

REPORT
OF THE
STATE ROADS COMMISSION
OF MARYLAND

OPERATING REPORT
FOR THE FISCAL YEARS
1943-1944

FINANCIAL REPORT
FOR THE FISCAL YEARS
1943-1944



BALTIMORE, MARYLAND
March 1, 1945





The BRIDGE over the MOXOCAY RIVER on ROUTE 40
This structure replaces the old Jug Bridge which collapsed on March 3, 1942. The temporary bridge in the background
was constructed on the piers of the old structure

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FRANCIS AVENUE CROSSING OF PENNSYLVANIA RAILROAD AT HALETHORPE



SULPHUR SPRING ROAD GRADE CROSSING OF PENNSYLVANIA RAILROAD AT ARBUTUS
The elimination of these grade crossings is of major importance and the improvements are contemplated in the post-war period

2
15
17

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

**108 EAST LEXINGTON STREET
BALTIMORE, MARYLAND**

JOSEPH RUZICKA, INC.

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

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 1943-1944.

Respectfully,

EZRA B. WHITMAN
P. WATSON WEBB
W. FRANK THOMAS
State Roads Commission

March 1, 1945

DEPARTMENT OF PUBLIC WORKS
STATE ROADS COMMISSION

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P. WATSON WEBB
W. FRANK THOMAS

LAMAR H. STEUART, *Secretary*

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K. THOMAS EVERNGAM, *Special Assistant Attorney General*
W. PHELPS THOMAS, *Director of Personnel*

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

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Engineer of Surveys

LEROY W. KERN
Right of Way Engineer

WALTER C. HOPKINS
Bridge Engineer

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Materials Engineer

THOS. M. LINTHICUM
Asst. Construction Engineer

FRANK P. SCRIVENER
Maintenance Engineer

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

District Engineers

District No. 1—P. A. MORISON

District No. 2—ROLPH TOWNSEND

District No. 3—E. G. DUNCAN

District No. 4—D. P. CAMPBELL

District No. 5—JOSEPH CHANEY

District No. 6—LEO T. DOWNEY

Acting District Engineer

Baltimore City—WARREN B. DUCKETT



U. S. ROUTE 40 LOOKING EAST NEAR CLARYSVILLE SHOWING A SECTION OF BROKEN SURFACING CAUSED BY BASE FAILURES BECAUSE OF THE CONCENTRATION OF TRAFFIC IN THE WAR EFFORT

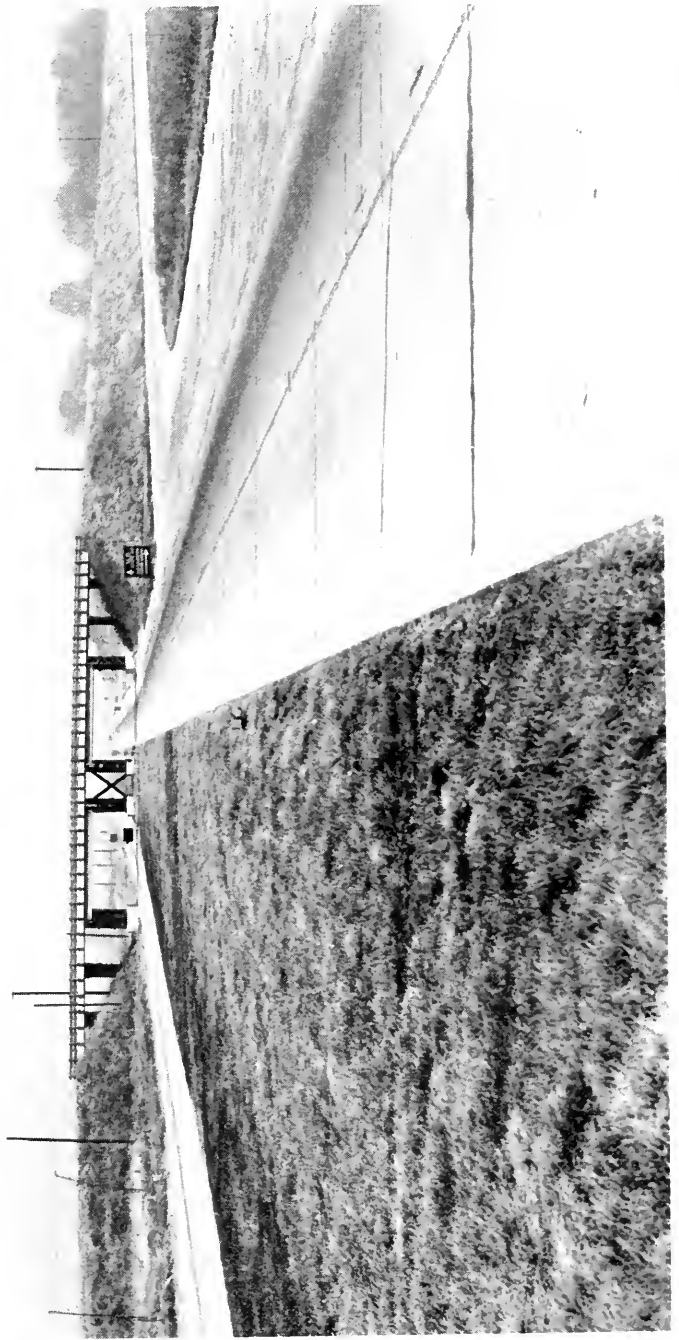
This project is proposed for rebuilding in the post-war period

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THE HIGHWAY GRADE SEPARATION STRUCTURE AT THE INTERSECTION OF ROUTE 10 WITH THE BOOTHBY HILL ROAD - THE ACCESS HIGHWAY TO THE ABERDEEN ARMY POST

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, 1942 to and including June 30, 1944, is submitted herewith, and is accompanied by the reports of the Assistant Chief Engineer, the Department Heads, and the District Engineers.

In the Chief Engineer's report for the biennial period October 1, 1940 to September 30, 1942, reference is made to the difficulties in obtaining materials and the maintenance of a working personnel, due to the loss of men to the armed forces and to various industries. The period covered by this biennial report, during which entire time the nation has been at war, will be remembered as part of the most difficult period of the Commission's history in its efforts to retain an adequate organization, and to carry on effectively its work of designing and planning, maintenance of highways and new construction of State and county roads, including those of military necessity.

However, the difficult period, during which there were frequent changes in Federal rules and regulations governing the acquisition of materials, and to some extent, the use of labor, appears, in some degree, to have passed. As a result, it has been possible during the months of 1944 to enlarge the program of construction.

CONSTRUCTION

During the period covered by this report all new work has been restricted to projects of military or of strategic importance. The projects released by the War Production Board, awarded and placed under contract, total \$3,363,475.90. Of this amount, projects totalling \$644,305.20 have been awarded as State work and without Federal participation. Projects constructed with Federal Aid total \$154,450.55. New construction totalling \$2,564,720.15 has been awarded as defense highway projects. At the end of the biennial period terminating September 30, 1942, work totalling approximately \$12,000,000 was under contract, all of which was completed during the period ending June 30, 1944.

Access Road Program

The Defense Highway Act which was approved November 19, 1941 made available for Maryland, through approvals of the Army and Navy Departments and by releases from the War Production Board, a total of approximately \$13,059,000. In addition thereto, the State provided \$2,100,000 for this work and Baltimore City contributed 10% of the total construction costs for street improvements within the

municipality, which amounted to a grand total of \$15,586,000 for access road construction.

By this expenditure, highways most modern in type and totalling 48 miles in length have been added to the State system, and in Baltimore City 7 miles of streets have been improved. Four highway grade separation structures have been built, bridges have been constructed at 9 points for the elimination of railroad crossings at grade, and 3 major bridges have been built for river crossings.

Federal Aid Projects

Two projects only in which Federal Aid funds were used were placed under contract during the two year period ending June 30, 1944. They constituted the rebuilding and resurfacing of sections of the existing highway between Prince Frederick and the several military bases near Solomons Island, and work of strategic importance.

The total allotment of Federal funds allocated to Maryland during the past eight years, exclusive of the defense access allotment, has amounted to approximately \$15,000,000, of which, because of the war time restrictions, \$1,300,000 remained unprogrammed as of June 30, 1944.

During the months immediately preceding June 30, 1944, the Commission was advised by the Public Roads Administration that the War Production Board would consider for immediate release to construction a limited program of highway projects other than Military Access Roads if an immediate need for such work could be clearly demonstrated, and if the availability of necessary labor could be shown. Work released by the War Production Board and placed under contract since that date has reduced the balance to approximately \$400,000. Therefore, with the exception of this relatively small amount, there are no Federal funds for new work in Maryland until they are made available by the new legislation pending in Congress for further highway improvement.

Non-Federal Aid Projects

The construction of several projects financed wholly from State funds was carried on during the period. The western terminal of the Chesapeake Bay Ferry System at Sandy Point, together with the highway connecting it with the Ritchie Highway, was completed and put into service. The completion of this project greatly increases the efficiency of the trans-bay ferry system, reducing the running time between terminals to approximately 25 minutes, as compared with from 40 to 45 minutes between the old terminal in Annapolis and Matapeake.

The reconstruction of the Claiborne pier of the Romaneoke-Claiborne run was commenced. Minor projects included a small bridge on the Crain Highway, and a drainage project along the Ritchie Highway.

County Projects

No construction work has been done on the County systems during the past two years. The Legislative Enactment of 1941, under which 50% of the funds made available for construction by the 1½¢ gas tax, was amended during the 1943 Legislature, and for the duration of the war and for six months thereafter. The 1943 enactment made available all of the proceeds of the 1½¢ gas tax allocated to the counties for maintenance purposes. The 1941 enactment will again become effective upon the termination of the emergency law.

Prison Labor Projects

The use of prison labor on general maintenance work and on improvements urgently needed relieved to some extent the critical labor shortage during the two years just past. Other State departments, also affected by the labor situation, made use of a part of the available supply from the several penal institutions. Furthermore, the farmers in some localities used these men. As a result, the number of men used on highway work was extremely limited and subject to frequent variations. Nevertheless, the progress made is gratifying and over the period of years in which this method has been in use, the improvements made are outstanding.

During the period covered by this report, cuts and fills have been widened and drainage structures extended on 31 miles of highway. Pavements have been widened and resurfaced on 14 miles and bituminous shoulders have been constructed on 9 miles. Approximately 200 miles have been improved by the use of prison labor since the inception of the movement back in 1938.

The effectiveness of this work has been proven, but because of the demands made on the available prison labor supply by the several State Agencies and by farmers, there can be no certainty as to advance planning and progress, or budgeting annual expenditures. It is believed, therefore, that in the best interests of highway maintenance and construction by prison labor, the State Roads Commission should be assured of the continuous availability of a definite number of prisoners.

Essential Highway Construction

Very necessary highway construction has been deferred during the last biennial period and the possibility of extremely high maintenance costs and highway failures was imminent. These conditions were recognized by the War Production Board and the State Roads Commission was given the opportunity, during the latter months of the period, of presenting to the Washington authorities for consideration a program of urgent and immediate construction totalling approximately \$7,000,000. The following presentation was made to the Public Roads Administration under date of June 2, 1944:

- (1) Halethroe Grade Elimination and Approaches in Baltimore County
- (2) Frederick-Hagerstown Relocation in Frederick and Washington Counties
- (3) Mt. Holly to Big Mills Road in Dorchester County

- (4) Reisterstown-Westminster Road in Baltimore and Carroll Counties
- (5) Baltimore-Washington Boulevard Reconstruction in Baltimore and Howard Counties
- (6) Ager-Queen Chapel Road in Prince George's County
- (7) Keyser Bridge and Approaches in Allegany County
- (8) Pocomoke-Virginia Line in Worcester County
- (9) Dodge Park Bridge on the Landover Road in Prince George's County
- (10) North Run Bridge on Park Heights Avenue in Baltimore County
- (11) North East Bridge over North East Creek in Cecil County
- (12) Piney Run Bridge on Butler Road in Baltimore County

Eight of these projects—Nos. 3, 5, 7, 8, 9, 10, 11 and 12—were approved by the War Production Board for immediate construction totalling an expenditure of \$4,600,000, and work representing an outlay of \$2,000,000 was placed under construction immediately. When approvals were received for the release of these projects, so much of the construction season had passed, it was necessary to defer the construction of the balance of the released program until the beginning of the 1945 season. In any event, all of this work will be done during the fiscal years subsequent to June 30, 1944.

MAINTENANCE

During the biennium covered by this report, the Commission has continued its policy of providing fully for the normal maintenance of the highway system. The labor shortage, however, made it necessary to concentrate upon the most essential operations. On the State highways the available forces were used on the most important roads, reducing the activities on the less important highways to the very necessary work only. Conditions materially reduced the work of betterment on the State and county systems.

Prison labor was used to the extent of the available supply in certain localities where the labor situation was most acute, and a strenuous effort was made to obtain war prisoners but none were available for highway work, the use of such prisoners being confined primarily to agricultural and forestry activities.

Restrictions on bituminous materials during the early part of the year 1943 prevented almost entirely the use of asphalt. This resulted in a very extensive use of tars and a small quantity of emulsions, but there was no reduction in the mileage of necessary surface treatment.

During the year 1943 surface treatment was applied to 572 miles on the State system and 111 miles of surfacing were treated on the county systems. In 1944 the mileage of highways treated was 758 and 233, respectively.

The material increase in labor costs, together with the increases in county road mileage, are creating a shortage of funds for county road maintenance, which may require legislative enactment as a correction. Under the Legislative Acts of 1941, 50% of the 1½¢ gas tax, which is apportioned to the counties on the basis of the total respective road mileage, must be spent for construction. This act was superseded by emergency legislation in 1943, whereunder all of the 1½¢ gas tax must be expended for maintenance during the emergency period and six months thereafter. At the termination of the emergency period, the 1941 Act will again become effective requiring 50% of the proceeds of the Lateral gas tax to be used for construc-

tion. It appears clear that the remaining 50% available for maintenance will be inadequate for the purpose.

POST-WAR PLANNING

During the year 1941, the Commission, in consideration of the highway needs of the State, prepared a highway and bridge program for the rebuilding and extending of the present system, distributing the improvements throughout every part of the State.

Following the adoption of this program, surveys and preparation of plans for the projects of this program were commenced. Subsequently, the Baltimore-Washington Freeway and the Harbor Bridge, inclusive of the approaches to the bridge and the south approach to Franklin Street, were added to the program. The adoption of the program contemplated its construction over a period of years as State and Federal funds became available. The program in its entirety was estimated to cost \$50,000,000,—approximately \$22,000,000 for the State-wide program and \$28,000,000 for the Washington Freeway and Harbor Bridge and its approaches. Our entry into the war immediately precluded the possibility of commencing the construction of the programmed projects, but all engineering work was continued with a view of having the work ready for post-war construction.

Surveys and preliminary plans have been completed for 71% of the programmed work. Final plans have been completed on 25% and plans for the balance of the work are in various stages of completion. As plans have been completed, the securing of rights of way has followed.

The J. E. Greiner Company, Consulting Engineers, were employed to prepare the preliminary plans for the Baltimore-Washington Freeway from the Jessup-Fort Meade Road to a connection with West Franklin and Mulberry Streets, and the approaches to the proposed Harbor Crossing Bridge from the existing Baltimore-Washington Highway, U. S. Route No. 1, from West Elkridge to the proposed bridge, and from the proposed bridge to a connection with the Philadelphia Road, U. S. Route 40, in the vicinity of Erdman Avenue. This work has been completed and presented to the Commission in the form of formal reports. It is proposed to finance the construction of as much of this program as may be possible using Federal funds, especially those which it is expected will be made available by legislation now pending in its final stages in Congress, together with State funds as they accrue, supplemented by the proceeds of any bonds that may be issued. The Federal legislation referred to as pending contemplates the provision of Federal funds over a three year post-war period.

The preparation of plans and the acquisition of rights of way for all of the projects embraced by this post-war construction program will be continued so as to assure that an adequate volume of construction work will be ready for placement under contract in each of the three post-war years whenever the commencement of that post-war period may occur.

The problems encountered in attempting to maintain an adequate rate of speed

in the preparation of plans and the securing of rights of way for projects on the post-war construction program have emphasized most vividly the urgent need for re-establishing the various departments of the engineering organization at normal operating strength. A seriously depleted organization has made it impossible to carry on the planning of more than four major projects concurrently. In order to maintain sufficient survey parties, a large number of inspectors were taken from the Construction Division as construction work closed down during the fall of 1944. These men will have to return to construction with the opening of the 1945 season to provide for the work that will then be under contract. The problem may be solved in part by the return of men from the armed forces.

To adequately build a well balanced organization for future years, however, the real solution lies in securing a group of ambitious, well trained young engineers to fill the junior positions, and thus build up a working team around a nucleus of experienced men who have loyally carried on their responsibilities through difficult times.

Respectfully submitted,
WILSON T. BALLARD,
Chief Engineer.

MAINTENANCE

ROBERT M. REINDOLLAR

Assistant Chief Engineer

FRANK P. SCRIVENER

Maintenance Engineer

JOHN C. GRANNAN

Equipment Engineer

JOHN H. FOERTSCH

Superintendent of Equipment

LOUIS PFARR

Sign Shop Foreman

S. W. BAUMILLER

Superintendent of Roadside Development

J. EDGAR STRONG

Acting Director of Outdoor Advertising



LEFT SHOWS THE EFFECT OF ROADSIDE EROSION ON THE GUARD RAIL. RIGHT, A WINDROW OF SOD PLACED AT THE GUARD RAIL TO INTERCEPT WATER AND PERMIT RUN-OFF, AT DESIGNATED INTERVALS OVER SOD FLUMES HAS BEEN FOUND TO BE VERY EFFECTIVE IN STABILIZING GUARD RAILS

MAINTENANCE

The Maintenance Organization is that branch of the Engineering Department of this Commission which has assigned to it the responsibility of preserving and keeping the highways and pertinent structures in such condition as to permit safe and economical use by the traveling public as well as planning and supervising incidental betterment work, such as:

1. All roadway reconstruction projects carried on by inmates from the Penal Institutions.
2. Roadside development projects. (Beautification)

Since proper maintenance under normal conditions requires constant supervision and timely repairs on the part of organized responsible employees, the experience and ingenuity of the Maintenance organization, during the period of this report, has been severely tested due to the fact that it has had to carry on in the face of increased volume and weight of war-time traffic, with severe personnel and equipment shortages, together with restrictions on critical materials needed for highway work.

Organization

The Chief Engineer, together with various engineers located in the Headquarters Office, and the District Engineers meet monthly in Baltimore to determine the proper administration of maintenance operations.

The State, in the maintenance of its highway system, is divided into six Districts, each under the direct supervision of a District Engineer:

District	Counties	Location
No. 1	Dorchester Somerset Wicomico Worcester	Salisbury, Md.
No. 2	Caroline Cecil Kent Queen Anne's Talbot	Chestertown, Md.
No. 3	Anne Arundel Carroll Howard Montgomery	Laurel, Md.
No. 4	Baltimore Harford	Towson, Md.
No. 5	Calvert Charles Prince George's St. Mary's	Upper Marlboro, Md.

No. 6

Allegany
Garrett
Frederick
Washington

Cumberland, Md.

Each District Engineer is assisted by an engineer whose responsibility it is to plan and supervise the work of equipment and labor in his respective county. Men of this classification are located at Princess Anne, Salisbury, Cambridge, Snow Hill, Denton, Easton, Centerville, Chestertown, Elkton, Westminster, Laurel, Gaithersburg, Glenburnie, Towson, Churchville, Upper Marlboro, LaPlata, Prince Frederick, Leonardtown, Frederick, Hagerstown, Cumberland and Oakland.

The Maintenance Department, under the supervision of a Senior Assistant Highway Engineer, located in the Baltimore office, coordinates maintenance operations in order to insure uniformity of method and practices. This enables the entire organization to take advantage of any and all improvements that are developed.

To augment the maintenance forces in those sections of the State where labor shortages were most critical, the Commission continued the working of inmates from various Penal Institutions. Forty men are transported daily from the Maryland Penitentiary for work in Baltimore and Harford Counties, and an additional forty men are transported daily from the House of Correction for work in Prince George's and Howard Counties. In St. Mary's County a camp was established at Leonardtown housing forty men for work in St. Mary's and Calvert Counties. Another camp housing fifty men is located at Elkton, for work on the roads in Cecil County. Whenever inmates were available, thirty men were transported daily from the Penal Farm at Roxbury for work in Washington and Frederick Counties.

It is hoped that arrangements can be made with the Department of Correction so that a camp can be established and maintained in the lower part of the Eastern Shore, a section of the State severely handicapped by lack of labor and which has not as yet been benefited by prison labor.

As stated in the previous Maintenance report, this Commission, hoping to prevent employees from leaving the State service for the more remunerative work in Government projects, etc., increased the hourly wages of unskilled and skilled laborers 10¢ and 15¢ per hour. This did succeed in holding some of the men in these classifications but, unfortunately, many of the best had already left. At this time, however, nothing was done for the men in the supervisory classifications who are the "spark plugs" of the Maintenance Organization.

