88	\$10,732.16	\$9,561.65	\$9,473.88	\$8,519.10
Anne Arundel	4,730.50	5,508.80	4,907.97	4,862.92	4,372.54
Baltimore	10,355.62	12,059.42	10,744.14	10,645.51	9,572.66
Calvert	3,725.57	4,338.53	3,865.35	3,829.85	3,443.90
Caroline	4,399.61	5,123.47	4,564.67	4,522.76	4,066.96
Carroll	7,978.11	9,290.75	8,277.43	8,203.45	7,374.91
Cecil	5,343.25	6,222.37	5,545.72	5,492.83	4,939.26
Charles	4,569.90	5,251.61	4,679.10	4,636.15	4,168.92
Dorchester	5,036.87	5,865.50	5,225.85	5,177.87	4,656.05
Frederick	10,220.81	11,902.43	10,604.27	10,506.92	9,448.04
Garrett	6,482.98	7,549.62	6,726.21	6,664.46	5,992.82
Harford	13,162.04	15,327.59	13,655.86	13,530.50	12,166.60
Howard	3,529.49	4,110.19	3,661.91	3,628.29	3,262.63
Kent	3,517.23	4,095.92	3,649.19	3,615.69	3,251.31
Montgomery	6,826.12	6,964.49	6,204.89	6,147.94	5,528.35
Prince George's	4,338.33	5,052.11	4,501.09	4,459.77	4,010.32
Queen Anne's	3,786.85	4,409.89	3,928.92	3,892.85	3,500.54
St. Mary's	3,223.11	3,753.40	3,344.03	3,313.33	2,979.42
Somerset	2,806.43	3,268.17	2,911.72	2,886.00	2,594.25
Talbot	6,715.83	7,820.78	6,967.79	6,908.83	6,208.07
Washington	4,938.83	5,751.42	5,124.13	5,077.09	4,565.42
Wicomico	4,779.52	5,565.89	4,958.83	4,913.31	4,418.15
Worcester					
<b>Total</b>	<b>\$135,603.41</b>	<b>\$157,914.13</b>	<b>\$140,690.95</b>	<b>\$139,399.41</b>	<b>\$125,350.84</b>
<b>Baltimore City</b>	<b>\$105,044.26</b>	<b>\$122,327.11</b>	<b>\$108,985.31</b>	<b>107,984.83</b>	<b>\$97,102.19</b>
<b>Construction Funds:</b>					
Allegany	\$4,730.49	\$5,508.79	\$4,907.97	\$4,862.92	\$4,372.84
Anne Arundel	10,355.61	12,059.41	10,744.14	10,645.51	9,572.66
Baltimore					
Calvert	4,399.60	5,123.46	4,564.67	4,522.76	4,066.96
Caroline	7,978.11	9,290.74	8,277.43	8,203.45	7,374.91
Carroll	5,343.25	6,222.37	5,545.72	5,492.83	4,939.26
Cecil	4,569.90	5,251.61	4,679.10	4,636.15	4,168.92
Charles	5,036.87	5,865.58	5,225.85	5,177.87	4,656.05
Dorchester	10,220.80	11,902.42	10,604.27	10,506.92	9,448.04
Frederick	6,482.98	7,549.62	6,726.21	6,664.46	5,992.82
Garrett					
Harford	3,529.48	4,110.19	3,661.91	3,628.29	3,262.63
Howard	3,517.23	4,095.92	3,649.19	3,615.69	3,251.31
Kent	6,826.12	6,964.49	6,204.89	6,147.94	5,528.35
Montgomery	5,980.52	5,052.11	4,501.09	4,459.77	4,010.32
Prince George's	4,338.33	4,409.89	3,928.92	3,892.85	3,500.54
Queen Anne's	3,786.84	4,409.89	3,344.03	3,313.33	2,979.42
St. Mary's	3,223.11	3,753.40	3,344.03	2,886.00	2,594.25
Somerset	2,806.43	3,268.17	2,911.72	2,886.00	2,594.25
Talbot	6,715.83	7,820.78	6,967.79	6,908.83	6,208.07
Washington	4,938.83	5,751.42	5,124.13	5,077.09	4,565.42
Wicomico	4,779.52	5,565.89	4,958.83	4,913.31	4,418.15
Worcester					
<b>Total</b>	<b>\$109,499.85</b>	<b>\$127,515.78</b>	<b>\$113,908.09</b>	<b>\$112,565.18</b>	<b>\$101,220.94</b>
<b>Federal Aid Secondary Funds:</b>					
Allegany	\$169.95	\$274.48	\$416.12	\$113.55	
Anne Arundel	174.47	281.78	427.19	116.57	
Baltimore	381.94	616.85	835.16	255.19	
Calvert	68.70	110.96	168.22	45.90	
Caroline	162.27	262.07	397.31	108.42	
Carroll	294.25	475.23	720.46	196.60	
Cecil	197.07	318.28	482.52	131.67	
Charles	166.34	268.64	407.26	111.14	
Dorchester	185.77	300.03	454.85	124.12	
Frederick	376.97	608.82	822.96	251.87	
Garrett	239.11	392.01	584.30	159.76	
Harford	242.72	392.01	594.30	162.17	
Howard	130.18	210.24	318.73	86.98	
Kent	129.72	209.51	317.62	86.67	
Montgomery	251.76	406.61	616.43	168.21	
Prince George's	220.58	356.24	540.07	147.38	
Queen Anne's	160.01	258.42	391.77	106.91	
St. Mary's	139.67	225.57	341.97	93.32	
Somerset	118.88	191.99	291.06	79.43	
Talbot	103.50	167.17	253.43	69.16	
Washington	247.70	400.04	606.48	165.50	
Wicomico	182.16	294.19	446.00	121.70	
Worcester	176.28	284.70	431.62	117.78	
<b>Total</b>	<b>\$4,520.00</b>	<b>\$7,300.00</b>	<b>\$11,067.00</b>	<b>\$3,020.00</b>	

REPORT OF THE STATE ROADS COMMISSION

ES—FISCAL YEAR 1941

Exhibit 2  
Schedule 3

March	April	May	June	July	August	September	Total
\$9,331.08	\$9,404.76	\$11,038.00	\$11,340.69	\$10,945.33	\$12,135.48	\$12,767.70	\$124,465.71
4,789.62	4,827.44	5,665.78	5,821.15	5,618.21	6,229.12	6,593.37	63,927.72
10,445.06	10,567.84	12,403.07	12,743.18	12,298.94	13,636.29	14,433.67	139,945.40
3,772.14	3,801.92	4,462.18	4,584.55	4,424.70	4,905.83	5,161.41	50,315.94
4,454.59	4,489.77	5,209.47	5,413.97	5,225.23	5,793.40	6,132.17	59,456.07
8,077.83	8,141.61	9,555.50	9,817.53	9,475.27	10,505.59	11,119.91	107,815.80
5,410.03	5,452.75	6,399.69	6,575.18	6,345.96	7,035.99	7,447.43	72,208.46
4,566.27	4,602.32	5,401.58	5,549.69	5,356.22	5,938.64	6,285.91	60,946.61
5,099.82	5,140.09	6,032.74	6,198.16	5,982.08	6,632.55	7,020.40	68,068.07
10,348.55	10,430.27	12,241.61	12,577.30	12,138.83	13,458.76	14,245.79	138,123.60
6,564.01	6,615.84	7,794.76	7,977.68	7,699.57	8,536.80	9,035.99	89,175.30
13,326.56	13,431.78	15,764.37	16,196.66	15,632.04	17,331.79	18,234.71	177,760.80
3,573.60	3,601.82	4,227.32	4,343.24	4,191.82	4,647.63	4,919.42	47,697.36
3,561.19	3,589.31	4,212.64	4,328.16	4,177.27	4,631.50	4,902.32	47,531.73
6,911.44	6,966.02	8,175.75	8,399.94	8,107.10	8,988.65	9,514.27	92,247.98
6,055.27	6,103.08	7,162.96	7,359.38	7,102.82	7,875.15	8,335.66	80,820.51
4,392.55	4,427.23	5,196.08	5,338.56	5,152.45	5,712.72	6,046.76	58,627.96
3,834.18	3,864.46	4,535.56	4,659.93	4,497.48	4,986.52	5,278.12	51,175.30
3,263.39	3,289.17	3,869.37	3,966.22	3,827.95	4,244.19	4,492.37	43,556.96
2,841.51	2,863.94	3,361.31	3,453.48	3,333.08	3,695.51	3,911.61	37,926.00
6,799.77	6,853.47	8,043.65	8,264.22	7,976.11	8,843.41	9,360.54	90,757.47
5,000.56	5,040.06	5,915.31	6,077.52	5,865.64	6,503.45	6,883.76	66,743.20
4,839.25	4,877.47	5,724.50	5,881.47	5,676.43	6,293.66	6,661.69	64,590.18
\$137,298.27	\$138,382.42	\$162,414.20	\$166,867.86	\$161,050.54	\$178,562.64	\$188,784.98	\$1,832,319.65
\$106,357.19	\$107,197.02	\$125,483.08	\$129,263.06	\$124,756.72	\$138,322.36	\$145,528.28	\$1,418,681.41
\$4,789.62	\$4,827.44	\$5,665.78	\$5,821.15	\$5,618.21	\$6,229.11	\$6,513.87	\$63,845.19
10,445.06	10,567.84	12,403.07	12,743.18	12,298.94	13,636.28	14,259.69	139,771.36
4,454.59	4,489.77	5,209.47	5,413.97	5,225.23	5,793.40	6,058.24	59,382.12
8,077.83	8,141.61	9,555.50	9,817.53	9,475.27	10,505.58	10,985.85	107,681.81
5,410.03	5,452.75	6,399.69	6,575.18	6,345.96	7,036.00	7,357.64	72,118.68
4,566.27	4,602.32	5,401.58	5,549.69	5,356.22	5,938.64	6,210.12	60,870.82
5,099.82	5,140.09	6,032.74	6,198.16	5,982.08	6,632.56	6,935.76	67,983.43
10,348.55	10,430.27	12,241.61	12,577.30	12,138.83	13,458.76	14,074.03	137,951.80
6,564.01	6,615.84	7,794.76	7,977.68	7,699.57	8,536.80	9,027.05	87,501.80
3,573.60	3,601.82	4,227.32	4,343.24	4,191.82	4,647.63	4,860.10	47,638.03
3,561.19	3,589.31	4,212.64	4,328.16	4,177.27	4,631.49	4,843.22	47,472.62
6,911.44	6,966.02	8,175.75	8,399.94	8,107.10	8,988.65	9,399.56	92,133.26
6,055.27	6,103.08	7,162.96	7,359.38	7,102.82	7,875.16	8,235.16	80,720.02
4,392.55	4,427.23	5,196.08	5,338.56	5,152.45	5,712.72	5,973.87	58,555.08
3,834.18	3,864.46	4,535.56	4,659.93	4,497.48	4,986.52	5,214.48	51,111.65
3,263.39	3,289.17	3,869.37	3,966.22	3,827.95	4,244.19	4,438.21	43,502.79
2,841.51	2,863.94	3,361.31	3,453.48	3,333.08	3,695.51	3,864.45	37,878.85
6,799.77	6,853.47	8,043.65	8,264.22	7,976.11	8,843.41	9,247.69	90,644.62
5,000.56	5,040.06	5,915.31	6,077.52	5,865.64	6,503.45	6,800.76	66,660.19
4,839.25	4,877.47	5,724.50	5,881.47	5,676.43	6,293.66	6,581.38	64,509.86
\$110,868.49	\$111,743.96	\$131,149.65	\$134,745.96	\$130,048.46	\$144,189.52	\$150,781.10	\$1,477,936.98
		\$11.82	\$103.78		\$620.79	\$69.43	\$1,779.92
		12.14	106.54		637.30	71.28	1,827.27
		26.57	233.22		1,395.12	156.04	4,000.09
		4.78	41.95		250.96	28.07	719.54
		11.29	99.08		592.72	66.29	1,699.45
		20.47	179.68		1,074.82	120.21	3,081.72
		13.71	120.24		719.84	80.51	2,063.94
		11.57	101.57		607.58	67.95	1,742.65
		12.93	113.44		678.57	75.89	1,945.60
		26.23	230.18		1,376.95	154.00	3,948.01
		16.64	146.00		873.39	97.68	2,504.19
		16.89	148.21		886.60	99.16	2,542.06
		9.09	79.49		475.50	55.18	1,365.36
		6.03	79.21		479.84	53.00	1,358.00
		17.82	153.73		919.62	102.85	2,636.73
		15.35	134.69		805.70	90.11	2,310.12
		11.13	97.70		584.46	65.37	1,675.77
		9.72	85.28		510.18	57.06	1,462.77
		8.27	72.50		434.22	48.57	1,245.01
		7.20	63.20		378.09	42.29	1,084.04
		17.23	151.25		904.76	101.19	2,594.15
		12.67	111.22		695.36	74.42	1,967.73
		12.27	107.64		643.90	72.03	1,846.22
		\$314.49	\$2,760.00		\$16,510.27	\$1,846.58	\$47,338.34

## RECEIPTS BY SOURCE

	October	November	December	January
Commissioner of Motor Vehicles	\$53,635.82	\$20,742.82	\$19,309.18	\$17,014.29
Maintenance and Reconstruction, 2¢ Tax	362,303.21	382,476.98	344,713.29	382,301.81
Grade Elimination, 1/2¢ Tax	111,585.18	117,504.44	105,902.70	117,450.64
Lateral Gasoline Tax, 1/2¢ Tax (Counties)*	286,728.19	306,538.48	276,171.43	306,085.37
Lateral Gasoline Tax, 1/2¢ Tax (Baltimore City)	124,169.23	131,373.64	118,359.19	131,179.44
Lateral Gasoline Tax, 1/2¢ Tax (Baltimore City)	18,969.44	10,557.64	6,122.36	4,165.26
Debt Service, S. R. C. Bonds (Truck License Fees and Franchise Taxes)	40,349.81	41,126.56	37,065.95	41,107.72
Debt Service, S. R. C. Bonds (\$0.0014 of the 2¢ Gasoline Tax)				
Gasoline Tax Refunds:				
Baltimore City	1,496.21	760.44	828.92	955.03
Cumberland	1.12	66.82	2.37	71.98
Crisfield	.16		.28	.16
Frederick	1.04		.51	.41
Hagerstown	.89	61.34	24.23	.89
Salisbury	19.56	21.25	11.86	29.88
Sign Permit Revenue	302.76	352.58	507.18	246.41
Sign License Revenue	100.00	100.00	20.85	
Sale of Specifications	32.00	47.00	129.00	151.00
Rental of Property	245.50	280.47	217.00	198.50
Miscellaneous	4,787.28	2,068.16	19,379.82	7,144.07
Works Progress Projects, W. P. G. S.	42,297.09			25,200.00
Works Progress Projects, W. P. G. M.				
Works Progress Projects, W. P. G. H.		7,028.77		
Works Progress Projects, W. P. S. O.				
Works Progress Projects, W. P. M. S.				1,500.00
Works Progress Projects, W. P. S. S.			324.00	
Federal Grade Elimination of 1938		36,240.00		
Federal Grade Elimination of 1939		115,500.00		
Federal Grade Elimination of 1940				
Federal Grade Elimination of 1941				
Federal Grade Elimination of 1942				
Regular Federal Aid of 1937		9,523.20		
Regular Federal Aid of 1938	1,368.24	58,300.42		
Regular Federal Aid of 1939		113,849.39		
Regular Federal Aid of 1940		205,600.00		
Regular Federal Aid of 1941				
Regular Federal Aid of 1942				
1936 Flood Relief (Federal Government)				
1936 Flood Relief (State of Maryland)				
1936 Flood Relief (Other)				
Regular Federal Aid for Secondary Roads*		81,390.00		
Regular Federal Aid for Secondary Roads (1942 Appropriation)				
Revenue from Sale of State Roads Commission Bonds	9,008,256.10	12,002.53	11,781.27	12,775.26
Reimbursement for Chesapeake Bay Ferry System Payroll			12,821.91	
Revenue from Sale of Ferry Bonds				45,589.94
County Tax Levy—Prince George County				
45% Federal Grant				
30% Federal Grant	91,402.99			
Increase in Working Fund				
<b>Totals</b>	<b>\$10,151,019.82</b>	<b>\$1,653,512.93</b>	<b>\$953,693.39</b>	<b>\$1,059,139.48</b>

\* See Distribution on other sheets.

REPORT OF THE STATE ROADS COMMISSION

ES—FISCAL YEAR 1942

Exhibit 2  
Schedule 4

February	March	April	May	June	July	August	September	Total
\$222,254.06	\$1,681,714.84	\$551,024.03	\$84,897.09	\$5,574.61	\$32,458.73	\$21,044.02	\$1,541.10	\$2,671,099.81
329,730.76	301,129.44	325,516.16	309,753.69	296,819.85	267,551.19	366,630.79	277,394.38	3,946,321.46
101,299.78	92,512.88	100,004.97	95,162.44	91,188.89	82,196.99	112,639.16	85,178.64	1,212,623.71
262,202.31	240,213.17	269,296.31	247,180.46	237,828.82	211,953.53	294,135.42	221,641.57	3,153,954.06
112,372.42	102,948.50	111,542.70	105,938.34	101,926.64	90,837.22	126,058.03	94,989.25	1,351,694.60
33,473.34	663,678.54	131,346.68	31,246.44	29,665.61	29,099.53	11,433.15	10,915.65	962,613.64
35,454.92	32,379.51	35,001.74	33,306.85	31,916.11	28,768.95	39,422.66	29,615.49	425,516.27
1,710.54	1,111.83	1,111.83	1,080.24	622.08	1,707.91	646.18	850.29	12,881.50
1.24	69.76	69.76		41.61	39.88	41.09	39.98	445.61
.12				.59	.25	.14		1.70
.57	.44	.44		1.07	.49	.83		5.80
36.97	54.23	54.23	10.66	31.79	30.36	42.47	39.41	357.47
17.03	17.62	17.62	6.00		37.09			177.91
141.06	388.49	219.47	3,472.62	1,707.92	1,114.82	1,550.27	206.00	10,209.58
49.99	8.34	54.17	2,600.00	350.00			50.00	3,333.35
84.00	189.00	397.00	285.00	70.00	330.00	120.00	60.00	1,894.00
159.50	190.00	290.50	225.00	296.00	355.00	346.50	282.00	3,043.97
3,642.31	3,868.32	5,127.72	4,410.48	24,591.95	2,186.64	4,170.38	7,650.47	89,027.00
2,631.27				9,567.32				79,095.68
								7,028.77
								1,500.00
			27,951.59					28,275.68
	52,500.00						1,040.35	37,280.35
								168,000.00
							140,600.00	140,600.00
				313,900.00				9,523.20*
92,899.39								373,598.66
201,000.00				187,500.00				206,748.78
								594,100.00
	210,977.63							134,510.65
47,250.00	114,907.20							243,547.20
								9,008,286.10
12,692.06	13,076.12	13,332.09	12,914.29	13,750.71	13,576.73		40,768.79	156,869.85
			161,596.90					12,821.91
					417,155.24			45,589.94
								161,596.90
								417,155.24
								91,402.99
\$1,458,503.64	\$3,511,935.86	\$1,535,347.42	\$1,122,047.09	\$1,338,341.57	\$1,170,400.55	\$978,278.00	\$1,041,291.82	\$25,973,511.57

\* See FAG 1938.

	October	November	December	January	February
<b>Lateral Funds:</b>					
Allegany	\$10,893.79	\$11,525.84	\$10,384.05	\$11,508.81	\$9,858.80
Anne Arundel	5,591.75	5,916.19	5,330.12	5,907.45	5,090.50
Baltimore	12,241.02	12,951.25	11,668.24	12,932.11	11,078.05
Calvert	2,201.94	2,329.69	2,098.90	2,326.25	1,992.74
Caroline	5,200.62	5,502.37	4,957.28	5,494.23	4,706.53
Carroll	9,430.65	9,977.83	8,989.38	9,963.08	8,534.69
Cecil	5,331.00	5,640.31	5,081.56	5,631.97	4,824.52
Charles	5,953.91	6,299.37	5,675.32	6,290.05	5,388.25
Dorchester	12,081.66	12,782.65	11,516.35	12,763.76	10,933.84
Frederick	7,663.31	8,107.94	7,304.73	8,095.96	6,935.25
Garrett	15,558.41	16,461.13	14,830.42	16,436.80	14,080.25
Harford	4,172.08	4,414.16	3,976.87	4,407.63	3,775.72
Howard	8,068.93	8,398.82	7,963.06	8,392.32	7,602.60
Kent	3,317.39	3,537.10	3,061.37	3,524.48	3,022.21
Montgomery	7,069.37	7,479.54	6,738.58	7,468.48	6,397.74
Prince George's	5,128.19	5,425.73	4,888.23	5,417.71	4,640.98
Queen Anne's	4,476.30	4,736.02	4,266.85	4,729.02	4,051.03
St. Mary's	3,809.92	4,030.98	3,631.65	4,025.02	3,447.96
Somerset	3,317.39	3,509.86	3,162.16	3,504.68	3,002.21
Talbot	7,938.55	8,399.15	7,567.10	8,386.74	7,184.34
Washington	5,838.03	6,176.75	5,564.85	6,167.62	5,283.38
Wicomico	5,649.70	5,977.50	5,385.34	5,968.66	5,112.95
Worcester					
<b>Total</b>	<b>\$161,248.24</b>	<b>\$170,604.00</b>	<b>\$153,703.22</b>	<b>\$170,351.82</b>	<b>\$145,925.69</b>
<b>County Construction Funds.</b>					
Allegany	\$5,591.75	\$5,916.19	\$5,330.12	\$5,907.45	\$5,060.50
Anne Arundel	12,241.02	12,951.25	11,668.24	12,932.11	11,078.05
Baltimore	2,201.94	2,329.69	2,098.90	2,326.25	1,992.74
Calvert	5,200.62	5,502.37	4,957.28	5,494.23	4,706.53
Caroline	9,430.65	9,977.83	8,989.38	9,963.08	8,534.69
Carroll	3,158.04	3,341.27	3,010.27	3,336.33	2,858.01
Cecil	5,331.00	5,640.31	5,081.56	5,631.97	4,824.52
Charles	5,953.91	6,299.37	5,675.32	6,290.05	5,388.25
Dorchester	12,081.66	12,782.65	11,516.35	12,763.76	10,933.84
Frederick	7,663.31	8,107.94	7,304.73	8,095.96	6,935.25
Garrett					
Harford	4,172.08	4,414.16	3,976.87	4,407.63	3,775.72
Howard	4,157.60	4,398.82	3,963.06	4,392.32	3,762.60
Kent	8,068.93	8,398.82	7,691.37	8,324.48	7,602.60
Montgomery	7,069.37	7,479.54	6,738.58	7,468.48	6,397.74
Prince George's	5,128.19	5,425.73	4,888.23	5,417.71	4,640.98
Queen Anne's	4,476.30	4,736.02	4,266.85	4,729.02	4,051.03
St. Mary's	3,809.92	4,030.98	3,631.65	4,025.02	3,447.96
Somerset	3,317.39	3,509.86	3,162.16	3,504.68	3,002.21
Talbot	7,938.55	8,399.15	7,567.10	8,386.74	7,184.34
Washington	5,838.03	6,176.75	5,564.85	6,167.62	5,283.38
Wicomico	5,649.70	5,977.50	5,385.34	5,968.66	5,112.95
Worcester					
<b>Total</b>	<b>\$128,479.95</b>	<b>\$135,934.48</b>	<b>\$122,468.21</b>	<b>\$135,733.55</b>	<b>\$116,273.62</b>
<b>Total 1½¢ Gasoline Tax</b>	<b>\$289,728.19</b>	<b>\$306,538.48</b>	<b>\$276,171.43</b>	<b>\$306,085.37</b>	<b>\$262,202.31</b>
<b>F.A.S.:</b>					
Allegany	\$3,060.26	\$3,141.65			\$1,776.60
Anne Arundel	6,877.46	6,877.46			1,823.85
Baltimore	1,237.13	1,237.13			3,992.63
Calvert	2,921.90	2,921.90			718.20
Caroline	5,298.49	5,298.49			1,696.27
Carroll	3,548.60	3,548.60			3,075.98
Cecil	2,995.15	2,995.15			2,060.10
Charles	3,345.13	3,345.13			1,738.80
Dorchester	6,787.93	6,787.93			1,941.97
Frederick	4,305.53	4,305.53			3,940.65
Garrett	4,370.64	4,370.64			2,469.33
Harford	2,344.03	2,344.03			2,587.32
Howard	2,335.89	2,335.89			1,360.80
Kent	4,533.42	4,533.42			1,356.08
Montgomery	3,971.83	3,971.83			2,631.82
Prince George's	2,881.21	2,881.21			2,305.50
Queen Anne's	2,514.95	2,514.95			1,672.65
St. Mary's	2,140.56	2,140.56			1,460.03
Somerset	1,863.83	1,863.83			1,242.67
Talbot	4,460.17	4,460.17			1,082.65
Washington	3,280.02	3,280.02			2,589.30
Wicomico	3,174.22	3,174.22			1,904.17
Worcester					1,842.75
<b>Total</b>		<b>\$81,390.00</b>			<b>\$47,250.00</b>



REPORT OF THE STATE ROADS COMMISSION

ES—FISCAL YEAR 1942

Exhibit 2  
Schedule 4

March	April	May	June	July	August	September	Total
\$9,032.04	\$9,786.04	\$9,294.33	\$8,942.36	\$7,969.45	\$11,059.51	\$8,333.73	\$118,588.75
4,636.11	5,023.14	4,770.75	4,590.10	4,090.70	5,676.81	4,277.68	60,871.30
10,149.01	10,996.25	10,443.75	10,048.27	8,955.04	12,427.22	9,364.36	133,254.56
1,825.62	1,978.02	1,878.64	1,807.50	1,610.85	2,235.43	1,684.48	23,970.05
4,311.83	4,671.78	4,437.05	4,209.02	3,804.57	5,279.73	3,978.46	56,613.47
7,818.94	8,471.67	8,046.02	7,741.33	6,899.00	9,574.11	7,214.43	102,661.22
7,854.99	8,510.70	8,083.10	7,777.01	6,930.89	9,618.24	7,247.70	109,134.39
4,419.92	4,788.90	4,548.29	4,376.05	3,899.94	5,412.09	4,078.21	58,032.76
4,936.38	5,348.47	5,079.74	4,887.38	4,355.65	6,044.48	4,554.74	64,813.73
10,016.89	10,853.10	10,307.80	9,917.46	8,838.46	12,265.45	9,242.45	131,519.87
6,353.64	6,884.04	6,538.16	6,290.57	5,606.17	7,779.88	5,862.42	83,422.06
12,809.45	13,976.31	13,274.07	12,771.41	11,381.90	15,795.07	11,902.15	169,367.37
3,459.07	3,747.83	3,559.53	3,424.74	3,052.13	4,235.55	3,191.64	45,416.94
3,447.06	3,734.82	3,547.17	3,412.85	3,041.53	4,220.84	3,180.55	45,250.22
6,089.93	7,248.42	6,884.23	6,623.53	5,902.91	8,191.67	6,172.71	87,837.61
5,861.20	6,350.50	6,031.42	5,803.02	5,171.67	7,176.90	5,408.06	76,956.48
4,251.77	4,606.71	4,375.25	4,209.57	3,751.58	5,206.20	3,923.05	55,824.97
3,711.29	4,021.11	3,819.08	3,674.45	3,274.68	4,544.39	3,424.36	48,728.58
3,158.80	3,422.50	3,250.54	3,127.45	2,787.19	3,867.88	2,914.58	41,474.47
2,750.44	2,980.05	2,830.32	2,723.14	2,426.87	3,367.85	2,537.80	36,112.77
6,581.84	7,131.30	6,772.90	6,516.51	5,807.53	8,059.31	6,072.98	86,418.34
4,840.29	5,244.37	4,980.87	4,792.25	4,270.86	5,926.83	4,466.07	63,552.18
4,084.15	5,075.20	4,820.20	4,637.66	4,133.09	5,735.64	4,322.01	61,502.10
<b>\$133,690.66</b>	<b>\$144,851.23</b>	<b>\$137,573.30</b>	<b>\$132,363.61</b>	<b>\$117,962.75</b>	<b>\$163,701.08</b>	<b>\$123,354.65</b>	<b>\$1,755,333.25</b>
\$4,636.11	\$5,023.14	\$4,770.75	\$4,590.09	\$4,090.70	\$5,676.81	\$4,277.68	\$60,871.29
10,149.01	10,996.25	10,443.75	10,048.27	8,955.04	12,427.22	9,364.35	133,254.56
1,825.62	1,978.02	1,878.64	1,807.50	1,610.85	2,235.43	1,684.48	23,970.05
4,311.83	4,671.78	4,437.05	4,209.03	3,804.57	5,279.73	3,978.47	56,613.49
7,818.94	8,471.67	8,046.02	7,741.33	6,899.00	9,574.11	7,214.43	102,661.22
2,618.33	2,836.90	2,694.36	2,592.33	2,310.29	3,206.08	2,415.90	34,378.11
4,419.92	4,788.90	4,548.29	4,376.05	3,899.94	5,412.09	4,078.21	58,032.76
4,936.38	5,348.47	5,079.74	4,887.38	4,355.64	6,044.48	4,554.74	64,813.73
10,016.89	10,853.10	10,307.80	9,917.46	8,838.46	12,265.45	9,242.45	131,519.87
6,353.64	6,884.04	6,538.16	6,290.57	5,606.17	7,779.88	5,862.41	83,422.06
3,459.07	3,747.83	3,559.53	3,424.74	3,052.13	4,235.55	3,191.64	45,416.95
3,447.06	3,734.82	3,547.17	3,412.85	3,041.53	4,220.84	3,180.55	45,250.22
6,089.93	7,248.42	6,884.23	6,623.54	5,902.90	8,191.67	6,172.71	87,837.61
5,861.20	6,350.50	6,031.42	5,803.03	5,171.67	7,176.90	5,408.05	76,956.48
4,251.77	4,606.71	4,375.25	4,209.57	3,751.58	5,206.20	3,923.05	55,824.97
3,711.29	4,021.11	3,819.08	3,674.45	3,274.68	4,544.39	3,424.36	48,728.58
3,158.80	3,422.50	3,250.54	3,127.45	2,787.19	3,867.88	2,914.58	41,474.47
2,750.44	2,980.05	2,830.32	2,723.14	2,426.87	3,367.85	2,537.80	36,112.77
6,581.84	7,131.30	6,772.90	6,516.51	5,807.53	8,059.31	6,072.98	86,418.34
4,840.29	5,244.37	4,980.87	4,792.25	4,270.86	5,926.83	4,466.07	63,552.18
4,084.15	5,075.20	4,820.20	4,637.66	4,133.09	5,735.64	4,322.01	61,502.10
<b>\$106,522.51</b>	<b>\$115,415.98</b>	<b>\$109,616.16</b>	<b>\$105,465.21</b>	<b>\$93,990.78</b>	<b>\$130,434.34</b>	<b>\$98,286.92</b>	<b>\$1,398,620.81</b>
\$240,213.17	\$290,266.31	\$247,189.46	\$237,828.82	\$211,953.53	\$294,135.42	\$221,641.57	\$3,153,954.06
\$4,230.51							\$9,157.37
4,435.42							9,400.92
9,709.66							20,579.75
1,746.59							3,701.92
4,125.17							8,743.34
7,480.46							15,854.63
5,009.95							10,618.65
4,228.58							8,962.53
4,792.68							10,005.78
9,583.26							20,311.84
6,078.59							12,883.65
6,170.52							13,078.48
3,309.33							7,014.16
3,297.84							6,989.81
6,400.33							13,565.57
5,697.47							11,885.10
4,697.71							8,621.57
3,550.63							7,925.61
3,022.06							6,405.29
2,631.38							5,577.24
6,296.92							13,346.39
4,630.76							9,814.95
4,481.38							9,498.35
<b>\$114,907.20</b>							<b>\$243,547.20</b>

**BONDS OF THE STATE ROADS COMMISSION OF MARYLAND**  
(Exclusive of Bridge Revenue and Chesapeake Bay Ferry System Revenue Bonds)

INCOME		Truck License Fees and Franchise Taxes	\$ .0014 of the 2¢ Gasoline Tax
May 1, 1933, to September 30, 1933		\$142,030.14	
October 1, 1933, to September 30, 1934		606,509.84	
October 1, 1934, to September 30, 1935		614,130.73	\$154,227.36
October 1, 1935, to September 30, 1936		677,645.15	303,630.55
October 1, 1936, to September 30, 1937		745,194.76	340,837.59
October 1, 1937, to September 30, 1938		746,523.61	347,991.79
October 1, 1938, to September 30, 1939		784,664.72	363,892.11
October 1, 1939, to September 30, 1940		831,419.30	394,063.36
October 1, 1940, to September 30, 1941		928,902.58	447,206.55
October 1, 1941, to September 30, 1942		962,613.64	425,516.27
Unearned Interest		11,672.91	
Total Receipts		\$7,051,607.50	\$2,777,365.98
CHARGES AGAINST INCOME		Remainders	
	Principal	Interest	To Baltimore City
May 1, 1933, to September 30, 1933		\$5,965.78	\$96,448.98
October 1, 1933, to September 30, 1934		125,187.93	74,184.37
October 1, 1934, to September 30, 1935		191,387.75	242,946.22
October 1, 1935, to September 30, 1936	\$380,000.00	190,796.23	151,954.17
October 1, 1936, to September 30, 1937	408,000.00	188,382.50	149,439.87
October 1, 1937, to September 30, 1938		171,111.55	255,733.58
October 1, 1938, to September 30, 1939		164,947.50	219,160.58
October 1, 1939, to September 30, 1940	330,000.00	164,947.50	183,183.23
October 1, 1940, to September 30, 1941	759,000.00	156,498.75	300,512.84
October 1, 1941, to September 30, 1942	493,000.00	177,482.50	
Total Charges Against Income	\$2,763,000.00	\$1,371,760.54	\$1,673,563.54
* Actual share by State Roads Commission was \$392,845.95 less \$125,000.00 for Debt Service Reserve.			
RECAPITULATION			
Total Receipts during the period:			\$7,039,934.50
Truck License Fees and Franchise Taxes			2,777,365.98
One and four-tenths mills of the 2¢ Gasoline Taxes			11,672.91
Unearned Interest			
			\$9,828,973.48
Application of Funds:		\$2,763,000.00	
Retirement of Bonds		1,371,760.54	
Bond Interest Paid			
Balance of funds transferred to:		1,673,563.84	
Baltimore City		3,390,649.10	
State Roads Commission			9,198,973.48
Total Funds Applied			\$830,000.00
Balance of Cash on hand, being reserve for Debt Service on State Roads Commission Debenture			

Exhibit 2  
Schedule 6

**STATE OF MARYLAND BRIDGE REVENUE REFUNDING BONDS**  
**BOND ACCOUNT**  
**At September 30, 1942**

October 1, 1938, Issued Series "A" Bridge Revenue Bonds, 3 $\frac{1}{2}$ %		\$6,000,000.00	
June 20, 1941, Above Issue of Bonds called for redemption for purpose of issuing Refunding Bonds		6,000,000.00	
July 21, 1941, Bonds Outstanding—above issue			None
June 1, 1941, Issued State of Maryland Bridge Revenue Refunding Bonds:			
1941-1950, inclusive, at 1 $\frac{1}{2}$ %	\$1,000,000.00		
1951-1959, inclusive, at 2 $\frac{1}{2}$ %	2,700,000.00		
1960-1961, inclusive, at 2 $\frac{7}{8}$ %	1,700,000.00	\$6,000,000.00	
Purchased (and cancelled), for Sinking Fund, with Excess Toll Income:			
October 21, 1941, 1961	\$83,000.00		
December 1, 1941, 1961	69,000.00		
April 1, 1942, 1961	128,000.00		
April 14, 1942, 1961	24,000.00		304,000.00
September 30, 1942, Bonds Outstanding (See Exhibit No. 11, Schedule No. 8)			\$5,696,000.00
September 30, 1942, Balance in Sinking Fund (From Toll Income)			\$707,342.38
September 30, 1942, Amount of Reserve required before purchase and cancellation of additional Bonds of this Issue, in accordance with Trust Indenture:			
Interest Payable, December 1, 1942	\$58,335.00		
Principal Maturity, December 1, 1942	150,000.00		
Interest Payable, June 1, 1943	57,022.50		
Cash—Constant	250,000.00		
Reserve, including Premium for "Call" Provision	52,500.00		567,857.50
September 30, 1942, Excess Funds from Toll Income			\$139,484.88

Exhibit 2  
Schedule 7

**STATE ROADS COMMISSION OF MARYLAND CHESAPEAKE BAY FERRY REVENUE**  
**BONDS, 1 $\frac{1}{2}$ %**  
**BOND ACCOUNT**  
**At September 30, 1942**

June 1, 1941 Issued State Roads Commission of Maryland Chesapeake Bay Ferry Revenue Bonds, 1 $\frac{1}{2}$ %:			
June 1, 1943, at 1 $\frac{1}{2}$ %	\$75,000.00		
June 1, 1944, at 1 $\frac{1}{2}$ %	77,000.00		
June 1, 1945, at 1 $\frac{1}{2}$ %	78,000.00		
June 1, 1946, at 1 $\frac{1}{2}$ %	80,000.00		
June 1, 1947, at 1 $\frac{1}{2}$ %	81,000.00		
June 1, 1948, at 1 $\frac{1}{2}$ %	83,000.00		
June 1, 1949, at 1 $\frac{1}{2}$ %	84,000.00		
June 1, 1950, at 1 $\frac{1}{2}$ %	86,000.00		
June 1, 1951, at 1 $\frac{1}{2}$ %	88,000.00		
June 1, 1952, at 1 $\frac{1}{2}$ %	90,000.00		
June 1, 1953, at 1 $\frac{1}{2}$ %	92,000.00		
June 1, 1954, at 1 $\frac{1}{2}$ %	94,000.00		
June 1, 1955, at 1 $\frac{1}{2}$ %	95,000.00		
June 1, 1956, at 1 $\frac{1}{2}$ %	97,000.00		
Total Issued		\$1,200,000.00	
Premium at Sale		16,852.80	
Accrued Coupon Interest		450.00	
Total Proceeds to be accounted for			\$1,217,302.80
June 10, 1941			
to			
September 30, 1942, Application of Proceeds (See details, Exhibit No. 11)			1,137,368.71
September 30, 1942, Balance on hand to be transferred to Sinking Fund			\$79,934.09
September 30, 1942, Surplus and Reserves, exclusive of remainder from sale of Bonds:			
Debt Service Fund—Contingent, Derived from $\frac{1}{2}$ % Gasoline Tax	\$93,000.00		
Debt Service Fund—Proper, Derived from Toll Incomes	93,000.00		
Reserve Repair Fund, Derived from Toll Incomes	25,000.05		
Surplus for Future Operations (See Details in Exhibit No. 12, Schedule No. 1)	94,553.10		
Total Surplus and Reserves			\$305,553.15

REPORT OF THE STATE ROADS COMMISSION  
**RECAPITULATION OF CASH DISBURSEMENTS**

Exhibit 3

October 1, 1940 to September 30, 1941

Construction (New) including projects of Reconstruction:	\$5,424,306.93	
Payments to Contractors	3,146.36	
Cement purchased for projects in course of construction	640,543.53	
Purchase of Rights-of-Way, and disbursements in lieu of privileges	352,645.79	
Pay of salaried employees, engaged in Inspection and Engineering	183,837.13	
Pay of Labor Forces of the Commission—Per Diem Wages	133,680.94	
Cost of operating Commission-owned Equipment engaged on projects	167,487.34	
Depreciation on Capital Properties, ratably distributed to projects	1,172,525.63	
Materials, Supplies and other expenses applicable to projects	5,251.02	
Cash and Journal Adjustments, affecting Construction through Maintenance Accounts		
Total disbursements for New Construction, including Reconstruction projects, for completed and progress projects		\$8,083,524.67
Roadside Beautification (other than Contract Work):	\$5,504.21	
Pay of Labor Forces, and Salaried Employees	1,093.76	
Cost of operating Commission-owned equipment	4,909.28	
Materials Supplies and other expenses		\$11,507.25
Total disbursements for Roadside Beautification		
County Road Maintenance:	\$390,182.81	
Pay of Labor Forces, and Salaried employees for direct supervision		
Operation cost of Commission-owned equipment, including Depreciation, directly engaged on County System	265,345.22	
Materials, supplies and other expenses	246,320.34	
Total disbursements for Maintaining County System of Roads		\$901,948.37
Other General Disbursements:		438,751.61
Payments for Debt Service on County Road Obligations		72,655.72
Payment of authorized appropriations to Incorporated Towns in the Counties		
Payment to several Counties direct, their share of Lateral Gasoline Taxes, for maintaining their Road Organizations		564,742.52
Payments to Baltimore City, being 30% of 1½ Lateral Gasoline Tax Fund, and 30% of balance of Truck License Fees and Franchise taxes, and \$.0014 of the 2c Gasoline Tax Fund, not required for Debt Service		1,470,522.09
Debt Service of Debentures of State Roads Commission:	\$378,000.00	
Redemption of State Roads Commission, Refunding Bonds	381,000.00	
Redemption of State Roads Commission, \$711,000.00 Issue	155,070.00	
Interest on State Roads Commission, Refunding Bonds	1,428.75	
Interest on State Roads Commission, \$711,000.00 Issue		\$915,498.75
Total Debt Service		6,666.68
Payments to Telchester Ferry Company		2,983.42
Payment to State Treasurer of Sign Licenses collected		1,149,595.28
Costs in connection with acquiring Chesapeake Bay Ferry System		18,000.00
To set up Reserve for Chesapeake Bay Ferry Bonds		828.09
Miscellaneous charges made direct to Maintenance Revenue Account		95,031.26
Disbursements for Materials and Supplies, placed in stock, subject to distribution as used		
Disbursements for Maintaining State System of Roads, and distribution of Other Disbursements charged to projects:		
Direct disbursements from Budgetary Maintenance Appropriations:		
Pay to Labor Forces of the Commission, engaged in Maintenance Operations	\$1,031,621.42	
Pay to Labor Forces of the Commission, engaged in Operating Equipment	183,782.95	
Pay of Salaried Employees of the Commission, engaged in Maintenance Operation and Project Construction	454,137.35	
Total Disbursements for Labor from Maintenance Appropriation, before distribution of ratable portion to projects		\$1,669,541.72
Materials and Expenses:	\$749,604.49	
Disbursed for Materials and Expenses, charged as Maintenance cost, direct		
Disbursed for Materials and Expenses, in operation of Commissioned-owned Equipment	472,465.25	
Disbursed for Materials and Expenses, including portion of total to be charged to projects	326,166.95	
Total disbursements for Materials and Expenses from Maintenance Appropriations, before distribution of ratable portions to projects		\$1,548,236.69
Disbursed as Equipment Operating Expense, charged direct as cost of Maintenance		493,957.48
Calculated Depreciation on Commission-owned Equipment, to be distributed as cost of Maintenance and to other projects	\$238,787.72	
Calculated Depreciation on other Commission-owned Equipment, and all other Capital properties distributed as cost of Maintenance and to other projects	192,618.00	
Total Calculated Depreciation		\$431,405.72
Total disbursements from budgetary maintenance appropriations, before distribution as cost of maintenance of State System, and before ratable distribution as cost of projects		\$4,143,141.61

## RECAPITULATION OF CASH DISBURSEMENTS

Exhibit 3

October 1, 1940 to September 30, 1941

Distribution of Total Disbursements from Budgetary Appropriations and Depreciation:		
Cost of operating Commission-owned Equipment, charged as County Road Maintenance (as above)	\$ 265,345.22	
Cost of operating Commission-owned Equipment, charged to Construction and Reconstruction projects (as above)	133,680.94	
Cost of operating Commission-owned Equipment, charged as Maintenance of State System, included in cost of Labor and Materials (as above)	493,957.48	
Cost of operating Commission-owned Equipment, charged to other accounts	2,462.28	
Cost of Depreciation, distributed as direct costs to projects (as above)	167,487.34	
Cost of Depreciation, distributed as direct costs to County Road Maintenance projects	25,130.66	
Total Disbursements from Budgetary Appropriations, distributed		\$1,087,653.92
Cost of Maintaining the State System of Roads, before adjustment for purchase of Capital or Plant Properties, all kinds, and calculation of Depreciation		3,055,487.69
Disbursements made in acquiring Capital or Plant Properties (Equipment—all kinds)	\$279,863.26	
Less: Credit for Depreciation shown above	431,495.72	
		\$171,722.46
Net disbursements for Maintaining State System of Roads		\$2,903,945.23
Pay of employees of The Chesapeake Bay Ferry Company (Reimbursed from Ferry Revenues)		50,264.62
Return of Petty Cash		10,000.00
Total disbursements Fiscal year October 1, 1940 to September 30, 1941		\$16,696,365.56

ITALICS INDICATE RED FIGURES

## RECAPITULATION OF CASH DISBURSEMENTS

Exhibit 3

October 1, 1911 to September 30, 1942

Construction (New) including projects of Reconstruction:		
Payments to Contractors		\$7,208,736.36
Cement purchased for projects in course of construction		6,085.68
Purchase of Rights-of-Way, and disbursements in lieu of land privileges		979,372.41
Pay of salaried employees, engaged in Inspection and Engineering		356,007.21
Pay of Labor forces of the Commission—Per Diem Wages		229,206.27
Cost of operating Commission-owned Equipment, engaged on projects		162,886.54
Depreciation on Capital Properties, ratably distributed to projects		217,508.01
Materials and Supplies, and other expenses applicable to projects		1,898,922.94
Cash and Journal Adjustments, affecting Construction through Maintenance accounts		4,257.90
Total Disbursements for New Construction, including Reconstruction Projects, for completed projects and projects in progress		\$11,062,983.32
Roadside Beautification (other than contract work):		
Pay of Labor Forces, and Salaried Employees		\$4,931.77
Cost of operating Commission-owned equipment		1,108.86
Materials, supplies, and other expenses		8,470.24
Total disbursements for Roadside Beautification		\$14,510.87
County Road Maintenance:		
Pay of Labor Forces together with pay to Salaried Employees for direct supervision		\$330,729.74
Operating cost of Commission-owned equipment, including Depreciation, directly engaged on County System		223,552.60
Materials, supplies and other expenses		181,910.65
Total disbursements for maintaining County System of Roads		\$736,192.99
Disbursements for Maintaining State System of Roads, and distribution of Other Disbursements charged to projects:		
Direct disbursements from Budgetary Maintenance Appropriations:		
Pay to Labor Forces of the Commission, engaged in Maintenance Operations	\$905,233.08	
Pay to Labor Forces of the Commission, engaged in Operating Equipment	195,479.41	
Pay of Salaried Employees of the Commission, engaged in Maintenance Operation and Project Construction	473,826.44	
Total Disbursements for Labor from Maintenance Appropriation, before distribution of ratable portion to projects		\$1,574,538.93
Materials and Expenses:		
Disbursed for Materials and Expenses, charged as Maintenance Costs, direct	\$590,912.84	
Disbursed for Materials and Expenses, in operation of Commission-owned Equipment	422,907.89	
Disbursed for Materials and Expenses, including portion of total to be charged to projects	333,074.01	
Total Disbursements for Materials and Expenses from Maintenance Appropriations, before distribution of ratable portions to projects		\$1,345,994.74
Disbursed as Equipment Operating Expenses, charged direct as cost of Maintenance		458,315.88
Calculated Depreciation on Commission-owned Equipment, to be distributed as cost of Maintenance to other projects	\$229,632.90	
Calculated Depreciation on other Commission-owned Equipment, and all other Capital properties distributed as cost of Maintenance and to other projects	234,919.77	
Total Calculated Depreciation		\$464,552.67
Total disbursements from Budgetary maintenance appropriations, before distribution as cost of maintenance of State System, and before ratable distribution as cost of projects		\$3,843,402.22
Distribution of Total Disbursements from Budgetary Appropriations and Depreciation:		
Cost of operating Commission-owned Equipment, charged as County Road Maintenance (as above)	\$223,552.60	
Cost of operating Commission-owned Equipment, charged to Construction and Reconstruction projects (as above)	162,886.54	
Cost of operating Commission-owned Equipment, charged as Maintenance of State System, included in cost of Labor and Materials (as above)	458,315.88	
Cost of operating Commission-owned Equipment, charged to other accounts	3,265.24	
Cost of Depreciation, distributed as Direct costs to projects (as above)	217,508.01	
Cost of Depreciation, distributed as direct costs to County Road Maintenance projects	17,411.76	
Total Disbursements from Budgetary Appropriations, distributed		\$1,082,940.03
Cost of Maintaining State System of Roads, before adjustment for Purchase of Capital or Plant Properties (all kinds) and calculation of Depreciation		\$2,760,462.19
Disbursements made in acquiring Capital or Plant Properties (Equipment all kinds)	\$533,173.71	
Less: Credit for Depreciation Shown above	464,552.67	
		\$68,621.04
Net Disbursements for Maintaining State System of Roads		\$2,829,083.23

## RECAPITULATION OF CASH DISBURSEMENTS

October 1, 1941 to September 30, 1942

Exhibit 3

Other General Disbursements:		
Payments for Debt Service on County Road Obligations		\$335,066.30
Payments of authorized appropriations to Incorporated Towns in the Counties		88,904.25
Payments to Several Counties direct, their share of Lateral Gasoline Tax Funds, for Maintaining their Road Organizations		1,204,141.31
Payments to Baltimore City, being 30% of balance of Truck License Fees and Franchise taxes, and \$ .0014 of the Two cent (2¢) Gasoline Tax, not required for Debt Service, and 30% of ½¢ Lateral Gasoline Tax Fund		1,811,448.83
Debt Service on State Roads Commission Debentures:		
Redemption of State Roads Commission "Improvement and Refunding Bond Issue of 1941"	\$493,000.00	
Interest on State Roads Commission "Improvement and Refunding Bond Issue of 1941"	177,482.50	
Total Debt Service		\$670,482.50
Costs in connection with Refunding "State Roads Commission Refunding Bond Issue of 1938":		
Redemption of Outstanding Refunding Bonds	\$4,980,000.00	
Premium on Redemption of Outstanding Refunding Bonds	183,640.00	
Interest Due on Refunding Bonds	74,700.00	
Expenses in connection with Refunding Bonds	11,591.19	
Total costs		\$5,249,931.19
To increase Reserve for Chesapeake Bay Ferry Bonds		75,000.00
Pay of Employees of The Chesapeake Bay Ferry Company (Reimbursed from Ferry Revenues)		156,669.85
Payment to State Treasurer of Sign Licenses collected		3,333.35
Disbursements for Materials and Supplies placed in stock, subject to distribution as used		68,306.25
Miscellaneous disbursements to be recovered from Ferry Revenue Fund		595.34
Total Disbursements, Fiscal Year October 1, 1941 to September 30, 1942		\$24,306,649.58

## REPORT OF THE STATE ROADS COMMISSION

SUMMARY OF OPERATING EXPENSES  
Years Ended September 30, 1941 and September 30, 1942

Exhibit 4

ACCOUNT NUMBER	ACCOUNT TITLE	1941	1942
<b>1</b>	<b>GENERAL EXPENSE</b>		
11	Administrative and General Expenses	\$93,439.34	\$106,495.98
12	Accounting and Commercial Expenses	156,894.39	163,436.42
13	Chesapeake Bay Ferry System Expenses	1,441.40	957.22
15	Insurance	50,276.57	77,968.32
16	Legal Department Expenses	7,522.95	9,651.40
18	Mechanical Equipment Division	912.40	
19	Traffic Division	41,421.04	41,026.99
	Total	\$351,708.13	\$399,536.33
<b>2</b>	<b>OPERATING EXPENSES</b>		
21	Operating Engineers Expenses	\$85,478.59	\$73,780.51
22	District Engineers Expenses (all districts)	223,164.69	196,219.69
23	Plans and Surveys Expenses	42,764.53	47,736.32
24	Storeroom and Yards Expenses	23,322.41	31,134.80
25	Equipment and Transportation Operating Expense (all districts)	656,248.20	618,387.30
26	Laboratory Expenses	37,676.79	38,726.90
27	Construction Division Expenses	16,189.16	19,765.90
	Total	\$1,084,844.37	\$1,025,751.42
<b>3</b>	<b>MAINTENANCE EXPENSES</b>		
30	Depreciation	\$431,465.72	\$464,552.67
31	General Repairs to Properties	18,468.71	23,217.08
32	Maintenance of Roads—Surfacing and Oiling	1,058,633.60	738,241.89
33	Maintenance of Roads—Shoulders	461,525.69	463,137.41
34	Maintenance of Roads—Drainage	176,986.24	192,811.62
35	Maintenance of Roads—Drainage	25,332.99	24,440.76
36	Drainage Structure Repairs (Including Bridges not over 20 ft. span)	35,051.42	32,562.08
37	Structure Repairs (Other than Drainage Structures)	97,430.25	93,563.91
38	Maintenance of Roadside	336,156.95	305,846.34
39	Traffic Service	65,598.24	79,740.71
	Maintenance of Bridges (over 20 ft. span) and Grade Separations		
	Total	\$2,706,589.11	\$2,418,114.47
1	General Expenses	\$351,708.13	\$399,536.33
2	Operating Expenses	1,084,844.37	1,025,751.42
3	Maintenance Expenses	2,706,589.11	2,418,114.47
	Total Expenses	\$4,143,141.61	\$3,843,402.22



REPORT OF THE STATE ROADS COMMISSION

171

MAINTENANCE COSTS  
Years Ended September 30, 1941 and September 30, 1942

Exhibit 4

ACCOUNT NUMBER	ACCOUNT TITLE	1941	1942
<b>I.</b>	<b>GENERAL EXPENSES</b>		
<b>11</b>	<b>General Expenses:</b>		
111	Pay of Administrative Officers and Employees	\$47,147.64	\$42,157.14
112	Expense of Administrative Officers	927.80	545.25
112-A	Administrative Automotive Unit Operating Costs	1,313.61	863.56
113	Pay of Other Administrative Officers and Employees	1,000.00	500.00
114	Expense of Other Administrative Officers and Employees	264.89	148.75
115	Rent of Administrative Offices	20,740.00	15,554.99
116	General Administrative Stationery, Printing, Postage, Telephone, Telegraph, and Advertising	19,518.47	17,122.47
117	Assistance to Employees		
118	Miscellaneous Expense of General Administrative Offices	1,055.98	
119	Expense of Officers and Employees in Attendance at Conventions	1,471.89	1,436.56
119-A	Expense of Officers and Employees on Inspection Out of State		64.62
119-B	Cost of Sick Leave and Vacations—Labor Employees		28,162.94
	<b>Total</b>	<b>\$93,439.38</b>	<b>\$106,495.98</b>
<b>12</b>	<b>Accounting and Commercial Expenses:</b>		
121	Pay of Accounting and Commercial Employees	\$71,438.89	\$76,577.57
122	Accounting and Commercial Employees Expenses	3,281.30	4,524.07
122-A	Accounting Automotive Unit Operating Costs	1,080.54	928.28
123	Accounting and Commercial Office Supplies and Expenses	4,916.24	6,096.62
124	Postage, Telephone, and Telegraph	5,697.88	5,831.33
125	Stationery, Printing, and Advertising	4,492.67	5,347.50
126	Miscellaneous Accounting and Commercial Expenses	275.30	1,056.59
126-1	Compensation to Salaried Employees for Overtime		25.09
127	Ascertainment of Inventory	220.34	404.46
128	Expense of Maintaining Susquehanna River Bridge	34,773.29	40,500.40
128-A	Automotive Unit Operating Cost—Susquehanna River Bridge		131.06
129	Expense of Maintaining Potomac River Bridge	30,128.80	21,762.46
129-A	Automotive Unit Operating Cost—Potomac River Bridge	248.08	444.47
	<b>Total</b>	<b>\$156,694.39</b>	<b>\$163,436.42</b>
<b>13</b>	<b>Chesapeake Bay Ferry Expenditures:</b>		
132	Expense of Operating Claiborne-Annapolis Ferry	1,324.54	\$23.20
132-A	Automotive Unit Operating Costs—Claiborne-Annapolis Ferry	116.86	134.02
	<b>Total</b>	<b>\$1,441.40</b>	<b>\$957.22</b>
<b>15</b>	<b>Insurance:</b>		
151	Pay of Salaried Employees—Workmen's Compensation—Personnel Division		5,895.00
152	Expense of Workmen's Compensation—Personnel Division		311.60
152-A	Automotive Unit Operating Costs		201.50
153	Insurance on Storeroom and Yards Properties	1.60	
154	Insurance on Repair Shops and Transportation and Construction Equipment Properties	10,282.22	10,522.09
155	Insurance on Laboratory Properties	200.00	48.00
156	Insurance on Miscellaneous Properties	21,103.97	40,203.08
157	Public Casualty Insurance	\$27.50	1,083.02
158	Other Insurance	17,861.28	19,704.03
159	Workmen's Compensation Insurance—State Roads Commission		
	<b>Total</b>	<b>\$50,276.57</b>	<b>\$77,968.32</b>
<b>16</b>	<b>Legal Department Expense:</b>		
161	Retainers and Salaries of Council	\$6,819.84	\$8,769.86
162	Office and General Expense of Council	96.18	254.66
162-A	Automotive Unit Operating Costs	368.39	391.94
163	General Legal Fees and Expenses	80.50	
164	Law Books, Printing, and Stationery	80.29	182.94
165	Trial and Settlement Costs, Fees, and Expenses	77.75	52.00
	<b>Total</b>	<b>\$7,522.95</b>	<b>\$9,651.40</b>
<b>18</b>	<b>Mechanical Equipment Division:</b>		
181	Pay of Employees	912.40	
	<b>Total</b>	<b>\$912.40</b>	
<b>19</b>	<b>Traffic Division:</b>		
191	Pay of Employees, Traffic Division	\$29,823.44	\$8,343.69
192	Expense of Traffic Division	10,646.47	11,550.37
192-A	Automotive Unit Operating Costs, Traffic Division	951.13	1,132.93
	<b>Total</b>	<b>\$41,421.04</b>	<b>\$41,026.99</b>

## MAINTENANCE COSTS

Exhibit 4

Years Ended September 30, 1941 and September 30, 1942

ACCOUNT NUMBER	ACCOUNT TITLE	1941	1942
<b>21</b>	<b>OPERATING EXPENSES</b>		
<b>21</b>	<b>Operating Engineers Expenses:</b>		
211	Pay of Operating Engineer's Employees	\$46,685.75	\$44,040.46
211-4	Compensation to Salaried Employees for Overtime Work—Operating Engineer's Employees		32.00
212	Expense of Operating Engineer's Chief Engineer	9,765.12	3,386.64
212-A	Automotive Unit Operating Costs—Chief Engineer's Division	4,944.43	3,764.52
213	Operating Engineer's Office Supplies and Expense	6,316.15	6,735.08
214	General Expense—Operating Engineer	521.93	284.33
215	Pay of Right-of-Way Engineer's Employees	13,864.56	12,171.45
216	Expense of Right-of-Way Engineer's Employees	1,278.63	1,631.60
216-A	Automotive Unit Operating Costs—Right-of-Way Department	2,102.02	1,734.43
	<b>Total</b>	<b>\$85,478.59</b>	<b>\$73,780.51</b>
<b>22</b>	<b>District Operating Engineer's Expenses—District No. 1:</b>		
221-1	Pay of District Engineer's Employees	\$13,428.19	\$13,644.05
222-1	Expense of District Engineer's Employees	856.88	763.12
222-A-1	Automotive Unit Operating Cost	3,822.37	3,722.39
223-1	District Engineer's Office Supplies and Expense	2,348.40	1,689.06
224-1	Rent of District Office	825.00	900.00
225-1	Light, Heat and Telephone	1,353.09	1,355.62
226-1	Miscellaneous Expense	137.85	380.64
227-1	Moving Killefer Road Disc		
227-A-1	Cost of Vacations to Per Diem Employees	2,146.44	
227-B-1	Cost of Sick Leave to Per Diem Employees	739.82	
228-1	Pay to County Road Supervisors	3,798.30	4,113.71
229-1	Expense of County Road Supervisors	302.59	267.44
	<b>Total</b>	<b>\$29,758.93</b>	<b>\$26,836.03</b>
<b>22</b>	<b>District Operating Engineer's Expenses:</b>		
	<b>District No. 2:</b>		
221-2	Pay of District Engineer's Employees	\$13,379.35	\$16,296.77
222-2	Expense of District Engineer's Employees	562.06	1,259.50
222-A-2	Automotive Unit Operating Costs	3,120.09	4,104.54
223-2	District Engineer's Office Supplies and Expense	1,762.98	3,923.45
224-2	Rent of District Office	540.00	540.00
225-2	Light, Heat, and Telephone	1,159.85	2,097.00
226-2	Miscellaneous Expense	87.99	612.09
227-2	Moving Killefer Road Disc		
227-A-2	Cost of Vacations to Per Diem Employees	1,561.62	
227-B-2	Cost of Sick Leave to Per Diem Employees	719.64	
228-2	Pay to County Road Supervisors	4,451.00	4,494.83
229-2	Expenses of County Road Supervisors		
	<b>Total</b>	<b>\$27,354.58</b>	<b>\$33,308.24</b>
<b>22</b>	<b>District Operating Engineer's Expenses:</b>		
	<b>District No. 3:</b>		
221-3	Pay of District Engineer's Employees	\$24,711.27	\$26,213.64
222-3	Expense of District Engineer's Employees	1,645.73	1,695.10
222-A-3	Automotive Unit Operating Costs	4,698.57	3,767.06
223-3	District Engineer's Office Supplies and Expense	1,565.93	1,811.74
224-3	Rent of District Office	385.00	315.00
225-3	Light, Heat, and Telephone	1,973.36	1,668.53
226-3	Miscellaneous Expense	2,021.53	1,968.55
227-3	Moving Killefer Road Disc		
227-A-3	Cost of Vacations to Per Diem Employees	4,020.54	
227-B-3	Cost of Sick Leave to Per Diem Employees	1,062.80	
228-3	Pay to County Road Supervisors		
229-3	Expense of County Road Supervisors		
	<b>Total</b>	<b>\$42,084.73</b>	<b>\$37,439.62</b>
<b>22</b>	<b>District Operating Engineer's Expenses:</b>		
	<b>District No. 4:</b>		
221-4	Pay of District Engineer's Employees	\$21,395.34	\$17,954.05
222-4	Expense of District Engineer's Employees	1,916.73	1,194.07
222-A-4	Automotive Unit Operating Costs	2,734.78	1,884.84
223-4	District Engineer's Office Supplies and Expense	2,262.50	1,482.44
224-4	Rent of District Office	825.00	900.00
225-4	Light, Heat, and Telephone	2,654.19	1,126.19
226-4	Miscellaneous Expense	181.65	272.31
227-4	Moving Killefer Road Disc		
227-A-4	Cost of Vacations to Per Diem Employees	4,384.15	
227-B-4	Cost of Sick Leave to Per Diem Employees	1,339.73	
228-4	Pay to County Road Supervisors	1,050.00	2.89
229-4	Expense of County Road Supervisors		
	<b>Total</b>	<b>\$38,694.07</b>	<b>\$24,816.79</b>

## MAINTENANCE COSTS

Exhibit A

Years Ended September 30, 1941 and September 30, 1942

ACCOUNT NUMBER	ACCOUNT TITLE	1941	1942
<b>22</b>	<b>District Operating Engineer's Expense:</b>		
	<b>District No. 5:</b>		
221-5	Pay of District Engineer's Employees	\$23,710.00	\$25,552.43
222-5	Expense of District Engineer's Employees	1,363.41	1,428.20
222-5-A-5	Automotive Unit Operating Costs	4,226.29	4,073.97
223-5	District Engineers Office Supplies and Expense	1,681.69	2,266.57
224-5	Rent of District Office		750.00
225-5	Light, Heat, and Telephone	1,727.75	1,847.28
226-5	Miscellaneous Expense	31.32	356.24
227-5	Moving Killefer Road Disc		
227-A-5	Cost of Vacations to Per Diem Employees	4,714.90	
227-B-5	Cost of Sick Leave to Per Diem Employees	1,562.95	
228-5	Pay to County Road Supervisors		
229-5	Expense of County Road Supervisors		
	Total	\$39,768.31	\$36,424.69
<b>22</b>	<b>District Operating Engineer's Expense:</b>		
	<b>District No. 6:</b>		
221-6	Pay of District Engineer's Employees	\$25,788.53	\$24,939.56
222-6	Expense of District Engineer's Employees	947.09	747.88
222-A-6	Automotive Unit Operating Costs	3,622.76	3,261.70
223-6	District Engineers Office Supplies and Expense	2,089.65	1,872.16
224-6	Rent of District Office		424.50
225-6	Light, Heat, and Telephone	4,095.83	3,090.83
226-6	Miscellaneous Expense	2,903.69	2,936.19
227-6	Moving Killefer Road Disc		
227-A-6	Cost of Vacations to Per Diem Employees	3,889.39	
227-B-6	Cost of Sick Leave to Per Diem Employees	1,027.63	
228-6	Pay to County Road Supervisors		715.00
229-6	Expense of County Road Supervisors		
	Total	\$45,504.07	\$37,394.32
	Grand Total of 6 Districts	\$223,164.69	\$196,219.69
<b>23</b>	<b>Plans and Survey Expense:</b>		
231	Pay of Operating Management Employees—Plans and Surveys—Roads	\$14,421.37	\$16,732.02
231-3	Compensation to Salaried Employees for Overtime—Survey Dept.—Roads		135.00
231-4	Compensation to Salaried Employees for Overtime—Survey Dept.—Bridges		2.00
232	Expense of Operating Management—Plans and Survey—Roads	2,305.78	2,725.13
232-A	Automotive Unit Operating Costs—Roads Division	3,976.62	4,545.00
233-A	Operating Management Office Supplies and Expense	8,509.46	9,194.44
234	Miscellaneous Expense	793.32	1,028.58
235	Pay of Operating Management Employees—Plans and Surveys—Bridges	9,767.73	10,434.27
236	Expense of Operating Management—Plans and Surveys—Bridges	1,454.83	2,034.61
236-A	Automotive Unit Operating Costs—Bridge Division	1,535.42	905.27
	Total	\$42,764.53	\$47,736.32
<b>24</b>	<b>Storeroom and Yard Expense:</b>		
241	Pay of Operating Management and Employees	\$12,236.35	\$18,690.32
242	Expense of Employees	5,619.95	5,901.95
242-A	Automotive Unit Operating Costs	1,501.92	1,549.47
243	Light, Heat, and Water	1,997.18	2,266.92
244	Rent		
245	Oils and Waste	140.90	185.21
246	Miscellaneous Station Expense	380.02	1,242.36
247	Paint Shop	1,389.81	1,328.57
248	Cost of Vacations		65.28
	Total	\$23,322.41	\$31,134.80
<b>25</b>	<b>Equipment and Transportation Operating Expense:</b>		
	<b>District No. 1:</b>		
251-1	Pay of Employees	\$23,614.19	\$22,043.69
252-1	Expense of Employees	11.70	56.45
253-1	Light, Heat, Water, etc.	3,643.10	3,859.85
254-1	Rent	966.00	1,206.75
255-1	Gasoline	27,991.33	29,544.41
255-A-1	Kerosene	793.31	770.85
256-1	Lubricating Oils	4,237.07	2,877.21
257-1	Parts	21,015.88	19,971.28
257-A-1	Repairs	1,661.82	1,129.80
257-B-1	Grader Blades, Parts, Teeth, etc., Motive Power with Unit Number	526.21	316.24
258-1	Tires	8,904.31	7,312.57
258-A-1	Supplies	852.99	961.52
259-1	Miscellaneous Expense	4,656.47	3,914.46
259-A-1	Fuel Oil	6,229.77	5,395.66
259-B-1	Grader Blades, Parts, Teeth, etc. Non-motive Power without Unit No.	3,250.03	1,986.45
	Total	\$108,354.18	\$101,377.19

## REPORT OF THE STATE ROADS COMMISSION

## MAINTENANCE COSTS

Exhibit 4

Years Ended September 30, 1941 and September 30, 1942

ACCOUNT NUMBER	ACCOUNT TITLE	1941	1942
<b>25</b>	<b>Equipment and Transportation Operating Expense:</b>		
	<b>District No. 2:</b>		
251-2	Pay of Employees	\$25,955.48	\$35,340.73
252-2	Expense of Employees	155.63	190.55
253-2	Light, Heat, Water, etc.	2,836.48	3,052.35
254-2	Rent	783.00	1,030.00
255-2	Gasoline	26,950.06	35,447.10
255-A-2	Kerosene	1,050.59	1,036.29
256-2	Lubricating Oils	2,238.53	1,883.48
257-2	Parts	22,396.97	24,609.90
257-A-2	Repairs	1,118.69	2,006.55
257-B-2	Grader Blades, Parts, Teeth, etc., Motive Power with Unit Number	337.11	1,498.88
258-2	Tires	5,610.32	7,309.22
258-A-2	Supplies	1,463.72	1,324.50
259-2	Miscellaneous Expense	3,765.92	3,485.71
259-A-2	Fuel Oil	3,102.93	3,994.14
259-B-2	Grader Blades, Parts, Teeth, etc. Non-motive Power without Unit No.	2,549.24	2,437.63
	<b>Total</b>	<b>\$100,374.67</b>	<b>\$127,647.33</b>
<b>25</b>	<b>Equipment and Transportation Operating Expense:</b>		
	<b>District No. 3:</b>		
251-3	Pay of Employees	\$43,495.29	\$47,357.15
252-3	Expense of Employees	137.48	148.80
253-3	Light, Heat, Water, etc.	6,736.78	6,861.40
254-3	Rent	.54	.27
255-3	Gasoline	25,283.45	25,154.86
255-A-3	Kerosene	1,554.53	1,240.27
256-3	Lubricating Oils	2,003.84	1,396.57
257-3	Parts	15,982.66	14,816.07
257-A-3	Repairs	3,426.42	2,800.23
257-B-3	Grader Blades, Parts, Teeth, etc., Motive Power with Unit No.	1,390.14	405.53
258-3	Tires	7,357.29	4,555.10
258-A-3	Supplies	1,386.51	897.49
259-3	Miscellaneous Expense	3,332.32	3,269.66
259-A-3	Fuel Oil	2,046.77	1,387.34
259-B-3	Grader Blades, Parts, Teeth, etc. Non-motive Power without Unit No.	191.37	16.56
	<b>Total</b>	<b>\$114,325.39</b>	<b>\$110,307.30</b>
<b>25</b>	<b>Equipment and Transportation Operating Expense:</b>		
	<b>District No. 4:</b>		
251-4	Pay of Employees	\$34,043.55	\$24,139.39
252-4	Expense of Employees	23.45	152.82
253-4	Light, Heat, Water, etc.	4,734.37	3,469.18
254-4	Rent	73.51	73.31
255-4	Gasoline	23,617.77	16,098.55
255-A-4	Kerosene	1,191.14	805.75
256-4	Lubricating Oils	1,587.54	535.12
257-4	Parts	16,291.36	9,021.84
257-A-4	Repairs	3,431.54	1,948.67
257-B-4	Grader Blades, Parts, Teeth, etc., Motive Power with Unit No.	553.24	332.40
258-4	Tires	5,980.25	3,507.41
258-A-4	Supplies	1,875.98	1,604.54
259-4	Miscellaneous Expense	3,296.91	1,916.47
259-A-4	Fuel Oil	1,153.16	589.48
259-B-4	Grader Blades, Parts, Teeth, etc. Non-motive Power without Unit No.	191.31	11.34
	<b>Total</b>	<b>\$98,045.08</b>	<b>\$63,506.27</b>
<b>25</b>	<b>Equipment and Transportation Operating Expense:</b>		
	<b>District No. 5:</b>		
251-5	Pay of Employees	\$33,657.51	\$45,526.31
252-5	Expense of Employees	29.35	32.60
253-5	Light, Heat, Water, etc.	3,797.14	2,923.58
254-5	Rent	27.00	33.00
255-5	Gasoline	42,236.43	47,284.48
255-A-5	Kerosene	985.89	997.16
256-5	Lubricating Oils	3,013.67	2,578.40
257-5	Parts	24,776.77	21,581.11
257-A-5	Repairs	3,675.87	3,308.38
257-B-5	Grader Blades, Parts, Teeth, etc., Motive Power with Unit No.	1,385.29	735.60
258-5	Tires	14,885.65	9,555.27
258-A-5	Supplies	1,104.00	793.01
259-5	Miscellaneous Expense	3,324.18	4,339.84
259-A-5	Fuel Oil	3,447.51	2,936.86
259-B-5	Grader Blades, Parts, Teeth, etc. Non-motive Power without Unit No.	1,653.30	443.52
	<b>Total</b>	<b>\$138,003.56</b>	<b>\$143,003.12</b>

**MAINTENANCE COSTS**  
 Years Ended September 30, 1941 and September 30, 1942

Exhibit 4

ACCOUNT NUMBER	ACCOUNT TITLE	1941	1942
<b>26</b>	<b>Equipment and Transportation Operating Expenses:</b>		
	<b>District No. 6:</b>		
251-6	Pay of Employees	\$23,016.93	\$21,072.14
252-6	Expense of Employees	14.60	
253-6	Light, Heat, Water, etc.	2,981.35	3,132.54
254-6	Rent	716.00	422.54
255-6	Gasoline	33,041.70	23,813.05
255-A-6	Kerosene	1,240.47	802.22
256-6	Lubricating Oils	2,490.35	1,179.79
257-6	Parts	15,760.16	10,458.45
257-A-6	Repairs	1,565.91	1,243.60
258-6	Grader Blades, Parts, Teeth, etc., Motive Power with Unit No.	553.47	255.26
258-A-6	Tires	9,098.96	4,768.31
259-6	Supplies	1,118.10	940.63
259-A-6	Miscellaneous Expense	2,335.70	2,883.85
259-B-6	Fuel Oil	2,449.11	1,347.39
259-B-6	Grader Blades, Parts, Teeth, etc. Non-motive Power without Unit No.	753.51	226.32
	Total	<u>\$97,145.32</u>	<u>\$72,546.09</u>
	Grand Total 6 Districts	<u>\$656,248.20</u>	<u>\$618,387.30</u>
<b>26</b>	<b>Laboratory Expense:</b>		
261	Pay of Operating Management	\$24,981.94	\$27,712.98
262	Pay of Employees	2,418.66	2,549.77
263	Operating Management Office Supplies and Expense	956.42	
263-A	Automotive Unit Operating Cost	4,240.00	3,514.33
263-B	Expense of Laboratory Trailer	316.74	
264	General Miscellaneous Expense	4,763.03	4,949.82
	Total	<u>\$37,676.79</u>	<u>\$38,726.90</u>
<b>27</b>	<b>Construction Division Expense:</b>		
271	Pay of Salaried Employees	\$12,956.91	\$17,683.29
272	Expense of Employees	1,905.44	1,096.57
272-A	Automotive Unit Operating Costs	1,726.81	986.04
	Total	<u>\$16,189.16</u>	<u>\$19,765.90</u>
<b>3.</b>	<b>MAINTENANCE EXPENSES</b>		
<b>31</b>	<b>General Repairs:</b>		
310	General Repairs to Administrative Properties		
311	General Repairs to Accounting and Commercial Properties	\$42.95	\$268.04
312	General Repairs to Operating Engineer's Properties	70.15	693.10
313	General Repairs to District Engineer's Properties	7,054.61	7,587.63
314	General Repairs to Plans and Survey Properties	281.56	390.72
315	General Repairs to Storeroom and Yards Properties	4,229.39	6,793.36
316	General Repairs to Laboratories Properties	629.04	613.38
317	Maintenance of Tools	6,161.01	6,870.85
	Total	<u>\$18,468.71</u>	<u>\$23,217.08</u>
	Distribution of 313, 315, and 317 Accounts		
	District No. 1	\$1,661.55	\$1,973.36
	District No. 2	1,423.50	2,556.09
	District No. 3	6,808.03	9,833.57
	District No. 4	2,814.92	1,512.09
	District No. 5	2,121.43	1,614.71
	District No. 6	2,442.17	2,665.80
	Total	<u>\$17,271.60</u>	<u>\$20,165.62</u>
<b>32</b>	<b>Maintenance of Roads—Surfacing and Oiling:</b>		
	<b>District No. 1:</b>		
321-1	Patching—Joint and Crack Filling	\$58,452.86	\$63,303.00
321-X-1	Frost Damage		
322-1	Draging	518.27	29.55
323-1	Base Repairs and Sub-Base Repairs	223.00	127.70
323-X-1	Frost Damage		
324-1	Mud Jack Operation		
325-1	Retreatment	547.73	34.57
325-1	Oiling:		
3281-1	Pay of Employees—Supervision		
3282-1	Bituminous Material—Delivered	8,977.12	
3283-1	Bituminous Material—Applying	12,204.41	15,364.64
3284-1	Cover Material—Delivered	21,147.75	5,891.20
3285-1	Handling Cover Material	18,937.54	6,198.12
3286-1	Sweeping	669.37	474.34
3287-1	Rolling	1,941.95	464.04
3288-1	Miscellaneous	370.95	81.64
	Total	<u>\$123,990.95</u>	<u>\$91,968.80</u>