Many men of this classification during the latter part of the Ritchie Administration and again during the Nice Administration received drastic salary cuts. While it is true salary increases were granted to some of these men during the interim of 1935 to 1943, a large percentage of them were receiving less salary in 1943 at a time when living conditions were considerably higher than in 1935. Result—morale was very low.

In December 1943, this Commission succeeded, after repeated attempts, in obtaining general salary increases and reclassification of employees in this category. The

results of this move have paid huge dividends at a time when the experience, knowledge and ingenuity of these men are so critically needed.

Patching

MAINTAINED ROAD MILEAGE BY COUNTIES
STATE SYSTEM
December 1944

County	Mileage
Allegheny	155.42
Anne Arundel	271.91
Baltimore	293.22
Calvert	120.55
Caroline	143.52
Carroll	201.21
Cecil	192.21
Charles	283.21
Dorchester	143.15
Frederick	292.07
Garrett	143.61
Harford	261.80
Howard	148.61
Kent	146.35
Montgomery	326.97
Prince George's	271.03
Queen Anne's	116.63
St. Mary's	204.01
Somerset	102.18
Talbot	102.46
Washington	226.48
Wicomico	144.46
Worcester	154.97
Total	1,479.39

This operation of maintenance is more or less a year-round activity, for if surfaces are not promptly corrected, patching may become the most expensive item of maintenance. The appearance and the riding quality of the road surface is not only the yardstick by which the public measures the degree of maintenance, but during these days of material and equipment shortages, it is an item of irreplaceable monetary loss.

The extensiveness of this operation is shown by the approximate quantities of materials used during the period of this report.

9,000 cu. yds. of concrete

2,500,000 gallons of bituminous material (tar, asphalt, emulsion) 200,000 tons of aggregate (commercial and local)

Included in the above bituminous quantities are some 200,000 gals. of crack filler used in sealing joints and cracks in concrete surfaces.

Surface Treatment

The periodic sealing of entire road surfaces with bituminous material and the providing of an additional wearing course of coarse aggregate is a seasonal spring and summer operation of major importance. The quantities of material used depend upon the condition of the surfaces and funds available. Initial treatment

per square yard of surface is usually $\frac{1}{2}$ gallon of light bituminous material covered with approximately 15 pounds of aggregate followed by another $\frac{1}{2}$ gallon of heavier bituminous material covered with 35 pounds of aggregate. The normal retreatment of operation consists of approximately $\frac{1}{3}$ of a gallon of bituminous material and 30 pounds of aggregate per square yard of surface. The treatments are generally good for a period of three to four years depending upon the type of surface. The following tabulation shows the mileage of roads by counties on the State and County systems and the number of gallons of bituminous material used in connection with surface treatment programs for the years covered by this report.

District & County	OILING—1943			County	
	Miles Road	Miles Shoulder	Gallons	Miles Road	Gallons
<i>No. 1</i>					
Dorchester.....	34.58		102,783	7.00	26,462
Somerset.....	18.05	2.10	84,106	8.80	24,532
Wicomico.....	27.46	2.43	92,190	44.31	110,020
Worcester.....	3.75	3.15	19,314	7.70	20,679
Total.....	83.84	7.68	298,393	67.81	181,693
<i>No. 2</i>					
Cecil.....	30.66		104,190	9.10	33,085
Queen Anne's.....	9.20		26,603		
Talbot.....	6.30		29,192	4.30	11,773
Kent.....	8.99	6.83	35,780	1.15	3,570
Caroline.....	8.30		25,677	12.40	29,747
Total.....	63.45	6.83	221,742	26.95	78,175
<i>No. 3</i>					
Anne Arundel.....	21.30	17.52	129,527		
Montgomery.....	25.62		51,711		
Howard.....	17.16		53,589		
Carroll.....	17.25		43,212		
Total.....	81.33	17.52	278,039		
<i>No. 4</i>					
Harford.....	20.82		52,811		
Baltimore.....	30.05	2.40	152,876		
Total.....	50.87	2.40	205,687		
<i>No. 5</i>					
St. Mary's.....	30.62		113,555		
Charles.....	35.70		140,068		
Calvert.....	24.46	.76	75,968	4.30	25,709
Prince George's.....	86.90		318,357		
Total.....	177.68	.76	647,948	4.30	25,709
<i>No. 6</i>					
Allegany.....	32.28	1.00	85,835	10.84	38,225
Garrett.....	21.03		64,463		
Washington.....	30.76		111,051		
Frederick.....	19.30		45,686		
Total.....	103.37	1.00	307,035	10.84	38,225
State Total.....	560.54	36.19	1,958,844	109.90	323,802

District & County	OILING—1944			County	
	Miles Road	Miles Shoulder	Gallons	Miles Road	Gallons
<i>No. 1</i>					
Dorchester.....	12.40	13.65	79,111	18.94	58,283
Somerset.....	4.20		14,614	6.57	21,876
Worcester.....	31.96	9.30	136,083	26.58	209,257
Wicomico.....	15.47	16.38	95,966	27.44	68,437
Total.....	66.73	39.33	325,774	79.53	357,853
<i>No. 2</i>					
Caroline.....	16.20		47,001	8.30	19,569
Cecil.....	41.25	9.30	198,788	12.00	47,057
Queen Anne's.....	4.24	8.22	36,387	5.34	43,226
Kent.....	5.60		17,271		
Talbot.....	12.00		41,493	24.45	81,860
Total.....	82.29	17.52	343,940	50.09	191,712
<i>No. 3</i>					
Howard.....	15.04		48,415		
Montgomery.....	47.82		141,498		
Anne Arundel.....	25.43		102,107		
Carroll.....	52.62		169,056		
Total.....	140.91		460,776		
<i>No. 4</i>					
Harford.....	30.96		84,980		
Baltimore.....	32.79		146,730		
Total.....	63.75		231,710		
<i>No. 5</i>					
Charles.....	68.88		225,856	16.90	76,853
Calvert.....	37.30		126,187	8.35	64,066
Prince George's.....	24.77		85,625	62.67	278,586
St. Mary's.....	56.75		204,631	29.75	235,894
Total.....	187.70		642,299	117.67	655,399
<i>No. 6</i>					
Frederick.....	62.01		233,864		
Washington.....	18.13	3.49	86,074		
Allegany.....	13.17		48,049	14.64	46,902
Garrett.....	36.96	4.20	137,486		
Total.....	130.27	7.39	505,473	14.64	46,902
State Total.....	668.65	64.24	2,509,972	261.93	1,251,866

Maryland was one of the pioneer states in road construction. Its concrete and bituminous surfaces maintained generally by surface treatment methods have withstood very satisfactorily the stress and strain of the elements and normal traffic. However, under wartime traffic some of these surfaces are showing signs of fatigue and since periodic surface treatment adds very little strength to the roads, it is planned during the next surface treatment season to inaugurate a program of strengthening and restoring to a higher standard, roads selected from the surface treatment program, by making extensive use of bituminous concrete. This material consists of bituminous material and graded aggregate mixed in a plant under rigid



A POINT ON THE DAVIDSONVILLE ROAD BEFORE WIDENING AND RESURFACING

The view shows a bituminous treated gravel surfacing 16 feet in width and an over-all section 24 feet in width. The surfacing was rough and the very heavy vegetation overhanging the highway and filling the sides reduced the effective width of the highway.



A VIEW ON THE DAVIDSONVILLE ROAD AT THE SAME POINT AFTER RESURFACING AND WIDENING FROM 16 FEET TO 24 FEET AND DURING THE CONSTRUCTION OF THE 12-FOOT SHOULDERS

The work was done with State equipment and prison labor

control and placed on the road by a finishing machine to a depth of 2 to 2½ inches. The chief feature of this type of construction is the smooth riding qualities that can be obtained, its non-interruption to traffic during construction and its freedom from maintenance during its expected economic life period of 10 to 12 years.

Winter Maintenance Operations

The preparation of road surfaces, the erection of snow fences, the preparation of abrasive piles and the overhauling and manning of snow removal equipment was a severe task for the depleted maintenance crews. Maryland, during the period of this report, fortunately had snow below the normal snowfall. Records indicate that during the winter of 1942-43, there were 26.9 inches, while for the winter of 1933-34, there were 17.8 inches. It might be worthy of interest to note that the total average of snowfall for the State of Maryland was 26.9 inches, exactly the amount that fell during the winter of 1942-43.

Snow Fence

There was erected and stored, at locations along the State system where experience showed that drifting snow may cause blocked roads, approximately 1,500,000 linear feet of snow fence, approximately 285 miles.

Treatment of Icy Pavements

There was purchased, during each year covered by this report, approximately 800 tons of calcium chloride and sodium chloride for treating cinders and coarse aggregate used in skid proofing icy pavements.

Snow Removal

In the actual snow removal operations, 267 trucks, bearing from 2 to 6 tons, 10 motor patrols and 6 tractors, were used.

Mud Jacking

The forcing of a controlled mixture, consisting of top soil, asphalt, cement and water under concrete slabs via holes drilled into concrete surfacing, is known as mud jacking. The results of this operation are to raise sunken areas of concrete, particularly at bridge approaches or to prevent base material from pumping out of the concrete surfaces at the joints. The above two conditions reached such a critical point on one of our main highways of the State that a mud jacking crew was organized in July 1944. This crew consisted of 6 laborers and operated under the supervision of a Road Inspector, Grade I. During the 4 months of operating, 1,800 holes were drilled and approximately 21,223 square yards of surface area were treated, using approximately 105 cu. yds. of top soil, 275 bags of cement and 300 gallons of asphalt. The asphalt was added to the mix only during the latter part of the work. It might be well to note that the cost per square yard of surface area treated was 24¢.

Drainage

Good drainage is the most important item of maintenance, for without it even the best type of surfacing will fail. Replacement of failed and worn-out pipes and new installations is a constant maintenance operation. The importance of drainage is brought out by the fact that during the period of this report approximately 72,000 linear feet of corrugated metal, terra cotta, iron and reinforced concrete pipe of various sizes were purchased.

EQUIPMENT DIVISION

During the present war, the greatest trouble in keeping the equipment in operation is the difficulty in obtaining parts; also, the shortage of mechanics. The scarcity of tires is a hindrance but not to the extent of causing delay in the maintenance of State roads.

Of course it is impossible to obtain new equipment during these times in any quantity. This is proven by the fact that during the period of October 1, 1942 to June 30, 1944, the State Roads Commission expended a sum of \$14,689.24 on new and used equipment units; whereas, under normal conditions, the sum of \$450,000.00 would have been expended.

The following is a list of the units that were purchased during the above-stated period:

10 Push-type Snow Plows
 2 Cinder Spreaders
 2 Pickups
 2 Air Compressors (Used)
 1 Concrete Mixer—2-bag (Used)

The principal equipment units in maintaining roads are trucks and motor patrols, although many other units are necessary.

Following is a statement showing the number of trucks and motor patrols, with year model, that are now operating:

Number of Trucks	Year Model
1	1928
3	1929
1	1930
4	1931
2	1932
10	1933
5	1934
1	1935
47	1936
36	1937
42	1938
42	1939
97	1940
..	1941
49	1942
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Number of Motor Patrols	Year Model
2	1933
22	1936
7	1937
16	1938
7	1940
7	1941
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It has been the custom of the Commission to purchase from 65 to 80 new trucks each year; also, approximately 8 to 10 new motor patrols each year. These units were purchased on a trade-in value, unit for unit.

The distribution of trucks and motor patrols throughout the State equipped with snow plows is tabulated as follows:

	Trucks	Motor Patrols		
<i>District No. 1</i>				
Wicomico County.....	9	4		
Somerset County.....	5	2		
Dorchester County.....	9	3		
Worcester County.....	8	4		
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	31	13		
<i>District No. 2</i>				
Caroline County.....	9	1		
Cecil County.....	18	3		
Kent County.....	9	1		
Queen Anne's County.....	9	1		
Talbot County.....	8	2		
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	53	8		
<i>District No. 3</i>				
Howard County.....	9	2		
Carroll County.....	16	1		
Anne Arundel County.....	8	2		
Montgomery County.....	13	1		
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	46	6		
<i>District No. 4</i>				
Baltimore-Harford Counties.....	34	2		
<i>District No. 5</i>				
Calvert County.....	10	1		
Charles County.....	12	1		
Prince George's County.....	19	3		
St. Mary's County.....	13	-		
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	54	5		
<i>District No. 6</i>				
Allegany County.....	13	1		
Garrett County.....	16	2		
Washington County.....	13	2		
Frederick County.....	7	1		
	<hr style="width: 100%; border: 0; border-top: 1px solid black; margin: 5px 0;"/>	<hr style="width: 100%; border: 0; border-top: 1px solid black; margin: 5px 0;"/>		
	49	6		
	Trucks	Motor Patrols	RD-7	RD-6
Total Snow Plows.....	267	40	3	3

The above list will definitely set forth the fact that the Commission is maintaining its roads at the present time with equipment that ordinarily would have been replaced. The expense of keeping the old equipment in running condition has increased the hourly operating cost from ten to eleven cents per hour. This is due, of course, to the constant repairs that must be made to the equipment.

The Commission is cooperating in pooling the passenger cars in order to conserve gasoline. During the above-stated period, the gasoline savings will show between 20% and 25%.

The Equipment Division cooperates with the various United States Government Departments in every way that it is called upon to do so. The reports that are prepared by this office for the various governmental departments consist of the number of equipment units in operation, the usage of gasoline, fuel, oil, lubricating oil, tires, and many other reports covering various subjects.

OPERATIONS OF SOUTHERN AVENUE SIGN SHOP

During this period this Division has continued the manufacturing and erection of the direction and distance panels to replace the old type of box sign. There were approximately 10,000 of this type made and erected.

In addition, there were approximately 1,000 "Men Working" signs, 700 parking signs, and 3,800 special signs manufactured and erected, which included the larger type direction sign, regulatory, warning, and other informative signs. Included in these signs were approximately 2,000 of the luminous type.

Experiments have been continued with the luminous type of sign. There has recently been made available a reflectorized sign sheeting. This material allows the reflectorization of either the message or background. Numerous tests have been made by this division and the results have shown that the larger size signs are more effective with a luminous message, and with the smaller type, due to the size of the message, it is necessary to reflectorize the background. Prior to the use of this material, it was impossible to reflectorize the small signs.

Experiments have also been made with the overhead type of sign. Due to the widths of pavements and shoulders used in modern construction, it is often impossible at critical points to secure a location suitable for a warning sign, and it has been found that the overhead type of sign, while more expensive to install, has proven the answer to this problem.

Under the supervision of this division, the following delineators were furnished to the district offices for erection:

- 500 amber mono-directional for use as underdrain outlet markers
- 5,000 red mono-directional for use as headwall markers
- 4,000 clear mono-directional for use in outlining danger areas, such as curves not protected by guard rail, islands at channelized intersections, etc.
- 4,000 clear bi-directional for use in outlining limits of parkways on dual highways
- 40,000 clear reflector buttons for use in marking guard rail posts

During this period, due to the national emergency, it has been very difficult to secure the amount of yellow traffic paint normally used for center-line striping.

However, sufficient paint was allowed to stripe approximately 2,250 miles of road-way. This involved the use of the "skip" line system for marking the yellow center line and a continuous white line as a barrier or "no passing" line.

This division assists the laboratory in the preparation of specifications for all traffic paints, sign enamels and other paints, and all of the material, such as paints, oils, lumber, etc., used in highway work and sign manufacturing, is ordered, stored and distributed by this division.

This shop is often required to assist other departments in this Commission, as well as other State agencies, in their problems requiring the use of signs, and since this Commission took over the operation of the Chesapeake Bay Ferry System, sign painters from this division have lettered all signs, messages and names appearing on the ferries.

This division cooperated in the assembling of the material used in the preparation of a "Manual of Traffic Control Devices," which was prepared in accordance with an act of the Legislature of 1943, which work involved the assembling of all types of signs used by this Commission, determining what changes should be made in standardizing the sizes of the signs and messages, and eliminating duplications.

ROADSIDE DEVELOPMENT

The Roadside Development Department, during the years of 1943 and 1944, has curtailed its roadside development work because of the war and its related circumstances. However, the need for erosion control by mulch-seeding, sodding, and other ground covers has become apparent to the Administrative and Engineering Departments.

Today, erosion control by means of mulch-seeding, is the most important activity of our department. This and sodding, where it is necessary to establish quick and immediate ground cover on steep grades and in surface water run-off channels, have been included in most of our original road construction contracts or have been done separately, immediately after the road's construction.

Our department will undoubtedly have a very important part in postwar work in the building of highways having the four essential qualities of utility, safety, beauty, and economy. These will be called "complete highways" and will be accomplished by the integration of the basic principles of landscape design and practices.

OUTDOOR ADVERTISING—FINANCIAL REPORT

From Oct. 1, 1942 to June 30, 1943

1943 Sign License (9 months)	\$1,700.00
1943 Sign Permits (9 months)	6,200.00
1943 Removed by State Roads Commission	
75 Signs for Scrap	60.00
550 Signs Removed by Owners	
Total.....	\$7,960.00

From July 1, 1943 to June 30, 1944

1944 Sign License (12 months)	\$2,500.00
1944 Sign Permits (12 months)	6,800.00

REPORT OF THE STATE ROADS COMMISSION

1944 Removed by State Roads Commission	
145 Signs for Scrap.....	145.00
1944 Donation by Garden Club.....	155.00
800 Signs Removed by Owners.....	<u> </u>
Total.....	9,600.00
Grand Total—1943 and 1944.....	\$17,560.00

CONSTRUCTION DIVISION

THOMAS M. LINTHICUM
Assistant Construction Engineer

WARREN B. DUCKETT
*Acting District Engineer
in Baltimore City*



The West Approach to the Overhead Grade Elimination Structure across the Pennsylvania Railroad at Magnolia. This highway provides access to the Edgewood Army Post. It approaches the overhead with a three-degree horizontal curvature and on a three per cent grade.

CONSTRUCTION DIVISION

This Division was responsible for the field inspection and engineering supervision of all highway and bridge projects constructed for the Commission under contract for the period beginning October 1, 1942 and ending June 30, 1944. The organization is comprised of the following personnel:

- 1 Assistant Construction Engineer
- 1 Acting District Engineer
- 1 Senior Stenographer
- 15 Junior Assistant Highway Engineers
- 3 Junior Assistant Bridge Engineers
- 49 Road Inspectors

This fiscal year for 1943 ended June 30th and thereafter the Commission's fiscal year will begin July 1st and end June 30th the following year. Therefore, the biennium covered by this report is for a period of twenty-one months instead of the usual twenty-four months.

During the short fiscal year beginning October 1, 1942 and ending June 30, 1943, twenty-eight separate projects were under construction, on which \$3,942,538.21 were expended on the State Highway System. In the fiscal year ended June 30, 1944, construction work was performed on thirty-one projects at a cost of \$2,948,-219.85, or a total of \$6,890,758.06 for the biennium. The total contract price for these projects was \$8,708,922.67, of which \$1,818,164.61 were included in the biennial report for the fiscal years 1941 and 1942.

The contracts involved were in most instances access roads to Army and Navy bases and munition plants, or on the strategic network. The projects covered several types of surfacing, as well as bridge construction and bridge removal, grade separations, cloverleaves, curve modification, roadside beautification and soil erosion prevention, curbs and storm water sewer. The contract prices ranged from \$800.00 to \$941,115.00.

The various types of construction performed on the State Highway System for the fiscal years 1943 and 1944 are shown as follows:

Type	1942	1943
Cement Concrete Roadway	11,065 miles	10,390 miles
Macadam Roadway		2,516 miles
Bituminous Surfaced Roadway	1,200 miles	miles
Gravel Roadway	2,300 miles	22,429 miles
Bituminous Stabilized Roadway	miles	4,469 miles
Cement Concrete Roadway, Dual Hwy.	2,181 miles	1,593 miles
Asphalt Concrete Roadway, Div. Hwy.	1,865 miles	0,367 miles
Macadam Roadway, Dual Highway	0,250 miles	miles
Bituminous Resurfacing	1,337 miles	2,979 miles
Curve Modification	0,120 miles	miles
Storm Water Sewer	miles	0,210 miles
Roadside Beautification & Soil Erosion Prevention	miles	18,510 miles
	20,318 miles	63,463 miles



GRADE SEPARATION STRUCTURE AT THE INTERSECTION OF PHILADELPHIA ROAD, U. S. ROUTE 40, AND ERDMAN AVENUE—A PART OF THE CLOVERLEAF BUILT AS AN ACCESS HIGHWAY PROJECT IN BALTIMORE CITY



WATERVIEW AVENUE APPROACHING FROM THE OLD ANNAPOLIS ROAD, THE INTERCHANGE AT HANOVER STREET, CONSTRUCTED AS AN ACCESS HIGHWAY PROJECT IN BALTIMORE CITY

Type	1942	1943
Grade Separation	1	1
Cloverleaf and Grade Separation	1	
Bridges under Construction (5)	2 completed	3 completed
Bridge Dismantled and Removed	1	

In the City of Baltimore, the Division was responsible for the field inspection and engineering supervision of eleven projects, which included street construction, grade separations, cloverleaves, dual highways, divided highways, curb and gutter.