## MAINTENANCE COSTS

Exhibit 4

Years Ended September 30, 1941 and September 30, 1942

ACCOUNT NUMBER	ACCOUNT TITLE	1941	1942
<b>32</b>	<b>Maintenance of Roads—Surfacing and Oiling:</b>		
	<b>District No. 2:</b>		
321-2	Patching—Joint and Crack Filling	\$41,057.54	\$65,963.04
321-X-2	Frost Damage		
322-2	Dragging	28.28	58.88
323-2	Base Repairs and Sub-Base Repairs		1,079.71
323-X-2	Frost Damage		
324-2	Mud Jack Operation		36.15
325-2	Retreatment		1,430.01
328-2	Oiling:		
3281-2	Pay of Employees—Supervision	213.92	105.10
3282-2	Bituminous Material—Delivered	1,914.59	11,829.33
3283-2	Bituminous Material—Applying	10,873.04	
3284-2	Cover Material—Delivered	25,674.45	15,363.08
3285-2	Hauling Cover Material	13,189.06	8,710.17
3286-2	Sweeping	274.03	263.65
3287-2	Rolling	1,912.52	1,328.82
3288-2	Miscellaneous	307.73	789.92
	Total	\$95,537.37	\$106,957.86
<b>32</b>	<b>Maintenance of Roads—Surfacing and Oiling:</b>		
	<b>District No. 3:</b>		
321-3	Patching—Joint and Crack Filling	\$138,313.67	\$112,589.86
321-X-3	Frost Damage	182.76	381.15
322-3	Dragging	231.77	65.63
323-3	Base Repairs and Sub-Base Repairs	27.89	73.27
323-X-3	Frost Damage		
324-3	Mud Jack Operation		
325-3	Retreatment	4.79	4.87
328-3	Oiling:		
3281-3	Pay of Employees—Supervision	264.60	104.73
3282-3	Bituminous Material—Delivered	6,511.46	9,167.55
3283-3	Bituminous Material—Applying	21,580.48	6,948.01
3284-3	Cover Material—Delivered	40,626.78	17,483.48
3285-3	Hauling Cover Material	9,818.16	3,510.04
3286-3	Sweeping	979.51	344.63
3287-3	Rolling	2,150.02	950.06
3288-3	Miscellaneous	3,207.35	835.21
	Total	\$223,899.24	\$152,458.49
<b>32</b>	<b>Maintenance of Roads—Surfacing and Oiling:</b>		
	<b>District No. 4:</b>		
321-4	Patching—Joint and Crack Filling	\$125,718.57	\$46,963.06
321-X-4	Frost Damage	15,288.53	
322-4	Dragging	966.14	1,115.54
323-4	Base Repairs and Sub-Base Repairs	2,138.69	
323-X-4	Frost Damage	175.43	523.71
324-4	Mud Jack Operation	19.60	
325-4	Retreatment		
328-4	Oiling:		
3281-4	Pay of Employees—Supervision	1,008.41	144.24
3282-4	Bituminous Material—Delivered	11,361.29	7,415.23
3283-4	Bituminous Material—Applying	6,814.33	2,835.11
3284-4	Cover Material—Delivered	33,837.17	1,803.41
3285-4	Hauling Cover Material	13,790.41	13,653.96
3286-4	Sweeping	764.80	182.04
3287-4	Rolling	4,733.21	1,582.00
3288-4	Miscellaneous	4,991.72	1,173.44
	Total	\$221,608.30	\$77,391.74
<b>32</b>	<b>Maintenance of Roads—Surfacing and Oiling:</b>		
	<b>District No. 5:</b>		
321-5	Patching—Joint and Crack Filling	\$119,626.16	\$99,293.76
321-X-5	Frost Damage		
322-5	Dragging	752.20	294.89
323-5	Base Repairs and Sub-Base Repairs	2,209.28	3,955.49
323-X-5	Frost Damage		
324-5	Mud Jack Operation		
325-5	Retreatment	3.77	51.25
328-5	Oiling:		
3281-5	Pay of Employees—Supervision	6,714.96	10,616.25
3282-5	Bituminous Material—Delivered	33,965.72	31,478.29
3283-5	Bituminous Material—Applying	36,623.82	16,955.87
3284-5	Cover Material—Delivered	29,443.36	23,716.30
3285-5	Hauling Cover Material	973.07	557.13
3286-5	Sweeping	3,679.52	1,957.07
3287-5	Rolling	1,269.93	135.18
3288-5	Miscellaneous		
	Total	\$235,261.79	\$189,014.88

## MAINTENANCE COSTS

Exhibit 4

Years Ended September 30, 1941 and September 30, 1942

ACCOUNT NUMBER	ACCOUNT TITLE	1941	1942
<b>22</b>	<b>Maintenance of Roads—Surfacing and Oiling:</b>		
	<b>District No. 6:</b>		
321-6	Patching—Joint and Crack Filling	\$68,882.02	\$50,245.31
321-X-6	Frost Damage	8,716.59	2,753.80
322-6	Drugging	556.85	944.43
323-6	Base Repairs and Sub-Base Repairs	856.94	391.02
323-X-6	Frost Damage	11,731.05	2,641.09
324-6	Mud Jack Operation		
325-6	Retreatment	233.63	
328-6	Oiling:		
3281-6	Pay of Employees—Supervision	575.34	281.52
3282-6	Bituminous Materials—Delivered	12,533.00	17,785.56
3283-6	Bituminous Materials—Applying	5,239.94	4,867.51
3284-6	Cover Material—Delivered	29,368.64	23,339.82
3285-6	Hauling Cover Material	11,963.29	10,540.01
3286-6	Sweeping	685.50	444.67
3287-6	Rolling	3,536.79	2,716.29
3288-6	Miscellaneous	3,455.68	3,499.09
	Total	\$158,335.95	\$120,450.12
	Grand Total 6 Districts.	\$1,058,633.60	\$738,241.89
<b>33</b>	<b>Maintenance of Roads—Shoulders:</b>		
	<b>District No. 1:</b>		
331-1	Patching	\$44,491.13	\$28,400.79
331-X-1	Frost Damage		
332-1	Drugging	10,489.09	10,491.06
332-X-1	Frost Damage		
333-1	Sodding	12.94	74.12
334-1	Retreatment		123.55
335-1	Mowing and Hand Cutting of Grass	1,896.60	2,335.76
	Total	\$56,889.76	\$41,425.28
<b>33</b>	<b>Maintenance of Roads—Shoulders:</b>		
	<b>District No. 2:</b>		
331-2	Patching	\$40,993.87	\$50,965.45
331-X-2	Frost Damage		
332-2	Drugging	15,803.85	22,157.70
332-X-2	Frost Damage		
333-2	Sodding	60.05	527.89
334-2	Retreatment	3,087.72	991.28
335-2	Mowing and Hand Cutting of Grass	10,225.39	11,737.50
	Total	\$70,170.88	\$86,099.82
<b>33</b>	<b>Maintenance of Roads—Shoulders:</b>		
	<b>District No. 3:</b>		
331-3	Patching	\$61,644.90	\$78,327.76
331-X-3	Frost Damage	11,454.83	7,251.98
332-3	Drugging	3,876.72	4,449.10
332-X-3	Frost Damage	132.68	
333-3	Sodding	250.00	110.00
334-3	Retreatment	1,907.41	3,955.50
335-3	Mowing and Hand Cutting of Grass	18,834.91	24,554.49
	Total	\$98,101.45	\$117,749.13
<b>33</b>	<b>Maintenance of Roads—Shoulders:</b>		
	<b>District No. 4:</b>		
331-4	Patching	\$52,214.04	\$36,013.13
331-X-4	Frost Damage	752.83	
332-4	Drugging	8,124.33	4,818.02
332-X-4	Frost Damage		
333-4	Sodding	79.27	2.80
334-4	Retreatment	24,905.84	24,235.14
335-4	Mowing and Hand Cutting of Grass		
	Total	\$86,076.31	\$65,063.49
<b>33</b>	<b>Maintenance of Roads—Shoulders:</b>		
	<b>District No. 5:</b>		
331-5	Patching	\$61,170.42	\$78,885.75
331-X-5	Frost Damage		
332-5	Drugging	13,428.68	11,147.45
332-X-5	Frost Damage		
333-5	Sodding	6.38	
334-5	Retreatment	26.66	636.75
335-5	Mowing and Hand Cutting of Grass	19,511.82	16,235.98
	Total	\$94,143.96	\$106,905.93

## REPORT OF THE STATE ROADS COMMISSION

## MAINTENANCE COSTS

Exhibit 4

Years Ended September 30, 1941 and September 30, 1942

ACCOUNT NUMBER	ACCOUNT TITLE	1941	1942
<b>33</b>	<b>Maintenance of Roads—Shoulders:</b>		
	<b>District No. 6:</b>		
331-6	Patching	\$15,302.55	\$12,721.41
331-X-6	Frost Damage	157.00	201.78
332-6	Dragging	23,288.77	18,704.00
332-X-6	Frost Damage	76.15	87.43
333-6	Sodding	16.29	78.66
334-6	Retreatment	90.21	1,077.22
335-6	Mowing and Hand Cutting of Grass	17,212.36	13,023.26
	Total	\$56,143.33	\$45,803.76
	Grand Total 6 Districts	\$461,525.69	\$463,137.41
<b>34</b>	<b>Maintenance of Roads—Drainage:</b>		
	<b>District No. 1:</b>		
341-1	Ditches, Drains and Culvert Cleaning	\$10,823.42	\$8,120.18
341-X-1	Frost Damage		
	Total	\$10,823.42	\$8,120.18
<b>34</b>	<b>Maintenance of Roads—Drainage:</b>		
	<b>District No. 2:</b>		
341-2	Ditches, Drains and Culvert Cleaning	\$11,467.89	\$23,920.96
341-X-2	Frost Damage		
	Total	\$11,467.89	\$23,920.96
<b>34</b>	<b>Maintenance of Roads—Drainage:</b>		
	<b>District No. 3:</b>		
341-3	Ditches, Drains and Culvert Cleaning	\$27,263.22	\$36,195.82
341-X-3	Frost Damage	508.73	4,370.55
	Total	\$27,771.95	\$40,566.37
<b>34</b>	<b>Maintenance of Roads—Drainage:</b>		
	<b>District No. 4:</b>		
341-4	Ditches, Drains and Culvert Cleaning	\$40,197.08	\$33,204.44
341-X-4	Frost Damage	671.22	
	Total	\$40,868.90	\$33,204.44
<b>34</b>	<b>Maintenance of Roads—Drainage:</b>		
	<b>District No. 5:</b>		
341-5	Ditches, Drains and Culvert Cleaning	\$71,206.94	\$61,535.69
341-X-5	Frost Damage		
	Total	\$71,206.94	\$61,535.69
<b>34</b>	<b>Maintenance of Roads—Drainage:</b>		
	<b>District No. 6:</b>		
341-6	Ditches, Drains and Culvert Cleaning	\$14,081.62	\$22,810.68
341-X-6	Frost Damage	765.52	2,653.30
	Total	\$14,847.14	\$25,463.98
	Grand Total 6 Districts	\$176,986.24	\$192,811.62
<b>35</b>	<b>Drainage Structure Repairs—Including Bridges not over 20 Ft. Span:</b>		
	<b>District No. 1:</b>		
351-1	Bridges and Culverts	\$4,575.65	\$2,126.07
351-X-1	Frost Damage		23.08
352-1	Curb and Gutters	232.34	156.80
353-1	Catch Basins	15.09	32.68
354-1	Spillways	111.48	23.31
355-1	Riprapping		
355-X-1	Frost Damage		
	Total	\$4,934.56	\$2,361.94
<b>35</b>	<b>Drainage Structure Repairs (Including Bridges not over 20 Ft. Span):</b>		
	<b>District No. 2:</b>		
351-2	Bridges and Culverts	\$307.51	\$1,875.97
351-X-2	Frost Damage	60.22	82.29
352-2	Curb and Gutters		11.72
353-2	Catch Basins		
354-2	Spillways	253.22	1,370.91
355-2	Riprapping		
355-X-2	Frost Damage		
	Total	\$620.95	\$3,343.89



**MAINTENANCE COSTS**  
**Years Ended September 30, 1941 and September 30, 1942**

Exhibit 4

ACCOUNT NUMBER	ACCOUNT TITLE	1941	1942
<b>35</b>	<b>Drainage Structure Repairs (Including Bridges not over 20 Ft. Span):</b>		
	<b>District No. 3:</b>		
351-3	Bridges and Culverts	\$5,687.72	\$2,888.93
351-X-3	Frost Damage		
352-3	Curb and Gutters	239.89	442.10
353-3	Catch Basins	829.89	788.89
354-3	Spillways	3.60	26.27
355-3	Ripraping		378.74
355-X-3	Frost Damage		
	Total	<u>\$6,761.10</u>	<u>\$4,524.93</u>
<b>35</b>	<b>Drainage Structure Repairs (Including Bridges not over 20 Ft. Span):</b>		
	<b>District No. 4:</b>		
351-4	Bridges and Culverts	\$899.08	\$1,841.64
351-X-4	Frost Damage		
352-4	Curb and Gutters	3,472.25	695.88
353-4	Catch Basins	1,157.20	811.47
354-4	Spillways	79.99	
355-4	Ripraping	48.97	189.48
355-X-4	Frost Damage		
	Total	<u>\$5,657.49</u>	<u>\$3,538.47</u>
<b>35</b>	<b>Drainage Structure Repairs (Including Bridges not over 20 Ft. Span):</b>		
	<b>District No. 5:</b>		
351-5	Bridges and Culverts	\$1,082.58	\$1,495.42
351-X-5	Frost Damage		
352-5	Curb and Gutters	1,367.29	3,799.39
353-5	Catch Basins	1,925.56	254.14
354-5	Spillways	45.00	
355-5	Ripraping	140.40	
355-X-5	Frost Damage		
356-5	Hyattsville Subway	32.08	397.96
	Total	<u>\$3,699.91</u>	<u>\$5,916.91</u>
<b>35</b>	<b>Drainage Structure Repairs (Including Bridges not over 20 Ft. Span):</b>		
	<b>District No. 6:</b>		
351-6	Bridges and Culverts	\$2,631.67	\$3,125.33
351-X-6	Frost Damage	579.96	20.58
352-6	Curb and Gutters	157.24	922.61
353-6	Catch Basins	150.72	108.62
354-6	Spillways	55.46	546.65
355-6	Ripraping	83.23	30.83
355-X-6	Frost Damage		
	Total	<u>\$3,658.28</u>	<u>\$4,754.62</u>
	Grand Total 6 Districts	<u>\$25,332.29</u>	<u>\$24,440.76</u>
<b>36</b>	<b>Structure Repairs (Other than Drainage Structures):</b>		
	<b>District No. 1:</b>		
361-1	Guard Rail	\$8,872.82	\$7,759.92
362-1	Retaining Walls		34.65
363-1	Slope Walls		
	Total	<u>\$8,872.82</u>	<u>\$7,794.60</u>
<b>36</b>	<b>Structure Repairs (Other than Drainage Structures):</b>		
	<b>District No. 2:</b>		
361-2	Guard Rail	\$1,548.89	\$3,539.03
362-2	Retaining Walls		
363-2	Slope Walls		
	Total	<u>\$1,548.89</u>	<u>\$3,539.03</u>
<b>36</b>	<b>Structure Repairs (Other than Drainage Structures):</b>		
	<b>District No. 3:</b>		
361-3	Guard Rail	\$7,439.65	\$5,177.55
362-3	Retaining Walls	33.63	64.52
363-3	Slope Walls	12.75	32.68
	Total	<u>\$7,486.03</u>	<u>\$5,274.75</u>

## MAINTENANCE COSTS

Exhibit 4

Years Ended September 30, 1941 and September 30, 1942

ACCOUNT NUMBER	ACCOUNT TITLE	1941	1942
36	<b>Structure Repairs (Other than Drainage Structures):</b>		
	<b>District No. 4:</b>		
361-4	Guard Rail	\$5,528.60	\$7,336.55
362-4	Retaining Walls	87.42	235.28
363-4	Slope Walls		47.16
	Total	\$5,616.02	\$7,618.99
36	<b>Structure Repairs (Other than Drainage Structures):</b>		
	<b>District No. 5:</b>		
361-5	Guard Rail	\$5,061.76	\$3,492.64
362-5	Retaining Walls		5.20
363-5	Slope Walls		
	Total	\$5,061.76	\$3,497.84
36	<b>Structure Repairs (Other than Drainage Structures):</b>		
	<b>District No. 6:</b>		
361-6	Guard Rail	\$4,218.12	\$4,557.36
361-X-6	Frost Damage	1,646.03	35.00
362-6	Retaining Walls	241.92	197.27
362-X-6	Frost Damage	359.83	
363-6	Slope Walls		47.24
	Total	\$6,465.90	\$4,836.87
	Grand Total 6 Districts	\$35,051.42	\$32,562.08
37	<b>Maintenance of Roadside:</b>		
	<b>District No. 1:</b>		
371-1	Cutting and Cleaning Vegetation	\$13,188.15	\$13,003.54
372-1	Removal of Debris	226.74	30.81
373-1	Highway Beautification	194.80	249.35
374-1	Cuts	180.79	
375-1	Fills	508.79	338.17
376-1	Widening	1,838.36	
377-1	Resetting fences and adjustments to Private Property	93.20	12.78
378-1	Moving Equipment	463.81	1,156.58
	Total	\$16,694.64	\$14,811.23
37	<b>Maintenance of Roadside:</b>		
	<b>District No. 2:</b>		
371-2	Cutting and Cleaning Vegetation	\$3,544.06	\$7,598.35
372-2	Removal of Debris	254.75	1,067.57
373-2	Highway Beautification		360.55
374-2	Cuts		19.15
375-2	Fills		277.78
376-2	Widening	1,656.68	2,968.34
377-2	Resetting fences and adjustments to Private Property	219.24	426.18
378-2	Moving Equipment	1,075.85	1,581.90
	Total	\$6,750.58	\$14,297.82
37	<b>Maintenance of Roadside:</b>		
	<b>District No. 3:</b>		
371-3	Cutting and Cleaning Vegetation	\$4,072.50	\$6,312.12
372-3	Removal of Debris	5,384.53	5,055.66
372-X-3	Frost Damage		40.26
373-3	Highway Beautification	5,483.23	5,341.12
374-3	Cuts	1,863.21	1,819.88
375-3	Fills	2,857.37	1,281.50
375-X-3	Frost Damage	1,638.84	
376-3	Widening	580.19	814.81
377-3	Resetting fences and adjustments to Private Property	26.78	33.48
378-3	Moving Equipment	2,345.61	1,568.56
	Total	\$24,252.69	\$22,567.69
37	<b>Maintenance of Roadside:</b>		
	<b>District No. 4:</b>		
371-4	Cutting and Cleaning Vegetation	\$7,395.49	\$4,106.16
372-4	Removal of Debris	3,203.31	2,697.41
372-X-4	Frost Damage	11.28	
373-4	Highway Beautification	4,529.61	3,756.33
374-4	Cuts	447.45	661.45
375-4	Fills	131.95	91.54
376-4	Widening	88.56	
377-4	Resetting fences and adjustments to Private Property	1,560.92	1,147.88
378-4	Moving Equipment		
	Total	\$17,365.57	\$12,460.77

## MAINTENANCE COSTS

Exhibit 4

Years Ended September 30, 1941 and September 30, 1942

ACCOUNT NUMBER	ACCOUNT TITLE	1941	1942
<b>37</b>	<b>Maintenance of Roadside:</b>		
	<b>District No. 5:</b>		
371-5	Cutting and Cleaning Vegetation	\$12,211.03	\$7,528.29
372-5	Removal of Debris	982.05	1,318.86
373-5	Highway Beautification	177.73	179.35
374-5	Cuts		7,347.32
375-5	Fills	458.02	323.03
376-5	Widening	417.27	3.25
377-5	Resetting fences and adjustments to Private Property	345.65	74.96
378-5	Moving Equipment	2,713.22	2,933.14
	<b>Total</b>	<b>\$17,304.97</b>	<b>\$19,708.20</b>
<b>37</b>	<b>Maintenance of Roadside:</b>		
	<b>District No. 6:</b>		
371-6	Cutting and Cleaning Vegetation	\$8,132.85	\$5,793.65
371-X-6	Frost Damage	26.21	14.56
372-6	Removal of Debris	1,537.90	1,597.44
372-X-6	Frost Damage	713.07	108.29
373-6	Highway Beautification	9.19	84.98
374-6	Cuts	1,127.12	265.98
375-6	Fills	13.83	182.02
375-X-6	Frost Damage	2,504.43	208.48
376-6	Widening	271.33	137.48
377-6	Resetting fences and adjustments to Private Property		20.64
377-X-6	Frost Damage		
378-6	Moving Equipment	725.86	1,304.68
	<b>Total</b>	<b>\$15,061.50</b>	<b>\$9,718.20</b>
	<b>Grand Total 6 Districts...</b>	<b>\$97,430.25</b>	<b>\$93,563.91</b>
<b>38</b>	<b>Traffic Service:</b>		
	<b>District No. 1:</b>		
381-1	Highway Markers	\$7,362.21	\$6,493.16
382-1	Surface Marking (Guide Lines)	876.22	6,466.27
383-1	Snow Removal	11,762.77	5,310.89
384-1	Ice Treatment	1,990.44	1,871.02
385-1	Whitewashing	375.11	205.08
386-1	Traffic Count	201.14	417.56
386-A-1	Traffic Lights	281.64	238.08
387-1	Skid-Proofing-Killefer Disc	1.19	
388-1	Miscellaneous	303.33	140.51
389-1	Erecting and dismantling Snow Fence	1,398.05	2,830.24
	<b>Total</b>	<b>\$24,552.10</b>	<b>\$23,979.51</b>
<b>38</b>	<b>Traffic Service:</b>		
	<b>District No. 2:</b>		
381-2	Highway Markers	\$5,885.94	\$10,182.96
382-2	Surface Marking (Guide Lines)	1,330.61	3,877.90
383-2	Snow Removal	10,265.51	7,113.31
384-2	Ice Treatment	3,636.90	3,519.28
385-2	Whitewashing		
386-2	Traffic Count	192.92	469.24
386-A-2	Traffic Lights	7.00	750.09
387-2	Skid-Proofing-Killefer Disc	64.09	18.48
388-2	Miscellaneous		621.98
389-2	Erecting and dismantling Snow Fence	2,013.28	9,892.60
	<b>Total</b>	<b>\$23,396.25</b>	<b>\$36,445.54</b>
<b>38</b>	<b>Traffic Service:</b>		
	<b>District No. 3:</b>		
381-3	Highway Markers	\$17,758.36	\$16,155.56
382-3	Surface Marking (Guide Lines)	5,995.86	8,687.67
383-3	Snow Removal	16,148.82	11,105.06
384-3	Ice Treatment	21,282.27	8,233.63
385-3	Whitewashing		
386-3	Traffic Count	171.71	434.20
386-A-3	Traffic Lights	6,722.67	8,559.09
387-3	Skid-Proofing-Killefer Disc		3.00
388-3	Miscellaneous	1,450.37	2,386.82
388-X-3	Frost Damage		1,121.58
389-3	Erecting and dismantling Snow Fence	10,755.34	13,041.70
	<b>Total</b>	<b>\$80,315.40</b>	<b>\$69,723.31</b>
<b>38</b>	<b>Traffic Service:</b>		
	<b>District No. 4:</b>		
381-4	Highway Markers	\$20,253.39	\$14,564.95
382-4	Surface Marking (Guide Lines)	3,169.82	8,958.21
383-4	Snow Removal	18,662.94	7,874.68
384-4	Ice Treatment	19,092.18	6,505.05
385-4	Whitewashing		
386-4	Traffic Count	445.34	961.87
386-A-4	Traffic Lights	5,903.59	7,007.99
387-4	Skid-Proofing-Killefer Disc		
388-4	Miscellaneous	780.36	1,654.80
389-4	Erecting and dismantling Snow Fence	6,729.06	6,677.82
	<b>Total</b>	<b>\$75,036.68</b>	<b>\$54,205.37</b>

## REPORT OF THE STATE ROADS COMMISSION

## MAINTENANCE COSTS

Exhibit 4

Years Ended September 30, 1941 and September 30, 1942

ACCOUNT NUMBER	ACCOUNT TITLE	1941	1942
<b>38</b>	<b>Traffic Service:</b>		
	<b>District No. 5:</b>		
	Highway Markers	\$15,014.58	\$16,537.86
381-5	Surface Marking (Guide Lines)	2,128.31	2,298.00
382-5	Snow Removal	11,525.45	6,221.49
383-5	Ice Treatment	5,919.69	1,674.54
384-5	Whitewashing	239.86	1,359.78
385-5	Traffic Count	952.88	3,875.76
386-A-5	Traffic Lights		
387-5	Skid-Proofing-Killefer Disc	21.16	1,254.33
388-5	Miscellaneous	4,036.76	5,335.37
389-5	Erecting and dismantling Snow Fence		
	<b>Total</b>	<b>\$30,868.69</b>	<b>\$38,572.26</b>
<b>38</b>	<b>Traffic Service:</b>		
	<b>District No. 6:</b>		
	Highway Markers	\$15,482.15	\$10,675.10
381-6	Surface Marking (Guide Lines)	2,041.35	16,384.64
382-6	Snow Removal	24,015.92	17,247.29
383-X-6	Frost Damage		74
384-6	Ice Treatment	37,444.26	23,201.87
385-6	Whitewashing		20.50
386-6	Traffic Count	295.35	691.35
386-A-6	Traffic Lights	261.42	414.65
387-6	Skid-Proofing-Killefer Disc	677.17	491.50
388-6	Miscellaneous	877.43	871.76
388-X-6	Frost Damage	95.95	
389-6	Erecting and dismantling Snow Fence	11,796.15	12,782.71
	<b>Total</b>	<b>\$92,957.83</b>	<b>\$82,914.75</b>
	<b>Grand Total 6 Districts</b>	<b>\$336,156.95</b>	<b>\$305,846.34</b>
<b>39</b>	<b>Maintenance of Bridges (over 20 Ft. Span) and Grade Separations:</b>		
	<b>District No. 1:</b>		
	Floors	\$738.91	\$202.92
391-1	Balustrade or Head Wall	19.63	131.70
392-1	Abutments and Piers	379.69	4,617.85
393-1	Steel Superstructure		3.50
394-1	Painting	202.55	278.50
395-1	Lighting	1,746.18	3,444.53
396-1	Operation of Draw (Labor and Power)	16,113.93	18,947.65
397-1	Telephone Bills	76.80	66.00
398-1	Miscellaneous		69.42
399-1			
	<b>Total</b>	<b>\$19,277.69</b>	<b>\$27,762.49</b>
<b>39</b>	<b>Maintenance of Bridges (over 20 Ft. Span) and Grade Separations:</b>		
	<b>District No. 2:</b>		
	Floors	\$4,203.35	\$4,792.71
391-2	Balustrade or Head Wall	155.58	5.76
392-2	Abutments and Piers	203.67	298.74
393-2	Steel Superstructure		3.50
394-2	Painting	286.59	70.86
395-2	Lighting	1,116.50	2,234.81
396-2	Operation of Draw (Labor and Power)	10,975.38	13,243.62
397-2	Telephone Bills	82.37	64.05
398-2	Miscellaneous	29.71	163.30
399-2			
	<b>Total</b>	<b>\$17,050.15</b>	<b>\$20,877.35</b>
<b>39</b>	<b>Maintenance of Bridges (over 20 Ft. Span) and Grade Separations:</b>		
	<b>District No. 3:</b>		
	Floors	\$987.14	\$1,879.01
391-3	Balustrade or Head Wall	78.44	48.83
392-3	Abutments and Piers	7.24	105.86
393-3	Frost Damage		158.42
393-X-3	Snow Removal	27.18	
394-3	Steel Superstructure		
395-3	Painting	109.84	2.77
396-3	Lighting	1,077.81	1,947.71
397-3	Operation of Draw (Labor and Power)	9,156.30	9,756.99
398-3	Telephone Bills		
399-3	Miscellaneous	41.66	170.32
	<b>Total</b>	<b>\$11,485.61</b>	<b>\$14,066.91</b>

## MAINTENANCE COSTS

Exhibit 4

Years Ended September 30, 1941 and September 30, 1942

ACCOUNT NUMBER	ACCOUNT TITLE	1941	1942
<b>39</b>	<b>Maintenance of Bridges (over 20 Ft. Span) and Grade Separations: District No. 4</b>		
391-4	Floors	\$47.94	\$392.04
392-4	Balustrade or Head Wall	234.08	2,788.43
393-4	Abutments and Piers	57.42	2.00
394-4	Steel Superstructure	29.52	
395-4	Painting		33.87
396-4	Lighting	3,480.60	2,389.25
397-4	Operation of Draw (Labor and Power)	3,726.35	3,609.24
398-4	Telephone Bills	31.20	57.45
399-4	Miscellaneous	80.85	1,010.91
	Total	\$7,687.96	\$10,373.39
<b>39</b>	<b>Maintenance of Bridges (over 20 Ft. Span) and Grade Separations: District No. 5:</b>		
391-5	Floors	\$402.07	\$329.22
392-5	Balustrade or Head Wall	72.63	
393-5	Abutments and Piers		
394-5	Steel Superstructure		
395-5	Painting		
396-5	Lighting	1,035.45	861.17
397-5	Operation of Draw (Labor and Power)	315.38	405.87
398-5	Telephone Bills		
399-5	Miscellaneous		10.52
	Total	\$1,885.53	\$1,606.78
<b>39</b>	<b>Maintenance of Bridges (over 20 Ft. Span) and Grade Separations: District No. 6:</b>		
391-6	Floors	\$1,459.61	\$1,842.03
391-X-6	Frost Damage	406.19	7.24
392-6	Balustrade or Head Wall	316.10	91.41
392-X-6	Frost Damage	14.15	
393-6	Abutments and Piers	2,383.49	809.69
394-6	Steel Superstructure		69.25
395-6	Painting	352.72	1,404.21
395-X-6	Frost Damage	2,745.89	636.17
396-6	Lighting	595.31	679.84
397-6	Operation of Draw (Labor and Power)	27.84	13.22
398-6	Telephone Bills		691.27
399-6	Miscellaneous		
	Total	\$8,211.30	\$5,053.79
	Grand Total 6 Districts	\$65,598.24	\$79,740.71

## BALANCE SHEET AT SEPTEMBER 30, 1942

ASSETS	This Year	Last Year	Increase Decrease
Cash (General)	\$7,710,614.43	\$6,055,979.01	\$1,654,635.42
Cash (Refunding Bond Issue 1938)	24,786.16	24,786.16	..
Cash (Chesapeake Bay Ferry System Bonds)	79,934.09	67,707.52	12,226.57
Total Cash	\$7,815,334.68	\$6,148,472.69	\$1,666,861.99
Truck Fees Collectible for Bond Retirement	\$8,507,000.00	\$4,980,000.00	\$3,527,000.00
Revenue collectible in future years from Chesapeake Bay Ferry System and $\frac{1}{2}$ Gasoline Taxes, for Bond Retirement	1,200,000.00	1,200,000.00	.....
Total Revenue Collectible for Bond Retirement	\$9,707,000.00	\$6,180,000.00	\$3,527,000.00
Receivables and Advances:			
Accounts Receivable	\$110,261.33	\$96,680.75	\$13,580.58
Certificates of Beneficial Interest—Union Trust Co.	805.38	805.38	..
Sundry Participation in Costs (contra.)	127,698.82	57,198.82	70,500.00
Funds advanced for Construction	5,370,673.70	10,625,594.62	<i>5,252,920.92</i>
Total Receivables and Advances	\$5,609,439.23	\$10,778,279.57	<i>\$5,168,840.34</i>
Encumbered Funds—Refunding Bonds—1938	\$10,000.00	\$10,000.00	.....
Materials and Supplies	\$560,990.39	\$487,039.90	\$73,950.49
Authorized Provisions for Expenditure from Funds, Including Construction Work in Progress	\$25,189,709.82	\$18,418,723.37	\$6,770,986.45
Less: Authorized and Contract Obligations—Unpaid	11,255,671.48	8,550,790.37	2,704,881.11
Remainder	\$13,934,038.34	\$9,867,933.00	\$4,066,105.34
Cement purchased for Construction	183.32	433.51	<i>250.19</i>
Total charges to Fund on Uncompleted Projects	\$13,934,221.66	\$9,868,366.51	\$4,065,855.15
First National Bank—Coupon Agents—Interest Payable—1934 Bond Issue	\$1,600.00	\$1,600.00	.....
Mercantile Trust Co.—Coupon Agents—Interest Payable—1938 Refunding Bonds	..	74,715.00	<i>74,715.00</i>
Mercantile Trust Co.—Coupon Agents—Interest Payable—1941 Refunding Bonds	88,872.50	..	88,872.50
Total	\$90,472.50	\$76,315.00	\$14,157.50
Properties:			
Roads	\$165,300,182.34	\$160,262,850.39	\$5,037,331.95
Bridges—Since May 1929	13,589,735.52	12,201,726.61	1,388,008.91
Grade Eliminations:			
From State Funds	4,763,696.02	4,337,459.18	426,236.84
From Contributed Funds	1,739,021.81	1,739,021.81	..
Lands and Buildings	538,186.12	355,359.68	182,826.44
Accounting and Commercial Properties	88,682.78	84,770.76	3,912.02
Operating Engineers Properties	97,067.49	90,763.89	6,303.60
Plans and Survey Properties	49,565.46	46,368.60	3,196.86
Storeroom and Yards Properties	137,722.03	122,851.12	14,870.91
Laboratory Properties	28,490.99	34,147.59	<i>4,345.40</i>
Transportation Equipment	102,961.41	102,510.78	450.63
Construction Equipment	2,318,525.21	2,174,807.24	143,717.97
Small Tools and Equipment	432,983.83	394,290.21	38,693.62
Signs and Markers	144,959.46	108,234.25	36,725.21
Medical Office Equipment	85.35	85.35	..
Total	\$189,332,165.82	\$182,045,247.46	\$7,286,918.36
Total Assets	\$227,059,624.28	\$215,593,721.13	\$11,465,903.15

ITALICS INDICATE RED FIGURES.

## AND SEPTEMBER 30, 1941, AND COMPARISON

Exhibit 5

LIABILITIES	This Year	Last Year	Increase Decrease
Fund Accounts of the Commission:			
Revenue Accounts (Credit Balances)	\$25,689,903.83	\$26,661,947.88	\$972,044.05
Deferred Credits:			
Sundry Participation in costs (contra )	127,698.82	57,198.82	70,500.00
Accounts Receivable Subject to Collection	46,057.94	66,682.89	20,624.95
Deferred Income to M. and R. - Impounded Cash	805.38	805.38	
Construction—Federal Government	1,666,530.44	232,142.67	1,434,387.77
Bond Interest Payable—1934 Bond Issue	1,600.00	1,600.00	
Bond Interest Payable—1938 Refunding Bonds		74,715.00	74,715.00
Bond Interest Payable—1941 Refunding Bonds	88,872.50		88,872.50
<b>Total</b>	<b>\$27,621,468.91</b>	<b>\$27,095,092.04</b>	<b>\$526,376.27</b>
Reserve for Accounts Receivable—Doubtful of Collection	\$64,203.39	\$29,997.86	\$34,205.53
State Treasurer's Working Fund	\$300,000.00	\$208,597.01	\$91,402.99
Proceeds of sale of Refunding Bonds, to redeem Outstanding 4% Bonds	\$10,000.00	\$10,000.00	
Proceeds of sale of Refunding Bonds, for Premiums and Surplus ...	\$14,786.16	\$14,786.16	
Outstanding State Roads Commission of Maryland Four Percent (4%) Bonds	\$10,000.00	\$10,000.00	
Outstanding State Roads Commission of Maryland 1938 Refunding Bonds		\$4,980,000.00	\$4,980,000.00
Outstanding State Roads Commission of Maryland 1941 Refunding Bonds	\$8,507,000.00		\$8,507,000.00
Outstanding Chesapeake Bay Ferry System Bonds	\$1,200,000.00	\$1,200,000.00	
Worth of Possessions ...	\$189,332,165.82	\$182,045,247.40	\$7,286,918.36
<b>Total Liabilities</b> .....	<b>\$227,059,624.28</b>	<b>\$215,593,721.13</b>	<b>\$11,465,903.15</b>

## FUNDED BALANCE SHEET

## ASSETS

FUND ACCOUNT ASSETS, ETC		
MAINTENANCE AND RECONSTRUCTION FUND ASSETS		
Cash advanced through M & R payable by other funds	\$4,758,106.47	
Due from other funds to M & R revenue	8,415,571.76	\$3,657,435.31
Cost of construction work in progress	2,132,629.97	
Inventory of materials and supplies	560,990.39	\$6,351,055.67
LATERAL REVENUE FUND ASSETS OF COUNTIES AND BALTIMORE CITY:		
Cash	\$161,809.99	
Cost of construction work in progress	47,933.90	\$209,743.89
COUNTIES CONSTRUCTION FUND ASSETS:		
Cash	\$1,437,437.13	
Cost of construction work in progress	1,095,757.37	\$2,533,194.50
GRADE ELIMINATION FUND ASSETS:		
Cash	\$4,357,357.21	
Cost of construction work in progress	34,075.71	\$4,391,432.92
FEDERAL GRADE ELIMINATION FUND ASSETS—1936 APPROPRIATION:		
Cost of construction work in progress	\$14,622.15	
Overdraft in the account	855,507.87	\$900,130.02
FEDERAL GRADE ELIMINATION FUND ASSETS—1938 APPROPRIATION:		
Cash		210,063.73
FEDERAL GRADE ELIMINATION FUND ASSETS—1939 APPROPRIATION:		
Cost of construction work in progress		478,451.37
FEDERAL GRADE ELIMINATION FUND ASSETS—1940 APPROPRIATION:		
Cash	\$49,810.26	
Cost of construction work in progress	151,560.74	\$201,371.00
FEDERAL GRADE ELIMINATION FUND ASSETS—1941 APPROPRIATION:		
Cost of Construction work in progress		547,146.15
FEDERAL GRADE ELIMINATION FUND ASSETS—1942 APPROPRIATION:		
Cash		190,600.00
REGULAR FEDERAL AID FUND ASSETS—1937 APPROPRIATION:		
Overdraft in the account		231,449.77
REGULAR FEDERAL AID FUND ASSETS—1938 APPROPRIATION:		
Cost of construction work in progress		317,597.97
REGULAR FEDERAL AID FUND ASSETS—1939 APPROPRIATION:		
Cost of construction work in progress		502,364.09
REGULAR FEDERAL AID FUND ASSETS—1940 APPROPRIATION:		
Cost of construction work in progress		835,175.45
REGULAR FEDERAL AID FUND ASSETS—1941 APPROPRIATION:		
Cash	\$370,382.69	
Cost of construction work in progress	1,380,602.02	\$1,750,984.71
REGULAR FEDERAL AID FUND ASSETS—1942 APPROPRIATION:		
Cash	\$651,404.53	
Cost of construction work in progress	291,663.60	\$1,243,068.13
SPECIAL CONSTRUCTION FUND ASSETS OF 1934:		
Cost of construction work in progress	\$941.96	
Overdraft in the account	304,957.65	\$305,899.61
SPECIAL CONSTRUCTION FUND ASSETS OF 1936:		
Cost of construction work in progress		463,174.17
OCEAN CITY BEACH PROTECTION FUND ASSETS:		
Cash	\$61,375.10	
Cost of construction work in progress	3,246.26	\$64,621.36
CRENSHAW BEACH PROTECTION FUND ASSETS:		
Overdraft in the account		7,238.67
NORTH BEACH PROTECTION FUND ASSETS:		
Cash	\$20,806.93	
Cost of construction work in progress	23,187.48	\$43,994.41
FLOOD RELIEF STATE AND FEDERAL FUND ASSETS:		
Cost of construction work in protection	\$239,856.48	
Overdraft in the account	348,877.73	\$588,734.21
PRISON LABOR FUND ASSETS:		
Cost of construction work in progress		175,451.61



## REPORT OF THE STATE ROADS COMMISSION

187

AT SEPTEMBER 30, 1942

Exhibit No. 6

## LIABILITIES

FUNDS		
MAINTENANCE AND RECONSTRUCTION FUND		
Credit balance in the account	\$6,051,055.67	
Accounts payable	300,000.00	\$6,351,055.67
<hr/>		
LATERAL REVENUE FUNDS OF COUNTIES AND BALTIMORE CITY		
Credit balance in the account	\$156,171.57	
Due to maintenance and reconstruction fund	53,572.32	\$209,743.89
<hr/>		
COUNTIES CONSTRUCTION FUND		
Credit balance in the account	\$2,451,832.32	
Due to maintenance and reconstruction fund	81,362.18	\$2,533,194.50
<hr/>		
GRADE ELIMINATION FUND		
Credit balance in the account		4,391,432.92
<hr/>		
FEDERAL GRADE ELIMINATION FUND—1936 APPROPRIATION		
Due to maintenance and reconstruction fund		900,130.02
<hr/>		
FEDERAL GRADE ELIMINATION FUND—1938 APPROPRIATION		
Credit balance in the account		210,063.73
FEDERAL GRADE ELIMINATION FUND—1939 APPROPRIATION		
Credit balance in the account	\$61,709.78	
Due to maintenance and reconstruction fund	416,741.59	\$478,451.37
<hr/>		
FEDERAL GRADE ELIMINATION FUND—1940 APPROPRIATION		
Credit balance in the account		201,371.00
<hr/>		
FEDERAL GRADE ELIMINATION FUND—1941 APPROPRIATION		
Credit balance in the account	\$37,273.35	
Due to maintenance and reconstruction fund	509,872.80	\$547,146.15
<hr/>		
FEDERAL GRADE ELIMINATION FUND—1942 APPROPRIATION		
Credit balance in the account		190,600.00
REGULAR FEDERAL AID FUND—1937 APPROPRIATION		
Due to maintenance and reconstruction fund		231,449.77
REGULAR FEDERAL AID FUND—1938 APPROPRIATION		
Credit balance in the account	\$2,836.14	
Due to maintenance and reconstruction fund	314,761.83	\$317,597.97
<hr/>		
REGULAR FEDERAL AID FUND—1939 APPROPRIATION		
Credit balance in the account	\$174,627.99	
Due to maintenance and reconstruction fund	387,736.10	\$562,364.09
<hr/>		
REGULAR FEDERAL AID FUND—1940 APPROPRIATION		
Credit balance in the account	\$790,290.76	
Due to maintenance and reconstruction fund	44,914.69	\$835,175.45
<hr/>		
REGULAR FEDERAL FUND—1941 APPROPRIATION		
Credit balance in the account		1,750,984.71
<hr/>		
REGULAR FEDERAL AID FUND—1942 APPROPRIATION		
Credit balance in the account		1,243,068.13
<hr/>		
SPECIAL CONSTRUCTION FUND OF 1934		
Due to maintenance and reconstruction fund		305,809.61
<hr/>		
SPECIAL CONSTRUCTION FUND OF 1936		
Credit balance in the account	\$72,153.02	
Due to maintenance and reconstruction fund	391,021.15	\$463,174.17
<hr/>		
OCEAN CITY BEACH PROTECTION FUND		
Credit balance in the account		64,621.36
<hr/>		
CHESAPEAKE BEACH PROTECTION FUND		
Due to maintenance and reconstruction fund		7,238.67
NORTH BEACH PROTECTION FUND		
Credit balance in the account		43,994.41
<hr/>		
FLOOD RELIEF STATE AND FEDERAL FUND		
Due to maintenance and reconstruction fund		588,734.21
<hr/>		
PRISON LABOR FUND		
Credit balance in the account	\$144,835.90	
Due to maintenance and reconstruction fund	30,615.71	\$175,451.61
<hr/>		

## FUNDED BALANCE SHEET

## ASSETS

FEDERAL AID SECONDARY FUND ASSETS—1942 APPROPRIATION:		\$153,168.00	
Cash			
MIDDLE RIVER UNDERPASS FUND ASSETS:			1,121,845.92
Cost of construction work in progress			
BALTIMORE WASHINGTON BLVD. STUDIES FUND ASSETS:			50.79
Cost of construction work in progress			
MILITARY ACCESS ROADS FUND ASSETS:			3,008,774.90
Cost of construction work in progress			
NATIONAL DEFENSE PROJECT FUND ASSETS:			471,530.46
Cost of construction work in progress			
SUSQUEHANNA RIVER BRIDGE APPROACH FUND ASSETS:			331,919.06
Cash			
POTOMAC RIVER BRIDGE APPROACH FUND ASSETS:			276,399.63
Cost of construction work in progress			
SUSQUEHANNA RIVER BRIDGE FUND ASSETS:			29,331.75
Cost of construction work in progress			
POTOMAC RIVER BRIDGE FUND ASSETS:			7,658.33
Cost of construction work in progress			
FERRY TERMINAL CONSTRUCTION FUND ASSETS:			
Cash	\$784,178.00		
Cost of construction work in progress	215,822.00		\$1,000,000.00
NEW CONSTRUCTION AND HIGHWAY IMPROVEMENT FUND ASSETS:			2,000,000.00
Cash			
NEEDED CONSTRUCTION AND BOND EXPENSE FUND ASSETS:			750,950.81
Cash			
GASOLINE TAX REFUND FUND ASSETS:			6,208.54
Cash			
SIGN PERMIT FUND ASSETS:			
Cost of construction work in progress	\$7,369.43		
Overdraft in the account	10,733.38		\$18,102.81
SPECIAL POINT OF ROCKS AND BRUNSWICK BRIDGE FUND ASSETS:			1,269.90
Cash			
DEBENTURE RESERVE FUND ASSETS			630,000.00
Cash			
REFUNDING BOND FUND ASSETS:			24,786.16
Cash			
FERRY REVENUE BOND FUND ASSETS:			79,034.09
Cash			
Total fund account assets, etc.			\$32,514,883.56
DEFERRED ITEMS:			
Funds available and applicable to unexpended portion of authorizations, other obligations, and additional awards	\$8,076,325.07		
Future funds necessarily encumbered for liquidation of outstanding obligations, over and above available funds before considering balances due from Federal allotments and before considering income earnable in 1943	4,137,443.64		\$12,213,768.71
ENCUMBERED PRESENT AND FUTURE INCOME:			
To retire bonded indebtedness of the State Roads Commission:			
From refunding bond fund revenue	\$10,000.00		
From debenture reserve fund revenue	630,000.00		
From truck license fees, franchise taxes, and \$.0014 of two-cent (2c) gas tax	7,877,000.00		
From ferry revenue and or one-half cent (½c) gas tax	1,200,000.00		\$9,717,000.00
Roads, bridges, lands, buildings, etc.; book value			189,332,165.82
Total assets			\$243,777,818.09

AT SEPTEMBER 30, 1942

Exhibit No. 6

LIABILITIES		
FEDERAL AID SECONDARY FUND—1942 APPROPRIATION:		
Credit balance in the account		\$153,168.00
MIDDLE RIVER UNDERPASS FUND:		
Credit balance in the account	\$77,345.05	
Due to maintenance and reconstruction fund	1,044,509.87	1,121,845.92
BALTIMORE WASHINGTON BLVD. STUDIES FUND:		
Due to maintenance and reconstruction fund		50.79
MILITARY ACCESS ROAD FUND:		
Credit balance in the account	\$44,535.97	
Due to maintenance and reconstruction fund	2,964,238.93	\$3,008,774.90
NATIONAL DEFENSE PROJECT FUND:		
Credit balance in the account	\$400,000.00	
Due to maintenance and reconstruction fund	71,530.46	471,530.46
SUSQUEHANNA RIVER BRIDGE APPROACH FUND:		
Credit balance in the account		331,919.06
POTOMAC RIVER BRIDGE APPROACH FUND:		
Credit balance in the account	\$260,292.46	
Due to maintenance and reconstruction fund	16,107.17	\$276,399.63
SUSQUEHANNA RIVER BRIDGE FUND:		
Due to maintenance and reconstruction fund		29,331.75
POTOMAC RIVER BRIDGE FUND:		
Due to maintenance and reconstruction fund		7,658.33
FERRY TERMINAL CONSTRUCTION FUND:		
Credit balance in the account		1,000,000.00
NEW CONSTRUCTION AND HIGHWAY IMPROVEMENT FUND:		
Credit balance in the account		2,000,000.00
NEEDED CONSTRUCTION AND BOND EXPENSE FUND:		
Credit balance in the account		750,959.81
GASOLINE TAX REFUND FUND:		
Credit balance in the account		6,208.54
SIGN PERMIT FUND:		
Due to maintenance and reconstruction fund		18,102.81
SPECIAL POINT OF ROCKS AND BRUNSWICK BRIDGE FUND:		
Credit balance in the account		1,269.90
DEBTURE RESERVE FUND:		
Credit balance in the account		630,000.00
REFUNDING BOND FUND:		
Credit balance in the account		24,786.16
FERRY REVENUE BOND FUND:		
Credit balance in the account		79,934.09
Total fund accounts		\$32,514,883.59
DEFERRED ITEMS:		
Outstanding obligations on account of unexpended portions of authorized expenditures, other items, etc.		\$12,213,765.71
BONDED INDEBTEDNESS OF THE STATE ROADS COMMISSION		
1933 Debture Bonds authorized and issued	\$4,000,000.00	
Less: Bonds redeemed	3,990,000.00	
Outstanding (recalled and not presented for redemption)		\$10,000.00
Improvement and Refunding Bonds of 1941—authorized and issued	\$9,000,000.00	
Less: Bonds redeemed	493,000.00	
Outstanding		\$8,507,000.00
Chesapeake Bay Ferry System Bonds—authorized and issued	\$1,200,000.00	
Less: Bonds redeemed	none	
Outstanding		1,200,000.00
Total		\$9,717,000.00
Worth of Possessions of State Roads Commission		189,332,165.82
Total Liabilities		\$243,777,818.09

**STATEMENT OF CASH BALANCES IN THE  
AFTER APPLYING DISBURSEMENTS ON UNCOMPLETED  
BASED ON ANTICIPATED REVENUE AND**

Funds	Balances in Accounts at September 30, 1941	Disbursements Not Deducted	Cash Status of Funds After Deducting Payments Made, Not Deducted from Revenue Account	Total Authorized Provisions on Uncompleted Projects	Disbursements in Excess of Authorizations
	(1)	(2)	(3)	(4)	(5)
<b>LATERAL FUNDS:</b>					
Allegany	\$11,520.82	\$5,545.74	\$5,975.08	\$8,500.00	
Anne Arundel	3,246.69		3,246.69		
Baltimore	139,796.30		139,796.30	122,207.62	
Calvert	5,792.84	2,059.10	7,851.94	1,150.00	\$909.10
Caroline	4,667.07	52.47	4,614.60		52.47
Carroll	9,835.43		9,835.43	500.00	
Cecil	16,708.59	2,790.39	13,988.20	3,817.44	410.44
Charles	21,350.16	3,233.50	18,116.66	1,250.00	3,233.50
Dorchester	8,781.17		8,781.17		
Frederick	46,841.97	27,925.02	18,916.95	43,500.00	
Garrett	15,298.17	5,322.88	9,975.29	8,015.00	
Harford	61,304.58	20,563.54	40,801.04	37,154.79	1,685.60
Howard	449.92		449.92		
Kent	10,184.24	4,501.22	4,128.34	6,192.75	
Montgomery	46,484.16	59,601.42	10,184.24	82,975.21	2,389.02
Prince George's	10,254.62		13,117.36	1,000.00	
Queen Anne's	10,330.08		10,330.08	11,970.00	
St. Mary's	2,674.19		2,674.19		
Somerset	458.37		458.37		
Talbot	1,102.93		1,102.93		
Washington	9,209.13	933.90	8,275.23	1,346.28	
Wicomico	7,175.39		7,175.39		
Worcester	151,242.57		151,242.57		
Baltimore City					
<b>Total Lateral Funds</b>	<b>\$569,236.53</b>	<b>\$132,399.18</b>	<b>\$436,837.35</b>	<b>\$329,609.00</b>	<b>\$8,680.13</b>
<b>COUNTY CONSTRUCTION FUNDS:</b>					
Allegany	\$13,193.35	\$1,445.33	\$11,638.02	\$2,662.92	\$ 7,851.38
Anne Arundel	169,336.63	74,156.96	95,179.67	82,000.00	281.11
Baltimore	326,217.31	4,635.91	321,581.40	370,000.00	
Calvert	4,856.94		4,856.94		
Caroline	119,977.79	116,653.38	3,324.41	131,376.98	5,231.94
Carroll	218,353.45	196,784.76	21,568.69	338,636.92	2,419.43
Cecil	176,150.65	59,204.42	116,946.23	98,568.30	9,910.78
Charles	117,821.10	84,559.41	33,161.69	64,320.56	4,086.27
Dorchester	94,177.64	108,008.43	42,667.88	137,854.37	1,928.00
Frederick	136,254.72	72,679.75	63,574.97	73,509.66	8,838.23
Garrett	93,538.72	77,557.21	15,981.51	73,113.34	7,395.62
Harford	69,662.53	51,386.91	18,275.62	54,943.83	6,628.48
Howard	11,318.60	869.53	10,458.07		869.53
Kent	140,292.80	25,474.94	114,817.86	33,015.50	424.35
Montgomery	123,038.23	115,226.81	7,811.42	226,294.30	24,043.13
Prince George's	129,820.72	69,077.39	60,743.33	89,876.78	5,537.82
Queen Anne's	63,935.22	23,554.08	40,381.14	57,708.07	1,922.92
St. Mary's	23,408.96	1,000.36	22,408.60		1,000.36
Somerset	65,195.37	16,290.24	48,905.13	27,500.00	7,230.23
Talbot	29,100.95	47,819.20	18,718.75	48,244.26	33.33
Washington	102,205.61	125,062.34	22,796.73	168,457.61	4,634.50
Wicomico	11,982.91	35,396.88	23,413.97	44,572.77	1,177.93
Worcester					
<b>Total County Construction Funds</b>	<b>\$2,298,297.01</b>	<b>\$1,412,615.70</b>	<b>\$885,681.31</b>	<b>\$2,363,720.17</b>	<b>\$102,241.17</b>
Maintenance	\$ 4,545,905.79	\$ 1,628,194.61	\$ 2,917,711.18	\$ 2,958,646.47	\$ 291,896.65
Reconstruction					
Contingent Fund	4,002,470.37	34,075.71	3,968,394.86	25,561.83	8,844.51
Grade Elimination					
Federal Grade Elimination:					
1936, without State Funds	1,002,719.22	18,392.08	1,021,111.30	500.00	17,892.08
1938, with State Funds	504,468.52	300,000.66	204,467.86	342,995.65	7,653.43
1939, with State Funds	331,787.74	390,961.69	59,173.95	897,867.64	7,653.43
1940, with State Funds	46,991.00	76,092.75	29,101.75	127,458.30	23,326.90
1941, with State Funds	50,000.00	188,305.51	138,305.51	701,483.76	
1942, without State Funds	170,031.40		170,031.40		
Federal Municipal Allotment	721,297.94	941.96	722,239.90	10,850.00	
Special Construction Funds of 1934	180,555.76	485,821.62	305,265.86	743,519.08	23,982.99
Special Construction Funds, 1936, with 45% Grant					

ITALICS INDICATE RED FIGURES

REVENUE ACCOUNTS AT SEPTEMBER 30, 1941,  
PROJECTS; BALANCES AVAILABLE AT SEPTEMBER 30, 1941,  
UNEXPENDED BALANCES ON AUTHORIZATIONS

Exhibit 7  
Schedule 1

Total Encumbrances Recorded and Unrecorded	Balance Unpaid on Recorded and Unrecorded Encumbrances	Condition of Funds After Paying All Obligations	Anticipated Revenue to September 30, 1941	Revenue Transfers	Anticipated Revenue and Increments to Funds to September 30, 1941	Approximate Balance Available for Expenditure at September 30, 1941
(6)	7	(8)	(9)	(10)	(11)	(12)
\$8,500.00	\$2,954.26	\$3,020.82	3,246.69			\$3,020.82
122,207.62	122,207.62	17,588.68	17,588.68			17,588.68
2,059.10		7,851.94	7,851.94			7,851.94
52.47		4,614.60	4,614.60			4,614.60
500.00	500.00	9,335.43	9,335.43			9,335.43
4,227.88	1,507.49	12,480.71	12,480.71			12,480.71
4,483.50	1,250.00	19,805.66	19,805.66			19,805.66
		8,781.17	8,781.17			8,781.17
43,500.00	15,574.98	3,341.97	3,341.97			3,341.97
8,015.00	2,692.12	7,283.17	7,283.17			7,283.17
38,870.39	18,366.85	22,434.19	22,434.19			22,434.19
		239.92	239.92			239.92
6,192.75	1,694.53	2,436.81	2,436.81			2,436.81
		10,184.24	10,184.24			10,184.24
85,364.23	25,762.81	38,880.07	38,880.07			38,880.07
1,000.00	1,000.00	9,254.62	9,254.62			9,254.62
11,970.00	11,970.00	22,300.08	22,300.08			22,300.08
		2,674.19	2,674.19			2,674.19
		398.37	398.37			398.37
1,346.28	412.38	1,102.93	1,102.93			1,102.93
		7,862.85	7,862.85			7,862.85
		7,175.39	7,175.39			7,175.39
		151,242.57	151,242.57			151,242.57
\$338,289.22	\$205,890.04	\$230,947.31				\$230,947.31
\$2,662.92	\$1,217.59	\$15,856.27	\$16,542.90		\$16,542.90	\$686.63
89,851.38	13,694.42	79,485.25	16,982.83		16,982.83	96,468.08
370,281.11	365,945.20	4,093.89	37,177.48		37,177.48	6,889.32
		4,856.94	6,687.54		6,687.54	1,830.60
136,608.92	19,955.54	16,631.13	15,794.92		15,794.92	839.21
341,056.35	144,271.59	122,702.90	28,642.07		28,642.07	94,069.83
108,479.08	49,274.66	67,671.57	19,182.72		19,182.72	86,554.29
98,406.83	13,747.42	19,414.27	16,190.90		16,190.90	35,905.17
139,782.37	31,773.94	10,885.94	28,082.79		28,082.79	38,976.73
228,962.23	123,182.17	131,724.59	36,093.50		36,093.50	98,631.99
80,965.28	8,225.53	55,349.44	23,274.40		23,274.40	78,623.84
79,141.82	1,584.61	14,396.90	23,626.45		23,626.45	38,023.35
56,348.66	4,991.75	13,313.87	12,671.12		12,671.12	25,984.99
860.53		10,458.07	12,627.14		12,627.14	23,085.21
33,439.85	7,964.91	106,852.95	24,506.38		24,506.38	131,359.33
250,337.43	135,110.62	127,299.39	21,469.52		21,469.52	165,829.68
86,414.00	17,337.21	34,106.12	15,574.94		15,574.94	49,881.06
39,630.99	36,076.91	4,304.23	13,365.09		13,365.09	17,869.32
1,000.36		24,410.32	11,571.22		11,571.22	12,839.10
34,730.23	18,439.59	30,465.14	10,075.35		10,075.35	40,540.49
48,277.59	458.39	19,176.64	24,110.38		24,110.38	4,933.74
173,092.11	48,089.77	70,886.59	17,730.81		17,730.81	63,155.69
45,750.70	16,333.82	33,767.79	17,158.80		17,158.80	16,608.89
\$2,465,961.34	\$1,053,345.64	\$167,664.33	\$449,969.25		\$449,969.25	\$282,304.92
\$3,250,543.12	\$1,622,348.51	\$1,295,362.67		\$160,000.00	\$160,000.00	\$996,162.67
34,406.34	330.63	3,968,064.23				3,968,064.23
18,362.08		1,621,111.30	\$279,579.84	47,947.56	327,497.40	693,613.90
342,995.65	42,994.99	161,472.87	156,078.33	168,399.11	12,914.78	148,558.09
905,521.07	514,539.38	573,783.33	396,644.00	54,008.22	420,742.22	152,091.11
150,785.40	74,692.65	108,794.20	200,663.00		83,419.00	20,375.20
701,483.76	513,178.25	651,883.76	300,034.00	81,145.78	381,179.78	279,368.98
		170,031.59	204,759.00		204,759.00	204,759.00
10,850.00	9,908.04	732,137.62	355,145.69		355,145.69	377,091.95
767,502.07	281,680.45	666,946.31	265,931.65	79,710.45	186,221.50	430,724.81

**STATEMENT OF CASH BALANCES IN THE  
AFTER APPLYING DISBURSEMENTS ON UNCOMPLETED  
BASED ON ANTICIPATED REVENUE AND**

Funds	Balances in Accounts at September 30, 1941	Disburse- ments Not Deducted	Cash Status of Funds After Deduct- ing Payments Made, Not Deducted from Revenue Account	Total Authorized Provisions on Uncom- pleted Projects	Disburse- ments in Excess of Authoriza- tions
	(1)	(2)	(3)	(4)	(5)
Regular Federal Aid:					
1936, with equal State Funds	163,913.84		163,913.84		15,519.68
1937, with equal State Funds	231,356.84	19,544.68	250,881.52	4,025.00	38,736.31
1938, with equal State Funds	288,978.12	595,143.08	307,164.96	592,294.27	22,315.45
1939, with equal State Funds	1,631,515.19	2,043,859.34	412,322.15	2,320,144.38	6,742.63
1940, with equal State Funds	1,428,275.11	1,477,540.40	49,265.29	2,043,608.81	4,299.02
1941, with equal State Funds	1,218,246.32	206,112.41	1,012,133.91	1,353,625.65	227,804.78
1942, without equal State Funds		1,483.64	1,483.64		
Federal Allotment of 1935 (\$1,810,000)	436,621.21		436,621.21		2,558.73
Ocean City Beach Protection	34,621.36	2,599.13	32,022.23	805.00	117.44
Chesapeake Beach Appropriation	7,238.67	117.44	7,356.11		38,473.30
Flood Relief, State and Federal Appropriations	608,592.59	112,052.07	720,644.66	380,044.88	562.02
Prison Labor Appropriation	151,296.45	172,560.44	21,263.99	283,360.00	
Federal Appropriation, 1942, Secondary Military Access Roads		334.05	331.05		334.05
Debt Service, S. R. C. Bonds:					
Truck License Fees and Franchise Taxes					
\$ 0014 of 2c Gasoline Tax			598,316.28		
Debtenture Reserve—Refunding Bonds	598,316.28		12,000.00		
Debtenture Reserve—Ferry Bonds	12,000.00		24,786.16		
Revenue from Sale of Refunding Bonds	24,786.16				
Gasoline Tax Refunds:					
Crisfield	.56		.56		
Cambridge	531.52		531.52		
Cumberland	8.53		8.53		
Frederick	4,587.78		4,587.78		
Hagerstown	61.66		61.66		
Salisbury	6,432.09		6,432.09		
Sign Permt Revenue	986.18		986.18		
Unclaimed Wages	2,077.63		2,077.63		
Interest on Bank Balances				18,710.00	216.79
Revenue, Approaches to		8,539.13	331,923.35		
Susquehanna River Bridge	340,462.48	8,539.13	331,923.35	18,710.00	216.79
Potomac River Bridge	260,304.01	87,963.85	172,340.16	306,050.64	
Revenue from Sale of Bridge Revenue Bonds and Federal Grants for:					
Potomac Bridge		16,661.19	16,661.19		16,661.19
Susquehanna Bridge		5,813.58	5,813.58		5,813.58
Potomac Bridge		450,260.61	350,260.61	1,105,257.81	158.20
Revenue for Construction of Middle River Underpass	100,000.00				
Special Revenue, Point of Rocks and Brunswick Bridges	1,264.82		1,264.82		
Application of Federal Funds to County Projects	957,724.99		957,724.99	957,724.99	
Baltimore City—Direct Revenue					
Studies of the Baltimore-Washington Blvd.					
Chesapeake Bay Ferry System, Expenditures chargeable to Trustee					
Sub-Total	\$16,227,574.57	\$9,868,366.51	\$6,359,208.06	\$18,095,668.40	\$637,026.25
Proceeds of Sale of Ferry Revenue Bonds	1,217,302.80	1,149,595.28	67,707.52		
Grand Total	\$17,444,877.37	\$11,017,961.79	\$6,426,915.58	\$18,095,668.40	\$637,026.25
Suspense Charge—Materials and Supplies			487,039.90		
Working Fund—State Comptroller			\$5,039,875.68		
			208,597.01		
On Hand at Baltimore National Bank as Reserve for Ferry Bonds			\$6,148,472.69		
Cash Balance, at September 30, 1941			18,450.00		
			\$6,166,922.69		

ITALICS INDICATE RED FIGURES

**REVENUE ACCOUNTS AT SEPTEMBER 30, 1941,  
PROJECTS; BALANCES AVAILABLE AT SEPTEMBER 30, 1941,  
UNEXPENDED BALANCES ON AUTHORIZATIONS**

 Exhibit 7  
 Schedule 1

Total Encumbrances Recorded and Unrecorded	Balance Unpaid on Recorded and Unrecorded Encumbrances	Condition of Funds After Paying All Obligations	Anticipated Revenue to September 30, 1941	Revenue Transfers	Anticipated Revenue and Increments to Funds to September 30, 1941	Approximate Balance Available for Expenditure at September 30, 1941
(6)	(7)	(8)	(9)	(10)	(11)	(12)
		163,913.84				163,913.84
19,544.68		250,881.52	128,874.02	201,730.00	72,855.98	328,737.50
631,030.58	35,887.50	312,052.40	107,208.32		107,208.32	334,844.14
2,342,459.83	298,620.49	710,911.62	583,737.92	126,000.00	709,737.92	1,206.72
2,050,351.44	572,811.04	622,076.33	443,199.39	140,000.00	303,199.39	318,876.34
1,357,924.67	1,151,812.26	139,678.35	933,578.00	178,000.00	755,578.00	615,899.65
227,804.78	226,321.14	237,804.78	833,715.00		833,715.00	605,910.22
		236,621.31				439,621.31
3,363.73	764.00	31,257.63				31,257.63
117.44		7,356.11				7,356.11
418,518.18	306,466.11	1,925,119.77	1,092,981.56	258,516.00	1,351,497.56	324,886.79
283,922.02	111,361.58	132,625.57				132,625.57
			145,900.00		145,900.00	145,900.00
334.05		334.05				334.05
		598,316.28				598,316.28
		12,000.00				12,000.00
		24,786.16				24,786.16
		.56				.56
		531.52				531.52
		8.53				8.53
		4,587.78				4,587.78
		61.66				61.66
		6,432.09				6,432.09
		986.18				986.18
		2,077.63				2,077.63
18,926.79	10,387.69	321,535.69				321,535.69
306,050.64	218,086.79	45,746.63				45,746.63
		16,661.19				16,661.19
		5,813.58				5,813.58
1,105,416.01	655,155.40	1,093,416.01		178,000.00	178,000.00	827,416.01
		1,264.82				1,264.82
957,724.99	957,724.99					
				300,000.00	300,000.00	300,000.00
\$18,732,694.65	\$8,864,328.14	\$2,363,120.68	\$6,847,999.27		\$6,847,999.27	\$4,342,879.19
		67,707.52				67,707.52
\$18,732,694.65	\$8,864,328.14	\$2,437,412.56	\$6,847,999.27		\$6,847,999.27	\$4,410,586.71

**STATEMENT OF CASH BALANCES IN THE  
AFTER APPLYING DISBURSEMENTS ON UNCOMPLETED  
BASED ON ANTICIPATED REVENUE AND**

Funds	Balances in Account at September 30, 1942	Disbursements Not Deducted	Cash Status of Funds After Deducting Payments Made, Not Deducted from Revenue Account	Total Authorized Provisions on Uncompleted Projects	Disbursements, in Excess of Authorizations
	(1)	(2)	(3)	(4)	(5)
<b>LATERAL FUNDS:</b>	\$9,824.33	\$4,775.11	\$5,049.22	\$13,658.05	.....
Allegany	504.52		504.52		.....
Anne Arundel	226.44		226.44		.....
Baltimore	2,063.74	33.19	2,030.55	550.00	.....
Calvert	12,630.14	52.47	12,577.67		\$92.47
Caroline	823.72		823.72		.....
Carroll	31,672.42	4,252.76	27,419.66	4,300.00	296.73
Cecil	27,115.99	1,996.50	25,119.49		1,996.50
Charles	7,619.19		7,619.19		.....
Dorchester	14,402.36		14,402.36	12,400.00	.....
Fredrick	3,080.17	4,427.00	1,346.83	4,615.00	.....
Garrett	21,049.31	1,655.60	19,363.71		1,685.60
Harford	21.28		21.28		.....
Howard	732.44		732.44		.....
Kent	1,954.19		1,954.19		.....
Montgomery	5,097.16	29,832.68	24,735.52	57,219.26	610.57
Prince George's	5,420.81		5,420.81		.....
Queen Anne's	23,886.33		23,886.33		.....
St. Mary's	6,598.52		6,598.52		.....
Somerset	2,871.30		2,871.30		.....
Talbot	40.49		40.49		.....
Washington	12,634.50	878.59	11,755.91	1,483.76	.....
Wicomico	16,599.58		16,599.58		.....
Worcester	4,882.68		4,882.68		.....
Baltimore City					
<b>Total Lateral Funds</b>	<b>\$156,171.57</b>	<b>\$47,933.90</b>	<b>\$108,237.67</b>	<b>\$94,226.07</b>	<b>\$4,642.17</b>
<b>COUNTY CONSTRUCTION FUNDS:</b>					
Allegany	86,287.39		86,287.39	\$925.38	
Anne Arundel	234,608.84	\$95,335.79	139,273.05	236,925.24	\$14,667.05
Baltimore	421,165.51	24,177.49	396,988.02	370,000.00	
Calvert	18,265.50	1,984.47	16,281.03	4,793.25	17.78
Caroline	46,409.15	19,155.18	27,253.97	39,440.68	756.05
Carroll	85,471.44	71,955.04	13,516.40	78,847.73	256.41
Cecil	137,454.17	71,776.56	65,677.61	62,863.56	12,963.92
Charles	92,851.48	23,518.84	69,332.64	32,156.85	1,996.18
Dorchester	126,435.22	43,188.84	83,247.14	90,201.15	26,457.50
Fredrick	231,650.83	265,794.65	34,143.82	297,424.78	31,011.61
Garrett	174,231.15	79,753.60	94,477.55		5,045.64
Harford	27,558.02	5,045.64	22,512.38		5,281.30
Howard	44,744.01	5,381.30	39,362.71		495.21
Kent	93,248.21	8,637.76	54,590.45	39,365.79	1,874.04
Montgomery	250,651.46	76,218.64	174,432.82	92,382.93	
Prince George's	134,932.99	147,448.32	12,515.33	175,903.97	2,446.13
Queen Anne's	96,454.62	29,678.74	66,775.88	71,725.76	1,555.18
St. Mary's	108,830.11	58,868.61	49,961.50	71,344.22	1,060.36
Somerset	24,469.80	16,306.88	8,162.92	24,005.10	7,775.94
Talbot	84,043.33	7,775.94	76,267.39		33.33
Washington	28,462.31	33.33	28,435.64	30,780.91	5,136.40
Wicomico	34,509.97	31,057.88	3,452.09	48,339.10	30.64
Worcester	48,515.61	12,744.63	35,770.98		
<b>Total County Construction Funds</b>	<b>\$2,451,832.32</b>	<b>\$1,095,757.37</b>	<b>\$1,356,074.95</b>	<b>\$1,888,234.61</b>	<b>\$119,728.75</b>
<b>Maintenance and Reconstruction</b>	<b>\$5,090,266.87</b>	<b>\$2,132,629.97</b>	<b>\$2,957,636.90</b>	<b>\$2,690,262.48</b>	<b>\$328,883.07</b>
<b>Grade Elimination, ½ Tax</b>	<b>4,391,432.92</b>	<b>34,975.71</b>	<b>4,357,357.21</b>	<b>25,561.83</b>	<b>8,844.51</b>
<b>Federal Grade Elimination:</b>					
1936, without State Funds	883,507.87	\$4,622.15	890,130.02	500.00	14,122.15
1938, with State Funds	210,063.73		210,063.73		
1939, with State Funds	61,709.78	478,451.37	476,741.59	603,712.34	3,629.72
1940, with State Funds	201,371.00	151,660.74	49,710.26	127,490.21	37,021.57
1941, with State Funds	37,273.33	547,146.15	519,872.89	708,754.08	
1942, with State Funds	190,600.00		190,600.00		
1943, without State Funds					

ITALICS INDICATE RED FIGURES



REVENUE ACCOUNTS AT SEPTEMBER 30, 1942.  
PROJECTS: BALANCES AVAILABLE AT SEPTEMBER 30, 1942,  
UNEXPENDED BALANCES ON AUTHORIZATIONS

Exhibit 7  
Schedule 2

Total Encumbrances Recorded and Unrecorded	Balances Unpaid on Recorded and Unrecorded Encumbrances	Conditions of Funds After Paying All Obligations	Anticipated Revenue to September 30, 1942	Revenue Transfers	Anticipated Revenue and Increments to Funds to September 30, 1942	Approximate Balance Available for Expenditures at September 30, 1942
(6)	(7)	(8)	(9)	(10)	(11)	(12)
\$13,658.05	\$8,882.94	\$3,833.72 504.52 226.44				\$3,833.72 504.52 226.44
550.00	516.81	1,513.74				1,513.74
52.47		12,577.67				12,577.67
4,596.73	343.97	823.72				823.72
1,996.50		27,075.09				27,075.09
12,400.00	12,400.00	25,119.49				25,119.49
4,615.00		7,619.19				7,619.19
1,685.60		2,002.36				2,002.36
	188.00	1,532.83				1,532.83
		19,363.71				19,363.71
		21.28				21.28
		732.77				732.77
		1,954.19				1,954.19
57,830.13	27,997.45	52,732.07				52,732.07
		5,420.81				5,420.81
		23,886.33				23,886.33
		6,598.52				6,598.52
		2,871.26				2,871.26
		40.49				40.49
1,483.76	605.17	10,550.74				10,550.74
		16,599.58				16,599.58
		4,882.68				4,882.68
\$98,868.24	\$50,934.34	\$57,303.33				\$57,303.33
\$925.38	\$925.38	\$7,312.27	\$7,385.53		\$7,385.53	\$172.76
251,362.29	156,256.50	16,383.55	7,581.91		7,581.91	3,491.54
370,000.00	345,822.51	51,165.51	16,597.73		16,597.73	67,763.24
4,811.03	2,826.56	13,454.47	2,985.62		2,985.62	16,440.09
40,196.73	21,041.55	6,212.42	7,051.58		7,051.58	13,264.00
79,104.14	7,149.10	6,367.30	12,787.14		12,787.14	19,154.44
75,827.48	4,050.92	61,626.69	8,564.07		8,564.07	79,190.76
34,153.03	10,634.19	58,698.45	7,228.37		7,228.37	65,926.82
91,126.23	47,941.15	35,305.99	18,073.01		18,073.01	53,379.00
325,882.28	8,087.03	32,391.45	16,381.66		16,381.66	75,829.79
151,810.82	72,069.22	22,411.33	10,390.75		10,390.75	32,802.08
5,045.64		22,512.98	10,547.97		10,547.97	33,090.95
5,281.30		39,462.71	5,656.96		5,656.96	45,119.67
39,861.00	31,203.24	23,387.21	5,637.33		5,637.33	29,024.54
94,256.97	18,038.33	156,394.49	10,940.81		10,940.81	167,335.30
175,903.97	28,455.65	20,950.78	9,584.42		9,584.42	31,366.56
74,171.89	14,493.15	22,282.73	6,953.37		6,953.37	29,236.10
72,899.40	14,030.79	35,030.71	6,069.48		6,069.48	42,000.19
25,005.46	8,695.58	535.06	5,165.93		5,165.93	4,630.27
7,775.94		76,267.39	4,498.11		4,498.11	80,765.50
33.33		28,435.64	10,763.99		10,763.99	17,671.65
35,917.31	4,859.43	1,397.81	7,915.86		7,915.86	6,508.52
48,369.74	35,625.11	145.87	7,690.45		7,690.45	7,406.32
\$2,007,963.36	\$912,205.99	\$443,868.96	\$206,422.05		\$206,422.05	\$650,291.01
\$3,019,145.55	\$886,515.58	\$2,071,121.32		\$100,000.00	\$100,000.00	\$1,911,121.32
34,406.34	330.63	4,357,026.58				4,357,026.58
14,622.15		300,130.07	\$214,884.16	47,917.56	262,801.72	637,323.89
607,342.06	128,890.69	210,063.73	106,252.81	168,563.11	63,729.39	141,323.43
104,511.78	12,951.04	545,632.38	311,736.43	54,098.22	365,834.65	174,797.63
708,754.08	161,647.93	36,859.22	104,107.22	117,344.09	11,136.78	25,722.44
		671,489.75	261,130.20	81,145.78	342,275.98	329,292.75
		190,600.00	64,159.00		64,159.00	254,739.00
			197,436.00		197,436.00	197,436.00

**STATEMENT OF CASH BALANCES IN THE  
AFTER APPLYING DISBURSEMENTS ON UNCOMPLETED  
BASED ON ANTICIPATED REVENUE AND**

Funds	Balances in Account at September 30, 1942	Disbursements Not Deducted	Cash Status of Funds After Deducting Payments Made, Not Deducted from Revenue Accounts	Total Authorized Provisions on Uncompleted Projects	Disbursements, in Excess of Authorizations
	(1)	(2)	(3)	(4)	(5)
Regular Federal Aid:					
1937, with equal State Funds	231,449.77		231,449.77		
1938, with equal State Funds	2,836.14	317,597.97	314,761.83	289,384.76	40,439.52
1939, with equal State Funds	174,927.99	562,364.09	387,436.10	529,857.53	52,777.54
1940, with equal State Funds	790,266.76	835,175.45	44,914.69	909,315.81	364.02
1941, with equal State Funds	1,750,984.71	1,380,602.02	370,382.69	1,630,472.66	298.53
1942, without equal State Funds	1,243,068.13	291,663.60	951,404.53	1,077,108.92	7,391.96
Special Construction Funds:					
Of 1934	804,657.65	941.96	805,899.61	10,850.00	
Of 1936, with 45% Grant	72,153.02	463,174.17	391,021.15	515,300.38	8,023.95
Federal Allotment, 1935					
Ocean City Beach Protection	64,621.36	3,246.26	61,375.10	805.00	2,558.73
Chesapeake Beach Protection	7,238.67		7,238.67		
North Beach Protection	43,994.41	23,187.48	20,806.93	43,080.40	
Flood Relief, States and Federal Appropriations	348,877.73	239,856.48	588,734.21	315,057.50	27,978.30
Prison Labor Appropriation	144,835.90	175,451.61	30,615.71	270,135.00	
Federal Appropriation, Secondary:					
1942	153,168.00		153,168.00		
1943					
Revenue, Construction of Middle River Underpass	77,345.05	1,121,845.92	1,044,500.87	1,258,326.38	15,075.70
Studies of Baltimore-Washington Blvd		50.79	50.79		50.79
Expenditure, Military Access Roads	44,535.97	3,098,774.90	2,964,238.93	9,553,790.30	130,949.85
Federal Appropriations:					
Defense Access—Navy...					
Defense Access—Army					
Strategic Network	400,000.00	471,530.46	71,530.46	46,641.11	424,889.35
National Defense Projects					
Revenue, Approaches to					
Susquehanna River Bridge	331,919.06		331,919.06		
Potomac River Bridge	260,292.46	276,399.63	16,107.17	306,050.64	4,932.33
Revenue from Sale of Bridge Revenue Bonds and Federal Grants for:					
Susquehanna River Bridge		29,331.75	29,331.75		29,331.75
Potomac River Bridge		7,658.33	7,658.33		7,658.33
Bond Income for:					
Construction of Ferry Terminal	1,060,000.00	215,822.00	784,178.00	1,005,851.85	11,722.90
New Construction and Highway Improvement	2,000,000.00		2,000,000.00		
Needed Construction and Bond Expense	750,959.81		750,959.81		
Gasoline Tax Refunds to Incorporated Towns	6,208.54		6,208.54		
Sign Permit Revenue	10,733.38	7,369.43	18,102.81	8,160.00	
Unclaimed Wages	986.18		986.18		
Interest on Bank Balances	2,077.63		2,077.63		
Special Revenue, Point of Rocks and Brunswick Bridges	1,269.90		1,269.90		
Application of Federal Funds to County Projects	957,724.99		957,724.99	957,724.99	
Chesapeake Bay Ferry System, Expenditures chargeable to Trustees					
Debt Reserve—Refunding Bonds	630,000.00		630,000.00		
Debt Reserve, Ferry Bonds					
Revenue from Sale of Refunding Bonds	24,786.16		24,786.16		
	\$21,930,612.64	\$13,934,221.66	\$7,996,390.98	\$24,866,654.85	\$1,281,335.32
Proceeds of Sale of Ferry Revenue Bonds	1,217,302.80	1,137,368.71	79,934.09		
Grand Total	\$23,147,915.44	\$15,071,590.37	\$8,076,325.07	\$24,866,654.85	\$1,281,335.32
			\$8,076,325.07		
Suspense Charge—Materials and Supplies			590,990.39		
Working Fund—State Treasurer			\$7,515,334.68		
Cash Position			300,000.00		
			\$7,815,334.68		

NOTE: Unencumbered Balances in County Construction Accounts are subject to amounts to be paid County Authorities direct, or Construction or Reconstruction of County Roads.