This work was performed in conjunction with the Department of Public Works of Baltimore City, which department was responsible for securing rights-of-way, preparing plans and inspection of storm water sewer construction.

The road types and structures constructed in the City of Baltimore during this biennium are listed below:

Type	1942	1943
Cement Concrete Roadway Dual Highway	0.4710 miles	0.619 miles
Cement Concrete Roadway	0.6520 miles	miles
Cement Concrete Roadway and Curb Divided Highway	0.9220 miles	2.007 miles
Cement Concrete Roadway and Storm Water Sewers	0.2114 miles	miles
	<u>2.2864 miles</u>	<u>2.656 miles</u>
Cloverleaf and Grade Separation (1)	1 under constr.	1 completed
Grade Separations R.R. (3)	2 completed	1 completed

All of the foregoing projects on the State Highway and those listed in the City of Baltimore have been completed and should not appear in the biennial report for 1945 and 1946.

* * * * *

Pre-Post War projects under construction at the end of the 1944 fiscal year, or soon thereafter, cover the following road mileages and types of construction:

Type	Mileage
Cement Concrete Roadway	10.850 miles
Gravel Roadway	3.234 miles
Bituminous Stabilized Base and Bituminous Concrete Surface Roadway	26.010 miles
Bituminous Concrete Surface Roadway	5.000 miles
Storm Water Sewer	0.153 miles
Cement Concrete Roadway, Divided	0.511 miles
	<u>15.758 miles</u>
Bridges under Reconstruction	3

AWARDED - NOT STARTED

Cement Concrete Roadway	2.339 miles
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The total contract bid price of the thirteen projects listed above amounts to \$1,638,533.28.



AN INTERSECTION AT GRADE BY CHANNELLING ON THE BITUMINOUS CONCRETE SURFACING BETWEEN EASTERN AVENUE AND SPARROWS POINT ON THE NORTH POINT ROAD

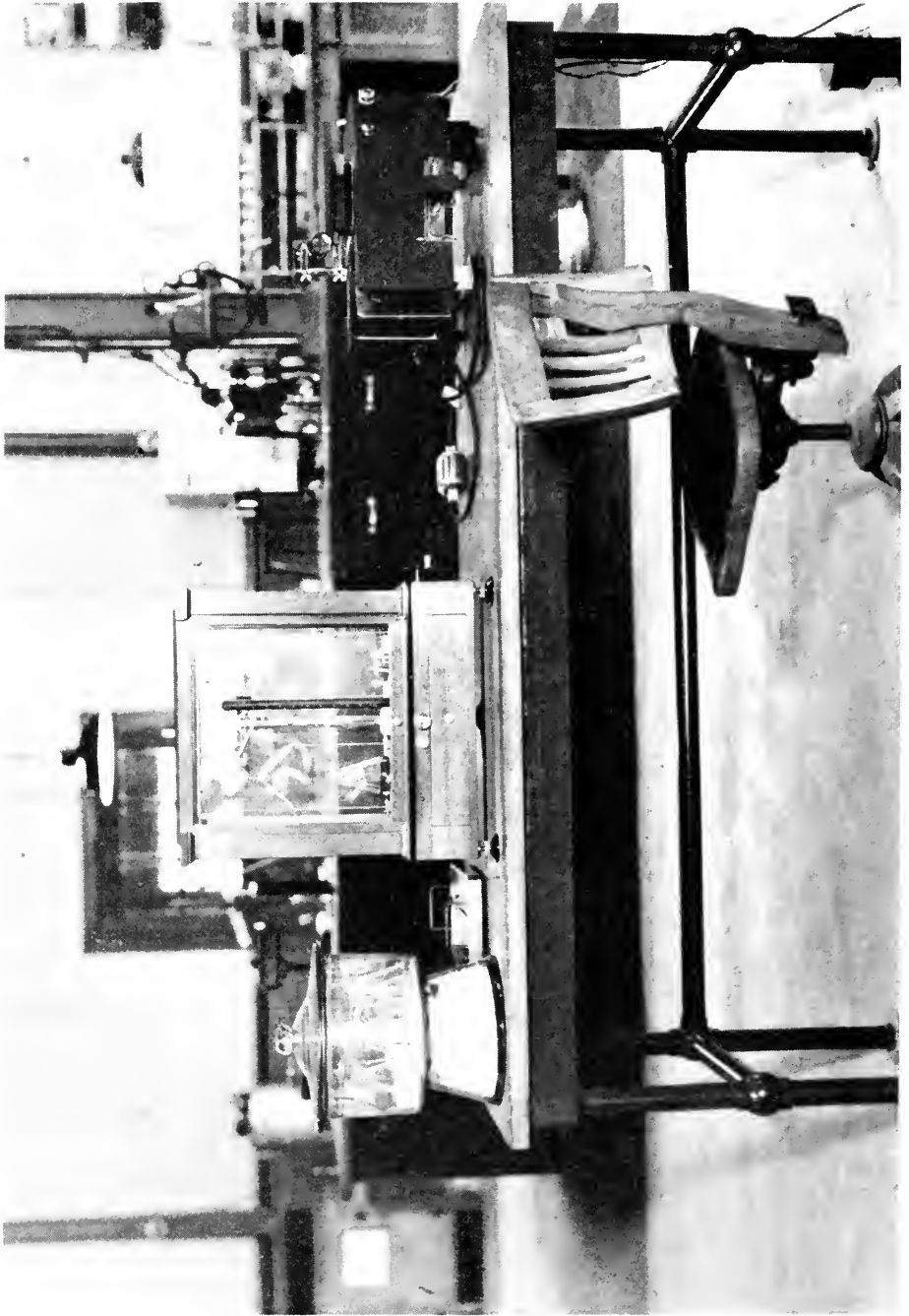
MATERIALS DIVISION

GEORGE H. TRIECE

Materials Engineer

J. ELDRIDGE WOOD

Assistant Materials Engineer



VIEW OF LABORATORY ROOM USED FOR TESTING SOILS, PETROLEUMS AND BITUMINOUS MATERIALS

MATERIALS DIVISION

This Division conducts physical and chemical analyses on all samples of materials designated for use in construction and for maintenance purposes. The amount of testing performed and inspection service rendered in the field covering the use of materials has steadily increased since the submission of the 1941-1942 report.

There has been a further reduction in Laboratory employees, and as of July 1st, 1944, there were fifteen on the payroll. This number represents one-half the employees at work as of July 1st, 1940. Under this handicap the performance of inspection and testing has been conducted with extreme difficulty.

The following is a general report covering the activities of this Division in its Soils Engineering work and the general Laboratory testing of materials, for the fiscal years of 1943 and 1944.

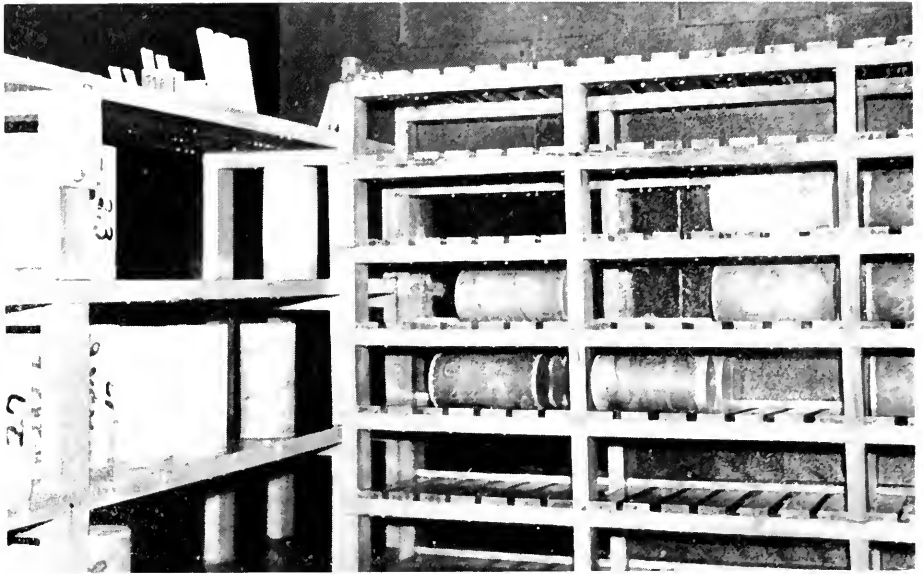
Soils

The soils engineering work performed by this Department includes the making of soil surveys, soil profiles, identification of the various soil strata on proposed locations, gravel and borrow pit sampling and testing, fill compaction control, sampling and testing of topsoil for landscaping, and special investigation and recommendations for the use of available local materials to the best advantage of economy and design.

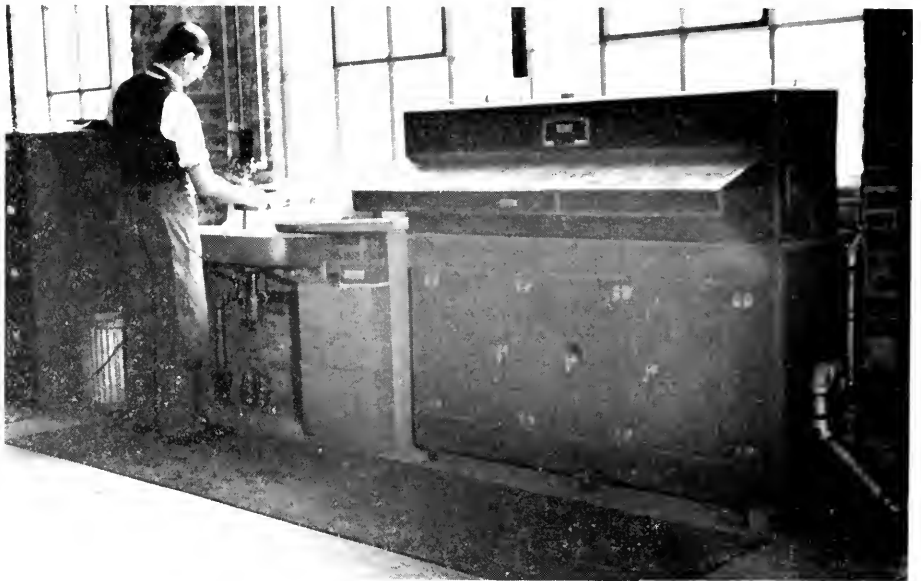
The completion, or near completion, of most of the larger projects associated with the National Defense Program, resulted in a decline of sampling and testing of gravel and borrow pits over the previous two years. However, due to proposed post war construction work, total routine classification analyses of soil samples or volume of work performed was greater than in 1941-42. Also, more attention was given to research studies of soils on bituminous stabilization, water-proofing of soils using wood resin as a base, and calcium chloride as an admixture to soils. Although little low cost road construction was completed during the period covered by this report, studies were continued on this type of work in anticipation of its importance in post war planning and construction.

Soils Data

	1943	1944	Total
26 Soil surveys were made and soil profiles prepared for proposed construction	59.5 miles	28.5 miles	88 miles
Borrow pits sampled and analyses performed	51	23	77
Gravel pits sampled and analyses performed	62	96	158
Agricultural top soils sampled and analyses performed	41	20	61
Soils sampled and analyses performed for soil surveys	141	122	263
Proctor moisture density determinations made	275	135	410
Total routine classification analyses of soil samples	1,583	1,468	3,051



INTERIOR OF MOIST ROOM USED FOR CURING CONCRETE CYLINDERS AND FOR OBSERVING CORROSION OF METALS



LABORATORY VIEW SHOWING CONSTANT TEMPERATURE BATH USED IN CONDUCTING SOIL ANALYSES

General

Studies incidental to gravel specification modifications.

Soil survey, sampling and analyses on five street projects, in co-operation with Baltimore City Highways Department.

Investigation of subgrade surface drainage and subdrainage and crack survey of four miles of Pulaski Highway.

Research studies on the effect of calcium chloride as an aid to winter fill construction.

Stabilization studies on 8.0 miles of soil-cement stabilization.

Stabilization studies completed on 48 miles of bituminous stabilization.

Research studies using wood resin as a waterproofing medium on micaceous soils.

Laboratory: Materials Testing

Materials	July 1942—June 1943		July 1943—June 1944	
	Samples	Quantity	Samples	Quantity
Cement	177	212,145 bbls.	124	148,581 bbls.
Concrete Cylinders	1,395		981	
*Concrete Cores	479		1,477	
Sand	124	(tonnage not available)	91	(tonnage not available)
Gravel	99	(tonnage not available)	74	(tonnage not available)
Stone	90	(tonnage not available)	106	(tonnage not available)
Slag	25	(tonnage not available)	13	(tonnage not available)
Screenings and Dust	25	(tonnage not available)	23	(tonnage not available)
Asphalt	80	4,967,599 gals.	122	7,703,757 gals.
Tar	101	3,508,847 gals.	188	4,891,588 gals.
Asphalt Emulsion	2	90,000 gals.	13	486,208 gals.
Joint Sealing Material	16	127,550 gals.	20	97,600 gals.
Curing Agents	21	34,321 gals.	15	13,529 gals.
Waterproofing Material	10	2,550 gals.	0	
Creosote	6	1,000 gals.	6	9,000 gals.
Bituminous Plant Mixes	12	108 tons	5	291 tons
Miscellaneous Bituminous Materials	7	600 gals.	13	1,076 gals.
Lubricating Oil	34	34,625 gals.	35	40,750 gals.
Traffic Paint	0		82	11,040 gals.
Bridge Paint	36	1,150 gals.	50	1,456 gals.
Ferry System Paints	0		8	140 gals.
Equipment Enamel	11	750 gals.	3	300 gals.
Guardrail Paint	9	554 gals.	52	5,134 gals.
Miscellaneous Paints	2		1	
Reinforcing Steel	224	1,140 tons	80	302 tons
Reinforcing Wire and Mesh	129		84	
Guard Fence, Fittings and Cables	0		2	
Miscellaneous Hardware	6	81 pieces	9	82 pieces
Concrete Pipe, Plain	35	10,359 ft.	17	4,559 ft.
Concrete Pipe, Reinforced	60	12,965 ft.	88	17,300 ft.
Cast Iron Pipe	0		1	
Concrete Perforated Pipe	0		2	350 ft.
Terra Cotta and Vitrified Tile Pipe	72	19,646 ft.	27	11,100 ft.
Vitrified Liner Plates	6	6,390 ft.	0	
Perforated Vitrified Tile Pipe	34	17,580	0	

REPORT OF THE STATE ROADS COMMISSION

Materials	July 1942 - June 1943		July 1943 - June 1944	
	Samples	Quantity	Samples	Quantity
Premoulded Joint Filler	21		15	
Brick	35	64,000	22	50,000
Water	11		10	
Fertilizer & Lime	6	7½ tons	20	52½ tons
Calcium Chloride	6	193 tons	12	194 tons
Electric Conduit, Wire and Cable	3		1	
Concrete Blocks	6		2	
Miscellaneous	33		30	
Aggregate Inspections at Source	490		306	
Cold Patch Mixes	8		9	
Concrete Mix Designs	74		58	
Total	4,054		4,290	

* Mileage drilled for the two year period—48,035 miles.

Conclusion

Due to the increased demand on this department for inspection and testing services, it becomes necessary to bring to attention our insufficient personnel to conduct the same. In order to prepare for the anticipated post war program, the Laboratory organization should be strengthened at this time so that the same can be manned with properly trained, capable men.

RIGHT-OF-WAY DEPARTMENT

L. W. KERN
Right-of-Way Engineer

R. D. WOOTEN
Assistant Right-of-Way Engineer



EASTERN AVENUE—BACK RIVER TO MARLYN AVENUE. BITUMINOUS CONCRETE SURFACING AND CEMENT CONCRETE RAISED CENTER STRIP

RIGHT-OF-WAY DEPARTMENT

The normal functioning of the entire Commission was naturally affected by war-time factors and restrictions during the entire 21 month period covered by the fiscal years of 1943 and 1944, and, as a consequence thereof its right of way activities were confined primarily to its own Defense Access Program, other Defense Access projects constructed by Federal forces, the Sandy Point Ferry Approach, prison labor projects, and, certain more advanced projects in its Post War Program.

Such right of way activities included: field determination of approximate property lines, ownerships and title-lead data; locating fields, ditches, buildings, etc; computing areas; ascertaining, studying and evaluating nearby sales; preparing pre-negotiation appraisals; picturing the project to the various property owners; selling the proposed "taking" and this Commission's valuations to them; preparing options to cover the many details of amicable acquisition; assisting in the consummation of such negotiations; and, condemnation work.

In those instances where it was necessary to resort to condemnation, trial strategy was suggested; special plats, studies and research were made, witnesses obtained and briefed; and engineering and factual evidence presented and developed in court.

Some, or all, such right of way activities were performed on 47 right of way projects, each embodying one or more construction contracts and embracing in all approximately 140 miles of roads and bridges, depending upon the degree of completeness of the plans and right of way plats available on each project and when they became available.

As a result, 22 of said right of way projects were completely released for construction, or, made ready for such a release when normal highway construction is again permitted, and, 21 right of way projects were brought to various stages of completion. The other 4 projects were subsequently abandoned because of major revisions in route, etc.

In addition to the above, an ever increasing number of routine problems, inquiries, etc. were handled, and, certain research and reconnaissance work performed in connection with the tentative determination of the general location of several major projects.

It is interesting to note that it was during this period that the modernized condemnation law, authorized by the Constitutional Amendment of 1942 and permitting entry and possession in condemnation cases prior to an award by a jury, was first utilized.

It is also worthy of comment that although the principle of denied vehicular

access had previously been put into operation, it was during this particular period that the first condemnation suit embodying that principle was instituted.

In closing it is gratifying to note that the Public Roads Administration, in its June 1943 publication entitled "Public Land Acquisition for Highway Purposes", recommended among other things, many practices and procedures, and particularly those dealing with pre-negotiation appraisals and options, that are practically identical to those previously adopted by the Right of Way Department.

PLANS AND SURVEYS DIVISION

LAURENCE A. KAHN

Engineer of Surveys

WALTER A. FRIEND

Chief Draftsman

J. LESTER MINTIENS

Highway Traffic Control

HERBERT C. BOWERS

Federal Contacts



CHANNELIZATION - EASTERN AVENUE AT WILSON POINT ROAD

PLANS AND SURVEYS DIVISION

The work, in both field and office, of this division is under the supervision of a Senior Assistant Highway Engineer, Grade I, 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 Senior Assistant Highway Engineer, Grade II, 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.

As in the last biennium, insufficient personnel has made it difficult to produce preliminary and final plans and make surveys with the speed desirable. Men temporarily assigned to this division by the Construction Division have been placed on survey parties, but parties thus manned are not able to produce the quantity of work normally produced by trained field personnel. Frequent recalls of these men, as construction work opened up, has required constant shifting and reduced the efficiency of the field work.

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	1943			1944		
	R W Plats	Condemna- tion Plats	Misc. Plats	R W Plats	Condemna- tion Plats	Misc. Plats
Allegany	0	0	0	0	0	0
Anne Arundel	23	3	0	16	5	2
Baltimore	3	6	3	4	0	3
Calvert	7	0	0	1	0	0
Caroline	0	0	1	15	0	0
Carroll	0	0	0	10	0	0

Counties	1943			1944		
	R/W Plats	Condemnation Plats	Misc. Plats	R/W Plats	Condemnation Plats	Misc Plats
Cecil.....	1	6	0	26	0	0
Charles.....	6	0	0	1	0	0
Dorchester.....	13	0	0	0	0	0
Frederick.....	0	0	1	0	0	0
Garrett.....	0	0	0	0	0	0
Harford.....	1	1	0	0	0	0
Howard.....	0	0	0	0	0	0
Kent.....	1	0	0	0	0	0
Montgomery.....	0	0	1	10	0	0
Prince George's.....	27	0	1	3	2	0
Queen Anne's.....	0	0	0	10	0	0
St. Mary's.....	0	3	0	13	0	1
Somerset.....	0	0	0	0	0	0
Talbot.....	17	0	0	39	1	1
Washington.....	0	0	0	1	0	0
Wicomico.....	0	0	0	0	0	0
Worcester.....	0	0	0	5	0	0
Total.....	99	19	7	154	8	7

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 1943 AND 1944

	1943		1944		Total
Gravel Surface Course.....	19.52 miles	3.13 miles	22.65 miles		
Bituminous Road Mix.....	4.32 miles	1.20 miles	5.52 miles		
Bituminous Penetration Macadam.....		3.48 miles	3.48 miles		
Specification "B" Surface Course.....		18.51 miles	18.51 miles		
Concrete.....	16.66 miles	4.73 miles	21.39 miles		
Concrete (Dual Highway).....	4.14 miles		4.14 miles		
Roadside Development.....		26.00 miles	26.00 miles		
Bituminous Surface Treatment (Oiling).....	2,315,405 gals.	3,665,038 gals.	5,980,443 gals.		
Flashing Light Signals (R.R.).....		1 contract	1 contract		

HIGHWAY TRAFFIC CONTROL

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

During this period the preliminary work was increased considerably, due to the necessity of the preparation of plans and forms that were submitted in applying for the priorities before ordering the material and equipment.