All amounts shown under caption "Anticipated Revenue" are those estimated at beginning of fiscal year, and all such expected amounts are subject to possible decrease due to National Emergency and War Status.

ITALICS INDICATE RED FIGURES

**REVENUE ACCOUNTS AT SEPTEMBER 30, 1942,  
 PROJECTS: BALANCES AVAILABLE AT SEPTEMBER 30, 1942  
 UNEXPENDED BALANCES ON AUTHORIZATIONS**

 Exhibit 7  
 Schedule 2

Total Encumbrances Recorded and Unrecorded	Balances Unpaid on Recorded and Unrecorded Encumbrances	Conditions of Funds After Paying All Obligations	Anticipated Revenue to September 30, 1942	Revenue Transfers	Anticipated Revenue and Increments to Funds to September 30, 1942	Approximate Balance Available for Expenditures at September 30, 1942
(6)	(7)	(8)	(9)	(10)	(11)	(12)
		331,419.77	27,450.00	201,730.00	174,380.00	505,729.77
329,824.28	12,226.31	326,288.47	25,261.50		25,261.50	301,726.97
582,635.07	20,270.98	498,007.08	233,799.25	126,000.00	359,799.25	48,207.83
909,679.83	74,504.38	119,419.07	249,191.54	140,000.00	109,191.54	10,227.53
1,630,771.19	250,169.17	120,213.52	392,875.97	178,000.00	214,875.97	335,089.49
1,084,500.88	792,837.28	158,567.25	832,715.00		832,715.00	992,282.25
			832,207.00		832,207.00	832,207.00
10,850.00	9,908.04	315,807.65				315,807.65
523,324.36	60,150.19	451,171.34	35,180.96	79,710.15	44,529.48	466,700.83
3,363.73	117.47	61,257.63				61,257.63
		7,338.67				7,338.67
43,080.40	19,892.92	914.01				914.01
343,035.80	103,179.32	691,913.65	747,493.28	258,516.00	1,006,009.28	314,095.75
270,135.00	94,683.39	125,299.10				125,299.10
		153,168.00	145,600.00		145,600.00	299,068.00
			145,636.00		145,636.00	145,636.00
1,273,402.08	151,556.16	1,196,057.05		178,000.00	178,000.00	1,018,057.05
50.79		50.79		300,000.00	300,000.00	299,949.21
9,684,740.15	6,675,965.25	9,670,204.18	2,177,823.33		2,177,823.33	7,562,380.85
			6,730,126.67		6,730,126.67	6,730,126.67
			6,386,655.00		6,386,655.00	6,386,655.00
			208,052.00		208,052.00	208,052.00
471,530.46		71,530.46				71,530.46
		331,919.06				331,919.06
311,002.97	34,603.34	30,719.51				50,710.51
29,331.75		29,331.75				29,331.75
7,658.33		7,658.33				7,658.33
1,017,574.75	801,752.75	17,574.75				17,574.75
		2,000,000.00				2,000,000.00
		750,959.81				750,959.81
		6,208.54				6,208.54
8,160.00	790.57	18,893.38				18,893.38
		986.18				986.18
		2,077.63				2,077.63
		1,269.90				1,269.90
957,724.99	957,724.99					
		630,000.00				630,000.00
		24,786.16				24,786.16
\$26,147,990.37	\$12,213,768.71	\$4,217,877.73	\$20,633,495.37		\$20,633,495.37	\$16,416,117.64
		79,934.09				79,934.09
\$26,147,990.37	\$12,213,768.71	\$4,137,443.64	\$20,633,495.37		\$20,633,495.37	\$16,496,051.73

REPORT OF THE STATE ROADS COMMISSION

Exhibit 7  
Schedule 3

STATEMENT SHOWING CASH BALANCES IN THE REVENUE ACCOUNTS AT SEPTEMBER 30, 1941  
AFTER APPLYING RECEIPTS AND DISBURSEMENTS DURING THE FISCAL YEAR

Funds	Cash Balance September 30, 1940	Cash Receipts from Sept. 1, 1940 to Sept. 30, 1941	Revenue Transfers	Credits from Miscellaneous Receipts	Total Credits to Fund Accounts	Amount available for Oct. 1, 1940 to Sept. 30, 1941	Disbursements Oct. 1, 1940 to Sept. 30, 1941	Cash Balance September 30, 1941
<b>County Lateral Funds:</b>								
Allegany	\$15,104.48	\$124,405.71		\$67.27	\$124,532.98	\$139,037.46	\$133,062.38	\$5,975.08
Anne Arundel	9,173.02	63,927.72			63,927.72	31,575.01	31,575.01	3,246.69
Baltimore	123,033.80	139,845.40	\$490.00		139,845.40	92,475.20	123,182.90	191,796.30
Calvert	3,819.84	59,435.07			59,435.07	51,848.13	59,700.07	7,831.94
Caroline	7,280.52	107,815.89			107,815.89	63,275.91	58,091.31	4,014.00
Cecil	1,858.52	64,945.61		33.00	64,945.61	112,842.48	103,007.05	9,835.43
Charles	4,895.21	68,098.07	780.00		68,098.07	72,208.40	56,399.75	13,988.20
Dorchester	14,297.84	138,123.00			138,123.00	68,614.93	50,898.27	8,781.15
Fredrick	2,590.84	87,010.73			87,010.73	152,963.28	133,504.49	18,916.95
Gaithers	35,701.25	177,709.80			177,709.80	90,201.57	80,226.28	9,975.29
Harford	5,525.59	47,097.36			47,097.36	213,522.05	172,721.01	40,801.04
Howard	14,215.40	67,211.73			67,211.73	47,171.77	47,021.69	4,69.92
King	16,043.94	67,211.73			67,211.73	108,893.92	98,749.08	4,128.34
Montgomery	11,816.07	126,653.51			126,653.51	116,756.52	129,873.80	10,177.42
Prince George's	3,925.82	58,927.96			58,927.96	70,444.63	58,149.56	10,254.62
Queen Anne's	1,716.70	43,556.96	570.00		43,556.96	48,144.89	45,470.70	19,879.08
St. Mary's	1,658.60	43,926.00		2,871.23	43,926.00	45,010.00	46,108.43	2,074.19
Somerset	90,757.47	90,757.47		25.40	90,757.47	91,716.44	90,613.51	1,102.93
Washington	4,458.91	69,343.20			69,343.20	71,296.32	62,991.00	8,275.23
Wicomico	3,988.05	64,590.18			64,590.18	67,678.23	60,502.84	7,175.39
Worcester	\$265,971.47							317,842.35
	\$25,241.02							32,247.57
<b>Total County Funds—Credit Balances</b>	\$240,730.45	\$1,884,132.65	\$1,840.00	\$4,515.40	\$1,890,508.05	\$2,123,238.50	\$1,845,643.72	\$285,594.78
<b>Net Position</b>	\$5,056.65	\$1,433,524.78			\$1,433,524.78	\$1,433,581.43	\$1,287,338.86	\$151,242.57
<b>Baltimore City Lateral Funds:</b>								
County Construction Funds:								
Allegany	\$11,973.97	\$1,779.92			\$1,779.92	\$18,168.85	\$1,445.33	\$14,638.68
Anne Arundel	91,823.66	65,675.40			65,675.40	157,499.12	62,319.45	95,179.67
Baltimore	182,164.75	143,771.45			143,771.45	325,936.20	4,354.80	321,581.40
Calvert	5,676.58	719.54			719.54	4,856.94	3,324.41	4,856.94
Caroline	51,652.03	61,763.53			61,763.53	112,733.60	109,409.19	17,115.96
Cecil	87,593.60	74,182.62			74,182.62	110,839.65	171,308.55	116,946.33
Carroll	64,403.24	62,012.87		76.12	62,012.87	156,914.71	93,826.42	33,101.69
Charles	86,585.72	69,929.63			69,929.63	128,656.57	42,667.88	42,667.88
Dorchester	40,750.76	141,899.81	\$60,000.00		90,065.99	121,100.47	140,218.99	63,574.97
Fredrick	31,094.48	90,005.99			2,542.06	64,868.54	45,887.05	15,981.31
Harford	62,342.48	2,342.48			49,001.39	69,603.99	51,328.37	18,275.52
Howard	20,002.00	48,831.22			48,831.22	31,318.00	20,860.35	10,408.07
Kent	17,912.62							

REPORT OF THE STATE ROADS COMMISSION

Montgomery	51,300.93	94,769.99	4.00		94,769.99	145,870.92	31,053.06	114,817.86
Prince George's	49,314.30	83,030.14			83,030.14	132,348.44	7,811.42	124,537.02
Queen Anne's	55,558.10	60,230.85			60,230.85	115,788.95	64,345.02	51,443.33
St. Mary's	32,029.27	52,574.42			52,574.42	85,301.90	41,381.14	44,922.76
Somerset	11,898.33	44,747.80			44,747.80	67,616.65	14,411.80	18,904.23
Talbot	24,423.07	63,208.72			63,208.72	87,295.70	18,718.35	68,577.35
Washington	30,768.25	68,567.92			68,567.92	99,336.17	122,132.90	22,796.73
Worcester	22,852.26	65,356.08			65,356.08	43,400.82	66,910.76	33,413.97
	<b>\$1,066,216.53</b>							<b>\$1,066,075.62</b>
Total County Construction—Credit Balances (Overdraw Balances)				<b>\$60,000.00</b>	<b>\$1,405,355.44</b>	<b>\$2,449,838.94</b>	<b>\$1,504,137.63</b>	<b>\$885,681.31</b>
Net Position								<b>160,397.31</b>
Grade Elimination	\$2,723,829.15	\$1,274,306.06	\$4,429.32		\$1,244,566.06	\$3,968,395.81	\$ 95	\$1,968,394.86
Federal Grade Elimination—1936 Appropriation	1,069,149.55	52,102.97	302.90		56,532.79	1,093,216.76	17,194.54	1,021,111.30
Federal Grade Elimination—1938 Appropriation	89,344.92	163,700.00	1,530.00		104,062.90	253,346.32	68,478.96	204,867.36
Federal Grade Elimination—1939 Appropriation	84,954.70	123,161.00			124,710.00	245,483.85	73,784.43	89,191.75
Federal Grade Elimination—1940 Appropriation	43,852.68				50,000.00	45,000.00	188,305.51	438,505.51
Federal Appropriation—1941 Appropriation	470,058.62	27,222			26.60	170,031.40	735.78	176,681.49
Federal Appropriation—1942 Appropriation	721,680.14				26.60	721,658.82	204,056.77	722,239.69
Special Construction Fund of 1936, with 437, Grant	143,571.88	37,374.29			22,852.29	190,669.09		325,295.89
Regular Federal Aid of 1936	163,913.64				15,059.65	163,913.64	3,175.64	163,913.64
Regular Federal Aid of 1937	262,795.53	14,290.08	779.57		407,792.35	277,702.88	209,479.32	306,161.96
Regular Federal Aid of 1938	95,979.42	105,933.89	633.27		407,792.35	1,073,282.42	1,485,006.57	412,324.15
Regular Federal Aid of 1939	57,559.12	359,525.13			359,525.13	1,013,564.47	1,062,929.76	44,965.29
Regular Federal Aid of 1941	654,030.34	359,525.13			1,219,788.00	1,219,067.33	206,933.42	1,002,133.91
Regular Federal Aid of 1942	730,677	25,500.00			1,194,288.00	1,483.64	1,483.64	1,483.64
1935 Federal Allotment (\$1,500,000.00)	667,413.66	40,800.03			40,800.03	426,623.68	98.18	426,621.21
Flood Relief—State and Federal Appropriation	624,893.89				3,826.37	3,826.37	69,317.74	69,317.74
Maintenance and Reconstruction	1,734,952.74	7,274,071.37			5,890,226.23	7,321,067.92	2,917,714.66	2,917,714.66
Ocean City Special	19,054.20				30,000.00	39,103.20	1,011.97	2,327,022.23
Chesapeake Beach Appropriation	17,284.24				11,983.04	7,288.67	1,117.44	7,356.11
Wilson Labor Appropriation					200,000.00	217,284.24	238,583.23	21,263.99
Gasoline Tax Refunds	4,379.88	810.17			810.17	5,190.05	334.05	384.05
Sign Permit Revenue	4,368.72	9,281.28	2.60		9,283.88	5,075.16	11,807.25	5,190.05
Sign License Revenue		2,983.42			2,983.42	2,983.42	2,983.42	
Tolchester Ferry Company		6,666.68			6,666.68	6,666.68	6,666.68	
Chesapeake Bay Ferry System—Payroll Reimbursement		50,264.92			50,264.92	50,264.92	50,264.92	
Unpaid Wages	986.18					986.18		986.18
Interest on Bonds	2,077.63					2,077.63		2,077.63
Revenue—Appropriates to								
Susquehanna River Bridge	398,108.08				100,000.00	398,108.08	66,184.73	331,923.35
Potomac River Bridge	484,467.34				100,000.00	384,467.34	212,127.15	172,340.19
Revenue from sale of Bridge Revenue Bonds, and Federal Grants for								
Potomac River Bridge	10,617.81					10,617.81	6,013.85	16,691.19
Washington River Bridge	3,969.41					3,969.41	5,813.58	5,813.58
Revenue for Construction of Middle River Underpass					100,000.00	100,000.00	450,560.61	359,269.61
Revenue for Construction of Point of Rocks and Brunswick Bridges	1,264.82					1,264.82	1,264.82	1,264.82
Application of Federal Funds to County Projects	942,567.99				15,217.00	957,724.99		957,724.99

## REPORT OF THE STATE ROADS COMMISSION

Exhibit 7  
Schedule 3STATEMENT SHOWING CASH BALANCES IN THE REVENUE ACCOUNTS AT SEPTEMBER 30, 1941  
AFTER APPLYING RECEIPTS AND DISBURSEMENTS DURING THE FISCAL YEAR

Funds	Cash Balance September 30, 1940	Cash Receipts October 1, 1940 to Sept. 30, 1941	Revenue Transfers	Credits from Miscellaneous Receipts	Total Credits to Fund Accounts	Amount Available for Expenditures to Sept. 30, 1941	Disburse- ments to Sept. 30, 1941	Cash Balance September 30, 1941
Debiture Reserve—State Roads Commission Bonds	\$495,000.00		\$253,316.28		\$253,316.28	\$748,316.28	\$150,000.00	\$598,316.28
Debiture Reserve—Chesapeake Bay Ferry System			30,000.00		30,000.00	30,000.00	18,000.00	12,000.00
Revenue from sale of State Roads Commission Re-funding Bonds	24,786.16		125,000.00		125,000.00	24,786.16		24,786.16
Revenue Reserved—State Roads Commission Re-funding Bonds	125,000.00				1,217,302.80	1,217,302.80	1,149,505.28	67,797.52
Proceeds of sale of "Chesapeake Bay Ferry" Re-venue Bonds		928,002.58	111,882.69		814,519.89	814,519.89	814,519.89	
Debiture Reserve—State Roads Commission of Mary-land Bonds		447,206.36	313,644.86		134,162.00	134,162.00	134,162.00	
Truck License Fees and Franchise Taxes. \$.0014 of the 2¢ Gasoline Taxes.	\$5,880,086.05	\$17,391,294.91	\$3,501,607.89		\$17,147,028.25	\$28,027,114.30	\$16,600,198.72	\$6,426,915.58
	\$90,873.06					\$90,873.06	\$8,199.84	\$82,673.22
Suspense Charge—Materials and Supplies	\$5,479,212.90	\$17,381,294.91	\$3,501,607.89		\$17,147,028.25	\$22,626,241.24	\$16,686,365.56	\$5,939,875.68
Deferred Income to M. and R. Revenue—Impounded Working Fund—State Treasurer	34,278.08	10,000.00	31,278.08		10,000.00	218,597.01	10,000.00	208,597.01
	208,597.01							
Impounded Cash—transferred to Accounts Receivable	\$5,792,088.08	\$17,401,294.91	\$354,886.07		\$17,122,750.17	\$22,844,838.25	\$16,696,365.56	\$6,148,472.69
	\$57,886.07							
Total Cash (per Balance Sheet)	\$5,307,202.01	\$17,401,294.91		\$70,341.33	\$17,477,636.24	\$22,844,838.25	\$16,696,365.56	\$6,148,472.69

ITALICS INDICATE RED FIGURES.

REPORT OF THE STATE ROAD COMMISSION

Exhibit 7  
Schedule 4

STATEMENT SHOWING CASH BALANCES IN THE REVENUE ACCOUNTS AT SEPTEMBER 30, 1942  
AFTER APPLYING RECEIPTS AND DISBURSEMENTS DURING THE FISCAL YEAR

Funds	Cash Balance September 30, 1941	Cash Receipts October 1, 1941 to September 30, 1942	Revenue Transfers	Credits from Miscellaneous Receipts	Total Credits to Fund Accounts	Amount Available for Expenditure October 1, 1941 to September 30, 1942	Disburse- ments October 1, 1941 to September 30, 1942	Cash Balance September 30, 1942
<b>County Lateral Funds:</b>								
Allegany	\$5,975.08	\$18,588.75		\$7.28	\$18,596.03	\$124,571.11	\$119,524.89	\$5,049.22
Anne Arundel	3,246.69	60,871.30			60,871.30	64,117.99	63,913.47	504.52
Baltimore	139,796.30	133,254.58			133,254.58	273,060.88	272,824.44	226.44
Calvert	7,851.91	23,970.00	\$2,552.00	2,059.10	28,611.10	26,739.22	18,728.97	2,090.55
Caroline	4,914.00	46,913.43		9.55	46,922.98	111,689.48	111,689.48	324.72
Carroll	13,988.20	103,134.30		475.00	103,609.30	117,567.50	99,177.93	27,419.65
Charles	18,116.66	64,813.74	1,220.00		66,033.74	59,252.76	52,249.93	25,119.49
Dorchester	8,781.17	64,813.74			64,813.74	73,584.91	65,975.72	7,619.19
Fredrick	18,916.55	131,519.87		18.42	131,538.29	136,034.40	136,034.40	14,402.36
Garratt	9,975.26	83,422.07			83,440.49	33,415.78	94,762.61	19,363.71
Harford	40,801.04	169,367.37			169,367.37	210,168.43	190,844.70	19,323.73
Howard	4,128.34	4,128.34			4,128.34	4,128.34	4,128.34	232.71
Montgomery	10,184.34	87,837.61			87,837.61	98,357.55	50,119.69	37,237.86
Prince George's	19,117.76	122,546.42		69.38	122,616.80	109,448.54	134,234.96	24,782.52
Queen Anne's	10,254.62	55,824.98			55,824.98	66,079.60	60,658.79	5,420.81
St. Mary's	16,339.68	48,728.58	516.00		49,244.58	38,914.50	62,899.53	23,889.33
Somerset	2,674.19	41,474.47			41,474.47	44,148.66	37,550.14	6,598.52
Talbot	1,498.37	36,112.77			36,112.77	37,534.66	2,411.89	6,122.87
Washington	1,965.33	1,965.33			1,965.33	37,534.66	57,482.29	2,411.89
Worcester	8,275.23	63,552.18			63,552.18	71,827.41	69,071.50	11,155.91
	7,175.39	61,502.11			61,502.11	68,077.50	52,077.92	16,899.58
	\$317,842.35							\$156,927.31
	\$2,247.57							\$3,572.32
<b>Total County Funds</b>			\$4,315.00	\$2,688.73	\$1,807,879.92	\$2,693,474.70	\$1,990,119.71	\$693,354.99
<b>Net Position</b>	\$283,594.78	\$1,800,923.19			\$1,804,276.10	\$1,515,935.99		\$1,515,935.99
<b>Baltimore City Lateral Funds:</b>	\$151,242.57	\$1,364,576.10						\$1,515,935.99
<b>County Construction Funds:</b>								
Allegany	\$14,638.68	\$9,157.37			\$9,157.37	\$5,451.31	\$806.08	\$9,257.29
Anne Arundel	95,179.97	70,272.21	\$5,000.00		65,272.21	169,451.88	21,175.53	139,273.05
Baltimore	321,581.40	153,584.31	58,605.00		95,229.31	416,810.71	19,222.69	300,988.02
Calvert	4,359.74	25,513.39			25,513.39	65,681.24	41,427.37	27,253.97
Caroline	3,358.69	18,516.13			18,516.13	140,220.24	126,703.54	13,516.40
Carroll	116,946.23	44,996.76		\$135.40	117,081.66	101,942.99	66,295.38	65,077.61
Charles	33,161.69	66,995.29			66,995.29	100,156.98	30,824.34	69,332.64
Dorchester	42,667.88	74,823.51			74,823.51	171,491.30	83,247.14	83,247.14
Fredrick	11,562.42	151,831.71			151,831.71	140,269.29	174,413.11	34,172.57
Garratt	62,574.97	96,305.71			96,305.71	159,850.68	94,475.58	62,375.10
Harford	15,981.51	13,078.48			13,078.48	25,699.59	6,597.01	22,312.58

STATEMENT SHOWING CASH BALANCES IN THE REVENUE ACCOUNTS AT SEPTEMBER 30, 1942  
AFTER APPLYING RECEIPTS AND DISBURSEMENTS DURING THE FISCAL YEAR

Exhibit 7  
Schedule 4

Funds	Cash Balance September 30, 1941	Cash Receipts October 1, 1941 to September 30, 1942	Revenue Transfers	Credits from Miscellaneous Receipts	Total Credits to Fund Accounts	Amount Available for Expenditure October 1, 1941 to September 30, 1942	Disburse- ments October 1, 1941 to September 30, 1942	Cash Balance September 30, 1942
Howard	18,275.62	52,431.11			52,431.11	70,706.73	31,244.02	39,462.71
Kent	10,456.07	52,249.03			52,249.03	62,707.10	8,116.65	54,590.45
Madison	114,817.86	101,403.18		8,957.48	110,360.96	225,178.52	109,440.76	174,432.82
Princess Anne's	7,411.42	84,645.58		342.43	89,184.01	96,965.43	49,113.99	12,495.33
Queen Anne's	51,445.33	83,445.58			134,890.91	115,889.87	46,773.88	66,173.88
St. Mary's	61,170.32	56,254.20			56,254.20	46,953.54	8,102.92	46,953.54
St. Mary's	47,879.76	47,879.76			47,879.76	23,409.64	14,327.35	76,297.39
Somerset	41,990.21	41,990.21			41,990.21	81,046.48	109,482.12	28,435.64
Talbot	18,718.35	99,764.73			118,483.08	50,570.39	47,118.30	3,452.00
Washington	22,796.73	73,367.12			73,367.12	50,570.39	47,118.30	3,452.00
Warehousing	33,413.07	71,900.45			71,900.45	47,586.48	11,815.50	35,770.98
Worcester								
Total County's Construction—Credit Balances Overdrawn Balances	\$1,006,678.02							\$1,437,487.13
	1,30,897.81							81,962.18
	\$85,081.31	\$1,642,168.01	\$63,605.00	\$0,435.31	\$1,587,998.32	\$2,473,679.63	\$1,117,604.68	\$1,356,074.95
Net Position					\$388,962.35	\$4,337,357.21		\$4,337,357.21
Grade Elimination	\$3,968,394.86					\$602,757.09	\$2,627.07	\$669,139.02
Federal Grade Elimination—1936 Appropriation.	\$1,031,111.50	\$79,095.68		\$39,258.53	\$118,354.21	232,439.85	94,847.02	219,083.75
Federal Grade Elimination—1938 Appropriation.	204,467.86	27,951.59		40.40	27,991.99	242,439.85	304,847.06	416,711.59
Federal Grade Elimination—1940 Appropriation.	69,173.86	37,280.35			37,280.35	138,898.25	89,987.90	40,810.26
Federal Grade Elimination—1941 Appropriation.	59,101.75	168,000.00			168,000.00	158,365.51	371,567.20	569,872.89
Federal Grade Elimination—1942 Appropriation.	138,395.51					190,600.00		190,600.00
Federal Municipal Allotment	179,681.10	140,600.00	\$50,000.00		170,681.40	369,854.36	2,065.25	367,889.11
Special Construction Fund of 1934	325,365.86	417,155.24	170,031.40	1,250.00	418,405.24	155,110.19	235,000.00	371,621.15
Special Construction Fund of 1936, with 45% Grant	163,913.81	170,125.67			164,019.25	260,805.91	19,431.75	291,459.77
Regular Federal Aid of 1936	260,801.63					260,801.63		
Regular Federal Aid of 1938	396,164.96	9,847.26			9,847.26	374,568.66	18,444.16	311,761.83
Regular Federal Aid of 1939	412,321.15	373,568.06			373,568.06	373,568.06	349,980.61	287,736.19
Regular Federal Aid of 1940	19,965.39	206,748.78	45,000.00	1,000.00	252,648.78	203,383.49	248,298.18	44,814.69
Regular Federal Aid of 1941	1,012,133.91	364,100.00	45,000.00		548,200.00	1,560,333.91	1,189,951.22	370,382.69
Regular Federal Aid of 1942	1,021,621.21		1,244,288.00		1,244,288.00	1,242,804.36	281,399.53	931,401.53
Regular Federal Aid of 1942	1,021,621.21		426,010.71		426,010.71	10,000.00	213,572.83	688,734.91
1935 Federal Allotment (\$1,816,000.00)	1,816,000.00	345,488.28	345,488.28		345,488.28	7,846,788.92	4,889,532.02	5,657,036.90
Flood Relief—State and Federal Appropriation	2,917,711.18	6,622,359.24	1,778,690.65		4,259,040.00	7,846,788.92	4,889,532.02	2,917,711.18
Maintenance and Reconstruction	2,917,711.18		30,000.00		30,000.00	62,022.23	647.13	61,475.10
Chesapeake Beach Appropriation	7,356.11					7,356.11		7,356.07
Prison Labor Appropriation	21,963.99		290,000.00		290,000.00	178,736.01	209,351.72	39,613.21
Military Access Roads	5,100.05		58,005.00		58,005.00	58,270.95	3,022,569.88	5,100.05
Gasoline Tax Refunds	6,432.69				1,018.49	6,208.54		6,432.69
Sign Permit Revenue		10,209.58			10,209.58			18,102.31



REPORT OF THE STATE ROADS COMMISSION

Sign License Revenue	3,333.35	3,333.35	3,333.35	3,333.35
Chesapeake Bay Ferry System Payroll Remuneration	156,669.85	156,669.85	156,669.85	156,669.85
Unemployment Wages	986.18		986.18	986.18
Interest on Bank Balance	2,077.63		2,077.63	2,077.63
Revenue Appropriated to				
Susquehanna River Bridge	331,923.35	4.29	331,923.35	331,919.06
Potomac River Bridges	172,340.16		172,340.16	171,197.17
Revenue from sale of Bridge Revenue Bonds, and Federal Grants, Ryan Bridge	16,661.19		16,661.19	16,661.19
Potomac River Bridge	5,813.58		5,813.58	5,813.58
Revenue for Construction of Middle River Underpass	350,269.61		350,269.61	347,661.91
Special Revenue Fund of Rocks and Blunswick Bridges	1,864.82	5.08	1,869.90	1,269.90
Application of Federal Funds to County Projects, Delaware Reserve Station, and County Bonds	957,724.99		957,724.99	957,724.99
Delaware Reserve Chesapeake Bay Ferry System Bonds	598,316.28	31,683.72	630,000.00	630,000.00
Revenue from sale of State Roads Commission Bonds	12,000.00	63,000.00	75,000.00	75,000.00
Refunding Bonds	24,786.16		24,786.16	24,786.16
North Beach Protection		44,578.00	44,578.00	20,806.43
Proceeds of sale of Chesapeake Bay Ferry Revenue Bonds	67,767.32	12,821.91	80,589.23	79,934.09
Debt Service State Bonds Commission of Maryland				
Trust				
Track License Fees and Franchise Taxes	962,913.64	849,812.53	849,812.53	849,812.53
F 9004 of the 26 Gasoline Taxes	425,516.27	121,182.81	121,182.81	121,182.81
Federal Appropriation of 1942—for Secondary Roads Studies of The Baltimore Washington Boulevard		135,168.00	135,168.00	135,168.00
National Defense Projects				
Bond Income for Construction of Ferry Terminal	400,000.00	400,000.00	400,000.00	471,320.46
Bond Income for new Construction and Highway Improvement	1,000,000.00	1,000,000.00	1,000,000.00	784,178.00
Bond Income for needed Construction and Bond Expense	2,000,000.00	2,000,000.00	2,000,000.00	2,000,000.00
Income from State Roads Commission Refunding Bond Issue—1941	750,959.81	750,959.81	750,959.81	750,959.81
	5,257,326.29	5,249,931.19	5,249,931.19	5,249,931.19
Suspense charge—Materials and Supplies	\$6,426,915.58	\$30,027.60	\$32,399,024.16	\$8,075,325.07
	487,039.50		487,039.50	487,039.50
Working Fund—State Treasurer	\$5,989,875.68	\$50,027.60	\$31,821,984.26	\$7,513,334.68
	208,567.01	91,402.60	300,000.00	300,000.00
Total Cash (Per Balance Sheet)	\$6,148,472.69	\$80,027.60	\$32,121,984.26	\$7,813,334.58

Exhibit 7  
Schedule 5STATEMENT OF ACCOUNT  
October 1, 1940 to September 30, 1942

## ALLEGANY COUNTY

Internal Gasoline Tax	
\$124,405.71	\$89,596.09
118,588.75	
243,054.46	
\$803,650.55	

Remainder Available for Projects in Course of Completion at September 30, 1940, per Financial Report to that date  
Add: Receipts from October 1, 1940 to September 30, 1941  
Receipts from October 1, 1941 to September 30, 1942

## Total Receipts

Gross Amount Available for Expenditure and Completion of Project to September 30, 1942  
Charges to Revenue for Projects Completed October 1, 1940 to September 30, 1942:

Authori- zation Number	Date Authorized	Project Number	Description	Amount Authorized	Estimated Expenditures to Complete	Total Cost
82-40	Nov. 28, 1939	A-144-20-62	Oiling Streets of Lonscoring	1,041.15	1,041.15	\$943.25
164-41	Feb. 18, 1941	A-144-23-62	Oiling Branch Road at Reservoir	1,091.15	1,091.15	403.28
81-42	Nov. 12, 1941	A-28X-1-92	Oiling Branch Road at Reservoir	2,134.69	2,134.69	403.92
290-41	Mar. 18, 1941	A-144-25-62	Oiling Hill Run Road	966.34	966.34	91.45
163-41	Feb. 18, 1941	A-144-22-62	County Road Debt Service, Fiscal Year 1940	5,093.00	5,093.00	78,323.15
435-42	Mar. 5, 1942	A-144-28-62	River Road—Preliminary Engineering Costs	1,250.00	1,250.00	66,300.00
162-41	Mar. 11, 1941	A-144-24-62	Direct payment to County Commissioners—Lateral Gasoline Taxes 1941	1,250.00	1,250.00	1,250.00
171-42	Dec. 16, 1941	A-144-62	Allotment to Millland, 1941	5,545.74	5,545.74	5,545.74
			Oiling certain roads in Allegany County	1,500.00	1,500.00	1,500.00
			Allotment to Lonscoring—1942	1,500.00	1,500.00	1,500.00
			County Road Debt Service—Fiscal Year 1942	65,020.00	65,020.00	65,020.00
			Maintenance of County System of Roads and Bridges—Fiscal Years 1941, 1942:			
			Roadways	1841	1842	
			Roadside and Grade	\$11,045.74	\$17,009.61	
			Ditches	1,091.15	9,927.47	
			Dwelling Structures and Facilities	2,134.69	6,814.92	
			Bridges	966.34	2,490.13	
			Oiling		15.27	
			Miscellaneous (Including Compensation Insurance)	5,093.00	6,874.36	
			Snow Removal	783.11	927.29	
			Depreciation	708.11	1,009.00	
			Costs Incidental to W. P. A. Projects	4,293.94	271.44	
			Total	\$26,007.17	\$44,069.50	
			Sept. 30, 1942		70,676.67	
					\$293,826.22	
					\$4,824.33	

Remainder Available for Projects in Course of Completion at September 30, 1942

## Work in Progress September 30, 1942:

Authori- zation Number	Date Authorized	Project Number	Description	Amount Authorized	Estimated Expenditures to Complete
449-42	May 5, 1942	A-144-27-62	Allotment to Millland, Fiscal Year 1942	\$1,200.00	\$1,200.00
439-42	May 5, 1942	A-340-62	Oiling Certain Allegany County Roads	12,458.05	7,682.94
			Charges to be made to Revenue for Disbursements on Work in Progress	\$4,775.11	4,775.11
			Cash on Hand, September 30, 1942		\$5,049.22
			Estimated Remainder to be Disbursed to Complete Work in Progress		\$5,882.94
			Approximate Overdrawn Position at September 30, 1942		\$3,883.72

ITALICS INDICATE RED FIGURES

Exhibit 7  
Schedule 5

STATEMENT OF ACCOUNT  
October 1, 1940 to September 30, 1942

CONSTRUCTION ACCOUNT  
ALLEGANY COUNTY

Federal  
Appropriation  
(F.A.S.)

\$1,774.92  
9,157.37  
10,932.29  
\$1,635.38

Overdrawn Balance in the Revenue Account at September 30, 1940, per Financial Report to that date

Add: Receipts from October 1, 1940 to September 30, 1941  
Receipts from October 1, 1941 to September 30, 1942

Total Receipts

Gross Amount Available for Expenditure and Completion of Project to September 30, 1942  
Charges to Revenue for Projects Completed October 1, 1940 to September 30, 1942:

Authori- zation Number	Date Authorized	Project Number	Description	Date Completed (Acctg. Record)	Total Cost
448-41	July 8, 1941	A-330X650	Mill Run Road, Construct 2 Stone and Cement Bridges	Jan. 31, 1942	\$2,251.41

Overdrawn Balance in the Revenue Account at September 30, 1942

Work in Progress September 30, 1942:

Authori- zation Number	Date Authorized	Project Number	Description	Disburse- ments to Authorized Sept. 30, 1942	Estimated Expenditure to Complete
682-42	Sept. 29, 1942	A-344X650	Locust Grove Bridge Removing old and installing new floor Charges to be made to Revenue for Disbursements on Work in Progress	\$925.38	\$925.38

Cash Position Overdrawn, September 30, 1942

Estimated Remainder to be Disbursed to Complete Work in Progress

Overdrawn Position before Increments from Federal Funds  
Add: Anticipated Revenue Accruing from Federal Appropriations

Approximate Balance Available for Additional Projects at September 30, 1942

ITALICS INDICATE RED FIGURES

None  
\$9,287.59  
925.38  
\$7,212.77  
7,355.53  
\$172.76

Exhibit 7  
Schedule 6

STATEMENT OF ACCOUNT  
October 1, 1940 to September 30, 1942

ANNE ARUNDEL COUNTY

Lateral Gasoline Tax	
\$63,927.72	\$71,328.89
60,871.30	.
	124,799.02
	\$106,127.91

Overdrawn Balance in the Revenue Account at September 30, 1940, per Financial Report to that date  
Add: Receipts from October 1, 1940 to September 30, 1941  
Receipts from October 1, 1941 to September 30, 1942

Total Receipts

Gross Amount Available for Expenditure and Completion of Project to September 30, 1942  
Charges to Revenue for Projects Completed October 1, 1940 to September 30, 1942:

Authori- zation Number	Date Authorized	Project Number	Description	Date Completed (Acctg. Record)	Total Cost
971-8	July 27, 1938	AA-208-1-32	Telectaph Road, near Mayfield to Odenton	Oct. 31, 1940	\$75,936.30
84-40	Nov. 28, 1940	AA-166-15-32	Allotment to City of Annapolis, Fiscal Year 1940	Nov. 30, 1940	7,021.51
		AA-166-15-32	Bridge over Stony Creek on Fort Smallwood Road, Prel. Eng. Costs..	Jan. 31, 1941	32,772
		AA-232-32	Fort Smallwood Road, Riviera Beach—Fort Smallwood, Additional Costs	Apr. 30, 1941	32,772
166-41	Feb. 18, 1941	AA-118-32	County Road Dept. Service, Fiscal Year 1941	Mar. 31, 1941	40,153.21
59-41	Nov. 27, 1940	AA-166-17-32	Allotment to City of Annapolis, Fiscal Year 1941	Nov. 30, 1941	7,978.26
		AA-166-15-32	Payment to the County of the 1941 Balance	Jan. 31, 1942	3,246.69
82-42	Nov. 12, 1941	AA-208-1-32	Payment to the County of the 1941 Balance	Jan. 31, 1942	476.60
91-42	Nov. 12, 1941	AA-183-32	Allotment to City of Annapolis, Fiscal Year 1942	Sept. 30, 1942	7,665.31
		AA-166-19-32	Payment to the County for Maintenance, Fiscal Year 1942	Sept. 30, 1942	53,237.47
<b>Work in Progress, September 30, 1942</b>					<b>\$594.52</b>
Authori- zation Number	Date Authorized	Project Number	Description	Amount Authorized	Estimated Expenditures to Complete
Charges to be made to Revenue for Disbursements on Work in Progress					None
<b>Cash on Hand, September 30, 1942</b>					<b>\$594.52</b>
Estimated Remainder to be Disbursed to Complete Work in Progress					None
<b>Approximate Balance Available for Additional Projects at September 30, 1942</b>					<b>\$594.52</b>

ITALICS INDICATE RED FIGURES

Exhibit 7  
Schedule 6

**CONSTRUCTION ACCOUNT**  
**ANNE ARUNDEL COUNTY**  
**STATEMENT OF ACCOUNT**  
**October 1, 1940 to September 30, 1942**

Remainder Available for Projects in Course of Construction at September 30, 1940, per Financial Report to that date	Federal Appropriation (F.A.S.)
Add: Receipts from October 1, 1940 to September 30, 1941	\$1,827.27
Receipts from October 1, 1941 to September 30, 1942	9,400.92
<b>Total Receipts</b>	\$11,228.19
	\$239,608.84

Remainder Available for Expenditure and Completion of Project to September 30, 1942  
Charges to Revenue for Projects Completed October 1, 1940 to September 30, 1942:

Gross Amount Available for Expenditure and Completion of Project to September 30, 1942  
Charges to Revenue for Projects Completed October 1, 1940 to September 30, 1942:

Author-ization Number	Date Authorized	Project Number	Description	Date Completed (Averag Record)	Total Cost
			Cherry Hill Road, County Share of R.W. Costs	Sept. 30, 1942	\$5,000.00
<b>Total</b>					
					\$5,000.00

Remainder Available for Projects in Course of Construction at September 30, 1942  
**Work in Progress, September 30, 1942:**

Author-ization Number	Date Authorized	Project Number	Description	Amount Authorized	Disbursements to Sept. 30, 1942	Estimated Expenditures to Complete
			Friendship-001 Colony Cove, Prod. Eng. Costs	\$2,322.94	3,360.46	
			Friendship-004 Colony Cove Road, Roadway	1,548.93	2,713.35	
			Friendship-004 Colony Cove Road, Front Property Adjustment	2,713.35	6,078.40	\$16,321.50
			Bridge over Spa Creek, Prod. Eng. Costs	6,078.40	4,378.44	4,847.06
			Bridge over Spa Creek, Driving Test piles	4,378.44	47,088.21	999.16
			Barrys Store to Ganoway's Bridge	47,088.21	19,090.84	2,177.78
			Solomons Island Rd., Round Bay-Champagnon Rd., Roadway	19,090.84	7,822.22	
			Chambers Rd., Round Bay-Champagnon Rd., Roadway	7,822.22		
			Lake Waterford Road	10,000.00		
					\$46,335.79	

Charges to be made to Revenue for Disbursements on Work in Progress  
**Cash on Hand, September 30, 1942**

Estimated Remainder to be Disbursed to Complete Work in Progress	\$156,256.50
<b>Approximate Overdrawn Position at September 30, 1942, before Increments from Federal Appropriations</b>	\$69,981.17
Anticipated Revenue Accounting from Federal Appropriations	7,581.91
<b>Approximate Overdrawn Position at September 30, 1942</b>	\$77,402.76

ITALICS INDICATE RED FIGURES

## REPORT OF THE STATE ROADS COMMISSION

Exhibit 7  
Schedule 7STATEMENT OF ACCOUNT  
October 1, 1940 to September 30, 1942

## BALTIMORE COUNTY

Gasoline Tax	\$170,934.74
Other	
<b>Total</b>	<b>\$170,934.74</b>

Remainder Available for Projects in Course of Construction at September 30, 1940, per Financial Report to that date  
 Add: Receipts from October 1, 1940 to September 30, 1941  
 Receipts from October 1, 1941 to September 30, 1942

Gasoline Tax	\$139,945.40
Other	133,234.58
<b>Total</b>	<b>273,199.98</b>

## Total Receipts

Gross Amount Available for Expenditure and Completion of Project to September 30, 1942  
 Charges to Revenue for Projects Completed October 1, 1940 to September 30, 1942:

Authori- zation Number	Date Authorized	Project Number	Description	Date Completed (Acctg. Record)	Total Cost.
85-40	Nov. 28, 1940	B-305-1-42	Golden Ring Road, Kenwood Ave.-Philadelphia Rd., Additional Costs.	Nov. 30, 1940	\$149.70
167-41	Feb. 18, 1941	B-301-7-42	County Road Dept. Service, Fiscal Year 1940	Jan. 31, 1941	170,934.74
92-42	Nov. 12, 1941	B-301-9-42	County Road Dept. Service, Fiscal Year 1941	Jan. 31, 1942	189,796.30
			Old Court Road, Landover, Subject's Road	July 31, 1942	164.09
			Payments direct to County for Maintenance, Fiscal Year 1942	Sept. 30, 1942	133,192.14
					<b>443,908.28</b>
					<b>\$226.44</b>

Remainder Available for Projects in Course of Construction at September 30, 1942

## Work in Progress, September 30, 1942:

Authori- zation Number	Date Authorized	Project Number	Description	Amount Authorized	Disburse- ments to	Estimated Expenditures to Complete
			None			None
						<b>\$226.44</b>
						<b>\$226.44</b>

Charges to be made to Revenue for Disbursements on Work in Progress

Cash on Hand, September 30, 1942

Estimated Remainder to be Disbursed to Complete Work in Progress

Approximate Balance Available for Additional Projects at September 30, 1942

ITALICS INDICATE RED FIGURES

Exhibit 7  
Schedule 7

STATEMENT OF ACCOUNT  
October 1, 1940 to September 30, 1942

CONSTRUCTION ACCOUNT  
BALTIMORE COUNTY

Remainder Available for Projects in Course of Construction at September 30, 1940, per Financial Report to that date  
Add: Receipts from October 1, 1940 to September 30, 1941  
Receipts from October 1, 1941 to September 30, 1942

Remainder Available for Projects in Course of Construction at September 30, 1942  
Add: Receipts from October 1, 1940 to September 30, 1941  
Receipts from October 1, 1941 to September 30, 1942

Total Receipts

Total Receipts

Gross Amount Available for Expenditure and Completion of Project to September 30, 1942

Gross Amount Available for Expenditure and Completion of Project to September 30, 1942

Charges to Revenue for Projects Completed October 1, 1940 to September 30, 1942:

Charges to Revenue for Projects Completed October 1, 1940 to September 30, 1942:

Authori- zation Number	Date Authorized	Project Number	Description	Eng. Costs	Date Completed (Acctg. Record)	Total Cost
B-383-450			Bridge and Approaches on Eastern Ave. over Middle River, Pfd.		Aug. 31, 1942	\$251.11
			Baltimore County Share of Military Access Roads		Sept. 30, 1942	58,565.00
						58,866.11
						\$421,165.51

Remainder Available for Projects in Course of Construction at September 30, 1942:

Authori- zation Number	Date Authorized	Project Number	Description	Amount Authorized	Disbursements to Sept. 30, 1942	Estimated Expenditures to Complete
536-41	Aug. 28, 1941	B-470-450	Butler Road	\$150,000.00	\$12,918.77	\$137,081.23
536-41	Aug. 28, 1941	B-471-450	Silver Spring Road	220,000.00	11,258.72	208,741.28
			Charges to be made to Revenue for Disbursements on Work in Progress		\$24,177.49	
						24,177.49
						\$396,988.02
						\$345,822.51

Cash on Hand, September 30, 1942

Estimated Remainder to be Disbursed to Complete Work in Progress

Balance before Increments from Federal Funds

Add: Anticipated Revenue Accruing from Federal Appropriations

Approximate Balance Available for Additional Projects at September 30, 1942

ITALICS INDICATE REG FIGURES

Exhibit 7  
Schedule 8

STATEMENT OF ACCOUNT  
October 1, 1940 to September 30, 1942

CALVERT COUNTY

Remainder Available for Projects in Course of Construction at September 30, 1940, per Financial Report to that date  
Add: Receipts from October 1, 1940 to September 30, 1941  
Receipts from October 1, 1941 to September 30, 1942

Laterals	Gasoline Tax	Credits for Shovel Use
\$80,315.94	\$490.00	\$779.84
23,670.96	2,582.00	
\$74,286.00	\$1,072.00	77,358.00
		\$78,137.84

Total Receipts

Gross Amount Available for Expenditure and Completion of Project to September 30, 1942  
Charges to Revenue for Projects Completed October 1, 1940 to September 30, 1942:

Authori- zation Number	Date Authorized	Project Number	Description	Date Completed (Acct. Record)	Total Cost
199-41	Feb. 18, 1941	C-71-16-82	Miscellaneous Charges against Calvert County	Mar. 31, 1941	\$67.74
441-42	Apr. 28, 1942	C-71-16-82	County Road District, Fiscal year 1941	Aug. 31, 1941	21,982.91
158-41	Feb. 18, 1941	C-71-16-82	Allotment to Chesapeake Beach, Fiscal year 1942	June 30, 1942	\$450.00
172-42	Dec. 16, 1941	C-71-82	Maintenance of County System of Roads and Bridges, Fiscal years 1941-1942		
			\$18,493.01	\$5,625.58	
			7,452.41	8,144.35	
			7,927.78	989.71	
			116.95	1,672.01	
			Roadways		
			Roadside and Grade		
			Drainage Structures and Facilities		
			Bridges		
			Other		
			Miscellaneous (Including Compensation In- surance)		
			Snow Removal		
			Depreciation		
			Miscellaneous (New Equipment)		
			Costs incidental to W.P.A. Projects		
				Sept. 30, 1942	53,573.45
					\$2,063.74

\$35,327.97 \$18,245.48

Remainder Available for Projects in Course of Completion at September 30, 1942

Work in Progress September 30, 1942:

Authori- zation Number	Date Authorized	Project Number	Description	Amount Authorized	Disburse- ments to Sept. 30, 1942	Estimated Expenditures to Complete
440-42	Apr. 28, 1942	C-71-17-52	Allotment to North Beach, Fiscal Year 1942	\$550.00	\$33.19	\$516.81
			Charges to be made to Revenue for Disbursements on Work in Progress		\$33.19	33.19
						\$2,000.55
						\$516.81
						\$1,513.74

Cash on Hand, September 30, 1942

Estimated Remainder to be Disbursed to Complete Work in Progress

Approximate Balance Available for Additional Projects at September 30, 1942

ITALICS INDICATE RED FIGURES



Exhibit 7  
Schedule 5

STATEMENT OF ACCOUNT  
October 1, 1940 to September 30, 1942

CONSTRUCTION ACCOUNT  
CALVERT COUNTY

Lateral Gasoline Tax	Federal Appropriation (F.A.S.)	
\$23,970.05	\$719.54	\$4,299.05
\$23,970.05	3,701.32	
	\$4,421.40	28,391.51
		\$24,191.45

Overdraw Balance in the Revenue Account at September 30, 1940, per Financial Report, to that Date  
Add: Receipts from October 1, 1940 to September 30, 1941  
Receipts from October 1, 1941 to September 30, 1942

Total Receipts

Gross Amount Available for Expenditure and Completion of Project to September 30, 1942  
Charges to Revenue for Projects Completed October 1, 1940 to September 30, 1942:

Project Number	Date Authorized	Project Number	Description	Date Completed (Acctg. Year)	Total Cost
755-9	Aug. 15, 1939	C-133X-550	North Beach, extending 3rd and 6th Streets	Nov. 30, 1940	\$1,376.43
133-42	Dec. 2, 1941	C-149X-550	Appeals twd. Sollars 1.1 mi. clearing and grading	Nov. 30, 1940	329.46
134-42	Dec. 2, 1941	C-149X-1-550	Appeals twd. Sollars 1.1 mi. drainage	May 31, 1942	835.65
138-42	Dec. 2, 1941	C-156X-550	5th St. Extension (North Beach) clearing, grading and drainage	May 31, 1942	1,045.99
135-42	Dec. 2, 1941	C-149X-1-550	Appeals twd. Sollars 1.1 mi. drainage	June 30, 1942	911.59
139-42	Dec. 2, 1941	C-156X-1-550	5th St. Extension (North Beach) 1.1 mi. surfacing	Sept. 30, 1942	725.44

Remainder Available for Projects in Course of Construction at September 30, 1942

Work in Progress, September 30, 1942:

Project Number	Date Authorized	Project Number	Description	Amount Authorized	Disburse- ments Sept. 30, 1942	Estimated Expenditures to Complete
136-42	Dec. 2, 1941	C-153X-550	Stoakley State Rd. twd. Buena Vista, 1.2 mi. clearing and grading	\$924.00	\$941.78	\$320.00
137-42	Dec. 2, 1941	C-153X-1-550	Stoakley State Rd. twd. Buena Vista, 1.2 mi. surfacing and drainage	957.25	369.00	603.96
454-42	May 12, 1942	C-159X-550	North Beach twd. Paris, 1.0 mi. gravel surfacing	968.00	383.29	968.00
474-42	May 27, 1942	C-160X-550	Port Republic twd. Dares Beach, 1.0 mi. clearing and grading	924.00		924.00
479-42	May 27, 1942	C-160X-1-530	Port Republic twd. Dares Beach, 1.0 mi. clearing and grading			

Charges to be made to Revenue for Disbursements on Work in Progress

Cash on Hand, September 30, 1942

Estimated Remainder to be Disbursed to Complete Work in Progress	\$2,826.56
Balance before increments from Federal Funds	\$13,454.47
Add: Anticipated Revenue Arising from Federal Appropriations	2,985.02
Approximate Balance Available for Additional Projects at September 30, 1942	\$16,440.09

ITALICS INDICATE RED FIGURES

Exhibit 7  
Schedule 9

STATEMENT OF ACCOUNT  
October 1, 1940 to September 30, 1942

CAROLINE COUNTY

Remainder Available for Projects in Course of Construction at September 30, 1940, per Financial Report to that date.....  
 Add: Receipts from October 1, 1940 to September 30, 1941.....  
 Receipts from October 1, 1941 to September 30, 1942.....

Total Receipts.....  
 \$3,872.31  
 116,069.54  
 \$119,941.85

Lateral  
Gasoline Tax  
\$39,456.07  
56,613.47

Gross Amount Available for Expenditure and Completion of Project to September 30, 1942.....  
 Charges to Revenue for Projects Completed October 1, 1940 to September 30, 1942:

Author- ization Number	Date Authorized	Project Number	Description	Fiscal Year	Fiscal Years 1941-1942:	Date Completed (Acctg. Record)	Total Cost
76-41	Dec. 18, 1940	Co-92-12-22	County Road Debt Service, Fiscal Year 1941	1941	\$6,713.29	July 31, 1941	\$7,260.00
170-41	Feb. 18, 1941	Co-92-22	Maintenance of County System of Roads and Bridges, Fiscal Year 1941	1942	\$11,212.40		
173-42	Dec. 18, 1941	Co-92-22	Maintenance of County System of Roads and Bridges, Fiscal Year 1942:		22,019.28		
			Roadways.....		22,385.01		
			Roadside and Grade.....		47,833.87		
			Drainage Structures and Facilities.....		2,245.79		
			Bridges.....		2,683.87		
			Other.....		6,632.92		
			Miscellaneous (Including Compensation In- surance).....		1,440.25		
			Snow Removal.....		2,294.51		
			Depreciation.....		417.61		
					1,428.51		
			Totals.....		\$51,461.31	Sept. 30, 1942	109,111.71
					\$48,650.40		\$12,630.14

Remainder Available for Projects in Course of Construction at September 30, 1942:

Author- ization Number	Date Authorized	Project Number	Description	Amount Authorized	Disburse- ments to Sept. 30, 1942	Estimated Expenditures to Complete
		Co-102-122	Federalburg-Bridgeville-Delaware Lane	52.47	52.47	
			Charges to be made to Revenue for Disbursements on Work in Progress		\$52.47	52.47
			Cash on Hand, September 30, 1942			\$12,577.67
			Estimated Remainder to be Disbursed to Complete Work in Progress			None
			Approximate Balance Available for Additional Projects at September 30, 1942			\$12,577.67

ITALICS INDICATE RED FIGURES

CONSTRUCTION ACCOUNT  
CAROLINE COUNTY

Exhibit 7  
Schedule 9

STATEMENT OF ACCOUNT  
October 1, 1940 to September 30, 1942

Remainder Available for Projects in Course of Construction at September 30, 1940, per Financial Report to that date  
Add: Receipts from October 1, 1940 to September 30, 1941  
Receipts from October 1, 1941 to September 30, 1942

	Federal Appropriation (F. A. S.)
	\$59,382.12
	8,743.34
	\$10,442.70
	126,438.40
	\$185,334.62

Total Receipts

Gross Amount Available for Expenditure and Completion of Project to September 30, 1942

Charges to Revenue for Projects Completed October 1, 1940 to September 30, 1942:

Author-ization Number	Date Authorized	Project Number	Description	Date Completed (Acct. Record)	Total Cost
280-41	Mar. 11, 1941	Co-50-2-250	Hudde-Denton, 1.5 mi. surface treatment	Dec. 31, 1941	\$809.06
281-41	Mar. 11, 1941	Co-50-2-250	Corse-Hyatt, 1.9 mi. surface treatment	Dec. 31, 1941	1,333.51
282-41	Mar. 11, 1941	Co-60-2-250	Preston-Choptank Rd., 2.0 mi. surface treatment	Dec. 31, 1941	1,424.49
282-41	Mar. 11, 1941	Co-104-2-250	American Corner-Grove Rd., 3.25 mi. surface treatment	Dec. 31, 1941	2,309.34
		Co-107-250	Allen's Corner-Reliance, Prel. Eng. Costs	Jan. 31, 1942	9,110.48
		Co-139-250	Bethlehem-Harmony, Prel. Eng. Costs	Jan. 31, 1942	2,107.94
		Co-140-250	Greensboro-Burrsville, Prel. Eng. Costs	Apr. 31, 1942	31,438.25
445-41	July 1, 1941	Co-102-3-250	Federalburg-Tonston Branch Rd., 4.292 mi. bituminous stabilization	Sept. 30, 1942	28,097.92
428-40	June 9, 1940	Co-104-2-250	Allen's Corner-Reliance, Prel. Eng. Costs	Sept. 30, 1942	1,388.01
428-41	June 30, 1942	Co-137-2-250	Tuckaloee River Bridge repairs	Sept. 30, 1942	67,575.03
428-42	June 28, 1942	Co-137-2-250	Tuckaloee River Bridge repairs	Sept. 30, 1942	67,575.03
270-41	1936, 28, 1941	Co-139-1-250	Bethlehem-Harmony Rd., 2.793 mi. bituminous stabilized base course	Sept. 30, 1942	\$138,925.47

Remainder Available for Projects in Course of Construction at September 30, 1942

Work in Progress, September 30, 1942:

Author-ization Number	Date Authorized	Project Number	Description	Amount Authorized	Disburse-ments to Sept. 30, 1942	Estimated Expenditures to Complete
168-42	Dec. 11, 1941	Co-137-250	Bridge and approaches over Tuckaloee River, Prel. Eng. Costs	\$39,440.68	\$35.38	\$21,041.55
		Co-140-250	Burrsville Road, 1.67 mi. bituminous stabilized base course		18,309.13	
		Co-141-250	Queen Anne County Line-Brigetown, Prel. Eng. Costs		209.79	
		Co-145-250	Queen Anne County Line-Brigetown, Prel. Eng. Costs		194.88	
			Charges to be made to Revenue for Disbursements on Work in Progress		\$19,155.18	

Cash on Hand, September 30, 1942

Estimated Remainder to be Disbursed to Complete Work in Progress

Balance before Increments from Federal Funds

Add: Anticipated Revenue Accruing from Federal Appropriations

Approximate Balance Available for Additional Projects at September 30, 1942

	Federal Appropriation (F. A. S.)
	\$1,029.45
	8,743.34
	\$10,442.70
	126,438.40
	\$185,334.62

	Lateral Gasoline Tax
	\$59,382.12
	8,743.34
	\$115,995.61

	Total Cost
	\$809.06
	1,333.51
	1,424.49
	2,309.34
	9,110.48
	2,107.94
	31,438.25
	28,097.92
	1,388.01
	67,575.03
	\$138,925.47

	Amount Authorized
	\$39,440.68
	18,309.13
	209.79
	194.88
	\$19,155.18

	Estimated Expenditures to Complete
	\$21,041.55
	\$27,253.97
	21,041.55
	\$6,212.42
	7,051.58
	\$13,264.00

ITALICS INDICATE RED FIGURES

Exhibit 7  
Schedule 10

STATEMENT OF ACCOUNT  
October 1, 1940 to September 30, 1942

CARROLL COUNTY

Remainder Available for Projects in Course of Construction at September 30, 1940, per Financial Report to that date  
Add: Receipts from October 1, 1940, to September 30, 1941  
Receipts from October 1, 1941 to September 30, 1942

Lateral  
Gasoline Tax \$11,871.07  
  
\$210,477.11  
  
\$222,348.18

Total Receipts

Gross Amount Available for Expenditure and Completion of Project to September 30, 1942  
Charges to Revenue for Projects Completed October 1, 1940 to September 30, 1942:

Authorization Number	Date Authorized	Project Number	Description	Date Completed (Acctg. Record)	Total Cost
172-41	Feb. 18, 1941	Cl-150-1-32	Inventory Adjustment	Oct. 31, 1940	\$488.65
174-41	Feb. 18, 1941	Cl-125-33-32	Sykesville-Mariotttsville	Feb. 28, 1941	106.60
175-41	Feb. 18, 1941	Cl-125-35-32	Allotment to Sykesville, Fiscal Year 1941	May 31, 1941	250.00
176-41	Feb. 18, 1941	Cl-125-37-32	Allotment to Hampstead, Fiscal Year 1941	May 31, 1941	250.00
177-41	Feb. 18, 1941	Cl-125-38-32	Allotment to Manchester, Fiscal Year 1941	May 31, 1941	250.00
		Cl-125-38-32	Allotment to New Windsor, Fiscal Year 1941	June 30, 1941	3,000.00
		Cl-150-1-32	White River Road	Aug. 31, 1941	3,887.47
235-40	Feb. 20, 1940	Cl-223-X-32	White Rock Road, Bridgeport-Frederick Co. Line, W. P. A.	Aug. 31, 1941	2,000.00
234-40	Feb. 20, 1937	Cl-125-24-32	Allotments to Incorporated Towns, Fiscal Year 1938	Sept. 30, 1941	487.73
275-41	May 11, 1941	Cl-249-X-32	Between John Street and Carroll St.	Sept. 30, 1941	1,250.00
173-41	Feb. 18, 1941	Cl-125-34-32	Allotment to Westminster, Fiscal Year 1941	Sept. 30, 1941	
171-41	Feb. 18, 1941	Cl-125-32	Maintenance of County System of Roads and Bridges, Fiscal Year 1941	Sept. 30, 1941	
			Roadways		\$62,059.20
			Intersecting and Grade		12,891.31
			Drainage Structures and Facilities		5,029.35
			Bridges		1,250.04
			Grading		3,505.74
			Miscellaneous (Including Compensation Insurance)		4,228.62
			Snow Removal		2,662.62
			Depreciation		
			Maintenance of County System of Roads and Bridges, Fiscal Year 1941, Additional Costs		100,902.16
			Allotment to Mt. Airy, Fiscal Year 1941	Feb. 28, 1942	1,082.74
			Allotment to Taylorsville, Fiscal Year 1941	June 30, 1942	250.00
			Payments direct to County for Maintenance, Fiscal Year 1942	June 30, 1942	250.00
				Sept. 30, 1942	110,090.19
					221,534.46
					\$823.72
					None
					\$23.72
					None
					\$823.72

Charges to be made to Revenue for Disbursements on Work in Progress

Cash on Hand, September 30, 1942

Estimated Remainder to be Disbursed to Complete Work in Progress

Approximate Balance Available for Additional Projects at September 30, 1942

ITALICS INDICATE RED FIGURES

Exhibit 7  
Schedule 10

STATEMENT OF ACCOUNT  
October 1, 1940 to September 30, 1942

CONSTRUCTION ACCOUNT  
CARROLL COUNTY

Federal Gasoline Tax	\$112,966.17
Federal Appropriation (F. A. S.)	\$3,084.72
Lateral Tax	102,661.22
Gasoline Tax	15,854.93
Total	\$210,543.03
Federal Appropriation (F. A. S.)	\$18,036.65
Lateral Tax	\$342,185.85

Federal Gasoline Tax	\$107,681.81
Lateral Tax	102,661.22
Total	\$210,343.03

Remainder Available for Projects in Course of Construction at September 30, 1940, per Financial Report to that date

Add: Receipts from October 1, 1940 to September 30, 1941

Less: Receipts from October 1, 1941 to September 30, 1942

Balance Available for Projects Completed October 1, 1940 to September 30, 1942:

Total Receipts

Gross Amount Available for Expenditure and Completion of Project to September 30, 1942

Charges to Revenue for Projects Completed October 1, 1940 to September 30, 1942:

Authorization Number	Authorized Date	Project Number	Description	Total Cost
564-40	Sept 19, 1940	CI-221-350	End of CI-118, Gorsuch Road, Westminster twd., Tannery. Prel. Eng. Costs	\$1,423.71
466-40	July 9, 1940	CI-222-350	Taneytown twd., Coopersville. Prel. Eng. Costs	1,023.56
		CI-223-350	Rapahann Mills to Ebbvale. Prel. Eng. Costs	1,191.20
		CI-224-350	Washington Road. Prel. Eng. Costs	1,049.33
		CI-225-350	Washington Road. Prel. Eng. Costs	152.72
		CI-226-350	Salem Church-Morgan Run Road, W.P.A.	25,492.94
		CI-227-350	Mt. Arvy-Tayloresville Rd., 1.231 mi. macadam base course	1,373.37
		CI-228-350	Springdale Rd. Prel. Eng. Costs	448.04
		CI-243-350	Hampstead twd., Falls Rd. Prel. Eng. Costs	74.86
		CI-254-350	Allesia twd., Hoffmannville Rd., Prel. Eng. Costs	77.75
		CI-255-350	Old Dutch Church Road. Prel. Eng. Costs	69.92
		CI-256-350	Hollinger Mill Road. Prel. Eng. Costs	76.33
		CI-257-350	Taylor Road. Prel. Eng. Costs	45.66
		CI-258-350	Salem Road. Prel. Eng. Costs	50.97
		CI-259-350	Six Bridge Road. Prel. Eng. Costs	25,505.78
		CI-261-350	Harnish Road. Prel. Eng. Costs	14,324.15
		CI-221-350	Washington Rd. south of Tenby, 1.071 mi. bituminous road mix surfacing	11,482.84
		CI-224-350	Allesia to Baltimore, Combs Line, 1.60 mi. bituminous road mix	14,803.53
		CI-225-350	Washington Rd. south of Tenby, 1.0 mi. penetration macadam	20,277.92
		CI-256-350	Oakland Mill Rd.-Hollinger Mill, 1.1 mi. penetration macadam	11,217.57
		CI-257-350	Unontown-Taneytown, 1.10 mi. penetration macadam	8,430.70
		CI-258-350	Washington Rd.-Nicolemas Rd., 1.25 mi. penetration macadam	20,068.94
		CI-261-350	Poole Road, 0.80 mi. penetration macadam	40,014.92
		CI-262-350	Detour—Keyville Rd. to Frederick County Line, 1.80 mi. penetration macadam	40,890.36
		CI-221-350	Westminster-Tayloresville Rd., 0.291 mi. bituminous road mix	16,575.45
		CI-222-350	Frederick County Line to Westminster-Tannery, 1.028 mi. bituminous road mix	
		CI-223-350	Springdale Road, 1.0 mi. macadam	

Remainder Available for Projects in Course of Construction at September 30, 1942

\$5,471.44

## REPORT OF THE STATE ROADS COMMISSION

**Work in Progress September 30, 1942:**

Authorization Number	Date Authorized	Project Number	Description	Amount Authorized	Disbursements to Sept. 30, 1942	Estimated Expenditures to Complete
77-40	Nov. 21, 1939	CI-195-2-350	Dry Mt. Olivet, R.W. agreements	\$350.00	\$33.29	\$316.71
465-40	July 3, 1940	CI-222-1-350	Taneytown-Coopersville Rd. 2.126 mi. macadam base course	60,357.68	56,042.77	4,914.91
		223-1-350			123.05	
487-41	July 17, 1941	CI-225-1-350	Mt. Airy-Taylorville Road	17,540.05	15,022.57	1,917.48
		CI-242-1-350	Hampstead to Baltimore County Line		13.77	
		CI-262-350	Beech School House Road, Prel. Eng. Costs		29.36	
		CI-263-350	Humbert School House Road, Prel. Eng. Costs		38.81	
		CI-264-350	Water Tank Road, Prel. Eng. Costs		51.42	
		CI-265-350	East View-Bird Hill, Prel. Eng. Costs			
			Charges to be made to Revenue for Disbursements on Work in Progress	\$71,955.04		71,955.04
			<b>Cash on Hand, September 30, 1942</b>		\$83,516.40	
			Estimated Remainder to be Disbursed to Complete Work in Progress			\$7,149.10
			<b>Balance before Increments from Federal Funds</b>			\$9,307.30
			Add: Anticipated Revenue Averring from Federal Appropriations			12,787.14
			<b>Approximate Balance Available for Additional Projects at September 30, 1942</b>			\$19,154.44

ITALICS INDICATE RED FIGURES

**GECHE COUNTY**

**STATEMENT OF ACCOUNT  
October 1, 1940 to September 30, 1942**

Exhibit 7  
Schedule 11

Remainder Available for Projects in Course of Construction at September 30, 1940, per Financial Report to that date  
Add: Receipts from October 1, 1940 to September 30, 1941  
Receipts from October 1, 1941 to September 30, 1942

**Total Receipts.**

Gross Amount Available for Expenditure and Completion of Project to September 30, 1942

Charges to Revenue for Projects Completed October 1, 1940 to September 30, 1942:

Authorization Number	Date Authorized	Project Number	Description	Date Completed (Approx. Revised)	Total Cost
283-9	Jan. 18, 1939	Ce-149-55-42	Allotment to Perryville, Fiscal Year 1939	Dec. 31, 1940	\$915.00
		Ce-88-42	Elkton Childs (Costs transferred to County Construction)	Dec. 31, 1940	369.35
		Ce-104-1-42	Grade Elimination, North-East-Hayview Rd (Costs transferred to 1938 Federal Grade Elimination)	Dec. 31, 1940	598.87
93-40	Nov. 28, 1940	Ce-149-56-42	County Road Debt Service, Fiscal Year 1940	Jan. 31, 1941	15,000.00
94-40	Nov. 28, 1940	Ce-149-56-42	Allotment to Elkton, Fiscal Year 1940	Feb. 28, 1941	1,000.00
82-41	Dec. 10, 1940	Ce-149-56-42	Allotment to Cedron, Fiscal Year 1940	June 30, 1941	400.00
293-8	Dec. 14, 1937	Ce-149-45-42	Allotment to Perryville	June 30, 1941	178.50
291-9	Jan. 18, 1939	Ce-149-55-42	Chesapeake City, Fiscal Year 1939	Aug. 31, 1941	400.00
83-41	Dec. 10, 1940	Ce-149-55-42	Allotment to Chesapeake City, Fiscal Year 1940	Aug. 31, 1941	400.00
85-41	Dec. 10, 1940	Ce-149-57-22	Allotment to Rising Sun, Fiscal Year 1940	Nov. 30, 1941	400.00
1056-8	Aug. 16, 1938	Ce-296X-22	Williams Rd., south of Elkton and running east	Feb. 28, 1942	551.34
32-42	Oct. 28, 1941	Ce-149-71-22	Allotment to Perryville, Fiscal Year 1941	April 30, 1942	400.00
33-42	Oct. 28, 1941	Ce-149-72-22	Allotment to Rising Sun, Fiscal Year 1941	April 30, 1942	225.00
34-42	Oct. 28, 1941	Ce-149-73-22	Allotment to Elkton, Fiscal Year 1941	April 30, 1942	400.00
41-42	Oct. 28, 1941	Ce-149-84-22	Allotment to Rising Sun, Fiscal Year 1942	May 31, 1942	400.00
30-42	Oct. 28, 1941	Ce-149-69-22	Allotment to Elkton, Fiscal Year 1941	June 30, 1942	1,000.00
31-42	Oct. 28, 1941	Ce-149-70-22	Allotment to Chesapeake City, Fiscal Year 1941	June 30, 1942	400.00
38-42	Oct. 28, 1941	Ce-149-77-22	Allotment to Elkton, Fiscal Year 1942	June 30, 1942	1,000.00
39-42	Oct. 28, 1941	Ce-149-78-22	Allotment to Chesapeake City, Fiscal Year 1942	June 30, 1942	400.00
40-42	Oct. 28, 1941	Ce-149-79-22	Allotment to North East, Fiscal Year 1942	June 30, 1942	400.00
42-42	Oct. 28, 1941	Ce-149-81-22	Allotment to Perryville, Fiscal Year 1940	July 31, 1942	225.00
43-42	Oct. 28, 1941	Ce-149-82-22	Allotment to Perryville, Fiscal Year 1940	July 31, 1942	225.00
540-41	Aug. 30, 1941	Ce-245X-22	Cecil County Road at Wardell's Mill Gravel surfacing	Aug. 31, 1942	177.37
520-42	June 30, 1942	Ce-149-82-22	County Road Debt Service, Fiscal Year 1942	Aug. 31, 1942	14,760.00
(178-41)	Feb. 18, 1941	Ce-149-22	Maintenance of County System of Roads and Bridges, Fiscal Years 1941-1942	Sept. 30, 1942	
(174-42)	Dec. 16, 1941				
			Roadways	1941 08.	
			Gravel and Grade	\$32,475.41	\$27,742.29
			Drainage Structures and Facilities	5,457.41	11,572.29
			Bridges	3,205.22	4,065.50
			Oiling	4,085.00	4,250.14
			Miscellaneous (Including Compensation Insurance)	1,803.66	3,572.34
			Snow Removal	2,385.29	4,539.58
			Depreciation	249.50	131.91
			Costs Incidental to W.P.A. Projects	1,500.01	1,511.25
				2.25	
			Totals	\$51,948.01	\$66,496.85

Remainder available for Projects in course of Completion at September 30, 1942

118,854.96  
156,748.77  
\$31,672.42

## REPORT OF THE STATE ROADS COMMISSION

Work in Progress, September 30, 1942:						
Authorization Number	Date Authorized	Project Number	Description	Amount Authorized	Disbursements to Sept. 30, 1942	Estimated Expenditures to Complete
284-0	Jan. 18, 1939	Ce-149-56-22	Allotment to Port Deposit, Fiscal Year 1939	\$550.00	\$533.92	\$16.08
80-41	Dec. 10, 1940	Ce-149-62-22	Allotment to Port Deposit, Fiscal Year 1940	300.00	666.70	
81-41	Dec. 10, 1940	Ce-149-62-22	Allotment to Charleston, Fiscal Year 1940	400.00	269.36	30.64
84-41	Dec. 10, 1940	Ce-149-66-22	Allotment to Charleston, Fiscal Year 1940	300.00	418.84	
35-42	Oct. 28, 1941	Ce-149-75-22	Allotment to Cecilton, Fiscal Year 1941	550.00	258.93	41.07
36-42	Oct. 28, 1941	Ce-149-75-22	Allotment to Port Deposit, Fiscal Year 1941	550.00	400.00	
37-42	Oct. 28, 1941	Ce-149-76-22	Allotment to Cecilton, Fiscal Year 1941	400.00	56.69	
43-42	Oct. 28, 1941	Ce-149-81-22	Allotment to Perryville, Fiscal Year 1942	300.00	43.82	256.18
44-42	Oct. 28, 1941	Ce-149-82-22	Allotment to Charleston, Fiscal Year 1942	550.00	550.00	
45-42	Oct. 28, 1941	Ce-149-83-22	Allotment to Port Deposit, Fiscal Year 1942	400.00	504.50	
			Allotment to Cecilton, Fiscal Year 1942		\$4,252.76	4,252.76
			Charges to be made to Revenue for Disbursements on Work in Progress		\$27,419.66	
<b>Cash on Hand, September, 30, 1942</b>						\$343.97
Estimated Remainder to be Disbursed to Complete Work in Progress						\$27,075.69
<b>Approximate Balance Available for Additional Projects at September 30, 1942</b>						

ITALICS INDICATE RED FIGURES



Exhibit I  
Schedule 11

STATEMENT OF ACCOUNT  
October 1, 1940 to September 30, 1942

CONSTRUCTION ACCOUNT  
CECIL COUNTY

Lateral Gasolins Tax	Federal Appropriation (P. A. S.)
\$72,118.68	\$2,693.94
34,378.11	10,618.65
\$106,496.79	\$12,982.59
	119,479.38
	\$232,437.78

Remainder Available for Projects in Course of Construction at September 30, 1940, per Financial Report to that date  
Add: Receipts from October 1, 1940 to September 30, 1941  
Receipts from October 1, 1941 to September 30, 1942

Total Receipts

Gross Amount Available for Expenditure and Completion of Project to September 30, 1942  
Charges to Revenue for Projects Completed October 1, 1940 to September 30, 1942:

Authorization Number	Date Authorized	Project Number	Description	Date Completed (Aveig. Record)	Total Cost
808-9	Sept. 29, 1939	Ce-195-450	Farmington-Bayview, Prel. Eng. Costs	Dec. 31, 1940	\$1,113.98
		Ce-83-450	Elkton-Childs	Dec. 31, 1940	365.35
		Ce-224-450	Account Hill-Edg. Gravel and gravel	Apr. 30, 1941	9,810.04
96-41	Oct. 30, 1940	Ce-195-2-250	Childs-Hill-Edg. Mills, Prel. Eng. Costs	Jan. 31, 1942	858.30
424-42	Apr. 15, 1942	Ce-195-2-250	Basing Sun-Bayview Rd., 4.301 mi. gravel surfacing	Sept. 30, 1942	47,648.27
			Bayview twd. Farmington, 4.30 mi. bituminous stabilization	Sept. 30, 1942	35,186.97
					94,983.61
					137,454.17

Remainder Available for Projects in Course of Construction at September 30, 1942:

Work in Progress, September 30, 1942:

Authorization Number	Date Authorized	Project Number	Description	Amount Authorized	Disbursements to Sept. 30, 1942	Estimated Expenditures to Complete
416-41	June 19, 1941	Ce-160-250	Appleton-Cowenton, Prel. Eng. Costs	\$58,628.56	\$21,132.44	\$4,050.92
		Ce-196-2-250	Childs-Cherry Hill, Roadway		54,577.64	
		Ce-226-1-250	Cayots Corner-Sr. Augustine Rd., 1.939 mi. gravel surfacing		2,606.56	
		Ce-227-250	Cherry Hill-Edg. Mills, Roadway, Costs		675.23	
		Ce-229-250	Childs-Hill-Edg. Mills, Roadway, Costs		3,551.97	
		Ce-229-1-250	Childs-Pleasant Hill, Prel. Eng. Costs		622.85	
268-42	Jan. 29, 1942	Ce-233-250	Bohemia River-Earville, Prel. Eng. Costs	2,317.95	2,290.94	
343-42	Mar. 4, 1942	Ce-240X250	Frenchtown Road, W. P. A. Contribution	1,917.75	5,433.48	
		Ce-240X1250	Perryville-Frenchtown-Aiken Road, 1.2 mi. stabilized gravel		5,668.18	
			Charges to be made to Revenue for Disbursements on Work in Progress		\$71,776.56	
					\$65,677.61	
					\$4,050.92	

Cash on Hand, September 30, 1942

Estimated Remainder to be Disbursed to Complete Work in Progress

Balance before Increments from Federal Funds

Add: Anticipated Revenue Accruing from Federal Appropriations

Approximate Balance Available for Additional Projects at September 30, 1942

ITALICS INDICATE RED FIGURES

\$61,926.69

8,594.07

\$70,190.76

Exhibit 7  
Schedule 12

STATEMENT OF ACCOUNT  
October 1, 1940 to September 30, 1942

CHARLES COUNTY

Remainder Available for Projects in Course of Construction at September 30, 1940, per Financial Report to that date

Lateral Credits for County Tax Shovel Use	\$11,276.69
860,946.61	\$750.00
58,032.76	1,226.00
<b>\$118,979.37</b>	<b>\$2,000.00</b>

Add: Receipts from October 1, 1940 to September 30, 1941  
Receipts from October 1, 1941 to September 30, 1942

	120,979.37
<b>Total Receipts</b>	<b>\$132,256.06</b>

Gross Amount Available for Expenditure and Completion of Project to September 30, 1942  
Charges to Revenue for Projects Completed October 1, 1940 to September 30, 1942:

Authori- zation Number	Date Authorized	Project Number	Description	Date Completed (Acctg. Record)	Total Cost
211-40	Feb. 29, 1940	Ch-2903X52	Holly Springs Road, W.P.A. Project	Oct. 31, 1940	\$4,081.31
145-42	Dec. 9, 1941	Ch-140X16-52	Allotment to Indian Head, Fiscal Year 1939 (Additional Costs)	Nov. 30, 1940	25.37
146-42	Dec. 9, 1941	Ch-140X19-52	Allotment to Indian Head, Fiscal Year 1940	Sept. 30, 1942	637.00
180-41	Feb. 18, 1941	Ch-140X20-52	Allotment to La Plata, Fiscal Year 1940	Sept. 30, 1942	600.00
175-42	Dec. 15, 1941	Ch-140-52	Maintenance of County System of Roads and Bridges, Fiscal Years 1941-1942		
			Roadways		\$25,955.03
			Rebuilds and Grade		\$29,391.17
			Drainage Structures and Facilities		8,243.22
			Bridges		7,798.62
			Oiling		8,527.21
			Snow Removal		11,813.64
			Miscellaneous (Including Compensa- tion Insurance)		484.15
			Depreciation		1,068.06
			Totals		14.84
					9.12
					1,732.21
					1,468.17
					1,270.55
					47,546.45
					52,249.93

Remainder Available for Projects in Course of Construction at September 30, 1942  
Work in Progress, September 30, 1942:

Authori- zation Number	Date Authorized	Project Number	Description	Amount Authorized	Disburse- ments to Sept. 30, 1942	Estimated Expenditures to Complete
Ch140X15-52			Allotment to La Plata, Fiscal Year 1939		\$1,558.64	
Ch140X16-52			Allotment to Indian Head, Fiscal Year 1939		292.32	
Ch-156-1-52			Mt. Pisgah-Port Tobacco, Roadway		145.54	
			Charges to be made to Revenue for Disbursements on Work in Progress		\$1,996.50	1,996.50
			<b>Cash on Hand, September 30, 1942</b>			\$25,119.49
			Estimated Remainder to be Disbursed to Complete Work in Progress			None
			<b>Approximate Balance Available for Additional Projects at September 30, 1942</b>			<b>\$25,119.49</b>

ITALICS INDICATE RED FIGURES

**CONSTRUCTION ACCOUNT  
CHARLES COUNTY**

**STATEMENT OF ACCOUNT  
October 1, 1940 to September 30, 1942**

Exhibit 7  
Schedule 12

Remainder Available for Projects in Course of Construction at September 30, 1940, per Financial Report to that date

\$96,148.44

Lateral Gasoline Tax F. A. S. I. 8,692.75	Federal Appropriation F. A. S. I. 8,692.75
<b>\$118,963.58</b>	<b>\$10,794.58</b>
	<b>129,608.16</b>
	<b>\$225,756.60</b>

**Add: Receipts from October 1, 1940 to September 30, 1941**  
**Receipts from October 1, 1941 to September 30, 1942**

**Total Receipts**

Gross Amount Available for Expenditure and Completion of Project to September 30, 1942  
**Charges to Revenue for Projects Completed October 1, 1940 to September 30, 1942:**

Authori- zation Number	Date Authorized	Project Number	Description	Date Completed (Record)	Total Cost
187-9	Dec. 7, 1938	Ch-178X-850	Mt. Pisgah twd. Port Tobacco, Gravel	Dec. 31, 1940	\$28,876.34
237-40	Sept. 24, 1940	Ch-214X-850	Port Tobacco to P. C. G. Gravel and surface	Jan. 31, 1941	1,274.72
559-40	Sept. 24, 1940	Ch-214X-850	Codell Point Neck Rd. Shale and Patch	Jan. 31, 1941	580.83
431-40	June 24, 1940	Ch-207X-850	Jameson Rd. to Pysse Point, Gravel and gravel	Jan. 31, 1941	54.10
531-40	Sept. 12, 1940	Ch-210X-850	Grayton-Brick Church Rd., Widened, grade and drain	Apr. 30, 1941	4,759.29
57-41	Dec. 28, 1940	Ch-215X-850	Graham Rd., W. P. A. Project	Apr. 30, 1941	1,859.94
530-40	Sept. 10, 1940	Ch-211X-850	Arnapolis Woods Road, W. P. A. Project	Sept. 30, 1941	3,246.90
		Ch-206X-850	Gravel-Port Tobacco, Rd., P. C. G. Costs	Nov. 30, 1941	1,247.90
		Ch-206X-850	Gravel-Port Tobacco, Rd., P. C. G. Costs	Jan. 31, 1942	1,174.55
271-41	Feb. 28, 1941	Ch-206-1-550	Pisgah-Port Tobacco Rd., 2.123 mi. Gravel	June 30, 1942	23,450.13
90-41	Dec. 10, 1940	Ch-208-1-550	Liverpool-Riverside Road, 3.616 mi. Gravel	June 30, 1942	61,351.54
					132,905.12
					\$92,531.48

**Remainder Available for Projects in Course of Construction at September 30, 1942:**  
**Work in Progress, September 30, 1942:**

Authori- zation Number	Date Authorized	Project Number	Description	Amount Authorized	Disburse- ments to Sept. 30, 1942	Estimated Expenditures to Complete
556-42	July 8, 1942	Ch-193-550 Ch-220-550 Ch-250-1-550	Grayton twd. Hilltop, Prel. Eng. Costs Marbury—Pisgah Prel. Eng. Costs Marbury—Pisgah, 2.661 mi. gravel surfacing	\$82,156.85	\$1,157.21 41,457.31 21,522.66	10,634.19
			Charges to be made to Revenue for Disbursements on Work in Progress		\$23,515.84	23,515.84
						\$99,332.64

**Cash on Hand, September 30, 1942**

Estimated Remainder to be Disbursed to Complete Work in Progress	\$10,634.19
<b>Balance Before Increments from Federal Funds</b>	<b>10,634.19</b>
Add: Anticipated Revenue Accruing from Federal Appropriations	\$58,698.45
<b>Approximate Balance Available for Additional Projects at September 30, 1942</b>	<b>7,228.37</b>
	<b>\$59,926.52</b>

ITALICS INDICATE RED FIGURES

Exhibit 7  
Schedule 13

STATEMENT OF ACCOUNT  
October 1, 1940 to September 30, 1942

\$4,895.21

DORCHESTER COUNTY  
Remainder Available for Projects in Course of Construction at September 30, 1940, per Financial Report to that date

Lateral  
Gasoline Tax  
\$68,068.07  
64,813.74

132,881.81  
\$137,777.02

Add: Receipts from October 1, 1940 to September 30, 1941  
Receipts from October 1, 1941 to September 30, 1942

Total Receipts

Gross Amount Available for Expenditure and Completion of Project to September 30, 1942  
Charges to Revenue for Projects Completed October 1, 1940 to September 30, 1942:

Authori- zation Number	Date Authorized	Project Number	Description	1941	1942	Date Completed (Accog. Record)	Total Cost
181-41	Feb. 18, 1941	D-103-72	Maintenance of County System of Roads and Bridges	693.04	4,305.84		
176-42	Dec. 16, 1941		Roadways	834,160	290,651.02		
			Roadside and Grade	6,423.47	4,686.82		
			Drainage Structures and Facilities	4,302.65	19,123.10		
			Bridges	6,679.35	4,109.13		
			Obstacles				
			Miscellaneous (Including Compensa- tion Insurance)	1,718.95	2,372.50		
			Snow Removal	274.37	1,723.64		
			Depreciation	1,776.37			
			Total	\$64,182.11	\$65,975.72	Sept. 30, 1942	\$130,157.83

Remainder Available for Projects in Course of Construction at September 30, 1942

Work in Progress:

Authori- zation Number	Date Authorized	Project Number	Description	Amount Authorized	Disburse- ments to	Estimated Expenditures to Complete
			None			None

Charges to be made to Revenue for Disbursements on Work in Progress

Cash on Hand, September 30, 1942

Estimated Remainder to be Disbursed to Complete Work in Progress

\$7,619.19

Approximate Balance Available for Additional Projects at September 30, 1942

\$7,619.19

ITALICS INDICATE RED FIGURES

**CONSTRUCTION ACCOUNT  
DORCHESTER COUNTY**

**STATEMENT OF ACCOUNT  
October 1, 1940 to September 30, 1942**

Exhibit 7  
Schedule 13

Remainder Available for Projects in Course of Construction at September 30, 1940, per Financial Report to that date.