Traffic control signals have been installed by this Commission at eighty-six locations since the early part of 1937, when this phase of the work was started.

RECORD OF TRAFFIC CONTROL SIGNALS INSTALLED OR CHANGED FROM
OCTOBER 1, 1942 TO JUNE 30, 1944

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
Intersection of Routes 416 and 4 at Drury	10 8 42	1*				
Governor Ritchie Highway at 4th Avenue, north, Glenburnie	10 19 42					
Pulaski Highway at Ontario Street, Havre De Grace	12 3 42				2 (Changed from Speed Control)	
Governor Ritchie Highway at Eleventh Street, Brooklyn	1 25 43					(Special signal for Fire Engine House)
Governor Ritchie Highway at Lipus Spur	6 28 43					(Turned off for duration)
Governor Ritchie Highway at Jones Station Road	8 14 43		2*			
Governor Ritchie Highway at Robinson	8 31 43		2*			
Baltimore-Washington Boulevard at entrance to Calvert Distillery	9 23 43			1**		
Baltimore-Washington Boulevard at Branchville Road	11 17 43			1		
Baltimore-Washington Boulevard at entrance to Westinghouse Plant	1 14 44					1**
Governor Ritchie Highway at Furnace Creek Road	3 17 44					(Turned off for duration)
Martin Boulevard and Compass Road	5 26 44				2 P.X.	
Martin Boulevard and Middle River Road	5 31 44				2	

* Changed from traffic-actuated to flashing signals for duration.

** Installed by State Roads Commission at expense of Calvert Distillery and Westinghouse Manufacturing Co.

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 the 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 compliance with the permits and proper time settings.

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

In accordance with an act of the Legislature of 1943 (Chapter 1007, Section 137), which required the State Roads Commission to adopt a manual and specifications for a uniform system of traffic control devices for use upon highways within the State, this division prepared, with the cooperation of the Southern Avenue Sign Shop, a "Manual of Traffic Control Devices".

This work involved the accurate drawing of approximately 135 small scale signs, and 41 directive plats for use in sign erection, surface marking and the method of marking obstructions, and the use of delineators. This material was used by the engraver in making plates for the printing of the book.

A description was given as to the proper use and erection of each sign and marker, together with all other essential information necessary for the protection and direction of highway traffic.

RESUMÉ OF WORK DONE BY YEARS

	1943	1944	Total
<i>Preliminary Surveys</i>			
Surveys and preparation of plans for new work (miles)	39	70	109
Construction stakes set in field (miles)	41	21	62
<i>Bridges</i>			
Field studies and preparation of preliminary plans for new construction (No. of surveys)	3	6	9
<i>Grade Eliminations</i>			
Field studies and preparation of preliminary plans for new construction (No. of surveys)	3	3	6
<i>Property Surveys</i>			
Field work preparatory to condemnation. Preparation of special plats, etc. (No. of surveys)	26	30	56
<i>Beach Protection</i>			
Field studies and topographic maps of proposed sea walls, jetties, etc. (No. of surveys)	0	1	1
<i>Final Surveys</i>			
(No. of surveys)	15	25	40

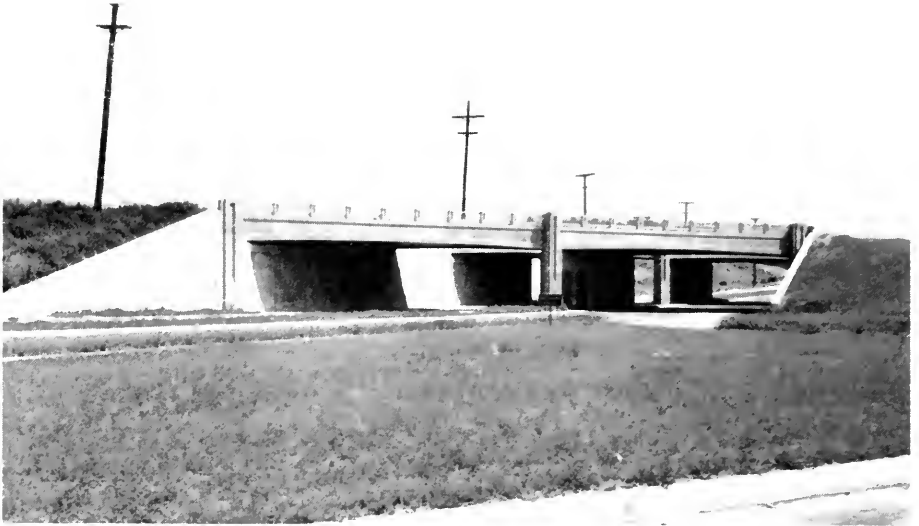
BRIDGE DIVISION

WALTER C. HOPKINS

Bridge Engineer

ALBERT L. GRUBB

Junior Assistant Bridge Engineer



HIGHWAY GRADE SEPARATION STRUCTURE, EASTERN AVENUE AND NORTH POINT ROAD CLOVERLEAF INTERCHANGE BALTIMORE COUNTY



BRIDGE OVER BALTIMORE AND OHIO RAILROAD ON NEW MILITARY ACCESS ROAD FROM U. S. 81 AT LAUREL TO FORT GEORGE G. MEADE

BRIDGE DIVISION

PRIMARY FUNCTIONS

The basic problem confronting this Division is the production of designs and specifications for bridges and incidental structures. In its initial stage this work includes the study of rainfall and runoff data, flood records, sub-surface exploration, locations, economics and architectural features.

When preliminary designs have been developed and approved, the division prepares final designs, detailed plans and specifications. Advertisement for bids, receipt of bids, and award of contract then follows. During construction, contractors submit shop drawings of structural steel, reinforcing steel, or specialties, details for form work, falsework and erection procedure. Such shop drawings and details are completely checked and approved. The Division also checks and approves final quantities used for payment.

Problems not strictly within the field of Bridge Engineering are also considered. These may include the study, design and preparation of plans for buildings, bulkheads, jetties, dams, ferry terminals, etc.

The division is consulted on problems regarding maintenance of bridges. When repairs appear necessary from the District Engineer's observation, the Bridge Division inspects the structure affected. If repairs, maintenance or corrective alterations are required, the design and drawings are prepared. Such work is generally performed by state labor forces, except for more complex construction when bids are requested and contracts awarded.

Another especially important responsibility is to review all applications for moving heavy loads in excess of legal limits over the state roads system. In order that such applications may be properly handled, it is necessary to keep an up-to-date and complete record of the load capacities and condition of all bridges within the jurisdiction of the Commission. In this connection it may be mentioned that the War has imposed an additional strain on our bridge structures as much heavy equipment has been moved between the several military establishments and war industries located in Maryland.

Federal control of materials and labor have necessitated preparation of complicated applications to secure priorities and permission to perform work. The preparing of such applications has consumed a considerable portion of this Division's time and effort.

Beginning with the next fiscal period, the Bridge Division will also be in charge of construction of bridges and incidental structures. This function was formerly under the Construction Division. It has been frequently necessary in the past to consult the Bridge Engineer on the special problems presented, thus creating an



STEEL AND CONCRETE BRIDGE OVER PENNSYLVANIA RAILROAD ON MILITARY ACCESS ROAD FROM EDGEWOOD ARSENAL TO U. S. ROUTE 40, HARFORD COUNTY



CONTINUOUS CONCRETE GIRDER BRIDGE OVER PATUXENT RIVER ON MILITARY ACCESS ROAD FROM FORT MEADE TO U. S. ROUTE 1, AT THE ANNE ARUNDEL-PRINCE GEORGE'S COUNTY LINE



SLIP AND TRANSFER BRIDGE, SANDY POINT FERRY TERMINAL, ANNE
ARUNDEL COUNTY



FOUR-LANE BRIDGE CARRYING EASTERN AVENUE OVER BACK RIVER, NEAR ESSEX,
IN BALTIMORE COUNTY

overlapping of responsibility, and this change will place the bridge building phase of the Commission's undertakings under the jurisdiction of one division.

PROJECTS COMPLETED

Despite wartime restrictions and the scarcity of materials generally retarding construction, the Commission completed the Sandy Point Ferry Terminal and opened same to traffic late in 1943.

The substructure for a new bridge over the Potomac River at Sandy Hook, Washington County, was completed in March, 1943. It is planned to re-advertise the superstructure contract as soon as materials are available. The original bids for the superstructure of this improvement were received in December, 1941, but were rejected early in 1942 in order to conserve critical material for the war effort.

Another major improvement completed largely during this fiscal period is the new concrete arch over the Monocacy River near Frederick. This modern and attractive structure replaces the 133-year old Jug Bridge which failed early in 1942. The temporary timber spans which have maintained traffic since July, 1942, will be dismantled and reserved for future use at another location.

OTHER BRIDGE PROJECTS COMPLETED

County	Crossing	Location	Remarks
Anne Arundel	Patuxent River	Laurel-Fort Meade	Military Access
Allegany	Potomac River	Pinto	*Military Access
Allegany	Potomac River	Wileys Ford	Maintenance Repairs
Baltimore	Back River	Eastern Avenue	Military Access
Baltimore	Middle River	Eastern Avenue	Military Access
Baltimore	Eastern Avenue	North Point Road	Military Access
Baltimore City	Philadelphia Road	At Erdman Avenue	Military Access
Baltimore City	Baltimore & Ohio R.R.	At Erdman Avenue	**Military Access
Baltimore City	Pennsylvania Railroad	At North Point Road	**Military Access
Baltimore City	Philadelphia, Baltimore & Washington Railroad	Lombard Street	Military Access
Baltimore City	Baltimore & Ohio R.R.	Lombard Street	**Military Access
Baltimore City	Union Railroad	Lombard Street	Military Access
Calvert	Costers Creek	Solomons Island Road	Essential Construction
Cecil	Dogwood Branch	Near Elkton	Military Access
Harford	U.S. Route 40	Boothby Hill	Military Access
Harford	Pennsylvania Railroad	Boothby Hill	Military Access
Harford	Pennsylvania Railroad	Magnolia	Military Access
Prince George's	Baltimore & Ohio Railroad	Fort-Meade-Laurel	Military Access
Prince George's	Branch of Charles Branch	Crain Highway	Replacement of bridge destroyed by flood

* This project strengthened an existing bridge.

** Underpass (Highway under Railroad).

Other essential construction, maintenance and special work consummated is partly tabulated below:

1. Design and construction of Claiborne Terminal of the state-owned ferry across Eastern Bay, Talbot County. This modern facility, valued at \$40,000, replaces the old deteriorated and inadequate pier. It will be ready for use late in the present year.

2. Removal of a weak and narrow wooden bridge spanning over the W. B. & A. right-of-way on Glenburnie-Dorsey Road. An embankment was made in the abandoned railroad cut, eliminating this bottleneck and danger spot on an important highway.

3. Gunite repairs to bridge over the Baltimore and Ohio Railroad on Route 7 at Stepney, Harford County.

4. New floors and general repairs to two bridges over the Pennsylvania Railroad in Cecil County.

5. Maintenance repairs for several bridges including those at the following locations:

Tuckahoe Creek—Easton to Denton
 Big Elk Creek—Cowentown to Cherry Hill
 Chester River at Crumpton
 Severn River at Annapolis
 Choptank River at Cambridge
 Choptank River—Dover Bridge

6. Conversion of the abandoned railroad bed along the W. B. & A. right-of-way between Seat Pleasant and U. S. 50, Prince George's County, into a 2-lane state highway. The structures were rebuilt or widened depending upon requirements.

7. Dredging contracts to maintain and improve channel approach to the Matapeake Ferry Terminal.

8. Additional surveys and investigations in connection with the establishing of military ratings for state and county bridges. This survey was begun in 1942 and was discussed in previous operating report.

9. Specifications prepared and contracts executed for painting 14 existing metal bridges throughout the state.

10. Sub-surface explorations and geological studies obtained for several post-war and pre-post war projects.

POST WAR AND PRE-POST WAR PROJECTS

In the early part of 1944, the rapid deterioration of several bridge structures and a slight easing of Federal restrictions, made possible the favorable consideration of a pre-post war program. Estimates were prepared and the required applications submitted to the Public Roads Administration and the War Production Board. After Federal approval was obtained, contract drawings and the acquisition of rights of way commenced.

The improvements contemplated by this program include the following:

County	Crossing	Location
Baltimore	North Run	Park Heights Avenue
Baltimore	Branch of North Run	Park Heights Avenue
Baltimore	Piney Run	Butler-Glyndon Road
Cecil	Northeast Creek	Northeast
Dorchester	Big Mill Pond	Mount Holly-Vienna
Dorchester	Cabin Creek	East New Market Preston
Prince George's	W.B. & A. R. W. at Dodge Park	Landover-Largo Road
Worcester	Pocomoke River	Purnell's Crossing
Worcester	Wagram Creek	Pocomoke-Virginia Line

This program also considered elimination of railroad grade crossings at Halethorpe in Baltimore County, and a new bridge over the Potomac River between McCool, Maryland, and Keyser, West Virginia. Due to considerable difficulty in selecting satisfactory locations for these two projects, however, their construction will undoubtedly be delayed.

The other projects tabulated will be placed under contract and largely completed during the current year.

Throughout the fiscal period extensive study has been devoted to developing a post war program. By November, 1943, a comprehensive program of some 50 projects in addition to the Baltimore Harbor Bridge and Baltimore City Freeway had been considered. The projects are distributed state-wide and involve more than 100 crossings of streams, railroads and highways. In addition to these structures, consideration has been given to the many culverts and smaller drainage structures encountered.

A tabulation follows which lists a portion of the projects that have been studied and considered for post war work.

County	Crossing	Location	Remarks
Anne Arundel	Spa Creek	Annapolis-Eastport	*
Anne Arundel	Severn River	Upstream from present bridge at Annapolis	***
Allegany	Braddock Run	U. S. 40-Cumberland to Frostburg	*3-Crossings
Allegany	Potomac River	Keyser-McCool	
Baltimore	Several	U. S. 40 Widening	**
Baltimore	Herbert Run	Wilkins Ave. Extended	*
Baltimore	Pennsylvania Railroad	Halethorpe	
Baltimore	Several	U. S. #1—Baltimore-Washington Boulevard	Widening
Baltimore City	Patapsco River	Harbor Crossing	
Carroll	North Branch of Patapsco River	Westminster-Reisterstown	*
Carroll	Cranberry Run, etc.	Westminster to Manchester	
Caroline	Tuckahoe Creek	Easton to Denton	*
Caroline	Chapel Branch	Denton-Greensboro	*
Cecil	Several	Elkton-Chesapeake City	
Dorchester	Slaughter Creek	Taylor's Island	*
Garrett	Cherry Glade Run	Oakland toward Keyser	
Harford	Several	U. S. 40	**Widening
Harford	Bynum Run	U. S. 1—Belair-Hickory	
Harford	Pennsylvania Railroad & Baltimore and Ohio Railroad	Aberdeen	
Howard	Several	U. S. #1—Baltimore-Washington Boulevard	Widening
Howard	Several	Columbia Pike to Burtonsville	
Kent	Chester River	Crumpton	
Montgomery	Baltimore and Ohio Railroad	Silver Spring	*
Prince George's	Western Branch, etc.	Marlboro By-Pass	
Prince George's	Patuxent River	U. S. #1 at Laurel	
Queen Anne's	Piney Creek, etc.	Rt. 404—Stevensville By-Pass	*
Queen Anne's		Matapeake Ferry Terminal	*
Somerset	Pennsylvania Railroad	Pocomoke to Westover	
Talbot	Streams	Easton-Skipton-Wye Mills	*

County	Crossing	Location	Remarks
Washington	Potomac River	Sandy Hook Bridge-Super-structure	*
Wicomico	Johnsons Pond	East West Bypass Salisbury	*
Wicomico	Pocomoke River	Massey's Crossing	*
Wicomico	Middle Neck	Salisbury-Delmar	*
Worcester	Streams	Berlin Herring Creek	

* Contract drawings substantially complete.

** An alternate study would make this portion of U. S. Route 40 a limited access highway involving construction of several overhead crossings and cloverleaf interchanges.

*** Contract drawings were substantially developed on a scheme to widen the existing bridge at Annapolis when it became known that the Navy Department desired the relocation of the bridge upstream. This necessitates the abandoning of the widening scheme and the beginning of studies for a new bridge.

Final design and location of many bridge structures have been retarded because other agencies besides this Commission are vitally interested in numerous instances, due to participation in financing of projects as well as the manner in which their interests will be affected. All organizations involved must approve all phases of the improvement prior to the preparation of final designs and advertising for bids. For the projects in Baltimore City, bond issues will require approval of voters prior to development of contract drawings.

To recapitulate it may be stated that the Bridge Division has, during this fiscal period, made studies, schemes and estimates on 23 bridge projects calculated to cost \$7,700,000. Final designs, drawings and specifications were also substantially completed, during the same period, on 43 additional projects computed to cost \$1,600,000. The aggregate length of the 66 bridges is more than 17,000 linear feet. Bridges in Baltimore City are not included.

PERSONNEL

This Division includes the following classified employees:—

- 1 Bridge Engineer
- 4 Bridge Engineers, Grade II
- 8 Junior Assistant Bridge Engineers, Grade I
- 1 Junior Assistant Highway Engineer, Grade I
- 1 Road Inspector, Grade II
- 1 Senior Stenographer



PRISON LABOR PROJECTS

FRANK P. SCRIVENER

Maintenance Engineer



A VIEW AT GRAVELLY BRANCH ON THE WILLISTON-BUREAU ROAD, ROUTE 313,
SHOWING A PRISON LABOR PROJECT BEFORE AND AFTER IMPROVEMENT

PRISON LABOR PROJECTS

This Commission has continued the employment of inmates from the Penal Institutions on projects along the main roads in the State system. These projects consist of widening the pavement area to a minimum width of 22 feet and correcting cross-sections to a more modern design, as well as widening cuts and fills, and extending drainage structures to allow for a minimum 10-foot earth shoulder and resurfacing of the entire pavement area with bituminous surface, either mixed-in-place or plant-mixed.

At the present time there are employed on this work approximately fifty men located at a camp in Chester. On the Western Shore, ten men are transported daily from the House of Correction.

Although the work of the inmates has been generally satisfactory and the results obtained of considerable value to the State, it is felt that better results could be obtained if proper legislation was passed so that this Commission would definitely have a designated number of men so this work could be carried on continuously and not be interrupted by the men being diverted to other projects, such as conservation and farm work. Knowing that these men will be available for work, a long range planned program can be carried out, which would be very beneficial to both this Commission, the Department of Correction and the traveling public.

During the fiscal years of 1943 and 1944 the following projects were completed:

Western Shore

State Route #2, South River Bridge, southerly direction, approximately one mile. The cuts and fills widened and drainage structures extended in order to allow for the 12-foot earth shoulder. The existing 16-foot rough riding surface treated gravel road with an irregular cross-section was widened to an overall width of 24 feet by mixing-in-place bituminous material and run-of-bank gravel and brought to a section more in keeping with modern construction design. This 24-foot base was surfaced with an inch and a half of compacted sand bituminous concrete.

State Route 214 from Davidsonville, easterly 3.65 miles. Cuts and fills were widened and drainage structures extended in order to allow for a 12-foot earth shoulder. Short relocations were made in order to obtain a better alignment. The existing 16-foot rough riding bituminous surface treated gravel road with an irregular cross-section was widened to an overall width of 24 feet and brought to a section more in keeping with modern construction design. This 24-foot base was surfaced with approximately 1 $\frac{3}{4}$ inches of sand bituminous concrete. It might be worthy to note that the completion of this section of road allows for a modern high-



BALTIMORE CORNER BETWEEN GOLDSBORO AND INGLESIDE WHERE STATE ROUTE 312 JOINS WITH STATE ROUTE 313, SHOWING THE HIGHWAY JUNCTION BEFORE AND AFTER CHANGES WERE MADE TO IMPROVE THE VISION

way between Annapolis and Washington, a fairly modern alignment and a minimum width of 20 feet.

Eastern Shore

U. S. Route 213, Centerville to Wye Mills, approximately 7 miles. Cuts and fills were widened and drainage structures extended in order to allow for a 12-foot earth shoulder.

U. S. Route 313, Sour Apple Tree to Two-Johns. Cuts and fills were widened and drainage structures extended to allow for a 12-foot earth shoulder.