**Add: Receipts from October 1, 1940 to September 30, 1941**  
Receipts from October 1, 1941 to September 30, 1942

Federal Appropriation (U. S.) \$1,945.90

Lateral Gasoline Tax \$67,383.43  
64,513.73

**Total Receipts**

144,752.54  
\$246,207.60

Gross Amount Available for Expenditure and Completion of Project to September 30, 1942  
**Charges to Revenue for Projects Completed October 1, 1940 to September 30, 1942:**

Author- ization Number	Date Authorized	Project Number	Description	Date Completed or Revised	Total Costs
		D-126-150	Galestown-Delaware Lane, Paved Eng. Costs	Dec. 31, 1940	\$8,005
		D-150-150	Birdie at Lanes, Paved Eng. Costs	Jan. 31, 1941	1,041.44
		D-125-150	Emoryville-Harlock, Paved Eng. Costs	Jan. 31, 1941	3,064.64
262-40	Mar. 12, 1940	D-147-X150	Lakesville-Andrews-Shorters Wharf, Clearing, Widening and Drainage	July 31, 1941	5,406.10
548-40	Sept. 17, 1940	D-150-X150	Wingate-Toddville Rd., Regrade and Surface Treatment	July 31, 1941	4,339.97
11-41	Oct., 29, 1940	D-157-X150	Wingate-Bishops Head Rd., Gravel	July 31, 1941	5,165.18
160-41	Feb. 4, 1941	D-126-X150	Galestown-Delaware Lane, Surface treatment	Jan. 31, 1942	5,447.37
490-41	July 13, 1941	D-126-150	OK Creek, Timber bridge construction	Jan. 31, 1942	900.00
		D-147-150	Wingate-Toddville Rd., Gravel	Jan. 31, 1942	5,762.64
354-41	May, 29, 1941	D-159-X150	Virginia-Drawbridge Rd., Seal surface with gravel	Mar. 31, 1942	5,762.64
559-41	Sept. 16, 1941	D-166-X150	Wingate P. O. road, Bishop Head, 1.6 mi. surface treatment, W. P. A. project	Aug. 31, 1942	13,536.96
542-40	Sept. 17, 1940	D-126-1-150	Galestown-Reliance, 2.842 mi. seal surface treatment	Sept. 30, 1942	45,119.13
420-40	June 19, 1940	D-149-1-150	Allens Corner-Reliance, Bituminous stabilized base course	Sept. 30, 1942	28,097.92

119,862.38  
\$126,435.22

Remainder Available for Projects in Course of Construction at September 30, 1942:

Author- ization Number	Date Authorized	Project Number	Description	Amount Authorized	Disburse- ments to Sept. 30, 1942	Estimated Expenditures to Complete
		D-125-1-150	Harlock-Finchville Road, Roadway	\$31,734.45	\$624.05	
554-40	Sept. 24, 1940	D-131-150	Venema-Drawbridge, Paved Eng. Costs	4.03		\$872.84
204-42	Jan. 27, 1942	D-150-1-150	Timber bridge over Fishing Creek at Hooper Island	41,053.90	30,861.61	40,030.00
603-42	July 14, 1942	D-164-X150	Jacktown-Backtown Road, 6.2 mi. improvement, W. P. A. project	5,182.25	2,471.21	2,711.04
58-42	Nov. 4, 1941	D-167-X150	Wingate-Bishop Head, Surface treatment	7,662.45	6,844.33	768.12
58-42	Nov. 4, 1941	D-167-X150	Toddville-Toddville P. O., W. P. A. project	2,367.00	1,067.80	1,259.11
634-42	Sept. 9, 1942	D-181-X150	Trudensmans P. O., Surface treatment	2,366.90		2,366.00
			From State Highway to the village of James, Improve county road	2,366.90		
			Charges to be made to Revenue for Disbursements on Work in Progress	\$43,188.08		

**Cash on Hand, September 30, 1942**

\$8,247.11

Estimated Remainder to be Disbursed to Complete Work in Progress

\$17,941.15

**Balance before Increments from Federal Funds**

\$35,305.99

Add: Anticipated Revenue Accruing from Federal Appropriations from State of Delaware for Galestown-Delaware Lane Road

18,073.01

**Appropriate Balance Available for Additional Projects at September 30, 1942**

\$33,379.00

ITALICS INDICATE RED FIGURES

Exhibit 7  
Schedule 14

STATEMENT OF ACCOUNT  
October 1, 1940 to September 30, 1942

FREDERICK COUNTY

Lateral  
Gasoline Tax

\$53,522.86  
\$38,123.60  
131,519.87  
299,643.47  
\$323,166.33

Remainder Available for Projects in Course of Construction at September 30, 1940, per Financial Report to that date  
Add: Receipts from October 1, 1940 to September 30, 1941  
Receipts from October 1, 1941 to September 30, 1942

Total Receipts

Gross Amount Available for Expenditures and Completion of Project to September 30, 1942  
Charges to Revenue for Projects Completed October 1, 1940 to September 30, 1942:

Authorization Number	Date Authorized	Project Number	Description	Date Completed (Acctg. Record)	Total Cost
669-9	May 23, 1939	F-219-17-52	Allotments to Incorporated Towns, Fiscal Year 1939	Jan. 31, 1941	\$19,000.00
85-41	Feb. 18, 1941	F-219-21-52	Allotment to Walkersville, Fiscal Year 1941	Aug. 31, 1941	300.00
180-41	Nov. 27, 1940	F-3165-1-52	Payment to County for Maintenance, Fiscal Year 1941	Sept. 30, 1941	125,504.49
180-41	Feb. 18, 1941	F-219-25-52	Allotment to Emmitsburg, Fiscal Year 1941	Dec. 31, 1941	200.00
190-41	Feb. 18, 1941	F-219-26-52	Allotment to Thurmont, Fiscal Year 1941	Dec. 31, 1941	100.00
193-41	Feb. 18, 1941	F-219-29-52	Allotment to Burketsville, Fiscal Year 1941	Dec. 31, 1941	100.00
187-41	Feb. 18, 1941	F-219-23-52	Payment to the County of the 1941 Balance	Jan. 31, 1942	3,341.97
187-41	Feb. 18, 1941	F-219-23-52	Allotment to Frederick, Fiscal Year 1941	Jan. 31, 1942	7,000.00
191-41	Feb. 18, 1941	F-219-27-52	Allotment to Middletown, Fiscal Year 1941	Jan. 31, 1942	300.00
		F-219-2-52	Gum Tree Hollow Rd. in Brunswick—Additional Costs	Feb. 28, 1942	55.26
		F-219-4-52	Allotment to town of Brunswick, Fiscal Year 1938	Mar. 31, 1942	9,000.00
837-8	June 10, 1938	F-219-15-52	Allotment to Brunswick, Fiscal Year 1941	Mar. 31, 1942	3,000.00
184-41	Feb. 18, 1941	F-219-29-52	Allotment to Brunswick, Fiscal Year 1941	Mar. 31, 1942	5,000.00
186-41	Feb. 18, 1941	F-219-29-52	Allotment to Emmitsburg, Fiscal Year 1941	Mar. 31, 1942	5,000.00
270-8	Nov. 28, 1939	F-219-16-52	Incorporated towns of Frederick County, Fiscal Year 1938	June 30, 1942	15,000.00
188-41	Feb. 18, 1941	F-219-24-52	Incorporated towns of Frederick County, Fiscal Year 1940	June 30, 1942	12,000.00
192-41	Feb. 18, 1941	F-219-28-52	Allotment to Myersville, Fiscal Year 1941	June 30, 1942	100.00
83-42	Nov. 12, 1941	F-3165-2-52	Allotment to New Market, Fiscal Year 1941	June 30, 1942	100.00
			Payments direct to the County for Maintenance.....	Sept. 30, 1942	119,665.25
					\$308,763.97
					\$14,402.36

Remainder Available for Projects in Course of Completion at September 30, 1942.

Work in Progress, September 30, 1942:

Authorization Number	Date Authorized	Project Number	Description	Amount Authorized	Disbursements to Date	Estimated Expenditures to Complete
689-42	Sept. 30, 1942	F-219-30-52	Allotment to Incorporated towns, Fiscal Year 1942.....	\$12,400.00		\$12,400.00
			Charges to be made to Revenue for Disbursements on Work in Progress			None
						\$14,402.36
						12,400.00
						\$2,002.36

Cash on Hand, September 30, 1942.....

Estimated Remainder to be Disbursed to Complete Work in Progress.....

Approximate Balance Available for Additional Projects at September 30, 1942

ITALICS INDICATE RED FIGURES

**CONSTRUCTION ACCOUNT  
FREDERICK COUNTY**

**STATEMENT OF ACCOUNT  
October 1, 1940 to September 30, 1942**

**Exhibit 7  
Schedule 14**

Remainder Available for Projects in Course of Construction at September 30, 1940, per Financial Report to that date  
**Add: Receipts from October 1, 1940 to September 30, 1941**  
**Receipts from October 1, 1941 to September 30, 1942**

**Total Receipts**

Gross Amount Available for Expenditure and Completion of Project to September 30, 1942  
**Charges to Revenue for Projects Completed October 1, 1940 to September 30, 1942:**

Authorization Number	Date Authorized	Project Number	Description	Date Completed (Acctg. Record)	Total Cost
322-40	Apr. 17, 1940	F-3093-1-650 F-239-2-650	Woodsboro Twd., Libertytown, (Additional Costs) Broad Run, Petersville, R.W. Agreement Revenue transferred to Construction Account. County Share of Construction Costs of Brunswick Point of Rocks Bridge	Oct. 31, 1940 May 31, 1941	\$136.20 131.34
512-41	Aug. 5, 1941	F-3393-1-650	Payment to County Commissioners of Frederick County Frederick County Share of Lewisdale-Frederick County Line Road (WB15-1-390) Rocky Ridge-Legone Road	June 30, 1941 Aug. 31, 1941 Oct. 31, 1941 July 31, 1942	60,000.00 39,550.55 8,957.48 5,401.04
Remainder Available for Projects in Course of Construction at September 30, 1942					\$24,259.85
					\$345,848.04

**Work in Progress, September 30, 1942:**

Authorized in Number	Date Authorized	Project Number	Description	Amount Authorized	Disbursements to Sept. 30, 1942	Estimated Expenditures to Complete
576-40	Sept. 30, 1940	F-350-650	Inoxville-Thornton. Prel. Eng. Costs	\$22,295.60	\$1,007.85	
292-42	Feb. 5, 1942	F-374-1-650	Danville-Spring Mill Road, W.P.A. project	28,000.00	24,239.76	
577-40	Sept. 30, 1940	F-375-650	Lincolnton-Rocky Ridge, Prel. Eng. Costs	50,637.10	1,851.57	\$26,138.15
506-41	Aug. 5, 1941	F-385-1-650	Kempstown-Earlhollows Road, W.P.A. project		58,309.52	
509-41	Aug. 5, 1941	F-387-1-650	Broad Run-Jefferson Road, Prel. Eng. Costs		815.79	
513-41	Aug. 5, 1941	F-392-1-650	Bridge over Caterin Creek on Broad Run-Jefferson Road		13.56	
514-41	Aug. 5, 1941	F-394-1-650	Jefferson-Broad Run Road, Roadway		42,053.52	
284-42	Feb. 5, 1942	F-402-650	Wofford-Method Road, Roadway	17,853.34	15,965.75	1,929.59
283-42	Feb. 5, 1942	F-403-650	Wofford-Method Road, Roadway	46,106.00	27,912.75	
285-42	Feb. 5, 1942	F-404-650	Fountain School Road, Roadway	23,000.00	22,000.00	400.00
286-42	Feb. 5, 1942	F-405-650	Old Frederick Road-Majors Crossing, Roadway	13,824.00	14,277.87	
287-42	Feb. 5, 1942	F-411-650	Hughland Road, Roadway	14,300.14	21,891.53	
288-42	Feb. 5, 1942	F-411-650	Park Mills Road, Roadway	8,000.00	1,818.08	6,181.92
283-42	Feb. 5, 1942	F-407-650	Deerfield-Doxville Road, Roadway	10,000.00	6,170.78	3,829.22
285-42	Feb. 5, 1942	F-408-650	Liberty-Doxville Road, Roadway	6,000.00	6,000.00	6,000.00
286-42	Feb. 5, 1942	F-409-650	Libegwood Church Road, Roadway	5,000.00	3,727.63	1,272.37
287-42	Feb. 5, 1942	F-410-650	Cherry Hill Road, Roadway	7,200.00	7,200.00	7,200.00
288-42	Feb. 5, 1942	F-411-650	Glade Road to Links Bridge, Roadway	5,000.00	663.65	4,336.35
Charges to be made to Revenue for Disbursements on Work in Progress					\$263,794.65	265,794.65
<b>Cash Position Overdrawn, September 30, 1942</b>					\$34,143.82	
Estimated Remainder to be Disbursed to Complete Work in Progress					\$58,087.63	58,087.63
<b>Overdrawn Position before Increments from Federal Funds</b>					\$92,231.45	
Add: Anticipated Revenue Accruing from Federal Appropriations					16,381.66	
<b>Approximate Overdrawn Position at September 30, 1942</b>					\$75,849.79	

## GARRETT COUNTY

STATEMENT OF ACCOUNT  
October 1, 1940 to September 30, 1942Exhibit 7  
Schedule 15

Remainder Available for Projects in Course of Construction at September 30, 1940, per Financial Report to that date  
Add: Receipts from October 1, 1940 to September 30, 1941  
Receipts from October 1, 1941 to September 30, 1942

Interest  
Gasoline Tax  
\$87,610.73  
83,422.07  
171,032.80  
\$173,775.72

## Total Receipts

Gross Amount Available for Expenditure and Completion of Project to September 30, 1942

Charges to Revenue for Projects Completed October 1, 1940 to September 30, 1942:

Authorization Number	Date Authorized	Project Number	Description	Date Completed (Avg. Record)	Total Cost
894-9	Sept. 30, 1939	G-185X-69	North Hill Rd Turnash Equipment	Dec. 31, 1940	\$152.08
306-41	Mar. 26, 1941	G-94-50-62	County Road Debt Service - Fiscal Year 1941	Aug. 30, 1941	14,000.00
194-41	Feb. 18, 1941	G-94-62	Maintenance of County System of Roads and Bridges, Fiscal Year 1941		
			Roadways		\$14,944.40
			Roadside and Gravel		13,123.10
			Bridges		5,762.04
			Drainage Structures and Facilities		2,443.23
			Buildings		3,734.11
			Other		9,954.17
			Miscellaneous (Including Compensation Insurance)		1,756.48
			Depreciation		145.28
			Costs incidental to W. P. A. Projects	Sept. 30, 1941	60,903.40
			Allotment to Cullin - Fiscal Year 1939	Dec. 31, 1941	113.00
15-40	Oct. 17, 1939	G-94-66-62	Allotment to Cullin - Fiscal Year 1939	Jan. 31, 1942	113.00
471-6	Aug. 17, 1936	G-94-29-62	Allotment to Cullin - Fiscal Year 1936	Jan. 31, 1942	7,283.17
			Payment to the County Commissioners	Feb. 28, 1942	4,213.47
292-41	Mar. 19, 1941	G-94N79-62	Kizanolle-Shallmar Road, 1.25 mi. knapped stone	Sept. 30, 1942	670.02
89-42	Nov. 12, 1941	G-295-62	Maintenance of County System of Roads and Bridges, Fiscal Year 1941	Sept. 30, 1942	\$2,947.41
			Payments direct to County for Maintenance		\$170,605.55
					\$3,080.17

Remainder Available for Projects in Course of Completion at September 30, 1942

## Work in Progress, September 30, 1942:

Authorization Number	Date Authorized	Project Number	Description	Amount Authorized	Disbursements to Sept. 30, 1942	Estimated Expenditures to Complete
30-41	Nov. 6, 1943	G-94-75-62	Allotments to incorporated towns - Fiscal Year 1941	\$4,615.00	\$4,427.00	\$188.00
			Charges to be made to Revenue for Disbursements on Work in Progress		\$4,427.00	\$1,346.83
			Cash Position Overdrawn, September 30, 1942			188.00
			Estimated Remainder to be Disbursed to Complete Work in Progress			\$1,634.83

## Approximate Overdrawn Position at September 30, 1942

ITALICS INDICATE RED FIGURES



**CONSTRUCTION ACCOUNT  
GARRETT COUNTY**

**STATEMENT OF ACCOUNT  
October 1, 1940 to September 30, 1942**

Exhibit 7  
Schedule 15

Remainder Available for Projects in Course of Construction at September 30, 1940, per Financial Report to that date  
Add: Receipts from October 1, 1940 to September 30, 1941  
Receipts from October 1, 1941 to September 30, 1942

**Total Receipts**

\$91,075.22

\$186,311.70

\$247,386.92

Gross Amount Available for Expenditure and Completion of Project to September 30, 1942  
Charges to Revenue for Projects Completed October 1, 1940 to September 30, 1942:

Authorization Number	Date Authorized	Project Number	Description	Date Completed (Vote Record)	Total Cost
237-40	Feb. 20, 1940	G-190X-650	Swanton, North Glade State Road twd CCC Camp	Feb. 28, 1941	\$8,400.37
155-40	Dec. 20, 1939	G-187X-650	Table Rock twd Kempton	Apr. 19, 1941	6,337.35
198-41	Sept. 27, 1941	G-187X-650	Table Rock twd Kempton	Apr. 31, 1941	3,377.77
198-41	Sept. 27, 1941	G-187X-650	Extension of Table Rock-Kempton Road, W P A project	June 30, 1942	2,749.19
163-40	Dec. 20, 1939	G-188X-650	Extension of Canton-Lock, Lyon, W P A project	June 30, 1942	13,445.93
365-41	June 3, 1941	G-188X-650	Supplementing Auth. 194-40 Extension of Canton-Lock, Lyon Road	June 30, 1942	3,507.75
163-40	Dec. 20, 1939	G-189X-650	Grantville-Battinger Road, W P A projects	June 30, 1942	29,507.26
27-41	Nov. 6, 1940	G-189X-650	Battinger-Swanton Road 1.08 mi penetration maindam	June 30, 1942	8,825.15

Remainder Available for Projects in Course of Construction at September 30, 1942

\$174,231.15

**Work in Progress, September 30, 1942:**

Authorization Number	Date Authorized	Project Number	Description	Amount Authorized	Disbursements to Sept. 30, 1942	Estimated Expenditures to Complete
312-42	Feb. 24, 1942	G-121-650	Berkman twd Battinger	\$78,000.00	17,715.36	\$69,284.70
406-42	Apr. 17, 1942	G-121-650	Swanton-Battinger Road 2.08 mi grading and drainage	15,972.58	16,673.73	
28-41	Nov. 6, 1940	G-100X-650	Swanton-Bloomington Road - 2.9 mi pavement	9,195.40	17,465.99	
		G-195-1-650	From End of Kelso Gap-Kempton Road, Prel. Eng. Costs		1,195.43	
		G-195-1-650	Kelso Gap-Kempton Roadway		383.06	
		G-197-650	Table Rock-Kempton, Prel. Eng. Costs		31.45	
166-42	Dec. 16, 1941	G-202-650	From Route #39 to Crellin, Prel. Eng. Costs	7,301.35	3,354.71	4,002.64
163-42	Dec. 16, 1941	G-205-650	Stonouse Road to Battinger	10,278.88	2,500.00	1,088.88
		G-205-650	Wood Lodge to West Virginia Line		15,756.28	
		G-210-650	Breakfast of Dam-Mayhew Inn		4,570.54	
			Charges to be made to Revenue for Disbursements on Work in Progress		\$79,753.00	

**Cash on Hand, September 30, 1942**

\$94,477.55

Estimated Remainder to be Disbursed to Complete Work in Progress

\$72,066.22

**Balance Before Increments from Federal Funds**

\$22,411.33

Add: Anticipated Revenue Accruing from Federal Appropriations

10,390.75

**Approximate Balance Available for Additional Projects at September 30, 1942**

\$32,802.08

ITALICS INDICATE RED FIGURES

REPORT OF THE STATE ROADS COMMISSION

Exhibit 7  
Schedule 16

STATEMENT OF ACCOUNT  
October 1, 1940 to September 30, 1942

HARFORD COUNTY

Remainder Available for Projects in Course of Construction at September 30, 1940, per Financial Report to that date  
Add: Receipts from October 1, 1940 to September 30, 1941  
Receipts from October 1, 1941 to September 30, 1942

Total Receipts

Gross Amount Available for Expenditures and Completion of Project to September 30, 1942  
Charges to Revenue for Projects Completed October 1, 1940 to September 30, 1942:

Autho- rization Number	Date Authorized	Project Number	Description	Date Completed (Acctg. Record)	Total Cost
		H 241-1 45	Jacksonville Rd., Madonia North (Additional Costs)	Oct. 31, 1940	\$45.27
		H 263-1 45	Hayes-de Grace, Chapel (Additional Costs)	Nov. 30, 1940	3.70
			Payments to County Commission	Dec. 31, 1940	45,350.61
			Payments to County Commission, Prod. Exp. Costs	Jan. 31, 1941	1,012.52
		H 207-45	Near Coopers-town, Shillings Corner, Prod. Exp. Costs	Jan. 31, 1941	2,550.00
		H 158-14 45	Allocation to Alheadep, Fiscal Year 1941	June 30, 1941	4,500.00
		H 158-15 45	Allocation to Hayes-de Grace, Fiscal Year 1941	June 30, 1941	3,000.00
		H 158-16 45	Allocation to Bad Air, Fiscal Year 1941	June 30, 1941	100,000.00
		H 158-17 45	County Road Debt Service, Fiscal Year 1941	Sept. 30, 1941	40,302.06
		H 211-1 45	Madonia, North, Additional Costs	Oct. 31, 1941	16.25
		H 265-42	Payments direct to the County	Dec. 31, 1941	57,333.93
		H 203-1 42	Hayes-de Grace, Chapel Road, Additional Costs	Sept. 30, 1942	100,000.00
		H 158-18 42	County Road Debt Service, Fiscal Year 1942	Sept. 30, 1942	11,750.00
		H 158-19 42	Allocations to Incorporated towns, Fiscal Year 1942	Sept. 30, 1942	
					\$366,489.90
					\$21,049.31

Remainder Available for Projects in Course of Completion at September 30, 1942

Work in Progress, September 30, 1942:

Autho- rization Number	Date Authorized	Project Number	Description	Amount Authorized	Disburse- ments to Sept. 30, 1942	Estimated Expenditures to Complete
		H 203-1 45	Near Coopers-town - Shillings Corner, Roadway	\$488.13	\$488.13	
		H 267-1 45	Millegren, Maerton, Roadway	1,197.47		
			Charges to be made to Revenue for Disbursements on Work in Progress		\$1,685.60	
			Cash on Hand, September 30, 1942			\$19,363.71
			Estimated Remainder to be Disbursed to Complete Work in Progress			None
			Approximate Balance Available for Additional Projects at September 30, 1942			\$19,363.71

ITALICS INDICATE RED FIGURES

**CONSTRUCTION ACCOUNT  
HARFORD COUNTY**

**STATEMENT OF ACCOUNT  
October 1, 1940 to September 30, 1942**

Exhibit 7  
Schedule 16

Remainder Available for Projects in Course of Construction at September 30, 1940, per Financial Report to that date.  
Add: Receipts from October 1, 1940 to September 30, 1941  
Receipts from October 1, 1941 to September 30, 1942

Federal  
Appropriation  
(F.A.S.)  
\$2,542.06  
13,075.48  
\$12,256.56

**Total Receipts**

15,620.54  
\$107,877.40

Gross Amount Available for Expenditure and Completion of Project to September 30, 1942  
Charges to Revenue for Projects Completed October 1, 1940 to September 30, 1942:

Authori- zation Number	Date Authorized	Project Number	Description
402 40	May 28, 1940	H 243-450	Pylesville to Highland (Prof. Eng. Costs)
531 40	Sept 17, 1940	H 243-450	Shipley's Corner—Magnolia, 1.577 mi. surfacing
			Halseys Corner—Highland, 1.944 mi. macadam

Date  
Completed  
(Acctg.  
Record)

Dec. 31, 1940  
Feb. 28, 1942  
Apr. 30, 1942

Total  
Cost

\$1,260.20  
96,617.24  
29,455.94

90,318.75  
\$27,558.72

Remainder Available for Projects in Course of Construction at September 30, 1942:  
**Work in Progress, September 30, 1942:**

Authori- zation Number	Date Authorized	Project Number	Description
		H 246-450	Perryville—New Philadelphia Rd. Prof. Eng. Costs
		H 246-450	Perryville—New Philadelphia Rd. Roadway
		H 257-450	Castleton Road, Prof. Eng. Costs

Amount  
Authorized

Sept. 30, 1942

\$1,897.65  
1,092.87  
2,065.12  
\$5,045.64

Disburse-  
ments  
to Complete

Charges to be made to Revenue for Disbursements on Work in Progress

**Cash on Hand, September 30, 1942**

Estimated Remainder to be Disbursed to Complete Work in Progress

**Balance before Increments from Federal Funds**

Add: Anticipated Revenue Accruing from Federal Appropriations

None  
\$22,512.98  
\$22,512.98  
10,547.97

**Approximate Balance Available for Additional Projects at September 30, 1942**

\$33,090.95

Exhibit 7  
Schedule 17STATEMENT OF ACCOUNT  
October 1, 1940 to September 30, 1942

## HOWARD COUNTY

Lateral  
Gasoline Tax

\$47,697.36	\$25.59
45,416.34	
<u>93,114.30</u>	
	<u>\$92,588.71</u>

Overdrawn Balance in the Revenue Account at September 30, 1942, per Financial Report to that date  
**Receipts from October 1, 1940 to September 30, 1941**  
**Receipts from October 1, 1941 to September 30, 1942**

## Total Receipts

Gross Amount Available for Expenditure and Completion of Project to September 30, 1942  
**Charges to Revenue for Projects Completed October 1, 1940 to September 30, 1942:**

Authori- zation Number	Date Authorized	Project Number	Description	Date Completed (Acctg. Record)	Total Cost
61-41	Nov 27, 1940	H-162-1-32	Payments direct to County for Maintenance	Sept. 30, 1941	\$47,621.69
84-42	Nov 12, 1941	H-162-2-32	Payments direct to County for Maintenance	Sept. 30, 1942	44,965.74
					<u>92,587.43</u>
					<u>\$21.28</u>

Remainder Available for Projects in Course of Construction at September 30, 1942

## Work in Progress:

Authori- zation Number	Date Authorized	Project Number	Description	Amount Authorized	Disburse- ments to Complete	Estimated Expenditures to Complete
			None			None
			Charges to be made to Revenue for Disbursements on Work in Progress			
						<u>\$21.28</u>

Cash on Hand, September 30, 1942

Estimated Remainder to be Disbursed to Complete Work in Progress

**Approximate Balance Available for Additional Projects at September 30, 1942**

ITALICS INDICATE RED FIGURES

Exhibit 7  
Schedule 17

STATEMENT OF ACCOUNT  
October 1, 1940 to September 30, 1942

CONSTRUCTION ACCOUNT  
HOWARD COUNTY

Lateral Gasoline Tax	Federal Appropriation (I.A.S.)
\$47,638.03	\$1,363.36
45,416.65	7,014.15
\$93,054.68	\$8,377.52
	\$124,432.20

Remainder Available for Projects in Course of Construction at September 30, 1940, per Financial Report to that date  
Add: Receipts from October 1, 1940 to September 30, 1941  
Receipts from October 1, 1941 to September 30, 1942

Total Receipts

Gross Amount Available for Expenditure and Completion of Project to September 30, 1942  
Charges to Revenue for Projects Completed October 1, 1940 to September 30, 1942:

Authori- zation Number	Date Authorized	Project Number	Description	Date Completed	Total Cost
242	Oct. 7, 1941	Ho-147 350	Troy - Glendale Proj. Eng. Costs	Dec. 31, 1940	\$1,190.08
			Payment to County Commissioners	Dec. 31, 1940	1,200.15
		Ho-204 350	Old Annapolis Road, Roxbury Mills	Jan. 31, 1942	56.55
		Ho-204 350	Old Annapolis Road, Roxbury Mills	Jan. 31, 1942	17,291.41
		Ho-180 350	Fulton - Hagland - Additional Costs	Apr. 30, 1942	1,140.27
		Ho-147 350	West Friendship - Glenock, 1.797 m. surfacing	July 31, 1942	5,140.84
241	Oct. 24, 1941	Ho-206 350	Street repairs in Ellboro (City), 0.4 mi. repairs	Aug. 31, 1942	1,084.25
55-42	Nov. 4, 1941	Ho-211 350	Street repairs in Ellboro (City), 0.4 mi. repairs	Aug. 31, 1942	2,047.50
529-42	June 23, 1942	Ho-211 350	Street repairs in Ellboro (City), 0.4 mi. repairs	Aug. 31, 1942	2,500.00
504-42	June 9, 1942	Ho-214 350	Chellis Mill Road Bridge, Replace flooring	Sept. 30, 1942	500.00
			Bridge at Millman, Howard County share of costs	Sept. 30, 1942	889.51
					\$79,748.55
					\$44,744.01

Remainder Available for Projects in Course of Construction at September 30, 1942:  
Work in Progress, September 30, 1942:

Authori- zation Number	Date Authorized	Project Number	Description	Amount Authorized	Disburse- ments to Sept. 30, 1942	Estimated Expenditures to Complete
		Ho-213 350	Oiling County roads in Howard County	\$5,281.30	\$5,281.30	
			Charges to be made to Revenue for Disbursements on Work in Progress			5,281.30
			Estimated Remainder to be Disbursed to Complete Work in Progress			\$39,462.71
						5,056.96
						\$44,519.67

Cash on Hand, September 30, 1942

Balance before increments from Federal Funds

Add: Anticipated Revenue Accruing from Federal Appropriations

Approximate Balance Available for Additional Projects at September 30, 1942

ITALICS INDICATE RED FIGURES

Exhibit 7  
Schedule 18STATEMENT OF ACCOUNT  
October 1, 1940 to September 30, 1942

KENT COUNTY

Remainder Available for Projects in Course of Construction at September 30, 1940, per Financial Report to that date							
<b>Add: Receipts from October 1, 1940 to September 30, 1941</b>							
<b>Receipts from October 1, 1941 to September 30, 1942</b>							
<b>Total Receipts</b>							
Gross Amount Available for Expenditures and Completion of Project to September 30, 1942							
<b>Charges to Revenue for Projects Completed October 1, 1940 to September 30, 1942:</b>							
Authorization Number	Date Authorized	Project Number	Description	1941	1942	Date Completed (Acceg. Record)	Total Cost
303-41	Mar. 26, 1941	K-132X22	Smithville Road and Kentmore Park Road, Surface Treatment		\$91,485.64	Apr. 30, 1942	\$4,534.07
133-41	Jan. 21, 1941	K-85-22	Maintenance of County System of Roads and Bridges, Fiscal Years 1941-1942	\$31,331.24	\$3,261.80		
177-42	Dec. 16, 1941		Roadways	10,766.54	7,190.45		
			Roadside and Grade	781.33	7,190.45		
			Drainage Structures and Facilities	1,285.45	3,924.96		
			Bridges	1,379.02	1,112.94		
			Blind	1,650.62	1,872.43		
			Miscellaneous (Including Compensation Insurance)	551.85	47.85		
			Snow Removal	1,408.42	1,191.07		
			Depreciation				
			<b>Totals</b>	\$53,117.37	\$50,067.14		103,204.71
			Overdrawn Balance in the Revenue Account at September 30, 1942				\$732.44

## Work in Progress, September 30, 1942:

Authorization Number	Date Authorized	Project Number	Description	Amount Authorized	Disbursements to	Estimated Expenditures to Complete
			None			None
			Charges to be made to Revenue for Disbursements on Work in Progress			
			<b>Cash Position Overdrawn, September 30, 1942</b>			\$732.44
			Estimated Remainder to be Disbursed to Complete Work in Progress			\$732.44
			<b>Approximate Overdrawn Position at September 30, 1942</b>			

ITALICS INDICATE RED FIGURES

CONSTRUCTION ACCOUNT  
KENT COUNTY

STATEMENT OF ACCOUNT  
October 1, 1940 to September 30, 1942

Exhibit 7  
Schedule 18

Overdrawn Balance in the Revenue Account at September 30, 1940, per Financial Report to that date  
Add: Receipts from October 1, 1940 to September 30, 1941  
Receipts from October 1, 1941 to September 30, 1942

\$17,512.62

Total Receipts

101,080.25

Gross Amount Available for Expenditure and Completion of Project to September 30, 1942  
Charges to Revenue for Projects Completed October 1, 1940 to September 30, 1942:

Authorization Number	Date Authorized	Project Number	Description	Date Completed (Acctg. Record)	Total Cost
132-41	Jan 21, 1941	K-136-250	County Road Debt Service, Fiscal Year 1941	Aug 31, 1941	\$29,000.00
		K-133-250	Mollington - Chestersville, Prof. Eng. Costs	Aug 31, 1942	319.42
					20,319.42
					\$63,248.21

Remainder Available for Projects in Course of Construction at September 30, 1942:

Work in Progress, September 30, 1942:

Authorization Number	Date Authorized	Project Number	Description	Amount Authorized	Disbursements to Sept. 30, 1942	Estimated Expenditures to Complete
557-42	July 8, 1942	K-131-250	Gadens-Sussfras, Prof. Eng. Costs	\$495.21	\$495.21	\$31,203.24
		K-133-1-250	From West of Mollington to Chestersville - Crumpton Rd. 2.12 mi. gravel	\$39,365.79	8,162.55	
					\$8,657.76	8,657.76
						\$54,500.45
						31,203.24
						\$23,387.21
						5,637.33
						\$29,024.54

Cash on Hand, September 30, 1942

Estimated Remainder to be Disbursed to Complete Work in Progress

Balance before Increments from Federal Funds

Add: Anticipated Revenue Accruing from Federal Appropriations

Approximate Balance Available for Additional Projects at September 30, 1942

ITALICS INDICATE RED FIGURES

## REPORT OF THE STATE ROADS COMMISSION

Exhibit 7  
Schedule 19STATEMENT OF ACCOUNT  
October 1, 1949 to September 30, 1942

## MONTGOMERY COUNTY

Federal  
Gasoline  
Tax\$92,247.98  
87,827.61  
\$83,975.36  
190,085.59  
\$264,060.95

Remainder Available for Projects in Course of Construction at September 30, 1949 per Financial Report to that date  
 Add: Receipts from October 1, 1940 to September 30, 1941  
 Receipts from October 1, 1911 to September 30, 1942

## Total Receipts

Gross Amount Available for Expenditure and Completion of Project to September 30, 1942  
 Charges to Revenue for Projects Completed October 1, 1930 to September 30, 1942:

Authorization Number	Date Authorized	Project Number	Description	Date Completed (Accg. Record)	Total Cost
121-40	Nov. 28, 1939	M-131-32	Connecticut Ave. and Leland St. (Additional Costs)	Oct. 31, 1940	30.00
		M-342-32	Payment to County of 30% of Federal Gasoline Tax Fund	Nov. 30, 1940	73,840.79
		M-339-32	New Cut Road (Old State Road) (Additional Costs)	Jan. 31, 1941	64.75
203-41	Feb. 18, 1941	M-235-32-32	Forest Glen Rd., Georgia Ave. to Fairway Ave. (Additional Costs)	June 30, 1941	7,380.98
		M-342-1-32	Payments to County direct for Maintenance	Aug. 31, 1941	84,750.67
62-41	Nov. 27, 1940	M-342-1-32	Payments to Incorporated Towns, Fiscal Year 1942	Sept. 30, 1942	8,271.20
26-42	Feb. 5, 1942	M-257-2-32	Payments to County direct, for Maintenance	Jan. 31, 1942	87,790.46
85-42	Nov. 12, 1941	M-342-2-32	Payments to County direct, for Maintenance	Sept. 30, 1942	262,106.76
					\$1,954.19

Remainder Available for Projects in Course of Construction at September 30, 1942

## Work in Progress, September 30, 1942:

Authorization Number	Date Authorized	Project Number	Description	Amount Authorized	Disbursements to Date	Estimated Expenditures to Complete
			None			None
			Charges to be made to Revenue for Disbursements on Work in Progress			None
			Cash on Hand, September 30, 1942		\$1,954.19	None
			Estimated Remainder to be Disbursed to Complete Work in Progress			None
			Approximate Balance Available for Additional Projects at September 30, 1942		\$1,954.19	

ITALICS INDICATE RED FIGURES



Exhibit 7  
Schedule B

STATEMENT OF ACCOUNT  
October 1, 1940 to September 30, 1942

CONSTRUCTION ACCOUNT  
MONTGOMERY COUNTY

Remainder Available for Projects in Course of Construction at September 30, 1940, per Financial Report to that date,					
Add: Receipts from October 1, 1940 to September 30, 1941	\$92,133.26				
Receipts from October 1, 1941 to September 30, 1942	\$7,837.61				
	\$179,970.87				
<b>Total Receipts</b>					
					\$97,074.33
					\$8,957.48
					\$8,957.48
					\$392,295.58

Gross Amount Available for Expenditure and Completion of Project to September 30, 1942  
Charges to Revenue for Projects Completed October 1, 1940 to September 30, 1942:

Authorization Number	Date Authorized	Project Number	Description	Date Completed (Aerog. Record)	Total Cost
25-40	Oct 17, 1939	M-318-350	Dickerson-Sugar Leaf Mountain	Jan. 31, 1941	\$15.18
		M-319-350	Lewisdale-Hyattstown	Mar. 31, 1941	51,536.94
		M-315-350	Lewisdale-Hyattstown (Additional Costs)	Feb. 28, 1942	2.00
					51,554.12
					\$250,651.49

Remainder Available for Projects in Course of Construction at September 30, 1942

Work in Progress, September 30, 1942:

Authorization Number	Date Authorized	Project Number	Description	Amount Authorized	Disbursements to Sept. 30, 1942	Estimated Expenditures to Complete
317-41	Apr. 15, 1941	M-320-350	Seven Locks Road Roadway	\$24.49	\$24.49	
401-42	Apr. 7, 1942	M-352-350	New cut Road twd Seneca	523,015.50	1,369.55	\$7,964.91
400-42	Apr. 7, 1942	M-353-350	Redland Derwood Road	28,017.41	25,573.92	3,043.51
		M-361-350	Laytonsville-Unity Road	30,750.00	23,720.00	7,029.91
					\$76,218.94	
					\$174,432.92	
					\$18,038.33	

Charges to be made to Revenue for Disbursements on Work in Progress

Cash on Hand, September 30, 1942

Estimated Remainder to be Disbursed to Complete Work in Progress	\$18,038.33
<b>Balance before Increments from Federal Funds</b>	\$156,394.49
Add: Anticipated Revenue Arising from Federal Appropriations	10,940.81
<b>Appropriate Balance Available for Additional Projects at September 30, 1942</b>	\$167,335.30

ITALICS INDICATE RED FIGURES

Exhibit 7  
Schedule 20STATEMENT OF ACCOUNT  
October 1, 1940 to September 30, 1942

## PRINCE GEORGE'S COUNTY

County Commissioners  
\$24,305.15Lateral Gasoline Tax  
\$80,520.51  
76,569.48Other  
53.70Total Receipts  
\$157,776.99County Commissioners  
\$45,833.00  
46,383.94Other  
53.70Total Disbursements  
\$91,422.94Total Receipts  
\$249,253.63Total Disbursements  
\$273,561.78

Remainder Available for Projects in Course of Construction at September 30, 1940, per Financial Report to that date  
Add: Receipts from October 1, 1940 to September 30, 1941  
Receipts from October 1, 1941 to September 30, 1942

## Total Receipts

Gross Amount Available for Expenditure and Completion of Project to September 30, 1942  
Charges to Revenue for Projects Completed October 1, 1940 to September 30, 1942:

Authori- zation Number	Date Authorized	Project Number	Description	Amount Authorized	Amount Expended	Date Completed (Record)	Total Cost
P-267-93-52			Allotment to District Heights, Fiscal Year 1938 (Additional Costs)			Dec. 31, 1940	\$15.34
P-267-93-52			Extension of Chrome Road, District Heights, Fiscal Year 1938 (Additional Costs)			Jan. 31, 1941	124.60
P-267-93-52			Highway to Capital Heights (Additional Costs)			Mar. 31, 1941	149.00
			Allotment to Capital Heights			May 31, 1941	50.55
			Allotment to Eagle Harbor			May 31, 1941	107.76
			Allotment to Edmondston			June 30, 1941	17.34
			Allotment to District Heights, Fiscal Year 1937			Sept. 30, 1941	29.22
S-8	Nov. 1, 1937	P-267-67-52	Viote Gate to Webster Lane			Aug. 31, 1942	29,477.19
75-40	Nov. 21, 1939	P-403-N-52	Improvement to incorporated towns, Fiscal year 1939			Aug. 31, 1942	5,455.10
257-40	Mar. 26, 1940	P-267-104-52	Allotment to incorporated towns, Fiscal years 1937 and 1938 (Excess Gas Tax)			Sept. 30, 1942	25,242.92
107-40	Nov. 28, 1939	P-267-100-52	Allotment to incorporated towns, Fiscal year 1940				
204-41	Feb. 18, 1941		Maintenance of County System of Roads and Bridges, Fiscal years 1941, 1942				
178-42	Dec. 16, 1941	P-267-52	Roadways	1942			
			Roadside and Grade	\$45,822.95	46,383.94		
			Bridge Structures and Facilities	\$30,172.61	23,306.30		
			Bridges	11,022.26	14,679.50		
			Grading	2,823.12	6,391.18		
			Oiling	9,650.35	8,451.34		
			Miscellaneous	\$11.06	1,065.81		
			Snow Removal	329.26	526.83		
			Depreciation	3,002.56	2,433.72		
			Total	\$103,498.58	\$103,811.91	Sept. 30, 1942	207,310.79
							268,464.62
							\$5,097.16

Remainder Available for Projects in Course of Completion at September 30, 1942

## Work in Progress, September 30, 1942:

Authori- zation Number	Date Authorized	Project Number	Description	Amount Authorized	Amount Expended	Date Completed (Record)	Total Cost
P-267-91-52			Allotment to Fairmount Heights, Fiscal year 1938			Sept. 30, 1942	\$154.45
205-41	Feb. 18, 1941	P-267-91-52	Debt Service, Fiscal year 1941	\$800.00	\$800.00		\$800.00
206-41	Feb. 18, 1941	P-267-104-52	Allotment to incorporated towns, Fiscal year 1941	28,709.87	28,709.87		28,709.87
495-42	June 3, 1942	P-267-105-52	Allotment to incorporated towns, Fiscal year 1942	26,118.58	26,118.58		26,118.58
496-42	June 3, 1942	P-267-106-52	Allotment to year Pleasant, Fiscal year 1942	471.97	471.97		471.97
498-42	June 3, 1942	P-267-108-52	Allotment to District Heights, Fiscal year 1942	340.88	340.88		340.88
499-42	June 3, 1942	P-267-109-52	Allotment to Bonlevard Heights, Fiscal year 1942	129.49	129.49		129.49
			Charges to be made to Revenue for Disbursements on Work in Progress				\$29,822.68
			Cash Position Overdrawn, September 30, 1942				\$24,785.62
			Estimated Remainder to be Disbursed to Complete Work in Progress				\$27,997.45
			Approximate Overdrawn Position at September 30, 1942				\$22,732.97



Exhibit 7  
Schedule 21

STATEMENT OF ACCOUNT  
October 1, 1940 to September 30, 1942

QUEEN ANNE'S COUNTY

Remainder Available for Projects in Course of Construction at September 30, 1940, per Financial Report to that date  
**Charges to Revenue from October 1, 1940 to September 30, 1941**  
**Add: Receipts from October 1, 1941 to September 30, 1942**

Internal Gasoline Tax	\$22,856.89
	\$58,687.96
	\$81,544.85
	114,452.94
	\$137,309.83

**Total Receipts**

Gross Amount Available for Expenditure and Completion of Project to September 30, 1942  
**Charges to Revenue for Projects Completed October 1, 1940 to September 30, 1942**

Number	Date Authorized	Project Number	Description	1941	1942	Total Cost
75-41	Dec. 10, 1940	Q-90-28-22	Allotment to Incorporated Towns, Fiscal Year 1941			\$7,286.15
603-9	July 18, 1939	Q-142X-22	Bennett's Point Road, W.P.A.			7,149.00
208-41	Feb. 18, 1941	Q-90-29-22	County Road Debt Service, Fiscal Year 1941			2,600.00
22-41	Oct. 29, 1941	Q-142X-22	Bennett's Point Road, W.P.A., including, etc.			1,457.75
548-9	May 16, 1939	Q-142X-22	Beconna Road, W.P.A., including, etc.			6,693.75
205-41	Feb. 28, 1941	Q-102-1-22	Essex Avenue, North, W.P.A. Project			816.89
448-42	May 5, 1942	Q-90-31-22	Centerville twd. Rutlishburg—Additional Costs			9,302.00
452-42	May 5, 1942	Q-90-32-22	Allotment to Incorporated towns, Fiscal Year 1942			5.38
337-41	May 20, 1941	Q-90X30-22	Debt Service, Fiscal Year 1942			9,302.00
224-42	Dec. 31, 1941	Q-172X-22	Starr to Wye Station, 2.0 mi.			7,435.00
1207-41	Feb. 18, 1941	Q-90-22	From Delaware State Line twd. Millington (Blanco Rd.), W.P.A. Project			1,478.88
(179-42)	Dec. 16, 1941	Q-90-22	Maintenance of County System of Roads and Bridges, Fiscal Years 1941-1942			2,004.17
			Roadways	\$24,634.10	\$19,052.09	
			Roadside and Grade	11,883.05	10,379.73	
			Drainage Structures and Facilities	2,904.40	4,857.73	
			Bridges	5,207.46	2,207.46	
			Other	5,741.50	636.52	
			Oiling	5,550.51	6,716.15	
			Markings	149.89	10.22	
			Signs Removal	1,353.99	1,179.77	
			Depreciation			
			<b>Totals</b>	\$50,186.67	\$31,037.84	101,224.51
				Sept. 30, 1942		131,899.02
						\$5,420.81
						none
						\$5,420.81
						none
						\$5,420.81

Remainder Available for Projects in Course of Completion at September 30, 1942  
**Charges to be made to Revenue for Disbursements on Work in Progress**

Cash on Hand, September 30, 1942  
 Estimated Remainder to be Disbursed to Complete Work in Progress

**Approximate Balance Available for Additional Projects at September 30, 1942**

ITALICS INDICATE RED FIGURES

Exhibit 7  
Schedule 21

CONSTRUCTION ACCOUNT  
QUEEN ANNE'S COUNTY  
STATEMENT OF ACCOUNT  
October 1, 1940 to September 30, 1942

Remainder Available for Projects in Course of Construction at September 30, 1940, per Financial Report to that date									
Add: Receipts from October 1, 1940 to September 30, 1941									
Receipts from October 1, 1941 to September 30, 1942									
<b>Total Receipts</b>									
Gross Amount Available for Expenditures and Completion of Project to September 30, 1942									
Charges to Revenue for Projects Completed October 1, 1940 to September 30, 1942:									
Autoprecipitation									
Federal Appropriation (F. A. S.)									
Lateral Gasoline Tax									
Federal Appropriation (F. A. S.)									

Project Number	Date Authorized	Project Number	Description	Date Completed (Avegr. Record)	Total Cost
31-41	Nov. 12, 1940	Q-138-250	Roe to Ruthsburg to Bridgetown Rd., Pred. Eng. Costs	Dec. 31, 1940	\$1,240.47
		Q-147-250	S. E. of Centerville through Starr, Pred. Eng. Costs	Apr. 30, 1941	\$33.10
		Q-138X-250	Bridgetown Rd., Place Stabilizing Material	July 31, 1941	\$23.22
		Q-113-250	Centerville-Ruthsburg, Pred. Eng. Costs	Jan. 31, 1942	5,753.92
329-41	Aug. 20, 1941	Q-139-3-250	Price-Bridgetown Rd., Surface Treatment	May 31, 1942	5,501.79
262-41	Feb. 20, 1941	Q-139-4-250	Price-Bridgetown Rd., Surface Treatment	May 31, 1942	36,317.39
325-40	Sept. 3, 1940	Q-139-1-250	Footsburg-Bridgetown Road, 2.311 mi. soil cement	May 31, 1942	42,813.65
		Q-156-250	Church Hill Barelay, Pred. Eng. Costs	Aug. 31, 1942	3,034.29

90,520.73  
\$96,454.62

Remainder Available for Projects in Course of Construction at September 30, 1942  
Work in Progress, September 30, 1942:

Authorization Number	Date Authorized	Project Number	Description	Amount Authorized	Disbursements to Sept. 30, 1942	Estimated Expenditures to Complete
359-42	Mar. 11, 1942	Q-154-1-250	Centerville-Ruthsburg, Pred. Eng. Costs	\$31,695.18	\$60.17	\$31,635.01
		Q-154-2-250	Millington-Crumpton, Pred. Eng. Costs	30,157.70	1,239.55	31,397.25
		Q-154-1-250	Millington-Crumpton, Roadway	1,235.00	381.36	1,616.36
		Q-155-250	McGinnies to U. S. Route 213, Pred. Eng. Costs	83.27	41.78	1,235.00
		Q-155-1-250	McGinnies to U. S. Route 213, south of Chestertown, 4.7 mi. stabilization	8,608.88	2,287.76	6,321.12
354-42	Mar. 18, 1942	Q-156-1-250	Church Hill to Barelay Road, 1.805 mi. of improvement	29,678.74		29,678.74
600-42	Aug. 19, 1942	Q-156-2-250	Church Hill-Barelay-Road, R. U. costs			
360-42	Mar. 11, 1942	Q-175-250	Inglestad twd. Lee, Pred. Eng. Costs			
		Q-175-1-250	Inglestad twd. Lee, 0.8-mi. stabilization			

Charges to be made to Revenue for Disbursements on Work in Progress  
\$29,678.74

Cash on Hand, September 30, 1942  
\$66,775.88

Estimated Remainder to be Disbursed to Complete Work in Progress  
\$44,493.15

Balance before increments from Federal Funds  
\$22,282.73

Add: Anticipated Revenue Arising from Federal Appropriations  
6,053.37

Approximate Balance Available for Additional Projects at September 30, 1942  
\$29,236.10

ITALICS INDICATE RED FIGURES



REPORT OF THE STATE ROADS COMMISSION

STATEMENT OF ACCOUNT  
October 1, 1940 to September 30, 1942

CONSTRUCTION ACCOUNT  
ST. MARY'S COUNTY

Exhibit 7  
Schedule 22

Remainder Available for Projects in Course of Construction at September 30, 1940, per Financial Report to that date  
Add: Receipts from October 1, 1940 to September 30, 1941  
Receipts from October 1, 1941 to September 30, 1942

Lateral Gasoline Tax	\$51,111.05	Federal Appropriation (P. A. S.)	\$1,462.27
	48,728.59		7,525.61
	\$99,840.24		\$8,988.38
			\$188,968.25

Total Receipts

Gross Amount Available for Expenditure and Completion of Project to September 30, 1942  
Charges to Revenue for Projects Completed October 1, 1940 to September 30, 1942:

Station Number	Date Authorized	Project Number	Description	Date Completed (Acctg. Record)	Total Cost
1024-8	Sept. 20, 1938	SM-157-1-550	Reynolds Valley Leo Rd., 1.49 mi. gravel surfacing	Dec. 31, 1940	\$22,311.00
329-40	Sept. 25, 1940	SM-222X-550	Great Mills-Dorchen Rd., 1.00 mi. gravel surfacing	Dec. 31, 1940	3,897.74
455-40	July 2, 1940	SM-210-1-550	Bridge over St. Mary's River, Great Mills-Glebe's School Rd.	Feb. 28, 1941	5,901.44
331-40	Apr. 25, 1940	SM-224X-550	MacKintosh Rd., Improve	Feb. 28, 1941	4,865.63
372-40	Apr. 25, 1940	SM-225X-550	Horseshoe Rd., Improve	Feb. 28, 1941	3,945.20
430-40	June 19, 1940	SM-168-1-550	New Market-Huntersville Rd. to Oraville, Grade, etc.	Apr. 30, 1941	17,978.22
329-40	Apr. 25, 1940	SM-223X-550	Compton-Clements Road, Improve	May 31, 1941	7,530.25
324-41	Dec. 18, 1940	SM-172-1-550	Baptist Church Road, Improve	Apr. 30, 1941	2,343.22
		SM-172-2-550	Reynolds Valley Leo Rd., Improve	Jan. 31, 1942	1,179.55
		SM-227-550	Lovesville to Three Notch Road, Pred. Eng. Costs	Jan. 31, 1942	158.10
		SM-157-1-550	Reynolds Valley Leo, Roadway, Additional Costs	June 30, 1942	1,158.48
118-42	Nov. 25, 1941	SM-227X-550	Abel P. O.-Avenue, 2.1 mi. clearing and drainage	July 31, 1942	1,352.85
124-42	Nov. 25, 1941	SM-229X-550	Camp Calvert Road to Cedar Lane, 1.75 mi. grading	July 31, 1942	1,091.94
125-42	Nov. 25, 1941	SM-230X-550	Camp Calvert Road to Cedar Lane, 1.75 mi. grading	July 31, 1942	1,097.67
126-42	Nov. 25, 1941	SM-231X-550	Mill Hill Road, 1.6 mi. grading and drainage	Aug. 31, 1942	1,709.72
121-42	Nov. 25, 1941	SM-228X-550	Mill Hill Road, 1.6 mi. grading and drainage	Aug. 31, 1942	1,709.72
122-42	Nov. 25, 1941	SM-232X-550	Mill Hill Road, 1.6 mi. grading and drainage	Aug. 31, 1942	1,709.72
123-42	Nov. 25, 1941	SM-233X-550	Mill Hill Road, 1.6 mi. grading and drainage	Aug. 31, 1942	1,709.72
9-42	Oct. 16, 1941	SM-236X-550	Piney Point Road, 0.4 mi. clearing, grading and drainage	Sept. 30, 1942	311.39
5-42	Oct. 16, 1941	SM-236X-550	Piney Point Road, 0.4 mi. gravel surfacing	Sept. 30, 1942	311.39
				Sept. 30, 1942	\$65.89

\$0, 138.14  
\$108,530.11

Remainder Available for Projects in Course of Construction at September 30, 1942

## ST. MARY'S COUNTY—Concluded

Work in Progress, September 30, 1942:			Description	Amount Authorized	Disbursements to Date	Estimated Expenditures to Complete
Authority Number	Date Authorized	Project Number				
506-41	July 31, 1941	SM-172-1-550	Beauvais-Valley Lee, 1.60 mi gravel surfacing	\$21,000.12	\$17,170.71	\$3,829.41
		SM-227-1-550	Morganza twd Oraville Pwd Eng Cuts	36,767.95	32,068.46	4,699.49
442-41	July 1, 1941	SM-237-2-550	Leveville-Three North Road, 2.5 mi gravel surfacing	944.50	1,207.03	
120-42	Nov 25, 1941	SM-240-2-550	Atell P. O - Ave - Leveville, 2.75 mi, clearing and grubbing	941.60	1,107.19	
314-42	Mar. 4, 1942	SM-240-2-550	Sunny Side School - Leveville, 1.75 mi, drainage	814.00	1,094.74	
315-42	Mar. 4, 1942	SM-240-2-550	Sunny Side School - Leveville, 1.75 mi, gravel surfacing	627.55	1,883.93	73.62
316-42	Mar. 4, 1942	SM-240-3-550	Sunnyside School - Leveville, 1.40 mi, gravel surfacing	692.20	1,192.79	
317-42	Mar. 4, 1942	SM-240-4-550	Sunnyside School - Leveville, 2.75 in 1, grading	74.40	182.26	721.74
318-42	Mar. 4, 1942	SM-241-X-550	Bushwood Wharf - Bushwood P. O., 1.3 mi, clearing and grubbing	680.10	980.10	980.10
319-42	Mar. 4, 1942	SM-241-X-550	Bushwood Wharf - Bushwood P. O., gravel surfacing	693.00	633.00	633.00
321-42	Mar. 4, 1942	SM-241-X-1-550	Bushwood Wharf - Bushwood P. O., clearing and grubbing	808.60	808.60	808.60
322-42	Mar. 4, 1942	SM-241-X-2-550	Bushwood P. O. - Dynard Road, 2.0 mi, grading	599.20	599.20	599.20
323-42	Mar. 4, 1942	SM-241-X-3-550	Bushwood P. O. - Dynard Road, 2.0 mi, drainage	384.97	384.97	320.13
324-42	Mar. 4, 1942	SM-243-X-550	Bushwood P. O. - Dynard Road, 2.0 mi, drainage	838.00	838.00	836.00
325-42	Mar. 4, 1942	SM-243-X-550	Bushwood P. O. - Dynard Road, 2.0 mi, gravel surfacing	627.00	624.16	2.84
326-42	Mar. 4, 1942	SM-243-X-550	St. Ingoes - The Villa Road, 1.35 mi, clearing and grubbing	949.30	949.30	949.30
327-42	Mar. 4, 1942	SM-243-X-2-550	St. Ingoes - The Villa Road, 1.35 mi, gravel surfacing	719.40		719.40
328-42	Mar. 4, 1942	SM-243-X-550	St. Georges Island Road		1.17	
				\$58,568.61		58,868.61
						\$49,361.50
						\$14,609.79
						\$85,690.71
						6,069.48
						\$42,000.19

Charges to be made to Revenue for Disbursements on Work in Progress

## Cash on Hand, September 30, 1942

Estimated Remainder to be Disbursed to Complete Work in Progress

## Balance before Increments from Federal Funds

Add: Anticipated Revenue Accruing from Federal Funds

## Approximate Balance Available for Additional Projects at September 30, 1942

ITALICS INDICATE RED FIGURES



Exhibit 7  
Schedule 23

STATEMENT OF ACCOUNT  
October 1, 1940 to September 30, 1942

SOMERSET COUNTY

Lateral Gasoline Tax  
\$3,754.30  
\$1,474.47  
\$5,081.43

Remainder Available for Projects in Course of Construction at September 30, 1940, per Financial Report to that date  
Add: Receipts from October 1, 1940 to September 30, 1941  
Receipts from October 1, 1941 to September 30, 1942

Total Receipts

Gross Amount Available for Expenditure and Completion of Project to September 30, 1942  
Charges to Revenue for Projects Completed October 1, 1940 to September 30, 1942:

Author- ization Number	Date Authorized	Project Number	Description	1941	1942	Date Completed (Acctg. Record)	Total Cost
382-9	Mar. 8, 1939	S-69X12-12	Allotment to City-land, Fiscal Year 1939	\$19,536.48	\$17,476.18	Feb. 28, 1941	\$177.60
383-9	Mar. 8, 1939	S-69X13-12	Allotment to Princess Anne, Fiscal Year 1939	3,461.94	4,105.52	July 31, 1941	151.43
516-40	Sept. 3, 1940	S-69X15-12	Allotment to Princess Anne, Fiscal Year 1940	4,659.86	7,473.60	Sept. 30, 1941	194.67
211-41	Feb. 18, 1941			4,258.57	295.80		
181-42	Dec. 16, 1941	S-69-12	Maintenance of County System of Roads and Bridges, Fiscal Years 1941-1942	2,328.58	3,575.61		
			Roadways	170.40	21.48		
			Right-of-Way	1,253.25	901.59		
			Shoulders				
			Drainage Structure and Facilities				
			Bridges				
			Other				
			Miscellaneous (Including Compensation Insurance)				
			Snow Removal				
			Depreciation				
			Totals	\$44,143.46	\$37,550.14	Sept. 30, 1942	\$1,693.60

Remainder Available for Projects in Course of Completion at September 30, 1942

Charges to be made to Revenue for Disbursements on Work in Progress

Cash on Hand, September 30, 1942

Estimated Remainder to be Disbursed to Complete Work in Progress

Approximate Balance Available for Additional Projects at September 30, 1942

ITALIC INDICATE RED FIGURES

\$2,217.30  
\$6,598.52  
none  
\$6,598.52  
none  
\$9,598.52

STATEMENT OF ACCOUNT  
October 1, 1940 to September 30, 1942

CONSTRUCTION ACCOUNT  
SOMERSET COUNTY

Remainder Available for Projects in Course of Construction at September 30, 1940, per Financial Report to that date  
Add: Receipts from October 1, 1940 to September 30, 1941  
Receipts from October 1, 1941 to September 30, 1942

Lateral Gasoline Tax	Federal Appropriation (F. A. S.)
\$43,502.79	\$1,245.01
41,474.47	6,405.29
\$84,977.26	\$7,650.30
92,627.56	\$191,417.65

Total Receipts

Gross Amount Available for Expenditure and Completion of Project to September 30, 1942  
Less: Amount to Revenue for Projects Completed October 1, 1940 to September 30, 1942:

Authoriza- tion Number	Date Authorized	Project Number	Description	Dates Completed (Acctg. Record)	Total Cost
3394-40	Apr. 24, 1940	S-15-1-150	Revel's Neck Rd., Kings Creek twd. Revel's Neck	Dec. 31, 1940	\$24,295.32
533-40	Sept. 10, 1940	S-75-2-150	Revel's Neck Rd., Surface Treat.	Feb. 28, 1941	3,659.95
534-40	Sept. 10, 1940	S-83-2-150	Peterman's Store Road, Surface Treat.	Feb. 28, 1941	1,347.73
433-40	July 9, 1940	S-11-1-150	Bridge at Alderbrook, Kings Creek on Crispfield-Birdtown Road	Apr. 30, 1941	9,444.80
423-40	June 12, 1940	S-12-1-150	Three-arch Bridge over thoroughfare at Deal Island	July 31, 1941	50,335.85
226-41	Feb. 11, 1941	S-82-2-150	Process Anne-Mt. Vernon, Stabilized Soil Base Course	Sept. 30, 1941	15,921.65
			Process Anne-Mt. Vernon, Surface Treat.		1,942.37
			Remainder Available for Projects in Course of Construction at September 30, 1942		106,947.85
					\$24,469.80

Work in Progress, September 30, 1942:

Authori- zation Number	Date Authorized	Project Number	Description	Amount Authorized	Disburse- ments to Sept. 30, 1942	Estimated Expenditures to Complete
101-42	Dec. 23, 1941	S-109-150	Porter's Filling Station-Wellington, Prod. Eng. Costs		\$870.51	
194-42	Dec. 23, 1941	S-127-150	Porter's Filling Station-Wellington, Roadway		129.85	
195-42	Dec. 23, 1941	S-131-150	Marriner's Store-Ward's Crossing, W.P.A. Project	\$5,815.55	4,904.09	\$51.46
509-42	June 16, 1942	S-137-150	Process Anne-Deals Island, 1.0 mi., W.P.A. Project	2,898.05	2,104.18	6,869.77
510-42	June 16, 1942	S-138-150	Fairmount-Rumbley, 1.25 mi. surface treatment	6,083.50	8,224.52	883.48
			Mt. Vernon Road, 3.0 mi. surface treatment	9,108.00		
					\$16,306.88	
			Charges to be made to Revenue for Disbursements on Work in Progress			\$8,102.92
			Cash on Hand, September 30, 1942			\$8,698.58

Estimated Remainder to be Disbursed to Complete Work in Progress

Overdrawn Position before Increments from Federal Funds

Add: Anticipated Revenue Accruing from Federal Appropriations

Approximate Balance Available for Additional Projects at September 30, 1942

ITALICS INDICATE RED FIGURES

Exhibit 7  
Schedule 24

STATEMENT OF ACCOUNT  
October 1, 1940 to September 30, 1942

TALBOT COUNTY

County Commissioners	\$10,446.60
Lateral Gasoline Tax	\$37,926.00
	\$6,000.00
	\$74,088.77
	\$0,038.77
	\$90,495.37

Date Completed (Aveq. Record)	Total Cost
Jan. 31, 1941	\$842.01
Apr. 30, 1941	11,133.95

Remainder Available for Projects in Course of Construction at September 30, 1940, per Financial Report to that date  
Add: Receipts from October 1, 1940 to September 30, 1941  
Receipts from October 1, 1941 to September 30, 1942

Total Receipts

Gross Amount Available for Expenditure and Completion of Project to September 30, 1942  
Charges to Revenue for Projects Completed October 1, 1940 to September 30, 1942:

Authori- zation Number	Date Authorized	Project Number	Description	1941-1942	1942
553-40	Oct. 1, 1940	T-86-22	Mathews-Tuckaloes Creek, Prel. Eng. Costs	\$1,057.99	\$1,847.30
212-41	Feb. 18, 1941	T-88X22	Repair Frost Damage to County Roads	5,207.00	6,945.83
182-42	Dec. 16, 1941	T-57-22	Maintenance of County System of Roads and Bridges, Fiscal Years 1941-1942	14,237.43	9,045.95
			Roadways	801.51	1,520.01
			Roadside and Grade	192.28	209.52
			Bridge Structure and Facilities	3,336.26	4,829.23
			Bridges	672.25	196.56
			Other	1,200.23	851.30
			Miscellaneous (Including Compensation Insurance)		
			Snow Removal		
			Depreciation		
			Totals	\$42,895.01	\$38,485.60

Remainder Available for Projects in Course of Completion at September 30, 1942  
Charges to be made to Revenue for Disbursements on Work in Progress.

Cash Position Overdrawn, September 30, 1942

Estimated Remainder to be Disbursed to Complete Work in Progress

Approximate Overdrawn Position at September 30, 1942

	\$93,356.57
	\$2,871.20
	None
	\$2,671.20
	None
	\$2,871.20

ITALICS INDICATE RED FIGURES

STATEMENT OF ACCOUNT  
October 1, 1940 to September 30, 1942

CONSTRUCTION ACCOUNT  
TALBOT COUNTY

Remainder Available for Projects in Course of Construction at September 30, 1940, per Financial Report to that date		Lateral Gasoline Tax	Federal Appropriation (F. A. S.)
Add: Receipts from October 1, 1941 to September 30, 1941		\$97,878.55	\$1,084.04
Add: Receipts from October 1, 1941 to September 30, 1942		36,112.77	5,571.24
		\$73,991.62	\$6,661.28
			\$106,853.38

Total Receipts

Gross Amount Available for Expenditure and Completion of Project to September 30, 1942  
 Charges to Revenue for Projects Completed October 1, 1940 to September 30, 1942:

Author- ization Number	Date Authorized	Project Number	Description	Date Completed (Acct. Record)	Total Cost
521-41	Aug. 30, 1941	T-90X-250	Gravel surfacing on 22.1 mi. of certain county roads	Sept. 30, 1942	\$21,454.03
519-42	June 30, 1942	T-82X-2-250	Tuckahoe River Bridge repairs	Sept. 30, 1942	1,388.02
					\$22,842.05
					22,842.05
					\$34,043.33

Remainder Available for Projects in Course of Construction at September 30, 1942:

**Work in Progress, September 30, 1942:**

Author- ization Number	Date Authorized	Project Number	Description	Amount Authorized	Disburse- ments to Sept. 30, 1942	Estimated Expenditures to Complete
					\$8.07	
		T-72-2-250	Bridge and approaches over Peach Blossom Creek, Easton-Trippe Rd.		419.20	
		T-74-2-250	Bridge and approaches over Tuckahoe Creek, Prtl. Eng. Costs		1,098.54	
		T-84-250	Matthews-Tuckahoe Creek, Prtl. Eng. Costs		1,098.54	
		T-90-250	Easton twd. Bozman, Prtl. Eng. Costs		2,049.23	
		T-90-1-250	Bozman Road, Roadway		1,044.85	
		T-91-250	Parleys Neck Road, Prtl. Eng. Costs		647.20	
		T-92-250	Glebe Road, Prtl. Eng. Costs		83.39	
		T-92-1-250	Glite Road, Roadway		1,010.66	
		T-93-250	Wedge Road, Prtl. Eng. Costs		505.96	
		T-93-1-250	Bellvue Road, Roadway			
					\$7,775.94	7,775.94

Charges to be made to Revenue for Disbursements on Work in Progress

**Cash on Hand, September 30, 1942**

Estimated Remainder to be Disbursed to Complete Work in Progress

**Balance before Increments from Federal Funds**

Add: Anticipated Revenue Accruing from Federal Appropriations ..