U. S. Route 313, Williston to Bureau, a distance of approximately one mile. Cuts and fills were widened and drainage structures extended in order to allow for an earth shoulder. A short relocation was made in order to obtain better alignment. The existing 14-foot obsolete concrete road was widened to an overall width of 22 feet by the extension of two 4-foot sand bituminous shoulders, mixed-in-place. The entire surfacing of this section of the road was later surfaced with 3 inches of bituminous sand gravel, mixed-in-place.

U. S. Route 213, Goldsboro to Ingleside, approximately $7\frac{1}{2}$ miles. Cuts and fills were widened and drainage structures extended in order to allow for a 12-foot earth shoulder. The existing 15-foot concrete surfacing will be widened to 22 feet next season by mixing-in-place local sand aggregate with bituminous material.

As soon as plans are completed, it is proposed to widen with prison labor approximately 11 small concrete bridges on the Eastern Shore and 1 bridge on the Western Shore. These bridges are located on projects which have been previously widened by prison labor forces and are, in their present condition, hazardous to the traveling public.

Personnel

Prison Labor engaged in projects are under the general supervision of a Senior Assistant Highway Engineer located in Baltimore and two Jr. Assistant Highway Engineers, one on the Eastern Shore and one on the Western Shore, who personally direct these projects.



TRAFFIC DIVISION

WM. F. CHILDS, JR.

Director

GEO. N. LEWIS, JR.

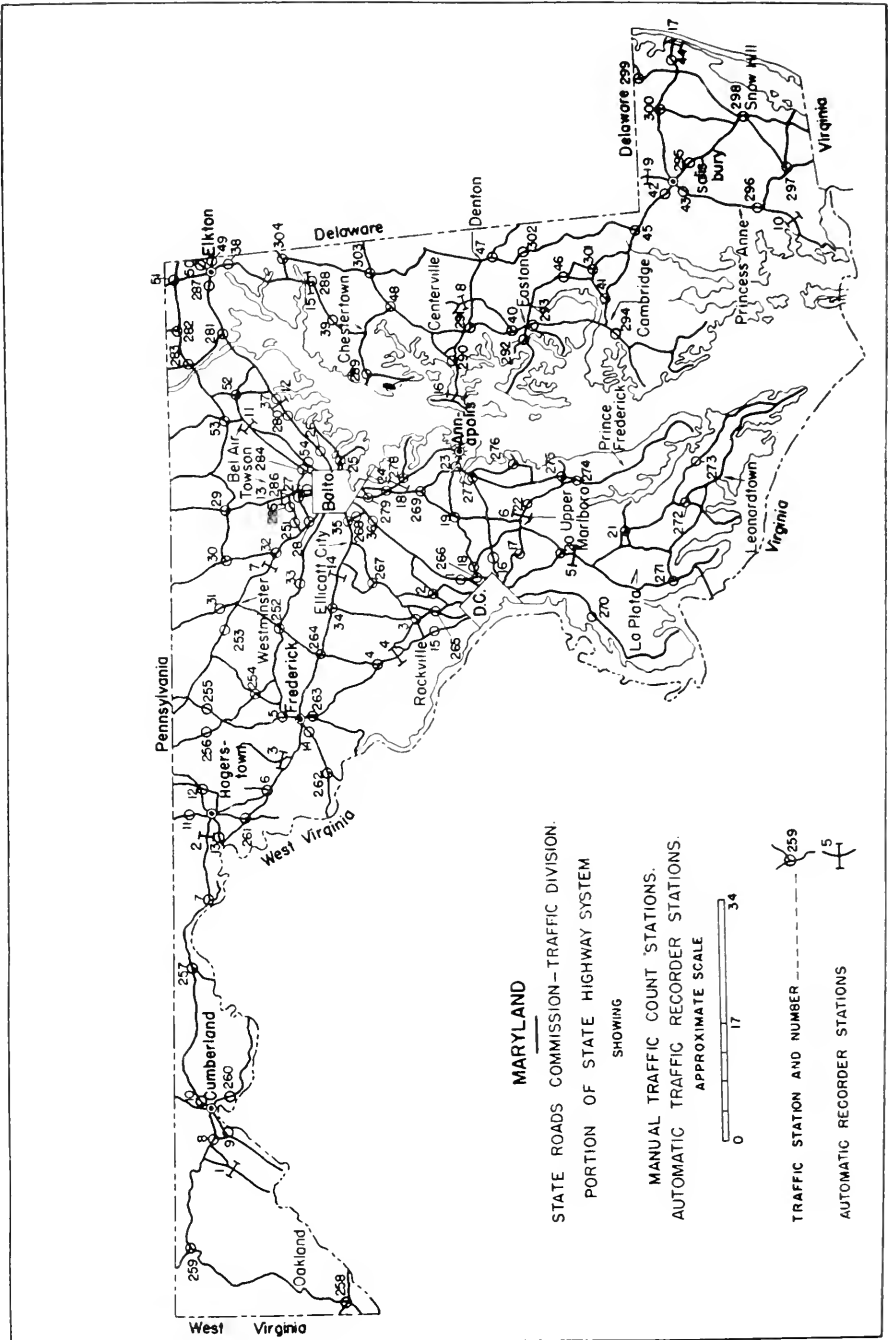
Traffic Manager

JOHN T. GORSUCH

Acting Supervisor of Inventory and Mapping

JANET FINKELSTEIN

Acting Finance Manager



TRAFFIC DIVISION

Like other departments the Traffic Division has suffered from the loss of personnel. Because of the highly specialized nature of the work undertaken by the Division, the loss of specially trained personnel has affected the work more than is ordinarily experienced with employment turnover and makes their replacement more difficult.

During the fiscal year 1943 we operated with a monthly average employment of 13.8 persons which was reduced to an average of 11.5 persons per month for the fiscal year 1944 making the average for the two fiscal years 12.5 persons. With this small force we have been able to maintain only the most essential scheduled work of the inventory, fiscal, mapping, and traffic sections of the Division. The personnel of the fiscal department is now entirely depleted and this work has had, of necessity, to be abandoned.

The traffic section has been able to continue the schedule of manual counts at the 108 key stations with two men and portable counting equipment. In addition, they have been able to extend local counts at many of these stations and make week-end counts at various locations on the highway system by supplying the two traffic recorders with portable traffic counting equipment.

The 18 photo-electric type counters have been kept in continuous operation by one man. These counters are strategically located on the State highway system so as to give a complete cross-section of the traffic on this system for the entire State. Each counter is visited once every four weeks at which time they are thoroughly inspected, adjusted, counts checked and tapes removed. A monthly record is kept of the performance of each of these machines.

It is from the tapes removed from these machines that we obtain our monthly traffic volume counts which data are prepared on cards and copies supplied to the Public Roads Administration which with similar information from other states makes it possible for them to give traffic comparisons and trends by years and groups of years, by states and by regions of the United States. It is also from these counters that we obtain data that make it possible for us to give variations in traffic from day to day, by months and by years. It is possible to observe the effect of rationing on traffic volumes and to compare traffic volumes for any one period with any other period.

It is from the automatic equipment and the manual counts at key stations that we have been able to prepare our monthly traffic tables for the use of the various departments of the State Roads Commission, the Public Roads Administration, and for others within and without the State of Maryland who are vitally interested in this information. The small map accompanying this report shows by symbols



WEIGHING TRUCK WITH LOADOMETERS



WEIGHING TRACTOR-TRUCK SEMI-TRAILER ON PITTSSCALE



TAIL END OF WORK SHIFT. EFFECT OF HIGHWAY INTERSECTION AT GRADE.
GOLDEN RING ROAD AND U. S. ROUTE 40



B. & O. CROSSING AT GRADE ON BALTIMORE STREET IN CUMBERLAND, WITH ITS
HAZARDS AND DELAYS

the location of each of the 108 key stations as well as each of the 18 I.B.M. photo-electric traffic counters.

It is also from these sources that we have been able to keep current the average daily traffic by road section for each road on the State highway system by years since 1937. Bound copies of these tables have been supplied the State Roads Commission, department heads, district engineers, and the Public Roads Administration.

World War II is continuing its effects on 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



PHOTO-ELECTRIC TRAFFIC RECORDERS ON DUAL HIGHWAY

State and County highway systems and also by the consumption of gasoline as compiled by the State Comptroller of the Treasury.

A comparison with 1941, the last normal year prior to the war, shows that traffic volume dropped 30 percent in 1942 and 42 percent in 1943. During 1944 there were no pleasure driving bans in effect and the traffic volume picked up to within 37 percent of the 1941 volume, an increase of 5 percent over 1943.

The gasoline consumption in 1942 was 15 percent less than 1941 and 29 percent less in 1943. The drop 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 still carrying more traffic than during 1941. The gasoline consump-

tion for 1944 has followed the trend of traffic volume and has increased 6.9 percent over 1943.

In spite of gasoline and tire rationing, there has continued as before the war a seasonal fluctuation in traffic volume and gasoline consumption, there being more vehicles recorded and gasoline consumed in the summer months than other seasons of the year. Although the seasonal variations continue, they are not quite as pronounced as before the war.

The following table gives the comparative traffic volume and percent change at 17 photo-electric counters on the State highway system for the calendar year of 1944 and the fiscal years 1943 and 1944.

COMPARATIVE TRAFFIC VOLUME AND PERCENT CHANGES BY YEAR AT 17 PHOTO-ELECTRIC COUNTERS ON THE STATE HIGHWAY SYSTEM CALENDAR YEAR 1944 AND FISCAL YEARS 1943 AND 1944

Location of Recorder	Total traffic recorded for the calendar year 1944	Total traffic recorded for fiscal year 1943 ²	Total traffic recorded for fiscal year 1944	Percent change		
				1943 over 1944	1944 over 1941	1944 over 1943
1. Md. 36 at Midland	1,026,291	561,802	471,703	-45.26	-54.04	-16.04
2. U. S. 40 at Huetts	1,526,787	860,482	764,918	-43.64	-49.90	-11.41
3. Md. 17 N. of Middletown	136,854	119,561	112,902	-12.64	-17.50	-5.57
4. U. S. 240 N. of Gaithersburg	1	954,431	854,386	.....	.....	-10.49
5. U. S. 301 S. of T.B.	1,112,746	996,494	907,088	-12.80	-20.62	-8.97
6. Md. 4 at Patuxent River	1,252,187	651,649	693,820	-47.96	-44.59	+6.47
7. U. S. 140 at N. Branch	1,374,491	848,343	818,770	-38.28	-40.43	-3.49
8. Md. 303 N. of Queen Anne	123,445	94,604	98,865	-23.36	-19.91	+4.50
9. U. S. 13 N. of Salisbury	1,542,272	906,419	871,891	-41.23	-43.47	-3.81
10. Md. 413 near Marion	446,158	262,633	278,100	-41.13	-37.67	+5.89
11. U. S. 1 S. of Belair	2,069,399	1,205,619	1,130,955	-41.71	-45.35	-6.19
12. U. S. 40 at Belcamp	4,465,776	2,455,753	2,315,428	-45.01	-48.15	-5.71
13. U. S. 111 at Texas	2,042,243	1,209,801	1,178,552	-40.76	-42.29	-2.58
14. U. S. 40 at Pine Orchard	1,492,026	767,334	790,052	-48.57	-47.05	+2.96
15. U. S. 213 N. of Galena	1	327,940	298,448	.....	.....	-8.99
16. Md. 404 E. of Stevensville	1	526,195	456,694	.....	.....	-13.21
17. U. S. 213 W. of Ocean City	1	320,264	372,130	.....	.....	+16.20

¹ Counters 4, 15, 16 and 17 were not put in operation until February 1944.

² For purposes of this table the 1943 fiscal year was considered to begin July 1, 1942 rather than October 1, 1942 in order that a 12 month comparison could be made.

The inventory section has managed to keep its essential records fairly well up to date. The procedure we are forced to follow is not conducive to as complete and dependable information as is desirable. These records are kept current through the assistance and cooperation of the district engineers, county engineers, Construction Division, and the Plans and Surveys Division. The data are reported annually on forms and maps prepared and supplied by this division.

The State and local mileage reports have been completed for the calendar year 1942. Similar data are being prepared for the calendar year 1943. These tables give the mileage of State and county roads, separately, for the respective calendar years by county, by type and by width.

Also there have been prepared for each county tables giving a resumé of improvements to county roads for the five year period from 1937 to 1941, inclusive. These tables give the mileage of county roads by county and by type as of January 1, 1937

and January 1, 1941 with complete data on mileage improved in each county during this five year period.

The mapping section has accomplished an astonishing amount of work with the limited personnel available and with the assistance of outside agencies and temporary personnel. Most State highways and connecting county roads, boundaries and streams have been placed on the tracings for the new State General Highway map. This map is being prepared to a scale of 1 inch to 3 miles and will be photographically reduced to 1 inch to 5 miles before reproductions are made.

With the assistance of outside agencies, three enlisted men and the U. S. Engineering Section at Fort Belvoir we have prepared and distributed about 300 prints of the State Coordinated General Highway map on a scale of 1 inch to 6 miles. These maps were prepared to fill an urgent need and to act as a stop-gap until trained personnel is available to complete the new State map. As a valuable adjunct to this map there is now being prepared a pamphlet giving the names and status of all towns appearing on the map together with the State coordinates for aid in their quick location. This is the first time State coordinates have been used on the State map and much interest is manifested in it.

Strip maps were prepared for all U. S. numbered routes and for the more important State routes for the use of the military for convoys and other purposes and for the Maryland State Police and the Office of Civilian Defense.

With the assistance of the County Superintendent of Schools, the School Bus Route maps of all counties except Anne Arundel and Calvert Counties were revised to July, 1943. Each county was supplied with a number of prints of the revised map equal to two more than the number of high schools in the county.

Revisions have been made to the General Highway maps of ten counties. These corrections are in red ink on lithographic prints of these counties for use in correcting the original plates.

In the fiscal and financial department we have been able to prepare only the absolutely essential monthly reports including finance, motor vehicle statistics, motor vehicle registration statistics, distribution of gas tax funds from motor vehicle allocation studies, and bus and truck registration data. During the fiscal year 1944 we had but one person assigned to this department.

Pertinent data on roads, bridges, and traffic accumulated by this division were requested and supplied to the following:

State Roads Commission	201 cases
Public Roads Administration	38 cases
Office of Price Administration	5 cases
U. S. Army	18 cases
Other Federal Agencies	11 cases
Other State Agencies	33 cases
States other than Maryland	23 cases
County Agencies	10 cases
Associations and Societies	20 cases
Public Utilities	6 cases
Individuals	74 cases
Total	439 cases

These inquiries varied from data on traffic for use in business locations and developments to traffic densities and road service for use in location and design of roads and bridges, to data for use in Government regulations to conserve tires and gas and for Army transportation. During the two years 61 special studies were made as follows:

For traffic control signals	13
For channelization	11
Origin and Destination studies	1
Other traffic studies	30
Total...	61

Among the special studies may be mentioned:

Investigation of traffic volumes along Stage highways leading into and out of Baltimore City;

Investigation and report on traffic on State highways leading into and out of Cumberland in connection with the selection of the best solution of the highway traffic in, through, and around Cumberland;

Turning movement counts at intersections along Eastern Avenue and North Point Road;

Turning movement counts at intersections of Md. 7 and US 40 at the Baltimore City line, Chesaco Avenue and US 40, Golden Ring Road and US 40, Martin Boulevard and US 40, Middle River Road and US 40, and the Ebenezer Road and US 40 together with traffic flow maps and intersection designs for the conversion of the Pulaski Highway into a freeway;

Origin and destination study with turning movement diagrams and traffic flow map for the modernization of US 40 between Cumberland and Frostburg;

Origin and destination study with turning movement diagrams, traffic flow map and intersection designs for the Annapolis by-pass;

Origin and destination study with turning movement diagrams and traffic flow map for the modernization of US 213 at Salisbury;

Traffic study in Frostburg;

Preparation of turning movement diagrams and traffic flow map for the location of interchanges in connection with approaches to the proposed harbor crossing;

Repeat share-the-car studies at several locations on State highways to and from war industry plants;

Loadometer resurvey at 10 selected stations to determine the trend in commercial vehicle length, width, height and loading;

Traffic volume and classification studies for road design and improvement;

Time and distance studies to Richmond, Virginia, via Chesapeake Bay Ferry studies and via Washington;

Studies to determine truck loading practices;

Comprehensive study for the selection of a primary, secondary, tertiary and local system of county roads for each of the 23 counties and maps prepared for each

- county showing these road groups for the use of the respective Boards of County Commissioners in preparing and submitting post-war road programs;
- Reviewed county lateral road construction programs of two counties;
- Reviewed post-war road construction programs submitted by three counties and made recommendations as to program and established priorities for improvement;
- Studies and report on a more equitable allocation to the counties of the revenue from the $1\frac{1}{2}\text{¢}$ lateral road gasoline tax;
- Tables and report on the local road mileage for the calendar year 1942 giving the mileage of county roads by counties, by type and by width;
- Preparation of State mileage tables and report for 1942 giving mileage of State highways by counties, by types and by widths;
- From manuscripts prepared from aerial maps made by the U. S. Soil Conservation Service and field checked, we have made pencil tracings to scale of 1:12000 for 40 sheets, each 25" by 35", or approximately 35 square miles per sheet giving accurately all culture, streams and roads for a total of 1400 square miles at an average labor cost of about $\frac{1}{4}$ man hour per square mile;
- From the aerial maps and topographic sheets, a map to the scale of 1:12000 has been prepared covering the area along the York Road from Baltimore City line to the Maryland-Pennsylvania line so an accurate location and profile can be made for the proposed modernization of US 111 without the necessity for a reconnaissance survey. This map was prepared at an overall cost of \$200 compared to the estimated cost of field survey of \$30,000; and,
- The preparation of routings on strip maps for the use of the U. S. Army for troop, equipment, and material convoys.

Some idea of the popularity of the maps prepared by this division and the demand for them is evidenced by the fact that during the two fiscal years we disposed of 523 State General Highway and 3,301 county General Highway maps as follows:

	State	County	Total
State and County Agencies	279	1,210	1,489
Federal Military Departments	96	882	978
Federal Civilian Departments	78	419	497
Corporations, Companies and Individuals	70	790	860
Total	523	3,301	3,824

Of the foregoing, 126 State and 2,361 county maps were sold with a total revenue of \$1,114.64.

DISTRICT No. 1
Headquarters- Salisbury, Maryland

P. A. MORISON
District Engineer

C. ALBERT SKIRVEN
Assistant District Engineer
Construction

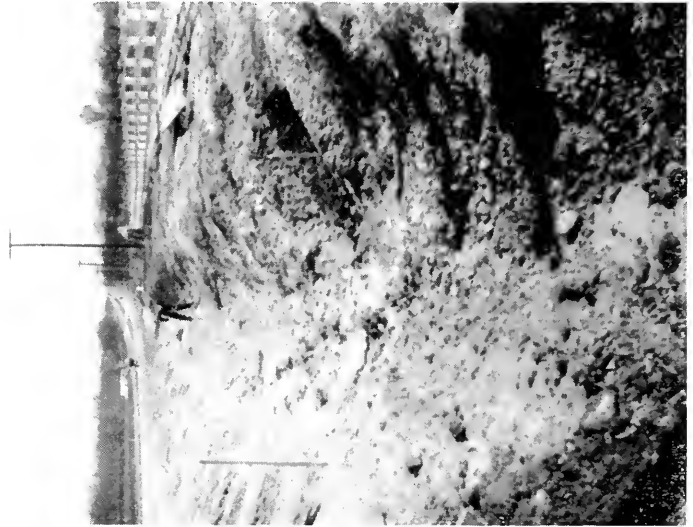
MARTIN CORKRAN
Assistant District Engineer
Maintenance

DORCHESTER COUNTY
WM. H. MOORE
Resident Maintenance Engineer

SOMERSET COUNTY
HAROLD H. CULLEN
County Roads Superintendent

WICOMICO COUNTY
HARRY V. JONES
Resident Maintenance Engineer

WORCESTER COUNTY
WM. F. WALLER
Resident Maintenance Engineer



EROSION IS EASILY CONTROLLED IN WELL-ROUNDED GUTTERS. THE LEFT PICTURE SHOWS A HIGHLY EROSION GUTTER CONDITION WHICH WAS REMEDIED BY STREAMLINING AND SODDING AS SHOWN ON THE RIGHT

DISTRICT No. 1

The activities on the State Highway System have been limited to that of maintenance routine only due to the restrictions on construction, the lack of materials and a great shortage of labor. Furthermore, the inability to keep equipment moving—very largely because of the tire shortage—has very materially restricted the work. In many instances, months have elapsed before necessary replacements could be made. However, even with these difficulties the maintenance of the State System is such that the roads are entirely safe for travel and no deterioration is evident.

The maintenance work which has of necessity been neglected is that of drainage. Roadside and outlet ditches are badly in need of attention. The work has not been done because of the labor shortage and it will be delayed, in all probability, until after the war and as a result of the tremendous rise in labor rates, the cost of this much-needed maintenance work will be correspondingly higher.