**Approximate Balance Available for Additional Projects at September 30, 1942**

None  
 \$76,267.39  
 4,498.11  
 \$80,765.50

ITALICS INDICATE RED FIGURES

Exhibit 7  
Schedule 25

WASHINGTON COUNTY  
STATEMENT OF ACCOUNT  
October 1, 1940 to September 30, 1942

Remainder Available for Projects in Course of Construction at September 30, 1940, per Financial Report to that date  
Add: Receipts from October 1, 1940 to September 30, 1941  
Receipts from October 1, 1941 to September 30, 1942

Lateral Gasoline Tax	\$985.97
869,757.47	
896,418.34	
	177,175.81
	\$178,134.78

Total Receipts

Gross Amount Available for Expenditure and Completion of Project to September 30, 1942  
Charges to Revenue for Projects Completed October 1, 1940 to September 30, 1942:

Authori- zation Number	Date Authorized	Project Number	Description	Date Completed (Actual Record)	Total Cost
68-41	Nov. 27, 1940	W-326-1-62	Payment of Gasoline Tax to County Commissioners 1941 Balance forward	Sept. 30, 1941	\$96,613.51
86-42	Nov. 12, 1941	W-326-2-62	Payments to the County for Maintenance	Sept. 30, 1942	1,102.93
				Sept. 30, 1942	86,377.85

178,094.29  
\$40.49

Remainder Available for Projects in Course of Construction at September 30, 1942

Work in Progress, September 30, 1942:

Authori- zation Number	Date Authorized	Project Number	Description	Amount Authorized	Disburse- ments to Sept. 30, 1942	Estimated Expenditures to Complete
			Charges to be made to Revenue for Disbursements on Work in Progress			None

Cash on Hand, September 30, 1942

Estimated Remainder to be Disbursed to Complete Work in Progress

Approximate Balance Available for Additional Projects at September 30, 1942

None  
None  
\$40.49  
\$40.49

ITALICS INDICATE RED FIGURES

CONSTRUCTION ACCOUNT  
WASHINGTON COUNTY

STATEMENT OF ACCOUNT  
October 1, 1940 to September 30, 1942

Remainder Available for Projects in Course of Construction at September 30, 1940, per Financial Report to that date  
Add: Receipts from October 1, 1941 to September 30, 1941  
Receipts from October 1, 1941 to September 30, 1942

Total Receipts

Gross Amount Available for Expenditure and Completion of Project to September 30, 1942  
Charged to Revenue for Projects Completed October 1, 1940 to September 30, 1942:

Project Number	Date Authorized	Project Number	Description	Date Completed (Acctg. Record)	Total Cost	Federal Appropriation (F. A. S.)
...	...	W-324-650	Funkstown-Chewsville, Prel. Eng. Cost	Jan. 31, 1941	\$789.38	\$41,445.13
...	...	W-133-650	Millstone-Penna. State Line (Add. Road)	Mar. 31, 1941	6.69	\$2,594.15
...	...	W-320-1-650	Payments to Washington County Commissioners	Sept. 30, 1941	104,786.88	13,346.39
197-40	Jan. 10, 1940	W-320-1-650	Payments to Washington County Commissioners	Mar. 31, 1942	47,791.02	
			Payments to Washington County Commissioners	Sept. 30, 1942	109,476.37	193,005.50
						\$234,448.63

Overdrawn Balance in the Revenue Account at September 30, 1942

Work in Progress, September 30, 1942:

Project Number	Date Authorized	Project Number	Description	Amount Authorized	Disbursements to Sept. 30, 1942	Estimated Expenditures to Complete
		W-334X-650	Stuartsburg-Harpers Ferry	33.33	33.33	33.33
			Charges to be made to Revenue for Disbursements on Work in Progress		\$33.33	
			Cash Position Overdrawn, September 30, 1942			\$28,435.64
			Estimated Remainder to be Disbursed to Complete Work in Progress			None
			Approximate Overdrawn Position at September 30, 1942 before Increments from Federal Funds			\$28,435.64
			Accruing from Federal Appropriations			10,703.99
			Approximate Overdrawn Position at September 30, 1942			\$17,671.65

ITALICS INDICATE RED FIGURES

Laternal  
Gasoline  
Tax

Remainder Available for Projects in Course of Construction at September 30, 1940, per Financial Report to that date  
Add: Receipts from October 1, 1940 to September 30, 1941  
Receipts from October 1, 1941 to September 30, 1942

\$7,102.53  
130,253.38  
\$137,357.91

**Total Receipts**

Gross Amount Available for Expenditures and Completion of Project to September 30, 1942  
Charges to Revenue for Projects Completed October 1, 1940 to September 30, 1942:

Authori- zation Number	Date Authorized	Project Number	Description	(Avegt. Record)	Total Cost
439 9	Apr. 3, 1939	W1 BX42-12	Johanson Road, W.P.A. Farm to Market Road	Dec. 31, 1940	\$1,731.86
255 40	Feb. 27, 1940	W1 H3-47-12	Allocation to Marolda, Fiscal Year 1940	July 31, 1941	89.27
334 41	Apr. 29, 1941	W1 H3-49-12	Allocation to Salisbury, Fiscal Year 1941	July 31, 1941	3,093.96
339 41	Apr. 29, 1941	W1 H3-50-12	Allocation to Delmar, Fiscal Year 1941	July 31, 1941	349.81
337 41	Apr. 29, 1941	W1 H3-51-12	Allocation to Starbuck, Fiscal Year 1941	July 31, 1941	177.50
252 40	Feb. 27, 1940	W1 H3-52-12	Allocation to Willards, Fiscal Year 1940	Sept. 30, 1941	1,045.63
338 41	Apr. 29, 1941	W1 H3-53-12	Allocation to Willards, Fiscal Year 1941	June 30, 1942	77.49
352 42	Mar. 11, 1942	W1 H3-55-12	Allocation to Salisbury, Fiscal Year 1942	June 30, 1942	4,075.93
333 42	Mar. 11, 1942	W1 H3-56-12	Allocation to Willards, Fiscal Year 1942	June 30, 1942	102.36
356 41	Apr. 29, 1941	W1 H3-54-12	Allocation to Helron, Fiscal Year 1941	July 31, 1942	156.56
355 41	Mar. 11, 1941	W1 H3-58-12	Allocation to Helron, Fiscal Year 1941	July 31, 1942	206.22
356 42	Mar. 11, 1942	W1 H3-59-12	Allocation to Starbuck, Fiscal Year 1942	July 31, 1942	102.57
357 42	Mar. 11, 1942	W1 H3-60-12	Allocation to Starbuck, Fiscal Year 1942	July 31, 1942	206.22
214 41	Feb. 18, 1941				
183 42	Dec. 16, 1941	W1 H3-12	Maintenance of County System of Roads and Bridges Fiscal Years 1941-1942	Sept. 30, 1942	
			1941		114,811.97
			1942		125,303.41
					\$12,034.50

Authori- zation Number	Date Authorized	Project Number	Description	Amount Authorized	Estimated Expenditures to Complete
347 9	Feb. 29, 1939	W1 BX38-12	Allocation to Delmar, Fiscal Year 1939	\$1,022.97	\$144.38
354 42	Mar. 11, 1942	W1 H3-57-12	Allocation to Delmar, Fiscal Year 1942	400.79	400.79
				\$578.50	\$578.50
					\$78.59
					\$11,155.91
					\$605.17
					\$10,550.74

Remainder Available for Projects in Course of Completion at September 30, 1942  
**Work in Progress, September 30, 1942:**

Authori- zation Number	Date Authorized	Project Number	Description	Amount Authorized	Estimated Expenditures to Complete
347 9	Feb. 29, 1939	W1 BX38-12	Allocation to Delmar, Fiscal Year 1939	\$1,022.97	\$144.38
354 42	Mar. 11, 1942	W1 H3-57-12	Allocation to Delmar, Fiscal Year 1942	400.79	400.79
				\$578.50	\$578.50
					\$78.59
					\$11,155.91
					\$605.17
					\$10,550.74

Charges to be made to Revenue for Disbursements on Work in Progress

Cash on Hand, September 30, 1942

Estimated Remainder to be Disbursed to Complete Work in Progress

Balance:

FIGURES INDICATE RED FIGURES

**CONSTRUCTION ACCOUNT  
WICOMICO COUNTY**

**STATEMENT OF ACCOUNT  
October 1, 1940 to September 30, 1942**

Lateral Gasoline Tax	\$56,660.19 63,552.17	Federal Appropriation (F. A. S.)
	\$130,212.36	\$11,722.68
		\$180,150.09

Remainder Available for Projects in Course of Construction at September 30, 1940, per Financial Report to that date  
Add: Receipts from October 1, 1940 to September 30, 1941  
Receipts from October 1, 1941 to September 30, 1942

**Total Receipts**

Authorization Number	Date Authorized	Project Number	Description	Date Completed (Acctg. Record)	Total Cost
46-40	Oct. 24, 1939	W-162-X1-150	Cobb's Hill Road, Grade and Drain	Dec. 31, 1940	\$2,702.06
		W-188-150	Barren Creek Road, Upl. Cr. 2 1/2 mi. Delaware Line	Dec. 31, 1941	1,746.16
		W-163-150	Allen to Upper Ferry Rd., P. E. Costs	Jan. 31, 1941	69.74
		W-103-X1-150	Whitely Ferry Rd., W. P. A. project	Dec. 31, 1941	1,849.28
		W-188-150	Catchpoley-Whitelaven, P. E. Costs	Jan. 31, 1942	1,573.63
		W-188-X1-150	Barren Creek Road to Delaware State Line, W. P. A. project	Jan. 31, 1942	5,427.30
23-41	Aug. 29, 1940	W-188-2-150	Barren Creek-Delaware Line, 2.561 mi. bituminous base course	Jan. 31, 1942	33,159.48
325-41	Apr. 16, 1941	W-188-X1-150	Barren Creek Road, P. E. Costs (Additional Costs)	Feb. 28, 1942	12.20
		W-182-150	Salsbury Maridella Rd. to Hedron, P. E. Costs (Additional Costs)	Feb. 28, 1942	9.50
28-41	Mar. 11, 1941	W-88-1-150	Greenhill Creek-Whitelaven Rd., 3.551 mi. stab. base course	July 31, 1942	99,031.37
					145,640.12
					\$34,509.97

Remainder Available for Projects in Course of Construction at September 30, 1942

**Work in Progress, September 30, 1942:**

Project Number	Date Authorized	Project Number	Description	Amount Authorized	Disbursements to Sept. 30, 1942	Estimated Expenditures to Complete
46-41	July 15, 1941	W-188-X2-150	Green Hill-White Haven, Surface treatment	\$11,372.35	\$12,367.22	
		W-160-1-150	Johnson Rd. from East of Mt. Herman Snow Hill		331.02	
		W-187-150	Snow Hill Road, P. E. Costs		676.65	
		W-187-150	End of Mt. Herman Snow Hill, P. E. Costs		69.32	
		W-102-150	White Haven-Corner, P. E. Costs	13,145.35	9,519.33	\$3,208.69
		W-102-150	White Haven-Corner, P. E. Costs		1,245.21	
		W-102-150	White Haven-Mezek, Clearing R.W., ditching, W. P. A. project		1,535.32	
190-42	Dec. 23, 1941	W-192-1-150	White Haven-Cocks Corner, Roadway	620.00		384.68
292-42	Feb. 17, 1942	W-1-201-150	West Road, Grading and drainage	3,225.18	2,458.08	867.10
291-42	Feb. 17, 1942	W-1-202-150	Meadow Bridge Road, 0.9 mi. gravel and surface treatment	2,120.03	1,721.07	398.96
290-42	Feb. 17, 1942	W-1-203-150	Hayward Ave., 0.4 mi. gravel and surface treatment			
					\$31,057.85	31,057.85
						\$3,452.09
						4,859.43
						\$1,407.54
						7,916.36
						\$6,508.52

Charges to be made to Revenue for Disbursements on Work in Progress

**Cash on Hand, September 30, 1942**

Estimated Remainder to be Disbursed to Complete Work in Progress

Overdrawn Position before Increments from Federal Funds

Add: Anticipated Revenue Accruing from Federal Appropriations

**Approximate Balance Available for Additional Projects at September 30, 1942**

ITALICS INDICATE RED FIGURES



Exhibit 7  
Schedule 27

STATEMENT OF ACCOUNT  
October 1, 1940 to September 30, 1942

WORCESTER COUNTY

Lateral  
Gasoline  
Tax

\$4,599.18  
91,362.11

Remainder Available for Projects in Course of Construction at September 30, 1940, per Financial Report to that date  
Add: Receipts from October 1, 1940 to September 30, 1941  
Receipts from October 1, 1941 to September 30, 1942

Total Receipts

126,092.29  
\$134,440.07

Gross Amount Available for Expenditure and Completion of Project to September 30, 1942  
Charges to Revenue for Projects Completed October 1, 1940 to September 30, 1942:

Number	Date Authorized	Project Number	Description	1941	1942	Date Completed (Acct. Record)	Total Cost
253-40	Dec. 21, 1938	Wo-206-X12	Tull's Corner near Beaver Dam to Cedar Hill	\$31,617.12	\$29,855.90	Dec. 31, 1940	\$4,222.09
214-41	Feb. 1, 1940	Wo-214-X12	Highway from Cedar Hill to Cedar Hill	11,053.01	12,495.42	Dec. 31, 1940	8,874.54
4-41	Oct. 29, 1940	Wo-142-2912	County Road Debt Service, Fiscal Year 1941	6,354.56	8,301.45	Jan. 31, 1941	237.50
216-41	Feb. 18, 1941	Wo-142-12	Maintenance of County System of Roads and Bridges, Fiscal Year 1941-1942	2,365.67	710.54		
184-42	Dec. 16, 1941		Roadways	473.27	1,479.18	Sept. 30, 1942	
			Roadside and Grade	327.73	7.55		
			Drainage Structures and Facilities	1,602.01	1,205.95		
			Bridges				
			Other				
			Miscellaneous (Including Compensation Insurance), Depreciation				
			Totals	\$60,265.34	\$52,077.92		112,343.26

Remainder Available for Projects in Course of Completion at September 30, 1942  
Charges to be made to Revenue for Disbursements on Work in Progress

Cash on Hand, September 30, 1942

Estimated Remainder to be Disbursed to Complete Work in Progress

Approximate Balance Available for Additional Projects at September 30, 1942

ITALICS INDICATE RED FIGURES

117,840.49  
\$16,599.58  
None  
\$16,599.58  
None  
\$16,599.58

STATEMENT OF ACCOUNT  
October 1, 1940 to September 30, 1942

CONSTRUCTION ACCOUNT  
WORCESTER COUNTY

Remainder Available for Projects in Course of Construction at September 30, 1940, per Financial Report to that date  
Add: Receipts from October 1, 1940 to September 30, 1941

Receipts from October 1, 1941 to September 30, 1942

Lateral Gasoline Tax	\$64,569.86	Federal Appropriation (F.A.S.)	\$38,832.19
	61,992.10		9,498.35
	\$126,561.96	\$11,344.57	\$137,356.53
			\$176,188.72

Total Receipts

Gross Amount Available for Expenditure and Completion of Project to September 30, 1942  
Charges to Revenue for Projects Completed October 1, 1940 to September 30, 1942:

Author- ization Number	Date Authorized	Project Number	Description	Date Completed (Average Record)	Total Cost
401-40	May 28, 1940	Wo-216X1-150	Whalesville-Ebenezer Church, Stabilized Base Course	Dec. 31, 1940	\$31,105.62
552-40	Sept. 10, 1940	Wo-216X2-150	Whalesville-Ebenezer Church Rd., Surface Treat	Feb. 1, 1941	4,580.54
428-40	June 15, 1940	Wo-217-1-150	Stucoxent Rd., end of Wo-156 to Lewis' Store	Apr. 30, 1941	57,199.20
		Wo-224-1-150	Stuoxent-Greenbackville, Prel. Eng. Costs	Jan. 31, 1942	500.01
406-41	July 24, 1941	Wo-223-1-150	Stuoxent-St. George Island Road, 2.535 Intermittent Sta	Mar. 31, 1942	29,014.66
		Wo-216-1-150	Whalesville-Ebenezer Church, Additional Costs		8.34
159-41	Feb. 4, 1941	Wo-217X2-150	Stucoxent Bay Road, Surface treatment	Sept. 30, 1942	4,585.34
					127,673.11
					\$48,515.61

Remainder Available for Projects in Course of Construction at September 30, 1942

Work in Progress, September 30, 1942:

Author- ization Number	Date Authorized	Project Number	Description	Amount Authorized	Disburse- ments to Sept. 30, 1942	Estimated Expenditures to Complete
					\$9.18	
329-42	Mar. 4, 1942	Wo-216X2-150	Whalesville-Ebenezer Church, Surface treatment	\$16,610.60	21.46	\$16,593.35
330-42	Mar. 4, 1942	Wo-238X1-50	Snow Hill Circleless Road, W.P.A. project	7,550.90	17.25	1,615.14
331-42	Mar. 4, 1942	Wo-239X1-50	Cedar Hill-Beaver Dam, 4.6 mi. surface treatment	24,177.60	5,935.76	17,416.62
		Wo-240X1-50	South Point Road, 2.5 mi. surface treatment		6,760.98	
			Arveys Lane Road, 2.85 mi. graded and surface treatment		\$12,744.63	
			Charges to be made to Revenue for Disbursements on Work in Progress			\$45,770.98
						\$35,625.11
						\$145.87
						7,660.45
						\$7,806.32

Cash on Hand, September 30, 1942

Estimated Remainder to be Disbursed to Complete Work in Progress

Balance before Increments from Federal Funds

Add: Anticipated Revenue Accruing from Federal Appropriations

Approximate Balance Available for Additional Projects at September 30, 1942

ITALICS INDICATE RED FIGURES

Exhibit 7  
Schedule 28STATEMENT OF ACCOUNT  
October 1, 1940 to September 30, 1942

## BALTIMORE CITY

Remainder Available for Projects in Course of Construction at September 30, 1940, per Financial Report to that date  
Add: Receipts from October 1, 1940 to September 30, 1941  
Receipts from October 1, 1941 to September 30, 1942

## Total Receipts

Gross Amount Available for Expenditure and Completion of Project to September 30, 1942  
Charges to Revenue for Projects Completed October 1, 1940 to September 30, 1942:

Authori- zation Number	Date Authorized	Project Number	Description	Date Completed (Acct. Record)	Total Cost	Lateral Gasoline Tax	Gasoline Tax Refunds
		BC-128-44-72	Baltimore City's Share of Gasoline Tax for 1941	Sept. 30, 1941	\$1,434,332.05	\$1,418,081.41	\$5,656.65
		BC-128-45-72	Baltimore City's Share of Gasoline Tax for 1942	Sept. 30, 1942	1,363,942.80	1,351,094.60	12,881.50
					\$2,798,274.85	\$2,770,376.01	\$27,724.87
							2,798,100.88
							\$2,803,137.53

Remainder Available for Projects in Course of Construction at September 30, 1942

## Work in Progress.

Authori- zation Number	Date Authorized	Project Number	Description	Amount Authorized	Disbursements to Sept. 30, 1942	Estimated Expenses to Complete
			Charges to be made to Revenue for Disbursements on Work in Progress			None
			Cash on Hand, September 30, 1942			
			Estimated Remainder to be Disbursed to Complete Work in Progress			\$4,882.68
			Approximate Balance Available for Additional Projects at September 30, 1942			None
						\$4,882.68
						\$4,882.68

ITALICS INDICATE REB FIGURES

STATEMENT OF ACCOUNT  
GRADE ELIMINATION  
(1/2 CENT GASOLINE TAX)

October 1, 1940, to September 30, 1942

Remainder Available for Projects in Course of Construction at September 30, 1940, per financial report to that date  
Add: Receipts from October 1, 1940 to September 30, 1941  
October 1, 1941 to September 30, 1942

4¢ Gasoline Tax	\$2,758,228.30
	\$1,274,566.06
	1,212,623.71
	\$2,487,190.37
	\$5,245,418.67

Gross Amount Available for Expenditure and Completion of Projects to September 30, 1942

Charges to Revenue for Projects Completed, October 1, 1940 to September 30, 1942:

Authorizing Number	Date Authorized	Project Number	Description	Date Completed (Acct. Record)	Total Cost
236-3	Jan. 17, 1933	W-53-63	Hagerstown Grade Elimination, Pref. Eng. Costs	Jan. 31, 1941	\$323.44
		C-77-43	Bridge St. in Elkton, Additional Costs	Sept. 30, 1941	.95
			To Chesapeake Bay Ferry System, Dept. Service Account	May 31, 1942	93,000.00
			Balances of various Federal Funds closed into Grade Elimination Account	Sept. 30, 1942	760,661.36
					\$83,985.75
					\$83,985.75

Remainder Available for Projects in Course of Construction at September 30, 1942

Work in Progress September 30, 1942:

Expended to date by State Roads Commission (See Below)

Cash on Hand, September 30, 1942

Estimated Remainder to be Disbursed to Complete Work in Progress

Condition of Fund at September 30, 1942, to be applied in liquidation of overdrafts in other construction funds

Work in Progress, September 30, 1942:

	\$4,391,432.92
	34,075.71
	\$4,357,357.21
	330.63
	\$4,357,026.58

Railroad Company and Location of Project	Authorizing Number	Date Authorized	Project Number	Description	Amount of Authorization	Total Disbursements to Date	Estimated Total Cost	ESTIMATED RAILROAD SHARE OF TOTAL COST	
								Total Share	Unadjusted Portion
BALTIMORE AND OHIO RAILROAD Co., Harrison St.	265-3	Mar. 2, 1933	A-103-63	Preliminary Engineering Costs TOTAL, BALTIMORE AND OHIO	\$900.00 \$900.00	\$671.76 \$671.76	\$671.76 \$671.76		
WASHINGTON, BALTIMORE AND ANNAPOLIS DEL.-THE RAILROAD Co., Ighehart.	226-3	Jan. 17, 1933	AA-107-33	Preliminary Engineering Costs TOTAL, WASHINGTON, BALTIMORE AND ANNAPOLIS	\$900.00 \$900.00	\$869.37 \$869.37	\$900.00 \$900.00		
MARYLAND AND PENNSYLVANIA RAILROAD Co., Fallston	644-2 645-2	Sept. 13, 1932 Sept. 22, 1932	H-155-43 H-155-143	Construct Grade Elimination Costs to be incurred by Md. and Pa. A. R. Total Fallston	\$23,801.53 300.00	\$32,534.58 300.00	\$32,534.58 300.00	\$32,534.58 \$32,534.58	\$10,123.92
TOTAL, MARYLAND AND PENNSYLVANIA					\$24,161.53	\$32,534.58	\$32,534.58	\$32,534.58	\$10,123.92
GRAND TOTAL					\$25,561.53	\$34,075.71	\$34,075.71	\$34,075.71	\$10,123.92

**STATEMENT OF ACCOUNT  
FEDERAL GRADE ELIMINATION FUND  
1936 APPROPRIATION**

Exhibit 7

October 1, 1946, to September 30, 1942

Remainder Available for Projects in Course of Construction at September 30, 1940, per financial report to that date  
Add: Receipts from October 1, 1940 to September 30, 1941  
October 1, 1941 to September 30, 1942

Gross Amount Available for Expenditures and Completion of Projects to September 30, 1942  
Charges to Revenue for Projects Completed October 1, 1940 to September 30, 1942:

Authori- zation Number	Date Authorized	Projects Number	Description	Date Completed (Acct. Record)	Total Cost
8-90-121			Near Pocumoke, Relocation of Flashing Light. Additional Costs	Oct. 31, 1940	\$606.52
F-210-3-421			Edgewood Grade Elimination. Additional Penna. R. R. Costs	Nov. 30, 1940	193.32
B-102-1-621			Approaches to Sublansville Grade Elimination. Additional Costs	Nov. 30, 1940	35.23
B-323-1-431			Approaches to Glen Morris Grade Elimination. Additional Costs	Nov. 30, 1940	114.00
B-102-1-421			Approaches to Willsboro Grade Elimination. Additional Costs	Dec. 31, 1940	52.50
Ce-103-1-421			Singery Grade Elimination. Additional Costs	Dec. 31, 1940	52.50
AA-74-2-321			Approaches to Dorsey Grade Elimination. Additional Costs	Mar. 31, 1941	100.00
F-299-2-821	June 22, 1937		Approaches to Beltsville Grade Elimination. Additional Costs	Apr. 30, 1941	106,806.70
AA-290-1-321			Odenton Grade Elimination. Additional Costs	Apr. 30, 1941	452.15
M-117-3-21			Rockville Grade Elimination. Additional Pref. Eng. Costs	Sept. 30, 1942	14.00
B-323-3-421			Approaches to Winans Grade Elimination. Additional Costs	Sept. 30, 1942	39.21
					\$108,433.32

Remainder Available for Projects in Course of Construction at September 30, 1942

**Work In Progress, September 30, 1942:**

Authori- zation Number	Date Authorized	Project Number	Description	Amount Authorized	Disburse- ments to Sept. 30, 1942	Estimated Expenditures to Complete
B-325-4-21			Ruxton Grade Elimination. Pref. Eng. Costs		\$10.01	
B-332-4-21			Arbutus-Haledorpe Grade Elimination. Pref. Eng. Costs		4,358.37	
F-108-2-21			Grade Elimination at Northeast, Pref. Eng. Costs		7.14	
F-138-1-421			Aberdeen Grade Elimination. Pref. Eng. Costs	\$500.00	7,366.55	
B-102-1-421			Approaches to Beltsville Grade Elimination. Pref. Eng. Costs		14.40	
B-138-2-421			Approaches to Aberdeen Grade Elimination		77.00	
M-117-7-321			Rockville Grade Elimination		106.15	
S-90-1-21			West of Pocumoke. Highway Guardian Barrier		1,372.70	
W-325-6-21			Flashing Light Signal at Seminary Ave. in Hancock		1,309.07	
					\$14,622.15	

Charges to be made to Revenue for Disbursements on Work in Progress

**Cash Position Overdrawn September 30, 1942**

Estimated Remainder to be Disbursed to Complete Work in Progress

Overdrawn Balance before Increments from Federal Funds and Revenue Transfers

Add: Anticipated Revenue Accruing from Federal Funds  
Revenue to be transferred from Special Construction Fund of 1936 for Glen Morris Grade Elimination.  
Revenue to be transferred to Regular Federal Aid—1939 Appropriation for Red Mill Grade Elimination.

Approximate Overdrawn Position at September 30, 1942

ITALICS INDICATE RED FIGURES.

Schedule 30

Federal Government	Other
\$52,102.87	\$4,429.92
79,055.68	39,258.53
\$131,198.55	\$43,688.45
\$77,074.55	

108,433.32  
\$85,677.57

\$99,150.02	None
\$600,150.02	\$214,884.16
	79,210.45
	31,792.89
	262,801.72
	\$837,825.50

## REPORT OF THE STATE ROADS COMMISSION

Exhibit 7  
Schedule 31STATEMENT OF ACCOUNT  
FEDERAL GRADE ELIMINATION FUND—1938 Appropriation  
October 1, 1940 to September 30, 1942

Authori- Number	Date Authorized	Project Number	Description	Date Completed (Acc'd. Record)	Total Cost
261-40	Mar. 5, 1940	W-312-2-622	Antietam Grade Elimination, Drilling well on Slatery property	Feb. 28, 1941	\$572.91
223-40	Feb. 5, 1940	C-154-1-422	Leslie Grade Elimination, Northeast, Bayview Road	Jan. 31, 1942	146,292.64
261-40	Apr. 9, 1940	C-154-2-422	Leslie Grade Elimination, B. & O. R. R., Force Eliminant work	Apr. 30, 1942	7,142.27
311-3	June 14, 1939	W-311-1-622	Washington to Chase Sts. in Hagerstown, Grade Elimination	Apr. 30, 1942	168,961.87
					\$322,969.69
					\$210,063.73
				None	None
					\$210,063.73
					101,252.81
					16,000.00
					128,897.11
					66,740.39
					\$141,333.45

Remainder Available for Projects in Course of Construction at September 30, 1940, per financial report to that date  
 Add: Receipts from October 1, 1940 to September 30, 1941  
 October 1, 1941 to September 30, 1942

Gross Amount Available for Expenditure and Completion of Projects to September 30, 1942  
 Charges to Revenue for Projects Completed October 1, 1940 to September 30, 1942:

Remainder Available for Projects in Course of Construction at September 30, 1942  
 Charges to be made to Revenue for Disbursements on Work in Progress

Cash on Hand, September 30, 1942  
 Estimated Remainder to be disbursed to Complete Work in Progress  
 Balance before Increments from Federal Funds and Revenue Transfers  
 Anticipated Revenue Accruing from Federal Funds and Revenue Transfers  
 Revenue to be transferred from Federal Aid—1939 Appropriation, for Leslie Grade Elimination  
 Revenue to be transferred from Federal Aid—1939 Appropriation, for Red Mill Grade Elimination  
 Revenue to be transferred to Roadbar Federal Aid—1939 Appropriation, for the Hauesek Bridge

Approximate Balance Available for Additional Projects at September 30, 1942

ITALICS INDICATE RED FIGURES.

STATEMENT OF ACCOUNT  
**FEDERAL GRADE ELIMINATION—1939 Appropriation**  
 October 1, 1940, to September 30, 1942

Exhibit 7  
 Schedule 32

Remainder Available for Projects in Course of Construction at September 30, 1940, per Financial Report to that date  
**Add: Receipts from October 1, 1940 to September 30, 1941**  
 October 1, 1941 to September 30, 1942

Gross Amount Available for Expenditure and Completion of Projects to September 30, 1942  
**Charges to Revenue for Projects Completed, October 1, 1940 to September 30, 1942:**

Number	Date Authorized	Project Number	Description	Date Completed (Aveq. Record)	Total Cost
W-312-643			Grade Elimination, Shephardstown-Sharpsburg Rd. (Antietam), Prcl. Eng. Costs	Feb. 28, 1941	\$5,011.33
196-40	Jan. 10, 1940	P-355-843	Branchville Grade Elimination, Prcl. Eng. Costs	Feb. 28, 1942	210,335.40
442-40	June 27, 1940	B-407-1-443	Antietam Grade Elimination and Approach, Bridge over Gwynn's Falls and W. Md. R. R. at McDermogh	Apr. 30, 1942	83,110.23
W-312-3-643			Antietam Grade Elimination, Fare Account Work by V. & W. R. R.	Aug. 31, 1942	9,441.24
					<b>\$312,369.84</b>

Federal Government  
**\$123,150.00**  
 160,440.35  
**\$374,079.62**

**Work in Progress, September 30, 1942:**

Authori- zation Number	Date Authorized	Project Number	Description	Amount Authorized	Disburse- ments to Sept. 30, 1942	Estimated Expenditures to Complete
B-409-443			Flashing Light Signal, M. & P. R. R. at Long Green		\$414.77	
B-401-443			Flashing Light Signal, M. & P. R. R. at Hillen Road, Towson		183.74	
CI-251-343			Landover Grade Elimination, Approaches		2,241.83	
P-389-2-843			Branchville Rd., Edmondson-Greenbelt Rd. to Washington Blvd.		11.54	
P-385-1-543	June 10, 1941		Branchville, Lowering tracks of Capital Transit Co.		496,954.23	\$125,015.31
341-41	May 29, 1941		Branchville, Property adjustment		2,500.00	1,236.99
531-41	Aug. 11, 1941		Blades Island and Melrose Ave. Signal		3,129.50	1,202.93
439-41	July 1, 1941	P-433-543	Antietam Grade Elimination and Approach, Additional Costs		4,800.00	152.16
		W-312-1-643	Antietam Grade Elimination, Property adjustment		102.47	
		W-312-4-643	Antietam Grade Elimination, Property adjustment		102.47	
684-42	Sept. 26, 1942	W-312-5-643	Antietam Grade Elimination, R. W. costs		1,283.30	1,283.30
			Charges to Revenue for Disbursements on Work in Progress		\$478,451.37	478,451.37

**Cash Position Overdrawn, September 30, 1943**

Estimated Remainder to be Disbursed to Complete Work in Progress

Balance before Increments from Federal Funds and Revenue Transfer

**Add: Anticipated Revenue Accruing from Federal Appropriations**

Revenue to be transferred from Regular Federal Aid 1939 Appropriation for Antietam Underpass

Revenue to be transferred from Federal Grade Elimination 1940 Appropriation for Branchville Overhead

**Approximate Overdrawn Position at September 30, 1942**

ITALICS INDICATE RED FIGURES.

128,800.69  
**\$128,800.69**  
 311,736.43  
 18,000.00  
 36,098.22  
**\$545,632.28**  
 365,834.65  
**\$179,797.63**

STATEMENT OF ACCOUNT  
**FEDERAL GRADE ELIMINATION FUND—1940 Appropriation**  
 October 1, 1940, to September 30, 1942

Federal Government  
 \$46,991.00  
 168,000.00  
 \$214,991.00

Remainder Available for Projects in Course of Construction at September 30, 1940, per financial report to that date  
 Add: Receipts from October 1, 1940 to September 30, 1941  
 October 1, 1941 to September 30, 1942

Gross Amount Available for Expenditure and Completion of Projects to September 30, 1942  
**Charges to Revenue for Projects Completed, October 1, 1940 to September 30, 1942:**

Author- ization Number	Date Authorized	Project Number	Description	Date Completed (Acctg. Record)	Total Cost
A-224-5-644			Flashing Light Signal on C. & P. R. R. at Morrisport	Apr. 30, 1942	\$2,517.21
A-268-6-44			Flashing Light Signal on C. & P. R. R. at Westport	Apr. 30, 1942	2,669.45
A-269-6-44			Flashing Light Signal on C. & P. R. R. at Allegany Crossing	Apr. 30, 1942	2,743.73
A-304-6-44			Flashing Light Signal on C. & P. R. R. at Cooks Crossing	Apr. 30, 1942	2,588.56
A-304-6-44			Flashing Light Signal on C. & P. R. R. at Do Walls Crossing	Apr. 30, 1942	2,734.12
A-302-6-44			Flashing Light Signal on C. & P. R. R. at Franklin Crossing		\$13,620.00
					13,620.00
					\$201,371.00

Remainder Available for Projects in Course of Construction at September 30, 1942  
**Work in Progress September 30, 1942:**

Author- ization Number	Date Authorized	Project Number	Description	Amount Authorized	Disburse- ments to Sept. 30, 1942	Estimated Expenditures to Complete
AA-196-5-344			Insurance Grade Elimination, Force Account work by B. & O. R. R.		\$1.64	
H-196-5-344			Flashing Light Signal on B. & A. R. R. at Saunders Range		4,603.60	
AA-296-3-44			Flashing Light Signal on B. & A. R. R. at North Lanthicum		3,482.48	
AA-296-3-44			Flashing Light Signal on B. & O. R. R. at Woodhope		2,285.27	
CI-245-3-44			Flashing Light Signal on B. & O. R. R. at Point of Rocks		2,308.28	
CI-244-3-44			Flashing Light Signal on B. & O. R. R. at Hanover		2,926.09	
F-372-6-44			Flashing Light Signal on B. & O. R. R. at Hanover		5.49	
H-195-3-44			Flashing Light Signal on B. & O. R. R. at Hollofield		3,152.48	
H-196-3-44			Flashing Light Signal on B. & O. R. R. at Derwood		114,539.17	\$12,951.04
H-196-3-44			Flashing Light Signal on B. & O. R. R. at Gathershourg		6,258.62	
M-245-3-44			Flashing Light Signal on B. & O. R. R. Defense Highway at		8,684.11	
M-245-3-44			Bladensburg Signal on B. & O. R. R. at Contee		5.49	
P-429-8-44			Flashing Light Signal on B. & O. R. R. at Sunnyside		1,145.78	
P-436-8-44			Flashing Light Signal on B. & O. R. R. at Weverton		2,147.00	
P-431-8-44						
W-337-6-44						
			Charges to be made to Revenue for Disbursements on Work in Progress		\$151,560.74	151,560.74
					\$49,810.26	\$49,810.26
						\$12,951.04
						106,107.22
						\$1,145.78
						36,098.89
						\$95,722.44

Charges to be made to Revenue for Disbursements on Work in Progress  
 Cash on Hand, September 30, 1942

Estimated Remainder to be Disbursed to Complete Work in Progress

Balance before Increments from Federal Funds  
 Add: Anticipated Revenue Accounted for from Federal Appropriations  
 Revenue to be transferred to "Federal Grade Elimination Fund—1941 Appropriation" for Landover Grade Elimination  
 Revenue to be transferred to "Federal Grade Elimination Fund—1939 Appropriation" for Branchville Overhead Structure

Approximate Balance Available for Additional Projects at September 30, 1942



STATEMENT OF ACCOUNT  
**FEDERAL GRADE ELIMINATION—1941 Appropriation**  
 October 1, 1940, to September 30, 1942

Exhibit 7  
 Schedule 34

Remainder Available for Projects in Course of Construction at September 30, 1940		Transferred from Reconstruction Funds		None	
Add: Receipts from October 1, 1940 to September 30, 1941		\$50,000.00			
October 1, 1941 to September 30, 1942		\$50,000.00		\$50,000.00	
Gross Amount Available for Expenditure and Completion of Projects to September 30, 1942					
Charges to Revenue for Projects Completed October 1, 1940 to September 30, 1942:					
Author-ization Number	Date Authorized	Project Number	Description	Total Cost.	
		AA-198-351			
		HO-199-351	Jessup Grade Elimination, Prel. Eng. Costs	\$6,137.52	
		P-300-551	Landover Grade Elimination, Prel. Eng. Costs	6,589.13	
				\$12,726.65	
				12,726.65	
Remainder Available for Projects in Course of Construction at September 30, 1942:					
Work in Progress, September 30, 1942:					
Author-ization Number	Date Authorized	Project Number	Description	Disburse-ments to Sept. 30, 1942	Estimated Expenses to Complete
		AA-198-1-351			
552-41	Sept. 3, 1941	HO-199-1-351	Jessup Grade Separation and Approaches	\$222,641.16	\$50,949.75
388-41	June 5, 1941	P-300-1-551	Defense Highway, Landover Rd. twd. Marlboro	443,612.92	111,438.06
568-41	Sept. 23, 1941	P-300-3-551	Landover Grade Elimination, Reimburse Penna. R. R.	42,560.00	19,229.11
			Charges to be made to Revenue for Disbursements on Work in Progress	\$547,146.15	547,146.15
				\$509,872.80	\$161,607.93
Cash Position Overdrawn, September 30, 1942					\$161,607.93
Estimated Remainder to be Disbursed to Complete Work in Progress					\$674,480.78
Approximate Overdrawn Position before Increments from Federal Funds and Revenue Transfers					261,130.20
Add: Anticipated Revenue Accruing from Federal Appropriation					81,145.78
Revenue to be transferred from "Federal Grade Elimination—1940 Appropriation" for Landover Grade Elimination					342,275.58
Approximate Overdrawn Position at September 30, 1942					\$389,809.75

ITALICS INDICATE RED FIGURES.

Exhibit 7

STATEMENT OF ACCOUNT  
FEDERAL GRADE ELIMINATION—1942 APPROPRIATION  
October 1, 1940, to September 30, 1942

Schedule 45

	Reconstruction Funds	Federal Government	None
Remainder Available for Projects in Course of Construction at September 30, 1940			
Add: Receipts from October 1, 1940, to September 30, 1941	\$50,000.00	\$140,000.00	\$190,000.00
October 1, 1941, to September 30, 1942	\$50,000.00	\$140,000.00	\$190,000.00
Gross Amount Available for Expenditure and Completion of Projects to September 30, 1942			
Charges to Revenue for Projects Completed, October 1, 1940, to September 30, 1942			
Remainder Available for Projects in Course of Construction at September 30, 1942			
Charges to be made to Revenue for Disbursements on Work in Progress			
Cash on Hand, September 30, 1942			\$190,000.00
Estimated Remainder to be Disbursed to Complete Work in Progress			\$190,000.00
Balance before Increments from Federal Funds			\$4,159.00
Add: Anticipated Revenue Accruing from Federal Appropriations			\$254,759.00
Approximate Balance Available for Additional Projects at September 30, 1942			

Exhibit 7

STATEMENT OF ACCOUNT  
FEDERAL GRADE ELIMINATION—1943 APPROPRIATION  
October 1, 1940, to September 30, 1942

Schedule 36

	None
Remainder Available for Projects in Course of Construction at September 30, 1940	
Add: Receipts from October 1, 1940, to September 30, 1942	None
Gross Amount Available for Expenditure and Completion of Projects to September 30, 1942	
Charges to Revenue for Projects Completed, October 1, 1940, to September 30, 1942	None
Remainder Available for Projects in Course of Construction at September 30, 1942	
Charges to be made to Revenue for Disbursements on Work in Progress	None
Cash on Hand, September 30, 1942	None
Estimated Remainder to be Disbursed to Complete Work in Progress	None
Balance before Increments from Federal Funds	None
Add: Anticipated Revenue Accruing from Federal Appropriation	\$197,436.00
Approximate Balance Available for Additional Projects at September 30, 1942	\$197,436.00

**STATEMENT OF ACCOUNT**  
**REGULAR FEDERAL AID—1936 Appropriation**  
 October 1, 1940 to September 30, 1942

Exhibit 7

Schedule 36-A

Overdrawn Balance in the Revenue Account at September 30, 1940, per financial report to that date  
 Add: Receipts from October 1, 1940 to September 30, 1942

Schedule 36-A  
 \$163,913.84  
 None  
 \$163,913.84

Gross Amount Available for Expenditures and Completion of Project to September 30, 1942  
 Charges to Revenue for Projects Completed October 1, 1940 to September 30, 1942.

Authori- zation Number	Date Authorized	Project Number	Description	Date Completed (Acctg. Record)	Total Cost
		B-317-1-428	Philadelphia Rd. City Line-Golden Ring.	Sept. 30, 1942	\$15.41
		B-317-1-428	Philadelphia Rd. Golden Ring-Cowenton.	Sept. 30, 1942	90.00
					\$105.41

Overdrawn Balance transferred into the Grade Elimination (Revenue from 1/2 Gasoline Tax) Account

**Balance**

\$164,019.25  
 164,019.25

None

FIGURES INDICATE RED FIGURES.

## REPORT OF THE STATE ROADS COMMISSION

Exhibit 7

Schedule 37

STATEMENT OF ACCOUNT  
 REGULAR FEDERAL AID—1937 Appropriation  
 October 1, 1940, to September 30, 1942

Remainder Available for Projects in Course of Construction at September 30, 1940, per financial report to that date Add: Receipts from October 1, 1941 to September 30, 1942	Federal Government		Other	Total Cost
	Date Completed (Acctg. Record)			
	Nov. 30, 1940	\$14,290.08	\$779.57	\$2,308.10
		\$14,290.08	\$779.57	294.13
				342.25
				101.93
				\$3,073.41
				\$231,449.77
				None
				\$231,449.77
				None
				\$231,449.77
				27,450.00
				\$91,750.00
				174,880.00
				\$405,789.77

Gross Amount Available for Expenditure and Completion of Projects to September 30, 1942  
 Charges to Revenue for Projects Completed, October 1, 1940 to September 30, 1942:

Authorization Number	Date Authorized	Project Number	Description
Ch-180-1-829			Walbert-Hughesville Rd. (twl. Oaks, Additional Costs
B-345-1-420			Rolling Rd., Patuxent River to Rogers Ave. Additional Costs
H-157-5-329			National Pike, west of Everts Creek to Wolfe Hill. Additional Costs
A-2-213-320			Aunapolis Blvd. Jones Station to Severn River Bridge. Additional Costs

Remainder Available for Projects in Course of Construction at September 30, 1942  
 Charges to be made to Revenue for Disbursements on Work in Progress

Cash Position Overdrawn, September 30, 1942

Estimated Remainder to be Disbursed to Complete Work in Progress

Approximate Overdrawn Position before Increments from Federal Funds and Revenue Transfers

Add: Anticipated Revenue Accruing from Federal Appropriation

Revenue to be transferred to "1936 Flood Relief" for Construction of the Hancock Bridge

Approximate Overdrawn Position, September 30, 1942

ITALICS INDICATE RED FIGURES.

REPORT OF THE STATE ROADS COMMISSION

Exhibit 7

Schedule 38

STATEMENT OF ACCOUNT  
REGULAR FEDERAL AID—1938 Appropriation  
October 1, 1940 to September 30, 1942

Federal Government  
\$105,933.89  
9,847.29  
\$115,781.18  
\$970,303.35

Reminder Available for Projects in Course of Construction at September 30, 1940, per financial report to that date  
Add: Receipts from October 1, 1940 to September 30, 1941  
October 1, 1941 to September 30, 1942

Gross Amount Available for Expenditure and Completion of Projects to September 30, 1942  
Charges to Revenue for Projects Completed, October 1, 1940 to September 30, 1942:

Author- ization Number	Date Authorized	Project Number	Description	Date Completed (Acctg Record)	Total Cost
773-9	Aug. 23, 1939	Ce-215-430 Ch-173-830 C-382-1-430 C-382-1-430	Philadelphia Road Landing Lane to Chesapeake City Road Waldorf-Hughesville, S. of Beantown to Bryantown. Additional Costs Liberty Road North Branch twl. Ekersburg. Additional Costs..	Oct. 31, 1940 Oct. 31, 1940 Nov. 30, 1940	\$70,009.72 1,612.56 41.71
525-9	May 16, 1939	B-318-10-430 B-184-10-430	Philadelphia Road—Furnish and place plant material	Jan. 31, 1941	72,545.49
466-9	July 31, 1939	P-281-4-830	New Hampshire Ave. University Lane twl. White Oak	Jan. 31, 1941	80,082.75
225-40	Feb. 6, 1940	C-102-1-830	Solomons Island Road Grading. Additional Costs	Jan. 31, 1941	3,554.09
774-9	Aug. 23, 1939	B-375-2-430	Sparrows Point Road Cozma property adjustments	Feb. 28, 1941	7,591.12
652-9	July 5, 1939	Ce-216-430 AA-213-2-330 C-209-430	Philadelphia Road, Poy's Hill to North Post. Grade, drain, etc. Arlington Blvd. to North Post. River Bridge. Additional Costs Philadelphia Road Northeast-Elkton. Additional Costs	Apr. 30, 1941 Oct. 31, 1941 Mar. 31, 1942	189,457.03 189,457.03 296,395.69
788-9	Sept. 13, 1939	S-85-1-430 Ch-173-1-830	Crisfield-Hopewell. Additional Costs Waldorf-Hughesville	June 30, 1942 June 30, 1942	59.09 474.09
					\$967,467.21

\$967,467.21  
\$2,836.14

Remainder Available for Projects in Course of Construction at September 30, 1942  
Work in Progress, September 30, 1942:

Author- ization Number	Date Authorized	Project Number	Description	Amount Authorized	Disburse- ments to Sept. 30, 1942	Estimated Expenditures to Complete
754-9	Aug. 8, 1939	AA-263-330 B-379-1-430	Annapolis Bypass, Pred. Eng. Costs Sparrows Point Road, Sparrows Point to Wise Ave., Grade, drain, etc.	\$289,384.76	\$7,353.43	\$12,226.31
		B-392-430 B-392-1-430 Ho-163-2-330	Wilkins Ave. and Washington Blvd. at Winans, Pred. Eng. Costs. Wilkins Ave. and Washington Blvd. at Winans, Roadway Edmondson Ave. extended. Chaggett property adjustment		277,158.45 7,270.54 25,799.96 15.59	
			Charges to be made to Revenue for Disbursements on Work in Progress		\$317,597.97	
						\$314,761.83

\$12,226.31  
\$12,226.31  
\$285,988.14  
25,201.50  
\$301,189.64

Cash Position Overdrawn, September 30, 1942  
Estimated Remainder to be disbursed to Complete Work in Progress  
Balance before Increments from Federal Funds  
Add: Anticipated Revenue Accruing from Federal Appropriations  
Approximate Overdrawn Position at September 30, 1942

ITALICS INDICATE RED FIGURES.

Exhibit 7

STATEMENT OF ACCOUNT  
REGULAR FEDERAL AID—1939 Appropriation  
October 1, 1940 to September 30, 1942

Federal Government  
\$401,499.08  
373,358.95  
\$2,129,640.12

Remainder Available for Projects in Course of Construction at September 30, 1940, per financial report, to that date  
Add: Receipts from October 1, 1940 to September 30, 1941  
October 1, 1941 to September 30, 1942

Charges Amount Available for Expenditure and Completion of Projects to September 30, 1942:  
Projects to Revenue for Projects Completed, October 1, 1940 to September 30, 1942:

Authori- zation Number	Date Authorized	Project Number	Description	Date Completed (Acct. Record)	Total Cost
C-126-2-533	Sept. 10, 1940		Adjustment to property of Herman Smith	Jan. 31, 1941	\$2,135.10
W-180-1-333	Mar. 16, 1937		Bridge over Peach Blossom Creek, Fred Eng. Costs	Jan. 31, 1941	13,576.84
227-7			Chesapeake Bay, Fred Eng. Costs	Jan. 31, 1941	130.08
			Philadelphia Road, Furnish plant material	Feb. 28, 1941	14,130.12
526-9	Sept. 17, 1939	B-317-3-433	Construction Office building at Ocean City Bridge	Mar. 30, 1941	1,157.02
246-40	May 21, 1940	H-180-4-133	Philadelphia Road, Winners Run-Outer Creek, Roadside development	Apr. 30, 1941	18,952.45
105-40	Dec. 20, 1939	H-185-6-433	Philadelphia Road and Landing at Foy's Hill signal	Apr. 30, 1941	74,851.62
244-40	Feb. 20, 1940	C-126-1-833	Philadelphia Road and Landing at Foy's Hill signal	Sept. 30, 1941	3,371.53
443-40	July 2, 1940	C-185-X-433	Philadelphia Road, Chesapeake City Rd. to Delaware Lane, Roadside Develop-	Apr. 30, 1942	21,914.99
772-9	Aug. 23, 1939	C-180-3-233	Philadelphia Road, Foy's Hill to Broad Creek, Concrete surfacing	Apr. 30, 1942	28,855.33
593-40	May 21, 1940	C-208-1-233	Philadelphia Road, Broad Creek to Northeast, Concrete surfacing	Apr. 30, 1942	128,125.90
382-40	May 21, 1940	C-208-3-233	Philadelphia Road, Bacon Hill twd. Elkton, Concrete surfacing	Apr. 30, 1942	194,010.24
384-40	May 21, 1940	C-209-1-233	Philadelphia Road, Northeast to Bacon Hill Concrete surfacing	July 31, 1942	227,434.39
359-40	May 2, 1940	W-189-1-133	Bridge over Sinepuxent Bay, Construction	Sept. 30, 1942	986,547.11
					\$1,955,012.13
					\$174,627.99

Remainder Available for Projects in Course of Construction at September 30, 1942:  
Work in Progress, September 30, 1942:

Authori- zation Number	Date Authorized	Project Number	Description	Amount Authorized	Disburse- ments to Sept. 30, 1942	Estimated Expenditures to Complete
336-40	May 7, 1940	C-183-433	Philadelphia Road, Elkton-Chesapeake City Road	\$27,681.73	\$507,494.57	\$20,185.76
		C-185-2-433	Philadelphia Road, Elkton-Chesapeake City Road, Force account work		21,861.38	
263-41	Feb. 18, 1941	C-309X-2-433	Philadelphia R-4, Northeast-Elkton, Gleba property adjustment	2,127.80	2,091.58	84.22
		T-73-233	Bridge over Peach Blossom Creek on Elkton-Trappee Rd., Fiel- Eng. Costs		8,587.56	
		T-73-1-233	Passion to Peach Blossom Creek		22,159.89	
		T-73-3-233	Passion-Trappee Road, Channelization		108.71	
			Charges to be made to Revenue for Disbursements on Work in Progress		\$562,364.09	
					\$337,736.10	
					20,270.98	
					\$408,007.06	

Cash Position Overdrawn, September 30, 1942

Balance before Increments from Federal Funds and Revenue Transfers	233,799.25
Add: Revenue Accruing from Federal Appropriations	128,207.11
Revenue to be transferred from Federal Grade Elimination—1938 Appropriation for Red Mill Grade Elimination	31,792.89
Revenue to be transferred from Federal Grade Elimination—1936 Appropriation for Red Mill Grade Elimination	18,000.00
Revenue to be transferred to Federal Grade Elimination—1939 Appropriation for Underpass	16,000.00
Revenue to be transferred to Federal Grade Elimination—1938 Appropriation for Leslie Grade Elimination	359,799.25
Approximate Overdrawn Position at September 30, 1942	\$48,307.83

ITALICS INDICATE RED FIGURES.

Exhibit 7  
Schedule 40

STATEMENT OF ACCOUNT  
REGULAR FEDERAL AID—1940 Appropriation  
October 1, 1940, to September 30, 1942

Number	Date	Project Number	Description	Date Completed (Acctg. Record)	Total Cost	Federal Government
414-40	July 14, 1940	B-187-0-434	Philadelphia Road, Church Creek to Aberdeen, Roadside beautification	May 31, 1941	\$10,716.75	\$1,129,834.46
514-40	Aug. 27, 1940	CE-215-1-434	Philadelphia Road, Landing Lane, Chesapeake City, Concrete Surfacing	Aug 31, 1941	50,367.73	\$359,625.13
			Bridge over Big Pipe Creek at Bruceville	Feb. 28, 1942	1,541.68	252,648.78
403-40	July 28, 1940	CE-214-434	Philadelphia Road, Alken Road, Principio, Graded-drain and surface	Apr. 30, 1942	254,351.24	
337-40	Apr. 25, 1940	CE-222-434	Philadelphia Road, Principio, Poy's Hill	Apr. 30, 1942	184,103.48	
415-40	July 4, 1940	W-752-2-534	Reed, Blossum Creek to Trappe	Apr. 30, 1942	340,371.36	
415-42	Sept. 26, 1940	W-752-3-534	Reed, Blossum Creek to Trappe	Apr. 30, 1942	340,371.36	
572-40	Sept. 26, 1940	CI-205-1-334	Francis Scott Key Hwy., N. of Bruceville twd. Keymar, 1.104 mi. concrete	June 30, 1942	109,022.29	\$1,742,065.37

Remainder Available for Projects in Course of Construction at September 30, 1940, per financial report to that date

Add: Receipts from October 1, 1941 to September 30, 1941

Gross Amount Available for Expenditure and Completion of Projects to September 30, 1942

Charges to Revenue for Projects Completed, October 1, 1940 to September 30, 1942:

Author-ization Number	Date Authorized	Project Number	Description	Amount Authorized	Disburse-ments to Sept. 30, 1942	Estimated Expenditures to Complete
443-41	July 1, 1941	B-336-1-434	Edmondson Ave., Baltimore City, Lane-Rolling Road, surfacing..	\$577,066.82	\$525,015.29	\$52,051.53
518-41	Aug. 11, 1941	B-336-3-434	Edmondson Ave., Redeveloping Water Bureau Station	11,703.63	3,400.00	8,303.63
369-41	May 28, 1941	CE-214-434	Alben Road to Principio, Roadside beautification..	36,666.42	29,307.05	469.47
441-40	June 27, 1940	W-182-1-634	Bridge and approach, Tomoloway Creek on National Pike	290,526.57	273,757.82	16,738.75
			Charges to be made to Revenue for Disbursements on Work in Progress		\$835,175.45	
						\$851,747.61
						\$790,260.70

Remainder Available for Projects in Course of Construction at September 30, 1942:

Work in Progress, September 30, 1942:

Author-ization Number	Date Authorized	Project Number	Description	Amount Authorized	Disburse-ments to Sept. 30, 1942	Estimated Expenditures to Complete
443-41	July 1, 1941	B-336-1-434	Edmondson Ave., Baltimore City, Lane-Rolling Road, surfacing..	\$577,066.82	\$525,015.29	\$52,051.53
518-41	Aug. 11, 1941	B-336-3-434	Edmondson Ave., Redeveloping Water Bureau Station	11,703.63	3,400.00	8,303.63
369-41	May 28, 1941	CE-214-434	Alben Road to Principio, Roadside beautification..	36,666.42	29,307.05	469.47
441-40	June 27, 1940	W-182-1-634	Bridge and approach, Tomoloway Creek on National Pike	290,526.57	273,757.82	16,738.75
			Charges to be made to Revenue for Disbursements on Work in Progress		\$835,175.45	
						\$851,747.61
						\$790,260.70

Cash Position Overdrawn, September 30, 1942

Estimated Remainder to be disbursed to complete Work in Progress

Balance before Increments from Federal Funds and Revenue Transfers

Add: Anticipated Revenue Accruing from Federal Appropriations

Revenue to be transferred to Special Account for Studies of Baltimore-Washington Blvd.

Approximate Overdrawn Position at September 30, 1942

						\$74,504.38
						\$119,419.07
						140,060.00
						109,191.54
						\$10,227.53

ITALIC'S INDICATE RED FIGURES.

Exhibit 7  
Schedule 41STATEMENT OF ACCOUNT  
REGULAR FEDERAL AID—1941 Appropriation  
October 1, 1940, to September 30, 1942

Transferred from Reconstruction Funds	Federal Government	None
\$1,194,288.00	\$25,900.00	
\$1,194,288.00	594,100.00	
	\$619,900.00	
		\$1,813,888.00
		\$1,813,888.00

Remainder Available for Projects in Course of Construction at September 30, 1940, per financial report to that date \$1,194,288.00

Add: Receipts from October 1, 1941 to September 30, 1941

Gross Amount Available for Expenditure and Completion of Projects to September 30, 1942

Charges to Revenue for Projects Completed, October 1, 1940 to September 30, 1942:

Project Number	Date Authorized	Description	Date Completed (Acctg. Record)	Total Cost
859-5 <td>June 30, 1935 <td>660 Alton twd. Waldorf, Prel. Eng. Costs</td> <td>Jan. 31, 1942</td> <td>\$2,667.06</td> </td>	June 30, 1935 <td>660 Alton twd. Waldorf, Prel. Eng. Costs</td> <td>Jan. 31, 1942</td> <td>\$2,667.06</td>	660 Alton twd. Waldorf, Prel. Eng. Costs	Jan. 31, 1942	\$2,667.06
		Receipts credited to Regular Federal Aid—1941; should apply to Regular Federal Aid 1940.	Feb. 28, 1942	45,900.00
		Waldorf, Prel. Eng. Costs	Aug. 31, 1942	3,669.30
		Waldorf, Prel. Eng. Costs	Aug. 31, 1942	2,374.31
		Edmundson Ave. City Lane-Patapsco River, Prel. Eng. Costs	Aug. 31, 1942	8,257.82
				\$62,903.29
				\$1,750,984.71

Remainder Available for Projects in Course of Construction at September 30, 1942

Work in Progress, September 30, 1942:

Author-ization Number	Date Authorized	Project Number	Description	Amount Authorized	Disburse-ments to Sept. 30, 1942	Estimated Expenditures to Complete
497-41	July 24, 1941	C-843-546	Huntington-Prince Frederick, 4.32 mi. Concrete	\$342,074.85	\$337,654.94	\$4,419.91
229-42	Dec. 31, 1941	Ce-266-4246	Huntington-Prince Frederick, Red Mill, Roadside Beautification	33,494.65	31,250.78	2,243.87
430-41	June 24, 1941	Ce-205-1546	New Road to Allens Fresh, 2.122 mi. surfacing	235,421.06	214,106.89	21,314.17
602-41	Sept. 25, 1941	M-299-1346	Clumped Point Road to Riverside-La Plata Rd. Concrete Surface	441,736.73	347,926.09	93,810.67
..		P-281-5-546	New Hampshire Ave., Prince George County Lane twd. White Oak	124,837.89	121,501.50	3,336.39
89-41	Dec. 10, 1940	M-299-1-346	New Hampshire Ave., University Lane twd. White Oak, 1,860 mi.	452,907.51	327,863.32	125,044.19
441-41	July 1, 1941	Wo-189-5-146	Stoupeaux Bay to Herring Creek, 1.65 mi. dual highway			
			Charges to be made to Revenue for Disbursements on Work in Progress		\$1,380,602.02	
			Cash on Hand, September 30, 1942		\$370,382.69	
			Estimated Remainder to be Disbursed to Complete Work in Progress		\$250,169.17	
			Balance before increments from Federal Funds			\$120,213.52
			Add: Anticipated Revenue Accruing from Federal Appropriation			392,875.97
			Revenue to be transferred to Special Account for Construction of the Middle River Underpass			178,000.00
			Approximate Balance Available for Additional Projects at September 30, 1942			\$335,089.49

ITALICS INDICATE RED FIGURES.



STATEMENT OF ACCOUNT  
**REGULAR FEDERAL AID—1942 Appropriation**  
 October 1, 1940, to September 30, 1942

Exhibit 7

Schedule 42

Transferred from Reconstruction Funds  
 None  
 1,204,288.00  
 \$1,204,288.00

None

\$1,204,288.00

Remainder Available for Projects in Course of Construction at September 30, 1940  
**Add: Receipts from October 1, 1940 to September 30, 1941**  
**October 1, 1941 to September 30, 1942**

Gross Amount Available for Expenditure and Completion of Projects to September 30, 1942  
 Charges to Revenue for Projects Completed October 1, 1940 to September 30, 1942:

Author- ization Number	Date Authorized	Project Number	Description	Date Completed (Acctg Record)	Total Cost
532-41	Aug. 20, 1941	C-84N2-552	Huntington-France Frederick, Dowell Property Adjustment Revenue Transferred to "Federal Grade Elimination—1942 Appropriation"	Nov. 30, 1941	\$1,219.57
				Nov. 30, 1941	50,000.00
					\$51,219.57
					\$1,243,068.13

Remainder Available for Projects in Course of Construction at September 30, 1942  
**Work in Progress, September 30, 1942:**

Author- ization Number	Date Authorized	Project Number	Description	Amount Authorized	Disburse- ments to Sept. 30, 1942	Estimated Expenditures to Complete
		C-164-552	Solomons Island Road	\$347,236.87	\$54.76	
446-42	Apr. 28, 1942	Ch-221-552	La Plata-Lyons Corner, Prel. Eng. Costs		3,270.21	\$261,498.36
		Ch-221-1-552	La Plata-Lyons Corner, Construction of roadway		85,238.51	
		Ch-221-2-552	La Plata-Lyons Corner, George Lyons property adjustment		3,434.09	
		D-144-1-152	Vienna-Mc. Holly, Roadway		138.10	
		D-144-2-152	Bridge over Chicauxaux River on Vienna-Mc. Holly Road		27,107.19	102,022.33
621-42	Aug. 10, 1942	F-382-1-62	National Fly at Jug Bridge	219,120.52		
300-42	June	F-382-2-62	Washington-Mc. Holly at Frederick	284,323.50		270,033.49
309-41	Sept. 24, 1941	W-1846-152	Berlins-Ocean City Road, Surfacing & reinforcing bridges over Her- ting Creek	226,419.03	157,133.93	69,283.10
					\$291,663.60	291,663.60
						\$551,404.53
						\$792,837.25
						\$158,567.25
						\$85,713.00
						\$902,282.25

Charges to be made to Revenue for Disbursements on Work in Progress

**Cash on Hand, September 30, 1942**

Estimated Remainder to be Disbursed to Complete Work in Progress

**Balance before Increments from Federal Funds**

Add: Anticipated Revenue Accruing from Federal Appropriation

**Approximate Balance Available for Additional Projects at September 30, 1942**

**STATEMENT OF ACCOUNT**  
**REGULAR FEDERAL AID—1943 APPROPRIATION**  
 October 1, 1940, to September 30, 1942

Exhibit 7

Schedule 43

Remainder Available for Projects in Course of Construction at September 30, 1940	None
Add: Receipts from October 1, 1940 to September 30, 1942	..
Gross Amount Available for Expenditure and Completion of Projects to September 30, 1942	None
Charges to Revenue for Projects Completed, October 1, 1940, to September 30, 1942	..
Remainder Available for Projects in Course of Construction at September 30, 1942	None
Charges to be made to Revenue for Disbursements on Work in Progress	..
Cash on Hand, September 30, 1942	None
Estimated Remainder to be Disbursed to Complete Work in Progress	..
Balance before Increments from Federal Funds	None
Add: Anticipated Revenue Accruing from Federal Appropriations	\$832,207.00
Approximate Balance Available for Additional Projects at September 30, 1942	\$832,207.00

STATEMENT OF ACCOUNT  
SPECIAL CONSTRUCTION FUND OF 1934  
October 1, 1940 to September 30, 1942

Exhibit 7

Schedule 44

Miscellaneous	\$26.90
	1,250.00
	\$1,276.90

Federal Government	\$417,155.24
	\$417,155.24

Overdrawn Balance in the Revenue Account at September 30, 1940, per financial report to that date  
Add: Receipts from October 1, 1940 to September 30, 1941  
October 1, 1941 to September 30, 1942

Gross Amount Available for Expenditure and Completion of Projects to September 30, 1942  
Charges to Revenue for Projects Completed October 1, 1940 to September 30, 1942:

Authori- Number	Date Authorized	Project Number	Description	Date Completed (Acctg. Record)	Total Cost
M-271-1-38			East-West Highway through Takoma Park	Oct. 31, 1940	\$30.39
B-274-1-48			Belair Road, Paddy Hill to Perry Hall. Additional Costs	Oct. 31, 1941	125.00
B-279-1-48			Belair Road, Perry Hill to Kingsville. Additional Costs	Oct. 31, 1940	177.28
B-317-48			Philadelphia Road, Golden Ring, Conventon. Additional Costs	Nov. 30, 1941	197.20
AA-132-1-38			Annapolis Road, City Road-Furnace Branch. Additional Costs	May 30, 1941	4.30
SM-112-1-88			Arundel-Leverton Road, Golden Ring to Harford County Lane. Additional Costs	May 31, 1941	35.00
B-318-48			Philadelphia Road, Conventon to Harford County Lane. Additional Costs	Sept. 30, 1941	315.00
W-99-1-18			North and South Route through Salisbury. Additional Costs	Sept. 30, 1941	35.00
B-316-6-48			Bridge near Golden Ring, B. & O. R. costs. Additional Costs	Nov. 30, 1941	275.00
M-271-2-38			East-West Highway at Takoma Park. Additional Costs	Jan. 31, 1942	1.25
B-316-4-8			Philadelphia Road, City Lane to near Golden Ring. Additional Costs	Mar. 31, 1942	292.00
B-316-4-8			Philadelphia Road, Aberdeen-Hayve de Grace. Additional Costs	Sept. 30, 1942	25.00
H-188-48				Sept. 30, 1942	9.00
					\$551.03

Overdrawn Balance in the Revenue Account at September 30, 1942

Charges to be made to Revenue for Disbursements on Work in Progress

Cash Position Overdrawn, September 30, 1942

Estimated Remainder to be Disbursed to Complete Work in Progress

Less: Unencumbered Balance in "Special Bridge Fund"

Approximate Overdrawn Position at September 30, 1942

	\$790,835.91
	None
	\$790,835.91

	\$750,835.91
	None
	\$750,835.91

ITALICS INDICATE RED FIGURES.

**STATEMENT OF ACCOUNT  
SPECIAL BRIDGE FUND**

October 1, 1940 to September 30, 1942

Remainder Available for Projects in Course of Construction at September 30, 1940 per financial report to that date  
**Add: Receipts from October 1, 1940 to September 30, 1942**

Gross Amount Available for Expenditure and Completion of Projects to September 30, 1942  
**Charges to Revenue for Projects Completed, October 1, 1940 to September 30, 1942:**

Authori- zation Number	Date Authorized	Project Number	Description	Date Completed (Acctg. Record)	Total Costs
405-3		W-125-07	Bridge over Potomac River at Sheppardstown, Prel. Eng. Costs	Jan. 31, 1941	\$2,842.55
302-3		W-127-07	Bridge over Antietam Creek on Lottsburg Pike, Prel. Eng. Costs	Jan. 31, 1941	180.96
		CS-112-47	Bridge over Elk River on Chesapeake City Road, R/W costs	Aug. 31, 1942	2,250.00
					<b>\$5,273.51</b>
					<b>\$491,151.77</b>
					None
					<b>\$491,151.77</b>

Remainder Available for Projects in Course of Construction at September 30, 1942  
**Work in Progress, September 30, 1942:**

Authori- zation Number	Date Authorized	Project Number	Description	Amount Authorized	Disburse- ments Sept. 30, 1942	Estimated Expenditures to Complete
		Ch 124-87	Bridge over Potomac River at Morgantown	\$10,350.00	\$941.96	\$9,908.04
			Charges to be made to Revenue for Disbursements on Work in Progress		\$941.96	941.96
						<b>\$484,936.30</b>
						9,908.04
						<b>\$475,028.26</b>
						475,028.26
						None
						<b>\$475,028.26</b>

**Cash on Hand, September 30, 1942**  
Estimated Remainder to be Disbursed to Complete Work in Progress  
**Approximate Balance Available for Additional Projects at September 30, 1942**  
Transferred to "Special Construction Fund of 1934"

**Balance** Amount of Unencumbered Funds in this Account is transferred to the Special Construction Fund of 1934 in accordance with the Commission's Agreement of 1934 regarding P.W.A. Construction Program.

ITALICS INDICATE RED FIGURES.

STATEMENT OF ACCOUNT  
**FEDERAL MUNICIPALITIES ALLOTMENT**  
 (National Industrial Recovery Act of 1934)  
 October 1, 1940, to March 31, 1942

Exhibit 7

Schedule 44-A

Overdrawn Balance in the Revenue Account at September 30, 1940, per financial report to that date Add: Receipts from October 1, 1940 to September 30, 1941 October 1, 1941 to March 31, 1942	Federal Government \$27.22 None 27.22 <hr/> 27.22
Gross Amount Available for Expenditure and Completion of Project to March 31, 1942 Overdrawn balance transferred into the Grade Elimination (Revenue from 1¢ Gasoline Tax) Account Balance	\$170,031.40 170,031.40 <hr/> None

ITALICS INDICATE RED FIGURES.

## REPORT OF THE STATE ROADS COMMISSION

STATEMENT OF ACCOUNT  
SPECIAL CONSTRUCTION FUND OF 1936  
October 1, 1940, to September 30, 1942

Exhibit 7  
Schedule 45

Federal Government  
\$1,125,946.62  
\$70.00  
\$208,090.96  
\$70.00  
208,160.96  
\$914,776.66

Remainder Available for Projects in Course of Construction at September 30, 1940, per financial report to that date  
Add: Receipts from October 1, 1940 to September 30, 1941  
Receipts from October 1, 1941 to September 30, 1942

Total

Gross Amount Available for Expenditure and Completion of Projects to September 30, 1942  
Charges to Revenue for Projects Completed October 1, 1940 to September 30, 1942:

Authori- zation Number	Date Authorized	Project Number	Description	Date Completed (Acce'd. Rec'd)	Total Cost
AA-200-2-336			Approaches to Odenton Grade Elimination—Additional Costs	Oct. 31, 1940	\$1,095.05
W-174-1-636			Bridge over Conococheague Creek—Additional Costs	Nov. 30, 1940	20.72
W-173-636			National Pike. Wilson to Allegany County Line—Additional Costs	Nov. 30, 1940	22.57
A-251-636			National Pike. Frostburg twd. Eckhart	Jan. 31, 1941	832.72
S-82-136			Pocomoke-Westover—Additional Costs	Jan. 31, 1941	33.55
W-142-136			National Pike. Fred. Eliz. Costs	Jan. 31, 1941	3,400.07
W-142-136			National Pike. Everts Creek twd. Flimstone—Additional Costs	Jan. 31, 1941	112.45
G-102-1-636			Deer Park Mountain Lake Park—Additional Costs	Jan. 31, 1941	1,320.00
W-188-625			Hagerstown-Myersville-Frederick Road—Additional Costs	Mar. 31, 1941	9,634.55
Ch-162-1-836			Hagerstown-Myersville-Frederick Road—Additional Costs	Apr. 30, 1941	10.80
F-273-525			Hagerstown-Myersville-Frederick Road—Additional Costs	May 31, 1941	64,481.74
BC-100-3-736			Annapolis Road. Blandan to Newmarket—Additional Costs	Sept. 30, 1941	570.38
AA-211-336	Oct. 3, 1940		Revenue transferred to Federal Grade Elimination—1830 Appropriation	Jan. 31, 1942	84.30
F-271-525			Revenue transferred to Federal Grade Elimination—Additional Costs	Feb. 28, 1942	45.53
F-270-1-525			Revenue transferred to Federal Grade Elimination—1830 Appropriation	June 30, 1942	238,958.62
D-120-1-136	Dec. 14, 1938		Bridge and approaches over Cambridge Creek at Cambridge		\$335,361.15
					\$335,361.15

\$1,250,127.80  
13,217.00  
\$1,465,354.81

Transferred to "Application of Federal Funds to County Projects"

Remainder Available for Projects in Course of Construction at September 30, 1942

## Work in Progress, September 30, 1942:

Authoriza- tion Number	Date Authorized	Project Number	Description	Amount Authorized	Disburse- ments to Sept. 30, 1942	Estimated Expenditures to Complete
		W-142-1-136	Salsbury-Vienna Road		898.42	
		A-254-636	National Pike, Frostburg twd. Eckhart		2,885.02	
		F-279-2-625	Hagerstown-Fredrick Road twd. Myersville, Surfacing		397.78	
		F-271-1-625	National Pike, Hagerstown-Myersville		924.03	
		F-272-1-625	National Pike, Myersville-Bradock Mountain		225.85	
		F-273-1-625	National Pike, Bradock Mountain-Fredrick		225.85	
		A-347-236	Eastern Shore Highway—Paving		571.58	
		Q-104-236	Eastern Shore Highway—Prel. Eng. Costs		571.58	
		T-71-236	Eastern Shore Highway—Prel. Eng. Costs		571.58	
415-41	June 19, 1941	W-186-625	Hagerstown-Fredrick Road, Antietam Creek to Cannon Ave., 1.047 mi	\$411,844.86	330,551.21	\$51,293.65
416-41	Aug 28, 1941	W-186-1-625	Hagerstown-Fredrick Rd. Remove super-elevation of B. & O. R. R.	3,000.00	184.76	2,815.24
469-42	Apr. 21, 1942	W-189-625	National Pike, Myersville, Reimburse B. & O. R. R. for sign	361.00		361.00
521-6	Sept. 16, 1936	W-191-625	Bridge over Antietam Creek on Hagerstown-Fredrick Road	100,405.52	784.63	
			Charges to be made to Revenue for Disbursements on Work in Progress		123,629.59	
					\$403,174.17	403,174.17
						\$1,726,526.36
						\$84,158.89
						\$1,812,687.87
						1,337,507.83
						\$475,180.04
						35,180.06
						79,770.47
						\$519,700.63

ITALICS INDICATE RED FIGURES.

## Cash Position Overdrawn, September 30, 1942

Estimated Remainder to be Disbursed to Complete Work in Progress

## Unencumbered Balance transferred from P.W.A. Construction Fund of 1945

Overdrawn Balance before Increments from Federal Funds and Revenue Transfers

Add: Anticipated Revenue Accruing from Federal Appropriations

Revenue to be transferred to "Federal Grade Elimination—1936 Appropriation" for Glen Morris Grade Elimination

## Approximate Overdrawn Position at September 30, 1942

## REPORT OF THE STATE ROADS COMMISSION

Exhibit 7

**STATEMENT OF ACCOUNT  
PUBLIC WORKS ADMINISTRATION CONSTRUCTION FUND OF 1935 (45% Grant)  
October 1, 1940 to September 30, 1942**

Schedule 45-A

\$1,341,377.53  
None  
\$1,341,377.53

Remainder Available for Projects in Course of Construction at September 30, 1940, per financial report to that date  
Add: Receipts from October 1, 1940 to September 30, 1942

Gross Amount Available for Expenditure and Completion of Projects to September 30, 1942  
Charges to Revenue for Projects Completed, October 1, 1940 to September 30, 1942:

Authori- zation Number	Date Authorized	Project Number	Description	Date Completed (Acctg. Record)	Total Cost.
		HO-164-326	Edmondson Ave. to Columbia Pike, Corrections	Jan. 31, 1941	\$243.20
		HO-157-1-326	Edmondson Ave. Patapsco Rl. to Jonesco. Additional Costs	Dec. 31, 1941	57.00
		E-335-426	Edmondson Ave. Rolling Rd. to Patapsco Rl. Additional Costs	July 31, 1941	3,639.50
					\$3,869.70

Remainder Available for Projects in Course of Construction at September 30, 1942  
Charges to be made to Revenue for Disbursements on Work in Progress

Cash on Hand, September 30, 1942

Estimated Remainder to be Disbursed to Complete Work in Progress

Approximate Balance Available for Additional Projects at September 30, 1942

Transferred to Special Construction Fund of 1939

Balance

\$1,337,507.83  
None  
\$1,337,507.83  
\$1,337,507.83  
None  
\$1,337,507.83  
None



Exhibit 7

STATEMENT OF ACCOUNT  
1935 FEDERAL ALLOTMENT  
October 1, 1940, to September 30, 1942

Schedule 46

Federal Government  
\$40,890.03  
40,890.03  
\$46,874.59

Remainder Available for Projects in Course of Construction at September 30, 1940, per financial report to that date  
Add: Receipts from October 1, 1940, to September 30, 1941  
October 1, 1941 to September 30, 1942

Gross Amount Available for Expenditure and Completion of Projects to September 30, 1942  
Charges to Revenue for Projects Completed October 1, 1940 to September 30, 1942:

Authori- zation Number	Date Authorized	Project Number	Description	Additional Costs	Total Cost	Date Completed (Acctg. Record)
		M-284-1-39	Viers Mill Rd., Northeast of Wheaton twd. Rockville.		\$5.20	Dec. 31, 1940
		P-284-89	New Hampshire Ave. Additional Prel. Eng. Costs		128.13	Jan. 31, 1941
		W-136-1-19	Thru Salisbury South Town Limits to E. Main St. Additional Costs		92.98	May 31, 1941
		M-281-1-39	Viers Mill Road near Rockville		7.00	Mar. 31, 1942
		M-77-5-39	Approaches to Kensington Grade Elimination		3.39	June 30, 1942
					\$215.81	

Remainder Available for Projects in Course of Construction at September 30, 1942  
Balance Transferred into the Grade Elimination (Revenue from  $\frac{1}{2}$  Gasoline Tax) Account

Balance

\$46,610.71  
426,610.71

None

FIGURES INDICATE RED FIGURES.

Exhibit 7  
Schedule 47

STATEMENT OF ACCOUNT  
OCEAN CITY BEACH PROTECTION  
October 1, 1940 to September 30, 1942

Remainder Available for Projects in Course of Construction at September 30, 1940, per financial report to that date  
Add: Receipts from October 1, 1941 to September 30, 1941  
October 1, 1941 to September 30, 1942

Grass Amount Available for Expenditure and Completion of Projects to September 30, 1942  
Charges to Revenue for Projects Completed October 1, 1940, to September 30, 1942

Authori- zation Number	Date Authorized	Project Number	Description	Date Completed (Acctg. Record)	Total Cost	Transferred from Recon- struction Funds
57-9	Oct. 18, 1938	Wo-171-2-1019	Sand fence to protect Coastal Highway	Dec. 31, 1940	\$55,587.51	\$75,385.85
440-40	July 9, 1940	Wo-171X-6-1019	Coastal Highway, Ocean City to Delaware Line. Gravel and top soil	Mar. 31, 1941	14,525.69	60,000.00
233-40	Feb. 20, 1940	Wo-221X-1019	Repairing Sand Fence at Ocean City	Sept. 30, 1941	651.29	
					\$70,764.49	\$135,385.85

Remainder Available for Projects in Course of Construction at September 30, 1942

Authori- zation Number	Date Authorized	Project Number	Description	Amount Authorized	Disburse- ments in 1942 Sept. 30, 1942	Estimated Expenditures to Complete
			Coastal Highway, Ocean City to Delaware State Line		82,467.11	
		Wo-171-1-1019	Adjustments to Seaman and Litzkus properties		74.00	
		Wo-171-4-1019	Bulkhead at S. Division St. in Ocean City		17.53	
		Wo-221-1019	Repairing sand fence, Ocean City-Delaware Line	\$805.00	687.53	\$117.47
405-41	July 29, 1941	Wo-233X-1019	Repairing sand fence, Ocean City-Delaware Line			
			Charges to be made to Revenue for Disbursements on Work in Progress		\$3,246.26	3,246.26
						\$61,375.10
						117.47
						\$61,257.63

Cash on Hand, September 30, 1942

Estimated Remainder to be Disbursed to Complete Work in Progress

Approximate Balance Available for Additional Projects at September 30, 1942

STATEMENT OF ACCOUNT  
 CHESAPEAKE BEACH  
 October 1, 1940 to September 30, 1942

Exhibit 7  
 Schedule 4S

Remainder available for Projects in Course of Construction at September 30, 1940, per financial report to that date	Treasurer of Maryland	
Add: Receipts from October 1, 1940 to September 30, 1941	\$11,953.04	\$19,221.71
October 1, 1941 to September 30, 1942	None	11,953.04
Gross Amount Available for Expenditure and Completion of Projects to September 30, 1942		\$7,238.67
Charges to Revenue for Projects Completed, October 1, 1940 to September 30, 1942		None
Remainder Available for Projects in Course of Construction at September 30, 1942		\$7,238.67
Charges to be made to Revenue for Disbursements on Work in Progress		None
Cash Position Overdrawn, September 30, 1942		\$7,238.67
Estimated Remainder to be Disbursed to Complete Work in Progress	....	None
Approximate Overdrawn Position at September 30, 1942		\$7,238.67

ITALICS INDICATE RED FIGURES.

Exhibit 7

STATEMENT OF ACCOUNT  
NORTH BEACH  
October 1, 1940, to September 30, 1942

Schedule 49

Remainder Available for Projects in Course of Construction at September 30, 1940		From Re- construc- tion Funds	None		
<b>Add: Receipts from October 1, 1940 to September 30, 1941</b>		\$44,578.00	44,578.00		
<b>Add: Receipts from October 1, 1941 to September 30, 1942</b>			\$44,578.00		
Gross Amount Available for Expenditure and Completion of Projects to September 30, 1942					
Charges to Revenue for Projects Completed October 1, 1940 to September 30, 1942:					
Authori- zation Number	Date Authorized	Project Number	Description	Date Completed (Acctg. Record)	Total Costs
		C-144-531	North Beach Sea Wall, Prel. Eng. Costs	Aug. 31, 1942	\$583.59
					\$583.59
					583.59
					\$43,994.41

**Work in Progress, September 30, 1942:**

Authori- zation Number	Date Authorized	Project Number	Description	Amount Authorized	Disbursements to Sept. 30, 1942 to Complete	Estimated Expenditures to Complete
351-42	Mar. 4, 1942	C-144-1-531	Timber bulkhead along Chesapeake Bay at North Beach	\$43,060.40	\$23,187.48	\$19,892.92
			Charges to be made to Revenue for Disbursements on Work in Progress		\$23,187.48	23,187.48
						\$26,806.93
						\$19,892.92
						\$914.01

**Cash on Hand, September 30, 1942**

Estimated Remainder to be Disbursed to Complete Work in Progress

**Approximate Balance Available for Additional Projects at September 30, 1942**

1936 FLOOD RELIEF

October 1, 1940 to September 30, 1942

Schedule 50

Remainder Available for Projects in Course of Construction at September 30, 1940, per financial report to that date  
 Add: Receipts from October 1, 1940 to September 30, 1941  
 October 1, 1941 to September 30, 1942

Treasurer of Maryland	Other
\$345,488.28	\$2.00
\$345,488.28	\$2.00
\$723,582.96	

Gross Amount Available for Expenditure and Completion of Projects to September 30, 1942  
 Charges to Revenue for Projects Completed October 1, 1940 to September 30, 1942:

Author-ization Number	Date Authorized	Project Number	Description	Date Completed (Aver-aging Record)	Total Cost
889-8	June 21, 1938	W-103-1-027	Approaches to Bridge over Potomac River at Hancock	Dec. 31, 1940	\$156,655.96
248-40	Feb. 2, 1940	W-140-2-127	Crestate Timber Dam at Powellsville, W.P.A. Project	Jan. 31, 1941	31,539.30
		A-232-027	Bridge and approach over Potomac River at Wileys Ford, Pref. Eng. Costs	Jan. 31, 1941	1,000.82
		H-314-427	Bridge over Broad Creek on Dublin-Martin Road, Pref. Eng. Costs	Jan. 31, 1941	1,000.41
		W-208-2-027	Bridge over Broad Creek on Dublin-Martin Road, Pref. Eng. Costs	Jan. 31, 1941	572.82
748-8	May 27, 1938	W-103-2-027	Approaches to Bridge over Potomac River at Shephardstown. Additional Costs	Jan. 31, 1941	30.85
		G-90-1-027	Bridge over Potomac River and Tomlaway Creek at Hancock	Feb. 28, 1941	777,161.06
257-40	Feb. 27, 1940	C-109-2-027	Bridge and Approaches over Savage River, Lake Blossington Rd. Additional Costs	Feb. 28, 1941	30.00
311-9	Apr. 28, 1940	W-103-3-027	Maintain detour at Hancock for traffic use	Mar. 31, 1941	34,580.77
		C-109-1-027	Bridge over Fishing Creek, Chesapeake Beach-North Beach Rd. Additional Costs	Apr. 30, 1941	890.53
377-40	May 16, 1940	W-133-1-127	Leonards Mill Road between Salisbury and Delmar. Additional Costs	Apr. 30, 1941	51.50
583-40	Oct. 8, 1940	W-133-2-127	Remove old bridge over Potomac River at Hancock	May 31, 1941	6.77
454-41	July 8, 1941	W-133-3-127	Bridge over Leonards Pond, Salisbury-Delmar Road	Aug. 31, 1941	3,844.73
		W-221-027	Surfaceing of approaches to Leonards Pond Bridge	May 31, 1942	28,154.95
			Replacement of temporary trestle over Potomac River at Hancock	July 31, 1942	41,813.00
				Aug. 31, 1942	15,677.94
					\$1,072,460.09

Overdrawn Balance in the Revenue Account at September 30, 1942

Work in Progress, September 30, 1942:

Author-ization Number	Date Authorized	Project Number	Description	Amount Authorized	Disburse-ments to Sept. 30, 1942	Estimated Expenditures to Complete
147-8	Nov. 8, 1937	A-229-N-027	Replacing bends and bracing on span nearest Keyser, W. Va., wash out	\$1,495.00	\$1,589.68	
481-6	Aug. 24, 1936	A-283-027	Bridge over Potomac River at McCook, Pref. Eng. Costs	3,200.00	909.94	
487-41	July 15, 1941	W-204-027	Bridge over Potomac River at Sandy Hook, Pref. Eng. Cost	310,362.30	94,185.17	\$103,179.32
		W-204-2-027	Bridge over Potomac River at Sandy Hook		267,181.60	
		W-204-3-027	Approaches to Sandy Hook Approach		1,381.60	
		W-204-4-027	Approaches to Study Hook Bridge		3,976.82	
			Charges to be made to Revenue for Disbursements on Work in Progress		\$239,856.48	
					\$688,734.81	

Cash Position Overdrawn at September 30, 1942

Estimated Remainder to be disbursed to complete work in progress

Approximate Overdrawn Position at September 30, 1942

To be transferred from Federal Grade Elimination—1938 Appropriation for the Hancock Bridge  
 To be transferred from Regular Federal Aid—1937 Appropriation for the Hancock Bridge  
 Increments to Fund to be paid by Federal Government, State Bonds, and other States

Approximate Balance Available for Additional Projects at September 30, 1942

\$103,179.32	56,786.00
103,179.32	201,730.00
\$694,944.53	747,493.28
	\$314,063.75

ITALICS INDICATE RED FIGURES.

Exhibit 7  
Schedule 51

STATEMENT OF ACCOUNT  
PRISON LABOR  
October 1, 1940 to September 30, 1942

Transferred from  
Reconstruction  
Account

\$186,805.61  
400,000.00  
\$586,805.61

Remainder Available for Projects in Course of Construction at September 30, 1940, per financial report to that date  
Add: Receipts from October 1, 1940 to September 30, 1941  
October 1, 1941 to September 30, 1942

Charges to Revenue for Expenditure and Completion of Projects to September 30, 1942  
Charges to Revenue for Projects Completed, October 1, 1940 to September 30, 1942:

Author- ization Number	Date Authorized	Project Number	Description	Date Completed (Acctg. Record)	Total Cost
388-40	May 28, 1940	P483X224	South of Charles Branch near T. B. Sand Asphalt Shoulders	Oct. 31, 1940	\$21,778.36
176-40	Jan. 2, 1940	Q-196X224	Handkerchief Church Hill, Sand Asphalt Shoulders	Oct. 31, 1940	33,653.36
469-40	July 9, 1940	Q-144X224	Greenbush, Goldsboro, Sand Asphalt Shoulders	Nov. 30, 1940	41,720.24
43-40	Oct. 24, 1939	Q-144X1224	Queenstown-Queen Anne, Sand Asphalt Shoulders	Dec. 31, 1940	12,452.53
59-40	Oct. 24, 1939	AA-280X324	Queenstown-Queen Anne, Sand Asphalt Shoulders	Feb. 28, 1941	20,295.69
30-40	Oct. 24, 1939	AA-280X1324	General and Craun Hwys., Camp Meade Rd., widen cuts and fills	Feb. 28, 1941	812.20
40-40	Oct. 28, 1940	P-445X224	General and Craun Hwys., Camp Meade Rd., sand asphalt shoulders	Aug. 31, 1941	6,974.73
66-41	Dec. 16, 1941	P-445X224	General and Craun Hwys., Camp Meade Rd., sand asphalt shoulders	Aug. 31, 1941	5,133.03
1-41	Oct. 26, 1940	P-447X224	General and Craun Hwys., Camp Meade Rd., sand asphalt shoulders	Sept. 30, 1941	13,852.11
64-41	Oct. 16, 1941	P-447X224	General and Craun Hwys., Camp Meade Rd., sand asphalt shoulders	Sept. 30, 1941	2,944.59
347-41	June 10, 1941	AA-305X224	University Drive, Washington Blvd. to Queen's Chapel Rd., sand asphalt shoulders	Sept. 30, 1941	3,277.37
346-41	June 10, 1941	AA-309X224	Westport Road, Bituminous shoulders	Sept. 30, 1941	14,450.80
126-40	May 13, 1941	P-457X224	Annapolis Blvd., Ritchie to Craun Hwys., Bituminous shoulders	Sept. 30, 1941	243.11
409-41	Dec. 10, 1940	P-448X224	Marlboro Pike to Route No. 5, Bituminous Shoulders	Sept. 30, 1941	14,302.56
67-41	Dec. 17, 1940	P-448X224	Queenstown-Queen Anne, Furnishing type for extending culverts	Nov. 30, 1941	62,000.02
69-41	Dec. 18, 1940	P-448X224	University Lane, Sand Bituminous Shoulders	Dec. 31, 1941	28,358.04
30-41	Nov. 28, 1941	P-469X224	Madison Road, Sand Asphalt Shoulders	July 31, 1941	28,358.04
60-41	Nov. 12, 1941	P-470X224	Route 292, Bituminous Shoulders	July 31, 1941	59,808.26
1-42	Oct. 7, 1941	Q-161X224	Bladensburg-Lanham, 4.9 mi. bituminous shoulders	Aug. 31, 1941	46,219.10
			Delaware Lane-Route #313, 6.4 mi. bituminous shoulders	Aug. 31, 1941	46,219.10
					\$441,969.71

Remainder Available for Projects in Course of Construction at September 30, 1942

Work in Progress, September 30, 1942:

Author- ization Number	Date Authorized	Project Number	Description	Amount Authorized	Disburse- ments to Sept. 30, 1942	Estimated Expenses to Complete
600-41	Sept. 25, 1942	Co-185X224	Two-Johns Road to Route 414, Bituminous Shoulders	\$32,200.00	\$27,186.71	\$5,013.29
333-42	Sept. 1, 1942	Co-165X224	Goldsboro-Ingleside, 7.0 mi. bituminous shoulders	49,680.00	263.47	49,416.53
332-42	Sept. 1, 1942	Co-168X224	Two-Johns-Bureau, Sand and bituminous shoulders	37,950.00	22,901.35	15,048.65
523-42	Mar. 4, 1942	P-478X524	Constructing 4.72 mi. of bituminous	7,475.00	6,983.09	491.91
521-42	June 30, 1942	P-485X524	Powder Factory Road, 1.0 mi. bituminous shoulders	132,480.00	118,101.02	14,378.98
2-41	Oct. 29, 1941	Q-153X224	Church Hill to Wye Mills, Sand Asphalt Shoulders		\$175,451.61	
			Charges to be made to Revenue for Disbursements on Work in Progress			\$39,616.71
						\$94,683.39

Cash Position Overdrawn, September 30, 1942

Estimated Remainder to be Disbursed to Complete Work in Progress

Approximate Overdrawn Position at September 30, 1942

ITALICS INDICATE RED FIGURES.

\$125,299.10



STATEMENT OF ACCOUNT  
**FEDERAL APPROPRIATION OF 1943 FOR SECONDARY ROADS**  
 October 1, 1940, to September 30, 1942

Remainder Available for Projects in Course of Construction at September 30, 1940

**Add: Receipts from October 1, 1940, to September 30, 1942**

Gross Amount Available for Expediting and Completion of Projects to September 30, 1942

**Charges to Revenue for Projects Completed October 1, 1940, to September 30, 1942**

Remainder Available for Projects in Course of Construction at September 30, 1942

**Charges to be made to Revenue for Disbursements on Work in Progress**

**Cash on Hand, September 30, 1942**

Estimated Remainder to be Disbursed to Complete Work in Progress

**Balance before Increments from Federal Funds**

**Add: Anticipated Revenue Accruing from Federal Appropriations**

**Approximate Balance Available for Additional Projects at September 30, 1942**

Exhibit 7

Schedule 53

None

None

None

None

None

\$145,636.00

\$145,636.00



Exhibit 7  
Schedule 54

STATEMENT OF ACCOUNT  
SPECIAL FUND FOR CONSTRUCTION OF MIDDLE RIVER UNDERPASS  
October 1, 1940, to September 30, 1942

Author- Number	Date Authorized	Project Number	Description	Date Completed (Aveq. Report)	Total Cost
278-41	Mar. 11, 1941	B-440-400	Philadelphia Road to Eastern Ave., Prof. Eng. Costs	Aug. 31, 1942	\$19,377.19
359-41	June 5, 1941	B-440-6400	Adjustments to Joseph Wagness property at Wampler and Leland Roads	Sept. 30, 1942	3,277.76
					\$22,654.95
					22,654.95
					\$77,345.05

Remainder Available for Projects in Course of Construction at September 30, 1942:  
**Work in Progress, September 30, 1942:**

Author- Number	Date Authorized	Project Number	Description	Amount Authorized	Disburse- ments Sept. 30, 1942	Estimated Expense to Complete
195-41	Feb. 20, 1941	B-440-400	Philadelphia Road east of B. & O. overhead to Middle River Road	\$391,377.16	\$307,224.19	\$24,152.97
333-41	Apr. 2, 1941	B-440-2400	Underpass carrying tracks of Penna. R. R. over Highway at Middle River	231,898.00	246,943.89	97,542.57
549-41	Aug. 26, 1941	B-440-3400	Grade separation between Middle River Rd. and Eastern Ave....	508,574.52	411,031.85	4,070.96
353-41	May 13, 1941	B-440-4400	Pedestrian underpass at Middle River	21,138.45	17,067.49	18,015.78
423-41	July 1, 1941	B-440-7400	Adjustments to water supply system near G. L. Martin plant.	141,333.50	123,317.72	171.07
467-42	May 27, 1942	B-440-8400	Change in switch layout of Penna. R. R. at G. L. Martin plant.	15,224.50	15,053.43	
		B-440-8400	Philadelphia Road to Eastern Ave. Channelization		1,292.54	
		B-440-X10-400	Dual Highway to Martin plant roadside beautification	8,780.25	1,177.54	7,602.71
			Charges to be made to Revenue for Disbursements on Work in Progress	\$1,121,845.92		

**Cash Position Overdrawn, September 30, 1942**

Estimated Remainder to be Disbursed to Complete Work in Progress

\$151,556.16	\$1,044,509.87
\$151,556.16	151,556.16
\$1,996,057.03	
178,000.00	
\$1,818,057.03	

Approximate Overdrawn Position at September 30, 1942 before Increment to Fund

Add: Revenue to be transferred from Regular Federal Aid—1941 Appropriation

Approximate Overdrawn Position at September 30, 1942

ITALICS INDICATE RED FIGURES

Exhibit 7  
Schedule 55

STATEMENT OF ACCOUNT  
MILITARY ACCESS ROADS  
October 1, 1940 to September 30, 1942

Baltimore County Contribution	None
None	\$58,605.00
	\$58,605.00

Remainder Available for Projects in Course of Construction at September 30, 1940

Add: Receipts from October 1, 1940 to September 30, 1942

Receipts from October 1, 1941 to September 30, 1942

Charges to Revenue for Projects Completed October 1, 1940 to September 30, 1942:

Gross Amount Available for Expenditure and Completion of Projects to September 30, 1942

Charges to Revenue for Projects Completed October 1, 1940 to September 30, 1942:

Authori- zation Number	Date Authorized	Project Number	Description	Amount Authorized	Disburse- ments to Sept. 30, 1942	Estimated Expenditures to Complete
632-5	June 19, 1935	M-331-566 B-333-466	Jones Bridge Road, Prel. Eng. Costs Eastern Ave. City Line to Middle River. Prel. Eng. Costs	\$312,204.69	\$8,679.70	\$305,524.99
				490,922.76	139,579.79	351,342.97
				536,376.02	239,376.02	297,000.00
				311,145.20	157,730.33	173,417.87
				228,929.96	194,587.14	34,342.82
				486,886.16	242,104.33	244,781.83
				8,123.60	6,718.56	1,405.04
					24.49	
					28.47	
				18,423.00		18,423.00
				49,129.15		49,129.15
				31,104.65		31,104.65
				3,100.00	359.03	2,740.97
				6,000.00		6,000.00
				1,540.55		1,540.55
				3,000.00	1,682.34	1,317.66
				615.00	101.32	513.68
				125.00		125.00
				225.00	10,639.27	214.36
				604,087.69	345,737.50	258,350.19
				1,042,960.47	495,739.15	1,147,221.32
				7,302.50	1,537.40	5,765.10
				333.63		333.63
				15,955.75		15,955.75
				34,939.26		34,939.26
						76.29

Remainder Available for Projects in Course of Construction at September 30, 1942

Work in Progress, September 30, 1942:

Authori- zation Number	Date Authorized	Project Number	Description	Amount Authorized	Disburse- ments to Sept. 30, 1942	Estimated Expenditures to Complete
676-42	Sept. 22, 1942	A-324-566 B-333-1-466	From near Jessup to the Odenton Rd.—3.07 mi. concrete surfacing	\$312,204.69	\$8,679.70	\$305,524.99
682-42	Mar. 1, 1942	B-333-1-466	Along Eastern Ave. City Line-Back River—1.765 mi. concrete surfacing	490,922.76	139,579.79	351,342.97
302-42	Mar. 1, 1942	B-333-2-466	Bridge on Eastern Ave. near Essex	536,376.02	239,376.02	297,000.00
307-42	Feb. 17, 1942	B-333-3-466	Eastern Ave., Back River to G. L. Martin Plant	311,145.20	157,730.33	173,417.87
308-42	Feb. 17, 1942	B-333-4-466	Eastern Ave., Martin Plant to near Bengoes	228,929.96	194,587.14	34,342.82
361-42	Mar. 10, 1942	B-333-5-466	Eastern Ave., Martin Ave. to Martin Cloverleaf—1.715 mi. concrete surfacing	486,886.16	242,104.33	244,781.83
476-42	May 19, 1942	B-333-6-466	Eastern Ave., Bendel Property Adjustment	8,123.60	6,718.56	1,405.04
		B-333-7-466	Eastern Ave., Kraft-Willis Property Adjustment		24.49	
		B-333-8-466	Eastern Ave. near Middle River, Dormitory adjustment		28.47	
302-42	Mar. 24, 1942	B-333-N-9-466	Eastern Ave. at North Point Rd. Water mains and appurtenances	18,423.00		18,423.00
403-42	Apr. 1, 1942	B-333-10-466	Eastern Ave. City Line-Back River, Preliminary	49,129.15		49,129.15
404-42	Apr. 1, 1942	B-333-11-466	Eastern Ave., Back River to near Bengoes, Remburse Balto. City	31,104.65		31,104.65
405-42	Apr. 1, 1942	B-333-12-466	Eastern Ave., Back River to near Bengoes, Remburse Balto. City	3,100.00	359.03	2,740.97
406-42	Apr. 1, 1942	B-333-13-466	Eastern Ave., Martin Ave. to Martin Cloverleaf, Remburse Balto. City	6,000.00		6,000.00
410-42	Apr. 9, 1942	B-333-14-466	Eastern Ave., Martin Plant to near Bengoes, Relocate sanitary sewer	1,540.55		1,540.55
458-42	May 12, 1942	B-333-16-466	Middle River Bridges, Install temporary water line	3,000.00	1,682.34	1,317.66
		B-333-17-466	Property adjustments at St. Peter's Church	615.00	101.32	513.68
637-42	Sept. 8, 1942	B-333-18-466	Eastern Ave. City Line-Back River, Adjust water pipes and conduits	125.00		125.00
638-42	Sept. 8, 1942	B-333-19-466	Near Middle River, Adjustment of manholes	225.00	10,639.27	214.36
636-42	Sept. 8, 1942	B-333-20-466	Eastern Ave. Rd. Wise Ave. to City Line, Prel. Eng. Costs	604,087.69	345,737.50	258,350.19
		B-463-3-466	North Point Road, Wise Ave. to Eastern Ave., 3.43 mi. grading sur- facing etc	1,042,960.47	495,739.15	1,147,221.32
377-42	Mar. 12, 1942	B-463-1-466	North Point Road, Moffett Ave. to City Line, 1.315 mi. concrete	7,302.50	1,537.40	5,765.10
447-42	Apr. 29, 1942	B-463-2-466	Moffett Ave. to City Line, Structure over Cloverleaf			
569-42	July 21, 1942	B-463-4-466	North Point Road, Wise Ave. to Martin Plant, Prel. Eng. Costs	333.63		333.63
		C-163-566	Route 503 to Davis Shipyard near Solomons Island, 3.4 mi. im- provement	15,955.75		15,955.75
687-42	Sept. 30, 1942	C-163-N1-566	Road leading to Davis Shipyard near Solomons Island, 3.4 mi. im- provement			
		Ch-233; 566	F492-Indian Head to D. C. Line, Prel. Eng. Costs.....			
		Ce-347-1-266	Elkton to Chalks, Shoulders			

622-42	Aug. 20, 1942	Ce-252-266 C-253-1-296 H-269-446 H-269-1-466	Alton-Port Deposit, Prel. Eng. Costs Elkton-Fairhill, Advertising Boothby Hill to New Philadelphia Rd., Prel. Eng. Costs Philadelphia Road, Cranberry Run cut, Boothby Hill, concrete.	685,294.55	56,266.33 306,230 850.38 7,006.48	2,813.63 688.04 5,589.77
644-42	Sept. 1, 1942	H-269-2-466 H-270-3-466 H-129-3-166	Boothby Hill to New Philadelphia Rd., within east area. Boothby Hill to New Philadelphia Rd., Prel. Eng. Costs Along Virginia Rd. rebaration, 0.415 mi. surfacing and 5 steam bridges	321,117.15	7,006.48	314,110.67
376-42	Mar. 10, 1942	M-331-1-366	Jones Bridge Rd. at Rockville—0.6253 mi. grading, drainage and surfacing	36,943.29	29,799.88 17,988.94	6,843.32 18,574.76 281,664.00
674-42	Sept. 29, 1942	P-477-566	Croom—Naval Airport, 3.2 mi. improvement	18,574.76		
656-42	Sept. 9, 1942	SM-251-1-Ce-251	South of Hughesville to Mediantownville, 3.574 mi. concrete surfacing	283,736.33	4,071.35	
655-42	Sept. 9, 1942	SM-252-566 SM-253-566 SM-254-566 SM-254-566	Hughesville—Mediantownville Rd., 3.818 mi. concrete surfacing Turner—Hillsville, House moving California—Jarboesville, House moving	441,441.83	6,427.47 790.84 1,967.26 1,123.17	443,014.36
493-42	May 27, 1942	BC-166-766	Chesapeake Ave., Fourth St.—Hanover St., 0.2414 mi. concrete surfacing	261,333.42	962,982.95	16,542.49
426-42	Apr. 14, 1942	BC-166-1-766	Along Frankfurt Ave., Childs St.—Fourth St., 0.9676 mi. construction	181,147.35	134,284.96	47,063.39
427-42	Apr. 14, 1942	BC-171-766	Frankfort Ave., Childs St.—Fourth St., 0.9676 mi. construction	181,147.35	98,244.99	140,421.96
494-42	May 14, 1942	BC-171-766	Eastern Ave., Elnora Ave.—City Line, 0.695 mi. construction	247,606.95	1,898.96	
425-42	Apr. 15, 1942	BC-166-3-766 BC-168-766 BC-167-766	Chesapeake Ave. at Hanover St., Material for traffic signal Intersection of Hanover and McComas Sts., Channelization Waterview Ave., Material for traffic signal	6,448.75	5,611.04 7,332.90	837.71
651-42	Sept. 9, 1942	BC-169-766	North Point Road, Penna. R. Co. underpass	265,422.30	15,391.77	264,806.53
501-42	June 3, 1942	BC-170-766	Erldman Ave., B. & O. R. Co. underpass	347,739.20	218,535.40	331,290.56
423-42	Apr. 14, 1942	BC-171-1-766	Erldman Ave., west of Napoleon Ave., 0.315 mi. construction	370,690.15	28.17	
477-42	May 19, 1942	BC-172-766	Chesapeake Philadelphia and Erldman Along Erldman Ave. extended, City Line to Bay View Ave. Construction	424,073.01	190,736.08 26,743.74	233,338.93 128,013.93
525-42	June 30, 1942	BC-175-766	Eastern Ave., Tolna St. to Elrino Ave., 0.3494 mi. grading and drainage	149,737.67		
478-42	May 19, 1942	BC-176-766	Eastern Ave., Ponca St. to east of Tolna St., 0.3163 mi. grading and drainage	177,462.33	124,918.66 298.53	52,483.67
		BC-176N1-766	Eastern Ave., Ponca St. to east of Tolna St., Miscellaneous costs		2,926.32	
		BC-175-766	Eastern Ave., Havens St.		693.42	
		BC-174-766	Lombard St., Penna. R. viaduct		43.86	
		BC-178-1-766	Lombard St., B. & O. R. underpass		56.32	
		BC-178-2-766	Lombard St. bridge		14.10	
		BC-179-766	Thoms Cove Road, Hawkins Point Rt. to Curtis Bay			
			Charges to be made to Revenue for Disbursements on Work in Progress		\$3,005,774.90	3,005,774.90
			Cash Position Overdrawn September 30, 1942			\$2,964,238.53
			Estimated Remainder to be Disbursed to Complete Work in Progress		\$6,675,965.25	6,675,965.25
			Balance before increments from Federal Funds			\$9,640,204.18
			Anticipated Revenue Accruing from Federal Appropriations for:			
			Navy—Defense Access		\$8,907,650.00	
			Army—Defense Access		6,386,655.00	
			Strategic Network		208,952.00	
			Approximate Balance Available for Additional Projects at September 30, 1942		15,502,657.00	15,502,657.00
						\$5,892,452.82

ITALICS INDICATE RED FIGURES.

Exhibit 7  
Schedule 56

STATEMENT OF ACCOUNT  
NATIONAL DEFENSE PROJECTS  
October 1, 1940, to September 30, 1942

		Reconstruction Funds		None		
		\$400,000.00		\$400,000.00		
Remainder Available for Projects in Course of Construction at September 30, 1942						
Add: Receipts from October 1, 1940, to September 30, 1941						
Add: Receipts from October 1, 1941, to September 30, 1942						
Gross Amount Available for Expenditure and Completion of Projects to September 30, 1942						
Charges to Revenue for Projects Completed, October 1, 1940, to September 30, 1942						
Remainder Available for Projects in Course of Construction at September 30, 1942						
<b>Work in Progress, September 30, 1942:</b>						
Authori- zation Number	Date Authorized	Project Number	Description	Amount Authorized	Disburse- ments to Sept. 30, 1942	Estimated Expenditures to Complete
186-42	Dec. 15, 1941	ND-1-67	State Guard Detail for Guard and Patrol of Bridges	\$46,641.11		
			Salary	\$105,500.00		
			Labor	14,832.50		
			Automobile Mileage	12,582.48		
			Gasoline and Oil	314.50		
			Light, Heat and Telephone	2,396.78		
			Depreciation	168.37		
			Equipment	11,147.28		
			Office Supplies	15,465.50	\$471,530.46	
			Miscellaneous	8,458.00		
					\$471,530.46	
						\$71,650.46
						\$71,650.46

Charges to be made to Revenue for Disbursements on Work in Progress

Cash Position Overdrawn, September 30, 1942

Estimated Remainder to be disbursed to Complete Work in Progress

Approximate Overdrawn Position at September 30, 1942

ITALICS INDICATE RED FIGURES.

STATEMENT OF ACCOUNT  
**SPECIAL CONSTRUCTION FUND FOR ROAD APPROACHES TO SUSQUEHANNA RIVER TOLL BRIDGE**  
 October 1, 1940 to September 30, 1942

Exhibit 7

Schedule 57

Remainder Available for Projects in Course of Construction at September 30, 1940, per Financial Report to that date  
 Add: Receipts from October 1, 1940 to September 30, 1942

\$587,954.99  
 None

Gross Amount Available for Expenditure and Completion of Projects to September 30, 1942  
 Charges to Revenue for Projects Completed, October 1, 1940 to September 30, 1942:

\$587,954.99

Authori- zation Number	Date Authorized	Project Number	Description	Date Completed (Acctg. Record)	Total Cost
521-40	Sept. 10, 1940	H-218-448	Philadelphia Road to Susquehanna River	Dec. 31, 1940	\$6,113.77
287-40	Mar. 26, 1940	C-225X-1-448	Landing Lane and Mackall Ave., Water Mann	Mar. 31, 1941	1,119.14
299-40	Mar. 6, 1940	H-218-3-448	Osteo and Ohio Sts., in Havre De Grace	May 31, 1941	32,017.22
417-40	June 11, 1940	H-218-1-448	Oakington-Ontario Sts., in Havre De Grace	June 30, 1941	208,242.35
408-40	June 11, 1940	H-218-4-448	Philadelphia Road and Ossego Sts., install traffic light	Jan. 31, 1942	4,213.00
408-40	June 11, 1940	H-218-5-448	Philadelphia Road west of Havre De Grace, install traffic light	Feb. 28, 1942	4,229.29
102-41	Jan. 7, 1941	H-218-6-448	Approach to Susquehanna River Bridge, roadside beautification	May 31, 1942	104.13
					\$256,035.93

\$256,035.93

Remainder Available for Projects in Course of Construction at September 30, 1942  
 Charges to be made to Revenue for Disbursements on Work in Progress

\$331,919.06  
 None

Cash on Hand, September 30, 1942

Estimated Remainder to be Disbursed to Complete Work in Progress

\$331,919.06  
 None

Balance Available for Additional Projects at September 30, 1942

\$331,919.06

Exhibit 7

**STATEMENT OF ACCOUNT  
SPECIAL CONSTRUCTION FUND FOR ROAD APPROACHES TO POTOMAC RIVER TOLL BRIDGE**

Schedule 48

None  
\$540,000.00  
\$540,000.00

Remainder Available for Projects in Course of Construction at September 30, 1940, per financial report to that date

Add: Receipts from October 1, 1940 to September 30, 1942

Less Amount Available for Expenditure and Completion of Projects to September 30, 1942

**Charges to Revenue for Projects Completed October 1, 1940 to September 30, 1942:**

Author- ization Number	Date Authorized	Project Number	Description	Date Completed (Acctg. Record)	Total Cost
473-40	July 23, 1940	Ch-200-X-549 Ch-200-549	Adjustments to Joseph Farrell property Potomac River Bridge to La Platta, Pred. Eng. Costs Transferred to Special Account for Construction of Middle River Underpass	Oct. 31, 1940 Dec. 31, 1940 Feb. 28, 1941 June 30, 1941	\$278.35 7,606.19 100,000.00 171,823.00
467-40	July 9, 1940	Ch-200-I-549	Potomac River Bridge, Approach to Newburg Rd.		\$275,707.54
					\$290,292.46

Remainder Available for Projects in Course of Construction at September 30, 1942

**Work in Progress, September 30, 1942:**

Author- ization Number	Date Authorized	Project Number	Description	Amount Authorized	Disburse- ments to Sept. 30, 1942	Estimated Expenditures to Complete
486-41	July 15, 1941	Ch-202-546 Ch-202-I-549	Allen's Fresh to Chapel Point Road, Pred. Eng. Costs Allen's Fresh to Chapel Point Rd. 3,909 m. concrete	\$306,050.64	\$4,952.33 271,447.30	\$34,603.34
			Charges to be made to Revenue for Disbursements on Work in Progress		\$270,399.63	275,399.63
						\$16,107.17
						\$34,603.34
						\$50,710.51

**Cash Position Overdrawn, September 30, 1942**

Estimated Remainder to be Disbursed to Complete Work in Progress

**Approximate Overdrawn Position at September 30, 1942**

ITALICS INDICATE RED FIGURES.

STATEMENT OF ACCOUNT  
**FUNDS EXPENDED BY COMMISSION IN CONNECTION WITH CONSTRUCTION OF SUSQUEHANNA RIVER  
 TOLL BRIDGE**  
 October 1, 1940 to September 30, 1942

Exhibit 7

Schedule 59

Remainder Available for Projects in Course of Construction at September 30, 1940	Project Number	Date Authorized	Description	Amount Authorized	Disbursements to Sept. 30, 1942	Estimated Expenditures to Complete
<b>Work in Progress, September 30, 1942:</b>	H-232-1-437		West approach to Susquehanna River Bridge, change and drainage structures		\$29,844.96	
	H-232-2-437		Susquehanna River Bridge, sub-structure, Havre De Grace-Perryville		1,071.46	
	H-232-3-437		Susquehanna River Bridge, super-structure, Havre De Grace-Perryville		81.33	
	H-232-5-437		Susquehanna River Bridge, navigation and approach lighting		75.05	
	H-232-6-437		Susquehanna River Bridge, approach paving and landscaping		68.59	
	H-232-7-437		Susquehanna River Bridge, approach paving and landscaping		458.29	
					<b>\$29,331.75</b>	

Charges to be made to Revenue for Disbursements on Work in Progress

**Cash Position Overdrawn, September 30, 1942**

Estimated Remainder to be Disbursed to Complete Work in Progress

**Approximate Overdrawn Position at September 30, 1942**

					<b>\$29,331.75</b>	None
					<i>29,331.75</i>	None
					<b>\$29,331.75</b>	

ITALICS INDICATE RED FIGURES.

## REPORT OF THE STATE ROADS COMMISSION

STATEMENT OF ACCOUNT  
**FUNDS EXPENDED BY COMMISSION IN CONNECTION WITH CONSTRUCTION OF POTOMAC RIVER TOLL BRIDGE**  
 Exhibit 7  
 Schedule 60  
 October 1, 1940 to September 30, 1942

Remainder Available for Projects in Course of Construction at September 30, 1940	None			
Work in Progress, September 30, 1942:	Amount Authorized	Disbursements to Sept. 30, 1942		
Project Number	Date Authorized	Project Number	Description	Estimated Expenditures to Complete
Ch-124-842		\$299.14	Morgantown, Bridge over Potomac River	4,551.41
Ch-124-1-842		646.38	Morgantown, Approach to Potomac River Bridge	169.31
Ch-124-2-842		268.73	Potomac River Bridge, West Abutment structure Ludlows Ferry-Dahlgren	1,552.83
Ch-124-4-842		27.62	Potomac River Bridge, East Approach, Paving	181.72
Ch-124-6-842			Potomac River Bridge, Administration building and toll booths	
Ch-124-7-842			Fenders for Main Span, Potomac River Bridge	
Ch-124-8-842			Navigation and approach lights, Potomac River Bridge	
Ch-124-9-842			Potomac River Bridge, Parking Lot adj. to Administration Bldg.	
		\$7,658.33		\$7,658.33
			Charges to be made to Revenue for Disbursements on Work in Progress	
			Cash Position Overdrawn, September 30, 1942	\$7,658.33
			Estimated Remainder to be Disbursed to Complete Work in Progress	None
			Approximate Overdrawn Position at September 30, 1942	\$7,658.33

FIGURES INDICATE RED FIGURES.



Exhibit 7  
Schedule 61

STATEMENT OF ACCOUNT  
SPECIAL FUND FOR CONSTRUCTION OF CHESAPEAKE BAY FERRY SYSTEM TERMINALS  
October 1, 1940, to September 30, 1942

Authorization Number	Date Authorized	Project Number	Description	Amount Authorized	Disbursements to Sept. 30, 1942	Estimated Expenditures to Complete	Bond Issue	
							None	None
Remainder Available for Projects in Course of Construction at September 30, 1940							\$1,000,000.00	
Add: Receipts from October 1, 1940 to September 30, 1941							\$1,000,000.00	
Receipts from October 1, 1941 to September 30, 1942								
Gross Amount Available for Expenditure and Completion of Projects to September 30, 1942							\$1,000,000.00	
Charges to Revenue for Projects Completed October 1, 1940 to September 30, 1942								
Remainder Available for Projects in Course of Construction at September 30, 1942								
Work in Progress September 30, 1942:								
42-42	Apr. 14, 1942	AA-255-371	Explorations at Sandy Point Ferry Terminal	\$738,398.10	\$3,677.31	\$694,701.72		
		AA-255-1-371	Constructing terminal at Sandy Point		68,696.38			
		AA-255-2-371	Administration Building at Sandy Point		2,799.38			
463-42	May 14, 1942	AA-255-3-371	St. Margarets' Road to Sandy Point Terminal	267,685.40	134,965.97	132,681.03		
		AA-255-4-371	West approach to ferry terminal		1,465.95			
		AA-255-5-371	Proposed extension of L. S. property		2,743.47			
001-42	Aug. 19, 1942	AA-255-6-371	Exploration of well at Sandy Point	417.35	417.35			
		Q-170-271	Ferry Terminal at Matapeake		\$89.59			
Charges to be made to Revenue for Disbursements on Work in Progress					\$215,822.00		215,822.00	
Cash on Hand, September 30, 1942							\$754,178.00	
Estimated Remainder to be Disbursed to Complete Work in Progress						\$801,752.75	801,752.75	
Approximate Overdrawn Position at September 30, 1942							\$17,674.75	

ITALICS INDICATE RED FIGURES.

STATEMENT OF ACCOUNT  
STATE ROADS COMMISSION BOND PROCEEDS—CONSTRUCTION OF NEW PROJECTS  
October 1, 1940, to September 30, 1942

Exhibit 7

Schedule #2

	Bond Issue	None
Remainder Available for Projects in Course of Construction at September 30, 1940		
Add: Receipts from October 1, 1940, to September 30, 1941	\$2,000,000.00	
October 1, 1941, to September 30, 1942	\$2,000,000.00	
Gross Amount Available for Expenditure and Completion of Projects to September 30, 1942		
Charges to Revenue for Projects Completed, October 1, 1940, to September 30, 1942		\$2,000,000.00
Remainder Available for Projects in Course of Construction at September 30, 1942		
Charges to be made to Revenue for Disbursements on Work in Progress		\$2,000,000.00
Cash on Hand, September 30, 1942		
Estimated Remainder to be Disbursed to Complete Work in Progress		\$2,000,000.00
Approximate Balance Available for Additional Projects at September 30, 1942		

Exhibit 7  
Schedule 63

STATEMENT OF ACCOUNT  
STATE ROADS COMMISSION BOND PROCEEDS NEEDED CONSTRUCTION AND BOND EXPENSE  
October 1, 1940, to September 30, 1942

Remainder Available for Projects in Course of Construction at September 30, 1940		
Add: Receipts from October 1, 1940, to September 30, 1941		
October 1, 1941, to September 30, 1942		
Less: Amount Available for Expenditure and Completion of Projects to September 30, 1942		
Charges to Revenue, October 1, 1940, to September 30, 1942:		
Personal Expenses		
Insurance Premium	\$44.33	
Advertising	630.00	
Printing	1,305.45	
Legal Services	4,337.40	
Miscellaneous	5,004.01	
	270.00	
Remainder Available for Projects in Course of Construction at September 30, 1942		
Charges to be made to Revenue for Projects in Course of Construction		
Cash on Hand, September 30, 1942		
Estimated Remainder to be Disbursed to Complete Work in Progress		
Approximate Balance Available for Additional Projects at September 30, 1942		
	Bond Issue	None
		\$792,551.00
		\$792,551.00
		11,591.19
		\$750,959.81
		\$750,959.81
		\$750,959.81

Exhibit 7

STATEMENT OF ACCOUNT  
**FUND FOR DEBT SERVICE—STATE ROADS COMMISSION BONDS, 1933-1935 ISSUES**  
**Truck License Fees and Franchise Taxes**  
 October 1, 1940 to September 30, 1942

Schedule 64

	Truck License Fees and Franchise Taxes	Accrued Interest	None
<b>Balance at September 30, 1940</b>			
Income: October 1, 1940 to September 30, 1941	\$28,902.58	\$7,395.10	
October 1, 1941 to September 30, 1942	962,613.64	\$7,395.10	
<b>Total</b>	\$1,891,516.22	\$7,395.10	\$1,898,911.32
			\$1,898,911.32
<b>Disbursements, October 1, 1940 to September 30, 1942:</b>			
Interest on State Roads Commission bonds	1941	1942	
Redemption of State Roads Commission bonds	\$156,498.75	\$177,582.50	
For bonded to Baltimore City, in accordance with act authorizing the issue and augmenting its maintenance and reconstruction account	699,060.60	165,000.00	
To State Roads Commission, in accordance with act authorizing the issue, and augmenting its maintenance and reconstruction account	49,021.14	10,110.10	
	114,382.69	179,330.03	
		110,086.05	
	\$928,962.58	\$970,008.74	
<b>Balance at September 30, 1942</b>			\$1,898,911.32
			None

STATEMENT OF ACCOUNT  
**FUND FOR DEBT SERVICE—STATE ROADS COMMISSION BONDS, 1935**  
**\$.0014 of the 2 Cent Gasoline Tax**  
 October 1, 1940 to September 30, 1942

	\$.0014 of the 2¢ Gasoline Tax	None
<b>Balance at October 1, 1940</b>		
Income: October 1, 1940 to September 30, 1941	\$447,206.95	
October 1, 1941 to September 30, 1942	425,516.27	
<b>Total</b>	\$872,723.22	\$872,723.22
<b>Disbursements, October 1, 1940 to September 30, 1942:</b>		
Remitted to Baltimore City, in accordance with act authorizing the issue	1941	1942
To State Roads Commission in accordance with act authorizing the issue and augmenting its maintenance and reconstruction account	\$134,182.09	\$121,182.81
To Bond Reserve	184,758.58	282,759.90
	128,316.28	21,573.56
	\$447,206.95	\$425,516.27
<b>Balance at October 1, 1942</b>		\$872,723.22
		None

ITALICS INDICATE RED FIGURES.

Exhibit 7  
Schedule 65

STATEMENT OF ACCOUNT  
SIGN PERMIT REVENUE  
October 1, 1940 to September 30, 1942

Cash Position Overdrawn at September 30, 1940, per financial report to that date  
Add: Receipts from October 1, 1940 to September 30, 1941  
October 1, 1941 to September 30, 1942

Total Receipts

Revenue from Permits	Other
\$9,381.28	\$2.60
10,209.58	
<u>\$19,590.86</u>	<u>\$2.60</u>
	<u>19,593.46</u>
	<u>15,284.74</u>

Cash on Hand, Available for Expenditure, October 1, 1940 to September 30, 1942

Charges to Revenue for Roadside Beautification Expense:

1941	1942
\$7,594.21	\$4,954.27
2,683.30	6,178.14
1,093.75	1,046.35
33.35	
2,178.53	2,209.50
14.00	62.50
<u>\$11,597.25</u>	<u>\$14,510.87</u>

Total Expenses

\$26,018.12

Disbursements on B336-4-417, Eastern Ave., Middle River—Carroll Island Road

7,369.43

Gross Disbursements for Roadside Beautification

\$33,387.55

Cash Position Overdrawn at September 30, 1942

18,102.81

Estimated Expenditures to Complete B336-4-417

790.57

Approximate Overdrawn Position at September 30, 1942

\$18,893.38

## REPORT OF THE STATE ROADS COMMISSION

STATEMENT OF ACCOUNT  
 GASOLINE TAX REFUNDS - INCORPORATED TOWNS  
 October 1, 1940 to September 30, 1942

Exhibit 7

Schedule 66

	1941	1942	
	8.56	\$1.70	
	309.56	445.61	\$4,379.88
	5.90	5.90	
	303.04	387.47	
	49.43	177.91	
	\$810.17	\$1,018.49	1,828.66
			\$6,208.54

Cash on Hand Available for Expenditure at September 30, 1940  
 Add: Receipts from October 1, 1940 to September 30, 1942

Crisfield  
 Cumberland  
 Frederick  
 Hagerstown  
 Salisbury

Cash on Hand, Available for Expenditure at September 30, 1942

Exhibit 7  
Schedule 67

**BRUNSWICK AND POINT OF ROCKS TOLL BRIDGES ACCOUNT**

Periods	Receipts	Disbursements	Balance	Consolidated
<b>BRUNSWICK BRIDGE</b>				
Tolls, February, 1930, to September 30, 1932	\$48,395.64	\$8,214.55	\$40,181.09	
Tolls, October, 1932, to September 30, 1934	26,234.79	5,402.62	20,832.17	
Tolls, October, 1934, to November 30, 1934	171.67	239.78	68.11	
Public Utility Attachment Rent, July 14, 1936	600.00		600.00	
Public Utility Attachment Rent, November 6, 1936	50.00		50.00	
Interest, February 17, 1937	5.08		5.08	
Public Utility Attachment Rent, October 9, 1937	200.00		200.00	
Public Utility Attachment Rent, October 19, 1937	50.00		50.00	
Public Utility Attachment Rent, May 5, 1938	200.00		200.00	
Interest, December 31, 1942	5.08		5.08	
	<u>\$75,912.26</u>	<u>\$13,856.95</u>	<u>\$62,055.31</u>	<u>\$62,055.31</u>
<b>POINT OF ROCKS BRIDGE</b>				
Tolls, February, 1930, to September 30, 1932	\$41,165.51	\$7,501.03	\$33,664.48	
Tolls, October, 1932, to September 30, 1934	29,142.81	5,229.68	23,913.13	
Tolls, October, 1934, to November 30, 1934	198.26	204.28	6.02	
Sale of Scrap Material, September, 1936	150.00		150.00	
	<u>\$70,656.58</u>	<u>\$12,934.99</u>	<u>\$57,721.59</u>	<u>57,721.59</u>
				<u>\$119,776.90</u>
<b>PAYMENTS FOR BRIDGES</b>				
February, 1930, to September 30, 1932	\$54,000.00	\$14,616.67	\$39,383.33	
October, 1932, to September 30, 1934	41,000.00	3,990.00	37,010.00	
October, 1934, to November 30, 1934	5,000.00	75.00	4,925.00	
	<u>\$100,000.00</u>	<u>\$18,681.67</u>	<u>\$81,318.33</u>	<u>81,318.33</u>
Cash on Hand, September 30, 1942				\$1,395.23
Cash on Deposit or in Treasury:				
Peoples National Bank of Brunswick. Restricted and not available for use			\$125.33	
Treasurer of Maryland, included in State Roads Commission's Cash Balance, transferred from Citizens National Bank of Frederick (See Fund Statements, pages ...)		\$1,264.82		
Interest on Account		5.08	1,269.90	1,395.23

ITALICS INDICATE RED FIGURES.

## MAINTENANCE AND RECONSTRUCTION

October 1, 1940, to September 30, 1942

Exhibit 7

Schedule 68

	1941	1942	
Remainder available for Projects in Course of Construction at September 30, 1940			\$2,587,238.83
Add: Receipts from October 1, 1940 to September 30, 1942 (Statement No. 2)	\$7,586,650.46	\$7,031,862.17	
Revenue transferred from Frederick County Construction Fund, as their share of Construction Cost of Brunswick-Point of Rocks Road, Contract No. F336-1-611	60,000.00		
Revenue transferred from Anne Arundel County Construction Fund, as their share of Construction cost of Cherry Hill Road		5,000.00	
Total Receipts and Revenue Transfers	\$7,646,650.46	\$7,036,862.17	14,683,512.63
Gross amount available for Expenditure, October 1, 1940 to September 30, 1942			\$17,270,751.46
Expenditures charged to Revenue, October 1, 1940, to September 30, 1942:			
Maintenance Costs (Regular)	\$3,008,793.30	\$2,760,462.19	
Maintenance Costs through projects transferred by Journal upon completion	46,694.39		
Maintenance of the System (Exhibit Schedule)	3,055,487.69	2,760,462.19	
Purchase of Equipment, and other assets for operation	\$279,863.26	\$533,173.71	
Less: Use of Equipment, and consumption of materials charged to operation	<i>431,406.72</i>	<i>151,542.46</i>	68,621.04
Projects Completed, October 1, 1940 to September 30, 1942 (Statement No. 3)	\$1,009,988.36	\$1,554,498.93	
Less: Journal transfers to Maintenance (above)	<i>46,694.39</i>	963,293.97	1,554,498.93
Transferred to Regular Federal Aid for Rights of Way	250,000.00	300,000.00	
Transferred to Regular Federal Aid to match Federal Funds	944,288.00	944,288.00	
Transferred to Federal Grade, for Rights of Way	50,000.00	50,000.00	
Transferred to Federal Feeder Funds, to match Federal Funds		153,168.00	
Transferred to Ocean City Beach Protection Fund	30,000.00	30,000.00	
Transferred to North Beach Fund		44,578.00	
Transferred to Prison Labor Appropriation Fund	200,000.00	200,000.00	
Appropriation for State Guard Detail		400,000.00	
Transferred to Chesapeake Beach Fund	523.77		
Other Miscellaneous charges to Maintenance Revenue	8,949.56	13,115.07	
Transferred to Reserve Funds for the Susquehanna River, and Potomac River Bridges	16,374.98		
Liquidation of "Certificates of Beneficial Interest", Union Trust Co.	320,607.99		
Total Charges to Revenue	\$5,657,983.50	\$6,492,501.09	12,180,484.59
Remainder available for Projects in course of Construction at September 30, 1942			\$5,090,266.87
Charges to be made to Revenue for Disbursements on Work in Progress			2,132,629.97
Cash on hand, September 30, 1942			\$2,957,636.90
Estimated Remainder to be disbursed to complete work in progress			886,515.58
Approximate Balance Available for Additional Projects at September 30, 1942			\$2,071,121.32
Revenue to be transferred for Studies of new Washington-Baltimore Boulevard			160,000.00
Balance			\$1,911,121.32

ITALICS INDICATE OVERDRAFTS.

## MAINTENANCE AND RECONSTRUCTION FUND

Receipts from October 1, 1940, to September 30, 1942

Exhibit 7

Schedule 68

	1941	1942	Total
Net Receipts of Commissioner of Motor Vehicles, excluding Truck License Fees	\$3,022,537.72	\$2,671,099.81	\$5,693,637.53
Two-cent (2c) Gasoline Tax	4,147,938.32	3,946,321.46	8,094,259.78
Sale of Specifications	639.00	1,889.00	2,528.00
Rental of Properties	1,042.00	3,043.97	4,085.97
Miscellaneous	13,467.82	16,661.95	30,129.80
Truck License Fees and Receipts from \$.0014 of the 2c Gasoline Tax in excess of Debt Service Requirements	299,111.27	392,845.95	691,957.22
Process of Sale of Union Trust Co. Stock	101,614.33		101,614.33
Total	\$7,586,650.46	\$7,031,862.17	\$14,618,512.63



## MAINTENANCE AND RECONSTRUCTION

Author- ization Num- ber	Date Author- ized	Project Number	Description	Date Com- pleted (Ac- counting Record)	Total Cost
<b>ALLEGANY COUNTY</b>					
<b>Completed Projects, October 1, 1940, to September 30, 1942</b>					
		A-166-1-611	Luke to Westernport—Relocation 0.90 miles—grading. Additional Costs	12/31/41	\$146.83
278-40	3 19 40	A-293X611	Painting two bridges over Ecklick Run	12/31/41	177.43
565-40	10 7 40	A-308X611	Eckhart Mines—Property adjustment	12/31/41	147.50
526-40	9 3 40	A-306-611	Various streets in Cumberland—0.39 miles of Specification "C"	1/31/41	8,202.53
435-40	6 25 40	A-308X611	Vale Summit Road—Channelization at Bridge near Hoffman Water Tun- nel	3/31/41	140.38
783-8	5 26 38	A-247X611	George's Creek at Pekin Bridge—Channel change and widen	4/30/41	527.37
53-41	11 27 40	A-311X611	Lepley's to Barreville—Eliminating a traffic hazard	4/30/41	234.31
69-41	12 5 40	A-314X611	East of Cumberland—Installing underdrain	4/30/41	192.70
555-40	9 24 40	A-307X611	Cumberland—Oiling certain streets	5/31/41	53.73
93-41	12 18 40	A-317X611	Route 40, Section 28—Eliminating traffic hazard	5/31/41	440.64
93-41	12 18 40	A-316X611	Lanaconing—Rebuilding bridge on Waterliff Road	8/31/41	688.29
326-41	4 22 41	A-326X611	Cresaptown—Install pipe and extend culvert	8/31/41	225.10
		A-292X611	Eckhart, West Approach—Install speed control on Route 40. Addi- tional Costs	8/31/41	16.75
		A-250-1-611	Cumberland—Haul and Lay Specification "C". Additional Costs	9/30/41	16.47
379-9	3 8 39	A-272X611	Remove slide on McCool-Westernport Road, Route 135	9/30/41	2,571.00
119-41	1 7 41	A-320X611	George's Creek—Extending culverts	9/30/41	397.61
331-41	4 29 41	A-328X611	Winchester Road, at Mayfair Inn—Facilitate drainage	9/30/41	618.59
		A-205-1-611	Vale Summit-Midland Rd. Additional Costs	11/30/41	2.05
54-41	11 27 40	A-312X611	Frosburg—Build roads in State Teachers College Grounds	11/30/41	36.66
107-41	1 7 41	A-319X611	Facilitate drainage on Rt. 35 Sec. 1 with 240' clay sewer pipe	12/31/41	204.63
284-41	3 11 41	A-324X611	Luke-Westernport Rd.—Remove slides and falling stone	12/31/41	831.51
11-41	1 17 41	A-321X611	Approach to Pekin Bridge—Widen earth shoulder and install drainage.	2/28/42	507.29
324-41	4 22 41	A-325X611	George's Creek Rd. near Campbell's Mine—Removing slides	2/28/42	847.29
330-41	4 29 41	A-327X1-611	Vale Summit Road—Widen to facilitate drainage	4/30/42	947.20
140-41	1 28 41	A-322X611	Lanaconing—Erect 8,355 lin. ft. guard rail at Skids Hill	4/30/42	1,944.02
558-41	9 9 41	A-327X1-611	Vale Summit Rd.—Facilitate drainage condition	4/30/42	248.39
246-42	1 14 42	A-334X611	George's Creek Rd. at Borden Shaft—Eliminate traffic hazard	5/31/42	351.04
150-42	12 9 41	A-333X611	Klondyke Road—Stream changes and shoulder widening	5/31/42	744.26
323-41	4 22 41	A-324X1-611	Luke-Westernport Road—Remove slides and falling stone	7/31/42	994.25
7-42	10 16 41	A-332X611	Widen McCool Rd. at Celanese Plant	8/31/42	374.98
267-42	1 29 42	A-335X611	Change drainage near Borden Mines on Route 36	8/31/42	3,647.50
40-41	11 6 40	A-310X611	LaVale—Extend driveways at State Police Sub-Station "C"	9/30/42	172.97
263-42	2 5 42	A-325X1-611	George's Creek Road near Campbell's Mine—Removing slides	9/30/42	935.55
226-42	12 31 41	A-327X2-611	Vale Summit Road—Eliminate narrow shoulder	9/30/42	1,609.54
79-42	11 12 41	A-329X1-611	McCool Road—Extend existing pipes and move back existing guard rail	9/30/42	6,132.04
225-42	12 31 41	A-333X1-611	George's Creek Road—Repairing bridge over George's Creek (Klondyke Bridge)	9/30/42	783.31
			Total		\$36,031.03
<b>ANNE ARUNDEL COUNTY</b>					
<b>Completed Projects, October 1, 1940, to September 30, 1942</b>					
		AA-256-311	South River Bridge—Repairs to Pier—4	10/31/42	\$8.04
		AA-248X311	Mountain Road, Lippins' Corner to Gibson's Island—S.R.C. Costs	10/31/40	98.29
		AA-251X311	Additional Costs	10/31/40	164.53
687-9	7/26/39	AA-275X311	Bayridge Road near Eastport, W.P.A. Project. Additional Costs	1/31/41	514.58
318-40	4/17/40	AA-288-311	Governor Ritchie Highway, Furnace Branch to Annapolis—Install cross over and target units	3/31/41	514.12
52-40	10/31/39	AA-296X311	Mountain Road—Property adjustment	3/31/41	1,119.72
308-40	4 9 40	AA-281X311	Resurface the Nutwell Road	6/30/41	29,512.03
		AA-213X3-311	Camp Meade Road—Constructing 4.1 miles shoulders	7/31/41	22,743.19
		AA-239X311	Governor Ritchie Highway—4 63 miles Beautification	7/31/41	5.93
113-41	1/14/41	AA-289X311	Erection of Ritchie Memorial Markers. Additional Costs	8/31/41	1,609.07
114-41	1/14/41	AA-300X311	Fort Meade Road and Maple Ave.—Installing traffic signal	8/31/41	2,352.29
115-41	1/14/41	AA-303X311	Fort Meade Road and Old Annapolis Road—Installing traffic signal	8/31/41	1,916.22
		AA-277X311	Fort Meade Road and Dorsey Road—Installing traffic signal	8/31/41	1,916.22
			Hammonds Ferry Road, Patapsco River to Camp Meade Road—W.P.A. Project. Additional Costs	8/31/41	77.85
295-40	4 2 40	AA-285-311	Severn River Bridge—Installing traffic warning signals on approaches	9/30/41	473.95
296-40	4 2 40	AA-286-311	South River Bridge—Installing traffic warning signals on approaches	9/30/41	466.67
		P-315-2-511	Project. Additional Costs		
604-41	9 25 41	AA-215-2-311	Severn River Bridge—Installing traffic warning signals on approaches	9/30/41	45,000.00
632-9	6/21/39	AA-370X311	W. B. A. Realty Co.—Full settlement for land and rights	9/30/41	45.36
492-41	7/29/41	AA-314X311	Governor Ritchie Highway—Cross over at Openen Air Theatre	9/30/41	45.36
			Odenton-Millersville Rd.—Shaping and Sod Filling slope at Anderson Residence	12/31/41	382.46
548-41	8/28/41	AA-74X4-311	Dorsey Underpass—Covering Erosion Control	1/31/42	1,907.34
148-41	1/21/41	AA-302X1-311	Camp Meade Road from Westport Road to Camp Meade, via Odenton— W.P.A. Project	2/28/42	157,929.67
590-41	10/ 7/41	AA-315X2-311	Meadow Road in Brooklyn—Reinforce concrete pipe—C. Braddock Jones to furnish material	2/28/42	612.39
589-41	10/ 7/41	AA-315X1-311	Meadow Road in Brooklyn—Reinforce concrete pipe—C. Braddock Jones to furnish material	3/31/42	1,207.24
591-41	10/ 7/41	AA-315X3-311	Meadow Road in Brooklyn—Reinforce concrete pipe—C. Braddock Jones to furnish material	3/31/42	1,152.49

## MAINTENANCE AND RECONSTRUCTION

Author- ization Num- ber	Date Author- ized	Project Number	Description	Date Com- pleted (Ac- counting Record)	Total Cost
<b>ANNE ARUNDEL COUNTY</b>					
<b>Completed Projects, October 1, 1940, to September 30, 1942</b>					
499-41	7/29/41	AA-295X1-311	Glen Burnie—W.P.A. Project at intersection of Gov. Ritchie Highway and Old Annapolis Blvd.	4/30/42	16,041.66
147-42	12/2/41	AA-317X311	Naval Academy Radio Road—W.P.A. Project	5/31/42	8,377.99
443-42	4/28/42	AA-325-311	Maryland House of Correction—Relocate water main	7/31/42	3,869.42
		AA-308X311	Ritchie Highway—Laying cable in park area—S.R.C. Preliminary Engineering Costs	8/31/42	6.60
247-42	1/14/42	AA-320X311	Gov. Ritchie Highway at Furnace Creek—Convert traffic signal	8/31/42	2,191.10
314-41	4/8/41	AA-308X1-311	Laurel to Fort Meade Rd.—Bridge over Patuxent River—W.P.A. Project	9/30/42	122.55
607-41	9/30/41	AA-312X1-311	Cherry Hill Road—Pennington Ave. to Curtis Bay Ord. Depot—W.P.A. Project	9/30/42	
Total					30,838.75
					\$331,161.30
<b>BALTIMORE COUNTY</b>					
<b>Completed Projects, October 1, 1940, to September 30, 1942</b>					
360-9	2/21/39	B-422X411	Wilson Point Road, Eastern Ave. to Wilson Point—W.P.A. Project	10/31/40	\$21,145.23
160-40	12/20/39	B-432X2-411	City Line to Ellicott City—W.P.A. Project	11/30/40	3,209.62
		B-331-1-411	Harford Road, City Line toward Joppa Road. Additional Costs	12/31/40	43.52
158-40	12/20/39	B-418X1-411	Ellicott City—Mill Race—W.P.A. Project	2/28/41	9,546.90
390-40	5/23/40	B-446X411	Wilks Ave.—W.P.A. Project	2/28/41	1,729.54
499-40	8/13/40	B-447X411	York Road—Construction of concrete walks at Towson	2/28/41	255.10
		B-418X411	National Pike at Ellicott City—Construct Wall at Do-Nut Factory—W.P.A. Project. Additional Costs	3/31/41	86.69
		B-433X411	Repairing washouts, storm damage June 13, 1939. Additional Costs	4/30/41	5.36
1156-8	9/27/38	B-364X1-411	Little Gunpowder Falls, Belair Road near Kingsville—W.P.A. Project	6/30/41	66,127.80
446-40	7/9/40	B-429X411	Washington Boulevard, near Relay—Extension of Bridge	9/30/41	7,513.83
370-41	6/10/41	B-445X411	Washington Boulevard—Installation of Speed controls	9/30/41	11,350.01
371-41	6/10/41	B-455X411	New Philadelphia Road and Middle River Road—Installing traffic signal	9/30/41	331.62
68-41	12/3/40	B-364X2-411	Belair Road—Construct Masonry wall at Kleins property—W.P.A. Project	9/30/41	1,512.64
		B-364X411	Belair Rd. Quarry—Paving ditch lines—W.P.A. project. Additional Costs	11/30/41	1.00
149-41	1/28/41	B-456X411	North Point Road and Wise Ave.—Install traffic signal	1/31/42	2,207.75
150-41	1/28/41	B-457X411	North Point Road and Wire Mill Rd.—Install traffic signal	1/31/42	1,800.55
151-41	1/28/41	B-458X411	North Point Road and New Sparrows Point Rd.—Install traffic signal	1/31/42	2,013.95
152-41	1/28/41	B-459X411	New Sparrows Point Rd. and Tin Mill Road—Install traffic signal	1/31/42	1,752.48
332-41	4/29/41	B-464X411	New Philadelphia Rd. near Balto. City line—Install advance warning light and sign	1/31/42	363.02
342-41	5/6/41	B-465X411	Philadelphia Road at Golden Ring Road—Install flashing light signal	4/30/42	1,869.17
		B-184-411	Joppa Rd. from Harford Rd. to Towson—Pre. Eng. Costs	8/31/42	13.91
		B-451-411	Oakland Mills—Property survey	8/31/42	101.74
		B-477-411	Old Court Road and Park Heights Ave.—Channelization at Traffic Light—Pre. Eng. costs	8/31/42	177.97
		B-449X411	New Philadelphia Rd.—Channelization in Balto. County	8/31/42	76.36
279-42	1/29/42	B-477-1-411	Old Court Rd. and Park Heights Ave.—Curb Widening of approach to Channelization	9/30/42	554.26
		B-409-411	Maryland National Guard Target Range near Harford Rd.—W.P.A. Project. Additional Costs	9/30/42	16.00
		B-415-411	Woodstock—Repair County bridge over Patapsco River. Additional Costs	9/30/42	8.00
Total					\$133,813.72
<b>CALVERT COUNTY</b>					
<b>Completed Projects, October 1, 1940, to September 30, 1942</b>					
547-40	9/17/40	C-129-3-811	Solomon's Island Road, near Lusby—4.703 miles Bituminous road constructed	8/31/41	\$24,343.09
205-41	2/28/41	C-141X-511	Chesapeake Beach—Construct rush type jetties	11/30/41	306.22
383-41	6/5/41	C-142-1-511	Lower Marlboro—Treated timber wharf on S.R.C. property near Patuxent River	7/31/42	4,358.71
Total					\$29,008.02
<b>CAROLINE COUNTY</b>					
<b>Completed Projects, October 1, 1940, to September 30, 1942</b>					
421-40	6/18/40	Co-113X1-211	West Denton—Sponsor's contribution	7/31/41	\$2,257.17
422-40	6/18/40	Co-113X2-211	West Denton—Taking care of R.W. agreement	7/31/41	283.05
369-40	5/21/40	Co-143X211	East of Sandy Island Bridge—Improving shoulder and draining condition	7/31/41	974.10
436-40	6/25/40	Co-146X211	Smithville Road—Correcting drainage condition	7/31/41	791.96
138-41	6/28/41	Co-151X211	Hickman— $\frac{1}{2}$ mile west—Relocating drainage	7/31/41	895.30
139-41	1/28/41	Co-152X211	American Corner—North—Relocation of CCC ditch	7/31/41	634.48
630-9	6/21/39	Co-136X211	Between Preston and Federalsburg—Remove pipe	9/30/41	1,234.92
137-41	1/28/41	Co-150X211	Hickman, $\frac{1}{2}$ mile west—Replacing concrete slab	9/31/41	320.70
15-41	10/23/40	Co-148X211	Ridgely—Surfacing Park Area for one block	12/31/41	1,047.11

## MAINTENANCE AND RECONSTRUCTION

Exhibit 7  
Schedule 68

Author- Number	Date Author- ized	Project Number	Description	Date Com- pleted (Ac- counting Record)	Total Cost
<b>CAROLINE COUNTY</b>					
<b>Completed Projects, October 1, 1940, to September 30, 1942</b>					
544-41	8 28 41	Co-157X211	Goldsboro—Facilitate drainage condition	2 28 42	\$670.02
47-41	11 18 40	Co-149X211	Goldsboro-Greensboro Rd.—W. P. A. Project	4 30 42	8,421.33
605-41	9 30 41	Co-160X211	Federalburg to Allens Cor.—Place 4 ft. gravel shoulder along existing surface	4 30 42	640.58
606-41	9 30 41	Co-160X1-211	Federalburg to Allens Cor.—Shoulders	4 30 42	899.24
386-42	3 31 42	Co-166X211	Sour Apple Tree Rd. to Denton—Purchase concrete pipe	7 31 42	1,476.55
276-41	3 11 41	Co-153X211	Denton-Sour Apple Tree Rd.—Six foot shoulder—W.P.A. Project	8/31 42	3,538.01
524-41	8 20 41	Co-156X1-211	Greensboro-Denton Rd.—Surface Treat	8/31 42	6,189.56
457-41	7 8 41	Co-154-211	Federalburg to Delaware Line—Shoulders	9 30 42	70,184.31
270-42	1 29 42	Co-163X1-211	Denton-Burrsville Rd.—Change drainage	9 30 42	46.13
Total .....					\$100,504.52
<b>CARROLL COUNTY</b>					
<b>Completed Projects, October 1, 1940, to September 30, 1942</b>					
.....	.....	Cl-211-311	Mount Airy toward Taylorsville—Penetrating macadam shoulders.	10 31 40	\$13.34
.....	.....	.....	Additional Costs	8 31 41	13,683.51
228-40	2 13 40	Cl-229X311	Westminster-Uniontown Road—W.P.A. Project	9 30 41	300.04
94-41	12 18 40	Cl-247X311	Westminster-New Windsor Road—Constructing underdrain	9 30 41	1,099.32
182-41	2 28 41	Cl-248X311	Taneytown—Erecting a flashing signal	9 30 41	.....
.....	.....	Cl-217-311	Hampstead-Mexico Rd.—Raise approach to W. M. R. R. Additional Costs	11/30 41	66
.....	.....	Cl-253-311	Littletown Pike—Prel. Eng. costs	1/31 42	257.84
.....	.....	Cl-206X311	Libertytown-New Windsor Rd.—Widen curves. Additional Costs	1/31 42	1.00
419-41	6 19 41	Cl-252X311	Washington Road—Pen. Mac. surface course twd. Fenby, south	4/30 42	13,898.15
400-41	6 30 41	Cl-217-311	Hampstead-Mexico Road—Grading and Improving Road	5 31 42	7,664.82
416-42	4 7 42	Cl-266X311	Westminster Rd.—Right of Way adjustment to Norris Property	9 30 42	1,045.00
415-42	4 7 42	Cl-266X1-311	Westminster Rd.—Curve Modification	9 30 42	793.54
417-42	4 7 42	Cl-266X2-311	Westminster Rd.—Curve Modification	9 30 42	959.88
Total .....					\$39,717.10
<b>CECIL COUNTY</b>					
<b>Completed Projects, October 1, 1940, to September 30, 1942</b>					
.....	.....	Ce-219X411	Repairing washouts, storm damage of June 13, 1939. Additional Costs.	11/30/40	\$74.61
768-9	8/23/39	Ce-219X411	Repair storm drainage—August 19, 1939	12/31/40	7,372.02
474-40	7/17/40	Ce-252-411	Aiken Road—Constructing 0.70 miles of roadway	1/31/41	14,122.88
759-9	8/15/39	Ce-220X411	Fair Hill to Delaware Line—W. P. A. Project	2/28/41	18,095.11
335-40	4 25/40	Ce-225X411	Perryville—Approach to the new Susquehanna Bridge—W. P. A. Project	3/31/41	6,082.38
10-41	10/29/40	Ce-237X411	Susquehanna River Toll Bridge—Installation of Loadometers	4/30/41	247.09
.....	.....	Ce-223X411	New Philadelphia Road and Chesapeake City Road—Install Light.	6/30/41	861.90
.....	.....	.....	Additional Costs	9/30/31	644.65
321-41	4/15 41	Ce-241X411	Elkton Childs Road—Soil Erosion work	11/30/41	3,383.22
373-41	6/10/41	Ce-244X411	New Philadelphia Road and Northeast-Bayview Rd.—Install Traffic Signal	4/30/42	35,662.43
418-41	6/19/41	Ce-243X411	Philadelphia Rd.—Delaware line twd. Elkton—Concrete surface Course	8/31/42	5.59
.....	.....	Ce-228X411	Sylmar to Calvert Road—W. P. A. Project	8/31/42	3,037.10
.....	.....	Ce-242X411	Hayre de Grace Br.—Surfaing Hornberger's Property	.....	.....
Total .....					\$89,588.98
<b>CHARLES COUNTY</b>					
<b>Completed Projects, October 1, 1940, to September 30, 1942</b>					
515-40	9/ 3/40	Ch-209X511	Waldorf—Installing Flashing Signal	6/30/41	\$672.35
515-41	8/ 5/41	Ch-203X2-511	Allen Fresh Chapel Point Rd.—Move Barn on Paul Mason property	11/30/41	457.12
593-41	9/30/41	Ch-203X3-511	Allen Fresh—Chapel Point Rd.—Move buildings	11/30/41	1,160.22
380-41	6/10/41	Ch-218X511	La Plata Rt. 6 —Lay pipe, build catch basins, and raise sidewalks.	8/13 42	94.28
Total .....					\$2,383.97
<b>DORCHESTER COUNTY</b>					
<b>Completed Projects, October 1, 1940, to September 30, 1942</b>					
254-9	1/ 4/39	D-142X111	Cainbridge—Construction of Bridge and Building for S. R. C. Em- ployees	1/31/41	\$318.70
464-40	7/ 9/40	D-116-1-111	Federalburg to Hurlock—Over Skinners Run—Constructing bridge	2/28/41	4,388.74
454-40	7/ 9/40	D-116X2-111	Skinners Run—Surfacing on either side of bridge	2/28 41	851.67
272-41	2 28/41	D-155-111	Choptank River—Installing roadway lighting system for bridge	1/31 42	25,857.55
747-8	5/17/38	D-124-1-111	Cambridge, Wash. St. 047 mt. Corner sidewalk etc. along South side	3/31/42	14,828.77
482-41	7/15/41	D-163X111	Eldorado—Patch with pre-mixed Material road from Sharpstown.	3/31/42	2,625.47
.....	.....	D-160-111	Upper Hoopers Island—Bridge over Fishing Creek—Prel. Eng. Costs	8/31/42	663.26
.....	.....	D-151X111	Sharpstown Bridge—Erect Safety gates	8/31/42	12.07
534-41	8/20/41	D-165X111	Dual Hwy. end of Choptank River Bd. to end of Dual Hwy.—Excavate existing Clay sho & backfill with gravel	8/31/42	3,312.43
Total .....					\$52,858.66