COUNTY ROAD MAINTENANCE

Dorchester County

In Dorchester County the maintenance has been confined almost exclusively to blading the highways and the hauling of local sand and gravel. There has not been enough of this kind of work done for reasons due to the war effort. Equipment was not available due to the break-down. Secondly, all of this equipment working was not a sufficient amount.

We have, however, improved 5.95 miles of gravel roads by the addition of bituminous material. Most all of this work was done in the southern end of this county in the vicinity of Toddville and Bishop Head.

Wicomico County

In Wicomico County there has been very little improvement on any of the roads. We have surface-treated four miles of county roads with bituminous material. The maintenance operations have been confined almost exclusively to maintenance work. However, there remains a lot of work to do that should be done under maintenance operations but there was neither the money, the equipment, nor the labor to accomplish it.

Somerset County

In Somerset County the maintenance operations have been strictly confined to trying to hold the roads as good as they were prior to the war. However, there have been five miles of road surfaces treated with bituminous material, but there are many roads that need improvements but yet cannot be classed as construction items.

Worcester County

In Worcester County prior to the World War, Worcester County Commissioners did considerable work in widening, draining, and gravelling county roads with W.P.A., so this county has made a real contribution to its improved County Road system and in the last two years we have surface-treated these roads, which amounts to 17.35 miles. The maintenance activities have been purely to maintain the roads in as good a condition as possible under wartime conditions.

GENERAL COMMENTS

The maintenance situation on the county roads in this district is critical. The legislative enactment of 1939, and amended in 1941, requires that one-half of the $1\frac{1}{2}\text{¢}$ lateral gasoline tax allocated to the counties shall be spent on construction. The remaining half can be spent on the maintenance of the county roads and bridges. Furthermore, it can be used for contributions to incorporated towns for street maintenance.

In the Legislature of 1943 there was, however, an emergency enactment, which is in effect during the war period and for six months thereafter, which makes it mandatory that the expenditure of the $1\frac{1}{2}\text{¢}$ gasoline tax be used on maintenance of the county roads, with the discretionary approval of the County Commissioners as to its distribution.

At the expiration of the emergency law, the 1939 Act again becomes effective, and the 50% of the $1\frac{1}{2}\text{¢}$ tax which will then be available will not maintain the county roads even in their present condition. On the basis of revenue produced by the $1\frac{1}{2}\text{¢}$ tax during the year preceding the war, the maintenance of the county roads will require at least 75% of the total gas tax allocation.

There are several possible changes from the present set-up to insure adequate maintenance funds. One would be that of having the roads turned back to the County Commissioners for maintenance. Another suggestion would be that of turning over to the County Commissioners 50% of the lateral gasoline tax receipts and any expenditures over and above this amount could be obtained by the County Commissioners through County levy. Still another method would be that of removing from the Act the 50% requirement for road maintenance and to place the entire amount of the gasoline tax at the discretion of the State Roads Commission, to be spent on maintenance and construction as believed necessary. Still another method might be that of increasing the gas tax for lateral road construction from $1\frac{1}{2}\text{¢}$ to $2\frac{1}{2}\text{¢}$.

Back in the year 1933 and during the depression period, the maintenance of the county roads from the lateral gasoline tax became effective, which funds prior to that date had been allocated for construction purposes. The Legislature revised the Act, however, and authorized that the construction funds could be used for county road maintenance; thereby relieving the County Commissioners, if they so desired, from levying for road maintenance purposes. The Act was effective for two years only and automatically ceased to exist on June 1, 1935. It was extended

in the same year, however, for two more years. In 1937 it was again extended for two years, and in 1939 it was made virtually permanent.

The indications are that in the post-war period there isn't likely to be any reduction in the cost of labor, equipment, and material. Therefore, the cost of county road maintenance cannot be reduced, while on the other hand, in order to adequately maintain the roads, the amount should be increased. During the coming session of the Legislature, it is believed that very serious consideration should be given to the financing of highway maintenance and construction.



DISTRICT No. 2
Headquarters—Chestertown, Maryland

ROLPH TOWNSHEND
District Engineer

C. R. SHARRETTS
Assistant District Engineer
Construction

L. B. DEPUTY
Assistant District Engineer
Maintenance

CAROLINE COUNTY
HARRY WALDORF
Resident Maintenance Engineer

CECIL COUNTY
J. J. WARD, JR. JOS. T. RICHARDS
Junior Assistant Highway Engineer *Resident Maintenance Engineer*
(Maintenance of State Roads) (Maintenance of County Roads)

KENT COUNTY
O. S. SELBY
Resident Maintenance Engineer

QUEEN ANNE'S COUNTY
WM. F. LEAVERTON
Resident Maintenance Engineer

TALBOT COUNTY
HARRY C. RASH
Resident Maintenance Engineer

CLYDE C. THIRIFT
District Equipment Supervisor



EASTERN NECK ISLAND BRIDGE BETWEEN KENT COUNTY MAINLAND AND EASTERN NECK ISLAND—BEFORE REBUILDING



EASTERN NECK ISLAND BRIDGE BETWEEN KENT COUNTY MAINLAND AND EASTERN NECK ISLAND—AFTER REBUILDING

DISTRICT No. 2

Caroline County

A section of the road from Route 313 toward Burrsville, known as the Knife Box Road, was, by stage construction, graded, drained and stabilized for a distance of 1.67 miles. No other construction has been done. There are four bridges in this



IMPROVISED METHOD FOR SPOTTING ROADS TO BE CENTER-LINE STRIPED IN DISTRICT No. 2

County which should be rebuilt— Crouse's Mill over Mason Branch, new bridge over Tuckahoe River, bridges over Hunting Creek at mouth of creek, and Back Landing.

In this County there are 143.94 miles of State roads and 468.11 miles of County roads under maintenance.

Cecil County

The road from Route 40 at Perryville to the U. S. Naval Training Center at Bainbridge has been reconstructed and improved. From Bainbridge to Port Deposit a new concrete road has been constructed for a distance of .86 miles. A new road has been constructed between the Elkton-Childs Road (Route 545) and the Elkton-Fair Hill Road (Route 280) as a by-pass to the Triumph Explosive Plant for a distance of .737 miles. A short section of the road from Elkton toward Fair Hill .159 Mi. in length has been widened and improved.



NORTH APPROACH TO C. & D. CANAL FERRY ON ROUTE 213



SOUTH APPROACH TO C. & D. CANAL FERRY

The War Department has established a ferry across the C. & D. Canal at Chesapeake City. The north and south approaches to the ferry were constructed by the State Roads Commission.

The North East Creek Bridge in the town of North East is under construction. The County roads between Cowentown and Andora and between Oakwood and the Pennsylvania Line are closed because the bridges over Big Elk Creek and Conowingo Creek respectively have become unsafe.

In this County there are 176.04 miles of State roads and 142.60 miles of County roads under maintenance.

Kent County

The improvement of Lynchburg Street in Chestertown for a distance of 600 feet toward the Kent Defense Plant was made. Other construction was eliminated due to the defense program and the war.

The Chester River Bridge at Crumpton is in bad condition and should be rebuilt as soon as possible.

In this County there are 136.79 miles of State roads and 232.28 miles of County roads under maintenance.

Queen Anne's County

No construction has been done in this County, due to the defense program and the war. The Chester River Bridge at Crumpton, the Wye Island Bridge between the mainland and Wye Island, and Crouse's Mill bridge over Mason Branch should be rebuilt.

In this County there are 141.78 miles of State roads and 387.79 miles of County roads under maintenance.

Talbot County

The Claiborne Ferry Terminal is being entirely reconstructed. No other construction has taken place in this County due to the defense program and the war. A new bridge over the Tuckahoe River should be built.

There are 97.53 miles of State roads and 280.12 miles of County roads under maintenance in this County.

Maintenance

All of the State and County roads in these five counties are maintained by the Commission. Considerable handicap has been experienced due to our inability to secure labor and adequate equipment. This has been somewhat offset by securing the services of convict labor. Construction has been deferred except for defense projects, and available funds used for maintenance of county roads. Some funds have been built up in the counties for post-war construction.

Maintenance has been carried on as effectively as possible under the existing conditions, but there is an urgent need for new equipment and adequate housing facilities for equipment storage and maintenance.



DISTRICT No. 3
Headquarters – Laurel, Maryland

E. G. DUNCAN
District Engineer

ROLAND E. JONES
Assistant District Engineer

ANNE ARUNDEL COUNTY

F. S. REVELL, JR.

Resident Maintenance Engineer

CARROLL COUNTY

F. LAMOTTE SMITH

Junior Assistant Highway Engineer

HOWARD COUNTY

W. E. SAYERS

Junior Assistant Highway Engineer

MONTGOMERY COUNTY

DEWARREN H. REYNOLDS

Junior Assistant Highway Engineer

PERMITS

A. H. FRIESE

Road Inspector



THE CONSTRUCTION OF THE RELOCATION WHICH WILL ELIMINATE DEAD MAN'S CURVE ON THE BALTIMORE-WASHINGTON BOULEVARD

DISTRICT No. 3

District No. 3, at the present time, is charged with the supervision of maintenance, construction and related activities for the State Highway System in Anne Arundel, Carroll, Howard and Montgomery Counties. The County Highway Systems in District No. 3 are under the administration of the authorities of the several counties. The mileage is distributed as follows:

County	Miles of Road Maintained
Anne Arundel	248.35
Carroll	197.15
Howard	146.09
Montgomery	321.32
<hr/>	
Total for District No. 3 No County Roads Maintained.	913.21 Miles

Maintenance of the highway system in District No. 3, during the existing war emergency period has proved to be a difficult operation, due mainly to lack of labor personnel. This is indicated by an examination of the funds appropriated and the funds actually expended for regular highway maintenance. An amount of \$137,980 remained unexpended from the appropriated amount of \$491,356 for the fiscal year ending June 30, 1943 and an amount of \$117,366 remained unexpended from the appropriated amount of \$543,870 for the fiscal year ending June 30, 1944 for regular road maintenance.

Inspection of the highway system of District No. 3 indicates that the unexpended funds could have been used and were required for the high order of maintenance which had existed in pre-war years, but, as mentioned previously, lack of labor precluded anticipated results being acquired.

The under-manned maintenance crews' activities, therefore, have been directed in such a manner as to maintain the structural stability of the highway system and curtail the activities which tend essentially only to enhance the appearance of the highways; thus, while the appearance of the highway system is not pleasing, as in former periods, highly important war traffic is being afforded transport with a minimum of hazard and delay.

The miles of roads surface-treated in the several counties for the fiscal periods October 1, 1942 to June 30, 1943 and July 1, 1943 to June 30, 1944, are indicated in the following:

County	Miles Surface Treated
Anne Arundel	66.35
Carroll	67.14
Howard	78.81
Montgomery	65.49
<hr/>	
Total for District No. 3	227.82 Miles



THE ACCESS HIGHWAY THROUGH FORT MEADE

This section of highway having a 24-foot width of surfacing makes connection with the Baltimore-Washington Boulevard, and also makes a direct connection with the highway between the Army Post and Baltimore.



APPROACHING THE SANDY POINT TERMINAL OF THE SANDY
POINT-MATAPEAKE FERRY

A highway providing a 24-foot width of concrete surfacing makes connection with the Governor Ritchie Highway.

Maintenance work of an extraordinary nature performed by the local maintenance crews,— that is, various projects completed because of emergencies, or in accordance with the policy of operation, heretofore indicated, has been varied and included: extension of existing drainage systems, to eliminate hazards to health and safety and to coordinate with war developments abutting the highways; and stabilization of shoulders in the more populous areas, to reduce maintenance and allow a less restricted flow of traffic. The following are some of the more important projects completed.

Route 396-1—Massachusetts Avenue, 1.1 mi. Shoulder stabilization, both sides, to prevent excessive erosion.

Route 97-6—Georgia Avenue, Extended, 1.6 mi. Shoulder stabilization, both sides, to prevent excessive maintenance.

Route 410-1—East-West Highway, 0.60 mi. Shoulder stabilization, both sides, to reduce excessive maintenance.

Route 384-1—Colesville Road, Extended. Installation of 18 inch and 24 inch storm drains to eliminate flooding.

Route 194-1—Flower Avenue, 18 inch storm sewer to eliminate flooding.

Route 187-1—Extension of 24 inch storm drain through development.

Route 140-3—Reisterstown Road at east end of Westminster, 0.2 mi, widened from 20 ft. to 40 ft.

District No. 3 is bounded on the South by the Metropolitan area of Washington, which is a densely populated area, serviced by many utilities, which results in numerous requests for surface openings and locations for over-head installations. Permits for openings and over-head installations are cleared through the District Office at an approximate rate of 500 annually and subsequent inspection provided.

Construction activities are included in the report of the construction division, but the more important projects completed during this biennium are as follows:

Development of the Sandy Point Ferry Terminal. Construction of the highway from the Sandy Point Ferry Terminal to the Governor Ritchie Highway at Winchester, 6.07 miles.

Relocation of the Laurel-Fort Meade Road from Laurel east, 1.33 miles.

Jessup-Odenton Road, through Fort Meade, 3.07 miles.



DISTRICT No. 4
Headquarters Towson, Maryland

D. P. CAMPBELL
District Engineer

JAMES N. HELLE
Assistant District Engineer
Construction

ENOCH C. CHANEY
Assistant District Engineer
Maintenance

BALTIMORE COUNTY
MILTON C. VOLKER
Junior Assistant Highway Engineer

HARFORD COUNTY
PERCY B. SHIPLEY
Junior Assistant Highway Engineer



The North Point Road Eastern Avenue Cloverleaf
A view from Eastern Avenue showing the highway grade separation structure and the southwest traffic interchange between Eastern Avenue and the North Point Road

DISTRICT No. 4

This District comprises the Counties of Baltimore and Harford with headquarters at Towson, Maryland. The construction and maintenance activities of the State Roads system are under the direction of the District Engineer at Towson. The maintenance of the County system of highways in both counties is under the direction of the County authorities. All Construction work on the County System in both counties is under the direction of the County Engineering Department. Harford County in 1943 appointed a Road Engineer. Prior to that time the work was controlled by the County Commissioners in their respective districts.

MAINTENANCE

During the past two years extensive repairs have been made on the General Pulaski Highway, Route # 40, between the Baltimore City Line and Havre de Grace by concrete patching. In connection with this work, we have laid approximately 37,000 lineal feet of underdrain, which we think will help to correct this condition. Extensive mud jacking operations also have been performed on this road with the intent of preventing sections of slabs from pumping.

In 1943 we surface-treated 53.89 miles of roads and in 1944, 66.59 miles. On Route # 1, at what is known as Lake Fanny Hill, .65 of a mile was resurfaced with 2" of Specification "C".

We constructed with our forces the intersection of the Old North Point Road and New Sparrows Point Road at Tobacco House Cove and channelized to some extent by building a decelerating lane for merging traffic.

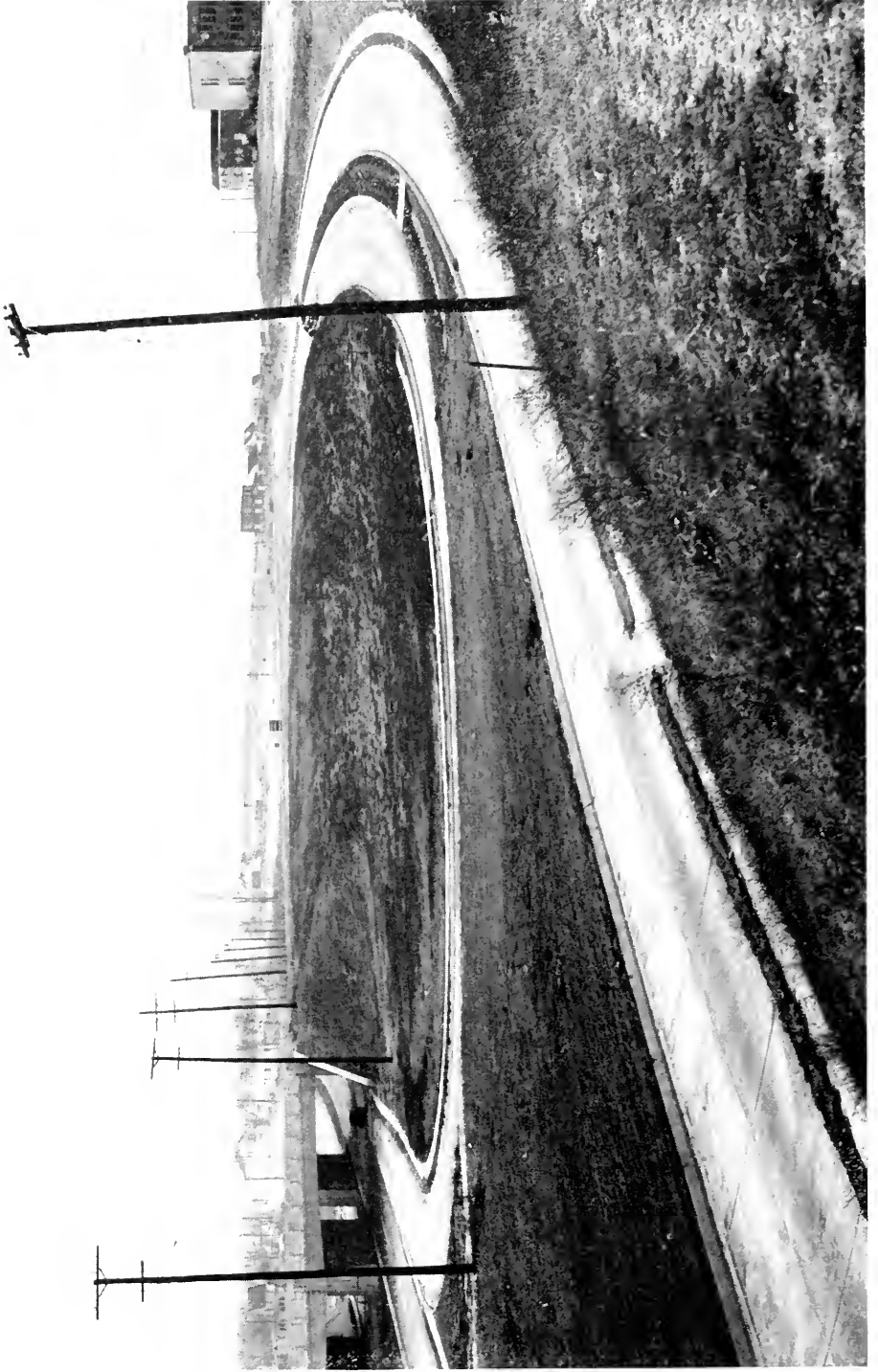
A new storage garage was built at Churchville in 1944. This building is 123.5 feet long and 30 feet wide, which will house practically all of our equipment which heretofore had to remain outdoors.

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

CONSTRUCTION

Baltimore County—Completed (Fiscal Year 1943-1944)

1. North Point Road from City Line to Wise Avenue—dual highway, consisting of Penetration Macadam Base Course with Specification "B" Surface Course.
2. Eastern Boulevard from City Line to Marlyn Avenue which is a divided highway, consisting of Penetration Macadam Base Course and Specification "B" Surface Course.
3. Eastern Boulevard, Marlyn Avenue to Middle River—dual highway, concrete surfacing.



THE EASTERN AVENUE NORTH POINT ROAD CLOVERLEAF. A VIEW OF THE NORTHEAST TRAFFIC INTERCHANGE

4. Cloverleaf at intersection of North Point Road and Eastern Avenue.
5. Back River Bridge on Eastern Boulevard.
6. Middle River Bridge on Eastern Boulevard.

Harford County—Completed (Fiscal Year 1943-1944)

1. Grade Elimination and approaches on the Magnolia Road at Magnolia.
2. Bridge over Pennsylvania Railroad at Boothby Hill and semi-cloverleaf over Route #40 with approaches and dual highway of concrete surfacing from Route #40 to Aberdeen Proving Ground.

There was no new work under construction at the close of the fiscal year.

Contemplated work in the near future:

1. Reconstruction of bridge over Piney Run on the road leading from Glyndon to Butler.
2. 2 small bridges on Park Heights Avenue over North Run.
3. Channelization at the intersection of Eastern Boulevard and Wilson Point Road.



DISTRICT No. 5
Headquarters Upper Marlboro, Maryland

JOSEPH CHANEY

District Engineer

THOM W. HALL

Assistant District Engineer

Construction

K. O. WEBB

Assistant District Engineer

Maintenance

PRINCE GEORGE'S COUNTY

J. P. SMITH

Resident Maintenance Engineer

CHARLES COUNTY

WM. A. FOWKE

Resident Maintenance Engineer

ST. MARY'S COUNTY

M. C. THOMPSON, JR.

Resident Maintenance Engineer

CALVERT COUNTY

A. M. NOLL

Resident Maintenance Engineer



MODERNIZING THE HIGHWAYS OF SOUTHERN MARYLAND. AN ACCESS HIGHWAY
TO THE NAVAL AIR STATION AT CEDAR POINT

It is a relocation of the old road, by-passing Charlotte Hall and Mechanicsville,
and provides a 22-foot width of concrete surfacing.



A CONTINUATION OF THE ACCESS HIGHWAY TO THE NAVAL AIR STATION
AT CEDAR POINT

Modern construction along the Three Notch Road in St. Mary's County re-
placing a bituminous treated gravel surfacing, having an effective width of sur-
facing not in excess of 16 feet, with a bituminous type of construction providing
an effective 24-foot width of surfacing.

DISTRICT No. 5

In this District, which comprises Calvert, Charles, Prince George's and St. Mary's Counties, we maintain not only the State Roads but the County Roads as well, and supervise all the construction and reconstruction work in these counties. It is a very pleasant thought that of the 23 counties in Maryland, only 10 of which have elected to have their roads maintained by this Commission, 4 are in this District.

We had, before the war, done considerable work in widening, draining and surfacing county roads, but in the last two years this work has been handicapped by the lack of labor and material. The construction program, except for roads that serve as an "access" highway to military bases, has also been curtailed due to the war effort.

At Upper Marlboro we have constructed a modern new garage, which combines both storage facilities and a large shop for repair of equipment, and also offices for the mechanic and the engineers in charge of maintenance in Prince George's County.

Below is listed by counties the work that has been accomplished other than ordinary maintenance:

CALVERT COUNTY

State Roads

Solomons Island Road toward the Naval Amphibious Base—1.2 miles of new surfacing.

Solomons Island Road near Lusby—3.2 miles relocated, graded and surfaced with a bituminous material, making it a modern highway.

Retreatment with bituminous material and adequate cover of 14.76 miles.

County Roads

Besides general maintenance, the only outstanding feature was the great improvement that was made to the Davis Shipyard Road for a distance of 4.3 miles. This section was entirely resurfaced and oiled, to enable workers at the shipyard to have an all weather highway to get to their place of business.

CHARLES COUNTY

State and County Roads

No new construction was carried on during the period of this report, but besides general maintenance, 57.35 miles of State Roads were surface-treated and the Edwards Road, 0.75 miles, a County Road in the vicinity of Rock Point, was improved greatly.

PRINCE GEORGE'S COUNTY

State Roads

On the Crain Highway, near the Croome Road, a new bridge was built to replace one that was washed out during a "flash flood".

At Seat Pleasant, at the intersection of the Chapel Road and the old W. B. & A. Railroad, a timber bridge was removed, and by a grade change, the necessity for the bridge eliminated. The road was then improved with curb and gutter construction and a bituminous surface.



A TREATED TIMBER BRIDGE OVER COSTER'S CREEK ON ROUTE 2 IN CALVERT COUNTY

This type of construction was used quite extensively for the construction of highway bridges during the emergency period and while other kinds of construction materials were restricted.

Retreatment with bituminous material, covered with either slag, gravel or stone, has been done on 120 miles of road.

County Roads

Roads that had been previously widened and surfaced with gravel were given the initial bituminous treatment for a total of 16.79 miles. Also 137.71 miles were retreated.

An emergency airport was built by the Navy near Nottingham, which necessitated building, with our own forces, 1.4 miles of road.

On the Colesville Road, 700 feet of 42-inch storm sewer was laid to relieve a very dangerous condition and avoid the necessity of a deep ditch.

On the Sellman Road, over Paint Branch, a new bridge was constructed to replace one that had washed out.

Approximately 50,000 cubic yards of gravel has been used in resurfacing and patching weak spots on the roads.

ST. MARY'S COUNTY

State Roads

Due to the large and important Naval Air Station at Cedar Point, a very large construction program has been carried on in this County.

From near the boundary line of Charles County south of Hughesville to Jarboesville, a distance of 26 miles, the entire road has been rebuilt; $7\frac{1}{2}$ miles of it with a concrete surface and the remaining $18\frac{1}{2}$ miles with a bituminous surface. This section was first constructed with a gravel surface. In the fall of 1913, it was surface-treated by our own forces in order to help the heavy traffic during the winter months. The following spring it was scarified and the top four inches was mixed with asphalt to form a base, and then covered with a two-inch wearing course of bituminous concrete.

The road from Jarboesville to Great Mills, and then north to Leonardtown, a distance of 12.7 miles, has also been resurfaced with a modern high type bituminous material.

Under construction at the present time is an extension of the Three Notch Road from Jarboesville to Hermanville, and then to the South Gate of the Air Station, a distance of 3 miles.

A total of 95.28 miles of roads have also been surface-treated.

County Roads

The Navy requested us to rebuild the road from Route 5 to Priest Point, a distance of 1.7 miles, where they have an auxillary landing field.

Also 34 miles of road have been resurfaced with gravel.

DISTRICT No. 6
Headquarters Cumberland, Maryland

L. T. DOWNEY
District Engineer

J. CARTER SHRYOCK
Assistant District Engineer
Construction

G. BATES CHAIRES
Assistant District Engineer
Maintenance

GARRETT COUNTY
HAROLD E. ROOK
Junior Assistant Highway Engineer

ALLEGANY COUNTY
DOUGLAS P. LEFEVRE
Road Inspector

WASHINGTON COUNTY
RALPH J. THAYER
Road Inspector

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



LOOKING EAST AND WEST RESPECTIVELY ACROSS THE NEW BRIDGE WHICH REPLACES THE OLD JUG BRIDGE OVER THE MONOCACY RIVER ON ROUTE 40

DISTRICT No. 6

The following is a brief summary of construction and maintenance activities for the years 1943 and 1944 in the Sixth District, comprising Frederick, Washington, Allegany, and Garrett Counties.

FREDERICK COUNTY

In Frederick County, there was one major construction job—that of constructing a new concrete arch bridge over the Monocacy River on Route 40 to replace the old Jug Bridge which failed in March, 1942. The work involved the construction of a temporary wooden bridge to carry the traffic on Route 40 during the construction period. The new structure was placed a short distance down the stream from the location of the old bridge and which required the building of approaches on each side of the river. The contract price for the temporary wooden structure was \$33,157.00. The new concrete arch was placed under construction at a cost of \$244,385.00, and the approaches to the new bridge were placed under contract for a sum of \$169,663.00. There was considerable delay in the completion of the project because of the lack of skilled and unskilled labor, but the contractor deserves commendation for pushing the work to completion under the adverse conditions created by the national emergency. The job is virtually completed and has a very pleasing appearance.

A gap in the road between Brunswick and Point of Rocks, known as State Route 464, was completed during the period covered by this report. A 5" macadam base with a bituminous mixed top was used in the building of this project. It is believed that the road should be finished to connect with Route 15, which will provide a very important connection between the Brunswick locality and Washington.

In the conduct of general maintenance work in the County, the availability of the Washington County prison labor farm provided a source for very necessary labor, and by such an available supply, rather extensive maintenance work, such as that which is necessary in the upkeep of shoulders and drainage ditches, was done. One of the outstanding maintenance projects in the County was the cleaning and painting of a bridge on Route 17, south of Middletown over Catoctin Creek, having a span of 145 ft.

While the ice and snow conditions are less severe in Frederick County than those in the three counties to the west, ice is troublesome and, as a result of this, 2300 cubic yards of cinders were spread over 289 miles of road. Because of the very large State Road mileage in Frederick County, the icy highway conditions, while of short duration, require intensive efforts to keep the highways in safe condition for travel. There are 34 miles of fencing for snow protection along the State roads in Frederick

County, and in the erection and dismantling of this fencing rather extensive use was made of the available prison labor.

The oiling and center striping of the highways in Frederick County have been carried on during the period of this report without interruptions or omissions.

One of the rather urgent needs in the State Highway System in Frederick County is that of the replacement with a new bridge of the old low truss bridge over Catoctin Creek, which bridge should be built on a relocation, as the skew in the present bridge is particularly bad.

On Route 240 and the road between Frederick and Washington, there is need for about 3 miles of black topping to cover some extensively patched concrete surfacing. A small job of a similar type should also be done in the Town of Emmitsburg.

WASHINGTON COUNTY

There was one construction project only in Washington County; namely, that of rebuilding the Camp Ritchie Road a distance of 1.63 miles. The heavy concentrated traffic into the Army Camp caused a failure in the old road and an access highway project was approved for its replacement at a contract price of \$76,051.00. The new highway is quite an improvement over the old and will provide ample service for years to come.

Rather extensive maintenance work was done in Washington County because of the availability of prison labor from the prison farm in Washington County. By this means 16 miles of shoulders were constructed, rather extensive drainage improvements were made, and guard rail was painted for a distance of 13 miles.

A dip in the surfacing on the Hagerstown-Sharpsburg Road was removed. This condition has been the source of many complaints and its removal is likewise the source of much commendation.

Another worthwhile maintenance accomplishment was that of sanding some of the dirt shoulders east of Hancock and also some of the shale roads in the vicinity of Hancock. Sand for this purpose was reclaimed from wasted material from the B. & O. cars at Hancock, W. Va.

While ice and snow conditions are not quite as severe as in the two counties to the west, these conditions required the spreading of 900 cubic yards of cinders. As a further protection, 18.4 miles of picket fencing is used, which is erected and dismantled by prison labor.

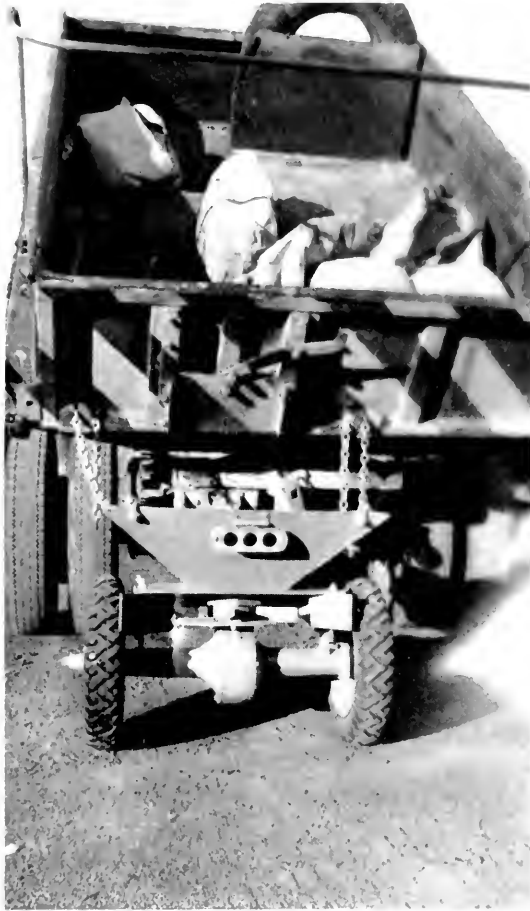
The oiling and center striping of the highways in Frederick County have been carried on during the period of this report without interruptions or omissions.

There are certain desirable improvements which should be made in Washington County:

In the Town of Clearspring, shoulders and gutter could be built so as to relieve the parking situation and the traffic congestion, which is the result of parking on narrow shoulders.

There is a bad curve on the west slope of Sideling Hill. It is known locally as "Robert's Quarry Curve" and is a source of innumerable wrecks. While there have

been no fatal accidents at this point, the property damage has run into thousands of dollars.



VIEW OF HOME-MADE CINDER SPREADER IN WORKING POSITION

The idea was originated and developed largely by one of the Commission's mechanics. It was constructed at approximately one-half the cost and requires less maintenance than the manufactured spreader. The view shows a safety rail on the truck for the protection of the employees.

It is believed that more attention should be given to the proper signaling of railroad crossings. The Pennsylvania Railroad crossing on Route 68 between Williamsport and Lappans should be protected; a B. & O. Railroad crossing on Route 68 between Boonsboro and Lappans; a Pennsylvania Railroad crossing on the

route between Williamsport and Downsville; a Western Maryland Railroad crossing on Route 64 between Cavetown and Smithburg; and another on the same route between Hagerstown and Cavetown. There is an especially bad one on the new dual



A ROLLER WHICH WAS PURCHASED IN 1920 AS A SINGLE CYLINDER GASOLINE-POWERED MACHINE

While it had become obsolete and not used for several years, it has been recently modernized at a cost of \$775.00 and is giving service equal to that of a new machine which would have cost several thousand dollars.

highway, Route 691, coming out of Hagerstown going toward Frederick. In the case of the latter, the crossing will become more dangerous as traffic increases, which will occur after the completion of the highway toward Frederick. It is believed that all of these locations should be given consideration as post-war projects.

There are six bridges west of Hagerstown that could be widened to the advantage of the traveling public, some of which may require relocations.

A stone arch over 100 years old on the Boonsboro-Sharpsburg Road, Route 68, should be replaced with a modern structure.

Another improvement could be made in the County by the elimination of some of the severe vertical curves on Route 65.

ALLEGANY COUNTY

There was one construction project only in Allegany County; namely, the resurfacing of the Bedford Road just north of the town limits of Cumberland, and for a distance of 1.4 miles, at a contract price of \$16,180.00.

The maintenance in Allegany County, because of the labor shortage, could be carried on only to the extent of doing only the necessary work. Considerable delays were experienced because of equipment repairs; in some instances months elapsed before equipment parts could be secured. Considerable trouble was experienced on Route 36, where numerous slides occurred. Similar difficulty was experienced on the road between Luke and Westport. It was possible, however, to keep such work under control and to clean up the highway when the necessity arose.

Ice and snow in Allegany County are a serious maintenance problem. The forces in Allegany County take care of about 7.5 miles on Route 40 in Garrett County. Throughout the county generally it has been possible to keep the highways cleared of deep snows but, because of the labor and equipment situation, it has been most difficult. Ice gives considerable trouble on all the roads in Allegany County and especially those leading to the big industrial plants near Cumberland. During the period covered by this report, approximately 4,000 cubic yards of cinders, 150 tons of rock salt, and 50 tons of calcium chloride have been used as ice removers. The salt treatment has, however, been discontinued on the concrete roads. It might be interesting to note that 9500 truck hours were spent on the removal of snow and ice.

The oiling and center striping of the highways in Frederick County have been carried on during the period of this report without interruptions or omissions.

Several improvements were made worthy of mention, one of which was that of the construction of the third lane on Green Ridge Mountain for a distance of .43 mile, providing space for slow-moving vehicles.

Possibly the outstanding improvement in the county was that of the construction of 7.5 miles of penetration macadam shoulders on Route 220. This provides the traveling public with a 24' width of surfacing on the McMullen Highway. Because of the peak traffic loads caused by manufacturing centers along the highway, the widening was of material benefit.

Further improvement is suggested on Route 220; namely, that of using a bituminous material as a topping on portions of the highway to do away with the rough and unsightly surface conditions and rather continuous maintenance over portions of the existing concrete surfacing. A further improvement is desired on Route 51, but in this case, in addition to the bituminous surfacing, the road should be widened.

GARRETT COUNTY

In Garrett County there was no construction work during the biennial period covered by this report. There were two sections of highway resurfaced but the



SHOWING WIDENED SECTION OF SURFACING ON THE WEST SLOPE OF BRADDOCK MT., ROUTE 40, IN FREDERICK COUNTY, TO CREATE A LANE FOR SLOW-MOVING VEHICLES

work was done with maintenance forces and they were treated as maintenance projects.

While the necessary maintenance in this county has been difficult because of the delay and inability in getting equipment parts and replacements, the highways do not show neglect and it is believed that the men in the Sixth District are worthy of commendation for doing a good job under the prevailing handicaps.

The resurfacing work referred to covered that of improving the road between Oakland and Mt. Lake Park a distance of 1.11 miles; the resurfacing of the Blooming Rose Road 1.23 miles; and the resurfacing of 5 miles on Route 219 outside of Oakland.

The forces were able to do considerable shoulder widening and to improve the vision on Route 50. Generally, throughout the county, there were rather extensive improvements to drainage conditions, appearances and vision.

A scenic parking area was completed on Backbone Mountain work which involved about 7,000 cubic yards of excavation. This is one of the outstanding points in Western Maryland from which a view of the mountain scenery of Western Maryland can be obtained.

During the winter months the work on ice and snow is, of course, a major project. Many yards of cinders, calcium chloride and salt were used; also, 7 miles of wooden panel fencing and 21.4 miles of paling fence.

The oiling and center striping of the highways in Garrett County have been carried on during the period of this report without interruptions or omissions.

In Garrett County the following improvements are recommended:

It is believed that a new inter-state bridge should be constructed over the Potomac River at Kitzmiller.

On Route 50 the highway should be widened, developing a 22 ft. width of surfacing from what is now 15 ft.

The widening of the highway from Oakland to Hutton to 22 ft. On this project 4.2 miles have been widened and approximately 1.8 miles remain to be done.

On Route 219 north of Oakland, the highway should be relocated and rebuilt throughout certain sections, and 3.38 miles of resurfacing should be done on the Blooming Rose Road.

GENERAL COMMENTS

Some outstanding shop work has been done at the Hagerstown headquarters. 25 cinder spreaders have been built, some of which have gone to other districts in the state. The idea was picked up from a magazine some years ago and which has been improved upon by the state mechanics until a very good piece of equipment has been developed and at a cost of about one-half that of a manufactured spreader, and it is believed to be a much better product.

Another shop item worthy of note is that of reconditioning old, obsolete road rollers, modernizing them by putting in automobile engines at a cost of \$775.00, thus producing a machine which will serve equally as well as a new piece of equipment costing from \$4500 to \$5500.

One of the most urgent needs in District 6 is that of a modern garage in Cumberland; a small garage capable of holding three pieces of equipment at Grantsville; and a similar structure at Boonsboro. It is believed that one of the same type should be constructed in Thurmont. The present garage at Frederick is considered a good fire trap, and in the case of fire the result would be a total loss, together with

the contents. Therefore, at some time not too far distant a modern garage will be required in Frederick where a lot suitable for such a building is already available.

Because of the rather intensive use of cinders throughout Western Maryland, several additional cinder bins located at strategic points should be constructed.

And finally, when the money is available, the widening and strengthening of some of the older roads in Western Maryland would be a very decided improvement, thus providing better service to the motorists and a reduction in maintenance costs.

**PERSONNEL, PENSIONS, AND
WORKMEN'S COMPENSATION
DIVISION**

W. PHELPS THOMAS

Director of Personnel

JOSEPH C. PEREGOY

Workmen's Compensation Investigator

EVELYN S. FOY

Senior Stenographer



BOOTHBY HILL ROAD BETWEEN THE ABERDEEN ARMY POST AND ROUTE 40. THE TRAFFIC INTERCHANGES WITH ROUTE 40 ARE IN THE BACKGROUND

REPORT OF THE DIRECTOR OF PERSONNEL

It is a truism that the work of the Personnel Office of the State Roads Commission is affected considerably by the enactments of the General Assembly of Maryland. Thus all of the three basic programs of this Division—Personnel, Pensions, and Workmen's Compensation—normally reflect in varying degree legislative changes made biennially at Annapolis. The impact of the Acts of 1943 was considerable, notably in matters relating to State employment and to State employees generally. As this is written, still other changes loom large on the 1945 legislative horizon.

Meanwhile, the new Director of Personnel has made certain basic decisions regarding the management of his office. Briefly, they stem from the conscious application of sound principles of organization, of modern office management, and of supervision—"consultative" supervision.

The volume of transactions flowing through this office is such that planning, scheduling, and work simplification are of great importance, especially as three separate but related programs are carried on concurrently by a minimum of personnel. While this office is frankly of the open-door variety, most of its business must be done through channels and preferably by correspondence. Among the media used are written procedures, forms and form-letters, supplemented by adequate explanation of official policies and rulings.

PERSONNEL

Total employment as of the first of each calendar quarter has declined slowly but steadily since April, 1943, when several hundred members of the Special Military Police, assigned to this Commission, were finally separated. The figures for July, 1943 and July, 1944 are 1609 and 1536 employees, respectively.

Of interest was the bringing into the classified service of a group of positions held by 39 employees of this Commission, distributed as follows: 3 Cement Finishers, 2 Form Setters, 2 Large Tractor Operators, 11 Motor Patrol Operators, 5 Pull Grader Operators, and 16 Small Tractor Operators. In transferring these classifications from the unclassified to the classified service, leave credits were made retroactive to November 1, 1944, based on the date of the Governor's letter of approval.

Information was gathered by way of preparation for the possible reemployment of some 200 veterans who may wish to return to the State service. The reinstatement procedure after military leave of absence, now in effect, will be revised to reflect any changes made by the 1945 Legislature. Returning servicemen present not one, but a series of serious long-range problems.