## MAINTENANCE AND RECONSTRUCTION

Exhibit 7  
Schedule 68

Author- ization Num- ber	Date Author- ized	Project Number	Description	Date Com- pleted (Ac- counting Record)	Total Cost
<b>FREDERICK COUNTY</b>					
<b>Completed Projects, October 1, 1940, to September 30, 1942</b>					
		F-367X611	National Pike Repairs—East pier of Jug Bridge. Additional Costs	10/31/40	\$12.21
		F-368X611	Erecting farm fence R/W agreement. Additional Costs	10/31/40	34.13
456-40	7/ 2/40	F-193-1-611	New Market to Libertytown, over Ben's Branch—Construction of Bridge	11/30/40	5,009.95
1177-8	10/ 4/38	F-344X511	New London—Libertytown, Ground Hog Hollow—Pipe Culvert	11/30/40	401.78
2-9	10/ 4/38	F-346X511	Ceresville-Woodsboro Road slope—Drain and widen shoulders	11/30/40	912.85
527-40	9/ 3/40	F-376-1-511	Thurmont, Over Hunting Creek—Constructing sidewalks on Bridge	4/30/41	2,220.92
235-9	12/21/38	F-353X611	Route 464-2—maintain with 8 10 soft stone spots	9/30/41	813.56
318-8	12/29/37	F-311X1-511	Evergreen-Hyattstown—Specification "C" for edging sunken places	9/30/41	1,834.93
312-8	12/28/37	F-314X511	Jumtown-Thurmont Road—patch, dress shoulders	9/30/41	1,793.31
314-8	12/28/37	F-316X511	Rocky Ridge-Motters Station Road, patch, dress shoulders	9/30/41	6,524.49
315-8	12/28/37	F-317X511	Urbana-Buckeystown Road, patch, dress shoulders	9/30/41	5,411.18
1178-8	10/ 4/38	F-343X511	Through Emmitsburg, shoulders and rebuilt	9/30/41	1,125.50
1-9	10/ 4/38	F-347X511	Broad Run Road, Rip Rap—200 Lineal feet of ditch	9/30/41	327.69
29-40	10/17/39	F-363X511	Near Creagerstown—2.7 miles north of Lewistown—W. P. A. Project.	9/30/41	10,236.88
498-41	7/29/41	F-389X511	Thurmont—Improving curb and pavement	9/30/41	198.03
516-41	8/ 5/41	F-390X511	Near Norman's Mill—Removing dangerous hump in roadway	9/30/41	1,677.73
291-41	3/19/41	F-384X611	Middletown—Backfill between curb & gutter	12/31/41	1,310.34
		F-381-511	Petersville-Brunswick Road—Bridge over Little Cotoctin Creek—Pre- Eng. Costs	1/31/42	2,191.20
88-41	12/10/40	F-383X611	Middletown—Installing & Furnishing pipe	1/31/42	636.63
379-41	6/10/41	F-388X611	Paint Frederick Garage & roof; also paint shop and office inside	2/28/42	543.47
587-41	9/23/41	F-396X611	Old Braddock Hts.—Widen 2 sections of roadway	3/31/42	7,088.24
557-41	9/ 2/41	F-384X1-611	Middletown—Backfilling with 8' Pen. Mac. betw. S.R.C. Coner. road- way, curb & gutter	4/30/42	927.94
98-42	11/19/41	F-396X1-611	Old Braddock Rt. 40. Complete widening of shoulders & make adjust. to property where Comm. has made 3 lanes of traffic	4/30/42	432.04
242-42	1/14/42	F-406X611	Woodsboro 6' mac. between Curb & Gutter and present Rdway...	1/31/42	1,846.50
367-42	3/17/42	F-415X611	Jug Bridge Maint. screening stab	5/31/42	2,487.10
368-42	3/17/42	F-416X611	Mercer property—Perform R/W agreement	5/31/42	196.36
366-42	3/17/42	F-413X611	Jug Bridge—Strengthen Bridge 6136 over Bush Crk.—use as detour.	6/30/42	559.83
390-42	3/31/42	F-415X1-611	Jug Bridge—Continue Maint. of screening stab. treated with asphalt and Chips	7/31/42	1,955.97
378-40	5/16/40	F-376-611	Thurmont—Sidewalk across Hunting Creek Bridge—Pre-Eng. Costs	8/30/42	298.02
365-42	3/17/42	F-412X611	Jug Bridge—Repairs to Bridge over Potomac River	8/31/42	36,353.84
			Jug Bridge—Furnish & deliver 1 M Ton Matt. to stabilize Frederick Co. Road	8/31/42	2,606.44
77-42	11/ 5/41	F-378-1-611	Warman's Mill—0.25 Mi. Pen. Mac. Surf. Widen. Approaches & channel- ization of intersect.	9/31/42	9,043.76
			Total		\$107,010.82
<b>GARRETT COUNTY</b>					
<b>Completed Projects, October 1, 1940, to September 30, 1942</b>					
493-39	4/25/39	G-183X611	Oakland-Hutton, Route 39—Widening highway	1/31/41	\$5,066.88
475-40	7/23/40	G-183X1-611	Oakland-Hutton—Concrete pavement	8/31/41	8,980.42
496-40	8/13/40	G-192X611	Pennsylvania State Line to Keyser's Bridge—W. P. A. Project	9/30/41	2,451.33
356-41	5/20/41	G-183X2-611	Oakland-Hutton Road—Widening shoulders	9/30/41	2,217.67
		G-198-611	Deep Creek Lake—New floor on Bridge	1/31/42	228.33
368-41	5/28/41	G-198-1-611	Deep Creek Lake—Reconstr. floor on one span of existing bridge	2/28/42	14,184.30
96-41	1/ 7/40	G-200X611	Rt 42-3-II Blooming Rose toward Penna. Line, 7 Miles West of Friends- ville	4/30/42	808.80
608-41	9/30/41	G-201X611	Oakland-Hutton Sho. Project. Completing excavation, drainage, shoul- der work, etc.	9/30/42	1,929.59
			Total		\$35,867.82
<b>HARFORD COUNTY</b>					
<b>Completed Projects, October 1, 1940, to September 30, 1942</b>					
437-40	7/ 2/40	H-256X411	New Philadelphia Road—Changing traffic signal	11/30/40	\$969.06
		H-239X2-411	Shawsville to Hughes Hill—W. P. A. Project. Additional Costs	12/31/40	4.70
201-40	7/16/40	H-186X6-411	Philadelphia Road—From Otter Creek to Church Creek—W. P. A. Project	1/31/41	6,730.49
253-9	1/ 4/39	H-236X411	Belair Road, Little Gunpowder Falls to Belair—macadam, grading and drainage	1/31/41	32,472.26
813-9	9/20/39	H-249-411	Belair, Main and Bonds Streets—macadamize curb and gutter	2/28/41	19,167.19
574-40	10/ 1/40	H-261X411	Cardiff—W. P. A. Project	6/30/41	1,185.94
13-41	10/23/40	H-260-1-411	Bel Air—Constructing 0.10 miles of Specification "C"	7/31/41	6,670.19
		H-260-411	Main St., Belair, from Bonds St. to Broadway—Pre-Eng. Costs.	7/31/41	263.71
41-41	11/ 6/40	H-263X411	Conowingo—Extending roadway	8/31/41	136.82
112-41	1/14/41	H-264X411	New Philadelphia Road—Installing traffic signal	8/31/41	3,521.31
343-41	5/ 6/41	H-264X1-411	New Philadelphia Road—Revising traffic signal	8/31/41	94.89
5-41	11/27/40	H-251X2-411	Edgewood Road, W. P. A. project	11/30/41	9,720.83
565-41	9/16/41	H-252X411	Hayre De Grace—Repair sidewalk on Ontario & Juniata Sts.	12/31/41	67.72
		H-259-411	New Phila. Rd.—Channelization in Harford County	1/31/42	756.67
328-41	4/17/41	H-120-2-411	Shipley's Corner-Magonia Rd. from Phila. Rd. to Shipley's Corner. Spec. "C" surfacing	1/31/42	63,586.20
385-41	6/ 5/41	H-216-2-411	Jarrettsville—Pylesville Rd. 0.90 mi. Pen. Mac. Federal Hill & St. Clair Road	1/31/42	11,213.70

## MAINTENANCE AND RECONSTRUCTION

Author-ization Num-ber	Date Author-ized	Project Number	Description	Date Com-pleted (Ac-counting Rec-ord)	Total Cost
<b>HARFORD COUNTY</b>					
<b>Completed Projects, October 1, 1940, to September 30, 1942</b>					
395-41	6/17 41	H-270X1-411	Edgewood Road W. P. A. project	3/31/42	\$6,343.26
387-41	6/ 5 41	H-208-2-411	Pylesville-Jarrettsville Road—3.03 Mi. Pen. Mac. from Wilson's Cross Rd. 0.31 Mi. Pen. Mac. to Gracetown	4/30/42	36,570.12
407-41	6, 12, 41	H-211-2-411	Jacksonville-Madonna Road—2.424 Mi. Pen. Mac.	4/30/42	36,151.37
667-9	7/18/39	H-247 X 411	Hayre de Grace Bridge Reopen Pier #3 Additional Costs	4/30/42	10.42
374-41	6, 10, 41	H-267 X 411	Whiteford-Dublin. S. R. C. contribution to W. P. A. project Rt. 136..	4/30/42	17,675.82
		H-251X1-411	Stepney, New Philadelphia Road, Install Traffic Signal	4/30/42	4,258.92
			Edgewood Road-Phila. Road to Edgewood—shoulders and topping	4/30/42	50.05
386-41	6/ 5 41	H-209-5-411	Pylesville-Emory Church Road—3.02 Miles Pen. Mac and 0.62 Mi Pen. Mac. Highland	6/30/42	41,536.75
		H-203-3-411	Hayre de Grace to Chapel Road—Surfacing with Bituminous Road Mix. Additional costs	8/31/42	5.55
		H-218-3-411	Hayre de Grace-Ostego and Ohio Sts. Additional Costs	9/30/42	12.50
520-41	8/20, 41	H-120X4-411	Philadelphia Road-Reloc. to Magnolia. W. P. A. project	9/30/42	10,730.60
79-40	11/28, 39	H-253X411	Hayre de Grace race track, Construct crossover for Frank Murphy, Inc.	9/30/42	355.63
Total					\$310,398.67
<b>HOWARD COUNTY</b>					
<b>Completed Projects, October 1, 1940, to September 30, 1942</b>					
156-40	12/20 39	Ho-193X311	Montgomery Road—W. P. A. Project	12/31 40	\$14,961.08
438-9	4/ 3/39	Ho-189 X311	Rogers Ave. toward Ellicott City, U. S. Route 40—W. P. A. Project.	1/31 41	20,291.33
32-41	11/ 6 40	Ho-165-3-311	Waterloo-Maryland Police Sub-Station—Constructing approach	3/31/41	4,285.83
		Ho-194X311	Clarksville Pike, Fence in front of Lantham Chapel Cemetery. Additional Costs	5/31 41	31.38
375-41	6/10, 41	Ho-197X311	Washington Boulevard—Installing traffic signals	9/30/41	6,395.90
344-41	5, 16, 41	Ho-200X311	Ellicott City, Vicinity Rogers Ave.—Stabilizing 1675 ft. dirt Sho.	2/28, 42	1,491.49
95-42	11/19, 41	Ho-206 X311	Frederick Road—construct apron on West approach to section of Dual Hwy.	2/28/42	548.75
489-41	7/22 41	Ho-88X2-311	Baltimore-Washington Blvd. W. P. A. project. Additional Costs	3/31/42	31,810.78
		Ho-88-311	Ellicott City-Ellicott St. to Columbia Pike—Sewer Survey. Additional Costs	6/30/42	1.32
		Ho-207-311	Balto. Washington Boulevard at Deadman's Curve—Misc. costs	8/31/42	358.96
Total					\$80,137.51
<b>KENT COUNTY</b>					
<b>Completed Projects, October 1, 1940, to September 30, 1942</b>					
418-40	6, 12, 40	K-127X211	Chester River Bridge—Installing warning signals	1/31/41	\$599.92
814-9	9/20/39	K-120-1-211	Sharp's Wharf in Rock Hall—Stabilizing and surfacing	2/28/41	7,123.43
407-40	6/ 4/40	K-126 X211	Chestertown—Macadamizing	2/28/41	3,488.31
444-40	7/ 9/40	K-128 X211	Loeist Grove—Modifying Curve	9/30/41	1,872.07
414-41	7/ 1/41	K-134 X211	Betterton—Excavating	9/30/41	216.25
614-8	4 13/38	K-107 X211	Milington-Cross Roads toward Massey—Surfacing for earth shoulders.	11/30, 41	1,037.58
615-8	4 13/38	K-103X3-211	Milington-Cross Roads toward Massey—Bituminous materials—cut side.	11/30, 41	261.25
			Sassafras River Bridge—Repair Bridge	8/31/42	27.54
Total					\$14,629.35
<b>MONTGOMERY COUNTY</b>					
<b>Completed Projects, October 1, 1940, to September 30, 1942</b>					
		M-332-311	Chevy Chase, Brookeville Road at Taylor Ave—Extension of Culvert. Additional Costs	10/31/40	\$7.00
		M-245-1-311	Brookeville Road, Woodbine St. to East-West Highway—0.41 miles concrete. Additional Costs	10/31/40	20.16
		M-195-311	Connecticut Avenue—Prel. Eng. Costs	12/31/40	2,487.87
		M-302-311	Old Georgetown Road, Bethesda to Alta Vista—Prel. Eng. Costs	12/31/40	839.77
310-40	4 10/40	M-344X311	Vier's Mill Road, side of—Constructing a breast-wall	12/31/40	398.15
513-40	8/22 40	M-350-311	Rockville Pike—Laying 8 1/2 miles Asphalt	3/31, 019-30	31,019.30
49-41	11/27, 40	M-355X311	East-West Highway—Stabilizing shoulders.	9/30/41	6,358.50
50-41	11/27, 40	M-356 X311	Between Kensington and Wheaton—Stabilize shoulders	9/30/41	7,322.69
264-41	2 28 41	M-358 X311	DuPont Avenue Approach to Route 193—Making adjustment	9/30/41	2,221.81
		M-213-311	White Oak to Ashton—Shoulders. Additional Costs	10/31/41	132.57
117-41	1/ 7, 41	M-357-311	Town of Takoma Park—Grading along northwest side of Piney Branch Road	11/30/41	995.00
566-40	9/25, 40	M-302-1-311	Old Georgetown Road-Wisconsin Av. in Bethesda to Alta Vista—Concrete base and Spec. "C"	12, 31/41	74,054.97
522-41	8, 20, 41	M-366X311	Bradley Boulevard at Glenbrook Road—Facilitate drainage	12/31/41	614.23
80-42	11 12, 41	M-373 X311	Corwin Drive between Georgia Av. & Dale Drive—Storm sewerage	12/31/41	1,003.40
		M-363-311	Vier's Mill Road—Prel. Eng. costs	1/31/42	81.93
480-41	7/ 8, 41	M-304X311	Bladensburg Road in Kensington. Metropolitan Ave—St. Paul St. improved	2/28/42	480.49
56-42	11/ 4 41	M-365 X311	Second Ave. in Silver Springs—Construct sidewalk	2/28/42	935.29
60-42	11/ 4, 41	M-372X311	Olney to Brookeville—Improve vision	2/28/42	621.53
567-40	9/25/40	M-195-1-311	Connecticut Av.-Dist. of Columbia twd. Chevy Chase Lake—concrete base and gutters	6/30/42	180,755.27
371-7	5/ 4 37	M-299-311	New Hampshire Ave. Prel. Eng. Costs	8/31/42	1,915.19
340-42	3/ 4 42	M-374X311	Georgetown Road, adjacent to Perry entrance. Constr. Comb. & Gut-ter and Surfacing	8/31/42	583.58
Total					\$319,829.70

## MAINTENANCE AND RECONSTRUCTION

Exhibit 7  
Schedule 68

Author-ization Num-ber	Date Author-ized	Project Number	Description	Date Com-pleted (Ac-counting Record)	Total Cost
<b>PRINCE GEORGE'S COUNTY</b>					
<b>Completed Projects, October 1, 1940, to September 30, 1942</b>					
		P-376-1-811	Buena Vista on Defense Highway to Kolbe's Corner—Roadway. Additional Costs	10/31/40	\$ 99
		P-269-811	Bridge over Oxon Run on Suitland Road—Prel. Eng. Costs	12/31/40	217.69
		P-397-811	Breutwood to Hyattsville, Rhode Island Avenue—Prel. Eng. Costs	12/31/40	1,725.44
		P-386-1-811	Hyattsville, Queen's Chapel Road, Prospect Ave. to Oakwood Road—Additional Costs	2/28/41	10.75
195-40	1/ 4 40	P-407-811	Laurel—Constructing 3 buildings	3/31/41	54,507.16
835-8	6 10/38	P-371X-811	Central Ave., Rte. Highway and Kolbe's Corner—Drain structure.	3/31/41	345.09
394-9	3/ 8/39	P-369X1-811	Brandywine Road—Grade Elimination	5/31/41	179.05
		P-86-811	Chapel Road, Central Avenue to W. B. & A. Railroad. Additional Costs	6/30/41	.50
591-9	6/ 1/39	P-406X-811	Washington Boulevard at Cottage City—Install underdrain	7/31/41	225.84
551-40	9 19 40	P-397-1-811	Hyattsville—Constructing 1.205 miles concrete	8/31/41	56,142.37
444-41	7 1 41	P-460-511	Washington Boulevard—Constructing roadway	9/30/41	42,894.51
377-41	6 10 41	P-436X-811	Control Heights—Installing traffic signal	9/30/41	605.03
55-41	11 27 40	P-374X2-811	College Park—Installing traffic signal	9/30/41	2,747.82
14-41	10 23 40	P-424X1-511	Crystal Springs Ave.—W. P. A. Project	9/30/41	15.37
376-41	6 10 41	P-432X-511	Washington Boulevard—Installing traffic signals	9/30/41	8,750.37
594-41	9 30 41	P-374X3-511	University Lane—Placing Sadding	2/28/42	1,836.30
595-41	9 30 41	P-374X4-511	Baltimore-Washington Blvd. & Univ. Lane—Adjusting traffic Chan-nelization at Intersect	2/28/42	1,281.93
582-40	10/ 8 40	P-269-1-511	Washington, D. C. to Suitland—Box Culvert over Oxon Run and ap-proches	3/31/42	18,605.52
575-40	10/ 3 40	P-374-1-511	University Lane Extended thru University of Md. 1.265 Mi. Cover Base Crse & Bit. Rd. Mix Surf.	3/31/42	87,008.19
299-41	3 19 41	P-443-1-511	Riversdale, Edmondston Rd. & Jefferson Ave. 0.104 Mi. Gravel Base Bit. Road Mix. Surf. Crse & Culvert Constr	3/31/42	11,920.05
351-41	5/13/41	P-397-2-511	Rhode Island Ave.—Lowering street car tracks	4/30/42	12,733.91
304-41	3 26 41	P-456X-511	Baltimore-Washington Blvd. near Muirkirk—Placing underdrain with Prison Labor	4/30/42	2,210.53
		P-466X-511	Marlboro Race Track—Bill work	4/30/42	4.68
420-41	7 1 41	P-443X-511	Rhode Island Ave.—Replace 2,315 sq. yds. concrete pavement	5/31/42	790.65
421-41	7/ 1 41	P-462X1-511	Rhode Island Ave.—Place 4 catch basins and pave 240 sq. yd. around basins	5/31/42	1,671.06
		P-433X-511	South Branch twd. TB—Sand asphalt shoulders. Additional Costs	6/30/42	4.56
55-42	11 4 41	P-443X2-511	Riverdale, Edmondston Rd. & Jefferson Ave.—Install semi-actuated traffic signal	7/31/42	1,974.46
274-42	1 29 42	P-315-511	Defense Highway-A. A. County line twd. Washington—Prel. Eng. Costs.	8/31/42	10,014.47
		P-476X-511	Jefferson Ave & Edmondston Rd. Grading & drainage for installation, traffic islands	8/31/42	769.13
620-42	9/ 1 42	P-397-3-511	Hyattsville-Remburse American Tel. & Tel. Co. for their work on Rhode Island Av. Balto. Wash. Subway	9/30/42	16,094.76
422-41	7/ 1 41	P-462X2-511	Rhode Island Ave.—Lay 600 Lin. ft. storm sewer	9/30/42	125.69
		Total			\$335,404.24
<b>QUEEN ANNE'S COUNTY</b>					
<b>Completed Projects, October 1, 1940, to September 30, 1942</b>					
345-40	5 7 40	Q-156X-211	Ingleisle—Widening curve	11/30/40	\$346.15
343-40	5 7 40	Q-149X-211	Centreville—Improvements on Garage	2/28/40	1,151.60
344-40	5 14 40	Q-149X1-211	Centreville—Constructing driveway at Garage	2 28 40	427.66
480-40	7 31 40	Q-146X2-211	Clueterstown-Church Hill Road—Material for R. W. agreement	7/31/41	1,970.16
130-41	7 14 41	Q-161X-211	McGaughey Corner—Supplement to W. P. A. Project	7/31/41	569.98
662-9	7 18 39	Q-141X-211	Southeast Creek—Concr. gutter and backfill	2/28/42	1,249.14
105-41	1 7 41	Q-160X-211	Church Hill and Clueterstown—Equipment for widening roadway	5/31/42	3,997.03
554-41	9 9 41	Q-169X-211	Sudlersville and Del. State Line at Andersons Corner—Widen inside of curve	5/31/42	399.22
564-41	9 16 41	Q-169X1-211	Del. State Line on Rt. 360. Improve roadway	5 31 42	1,940.82
654-9	7 5 39	Q-140X-211	Sudlersville, W. P. A. Project, installing storm water drain, curb and gutter	6 30 42	3,010.43
360-41	5 22 41	Q-153X1-211	Centreville, Church Hill—Furnish pipe culverts	7 31 42	4,229.00
378-42	3 24 42	Q-177X-211	Kent Narrows Bridge—Loading & unloading material from gravel pit of Baker & Cole	7 31 42	1,732.94
379-42	3 24 42	Q-177X1-211	Kent Narrows Bridge—widening shoulders	7 31 42	1,016.67
		Q-148X-211	Ingleisle—Replace pipe on Rt. 313	8 31 42	2.82
4-42	10 16 41	Q-146X3-211	Brown's Hill, front of Bennett's property—Rubble gutter	8 31 42	614.20
277-41	3 11 41	Q-163X-211	Sudlersville-Delaware line—Improve sight and widen curve	8 31 42	817.16
243-42	1 14 42	Q-173X-211	Centreville, east of Queenstown—widening road	8 31 42	302.00
104-41	1 7 41	Q-159X-211	Rt. 18, sec. 2. Placing 3/4 ft sand asphalt sho. on coner. subgrade	9/30/42	294.11
359-41	5 20 41	Q-159X1-211	Queenstown to Centreville. Furnish pipe for ext. and entr. convict labor	9/30/42	754.53
421-42	4 14 42	Q-178X-211	Stevensville—stabilize & surface. Treat earth shoulders	9 30 42	731.10
445-42	4 28 42	Q-179X-211	District #2—Surf. Treat Convict Labor work	9/30/42	5,010.29
455-42	5 5 42	Q-180X-211	Brown's Corner toward Church Hill—Widening of shoulders	9/30/42	1,343.41
		Total			\$31,820.42

REPORT OF THE STATE ROADS COMMISSION

305

MAINTENANCE AND RECONSTRUCTION

Exhibit 7  
Schedule 68

Author- ization Num- ber	Date Author- ized	Project Number	Description	Date Com- pleted (Ac- counting Record)	Total Cost
<b>ST. MARY'S COUNTY</b>					
<b>Completed Projects, October 1, 1940, to September 30, 1942</b>					
73-41	11 27, 40	SM-112-6-811	Loveville to Leonardtown—Additional R W Costs	1 31 41	\$425.00
315-41	4 8 41	SM-228-811	Leonardtown Garage—Installing water system	6 30 41	521.27
366-41	6 3 41	SM-239-511	Route 236—Removing barn	8 31 41	153.17
440-41	7 1 41	SM-234-811	Repairing storm damage on certain roads in St. Mary's County	9 30 41	1,029.92
		SM-226-511	Swing Span for St. George's Island Bridge—Prel. Eng. Costs	1 31 42	791.35
		SM-154-311	Scotland Beach—Relocation—Prel. Eng. costs	8 31 42	152.91
		SM-209-511	Point Lookout Road thru Leonardtown—Prel. Eng. Costs	8 31 42	79.41
Total					\$3,153.03
<b>SOMERSET COUNTY</b>					
<b>Completed Projects, October 1, 1940, to September 30, 1942</b>					
447-40	7 9 40	S-68-2-111	Deal's Island—W. P. A. Project	7 31 41	\$4,738.37
56-41	11 27, 40	S-68X3-111	Deal's Island—Extending approach to Bridge	9 30 41	2,021.00
		S-117-111	Pocomoke River Bridge—Sidewalks	1 31 42	710.94
		S-121-111	Hopewell-Marion—Prel. Eng. Costs	1 31 42	841.03
		S-124-111	Pocomoke-Westover Road; Relocation at Greenhill—Prel. Eng. Costs	1 31 42	483.41
300-41	3 26, 41	S-119X111	Princess Anne—Improve shoulders	1 31 42	2,442.33
481-41	7 15, 41	S-125X111	North Division St.—Mudjacking Rt. 13 Overhead crossing	1 31 42	624.27
131-42	11 25, 41	S-121-2-111	Sarah Marie Horsey property—Adjustments	1 30 42	767.79
118-41	1 14, 41	S-118X111	Westover-Marion—Placing Gravel on shoulders	3 30 42	4,450.82
413-41	7 1 41	S-123X111	Crisfield—Reconditioning Main St.	3 30 42	1,316.45
553-41	9 3 41	S-117-1-111	Pocomoke River Bridge—New floor and walk	9 30 42	14,733.42
530-41	8 20, 41	S-126X111	Dividing Creek Bridge—Raise Grade	9 30 42	679.48
Total					\$33,808.92
<b>TALBOT COUNTY</b>					
<b>Completed Projects, October 1, 1940, to September 30, 1942</b>					
294-40	4 2 40	T-87X211 T-84X211	Choptank River Bridge (Dover)—Installing traffic signals Constructing Operator's house at Knapp's Narrows Bridge. Additional Costs	1/31-41 6/30-41	\$724.56 4.50
401-41	6 10 41	T-73X4-211	Peach Blossom Creek—Additional Guard Rail	9 30 41	970.50
349-8	1 26 38	T-76X211	Cordova Road—Surface treat shoulders and gutter	9 30 41	687.63
727-8	5 17 38	T-79X211	Easton-Dover Branch—riprap gutters on shoulders	9 30 41	219.33
757-8	5 25 38	T-80X211	Road to Wye Mills, North of Easton—place and oil shoulders and gutter	9 30 41	23.42
363-41	5 20 41	T-95X211	Miles River Bridge—Remove old pipes, fenders & dolphins	11/30-41	378.43
282-40	3 26 40	T-84X1-211	Tilghman's Island—Installing control equipment, lighting operator's house, bridge	4/30-42	2,159.74
391-40	5 23 40	T-89X211	Wye Mills to Easton—Widening earth shoulders	4/30-42	1,576.79
542-41	8 28 41	T-98X211	Choptank River Bridge—Material to replace Mac. surf	6/30-42	709.88
543-41	8 28 41	T-98X1-211	Choptank River Bridge—Replace Mac. Surf.	7/31-42	733.38
484-41	7 22 41	T-95X1-211	Miles River Bridge 2049—Changing Kerosine burning lights to electric lights	8/31-42	349.34
Total					\$8,537.50
<b>WASHINGTON COUNTY</b>					
<b>Completed Projects, October 1, 1940, to September 30, 1942</b>					
		W-308X611	Washington County, U. S. Route 40, Specification "C" grade, etc. Ad- ditional Costs	10 31 40 11/30/40	\$6.08 23.45
452-8	4 13 38	W-203-2-611 W-273X611	Antietam Creek-Leitersburg Road—Bridge. Additional Costs Brownsville—Rebuild steps of Episcopal Church and stone wall for slopes	2 28 41 4 30 41	301.72 121.67
29-41	11 6 40	W-323X1-611 W-304X1-611	Old Hancock Bridge—Clean and paint beams St. Paul's Church Road R W. Additional Costs	5 31 41 6 30 41	179.50 146.36
226-8	12 14 37	W-262X611	U. S. Route 11, necessary correction to dips at Halfway	6 30 41	146.36
528-40	9 10 40	W-343X611	National Pike, Hyattsville toward Hagerstown—Excavating and Stabi- lizing shoulders	6 30 41	5,343.50
362-8	1 26 38	W-270X1-611 W-88X611	Leitersburg Bridge—surface approach National Pike—Allegheny Co. Line, Hancock—Guard Rail. Additional Costs	7/31-41 7/31-41	114.20
280-40	3 19 40	W-333X611	St. Paul's Road—W. P. A. Project	9 30 41	1,665.07
122-9	11 15 38	W-310X611	Between Clear Spring and Allegany County Line—W. P. A. Project	9 30 41	318.31
36-40	10 24 39	W-314X1-611	U. S. Route 411, Washington County—Underdrain and widening slopes	9 30 41	878.99
342-40	5 7 40	W-336X611	Rohrersville Road—Surfaceing shoulders	9 30 41	1,050.58
48-41	11 18 40	W-341X611	Boonsboro to Shepherdstown—South of Sharpsburg—Eliminating 2 dips in roadway	9 30 41	684.04
109-41	1 7 41	W-350X611	Antietam Creek Bridge—W. P. A. Project	9 30 41	454.36
492-9	4 25 39	W-323X611	Selshing Mountain—Install drainage	9 30 41	294.14
485-8	3 8 38	W-275X1-611	Keedysville Bridge #9020—Repair retaining walls	11 30 41	250.99
669-9	7 18 39	W-275X-3-611	Downsville Pike—furnish equipment and material—W. P. A. Project Sharpsburg Pike and Rt. 40—Widening etc. Downsville pike and shoulders	12 31 41 12 31 41	13,305.10 2,057.88
682-8	4 27 38	W-285X611	Rt. 34—Improve drainage & underdrainage and widening slopes	3 31 42	1,377.95
408-41	6 12 41	W-351-611	Hagerstown-Middleburg, Pa. Pike—3.81 Mi. Spec. "C" Hagerstown— Penn. Line	4 30 42	12,380.61
567-41	9 23 41	W-352X611 W-203-1-611	West slope Sideling Mt.—Widening road Smithsburg—Street work joining State Highway. Additional Costs	8 31 42 9 30 42	3,619.02 1.00
Total					\$44,216.32

## MAINTENANCE AND RECONSTRUCTION

Author- ization Num- ber	Date Author- ized	Project Number	Description	Date Com- pleted (Ac- counting Record)	Total Cost
<b>WICOMICO COUNTY</b>					
<b>Completed Projects, October 1, 1940, to September 30, 1942</b>					
231-40	2 20 40	W-186X111	Worcester County Line toward Salisbury—W. P. A. Project	12/31/40	\$10,729.66
229-40	2 20 40	W-190X111	East of Salisbury— to Parsonsburg—W. P. A. Project	12/31/40	4,587.15
225-9	12 21 38	W-166-9-111	Salisbury—Main Street Bridge—Replacement of light power	9/30/41	3,156.91
116-41	1 14 41	W-185-2-111	Salisbury—constructing By-Pass	9/30/41	121,378.00
		W-185-1-111	Salisbury By-Pass—Main St. North—Prel. Eng. Costs	1/31/42	759.88
519-41	8 11 41	W-198X111	Repairs to Allen Bridge	6/30/42	2,081.91
311-41	4 1 41	W-194X111	Salisbury-Powellville—W. P. A. project, stabil shoulders etc.	7/31/42	2,503.43
		W-165-111	Salisbury-Delmar Rd.—Survey for Maryland State Police	8/31/42	281.21
Total					\$145,469.15
<b>WORCESTER COUNTY</b>					
<b>Completed Projects, October 1, 1940, to September 30, 1942</b>					
630-9	6 26 39	W-211X111	Snow Hill—Building tool house	12/31/40	\$661.49
257-9	1 4 39	W-209X111	St. Martin to Belair Road, widening curves	12/31/40	772.30
625-8	4 13 38	W-194X111	Route 213, Sections 45 and 46—Stabilize shoulders	7/31/41	801.53
324-9	2 28 39	W-201X111	South of Pocomoke, Routes 13 and 113—Widen approach and install traffic light	7/31/41	2,509.92
205-9	12 14 38	W-205X111	Worcester County, Route 13, Section 12—Stabilize shoulders	7/31/41	832.66
212-9	12 14 38	W-207X111	Route 113, Section 1—Stabilize shoulders	7/31/41	865.86
230-40	2 20 40	W-219X111	Snow Hill to Wicomico Line—W. P. A. Project	9/30/41	19,222.58
		W-178-111	Powellsville-Libertytown Rd.—Prel. Eng. Costs	1/31/42	706.55
		W-231-111	Whiton—Bridge over Pocomoke River—Prel. Eng. Costs	1/31/42	138.05
382-41	6 5 41	W-231-1-111	Potomac River at Whiton—Treated Timber Pile Bridge	1/31/42	5,012.81
502-41	8 5 41	W-234X111	Newark Berlin Road—Extend box Culvert on Bevans Curb	4/30/42	970.72
503-41	8 5 41	W-234X1-111	Newark Berlin Road—Banking curve 2 mi. north of Newark	5/31/42	804.73
535-41	8 20 41	W-235X111	Dixing Creek Bridge—Raise grade on W. side	6/30/42	1,011.17
116-42	11 19 41	W-178-1-111	Libertytown-Powellsville Road—Construct bridge over Pocomoke River	9/30/42	18,136.37
Total					\$52,446.74
<b>BALTIMORE CITY</b>					
<b>Completed Projects, October 1, 1940, to September 30, 1942</b>					
207-40	1 23 40	BC164X711	Southern Ave. Garage—W. P. A. Project	6/30/41	\$8,936.39
Total					\$8,936.39
<b>A-W (STATE WIDE)</b>					
<b>Completed Projects, October 1, 1940, to September 30, 1942</b>					
		AW-531-41	Cast iron plates for Historical Markers. Additional Costs	5/31/42	\$62.72
		AW-544-41	Striping aside from regular Maintenance striping. Additional Costs	9/30/42	332.00
Total					\$394.72
<b>MISCELLANEOUS</b>					
<b>Completed Projects, October 1, 1940, to September 30, 1942</b>					
Miscellaneous projects closed to revenue by Journal					\$13,453.26
<b>ENGINEERS' DISTRICTS</b>					
<b>Completed Projects, October 1, 1940, to September 30, 1942</b>					
427-40	6 19 40	ED-10-411 ED-12-11	Repairs to Roads along various State Routes	5/31/41	\$53,070.46
			Bituminous surface treatment throughout the state—Advertising costs	6/30/41	351.94
			—1941 program	11/30/41	10,163.17
421-8	3/ 8 38	ED-4-111	District #1—Center-line Painting	11/30/41	10,438.86
422-8	3/ 8 38	ED-4-211	District #2—Center-line Painting 254.41 Miles	11/30/41	19,830.86
423-8	3/ 8 38	ED-4-311	District #3—Center-line Painting 313.88 Miles	11/30/41	30,326.33
424-8	3/ 8 38	ED-4-411	District #4—Center-line Painting 346.38 Miles	11/30/41	15,532.29
427-8	3/ 8 38	ED-4-511	District #5—Center-line Painting—State system	11/30/41	25,033.64
426-8	3/ 8 38	ED-4-611 ED-16-11	District #6—Center-line Painting 298.33 Miles	7/31/42	303.18
			Bituminous surface treatment throughout the state—Advertising costs	8/31/42	1.31
			—1942 program	8/31/42	83.74
			Bituminous surface treatment in District 6—Advertising Cost—1940	8/31/42	38,769.95
483-41	7 22 41	ED-14-11 ED-14-411	Baltimore and Harford Counties—Roadway patching		
			New Phila. Rd.—Coner. Patching, Baltimore & Harford Counties		
Total					\$203,905.73
Grand Total					\$2,564,487.29



## MAINTENANCE AND RECONSTRUCTION

Exhibit 7  
Schedule 68

Construction Work in Progress, September 30, 1942:

Author- ization Number	Date Author- ized	Project Number	Description	Amount Authorized	Disburse- ments to Sept. 30, 1942	Estimated Expendi- tures to Complete
<b>ALLEGANY COUNTY</b>						
<b>October 1, 1940, to September 30, 1942</b>						
		A-166-4-611	Lake to Westernport—Roadside development		\$17.12	
		A-193-611	National Pike, Crystal Park to Eckhart		919.35	
361-9	2 28 39	A-271X611	McMullen Highway, east of Celanese Plant. Side-walks	\$632.50	232.11	\$400.39
320-41	4 15 41	A-272X1-611	Westernport-McCoole Road—Remove Slides	977.50	968.13	9.37
		A-305X611	Extension of Frederick St. in Cumberland. W.P.A. project		87.59	
		A-309-611	Surveys in connection with repairs to bridge over Potomac River at Luke. Prel. Eng. Costs		33.18	
57-41	11 27 40	A-313X611	Frederick St. extension—City Limits to Bedford Road—Maeadam Road	4,227.40	323.65	3,903.75
		A-315X611	Bridge over George's Creek in Westernport. Widen		92.61	
		A-318-611	Bridge over Potomac River on Cumberland-Ridgely Road. Prel. Eng. Costs		8.79	
596-41	9 30 41	A-318X1-611	Repairs to Blue Bridge over Potomac River between Cumberland and Ridgely	778.55	430.74	347.81
127-42	11 25 41	A-318X2-611	Blue Bridge over Potomac River. Making repairs	353.05	296.63	56.42
279-41	3 11 41	A-323X611	Old streets in Town of Westernport	1,961.46	127.27	1,239.19
405-42	4 28 42	A-324X2-611	Lake to Westernport—Removing slides and falling rock	977.50	683.12	294.38
		A-329-611	McMullen Highway. Cresaptown. McCoole. Spec. "C"	127,134.70	67,953.86	59,180.84
376-42	3 17 42	A-329X2-611	Extend existing pipe, etc. A-329-611	2,732.30	3,225.80	
592-42	8 19 42	A-329X3-611	McMullen Highway—extend pipes and end walls	2,015.03	784.40	1,230.63
658-42	9 15 42	A-329X4-611	McMullen Highway—Grade and drain for earth shoulders	10,637.50	795.14	9,842.36
601-41	9 23 41	A-331X611	Road west of Green Ridge Mountain—Widening	3,997.75	2,385.69	1,612.06
437-42	4 21 42	A-332X1-611	Route 220 at Celanese Plant—Widening	2,703.65	132.77	2,570.88
246-42	1 14 42	A-334X611	Eliminate traffic hazard—Route 36—Section 13		16.44	
311-42	2 24 42	A-336X611	Loneoening—Waterfall Road—Repairing Bridge	948.64	879.51	69.13
351-42	3 17 42	A-337X611	Westernport, Stabl. shoulders with Mac. and adjust-ments to drainage	1,679.00	823.46	855.54
418-42	4 14 42	A-338X611	Locus Grove Bridge—Build cement masonry retain-ing walls	1,348.78		1,348.78
558-42	7 14 42	A-339-611	Repair County Bridge between Alleghany, Md. & Mineral Co. W. Va. Pinto Bridge	11,040.00	11,133.13	
468-42	5 27 42	A-341X611	Narrows, Bridge 6042, Route 40. Replace 670 sq. ft. sidewalk, and line curb	621.00	408.86	212.14
505-42	6 9 42	A-342X611	Route 36 at Gilman. Widening shoulders and correct drainage	1,334.00		1,334.00
604-42	8 19 42	A343X611	Pinto Road. Widen existing surface with Maeadam	5,426.79	3,590.28	1,836.51
Total				\$181,547.10	\$96,944.63	\$86,344.18
<b>ANNE ARUNDEL COUNTY</b>						
<b>October 1, 1940, to September 30, 1942</b>						
564-42	7 21 42	AA-198-2-311	Jessups to Fort George Meade	\$32,748.55	\$88,993.26	
		AA-208X2-311	Intersection Telegraph and Old Annapolis Rd.—Channelization	3,174.00	74.02	\$3,099.98
		AA-215-2-311	Payment of A. W. costs to W. B. & A.		59.42	
		AA-230-311	General Highway. Gap at Iglehart		136.99	
		AA-246-311	Intersection of Defense Highway and Soloman's Island Rd. Prel. Eng. Costs		44.65	
		AA-291X311	Dorsey Road, Glenburnie to Dorsey. W.P.A. Project		2.79	
		AA-301-1-311	Dorsey Road—Traffic Signal		217.53	
148-41	1 21 41	AA-302X1-311	Fort Meade Road (Pumphrey to Severn) Telegraph Road (Severn to Odenton)		.64	
		AA-302-3-311	Severn-Odenton Rd. Adjustments to Grimm Prop-erty		43.92	
		AA-302-4-311	Severn-Odenton Rd. Adjustments to Harmon Prop-erty		1,432.37	
		AA-303-311	Prince George County Line to Fort Meade. Prel. Eng. Costs		5,122.46	
		AA-304X311	Ritchie Highway and Hammond's Lane. Install Traffic Light		2,331.61	
		AA-309X1-311	Adjustments to traffic signal in Glenburnie		2,290.97	
		AA-312-311	Cherry Hill Road. Prel. Eng. Costs		876.09	
431-42	4 21 42	AA-312X2-311	Cherry Hill Lane—W.P.A. project	23,157.55	50,890.97	
523-41	8 20 41	AA-313X311	Erecting Traffic Flashing Signal—Intersection of Upper Defense and Crain Highways	690.00	550.15	139.85
		AA-315-311	Belle Grove Rd. in Brooklyn. Drainage survey		73.89	
555-41	9 9 41	AA-316X311	Old Annapolis Road—Extending culvert (East End)	1,138.50		1,138.50
556-41	9 9 41	AA-316X1-311	Old Annapolis Road—Extending west end of culvert	1,138.50		1,138.50
		AA-317X1-311	Old Annapolis Blvd. to Naval Reservation. W.P.A. Project		1,391.13	
53-42	11 4 41	AA-318X311	Arnold, Gov. Ritchie Highway. Converting Traffic Signal to Flasher Signal	345.00		345.00
		AA-319-311	Channelization at intersection of Fort Meade Road and Old Annapolis Road		354.54	

## MAINTENANCE AND RECONSTRUCTION

Exhibit 7  
Schedule 63

## Construction Work in Progress, September 30, 1942:

Author-ization Number	Date Author-ized	Project Number	Description	Amount Authorized	Disburse-ments to Sept. 30, 1942	Estimated Expendi-tures to Complete
<b>ANNE ARUNDEL COUNTY</b>						
<b>October 1, 1940 to September 30, 1942</b>						
364-42	3 17 42	AA-322X311	Glenburnie. Garage—Construct 2 room office bldg.	\$4,429.80	\$4,693.14	
396-42	3 31 42	AA-323X311	Governor Ritchie Highway. Open outlet ditches at culverts	575.00		\$575.00
453-42	5/ 5 42	AA-326X311	Meadow Lane, Brooklyn—Extend 36" coner. storm sewer	575.00	444.86	130.14
511-42	6, 16 42	AA-327X311	Brooklyn, Governor Ritchie Highway.—Erect 2 warning lights	287.50	6.02	281.48
Total				\$68,259.40	\$160,031.42	\$6,848.45
<b>BALTIMORE COUNTY</b>						
<b>October 1, 1940, to September 30, 1942</b>						
		B-310-411	Harford Rd. at Cub Hill and Sweathouse Roads. Prel. Eng. Costs		\$364.82	
		B-310-1-411	Harford Rd. at Cub Hill and Sweathouse Roads. Roadway		4,928.15	
250-42	1 29 42	B-316-7-411	Intersection New & Old Phila. Rd.—Widening approaches	\$20,085.28	12,521.16	\$7,564.12
		B-429-1-411	Repair Bridge on Monkton-Sheppard Road		8.96	
		B-435-411	Whitehall Road. Curve Elimination Whitehall twd. Gemmill's		170.36	
298-42	2 11 42	B-440X9-411	Phila. Rd. at Intersection Martin Hwy.—Landscape and control erosion	2,892.25	3,320.98	
		B-441-411	Repair private road. Mr. Pearce used as detour on B-429		74.88	
		B-442-411	Bridge at intersection. Wilkins Ave. and Spring Grove Road. Prel. Eng. Costs		475.95	
		B-443-411	Reisterstown Road at Hobbs Hotel. Relocate. Prel. Eng. Costs		11.35	
		B-444-411	York Road at Cold Bottom Road. Prel. Eng. Costs		3,458.70	
		B-444-1-411	York Road—Preliminary Engineering Costs		.82	
		B-448-411	Belair Road at Overlea. Drainage Survey. Prel. Eng. Costs		134.91	
		B-450-411	Westminster Pike, Reisterstown to Carroll County Line. Prel. Eng. Costs		5,769.24	
		B-450-1-411	Westminster Pike, Reisterstown to Carroll County Line		16,671.86	
		B-462-411	Eastern Ave. near Bengies to Old Philadelphia Rd. near Whitemarsh. Prel. Eng. Costs		2,616.03	
163-42	12 16 41	B-464X1-411	New Phila. Rd. near Balto. City line—Advance warning flashing signal	977.50	1,074.68	
372-41	1 10 41	B-466X411	Lock Raven Boulevard and Taylor Ave. Installing traffic signal	2,000.00	2,024.18	
		B-466X1-411	Lock Raven Blvd. and Taylor Ave. Curb construction		173.73	
		B-467-411	Hazelwood Ave.—relocation		453.94	
		B-472-411	York and Joppa Roads. Towson. Prel. Eng. Costs		61.96	
54-42	11 4 41	B-474X411	Belair Road at south Joppa Rd.—Install traffic signal	1,610.00	2,156.60	
		B-476-411	Old Court Road at Woodstock College. Prel. Eng. Costs		124.25	
		B-476-1-411	Old Court Road at Woodstock College. Prel. Eng. Costs		1.02	
196-42	12 23 41	B-478-411	Reisterstown Rd. and Riding Hall Patching sections of roads	1,104.00	100.57	1,003.43
3-3-42	3 24 42	B-479X411	Paradise Road—Excavate, fill and extend pipe, Steve Provenzo property	207.00	195.36	11.64
407-42	4 1 42	B-480X411; H280X411	U. S. Rt. 40—Patching in Baltimore and Harford Counties	2,750.00	15,483.48	13,266.52
408-42	4 1 42	B-481X411	Baltimore County—Repairs to coner. surface Rt 1	57,500.00	29,115.37	28,384.63
429-42	4 21 42	B-482X411	Washington Blvd.—700 ln. ft. cable guard rail in front Westinghouse prty.	454.25	552.65	
570-42	7 28 42	B-485-411	York Road—Widening Alleghany Ave., build curb and gutter	345.00	245.02	99.98
638-42	9 8 42	B-486X411	Roads within Rosewood State Training School—Making repairs	488.75	85.02	403.73
650-42	9 15 42	B-487-411	Removing steel car track rails in Baltimore County	1,398.40	5.32	1,393.08
		B-488-411	Philadelphia Rd. and Golden Ring Rd.—Channelization		25.64	
Total				\$117,812.43	\$102,436.66	\$52,127.13
<b>CALVERT COUNTY</b>						
<b>October 1, 1940, to September 30, 1942</b>						
		C-140-811	Soloman's Island. Survey. Prel. Eng. Costs		\$273.18	
		C-142-811	Wharf at Lower Marlboro on Patuxent River. Prel. Eng. Costs		82.16	
428-41	7 1 41	C-143X-811	East of Mt. Harmony—Elimination of reverse curve	\$782.00		\$782.00
429-41	7 1 41	C-143X1-811	East of Mt. Harmony—Elimination of reverse curve	966.00		966.00
505-42	8 19 42	C-161X511	Dowell's Road—repair damage caused by hauling	2,394.70	3,086.15	
629-42	9/ 1 42	C-162X511	Town of Chesapeake Beach—Street repairs in town	296.70	365.10	
Total				\$4,439.40	\$3,806.59	\$1,748.00

## MAINTENANCE AND RECONSTRUCTION

Exhibit 7  
Schedule 65

## Construction Work in Progress, September 30, 1942:

Author-ization Number	Date Author-ized	Project Number	Description	Amount Authorized	Disburse-ments to Sept. 30, 1942	Estimated Expen-ditures to Complete
<b>CAROLINE COUNTY</b>						
<b>October 1, 1940, to September 30, 1942</b>						
		Co-142-211	Denton Greenboro Rd.—Bridge and Approaches over Chapel Branch—Prel. Eng. Costs		\$645.30	
		Co-142-1-211	Denton-Greensboro Rd.—Bridge and Approaches over Chapel Branch		18.65	
456-41	7/ 8 21	Co-155-1-211	From Approach to Dover Bridge across Dover Bridge Marsh—Constructing Stabilization	\$96,690.50	39,468.86	\$27,221.64
523-42	6 30 42	Co-155-2-211	Dover Bridge—Surface treat causeways at approach	4,657.50	3,732.53	924.97
5-42	10 16 41	Co-156X2-211	Greensboro to Denton. Construct shoulders	937.25	1,024.74	
271-42	1 29 42	Co-156X3-211	Greensboro to Denton Rd.—Right of Way adjustments	920.00	7.90	912.10
272-42	1 29 42	Co-156X4-211	Greensboro to Denton Rd.—Wight of Way adjustments	747.50		747.50
434-42	4 21 42	Co-156X5-211	Greensboro to Denton Rd.—Widen, clear, and shoulders on road—W.P.A. Project	18,827.80	2,348.92	16,478.88
		Co-159X211	Improvement at Nuttalls Corner		276.72	
		Co-162-211	Greensboro Denton Road—Bridge over Choptank, sidewalks—Prel. Eng. Costs		278.90	
140-42	12/ 2 41	Co-163X211	Burrsville, Rt. 313—Break coner. surf., furnish pipe and rubber headwalls	\$62.50	361.35	501.15
297-42	2 11 42	Co-164X211	Sour Apple Tree to Two Johns Road—Pipe culverts extension	575.00	191.52	383.48
420-42	4 21 42	Co-164X1-211	Sour Apple Tree to Two Johns—pipe extension	992.35	499.62	492.73
389-42	3 31 42	Co-166X1-211	Sour Apple Tree Rd. to Delaware line—Furnish labor hauling and loading material	960.61		960.61
469-42	5/ 27/ 42	Co-166X2-211	Sour Apple Tree Rd.—Install pipe culverts	2,846.25	1,691.93	1,154.32
631-42	9/ 1 42	Co-167X211	Charles Bekke property—R. W. agreement		363.65	
630-42	9/ 1 42	Co-168X1-211	Two Johns to Bureau Rd.—Widening road	11,697.80		11,697.80
		Co-168X2-211	Two Johns to Bureau Rd.—Sand Bituminous Surfacing	6,095.00		6,095.00
Total				\$116,810.06	\$50,910.59	\$67,570.18
<b>CARROLL COUNTY</b>						
<b>October 1, 1940, to September 30, 1942</b>						
		Cl-168-311	National Pike. Howard County Line to Ridgeville		\$367.38	
		Cl-175-311	Key Highway. Taneytown to Frederick County Line—Prel. Eng. Costs		1,484.44	
		Cl-175-1-311	Key Highway. Taneytown to Frederick County Line		447.97	
		Cl-250-311	Westminster Pike. Baltimore County Line to Westminster. Prel. Eng. Costs		4,624.76	
		Cl-250-1-311	Westminster Pike. Baltimore County Line to Westminster		6,149.30	
455-41	7/ 8 41	Cl-253-1-311	Littlestown Pike from Westminster to Union Mills—Widening and Resurfacing	\$207,733.93	154,217.84	\$53,516.09
		Cl-266X311	Westminster Curve modification—near Route 32		14.70	
		Cl-266X1-311	Westminster Curve modification—near Route 32		20.30	
417-42	4/ 7 42	Cl-266X2-311	Excavation Curve modification—Route 32, near Westminster		16.30	
393-42	3 31 42	Cl-267X311	Underdrain on Westminster—Manchester Road.	535.79	157.09	378.70
394-42	3 31 42	Cl-268X311	Underdrain on Westminster—Manchester Road	893.68	222.13	581.55
395-42	3 31 42	Cl-269X311	Underdrain on Westminster—Manchester Road.	754.98	250.63	504.35
596-42	8/ 19 42	Cl-271X311	Understown—Lay 458 ft. 15" T. C. pipe—Town to furnish material	575.00	1,169.16	
Total				\$210,403.38	\$169,142.00	\$54,980.69
<b>CECIL COUNTY</b>						
<b>October 1, 1940, to September 30, 1942</b>						
		Ce-185X3-411	Philadelphia Road. Chesapeake City Rd. to Delaware Line Roadside development		\$83.41	
		Ce-186-1-411	East approach to Elkton from New Philadelphia Road		1,824.62	
		Ce-234-411	Channelization, U. S.-40. New Philadelphia Road in Cecil County		82.71	
		Ce-234-1-411	Philadelphia Rd. and Aiken Rd.—Channelization at intersection		300.65	
		Ce-238-411	Northeast-Bayview Rd. from Old Philadelphia Rd. to New Philadelphia Rd. Prel. Eng. Costs		799.23	
		CE-230-411	R. W. Survey at Coulson Property		59.41	
592-41	9 30 41	Ce-246X411	Perryville—Shaping streets with gravel and surface treat	\$529.50		\$529.50
		Ce-247-211	Elkton to Childs—Shoulders. Prel. Eng. Costs.		2,606.80	
		Ce-248X211	Bethel Road to Delaware State Line		411.30	
387-42	3/ 24 42	Ce-251X211	Elkton—Place retread on existing surface in front of Prest-O-Lite Company	690.00		690.00
388-42	3/ 24 42	Ce-251X1-211	Elkton—Furnish pre-mixed material for resurfacing road at Prest-O-Lite Co.	977.50		977.50

## MAINTENANCE AND RECONSTRUCTION

## Construction Work in Progress, September 30, 1942:

Author-ization Number	Date Author-ized	Project Number	Description	Amount Authorized	Disburse-ments to Sept. 30, 1942	Estimated Expendi-tures to Complete
<b>CECIL COUNTY</b>						
<b>October 1, 1940 to September 30, 1942</b>						
		Ce-253-211	Elkton-Fair Hill Rd Prel Eng. Costs		\$3,611.38	
		Ce-253-2-211	Elkton-Fair Hill Rd - Advertising		18.73	
563-42	7 14 42	Ce-254-X211	Philadelphia Rd. at Aiken Road—Convert traffic signal	\$1,380.00		\$1,380.00
572-42	7 28 42	Ce-255-X211	Philadelphia Road—Replacing expansion joints at Sections 89 and 90	6,302.00	205.49	6,093.51
573-42	7 28 42	Ce-256-X211	Philadelphia Rd—Replacing expansion joints at Section 89, and repair spalls	2,449.50	239.60	2,209.90
499-42	8 19 42	Ce-257-X211	Landing Lane, south of Elkton—replace sidewalk on Everingham property	193.00	193.00	
612-42	8 25 42	Ce-258-X211	Philadelphia Road—Repair truck damage on Elk River Bridge	388.24	380.09	8.15
661-42	9 22 42	Ce-259-X211	Philadelphia Road—Prevent damage to A. T. and T. Co. conduit near Foy's Hill	287.50		287.50
		Ce-260-211	Bridge over C. & D. Canal and approaches—Prel. Engr. costs		27.05	
Total				\$13,197.24	\$10,846.47	\$12,176.06
<b>CHARLES COUNTY</b>						
<b>October 1, 1940, to September 30, 1942</b>						
424-41	7 1 41	Ch-198-811 Ch-219-X811	Newburg La Plata Prel. Eng. Costs Hughesville-Benedict Road—Widening and Banking curve		\$1,133.90	
425-41	7 1 41	Ch-219-X1-811	Hughesville-Benedict Road—Widening and Banking curve	\$948.75		\$948.75
426-41	7 1 41	Ch-219-X2-811	Hughesville-Benedict Road—Widening and Banking curve	977.50		977.50
427-41	7 1 41	Ch-219-X3-811	Hughesville-Benedict Road—Widening and Banking curve	931.50		931.50
530-42	7 7 42	Ch-233-X511	Smith Point—Gravel road and parking area on Government Reservation	1,998.04	1,723.74	274.30
633-42	9 1 42	Ch-234-X511	Storm damage repairs on roads in Charles County	1,840.00	2,072.62	
Total				\$7,523.79	\$4,930.26	\$3,960.05
<b>DORCHESTER COUNTY</b>						
<b>October 1, 1940, to September 30, 1942</b>						
		D-110-5-111	Intersection of Sunburst Ave. and Easton-Cambridge Road		\$400.27	
		D-144-111	Vienna-Mt. Holly Prel Eng. Costs		5,195.88	
197-42	12 18 41	D-160-1-111	Hooper Island—Reconstructing bridge	\$30,184.00	26,310.10	\$3,873.90
483-42	5 27 42	D-168-X111	Cambridge—Surf Treat city streets	5,175.00	4,399.13	775.87
583-42	8 19 42	D-170-X111	Sharptown-Eldorado Rd.—Surface treat	22,882.70		22,882.70
584-42	8 19 42	D-171-X111	Through Eldorado—Surface treat	2,114.62		2,114.62
585-42	8 19 42	D-172-X111	Caroline County line to Hurlock—Surface treat	27,946.15		27,946.15
586-42	8 19 42	D-173-X111	Through Hurlock—Surface treat	6,416.31		6,416.31
587-42	8 19 42	D-174-X111	Hurlock to Shiloh Church—Surface treat 0.40 mi	2,735.92		2,735.92
588-42	8 19 42	D-175-X111	Hurlock to Shiloh Church—Surface treat concrete section 0.30 mi.	750.26		750.26
589-42	8 19 42	D-176-X111	Hurlock to Shiloh Church—Surface treat 0.85 mi.	5,054.02		5,054.02
590-42	8 19 42	D-177-X111	Shiloh Church to Rhoadesdale—Surface treat	11,662.15		11,662.15
591-42	8 19 42	D-178-X111	Rhoadesdale to Vienna—Surface treat	29,587.20		29,587.20
602-42	8 19 42	D-179-X111	Taylor's Island Bridge—Reconstruct bents	6,325.00	153.26	6,171.74
606-42	8 19 42	D-180-X111	Hurlock to Shiloh—stabilize and surface treat 1.4 mi shoulders	6,517.28		6,517.28
Total				\$157,350.31	\$36,458.64	\$126,487.82
<b>FREDERICK COUNTY</b>						
<b>October 1, 1940, to September 30, 1942</b>						
		F-264-611	Frederick Road—Prel Eng. Costs		\$367.40	
		F-335-611	Jug Bridge over Monocacy River. Prel. Eng. Costs		121.66	
643-42	9 29 42	F-336-X2-611	Brunswick-Point of Rocks Road—Erect Guard Posts	\$2,572.88		\$2,572.88
485-41	7 15 41	F-336-1-611	Along under section of Brunswick-Point of Rocks Rd	157,601.49	124,184.90	33,416.59
289-40	3 28 40	F-351-X511	Traffic Signal at Worman's Hill	3,900.00		3,900.00
373-9	2 28 39	F-365-X511	Dual Highway, National Highway and High Knob	750.00		750.00
372-9	2 28 39	F-356-X1-511	Dual Highway, High Knob and Harmony Road	750.00		750.00
371-9	2 28 39	F-356-X2-511	Dual Highway, Harmony Rd. and Washington County Line	319.13		319.13
334-40	4 17 40	F-371-X611	Intersection in Lewinstown. W.P.A. project	5,763.80	217.78	5,546.02
340-41	4 29 40	F-371-X1-611	Lewinstown—Intersection of Routes 16 and 22—R W Optics	500.00		500.00
500-40	8 13 40	F-377-X611	Brunswick-Knoxville Rd. Macadam Shoulders, W.P.A. project	9,990.00	9,375.78	614.22
		F-379-611	Survey to establish Mason-Dixon Line. Adjustments to Myers and Welty Properties		214.88	

## MAINTENANCE AND RECONSTRUCTION

Exhibit 7  
Schedule 68

Construction Work in Progress, September 30, 1942:				Disbursements	Estimated	
Author- ization Number	Date Author- ized	Project Number	Description	Amount Authorized	Sept. 30, 1942	Expenditures to Complete
<b>FREDERICK COUNTY</b>			<b>October 1, 1940 to September 30, 1942</b>			
		F-380-611	Bridge over Tuscarora Creek. Harmony-Lewistown Rd. Prel. Eng. Costs.		\$178.17	
364-41	5 22 41	F-381-1-611	Petersville Brundwek Road—Bridge over Little Cataohtin Creek and Approach	\$46,386.22	42,150.72	\$4,235.50
		F-382-611	Relocate Frederick Road at Jug's Bridge. Prel. Eng. Costs		5,568.33	
409-42	4 2 42	F-382-3-611	Monocacy River, Jug Bridge—Constr. Timber Truss Bridge	39,044.50	30,690.56	8,443.94
560-4	7 14 42	F-382-4-611	Jug Bridge—Surf. Treat decking on temp	402.50	576.46	
603-4	8 19 42	F-382-5-611	Jug Bridge—Work on temporary bridge	402.50	109.08	293.42
		F-397X611	Grade Parking lot at Frederick sub. station—State Police—Prel. Eng. Costs		74.07	
29-42	10 28 41	F-397X1-611	Frederick—Digging trench for conduit at police sub-station barracks	97.69	86.16	11.53
		F-398-611	Souder Road-Brunswick—Prel. Eng. Costs		69.08	
162-42	12 16 41	F-405-611	Middletown—Correct dangerous condition at intersection of Broad St. and Route 40	294.52	245.91	45.61
		F-406X611	Town of Woodsboro—Construct Macadam—Additional costs		1.64	
391-42	4 31 42	F-412X1-611	Frederick County Rd. and Langaman Rd.—Patch road	1,037.88	185.32	852.56
		F-414X611	Maintaining traffic at Jug Bridge		549.81	
399-42	3 31 42	F-414X1-611	Jug Bridge—Providing watchman on Route 40	1,726.83	1,273.89	452.94
438-42	4 28 42	F-415X2-611	Jug Bridge—Maint. of Screening Stab. Section Route 40	2,300.00	936.28	1,363.72
466-42	5 19 42	F-415X3-611	Jug Bridge—Continue maint. of screening and stab.	2,300.00	1,390.04	909.96
508-42	6 16 42	F-417-611	Relocation of National Pike		417.06	
		F-418X611	Route 40 west of Frederick. Perform work on Md. State Police Barrack "B"	834.95	764.60	70.35
		F-419-611	Buckeystown Pike—Survey Toll House Property at Lime Kiln		299.98	
542-42	7 2 42	F-420X611	Unionville—Clear up water condition	1,251.54	1,530.54	
605-42	8 19 42	F-421X611	Mt. St. Mary's Seminary Rd.—Furnish stone	585.00	535.40	46.60
		Total		\$278,811.43	\$226,314.97	\$61,234.42
<b>GARRETT COUNTY</b>			<b>October 1, 1940, to September 30, 1942</b>			
		G-74X1-611	Repair Kutzmiller Bridge		\$26.18	
		G-155-611	Oakland to North. Prel. Eng. Costs		306.05	
240-40	2 20 40	G-184-611	Beckman toward Bittengro. Prel. Eng. Costs		217.12	
		G-191X611	Through Parking areas along Deep Creek Lake	\$3,103.85	3,403.77	
		G-198-1-611	Keyser-Oakland Road. Bridge over Deep Creek Lake		9.41	
			—Additional Costs		968.30	
267-41	2 28 41	G-199X611	Bridge over Castleman River (Repairs)	968.30	767.99	\$200.31
369-42	3 17 42	G-208X611	Kitzmiller Bridge—Repair—over Potomac River	1,202.90	1,284.97	
487-42	6 3 42	G-209X611	Garrett County—Improve sub drainage	2,181.55	3,622.79	1,818.76
610-42	8 19 42	G-211X611	Blooming Rose—Markysburg Rd.—Resurfacing	14,191.00	3,946.59	10,244.41
		Total		\$21,647.60	\$10,324.87	\$12,263.48
<b>HARFORD COUNTY</b>			<b>October 1, 1940, to September 30, 1942</b>			
42-41	11 6 40	H-221-411	Maryland State Police lot at Wilna		\$395.17	
		H-221X1-411	Wilna State Police Sub-Station—Constructing concrete curb	\$309.35	515.95	
309-42	2 11 42	H-232-9-411	Susquehanna River Bridge—Protective Lighting	11,050.00	309.30	\$10,840.70
		H-232-10-411	Susquehanna River Bridge—Protective Lighting		287.95	
		H-252-411	Approach to Bata Shoe Company. Prel. Eng. Costs		3,184.83	
		H-254-411	Revolution Ave. in Havre de Grace. Curb and gutter.		2.49	
		H-255-411	Prel. Eng. Costs		213.92	
		H-255-1-411	Stream change on West branch of Winters Run. Prel. Eng. Costs		11.43	
		H-258-411	Stream change on West branch of Winters Run		95.70	
170-42	12 11 41	H-259-1-411;	West end of Conowingo Dam to Darlington Rd.	4,449.50	3,455.15	994.35
		Ce-234-1-211	Prel. Eng. Costs			
		H262-411	Near race Track at Havre de Grace—Channelization			
		H-264X411	Baltimore Ave. in Belair. Drainage and R.W. Survey		96.64	
		H-266-411	Philadelphia Rd. at Magnolia Rd. Traffic Signal		805.51	
		H-268-411	Main St in Belair. Prel. Eng. Costs		47.36	
		H-270-411	Aberdeen Grade Elimination. Prel. Eng. Costs		656.79	
		H-270-411	Nan Bibber toward Edgewood. Relocate		540.39	
385-41	6 17 41	H-270X1-411	Edgewood Road. End H-251X2 to the underpass		224.05	
		H-270X2-411	Emmorton Rd. Belair to old Philadelphia Rd. Relocate. Prel. Eng. Costs		102.45	

## MAINTENANCE AND RECONSTRUCTION

Exhibit 7  
Schedule 68

## Construction Work in Progress, September 30, 1942:

Author-ization Number	Date Author-ized	Project Number	Description	Amount Authorized	Disburse-ments to Sept. 30, 1942	Estimated Expendi-tures to Complete
<b>HARFORD COUNTY</b>						
<b>October 1, 1940 to September 30, 1941</b>						
		H-273-411	Relocation on Darlington-Laurel Road at Graham Allen Curve. Prel. Eng. Costs		\$731.11	
344-42	3/ 4/42	H-274X411	Jarrettsville Volunteer Fire Dept. Extend pipe and construct wall.	\$189.75	165.91	\$23.84
382-42	3/24/42	H-275X411 H-277-411	Whitney property. Repair damage by truck Bridge over Falling Branch. Prel. Eng. Costs	82.87	66.32 59.80	16.55
Total				\$16,051.47	\$11,867.93	\$11,875.44
<b>HOWARD COUNTY</b>						
<b>October 1, 1940, to September 30, 1942</b>						
		Ho-156-311	National Pike—Ellicott City to Frederick County line. Prel. Eng. Costs		\$367.38	
269-42	1/29/42	Ho-157X6-311 Ho-165-311	Rogers Ave. Approach to Edmondson Ave. Making fill Survey for State Police. Sub-Station and School at Waterloo. Prel. Eng. Costs	\$546.25		\$546.25
266-42	1/29/42	Ho-199X4-311 Ho-199X5-311 Ho-202-311	Adjacent to traffic signal at Waterloo Jessup Road. Landscaping and erosion control Baltimore-Washington Boulevard at Laurel. Re-locate. Prel. Eng. Costs	3,650.00	61.49 768.05 3,874.75	
517-42	6/23/42	Ho-207X311 Ho-208-311	Washington Blvd at Death Curve. W.P.A. project Along Baltimore-Washington Boulevard, Relay-College Park. Prel. Eng. Costs	25,530.00	1,042.25	24,487.75
532-42	7/ 1/42	Ho-209X311 Ho-210-311 Ho-210X1-311	Levering Ave.—Lawyers Hill Road Waterloo—Making adjustments to curbing and inlets at intersection Balto Wash. Blvd.—Channelization at Waterloo	9,504.00	8,317.80 94.91	1,186.20
Total				\$39,260.25	\$19,843.60	\$26,220.20
<b>KENT COUNTY</b>						
<b>October 1, 1940, to September 30, 1942</b>						
344-42	4/28/42	K-129X1-211	Eastern Neck Island Bridge, constructing abate-ments	\$3,773.36	\$4,495.83	
18-42	10/21/41	K-135X211	Rt. 213, along Bramble property, resetting fence and earth.	779.70		\$779.70
522-42	6/30/42	K-136X211	Chestertown—Lynchburn St. extension	936.51	1,369.94	
375-42	3/17/42	K-136X1-211 K-137X211	Chestertown—Surfacing Lynchburn St. Ext. Chestertown—Kennedyville R. W.	960.25	1,165.43 42.38	
465-42	5/19/42	K-138X211	Cannon property—Concrete and improve drainage condition	845.25	1,178.49	
543-42	7/14/42	K-139X211	Chesterville twd. Millington—Sand gravel shoulder	994.75		994.75
Total				\$8,289.82	\$8,252.07	\$1,774.45
<b>MONTGOMERY COUNTY</b>						
<b>October 1, 1940, to September 30, 1942</b>						
677-42	9/23/42	M-341-311	Curve modification at road intersection, Burtons-ville	\$5,264.33	\$377.27	\$4,887.06
685-42	9/29/42	M-341-1-311 M-349-311	Columbia and Spencerville Road—property ad-justments Rockville-Norwood Rd. at Norbeck, Prel. Eng. Costs	1,012.00	23.42	988.58
		M-351X311 M-354-311	Connecticut Ave. and Bradley Lane Underpass, Georgia Ave. in Silver Springs. Re-construct., Prel. Eng. Costs		5.72 1,686.34	
		M-360-311 M-360-1-311 M-362X311	Connecticut Ave. to Jones Mill Road Connecticut Ave. to Jones Mill Road Quince Orchard—Modifying Grade at intersection of Routes 28 and 124		1,836.59 285.97 412.89	
406-41	6/17/41	M-363-1-311	Along Viers Mill Road—Between Wheaton-Kensing-ton road and Rockville—Concrete shoulders	571.13		871.13
507-41	7/31/41	M-363-1-311 M-365X311 M-367-311	Intersection of Colesville Rd. and Second Ave. Curb Bridge on Norbeck-Redland Road, Prel. Eng. Costs	98,340.83	71,853.30 8.64	26,487.53
		M-367-1-311 M-369X311 M-371-311	Bridge on Norbeck-Redland Road Connecticut Ave. near Baltimore St.—Storm sewer Intersection Georgia Ave. and Seminary Road—Prel. Eng. Costs		125.98 816.08 2.06	
		M-375X311	Piney Branch Road—Stabilize shoulders between Phila. and Shizo Ave.	12,650.00	6,620.25	6,029.75
597-42	8/19/42	M-377X311	Install storm sewer in Flower Ave., Takoma Park	977.50	45.57	931.93
652-42	9/ 8/42	M-378X311	Dale Drive, north of Piney Branch Road, concrete pipe	690.00	340.45	349.55
Total				\$119,805.79	\$84,557.09	\$40,545.53

## MAINTENANCE AND RECONSTRUCTION

Exhibit 7  
Schedule 65

## Construction Work in Progress, September 30, 1942:

Author-ization Number	Date Author-ized	Project Number	Description	Amount Authorized	Disburse-ments Sept. 30, 1942	Estimated Expendi-tures to Complete
<b>PRINCE GEORGE'S COUNTY</b>						
<b>October 1, 1940, to September 30, 1942</b>						
505-41	7 31 41	P-2s1-6-511 P-300-4-511 P-315-1-511	Channelization on New Hampshire Ave. Landover—Largo, Prel. Eng. Costs From Seat Pleasant to Defense Highway—Gravel surfacing and Bituminous Stabilization		\$6,16 179.28	
149-42	12 2 41	P-315-2-511 P-315-3-511	Payment of R W costs to W. B. & A. Defense Highway, Approach to W. B. & A. R R. railway bed	\$166,544.22	134,988.88 124.19	\$31,555.34
681-42	9/29/42	P-315-4-511	Seat Pleasant to Defense Hwy., Surfacing along bed of W. B. & A. R. R.	90,243.80	55,353.46	34,890.34
678-42	9 29 42	P-352X1-511	Removing Traffic signal at Berwyn and installing it at Branchville	57,144.40	1,331.04	55,813.36
		P-391-811	Silver Hill to T. B., Prel. Eng. Costs	1,500.00	2.88	1,847.12
		P-417X811	Cheltenham School for Boys, Oil Roads		2,694.84	
		P-425-811	Baltimore-Washington Blvd. at Contee, R W survey		1,301.84	
		P-434-811	River Rd. Defense Hwy. to D. C. Line, Prel. Eng. Costs		339.19	
527-42	7 7/42	P-443-X3-511	Jefferson Ave. and Edmonston Rd., Grass seed, traffic islands		745.31	
		P-451-511	Lanham Grade Elimination, Sidewalks	60.00	84.21	
		P-452-511	Laurel-Fort Meade Road, Prel. Eng. Costs		229.45	
		P-452-X1-511	Laurel-Fort Meade Road, Laurel to A. A. County Line		3,122.36	
394-41	6 17 41	P-458-511 P-459X811	Laurel-Burtonsville Rd., R W Survey Landover-Largo Road, Install traffic Signal at intersection Central Ave.		6.97 181.84	
		P-460-1-511 P-461-511	Washington Blvd., Muirkirk to Hyattsville Baltimore-Washington Blvd. at Laurel, relocate Prel. Eng. Costs	1,897.50	1,128.51 1.22	768.99
251-42	2 3 42	P-464-1-511	Baltimore-Washington Blvd. and Defense High- way—Channelization of intersection		5,263.96	
528-42	7/ 7/42	P-464X2-511	Bladensburg—Fertilize, grass seed and mulch, traffic islands	24,820.25	26,312.44	
78-42	11/ 5/42	P-468-511 P-468-1-511	Bowie Race Track Road, Prel. Eng. Costs Bowie Race Track Road—Defense Hwy. to Bowie Race track	110.00	49.94 775.64	60.06
132-42	12/ 2/41	P-471X511 P-472X511	Bowie Race Track Road, repair and patch Upper Marlboro—Prepare and Surface, Treat park- ing lot	56,909.85	53,182.65 315.89	3,727.20
		P-473X511	Install traffic signal New Hampshire Ave. and Uni- versity Lane	979.80	22.27	957.53
248-42	1/14/42	P-474X511	New Hampshire Ave. and East-West Hwy., install traffic signal at inter.		1,623.37	
		P-474-1-511	Channelization of intersection New Hampshire Ave. and East West Highway	2,300.00	1,356.32	913.68
273-42	1 29/42	P-475-511 P-476X1-511	Marlboro-Cheltenham, Prel. Eng. Costs Jefferson Ave. and Edmonston Rd.—Install concr. curb for traffic island		26.60 440.88	
275-42	1 29/42	P-476X2-511	Jefferson Ave. and Edmonston Rd.—To channelize traffic	931.50	658.63	272.87
276-42	1 29/42	P-476X3-511	Jefferson Ave. and Edmonston Ad.—Surf and plan curb for construction of traffic	764.75	507.66	257.09
310-42	2 24/42	P-478X511	Capitol Heights—Central Ave.—Repairs to 4 types H. Inlets	971.75	768.84	202.91
		P-480X511	Marlboro Garage—Fire cleaning	690.00	315.53	374.47
		P-480-2-511	Marlboro Garage—Reconstruction		696.08	
		P-481-511	Rhode Island Ave. and Eldridge Ave., Channeli- zation		639.33	
485-42	5 27/42	P-481-X1-511	Rhode Island Ave and Eldridge Ave.—Install flash- ing signal		49.09	
		P-482-511	Baltimore-Washington Blvd., Relay-College Park, Prel. Eng. Costs	287.50	180.96	106.54
470-42	5/27/42	P-483X511	Washington-Laurel Rd.—Clear and drain 1.5 miles		413.55	
471-42	5/27/42	P-483X1-511	Washington-Laurel Rd.—Bank Run Gravel for surface	775.50	957.15	
472-42	5/27/42	P-483X2-511	Washington-Laurel Rd., Grading and drain, 1.5 miles	640.20		640.20
473-42	5/27/42	P-583X3-511	Washington-Laurel Rd.—Surface 1.5 miles	852.50	2,689.58	
561-42	7 14/42	P-486X511	Laurel-Bowie Rd.—Remove concr. underpass at junction	808.50		808.50
594-42	8 19/42	P-487X511	Priest Bridge twd. T. B. Repair damage caused by Army tanks	550.00	80.94	469.06
593-42	8 19/42	P-488X311	Road leading into Marlboro Race Track Treat with calcium chloride	4,022.65	661.26	3,361.39
639-42	8 25/42	P-489X511	Main St. in Laurel, Eliminating high crown and meeting grade on sidewalk	156.80	17.35	174.15
634-42	9/ 1/42	P-490X511	Storm damage repairs on certain county roads	399.00	255.04	143.96
675-42	9 29/42	P-491X511	Between Marlboro and Wells Corner, Laying pipe.	8,970.00		8,970.00
				937.36		937.36
Total.....				\$424,617.83	\$299,447.88	\$147,252.12

## MAINTENANCE AND RECONSTRUCTION

## Construction Work in Progress, September 30, 1942:

Author-ization Number	Date Author-ized	Project Number	Description	Amount Authorized	Disburse-ments to Sept. 30, 1942	Estimated Expendi-tures to Complete
<b>QUEEN ANNE'S COUNTY</b>						
<b>October 1, 1940, to September 30, 1942</b>						
		Q-151X211	Matapeake-Romancoke-Route 17, Prison labor Ma-terial		\$562.02	
361-41	5 22 41	Q153X2-211	Between Centreville and Wye Mills—Furnishing Pipe Culverts	\$2,013.07	212.53	1,800.54
103-41	1, 7, 41	Q-158X211	Between Church Hill and Centreville—Completing widening of Route 213	7,201.30	13,032.57	
		Q-164X211	Centreville to Wye Mills. R W Engineering and widening		1,505.72	
		Q-165-211	Kent Narrows to Winchester, Prel. Eng. Costs		709.77	
		Q-166-211	Stevensville approach to ferry Terminal, Prel. Eng. Costs		2,551.98	
		Q-167-211	Relocation of Route 404 at Wye Mills, Prel. Eng. Costs		106.66	
		Q-168-211	Grasonville toward Wye Mills, Prel. Eng. Costs		375.96	
		Q-171X211	Queenstown—Centerville, R.W costs		34.34	
		Q-174X211	Burrowsville Road		1,048.50	
338-42	3 4 42	Q-176X211	Sudlersville-Del. Line—apply sand gravel material shoulders	1,000.50	1,734.10	
339-42	3, 4 42	Q-176X1-211	Sudlersville-Del. Line—Apply sand and gravel on shoulders	954.50	1,805.48	
506-42	6 16, 42	Q-177X3-211	Kent Narrows Bridge—Furnishing Material for earth shoulders	977.50	885.55	91.95
507-42	6 16, 42	Q-177X4-211	Earth shoulders at both ends of Kent Narrows Bridge	977.50	935.37	42.13
533-42	7, 7 42	Q-181X211	Furnish equipment for hauling	1,610.00	2,315.05	
598-42	8 19, 42	Q-182X211	Queenstown to 1 mile east Centerville—Widen Rt. 18 Salem Branch between Church Hill and Centerville Apply riprap	994.31	597.78	396.53
Total				\$15,728.68	\$28,413.38	\$2,331.15
<b>SAINT MARY'S COUNTY</b>						
<b>October 1, 1940, to September 30, 1942</b>						
		SM-226-511	Swing Span for St. George Island Bridge, Prel. Eng. Costs		\$881.90	
169-42	12 11, 41	SM-226-1-511	St. George Island and Mainland—Partial reconstr. timber bridge	\$25,248.73	25,651.61	
611-42	8 25 42	SM-226X2-511	St. George Island Bridge, Construct sub. and super-structure at north end	16,265.00	4,696.30	\$11,568.70
403-41	6, 17 41	SM-231X811	Clements (one mile from) improving sight distance at curve	496.80		496.80
405-41	6 17, 41	SM-233X811	Tall Timbers—on Route 249, improving sight distance at curve	683.10		683.10
		SM-234X511	Storm damage, repairs in St. Mary's County, June 13, 1941		178.27	
		SM-235-511	Mechanicsville-Leonardton Rd., S. R. C garage		405.54	
		SM-248-511	Sea Wall at St. Mary's Seminary-St. Mary's City, Prel. Eng. Costs		93.91	
		SM-250-511	3 Notch Road, Prel. Eng. Costs		12,012.67	
Total				\$42,693.63	\$43,920.20	\$12,743.60
<b>SOMERSET COUNTY</b>						
<b>October 1, 1940, to September 30, 1942</b>						
		S-114-111	Bridge over Annessex River at Crisfield, Prel. Eng. Costs		\$27.10	
		S-120-111	S. R. C. Garage Lot—Intersection Route 13 and 413, North of Westover, Prel. Eng. Costs		5.43	
603-41	9 25 41	S-121-1-111	Hopewell-Marion Road to Railroad Crossing near Marion—constructing concrete road	\$188,183.47	146,865.73	\$41,317.74
117-42	11 19 41	S-124-1-111	Westover-Pocomoke Rd near Greenhill, 0.739 mi. concrete surfacing	59,749.69	47,199.80	12,549.89
97-42	11 19 41	S-135X111	Princess Anne-Deales Island Rd., Stabilize dirt shoulders with gravel.	8,351.76	8,006.74	345.02
294-42	12 11 42	S-136-111	Crisfield-Somerset Ave —Strengthening surface	13,503.30	11,604.73	1,898.57
Total				\$269,788.22	\$213,709.53	\$56,111.22
<b>TALBOT COUNTY</b>						
<b>October 1, 1940, to September 30, 1942</b>						
		T-67-211	Easton—Wye Mills, Prel. Eng. Costs		\$2,327.49	
		T-67-1-211	Easton—Wye Mills		306.57	
		T-70-211	Replace fenders, Miles River Bridge, Prel. Eng. Costs		14.97	
		T-89X211	Wye Mills to Easton, Widening shoulders on east side		898.74	
539-41	8 20 41	T-97X211	Route 213—Widening shoulder on east side	\$977.50		\$977.50
541-41	8 20, 41	T-97X1-211	Route 213—Widening shoulder on east side	977.50	4.42	973.08



REPORT OF THE STATE ROADS COMMISSION

315

MAINTENANCE AND RECONSTRUCTION

Exhibit 7  
Schedule 68

Construction Work in Progress, September 30, 1942:

Author- ization Number	Date Author- ized	Project Number	Description	Amount Authorized	Disburse- ments to Sept. 30, 1942	Estimated Expendi- tures to Complete
<b>TALBOT COUNTY</b>						
<b>October 1, 1940 to September 30, 1942</b>						
244-42	1 14 42	T-100X211	Tanyard Branch west of Easton—Supply pipe to facilitate drainage	1,725.00	1,437.69	287.31
245-42	1 14 42	T100X1-211	Tanyard Branch, Furnish labor and hauling 54" pipe.	868.25		868.25
335-42	3 4 42	T-101X211	Cordova— Move dirt and shape roadway where gravel shoulders have been placed	805.00	2,215.44	
336-42	3 4 42	T-101X1-211	Cordova—Furnish and apply sand gravel for shoulders	977.50	2,415.46	
337-42	3 4 42	T-101X2-211	Cordova—Furnish and apply sand gravel for constr. of shoulders	977.50	2,528.52	
430-43	4 21 42	T-102X211	Trappe Peachblossom Road, Seeding and reshaping	679.65	986.91	
Total				\$7,987.90	\$13,136.21	\$3,106.14
<b>WASHINGTON COUNTY</b>						
<b>October 1, 1940, to September 30, 1942</b>						
		W-182-3-611	National Pike, Channelization		\$117.79	
		W-188-1-611	National Pike, Funkstown twd. South Mountain, Surfacing		947.34	
		W-193-6-611	Harfordsburg Rd. and High St. in Hancock. Chan- nelization		17.00	
547-41	8 28 41	W-193-7-611	Potomac River Bridge—erosion control work on the slopes		698.79	\$301.21
157-41	4 17 41	W-203-2-611	Three span steel bridge on Hagerstown-Leitersburg Road	\$1,000.00	110,147.94	4,670.40
442-9	4 5 39	W-212-4-611	Band O.R. R. Bridge at Harpers Ferry, Maintenance and equipment rental	20,000.00	46,060.58	
279-40	3 19 40	W-334X611	Through parking areas Route 40, Fairview Mountain, Sideling Hill Mountain, W. P. A. Project	5,071.50	3,971.54	1,099.96
		W-338-611	Widen bridge over Beaver Creek on National Hwy. Prel. Eng. Costs		84.71	
		W-339-611	Downesville Pike, Downesville-Hagerstown, Prel. Eng. Costs		721.81	
		W-339X1-611	Downesville Pike, Downesville-Hagerstown		333.33	
		W-345-611	Relocation, National Pike at Sideling Hill Moun- tain		507.49	
		W-348-611	Improvements to west gate at Camp Ritchie		98.97	
		W-353-611	Relocation of National Pike, Graded under contracts.		223.07	
607-42	8, 19, 42	W-354X611	West slope of Sideling Hill Mountain, Facilitate drainage	250.04	251.24	
627-42	9, 15 42	W-355X611	Boonsboro-Sharpsburg Rd. to facilitate drainage	198.42	218.70	
657-42	9 15 42	Q-356X511	Correcting traffic hazard on certain State road	205.25		205.25
682-42	9 29 42	W-357X611	Sharpsburg Pike near Hagerstown, Facilitate drain- age	1,861.91		1,861.91
686-42	9 30 42	W-385X611	Facilitate drainage on certain state road	359.95		359.95
Total				\$143,765.41	\$164,400.39	\$8,498.68
<b>WICOMICO COUNTY</b>						
<b>October 1, 1940, to September 30, 1942</b>						
		Wi-133-111	Salisbury-Delmar—Prel. Eng. Costs		\$422.61	
		Wi-141-111	By Pass to the East of Salisbury—Prel. Eng. Costs		400.19	
43-41	11, 6 40	Wi-165X1-111	Maryland State Police Sub-Station, north of Salis- bury-Route 13—constructing driveway, etc.	\$2,084.38	2,062.30	\$22.08
562-41	9 9 41	Wi-185-1-111	East Main St. to North Division St., Extension of Salisbury by-pass, Concrete dual Hwy.	140,874.30	118,052.54	22,821.76
362-41	5 22 41	Wi-195X111	Mardela to Sharpstown, Route 313, Widening Shoulders		1,240.10	1,890.20
		Wi-197-111	Extending culverts	3,130.30	214.73	
		Wi-199-111	Salisbury-Delmar Rd., Prel. Eng. Costs		1,441.91	
293-42	2 11 42	Wi-200-111	Salisbury Bypass (East-West) Division St. west to- ward Mardels and East toward Ocean City		1,441.91	
371-42	3 17 42	Wi-204X211	Salisbury-Mt. Herman Road, Surf. treat gravel shoulders	8,192.31	7,912.57	279.74
		Wi-205X111	Barren Creek to Del. Line., Cutting sight distance at junction	999.93	217.14	782.79
			Sharpstown fender system in Nantioke River		77.92	
Total				\$155,281.22	\$132,042.01	\$25,796.57
<b>WORCESTER COUNTY</b>						
<b>October 1, 1940, to September 30, 1942</b>						
		Wo-173-111	Pocomoke-Stockton Rd., Pocomoke to Cape Charles Rd., Prel. Eng. Costs		\$5.26	
624-42	9 1 42	Wo-180X8-111	West approach to Ocean City Bridge, Special erosion control	\$1,704.01	7.79	\$1,696.22
		Wo-223-111	Cape Charles Road, Prel. Eng. Costs		4,935.45	
		Wo-223-1-111	Cape Charles Road, Pocomoke to Virginia Line, Roadway		2,712.66	
		Wo-231-111	Bridge over Pocomoke River at Whiton, Prel. Eng. Costs		2.51	

Exhibit 7  
Schedule 68

## MAINTENANCE AND RECONSTRUCTION

## Construction Works in Progress, September 30, 1942:

Author- ization Number	Date Author- ized	Number Project	Description	Amount Authorized	Disburse- ments to Sept. 30, 1942	Estimated Expendi- tures to Complete
<b>WORCESTER COUNTY</b>						
<b>October 1, 1940 to September 30, 1942</b>						
372-42	3/17/42	Wo-243X111	Ocean City Harbor, Surface Treat road	383.30	433.58	
309-42	2/24/42	Wo-237X111	Snow Hill—Purch. and erect fence around S. R. C.	1,897.50		1,897.50
374-42	3/17/42	Wo-241X111	Berlin—Surface treat streets	6,351.91	6,565.05	
373-42	3/17/42	Wo-242X111	Ocean City—Surface Treat Streets	4,600.00	1,156.18	3,443.82
484-42	5/27/42	Wo-244X111	Snow Hill—Surface Treat certain streets	1,725.00	1,400.24	324.76
Total				\$16,661.72	\$17,158.75	\$7,362.30
<b>BALTIMORE CITY</b>						
<b>October 1, 1940, to September 30, 1942</b>						
158-41	2/4/41	BC-165-11	Maintaining Route Markers in Baltimore City—Fiscal year 1941	\$230.00	\$414.43	
<b>ENGINEERS' DISTRICTS</b>						
<b>October 1, 1940, to September 30, 1942</b>						
327-41	4/22/41	ED-13-211	Replacing old guard fence with cable type	\$6,900.00	\$3,522.72	\$3,377.28
573-41	9/16/41	ED-15-211	Cleaning and Painting existing bridges in Caroline and Calvert counties	5,005.00	5,283.47	
574-41	9/16/41	ED-15-311	Cleaning and Painting existing bridges in Anne Arundel, Carroll, and Montgomery Counties	4,786.10	5,439.80	
575-411	9/16/41	ED-15-411	Cleaning and Painting existing bridges in Cecil, Harford Counties	4,259.20	4,029.31	229.89
576-411	9/16/41	ED-15-511	Cleaning and Painting bridges in Anne Arundel, Prince Georges' and Charles Counties	1,977.80	2,152.56	
106-41	1/7/41	ED-11-611	Servicing Forestry Department—Diesel auto patrol	115.00	7.76	107.24
577-41	9/16/41	ED-15-611	Cleaning and Painting bridges and bridge over Potomac River at Paw-Paw	7,725.30	7,790.23	
Total				\$30,768.40	\$25,225.85	\$3,714.41
<b>A-W (STATE WIDE)</b>						
<b>October 1, 1940, to September 30, 1942</b>						
675-8	4/27/38	AW-531-11	150 Cast iron plates for Historical Markers		\$39.88	
814-8	5/31/38	AW-557-01	Potomac River Bridge and Chesapeake Bay Bridge, Traffic studies and surveys	\$25,500.00	24,547.85	\$952.15
815-8	5/31/38	AW-559-01	Susquehanna River Bridge Survey and plans by J. E. Greiner Co.	100,000.00	74,293.15	25,706.85
131-41	1/14/41	AW-569-011	Bridges and tunnels in State, Plans and surveys by J. E. Greiner Co.	65,000.00	42,551.65	22,448.35
131-41	1/14/41	AW-579-011	Traffic Signal repairs due to accidents		186.81	
131-41	1/14/41	AW-580-011	Providing funds for marking and signs	25,000.00	33,326.22	
131-41	1/14/41	AW-581-011	Loadmeter test		213.61	
628-42	8/25/42	AW-800-011	Studies in driving with Public Roads Adm. and Highway Planning		934.52	
.....	.....	AW-582-011	Loadometer re-survey for Federal Government		538.87	
.....	.....	AW-600-011	National Defense Program, Special Studies		1,849.07	
.....	.....	AW-800-011	To determine military ratings for all state bridges	6,000.00	1,669.04	4,330.96
.....	.....	AW-900-011	Drawings and plans of bridges of state.....		277.92	
Total				221,500.00	180,428.59	53,438.31
<b>MISCELLANEOUS</b>						
<b>October 1, 1940, to September 30, 1942</b>						
					\$14,664.96	

**SUMMARY OF DISBURSEMENTS FROM COUNTY LATERAL GASOLINE TAX FUNDS,  
AND AVERAGE EXPENDITURE PER MILE FOR MAINTAINING COUNTY ROADS**

County	Mileage Maintained By State Roads Commission	Average Cost Per Mile	Cost of Maintenance	Payments to Incorporated Towns	Debt Service	Other Construction	Direct Payments To Counties	Total
<b>Fiscal Year Ended September 30, 1941</b>								
Allegany	360.29	\$72.18	\$26,007.17		\$100,040.30	\$7,547.64		\$133,595.11
Anne Arundel				\$8,652.09	40,153.21	2,702.71		51,508.01
Baltimore					123,033.80	149.10		123,182.90
Calvert	155.05	227.84	35,327.97		21,982.91	417.81		57,728.69
Carroll	468.11	109.93	51,461.31		7,200.00			58,661.31
Cecil	707.93	142.62	100,962.16	2,250.00		238.11		102,974.05
Charles	445.20	116.68	51,948.01	2,063.99	2,983.89	3.86		56,939.75
Charles	237.14	200.49	47,546.46			2,171.81		49,718.27
Dorchester	475.56	134.96	64,182.11					64,182.11
Frederick				8,000.00			\$125,504.49	133,504.49
Garrett	734.00	82.97	60,903.40	4,314.00	14,000.00	1,008.88		80,226.28
Harford				9,750.00	100,000.00	1,197.54		172,727.01
Howard							64,168.55	47,621.69
Kent	232.25	228.68	53,117.57		20,000.00	4,501.22		47,621.69
Montgomery				7,380.98		32.00	98,709.68	91,296.70
Prince George's	423.97	244.12	103,408.88	24,211.41		2,163.59		129,773.88
Queen Anne's	391.51	128.19	50,186.67	2,326.15	2,000.00	5,077.19		57,018.79
St. Mary's	250.73	290.48	50,263.21		6,520.00	794.35		57,579.56
Somerset	277.63	159.00	44,143.46			1,643.39		42,599.47
Talbot	289.15	148.35	42,895.01			3,188.02		46,083.03
Washington				3,767.10			90,613.51	90,613.51
Wicomico	499.28	118.45	59,137.64					62,933.88
Worcester	452.63	133.14	60,265.34		237.50	49.14		60,502.84
<b>Totals</b>	<b>6,400.46</b>	<b>\$140.90</b>	<b>\$801,848.37</b>	<b>\$72,655.72</b>	<b>\$438,751.61</b>	<b>\$26,827.68</b>	<b>\$419,204.94</b>	<b>\$1,839,288.32</b>
<b>Fiscal Year Ended September 30, 1942</b>								
Allegany	360.29	\$123.98	\$44,669.50	\$4,450.00	\$65,620.00	\$4,775.11		\$119,514.61
Anne Arundel				7,605.31			\$56,008.16	63,613.47
Baltimore					139,796.30	164.00	133,192.14	272,828.44
Calvert	155.05	117.67	18,245.48	450.00		2,025.91		16,669.57
Carroll	468.11	103.93	48,650.40					48,650.40
Cecil	445.20	150.28	66,906.55	500.00		1,082.74	110,090.19	111,672.93
Charles	237.14	220.33	52,249.93	5,433.46	14,760.00	2,602.62		89,702.93
Dorchester	475.56	138.73	65,975.72					52,249.93
Frederick				13,574.98		54.26	122,405.22	65,975.72
Garrett				339.00			4,174.61	90,230.58
Harford				11,750.00	100,000.00	235.65	78,819.05	190,804.70
Howard							44,945.74	44,945.74
Kent	232.25	215.63	50,087.14			32.85		50,119.99
Montgomery				8,271.20			87,796.46	96,067.66
Prince George's	423.97	244.86	103,811.91	28,990.53		1,415.94		134,218.38
Queen Anne's	391.51	132.05	51,897.64	2,362.62	2,450.00	4,148.63		62,800.83
St. Mary's	250.73	199.89	50,110.83	250.00	12,440.00			37,550.14
Somerset	277.63	135.26	37,550.14					38,485.60
Talbot	289.15	133.10	38,485.60					38,485.60
Washington				4,927.15			87,480.78	87,480.78
Wicomico	499.28	111.51	55,674.03			70.32		60,671.50
Worcester	452.63	115.06	52,077.92					52,077.92
<b>Totals</b>	<b>4,958.53</b>	<b>\$148.47</b>	<b>\$736,192.99</b>	<b>\$88,904.25</b>	<b>\$335,066.30</b>	<b>\$16,402.82</b>	<b>\$810,968.32</b>	<b>\$1,987,534.68</b>

**Distribution of Mileage of County Roads Systems, By State Roads Commission's Engineering Districts, at September 30, 1942**

County	Total Miles on County System	Engineering Districts					
		No. 1	No. 2	No. 3	No. 4	No. 5	No. 6
Allegany	360.29						
Calvert	155.05						360.29
Carroll	468.11		468.11			155.05	
Cecil	445.20		445.20				
Charles	237.14						
Dorchester	475.56	475.56				237.14	
Kent	232.25		232.25				
Prince George's	423.97					423.97	
Queen Anne's	391.51		391.51				
St. Mary's	250.73					250.73	
Somerset	277.63	277.63					
Talbot	289.15		289.15				
Wicomico	499.28	499.28					
Worcester	452.63	452.63					
<b>Totals</b>	<b>4,958.53</b>	<b>1,705.10</b>	<b>1,826.25</b>			<b>1,066.89</b>	<b>360.29</b>
Percent of total Miles Maintained	100.00%	34.38%	36.83%			21.52%	7.27%

County Road Systems of Anne Arundel, Baltimore, Carroll, Frederick, Garrett, Harford, Howard, Montgomery, and Washington Counties, were maintained direct by respective County Road Bodies or direct by County Commissioners, at September 30, 1942.

ITALICS INDICATE RED FIGURES.

**TOTAL MILEAGE OF THE STATE ROADS SYSTEM AT SEPTEMBER 30, 1941, AND  
SEPTEMBER 30, 1942, BY COUNTIES AND BY ENGINEERING DISTRICTS**

**Mileage at September 30, 1941**

County	Total State System	Per cent of State System Mileage	Engineering Districts						
			No. 1	No. 2	No. 3	No. 4	No. 5	No. 6	
Allegany	150.78	3.47			240.99				150.78
Anne Arundel	240.99	5.54				281.45			
Baltimore	281.45	6.47					124.96		
Calvert	124.96	2.88		143.94					
Caroline	143.94	3.30			211.72				
Carroll	211.72	4.86		176.04					
Cecil	176.04	4.04						255.15	
Charles	255.15	5.86							
Dorchester	136.07	3.12	136.07						288.91
Frederick	288.91	6.64							135.18
Garrett	135.18	3.11					265.37		
Harford	265.37	6.10			149.14				
Howard	149.14	3.42		136.79					
Kent	136.79	3.14				325.03			
Montgomery	325.03	7.47						269.77	
Prince George's	269.77	6.20		141.78					
Queen Anne's	141.78	3.26						198.53	
St. Mary's	198.53	4.56							
Somerset	100.61	2.31	100.61						
Talbot	97.53	2.24		97.53					
Washington	222.60	5.11							222.60
Wicomico	144.52	3.32	144.52						
Worcester	155.81	3.58	155.81						
<b>Total Mileage and Totals, by Districts</b>	<b>4,352.67</b>	<b>100.00%</b>	<b>537.01</b>	<b>696.08</b>	<b>926.88</b>	<b>546.82</b>	<b>848.41</b>	<b>797.47</b>	
<b>Per cent of Mileage each En- gineering Districts</b>		<b>100.00%</b>	<b>12.33%</b>	<b>15.98%</b>	<b>21.29%</b>	<b>12.57%</b>	<b>19.50%</b>	<b>18.33%</b>	

**Mileage at September 30, 1942**

Allegany	150.78	3.38			247.06				150.78
Anne Arundel	247.06	5.53				285.57			
Baltimore	285.57	6.39					129.30		
Calvert	129.30	2.89		159.36					
Caroline	159.36	3.58			234.30				
Carroll	234.30	5.24		185.26					
Cecil	185.26	4.15						262.83	
Charles	262.83	5.88							
Dorchester	139.09	3.12	139.09						291.68
Frederick	291.68	6.53							135.18
Garrett	135.18	3.02					274.77		
Harford	274.77	6.15			152.05				
Howard	152.05	3.40		136.79					
Kent	136.79	3.06			325.66				
Montgomery	325.66	7.29						283.43	
Prince George's	283.43	6.34		143.94					
Queen Anne's	143.94	3.22						203.04	
St. Mary's	203.04	4.54							
Somerset	103.82	2.32	103.82						
Talbot	97.53	2.18		97.53					
Washington	224.29	5.02							224.29
Wicomico	146.02	3.28	146.02						
Worcester	155.81	3.49	155.81						
<b>Total Mileage and Totals, by Districts</b>	<b>4,467.56</b>	<b>100.00%</b>	<b>544.74</b>	<b>722.88</b>	<b>959.07</b>	<b>560.34</b>	<b>878.50</b>	<b>801.93</b>	
<b>Per cent of Mileage each En- gineering District</b>		<b>100.00%</b>	<b>12.21%</b>	<b>16.19%</b>	<b>21.46%</b>	<b>12.54%</b>	<b>19.65%</b>	<b>17.95%</b>	

Exhibit 10

**SUSQUEHANNA RIVER BRIDGE CONSTRUCTION FUND—AT SEPTEMBER 30, 1942****RECEIPTS AND FUNDS MADE AVAILABLE**

## Source of Funds:

Proceeds of Sale of Bridge Revenue Bonds (Net)	\$2,907,000.00	
Proceeds of Grant Funds, United States Government (Partial)	1,966,576.54	
Funds contributed direct by State Roads Commission	18,475.84	
Accrued interest collected	12,431.25	
Sale of Specifications (Net) and Miscellaneous Receipts	13,748.55	
Remainder of Final and Complete United States Grant Funds	12,642.74	

Cash transferred to Potomac River Bridge Construction Fund	\$4,930,874.92	
	350,000.00	\$4,580,874.92

**DISBURSEMENTS**

Preliminary Expenses,	Account #1	\$9,276.54	
Lands and Rights-of-Way,	2	75,439.78	
Construction Costs,	3	3,867,266.50	
Engineering Fees,	4	273,580.47	
Legal, Administrative and Overhead,	5	18,211.09	
Interest during Construction,	6	206,231.25	
Miscellaneous,	7	55,109.39	\$4,505,115.42

Approximate Balance of Funds in the Account, subject to provisions of Trust Indenture, and available for Sinking Fund purposes (when all construction costs, both bridges, are complete) exclusive of expected balances in the Potomac River Bridge Construction Fund .....

\$75,759.50

**POTOMAC RIVER BRIDGE CONSTRUCTION FUNDS—AT SEPTEMBER 30, 1942****RECEIPTS AND FUNDS MADE AVAILABLE**

## Source of Funds:

Proceeds of Sale of Bridge Revenue Bonds (Net)	\$2,703,000.00	
Proceeds of Grant Funds—United States Government (Partial)	2,351,970.00*	
Accrued Interest Collected	11,943.75	
Sale of Specifications	935.00	

Cash transferred from Susquehanna River Bridge Construction Fund	\$5,157,848.75	
	350,000.00	\$5,507,848.75

**DISBURSEMENTS**

Preliminary Expense,	Account #1	\$25,892.82	
Lands and Rights-of-Way,	2	9,457.75	
Construction Costs,	3	4,595,640.66	
Engineering Fees,	4	318,502.03	
Legal, Administrative and Overhead,	5	20,640.95	
Interest during Construction,	6	220,500.00	
Miscellaneous,	7	11,566.94	
Estimated Disbursements to Complete		112,918.95	\$5,315,120.10

Approximate Balance of Funds in the Account, subject to provisions of Trust Indenture, and available for Sinking Fund purposes (when all construction costs, both bridges, are complete) exclusive of expected balances in the Susquehanna River Bridge Construction Fund .....

\$192,728.65

Approximate Total remainder of Construction Fund, at completion, both Bridges.....

\$268,488.15

\* At September 30, 1942, there had been received \$2,089,310.00 from the United States Government.

## REPORT OF THE STATE ROADS COMMISSION

Exhibit No. 11

OPERATING OR REVENUE ACCOUNT SUSQUEHANNA AND POTOMAC RIVER TOLL BRIDGES  
FISCAL YEARS 1941 AND 1942

\$72,598.82

Balance of Funds on hand, October 1, 1940

Receipts, Fiscal Year 1941:  
Toll Income:

Month	Susquehanna River Bridge	Potomac River Bridge	Total, Both Bridges
October, 1940	\$54,815.15		\$54,815.15
November	51,486.35	\$4,823.25	51,486.35
December	48,948.85	5,698.70	53,772.15
January, 1941	43,056.71	7,158.90	50,215.61
February	48,643.23	11,073.50	59,716.72
March	67,332.73	13,440.05	80,792.78
April	66,904.23	18,548.70	88,452.93
May	80,295.24	17,020.65	97,315.89
June	85,429.51	20,383.13	105,812.64
July	73,193.40	16,457.30	89,650.70
August			
September			
Totals	\$739,137.12	\$129,057.15	\$869,194.27
Less—Statements and Adjustments			892.50
			\$868,301.77

Net Toll Income, Fiscal Year 1941

Other Receipts for Fiscal Year 1941:

Reserve Repair Funds, from State Roads Commission Funds:

For use of Susquehanna River Bridge

For use of Potomac River Bridge

Miscellaneous

Cash in excess of Calculated Tolls

Income arising from Refunding Bonds:

Premium

Accrued Interest

Cost of Refunding Bonds, paid by Bidder

\$9,000.00  
9,208.31  
014.93  
700.82

19,533.06

\$10,488.00  
6,478.53  
10,980.06

27,946.61

965,781.04

\$978,379.86

Total Income, Fiscal Year 1941

Disbursements and Application of Receipts, Fiscal Year 1941:

Operation Fund

Reserve for Repair Funds:

Susquehanna River Bridge

Potomac River Bridge

\$46,999.97

18,208.31

181,550.00

240,000.00

10,880.08

3,099.92

500,508.28

\$477,871.58

Balance of Funds on hand, September 30, 1941

## Receipts, Fiscal Year 1942:

Month	Susquehanna River Bridge	Potomac River Bridge	Total, Both Bridges
October, 1941	\$99,577.74	\$13,207.50	\$73,785.64
November	59,697.35	12,806.80	71,809.24
December	53,058.47	10,816.35	66,274.82
January, 1942	44,380.23	10,411.22	59,397.41
February	40,135.24	10,115.25	50,250.49
March	45,782.50	12,255.25	58,037.84
April	55,023.53	15,818.95	70,842.48
May	47,430.95	16,353.15	63,784.10
June	42,083.11	15,053.10	57,136.21
July	47,867.73	19,258.70	67,084.43
August	46,482.72	19,644.66	66,127.38
September	50,624.86	18,070.10	68,694.96
Totals	\$592,170.78	\$176,744.40	\$768,915.18
Less—Mattements and Adjustments			8,484.20
Net Toll Income, Fiscal Year 1942			\$760,430.98
Other Receipts for Fiscal Year 1942:			
Reserve Repair Funds, from State Roads Commission Funds:			
For use of Susquehanna River Bridge		\$19,129.44	\$19,129.44
From State Roads Commission for Operation Fund		20,030.04	20,030.04
Miscellaneous		15,726.81	15,726.81
Cash in excess of Calculated Tolls		1,571.39	1,571.39
		1,321.00	1,321.00
			57,778.68
Total Income, Fiscal Year 1942			\$818,209.66
Disbursements and Applications of Receipts, Fiscal Year 1942:			
Operation Fund (From State Roads Commission Funds)			
Reserve for Repair Funds:			
Susquehanna River Bridge	\$99,999.96		\$99,999.96
Potomac River Bridge		15,726.81	15,726.81
Interest on State of Maryland Bridge Revenue Refunding Bonds, due December 1, 1941			\$115,726.77
Interest on State of Maryland Bridge Revenue Refunding Bonds, due June 1, 1942			
Payments to Paying Agents		39,159.45	39,159.45
Payments to Trustees (Fees)		20,030.04	20,030.04
Purchase of State of Maryland Bridge Revenue Refunding Bonds for Sinking Fund (304 Bonds):		\$90,545.00	\$90,545.00
Principal and Premium		58,335.00	58,335.00
Interest			
Miscellaneous			
		\$311,369.00	\$311,369.00
		1,680.83	1,680.83
Balance of Funds on hand, September 30, 1942		485.00	485.00
		588,738.89	229,470.80
			\$707,342.38

## REPORT OF THE STATE ROADS COMMISSION

Exhibit 11  
Schedule 1RATES IN EFFECT AT THE SUSQUEHANNA RIVER TOLL BRIDGE  
OCTOBER 1, 1940 TO JANUARY 31, 1941; AND FROM FEBRUARY 1, 1941 TO  
SEPTEMBER 30, 1942

Number	Description	Cash or Script Rate	Com- muta- tion Rate
<i>Rates in Effect for the Period October 1, 1940 to January 31, 1941</i>			
1.	Passenger Cars		
	Taxicabs		
	Ambulances		
	Hearse and Funeral Vehicles		
	Horse Drawn Vehicles (two horse)		
	Local Busses on scheduled runs		
	Local School Busses on scheduled runs		
	Light Panel Trucks		
	Station Wagons		
	Pickup Trucks	\$0.20	.....
	Motorcycles		\$0.15
2.	All of Classification No. 1		
3.	Trucks less than 2½ tons, other than those in Classification No. 1 (two axle)	0.25	None
	Tractors (two axle)		
4.	Trucks 2½ to 4½ tons (two axle)		
	Horse drawn vehicles (more than 2 horses)	0.30	None
	Through Busses (two axle)	0.40	None
5.	Trucks over 4½ tons (two axle)	0.25	None
6.	Trucks less than 2½ tons (three axle)	.....	.....
7.	Trucks 2½ to 4½ tons (three axle)		
	Passenger Cars and semi-trailer (three axle)	0.30	None
	Through Busses (three axle)		
8.	Trucks over 4½ tons (three axle)	0.40	None
	Tractor and semi-trailer (three axle)		
9.	Unusual Vehicles		
	Tractor and trailer (four axle)		
	Passenger Car and Trailer (four axle)		
	Power Shovels, Contractors' Equipment and Machinery		
	Tractor and semi-trailer and trailers carrying unusually heavy loads		
	All vehicles and equipment with more than four axles	0.65	.....
	Tractor and Trailer	0.40	.....
	Passenger Car and trailer		
	Other vehicles in this classification to pay inspection charge of \$1.00 plus \$.10 per ton up to 20 tons, and \$.20 per ton for each ton over 20 tons	.....	.....
10.	Free Vehicles		
<i>Rates in Effect for the Period February 1, 1941 to September 30, 1942</i>			
1.	Passenger Cars		
	Horse drawn Vehicles (2 horses)		
	Local School Busses on Scheduled Runs		
	Hearse & Funeral Vehicles		
	Local Busses on Scheduled Runs		
	Taxicabs		
	Ambulances		
	Pick-up Trucks		
	Motorcycles		
	Light Panel Trucks	\$ .20	\$ .15
	Station Wagons		
2.	Passenger Cars		
	Hearse & Funeral Vehicles		
	Horse drawn Vehicles (2 horses)		
	Pick-up Trucks		
	Local School Busses on Scheduled Runs		
	Taxicabs		
	Ambulances		
	Light Panel Trucks		
	Station Wagons		
	Motorcycles		\$ .03



NOTE. Books of sixty tickets will be issued and must be used within sixty days; no refunds for unused tickets. Books of one hundred twenty tickets will be issued and must be used within ninety days; no refunds for unused tickets. Books of tickets will be issued in the name, address, and vehicle license number of the User, and can be used only by the Vehicle of record; this type of ticket will be sold only to a person giving place of residence or business as shown by Motor Vehicle Registration Card.

3.	2-Axle Vehicles, including Trucks, Tractors, Through Busses and animal drawn vehicles (not more than 2 animals)	\$ 25
4.	3-Axle Vehicles, including Tractor and one Semi-Trailer, Passenger Car and Semi-Trailer, Trucks	\$ 40
5.	1-Axle Vehicles, including Tractor and one Semi-Trailer, Passenger Car and Full Trailers	\$ 40
6.	2-Axle Vehicles, including Trucks, Tractors and Animal drawn Vehicles (not more than 2 animals)	\$ 20
7.	3-Axle Vehicles, including Tractors and one Semi-Trailer, Trucks and Passenger Cars and Semi-Trailer	\$ 30
8.	4-Axle Vehicles, including Tractor and one Semi-Trailer, Passenger Car and Full Trailer	\$ 30
9.	Unusual Vehicles, with 5 or more Axles, including:	
	Tractor and 1 Semi-Trailer, with 5 Axles	\$ .55
	Tractor and Full Trailer, with 5 Axles	.55
	Tractor and 1 Trailer, with more than 5 Axles	.65
	Trucks and Trailer, with 5 Axles or more	.80
	Tractor and Trailer and Trailer, with 5 Axles or more	1.00
	Trucks and Trailer and Trailer, with 5 Axles	1.10
	Tractor and Trailer and Trailer and Trailer	1.50
	Trucks and Trailer and Trailer and Trailer	1.60
	Power Shovels, Contractors Equipment and Machinery, Unusual Vehicles, carrying unusually heavy loads: Inspection Charge of \$1.00, plus 10¢ per ton up to 20 tons, and 20¢ per ton over 20 tons.	
10.	Free Vehicles	.....

Exhibit 11  
Schedule 2

RATES IN EFFECT AT THE POTOMAC RIVER TOLL BRIDGE, OCTOBER 1, 1940  
TO SEPTEMBER 30, 1942

Number	Description	Rate
1.	Passenger Cars	
	Ambulances	
	Taxicabs	
	Animal drawn Vehicles, 1 or 2 draft animals	
	Station Wagons	
	Hearse & Funeral Vehicles	
	Passenger Car Trailer (4 wheels) additional	\$ .75*
2.	Same as Class 1, with 1 passenger	\$ .90
3.	Same as Class 1, with 2 passengers	\$1.05
4.	Same as Class 1, with 3 passengers	\$1.20
5.	Same as Class 1, with 4 passengers	\$1.35
6.	Passenger Car Trailer (2 wheels) additional	
	Motorcycle with or without side car	\$ .40*
7.	Tractor alone; Trucks, 2 or 3 Axle, under 2 Tons Capacity	
	Animal Drawn Vehicles (over 2 draft animals)	\$1.00*
8.	Trucks, 2 or 3 Axle, 2 to 5 Tons Capacity	\$1.25*
9.	Trucks, 2 or 3 Axle, Over 5 Tons Capacity	
	Tractor and Semi-Trailer (2 wheels)	
	Bus (including driver and passengers)	\$1.50*
10.	Tractor and Trailer (4 wheels)	\$2.50*
11.	Pedestrians and Passengers in Vehicles (in addition to above)	\$ .15
12.	Bicycles	\$ .20
13.	Special—Unusual Vehicles, including Power Shovels, Contractors Equipment, Farm Equipment, etc., to pay Inspection Charge of \$1.00, plus 10¢ per ton up to 20 tons, and 20¢ per ton over 20 tons	
	All classifications to be reported under Miscellaneous	
14.	Free Vehicles	
	* Includes Driver.	
	* Includes Driver and one Helper.	

STATEMENT OF INCOME, SUSQUEHANNA AND POTOMAC RIVER TOLL BRIDGES  
TO SEPTEMBER 30, 1942

## SUSQUEHANNA RIVER TOLL BRIDGE

Month	Income				Traffic transactions					
	Total income	Passenger cars and light commercial vehicles		Trucks and commercial vehicles		Total transactions	Passenger cars and light commercial vehicles		Trucks and commercial vehicles	
		Income	Percent of total revenue	Income	Percent of total revenue		Transactions	Percent of total	Transactions	Percent of total
October, 1940	54,815.15	35,335.70	64.46	19,479.45	35.54	236,305	180,368	76.33	55,937	23.67
November	51,486.35	33,767.85	65.59	17,718.50	34.41	222,346	172,236	77.46	50,110	22.54
December	48,948.85	32,380.90	66.15	16,567.95	33.85	211,881	165,460	78.09	46,421	21.91
January, 1941	46,697.65	29,671.65	63.54	17,026.00	36.46	199,398	151,982	76.22	47,416	23.78
February	43,656.71*	27,758.76	64.46	15,297.95	35.54	222,990	177,310	79.51	45,680	20.49
March	49,314.08	32,032.38	64.95	17,281.70	35.05	261,614	210,103	80.31	51,511	19.69
April	67,352.73	46,300.53	68.75	21,052.20	31.25	358,356	307,340	84.14	57,918	15.86
May	69,004.23	48,664.43	69.61	21,239.80	30.39	369,99	293,047	81.78	65,309	17.69
June	80,395.24	58,208.84	72.49	22,086.40	27.51	417,351	303,507	82.31	65,292	17.69
July	85,429.51	64,720.81	75.76	20,708.70	24.24	444,819	381,116	85.72	63,503	14.28
August	73,183.25	53,621.10	73.27	19,562.15	26.73	386,116	324,975	84.17	61,141	15.83
September										
October	60,577.74	39,944.34	65.95	20,633.40	34.05	319,614	253,688	79.37	65,926	20.63
November	59,092.44	41,067.24	69.50	18,025.20	30.50	310,932	254,542	81.85	56,390	18.14
December	53,051.57	36,231.17	68.31	16,813.40	31.69	287,000	231,504	80.50	56,096	19.50
January, 1942	44,386.23	27,632.23	62.25	16,754.00	37.73	237,780	184,319	77.73	52,961	22.27
February	40,135.24	24,207.14	60.31	15,928.10	39.69	212,507	163,963	77.16	48,544	22.84
March	45,782.59	27,363.14	59.77	18,419.45	40.23	240,456	184,187	76.60	56,269	23.40
April	55,023.53	35,665.85	64.82	19,357.60	35.18	286,722	227,378	79.31	59,344	20.69
May	47,439.95	27,957.80	58.94	19,473.15	41.06	248,910	189,828	76.26	59, 82	23.74
June	42,083.11	22,872.21	54.35	19,210.90	45.05	225,762	167,063	74.00	58,099	26.30
July	47,498.79	27,434.69	57.76	20,064.10	42.24	265,530	202,475	76.25	63,055	23.75
August	46,483.73	26,883.73	57.83	19,600.00	42.17	274,526	211,896	77.19	62,627	22.81
September	50,624.86	35,159.21	69.45	15,465.65	30.55	304,075	237,151	77.94	67,524	22.16

\* Schedule of Toll Rates and Classifications reduced and changed at February 1, 1941.

## POTOMAC RIVER TOLL BRIDGE

Month	Income				Traffic transactions					
	Total income	Passenger cars & light commercial vehicles*		Trucks & commercial vehicles		Transactions	Passenger cars & light commercial vehicles*		Trucks & commercial vehicles	
		Income	Percent of total revenue	Income	Percent of total revenue		Transactions	Percent of total	Transactions	Percent of total
December 15, to December 31, 1940	\$4,823.25	\$4,540.80	94.13	\$282.45	5.87	5,142	4,665	90.72	477	9.28
January, 1941	5,648.90	4,917.75	87.05	731.15	12.95	5,923	5,180	87.46	743	12.54
February	5,502.75	4,725.15	85.87	777.60	14.13	5,749	5,014	87.22	735	12.78
March	7,158.90	6,079.65	84.92	1,079.25	15.08	7,441	6,468	86.92	973	13.08
April	11,073.50	9,570.00	86.44	1,502.90	13.56	11,313	9,994	88.34	1,319	11.66
May	13,440.05	11,179.05	83.17	2,261.00	16.82	13,486	11,569	85.79	1,917	14.21
June	18,548.70	14,145.15	76.27	4,403.55	23.73	14,902	12,718	85.34	2,184	14.66
July	17,020.65	13,898.55	81.66	3,122.10	18.34	16,877	14,292	84.68	2,585	15.32
August	20,383.15	16,960.20	83.20	3,422.85	16.80	19,897	17,199	86.44	2,698	13.56
September	16,457.30	13,333.50	81.01	3,123.80	18.99	16,550	13,980	84.48	2,570	15.53
October	13,207.90	10,528.65	79.73	2,679.25	20.27	13,532	11,307	83.56	2,225	16.44
November	12,806.80	10,450.65	81.68	2,347.15	18.32	13,739	11,212	81.61	2,527	18.39
December	13,656.35	10,926.60	80.01	2,729.75	19.99	14,175	11,886	83.85	2,289	16.15
January, 1942	10,411.25	8,002.20	76.85	2,409.05	23.15	10,979	8,971	81.71	2,008	18.29
February	10,115.25	7,877.70	77.88	2,237.55	22.12	10,467	8,619	82.82	1,788	17.18
March	12,225.25	9,710.30	79.23	2,544.95	20.77	12,794	10,683	83.50	2,111	16.50
April	15,818.95	12,620.45	79.79	3,198.50	20.21	16,412	13,796	84.08	2,616	15.92
May	16,353.15	12,439.50	76.07	3,913.65	23.93	16,536	13,370	80.85	3,166	19.15
June	15,063.10	12,439.50	82.58	4,822.55	32.04	15,350	11,321	73.75	4,029	26.25
July	19,585.70	13,908.45	71.01	5,677.25	28.99	19,641	14,698	74.83	4,943	25.17
August	19,416.80	13,346.70	68.76	6,063.90	31.24	19,151	14,154	73.91	4,997	26.09
September	18,070.10	10,101.90	55.90	7,968.20	44.10	18,729	13,883	74.13	4,846	25.87

\* Includes passengers and pedestrians.

Exhibit 11  
Schedule 4STATEMENT OF TRAFFIC TRANSACTIONS, SUSQUEHANNA RIVER BRIDGE, BY  
CLASSIFICATION OF USERS, OCTOBER 1, 1940 TO SEPTEMBER 30, 1942Rates in Effect August 28, 1940 to January 31, 1941, or New Rates Effective February 1, 1941,  
Where Rates are Same

Classi- fication	Description	October 1, 1940 to September 30, 1941		
		Rates	Number	% of Total
1.	Passenger Car, etc.	Full—20c	2,431,069	65.78
2.	Passenger Car, etc.	Comm.—15c	57,062	1.54
3.	Trucks and Tractor	Full—25c	39,048	1.06
4.	Trucks, Busses & Horse drawn Vehicles	Full—30c	12,475	.34
5.	Trucks over 4½ Tons, 2-Axle	Full—40c	2,139	.06
6.	Trucks, less than 2½ Tons	Full—25c	10,463	.28
7.	Trucks, Passenger Car & Trailer, 3-Axle	Full—30c	2,609	.07
8.	Trucks, Over 4½ Tons, Tractor, 3-Axle	Full—40c	117,160	3.17
9.	Unusual Vehicles, 4-Axles and Over	Various	9,268	.25
10.	Free Vehicles	None	17,572	.48
	Sub-Total		2,698,865	73.03
<i>New Rates, Effective February 1, 1941, or Old Rates Where Rates are Same</i>				
1—AC	Passenger Car, etc.	Full—20c	15,495	.42
1—CO	Passenger Cars, etc.	Comm.—15c	514,304	13.92
2.	Passenger Cars, etc. (restricted)	Comm.—3c	111,844	3.03
3.	2-Axle Vehicles	Full—25c	203,150	5.50
4.	3-Axle Vehicles	Full—40c	3,187	.09
5.	4-Axle Vehicles	Full—40c	15,338	.41
6.	2-Axle Vehicles	Comm.—20c	119,345	3.23
7.	3-Axle Vehicles	Comm.—30c	12,935	.35
8.	4-Axle Vehicles	Comm.—30c	870	.02
	Sub-Total		996,468	26.97
Total for the period October 1, 1940 to September 30, 1941			3,695,333	100.00

*Rates in Effect, February 1, 1941 to September 30, 1942*

October 1, 1941 to September 30, 1942				
	Description	Rates	Number	% of Total
1—AC	Passenger Car, etc.	Full—20c	1,703,678	52.99
1—CO	Passenger Car, etc.	Comm.—15c	25,178	.78
2.	Passenger Car, etc. (restricted)	Comm.—3c	774,011	24.07
3.	2-Axle Vehicles	Full—25c	162,525	5.06
4.	3-Axle Vehicles	Full—40c	260,794	8.12
5.	4-Axle Vehicles	Full—40c	4,576	.14
6.	2-Axle Vehicles	Comm.—20c	30,033	.93
7.	3-Axle Vehicles	Comm.—30c	225,543	7.02
8.	4-Axle Vehicles	Comm.—30c	6,611	.21
9.	Unusual Vehicles	Various	1,049	.03
10.	Free Vehicles	None	21,018	.65
Total for the period October 1, 1941 to September 30, 1942			3,215,016	100.00

Exhibit 11  
Schedule 5STATEMENT OF TRAFFIC TRANSACTIONS, POTOMAC RIVER BRIDGE, BY  
CLASSIFICATION OF USERS, OCTOBER 1, 1940 TO SEPTEMBER 30, 1942

Classi- fication	Description	Rates	October 1, 1940 to September 30, 1941		October 1, 1941 to September 30, 1942	
			Number	% of Total	Number	% of Total
1.	Passenger Cars, etc. . . . .	75¢*	19,683	15.16	29,962	16.52
2.	Passenger Cars, & 1 Passenger . . . . .	90¢	35,244	27.15	48,230	26.58
3.	Passenger Cars, & 2 Passengers . . . . .	\$1.05	17,518	13.49	23,830	13.14
4.	Passenger Cars, & 3 Passengers . . . . .	\$1.20	13,705	10.56	16,698	9.20
5.	Passenger Cars, & 4 Passengers . . . . .	\$1.35	11,835	9.11	14,811	8.16
6.	Passenger Car Trailer, & Motorcycle . . . . .	40¢*	895	.69	955	.53
7.	Tractor, Trucks under 2 Tons . . . . .	\$1.00 ‡	8,446	6.52	17,386	9.58
8.	Trucks, 2-5 Tons . . . . .	\$1.25 ‡	1,195	.92	1,093	.60
9.	Trucks, Over 5 Tons . . . . .	\$1.50 ‡	6,678	5.14	16,428	9.05
10.	Tractor & Trailer . . . . .	\$2.50 ‡	112	.09	114	.06
11.	Pedestrians and Passengers in Vehicles . . . . .	15¢	13,676	10.53	9,798	5.40
12.	Bicycles . . . . .	20¢	104	.08	77	.04
13.	Unusual Vehicles . . . . .	Special	19	.01	68	.04
14.	Free Vehicles . . . . .	None	718	.55	1,995	1.10
Totals . . . . .			129,828†	100.00	181,445	100.00

\* Includes driver.

‡ Includes driver and one helper.

† Includes 12,548 non-revenue transactions.

**TOLL BRIDGES OPERATION FUND**

October 1, 1940, Balance in the Operation Fund .....\$3,575.27  
Transfers to the Operation Fund:

	From Bridge Revenue Funds		From State
	Fiscal Year 1941	Fiscal Year 1942	Roads Com- mission Funds Fiscal Year 1942
October..	\$3,166.67	\$8,333.33	
November..	3,166.67	8,333.33	
December..	3,166.67	8,333.33	\$12,320.20
January..	4,166.67	8,333.33	740.48
February	4,166.67	8,333.33	
March.....	4,166.66	8,333.33	2,666.13
April.....	4,166.66	8,333.33	
May.....	4,166.66	8,333.33	
June.....	4,166.66	8,333.33	
July.....	4,166.66	8,333.33	
August.....	4,166.66	8,333.33	
September ..	4,166.66	8,333.33	
	<u>\$46,999.97</u>	<u>\$90,999.96</u>	<u>\$15,726.81</u>

Total Transfers ..... \$162,726.74

Total Funds made available to the Operation Fund ..... \$166,302.01

Disbursements from the Operation Fund:

	Fiscal Year 1941	Fiscal Year 1942
Salaries and Wages, Operating Personnel.....	\$39,479.36	\$42,790.80
Insurance, Fidelity Bonds.....	1,409.65	1,379.86
Insurance, General.....		37,430.82
Insurance, War Damage.....		8,736.35
Repairs to Toll Booths.....	35.00	738.47
Petty Cash, Stamps & Miscellaneous.....	225.31	450.96
Light, Heat, Heating Fuel, Power & Water.....	15.00	3,615.73
Office Rent, Baltimore.....	35.00	561.49
Cost of Depositing Funds—Susquehanna Bridge.....	278.95	167.37
Printing and Toll Tickets.....	831.86	2,539.36
Trustees Fees incident to Refunding Bonds.....	4,693.35	
Administration Building Supplies & Equipment.....	37.33	2,142.54
Uniforms.....	79.50	112.00
Professional Services—Audit.....	1,017.50	3,634.95
Office Expense.....	31.85	25.00
Trustee Fees and Expense, Annual.....		7,767.34
Consulting Engineers Fees.....		6,000.00
Miscellaneous Costs of Collection.....		502.11
Professional Services—Legal.....		100.00
Expense of Personnel.....		162.10
Automobile Expense and Repairs.....		370.25
	<u>\$48,169.66</u>	<u>\$119,227.50</u>

Total Disbursements..... \$167,397.16

Operation Fund overexpended at September 30, 1942, to be repaid by State Roads Commission Funds..... \$1,095.15\*

\* Indicates red figures.

Exhibit 11  
Schedule 7

**STATEMENT OF ACCOUNT OF FUNDS DUE THE STATE ROADS COMMISSION OF MARYLAND FOR  
MONEYS ADVANCED FROM COMMISSION FUNDS, NOT WHOLLY RECOVERED FROM  
PROCEEDS OF SERIES "A" BRIDGE REVENUE BONDS, OR FROM STATE OF  
MARYLAND BRIDGE REVENUE REFUNDING BONDS—"CONSTRUC-  
TION ACCOUNT" AT SEPTEMBER 30, 1942**

Article IV, Section 13, of the Trust Indenture of October 1, 1938, and Article IV, Section 11, of the Trust Indenture of June 1, 1941, provide:

"After provisions shall be made for the payment of all Bonds secured hereby, and the interest thereon, and all expenses and charges herein required to be paid, the Trustee shall pay any balance in the Sinking Fund and any balance in any other Fund, to the Commission. The amounts so paid to the Commission shall be deemed to constitute a partial reimbursement of the amounts theretofore expended by the Commission under the provisions of this Indenture, for maintaining, repairing, and operating the Bridges. And Tolls shall thereafter be charged, if not prohibited by any Federal Law or any Law of the State, for the use of such Bridges, until the balance of the amount so expended by this Commission shall be fully reimbursed to the Commission."

Total amount of State Roads Commission Funds, disbursed in connection with Maryland's Primary Bridge Program, to September 30, 1942 . . . . .		\$406,854.72
Amount recovered on account of funds disbursed to February 28, 1939:		
Susquehanna River Bridge Construction Fund . . . . .	\$40,423.78	
Potomac River Bridge Construction Fund . . . . .	31,571.82	\$71,995.60
		<hr/>
Balance to be satisfied from future Tolls collected, after redemption of Outstanding State of Maryland Bridge Revenue Refunding Bonds . . . . .		<u>\$334,859.12</u>

STATEMENT OF REVENUE BONDS ISSUED, PURCHASED, MATURED, AND OUTSTANDING AT  
SEPTEMBER 30, 1942

SUSQUEHANNA AND POTOMAC RIVER TOLL BRIDGES

SERIES "A" BRIDGE REVENUE BONDS, 3 1/2% BONDS REFUNDED AT JULY 21, 1941, AND STATE OF MARYLAND BRIDGE REVENUE REFUNDING BONDS—OUTSTANDING SEPTEMBER 30, 1942

October 1, 1935	Series "A" Bridge Revenue Bonds, 3 1/2%, Issued		\$6,000,000.00
	Allocation of Bonds—Face Value		
	Susquehanna River Toll Bridge	\$3,600,000.00	
	Potomac River Toll Bridge	2,940,000.00	
		<u>\$6,000,000.00</u>	
June 20, 1941	Bonds called for Redemption, for purpose of issuing Refunding Bonds		\$6,000,000.00
July 21, 1941	Bonds Outstanding		None

State of Maryland Bridge Revenue Refunding Bonds, Sold and Outstanding, at September 30, 1942

Date of Bonds	Maturity	Coupon Rate	Bond Purchases		Outstanding at September 30, 1942
			Amount Sold	October 1, 1941—September 30, 1942	
June 1, 1941	December 1, 1942	1 1/2%	\$150,000.00		\$150,000.00
June 1, 1941	December 1, 1943	1 1/2%	150,000.00		150,000.00
June 1, 1941	December 1, 1944	1 1/2%	175,000.00		175,000.00
June 1, 1941	December 1, 1945	1 1/2%	175,000.00		175,000.00
June 1, 1941	December 1, 1946	1 1/2%	175,000.00		175,000.00
June 1, 1941	December 1, 1947	1 1/2%	175,000.00		175,000.00
June 1, 1941	December 1, 1948	1 1/2%	200,000.00		200,000.00
June 1, 1941	December 1, 1949	1 1/2%	200,000.00		200,000.00
June 1, 1941	December 1, 1950	1 1/2%	200,000.00		200,000.00
June 1, 1941	December 1, 1951	2 1/2%	200,000.00		200,000.00
June 1, 1941	December 1, 1952	2 1/2%	225,000.00		225,000.00
June 1, 1941	December 1, 1953	2 1/2%	225,000.00		225,000.00
June 1, 1941	December 1, 1954	2 1/2%	225,000.00		225,000.00
June 1, 1941	December 1, 1955	2 1/2%	225,000.00		225,000.00
June 1, 1941	December 1, 1956	2 1/2%	250,000.00		250,000.00
June 1, 1941	December 1, 1957	2 1/2%	300,000.00		300,000.00
June 1, 1941	December 1, 1958	2 1/2%	450,000.00		450,000.00
June 1, 1941	December 1, 1959	2 1/2%	600,000.00		600,000.00
June 1, 1941	December 1, 1960	2 1/2%	750,000.00		750,000.00
June 1, 1941	December 1, 1961	2 1/2%	950,000.00	\$304,000.00	646,000.00
Totals			\$6,000,000.00	\$304,000.00	

September 30, 1942—State of Maryland Bridge Revenue Refunding Bonds Outstanding \$5,696,000.00 \$5,696,000.00

Subject to the provisions of the Trust Indenture, dated June 1, 1941, securing State of Maryland Bridge Revenue Refunding Bonds, the Redemption Price of Bonds will be:

- 5% if redeemed on or prior to December 1, 1944,
- 4% if redeemed thereafter, and on or before December 1, 1947,
- 3% if redeemed thereafter, and on or before December 1, 1950,
- 2% if redeemed thereafter, and on or before December 1, 1953,
- 1% if redeemed thereafter, and on or before December 1, 1956,
- and without premium if redeemed thereafter

## REPORT OF THE STATE ROADS COMMISSION

Exhibit II  
Schedule a

## SUSQUEHANNA &amp; POTOMAC RIVER TOLL BRIDGES

Balance Sheet at September 30, 1942  
(Does not include Capital Sections, due to incomplete construction, and final accounting for Construction Costs)

ASSETS		LIABILITIES	
Cash:		Deferred income:	
Reserve Repair Fund:		Toll Tickets sold for future use:	\$17,493.00
Susquehanna River Toll Bridge	\$18,000.00	Susquehanna River Toll Bridge	1,692.70
Potomac River Toll Bridge	17,005.31	Potomac River Toll Bridge	\$19,594.70
	\$35,005.31		
Reserve Insurance Fund:		Reserve Fund:	
Susquehanna River Toll Bridge	\$4,126.44	Reserve Fund for Bridge Repairs:	
Potomac River Toll Bridge	4,436.04	Susquehanna River Toll Bridge	\$18,000.00
	\$8,562.48	Potomac River Toll Bridge	17,005.31
Reserve, Multi-Risk Insurance Fund:			\$35,005.31
Susquehanna River Toll Bridge	\$5,000.00	Reserve for Insurance:	
Potomac River Toll Bridge	7,800.00	Susquehanna River Toll Bridge	\$4,129.44
	\$12,800.00	Potomac River Toll Bridge	4,430.04
Operation Fund, Overdrawn	\$97,225.80		\$8,559.48
Multi-Risk Insurance Fund Proper	4,118.48	Reserve for Multi-Risk Insurance:	
Miscellaneous Receipts, including Collectors' Remittances in excess of calculated Tolls	6,000.00	Susquehanna River Toll Bridge	\$6,000.00
Petty Cash—Change Fund	17,268.75	Susquehanna River Toll Bridge	7,800.00
Toll Tickets sold for future use, less Accounts Receivable	724,011.13	Potomac River Toll Bridge	1,095.15*
	\$790,883.77		13,800.00
Total Cash		Operation Fund, Overdrawn	\$1,095.15*
Accounts Receivable:		Due from State Roads Commission Funds	1,095.15
Due from State Roads Commission for use of "Operation Fund"	1,095.15	Petty Cash—Change Fund	6,000.00
Toll Transactions	2,425.95	State Fund Proper (Contra):	
	\$784,304.87	Cash on hand from Tolls	\$694,897.95
Total Assets		Accounts Receivable due from Toll Transactions	2,425.95
		Cash on hand from Miscellaneous Receipts	4,118.48
		Total Liabilities	\$784,304.87

\* Indicates Red Figures.



Exhibit 12

**STATEMENT OF ACCOUNT—PROCEEDS OF SALE OF STATE ROADS COMMISSION OF MARYLAND  
CHESAPEAKE BAY FERRY REVENUE BONDS OF 1941, 1947, AND APPLICATION OF PROCEEDS  
SEPTEMBER 30, 1942**

Proceeds of Sale on June 10, 1941, and June 1, 1941, of \$1,200,000 State Roads Commission of Maryland Chesapeake Bay Ferry Revenue 1947 Bonds of 1941, dated June 1, 1941, in accordance with and as authorized by Chapter 856, General Assembly of Maryland of 1941, Bonds No. 1 to 1200, both inclusive, each at \$1,000.00	\$1,200,000.00
Premium on Sale of Bonds	16,852.80
Accrued Interest, June 1 to 9, 1941, inclusive	450.00
<b>Total Proceeds of Sale of Bonds, remitted to Treasurer of Maryland</b>	<b>\$1,217,302.80</b>
Disbursements from Proceeds of Sale of Bonds:	
To the Chiborne-Annapolis Ferry Company	
Voucher I-10836—For cost of repairs to Vessel Properties, incurred by Company, during period January 1 to April 30, 1941, reimbursed by Commission, in accordance with Contract of Sale, dated December 29, 1940.	\$29,989.96
I-10837—For unexpired Insurance on Vessel Properties	3,322.68
I-10838—All Capital Properties of Company, including Vessels, Terminals, Real Property and other items set forth in the Contract of Sale of December 29, 1940, as agreed purchase price	\$1,020,810.00
Less Reserve for Tax Adjustments	7,500.00
	<u>1,013,310.00</u>
I-10839—Inventory of Materials and Supplies determined to be on hand, June 9, 1941, and Spare Equipment Parts required for Operation	21,359.14
Balance of Purchase Price	7,500.00
Cost of Repairs to Vessel Properties, incurred by Company, during period May 1 to June 9, 1941, reimbursed by Commission in accordance with Contract of Sale dated December 29, 1940	3,263.00
Real, Personal, and Capital Stock Tax Paid by Company, reimbursed by Commission, in accordance with the Contract of Sale dated December 29, 1940	16,843.58
..	
To the E. A. Wright Bank Note Company, Voucher I-11339, for Printing and Engraving Bonds	1,180.00
State Roads Commission—Chief Auditor—Passenger Fare Refunds, being withdrawn of funds to redeem in cash and by special check, the Passenger Fare Refund Coupons issued by the Company, in accordance with the Order of the Public Service Commission, and in accordance with Contract of Sale dated December 29, 1940	27,178.09
Cost of Advertising	2,193.95
Printing	213.25
Legal Fees	8,494.81
Special Audit Fees	557.14
Trustee Fees, authenticating Bonds	730.00
Accrued Interest received, transferred to Trustee	450.00
Recording Deeds and Document Stamps	199.91
Office Equipment	579.00
Miscellaneous	4.20
<b>Total Disbursements and Withdrawals from Proceeds of Bonds to September 30, 1942</b>	<b>1,137,368.71</b>
Balance of Proceeds of Bonds in hands of the Treasurer of Maryland, at September 30, 1942	79,934.09
Balance of Funds on hand to be applied for these purposes: (1) Reimburse the State Roads Commission funds disbursed incident to Bond Issue and Other Expenses; (2) Balance remaining to be withdrawn and deposited with the Baltimore National Bank, Trustee, for use of "Debt Service Fund," in accordance with Trust Indenture of June 1, 1941	

**REVENUE ACCOUNT**  
**CHESAPEAKE BAY FERRY SYSTEM**  
**June 10, 1941 to September 30, 1942**

Balance of Funds on hand	Income				Total	None
	Tolls	Other	Gasoline tax			
June 10 to 30, 1941	\$39,143.73	\$5.35	\$18,000.00		\$57,149.08	
July	75,997.43	1,508.45			77,505.88	
August	86,861.66	673.74			87,535.40	
September	58,574.80	683.96			59,258.76	
October	44,193.50	1,941.93			46,135.43	
November	40,301.39	46.49			40,347.88	
December	35,873.25	1,153.70			37,026.95	
January, 1942	28,198.63	39.93			28,238.56	
February	27,446.57	19.18			27,465.75	
March	32,494.32	109.40			32,603.72	
April	37,784.20	91.66			37,875.86	
May	42,288.93	83.99	75,000.00		117,372.92	
June	41,242.28	62.33			41,304.61	
July	58,852.66	90.34			58,943.00	
August	63,880.47	921.80			64,802.27	
September	48,258.26	1,834.68			50,092.94	
Totals	\$761,392.08	\$9,266.93	\$93,000.00		\$863,659.01	
	Disbursements					
	General expense	Operating expense	Maintenance expense	Capital properties	Debt service	Total
June 10 to 30, 1941	\$3,453.74	\$9,051.20	\$637.52			\$13,142.46
July	6,885.84	17,469.11	1,434.79	\$7.75		25,797.49
August	43,328.51	18,413.39	2,074.25	198.29		64,014.44
September	4,157.69	18,212.69	3,428.78	448.04		26,247.20
October	6,760.17	13,943.01	2,460.25	957.94		24,121.37
November	6,487.37	14,124.55	1,071.72	126.88	\$9,000.00	30,810.52
December	4,018.30	15,634.52	3,231.64	320.10		23,204.56
January, 1942	4,975.46	16,468.26	1,648.91	348.30		23,440.93
February	4,309.11	16,172.57	6,301.35	882.37		27,665.40
March	4,068.98	18,722.53	1,443.81	1,882.35		26,117.67
April	6,515.89	16,899.35	2,012.96	196.74	9,000.00	25,428.20
May	4,243.54	16,757.65	6,747.63	723.49		36,965.56
June	4,490.59	16,644.83	54,009.38	386.34		75,868.29
July	4,707.88	16,481.82	18,099.97	386.34		39,676.01
August	10,238.44	16,467.96	4,773.62	2.90		31,482.92
September	41,344.54	18,610.80	2,220.49	1,947.01		64,122.84
Totals	\$159,986.05	\$260,074.24	\$111,617.07	\$8,428.50	\$18,000.00	558,105.86
Balance on hand						\$305,553.15

Exhibit 12  
Schedule 2

**CHESAPEAKE BAY FERRY SYSTEM**  
Effective Rates to September 30, 1942  
**ANNAPOLIS-MATAPEAKE SERVICE**

Class	Description	Rate
1	Passenger—Adult	1-Way Trip \$ .30
2	Passenger—Adult (Good for 30 days)	Round Trip \$ .50
3	Passenger—Children, 6-12 years	1-Way Trip \$ .15
4	Passenger—Children (Good for 30 days)	Round Trip \$ .25
5	Automobile, Over 114" Wheel Base, including Driver	1-Way Trip \$1.50
6	Automobile, Wheel Base 114" or less, including Driver	1-Way Trip \$1.25
7	Trucks and Busses, including Busses other than those operating on Regular Run Franchise, and including Driver, Length 20 Feet and less	1-Way Trip \$2.00
8	Same as Class. No. 7, Length 20 to 25 Feet	1-Way Trip \$2.50
9	Same as Class. No. 7, Length 25 to 30 Feet	1-Way Trip \$3.50
10	Same as Class. No. 7, Length 30 to 35 Feet	1-Way Trip \$4.00
*11	Same as Class. No. 7, Length 35 to 40 Feet	1-Way Trip \$4.50
12	Motorcycle, including Driver	1-Way Trip \$1.00
13	Motorcycle and Side Car, including Driver	1-Way Trip \$1.50
14	Busses operating on Regular Run Franchise, including Driver, but excluding Passengers	1-Way Trip \$1.50
15	Free Passage—Vehicles and Passengers	. . .
16	Unusual Vehicles	Specific Rates

\* The Rate for Vehicles in this Classification, over 40 feet, is 10¢ per foot in addition to 40 feet.

Exhibit 12  
Schedule 2

## ROMANCOKE-CLAIBORNE SERVICE

Class	Description	1-Way Trips	Rate
1	Passenger—Adult		\$ .25
2	Passenger—Children (6 to 12 years)		\$ .15
3	Automobile, Over 114" Wheel Base, including Driver		\$1.00
4	Automobile, 114" Wheel Base or less, including Driver		\$ .75
5	Trucks and Busses, including Driver, including Busses other than those operating on Regular Run Franchise, Length 20 feet and less		\$1.00
6	Trucks and Busses, Same as Classification No. 5, 20 to 25 feet		\$1.25
7	Trucks and Busses, Same as Classification No. 5, 25 to 30 Feet		\$1.75
8	Trucks and Busses, Same as Classification No. 5, 30 to 35 Feet . . . . .		\$2.00
9	Trucks and Busses, Same as Classification No. 5, 35 to 40 Feet		\$2.25
10	Motorecycle, including Driver		\$ .50
11	Motorecycle and Side Car, including Driver		\$ .75
12	Free Passages—Vehicles and Passengers		.....
13	Unusual Vehicles		Specific Rates
14	Busses operating on Regular Run Franchise, including Driver, but excluding Passengers		\$1.50

Exhibit 12  
Schedule 2ANNAPOLIS-CLAIBORNE, VIA ROMANCOKE-MATAPEAKE AND  
REVERSE ROUTE

Class	Description	1-Way Trips	Rate
1	Passenger—Adult		\$ .45
3	Passenger—Children (6-12 years)		\$ .25
5	Automobile, Over 114" Wheel Base, including Driver		\$2.00
6	Automobile, 114" Wheel Base or less, including Driver		\$1.75
7	Trucks and Busses, including Busses other than those operating on Regular Run Franchise, including Driver, Length 20 Feet and less		\$2.50
8	Trucks and Busses, Same as Classification No. 7, 20 to 25 Feet		\$3.00
9	Trucks and Busses, Same as Classification No. 7, 25 to 30 Feet		\$4.00
10	Trucks and Busses, Same as Classification No. 7, 30 to 35 Feet		\$4.50
11	Trucks and Busses, Same as Classification No. 7, 35 to 40 Feet*		\$5.00
12	Motorecycle, including Driver		\$1.00
13	Motorecycle and Side Car, including Driver		\$1.50
14	Busses operating on Regular Run Franchise, including Driver, but excluding Passengers		\$1.50
15	Free Passages—Vehicles and Passengers		.. .
16	Unusual Vehicles		Specific Rates

\* The Rate for Vehicles in this Classification, over 40 feet, is 10¢ per foot in addition to 40 feet.

## REPORT OF THE STATE ROADS COMMISSION

Exhibit 12  
Schedule 3

## STATEMENT OF INCOME, CHESAPEAKE BAY FERRY SYSTEM, TO SEPTEMBER 30, 1942

Period	Income			Disbursements			Balances			
	Toll income	Other income	Total income	For operation	Debt Service	From reserve repair fund	Increments of month for operation	Debt service contingent $\frac{1}{2}$ gas tax	Extraordinary repairs	Debt service proper
June 10, to June 30, 1941	\$39,143.73	\$18,905.35	\$57,149.08	\$13,142.46			\$26,006.62	\$18,000.00	.....	.....
July	75,997.43	1,508.45	77,505.88	25,797.49			77,295.01	18,450.00	.....	.....
August	86,861.66	673.74	87,535.40	64,014.44			109,785.97	18,450.00	.....	.....
September	58,574.80	683.96	59,258.76	26,247.20			133,797.53	18,450.00	.....	.....
October	44,193.50	1,941.93	46,135.43	24,121.37			155,811.59	18,450.00	.....	.....
November	40,301.39	46.49	40,347.88	21,590.20	\$9,000.00		135,798.95	18,000.00	\$10,000.00	.....
December	35,876.40	1,150.55	37,026.95	23,204.56			169,621.34	18,000.00	10,000.00	.....
January, 1942	30,452.76	39.93	30,492.69	23,440.93			174,418.97	18,000.00	10,000.00	.....
February	27,446.57	19.18	27,465.75	27,065.40			174,219.32	18,000.00	10,000.00	.....
March	32,494.32	109.40	32,603.72	26,117.67			180,705.37	18,000.00	10,000.00	.....
April	37,764.20	91.66	37,855.86	25,428.20			193,153.63	18,000.00	10,000.00	.....
May	42,288.93	75,083.99	117,372.92	27,965.56	9,000.00		90,560.39	93,000.00	25,000.00	\$93,000.00
June	41,242.28	62.33	41,304.61	75,868.29			55,896.71	93,000.00	25,000.00	93,000.00
July	58,852.66	90.34	58,942.90	39,676.01			19,266.99	93,000.00	25,000.00	93,000.00
August	63,880.46	921.80	64,802.26	31,482.92			33,319.35	93,000.00	25,000.00	93,000.00
September	48,258.26	1,834.68	50,092.94	64,122.84		(Deficit)	14,029.90	93,000.00	25,000.00	93,000.00

## TRAFFIC TRANSACTIONS

Period	Passengers	Automobiles	Trucks and Buses	Total transactions
June 10, to June 30, 1941	37,630	17,016	2,470	57,116
July	75,513	33,291	4,256	113,060
August	89,491	38,602	3,918	132,011
September	55,781	25,521	3,472	84,774
October	38,823	19,304	3,040	61,167
November	36,729	17,999	2,486	57,205
December	34,256	16,469	2,573	53,238
January, 1942	29,467	12,725	2,615	44,807
February	24,435	11,222	2,270	37,927
March	29,235	13,365	2,665	45,265
April	36,887	15,791	3,094	55,400
May	44,963	16,974	2,722	65,051
June	46,247	18,536	2,835	65,618
July	69,170	23,005	3,848	96,026
August	80,591	24,046	4,288	108,905
September	56,891	18,870	3,472	79,233

Exhibit 12  
Schedule 4

STATEMENT OF TRAFFIC TRANSACTIONS, FERRY SYSTEM, TO SEPTEMBER 30, 1942

Classification	Description	October 1, 1940 to September 30, 1941		October 1, 1941 to September 30, 1942	
		Number	% of total	Number	% of total
1	Passenger, Adult, 1-Way	148,236	38.31	311,021	40.40
2	Passenger, Adult, Round-Trip	91,313	23.00	184,734	24.00
3	Children, 1-Way	11,456	2.96	14,750	1.92
4	Children, Round-Trip	6,474	1.67	10,638	1.38
5	Automobiles, Over 114" Wheel Base	69,849	18.05	123,506	16.05
6	Automobiles, Wheel Base 114" or less	43,555	11.26	76,226	9.90
7	Trucks & Busses, 20 Ft. and less	1,008	.26	3,022	.39
8	Trucks & Busses, 20 to 25 Feet	5,880	1.52	15,883	2.07
9	Trucks & Busses, 25 to 30 Feet	1,481	.38	3,059	.40
10	Trucks & Busses, 30 to 35 Feet	1,878	.49	3,489	.45
11	Trucks & Busses, 35 to 40 Feet	964	.25	2,553	.33
12	Motorcycle	149	.04	414	.05
13	Motorcycle and Side Car	8	.00	27	.00
14	Busses operating on Franchise	1,576	.41	6,732	.87
15	Free passages:				
	Automobiles	1,711	.44	6,417	.83
	Passengers	1,366	.35	6,522	.85
16	Unusual Vehicles	48	.01	829	.11
Totals .....		386,961	100.00%	769,822	100.00%

REPORT OF THE STATE ROADS COMMISSION

CHESAPEAKE BAY FERRY SYSTEM  
Balance Sheet at September 30, 1942

ASSETS		LIABILITIES	
Current: from Operations, on Deposit with the Trustee	\$71,687.89	Toll Tickets sold for future operations	\$2,646.09
Cash—Sinking Fund for use of Debt Service Fund	93,400.00	Cash Tolls and Accommodation Tickets	
Contingent	55,000.00	Toll Collectors' Over and Short Fund	\$184.85
Proper	25,000.00	Over and Short Fund, due to application of Incorrect Rates	726.75
Cash—Reserve Repair Fund			
	\$282,687.89		911.60
Total, exclusive of Bond Proceeds	79,334.69	Sinking Fund—One-half Cent (4c) Grade Elimination Gasoline Tax for use of Debt Service Fund	\$83,000.00
Cash, exclusive of Bonds—State Treasurer	\$5,000.00	Reserve for Renewals, Replacements, Retirements or Depreciation, and Extraordinary Property Loss or Damage	25,000.00
Cash—For "Change Fund" and Petty Cash	543.89	Debt Service Fund, from Operations	\$3,000.00
Less—Cash Shortage			
Inventory on hand		Surplus from Operations, for future Operation & Maintenance	211,000.00
Accounts Receivable:	\$726.75	Bond Premium	94,553.15
Due from Sundry Users, incorrect rates charged, Romancoke-Clair	24,926.87	Bonded Debt:	16,832.80
Due from Sundry Users, on Credit Basis, June 10, 1941-September 30, 1942	184.55	State Roads Commission of Maryland Chesapeake Bay Ferry Revenue 1½% Bonds of 1941. Not an obligation or Debt of the State of Maryland, but the principal and interest shall be payable exclusively from net tolls and other revenue derived from the Ferry Project, and such part of the share of the One-half Cent Gasoline Tax payable to the Commission as is allocable to the Ferry Project. Increases, acquired through Revenue	1,200,000.00
Due from Toll Collectors, Deposits less than daily collections	\$408,645.90	For Capital Property	8,132.41
Total Current Assets			
Fixed Assets: Property acquired to June 30, 1941: Ferry Property purchased from Chesapeake Bay Ferry Company, from Proceeds of Sale of State Roads Commission of Maryland Chesapeake Bay Ferry Revenue Bonds, being Vessels, Terminals, Real Property, Shop Equipment, Vessel Equipment, Tools, Tolls and Equipment	\$1,021,410.00		
Passenger Cars and Trailer	1,158.17		
Other costs of acquiring Ferry Property:	\$1,022,568.17		
Payment to Chabonne-Annapolis Ferry Company, for cost of repairs to Vessel and Pier Properties, by Company, January 1 to 30, 1941	\$32,262.96		
Cost of unexpired insurance	3,722.68		
Printing and Engraving bonds	1,180.00		
Real and Personal Taxes	16,843.58		
Printing	2,193.95		
Advertising	213.25		
Trustee Fees, authenticating Bonds	730.00		
Legal Fees	8,454.81		
Accountants' Fees for audit of Passenger Fare Refund Tickets	557.14		
Recording Fees and Document Stamps	199.91		
Office Equipment	4.20		
Refund of Passenger Fare Tickets issued by Company (Partial)	579.60		
	27,178.09	94,749.57	
Total cost of Capital Assets acquired by purchase of Company, including Fund for Redemption of Tickets	1,117,317.74		
Tools and Equipment, Properties acquired by Operation Funds	8,132.41		
Total Assets	\$1,534,096.05	Total Liabilities	\$1,534,096.05













**DO NOT CIRCULATE**

Maryland Room  
University of Maryland Library  
College Park, Md

DO NOT CIRCULATE