MONTHLY PERSONNEL SUMMARY
October, 1942-September, 1944

	Total Transactions	Salary Classif.	Rate Unclausif.	Increases	Entries	Cut-offs	Net Change Gain or Loss (-)
*October, 1942	1,460	404	694		91	196	-105
November	335	14	17		115	133	-18
December	243	30	6		59	96	-37
January, 1943	221	16	3		63	105	-42
February	206	5	6		58	95	-37
March	267	5	7		116	109	7
*April	392	3	3		46	329	-283
May	187	11	15		67	66	1
June	112	6	8		41	39	2
**July	497	338	3		26	26	
August	941	248	109		42	58	-16
September	194	17	60		24	39	-15
October	320	144	53		31	37	-6
November	110	4	3		31	22	9
December	230	179	1		18	17	1
January, 1944	169	29	24		26	44	-18
February	69	6	2		16	28	-12
March	108	5	3		23	39	-16
April	86	5	5		21	37	-16
May	60	7	7		22	16	6
June	73	1	6		38	18	20
July	112	221	81		23	20	3
August	77	5	2		21	35	-14
September	56	4	3		14	21	-7

* Figures include the Special Military Police assigned to the State Roads Commission through April, 1943.

** The Standard Salary Plan for State Employees became effective July 1, 1943.

PENSIONS

Twice during 1944, this office has assisted the Board of Trustees of the Employees' Retirement System in the distribution of individual Certificates of Membership and of Prior Service Allowance. These certificates, unless formally modified or corrected, become final one year from the date of issuance.

Present broad coverage of our personnel in the Pension System arises from a legislative act, effective June 1, 1943, providing for the inclusion of all regular employees of the State Roads Commission, including those engaged on county roads maintenance under the control and supervision of this Commission. Our records show a total of 525 laborers who, having been regularly employed by this Commission for a period of one year and having filed applications for membership, became members on June 1, 1943. Of these 525 new members, 363 were State laborers and 162 county laborers.

In November, 1944, Prior Service Certificates for hourly workers were sent out. District offices were requested to act, in turn, first as distributing centers and then as clearing houses for the receipt of requests for modification or correction. All such claims were honored only when signed and certified by a responsible official of this Commission. For this purpose, individual claim forms under this Commission's letterhead were requested in duplicate.

WORKMEN'S COMPENSATION

Two tables included herein show the distribution of accidents and injuries arising out of and in the course of employment for two successive twelve-month periods,

within the six Districts of the Commission. A decrease of approximately 20 per cent may be noted in the grand totals—246 and 197, respectively.

During the same periods, there was a 50 per cent reduction in the total number of cases reported by our various Divisions—32 cases and 16 cases, respectively.

Also within the two year period covered herein, there were 124 so-called "county cases", covered by the State Accident Fund and by insurance provided by two counties (Cecil and Kent), broken down as follows: District 1—17 cases; District 2—58 cases; District 5—17 cases; District 6—2 cases.

Prison labor accounted for thirteen accident cases, including three deaths. The employment status of this type of labor is a troublesome matter still to be decided. Meanwhile, precedents are established tending to weaken the position of the State Roads Commission as a self-insurer under the *Workmen's Compensation Law*. Such labor receives but a nominal wage of 10¢ a day, actual payment for such services being made to the Board of Correction by contract. Several questions which might be decided by a court of competent jurisdiction, perhaps the Court of Appeals, center about the basic employer-employee relationship.

SUMMARY OF WORKMEN'S COMPENSATION CASES BY DISTRICTS AND BY MONTHS
October 1, 1942 to September 30, 1943

	Dist. 1	Dist. 2	Dist. 3	Dist. 4	Dist. 5	Dist. 6
October, 1942.....			1	3	1	4
November.....		2	1	6	5	7
December.....	4	2	4	1	4	3
January, 1943.....	3	3	2	6	6	7
February.....	1	3	2	2	4	6
March.....		3	7	1	2	7
April.....		7	1	3	3	5
May.....	2	1		2	3	4
June.....	4	9	2	5	1	3
July.....	2	5	1	2	4	5
August.....	1	4	1		3	3
September.....	2	3	3	2	6	2
Total Cases.....	19	42	28	33	36	56
Grand Total.....						246

SUMMARY OF WORKMEN'S COMPENSATION CASES BY DISTRICTS AND BY MONTHS
October 1, 1943 to September 30, 1944

	Dist. 1	Dist. 2	Dist. 3	Dist. 4	Dist. 5	Dist. 6
October, 1943.....		2	2	5	4	3
November.....		3	3		3	4
December.....		2	1	2	2	3
January, 1944.....	4	1	2	3	3	6
February.....		2	2	2	1	3
March.....	2	1	4	3	2	3
April.....	3	2	2	2	1	1
May.....	1	4	1	4	3	2
June.....	2	4	3	3	3	3
July.....	3	4	1	3	1	3
August.....	4	3	3	4	4	9
September.....	3	3	1	4	2	2
Total Cases.....	22	34	25	29	26	45
Grand Total.....						197

One positive administrative step to be begun in 1945, with the assured cooperation of all concerned, is the launching of a carefully planned, integrated, and continuous safety program. This program should tend to safeguard against, if not to offset completely, the dangers inherent in future active operations with their inevitable influx of newly recruited labor, working perhaps under newly up-graded supervisors and foremen.

LEGAL DEPARTMENT

K. THOMAS EVERNGAM
Special Assistant Attorney General



THE RELOCATED EASTERN AVENUE BETWEEN MARLYN AVENUE AND MIDDLE RIVER—A DUAL TYPE OF CONSTRUCTION,
USING CONCRETE SURFACING 21 FT. IN WIDTH FOR EACH LANE
A Federal Housing Project is shown on the left

REPORT OF K. THOMAS EVERNGAM
Special Assistant Attorney General
for the State Roads Commission
for the Years 1943 1944

The activities of this office were under the direction of Mr. Edmond H. Johnson, Special Assistant Attorney General, during the first six months of 1943, until his elevation to the Bench as Associate Judge of the First Judicial Circuit of Maryland. Mr. Johnson advises that in addition to the regular duties of the office, his time was largely taken up during the first three months of the year preparing and drafting proposed legislation for the 1943 Session of the Maryland General Assembly in which the State Roads Commission was interested. In addition to the foregoing, he appeared before numerous committees of the Legislature, especially the Senate and House Roads Committee, and generally represented the Commission in all matters of a legal nature at Annapolis during the Session.

The records of this office disclose that in addition to the foregoing, Mr. Johnson participated in the trial of certain cases in which the State Roads Commission was interested, including one case before the Court of Appeals. Upon my assumption of the office of Special Assistant Attorney General, assigned to the State Roads Commission, on July 1, 1943, the work of this Legal Department was found to be in excellent condition and on a current basis.

Since July 1, 1943, the duties of this office have proceeded in the usual manner with little change in the volume or type of legal problems handled in prior years. A large part of the time of the Assistant Attorney General assigned to the Roads Commission of the State was taken up by consultation with and furnishing legal advice to the various engineers, department heads and employees of the Commission, both orally and in writing. The problems and questions posed were varied and numerous, some minor and others important, but all necessary to the successful operation of this great State agency. When it is considered that the State Roads Commission had approximately 2100 regular employees, supervision of the maintenance, construction and reconstruction of 4520 miles of State roads, 6400 miles of County roads, and 600 bridges, with an annual budget of about Nine Million Dollars (\$9,000,000.00) and disbursements of over Sixteen Million Dollars (\$16,000,000.00) during 1943, the magnitude of the work of its legal department of two lawyers can well be realized.

The State Roads Commission at the direction of the Governor has within the past year embarked upon a broad program of post-war planning for the construction of new highways and bridges. All the personnel and resources of the Commission have been enlisted in this effort, which will so materially improve and affect our highway

system. The Commission has announced that the construction of a Baltimore harbor bridge, tunnel, or freeway and approaches thereto, will be the first and major aim of this important program, which will include, however, a new Eastern Shore Highway from Cambridge to Elkton, a new Baltimore-Washington Express Highway, and construction of new hard-surface roads and bridges in every county of the State. The rights of way are being acquired, construction plans being prepared, and all other surveys and plans readied for this program of improvement, which will be started immediately after the close of the war, and funds for which have been and still are being accumulated. These plans for the future raise many questions of a legal nature. On matters of general policy of the State and other important problems, this department has frequently consulted with the Attorney General before preparing its opinions.

Many legal problems arose during the year 1943, because of the construction of the new ferry terminal at Sandy Point and the difficulties incident to the acquisition of the land necessary therefor, and the construction of the six miles of connecting highway and the terminal facilities. The State Roads Commission owns and operates for the State, the Chesapeake Bay Ferry System, which last year carried to and from the Eastern Shore a total of 51,000 automobiles and trucks and 519,000 passengers.

In short, the work of the Special Assistant Attorney General for the State Roads Commission generally embraced regular consultation with the State Roads Commission, its officials and the other departments of the State, especially the State Employment Office, the Department of Public Works, the State Industrial Accident Commission and the State Law Department. This office also approves all contracts, deeds and other legal papers before they are executed by the Commission and certifies as to this legal sufficiency.

During the course of a year, it is estimated that this office has business with several hundreds of lawyers throughout the State in connection with claims, title matters, contracts and other legal propositions.

Under the supervision of this office 824 examinations were made by local attorneys at a total expenditure of \$14,620.00 during the year 1943. The work of sending out, advising with, and passing upon questions of title in connection with these rights of way matters is particularly under the direction of Mr. Frederick A. Puderbaugh, Special Attorney. This office for many years has made it a practice to have local attorneys in the various counties examine and pass upon the title to land, which it is desired to use for road purposes, before it is acquired. This plan has been found to work out to the mutual advantage of all parties concerned. At the close of 1943, there were thirteen condemnation cases either tried and determined by verdict of a jury, settled out of Court, or pending in this office.

The work of the legal department of the State Roads Commission for the year 1944, continued to be heavy and involved many and varied problems and cases. Contested condemnation cases were tried by the Special Assistant Attorney General in Cecil, Baltimore, and Anne Arundel Counties. Additional condemnation suits

were drafted and filed by this office in Cecil, Prince George's, Anne Arundel, and Dorchester Counties, which cases have not as yet been tried. Other suits involving the State Roads Commission have been tried before the Courts in Cecil County and Baltimore City. One case involving an unsuccessful bidder on a State Roads Commission contract was carried to the Court of Appeals of Maryland by the contractor, which high Court upheld the action of the State Roads Commission.

During the year 1944, this department took over the trial work and supervision of all workmen's compensation cases brought against the State Roads Commission. Two such cases have already been successfully defended in the Courts. This office represents the State Roads Commission before the State Industrial Accident Commission at the hearings on these cases involving injuries to our employees. A great many of these types of cases are arising and especially among convicts employed on the roads. The work is increasing and constitutes an important part of the work of this office since the State Roads Commission is a self-insurer and does not insure its employees in any insurance company.

This office has been busy during the last part of 1944 in preparing and drafting bills for introduction at the next session of the General Assembly of Maryland which meets in January, 1945. Consultations with the Legislative Council, Dr. Flack, and other State officials have been held frequently in order to assemble a proper program of proposed remedial legislation.

In addition, the Legal Department has been continually confronted with drainage problems raised by the various District Engineers around the State. Many of these conditions have been investigated and viewed personally by this department and conferences arranged with the complaining landowners. All of these cases have been adjusted satisfactorily and worked out with the property owners in a legal and equitable manner, with the exception of one case now pending in the Circuit Court for Cecil County.

The writer has more and more been called in for conferences with the federal authorities in connection with post-war and federal-aid projects. In the future it is expected that our relations with the U. S. Public Roads Administration and the other federal agencies will increase as more U. S. funds are utilized for construction of roads in the State.

During the year 1944, this Department furnished legal opinions, both orally and in writing to the various officials and members of the State Roads Commission. All contracts, leases and legal papers involving the State Roads Commission were prepared or approved in this office. Approximately 500 land titles were examined in the twenty-three counties of the State under the supervision and direction of the Legal Department. The writer is pleased to report that the work of this office is on a current basis.



ACCOUNTING DEPARTMENT

WILLIAM A. CODD

Chief Auditor



REPORT

January 15, 1945.

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 periods

October 1, 1942 to June 30, 1943

July 1, 1943 to June 30, 1944

The termination of the fiscal year of the State was changed from September 30 to June 30, effective June 30, 1943. Therefore the first fiscal period covered by this report comprised the nine (9) months October 1, 1942 to June 30, 1943, and the second fiscal period July 1, 1943 to June 30, 1944, twelve (12) months. Except for the statements and references to matters and facts concerning the toll facilities of the State, all presentations throughout the text and exhibits of the present report, are based on the newly established fiscal periods. In making comparisons with prior years and with the fiscal year 1944 throughout the report, it must be remembered that the fiscal period, referred to as the year 1943, contains only nine (9) months.

The form of the present report and the positions therein of the several exhibits and schedules, applicable to the fiscal years 1943 and 1944, or the period of time October 1, 1942 to June 30, 1944, generally follow 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 subject 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, 1944, 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 series 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, 1942 to June 30, 1944
- Schedule No. 2—Summary of Receipts and Disbursements, State Comptroller's Fund—(Revolving Fund)—Salary and Wage Account, October 1, 1942 to June 30, 1944, by fiscal years
- Schedule No. 3—Receipts of Federal Funds, showing Appropriations, Payments and Balances due on Federal Appropriations, Fiscal Years 1934 to 1944, inclusive

EXHIBIT No. 2

- Schedule No. 1—Income from Gasoline Taxes and Income from Commissioner of Motor Vehicles, October 1, 1942 to June 30, 1943, and allocation of net products
- Schedule No. 2—Income from Gasoline Taxes and Income from Commissioner of Motor Vehicles, July 1, 1943 to June 30, 1944, and allocation of net products
- Schedule No. 3—Receipts, by sources, October 1, 1942 to June 30, 1943
- Schedule No. 4—Receipts, by sources, July 1, 1943 to June 30, 1944
- Schedule No. 5—Debenture Bonds of the State Roads Commission of Maryland—Receipts for Debt Service on State Roads Commission Bonds (exclusive of Bridge Revenue Bonds and Chesapeake Bay Ferry Revenue Bonds), and the application of Truck License Fees and Franchise Taxes, and S.0014 of the 2¢ Gasoline Tax
- Schedule No. 6—State of Maryland Bridge Revenue Refunding Bonds—Bond Account
- Schedule No. 7—State Roads Commission of Maryland Chesapeake Bay Ferry Revenue $1\frac{1}{2}\%$ Bonds—Bond Account

EXHIBIT No. 3

- Schedule No. 1—Recapitulation of Cash Disbursements and purposes for which made, October 1, 1942 to June 30, 1943
- Schedule No. 2—Recapitulation of Cash Disbursements and purposes for which made, July 1, 1943 to June 30, 1944

- EXHIBIT No. 1 Summary and Details of General and Operating Expenses, applicable to State System of Roads, for the periods October 1, 1912 to June 30, 1913, and July 1, 1913 to June 30, 1914
- EXHIBIT No. 5 Balance Sheet at June 30, 1913, and June 30, 1914, Compared
- EXHIBIT No. 6
- Schedule No. 1 — Fund Statement showing cash balances in the Fund Accounts at June 30, 1913, and remaining unencumbered balances after satisfying all obligations incident to each fund at the close of the year
- Schedule No. 2 — Fund Statement showing cash balances in the Fund Accounts at June 30, 1914, and remaining unencumbered balances after satisfying all obligations incident to each fund at the close of the year
- Schedule No. 3 — Statement showing cash position of each fund at October 1, 1912; total receipts and increments and total charges; balance of cash at June 30, 1913
- Schedule No. 4 — Statement showing cash position of each fund at July 1, 1913; total receipts and increments and total charges; balance of cash at June 30, 1914

The following Schedules (No. 5 to 28, inclusive), being Fund Statements of each County for the two periods, October 1, 1912 to June 30, 1913, and July 1, 1913 to June 30, 1914, include the Maintenance Section and the Construction Section, together with a consolidated Statement of both sections of the account into one fund

- Schedule No. 5 — Fund Statement, Allegany County
- Schedule No. 6 — Fund Statement, Anne Arundel County
- Schedule No. 7 — Fund Statement, Baltimore County
- Schedule No. 8 — Fund Statement, Calvert County
- Schedule No. 9 — Fund Statement, Caroline County
- Schedule No. 10 — Fund Statement, Carroll County
- Schedule No. 11 — Fund Statement, Cecil County
- Schedule No. 12 — Fund Statement, Charles County
- Schedule No. 13 — Fund Statement, Dorchester County
- Schedule No. 14 — Fund Statement, Frederick County
- Schedule No. 15 — Fund Statement, Garrett County
- Schedule No. 16 — Fund Statement, Harford County
- Schedule No. 17 — Fund Statement, Howard County
- Schedule No. 18 — Fund Statement, Kent County
- Schedule No. 19 — Fund Statement, Montgomery County
- Schedule No. 20 — Fund Statement, Prince George's County
- Schedule No. 21 — Fund Statement, Queen Anne's County
- Schedule No. 22 — Fund Statement, St. Mary's County
- Schedule No. 23 — Fund Statement, Somerset County
- Schedule No. 24 — Fund Statement, Talbot County

- Schedule No. 25—Fund Statement, Washington County
Schedule No. 26—Fund Statement, Wicomico County
Schedule No. 27—Fund Statement, Worcester County
Schedule No. 28—Fund Statement, Baltimore City
Schedule No. 29—Fund Statement, Grade Elimination, $\frac{1}{2}\text{¢}$ Gasoline Tax
Schedule No. 30—Fund Statement, Federal Grade Elimination, 1936 Appropriation
Schedule No. 31—Fund Statement, Federal Grade Elimination, 1938 Appropriation
Schedule No. 32—Fund Statement, Federal Grade Elimination, 1939 Appropriation
Schedule No. 33—Fund Statement, Federal Grade Elimination, 1940 Appropriation
Schedule No. 34—Fund Statement, Federal Grade Elimination, 1941 Appropriation
Schedule No. 35—Fund Statement, Federal Grade Elimination, 1942 Appropriation
Schedule No. 36—Fund Statement, Federal Grade Elimination, 1943 Appropriation
Schedule No. 37—Fund Statement, Regular Federal Aid, 1937 Appropriation
Schedule No. 38—Fund Statement, Regular Federal Aid, 1938 Appropriation
Schedule No. 39—Fund Statement, Regular Federal Aid, 1939 Appropriation
Schedule No. 40—Fund Statement, Regular Federal Aid, 1940 Appropriation
Schedule No. 41—Fund Statement, Regular Federal Aid, 1941 Appropriation
Schedule No. 42—Fund Statement, Regular Federal Aid, 1942 Appropriation
Schedule No. 43—Fund Statement, Regular Federal Aid, 1943 Appropriation
Schedule No. 44—Fund Statement, Special Construction Fund of 1936, with 45% Grant
Schedule No. 45—Fund Statement, Ocean City Beach Protection Fund
Schedule No. 46—Fund Statement, North Beach Protection Fund
Schedule No. 47—Fund Statement, 1936 Flood Relief, States and Federal Appropriations
Schedule No. 48—Fund Statement, Prison Labor Appropriation
Schedule No. 49—Fund Statement, Federal Appropriation of 1942, Secondary Road Construction
Schedule No. 50—Fund Statement, Federal Appropriation of 1943, Secondary Road Construction
Schedule No. 51—Fund Statement, Middle River Underpass—Construction Fund
Schedule No. 52—Fund Statement, Federal Appropriations, Military Access Roads—Navy, Army, and Strategic Network
Schedule No. 53—Fund Statement, National Defense Projects

- Schedule No. 54 Fund Statement, Special Construction Fund for Road Approaches to Susquehanna River Toll Bridge
- Schedule No. 55 Fund Statement, Special Construction Fund for Road Approaches to Potomac River Toll Bridge
- Schedule No. 56 Fund Statement, Funds expended by Commission in connection with construction of the Susquehanna River Toll Bridge
- Schedule No. 57 Fund Statement, Funds expended by Commission in connection with construction of the Potomac River Toll Bridge
- Schedule No. 58 Fund Statement, State Roads Commission Bond Proceeds—Construction of Ferry Terminals
- Schedule No. 59 Fund Statement, State Roads Commission Bond Proceeds—Construction of New Projects
- Schedule No. 60 Fund Statement, State Roads Commission Bond Proceeds—Construction of Needed Projects
- Schedule No. 61 Statement of Account, Truck License Fees and Franchise Taxes, and \$.0014 of the 2¢ Gasoline Tax for Debt Service, State Roads Commission Refunding and Improvement Bonds
- Schedule No. 62 Statement of Account, Sign Permit Revenue
- Schedule No. 63 Statement of Account, Gasoline Tax Refunds to Incorporated Towns
- Schedule No. 64 Statement of Account, Brunswick and Point of Rocks Toll Bridges Fund
- Schedule No. 65 Fund Statement, Maintenance and Reconstruction Account, supported by statements showing transactions applicable to each County, and for general State-wide projects
- Schedule No. 66 Fund Statement, State and Federal Funds made available for Studies, Contract Plans and Specifications for Baltimore-Washington Motorway
- Schedule No. 67 Fund Statement, State and Federal Funds made available for Studies, Contract Plans and Specifications for Baltimore-Washington-Franklin Street Freeway
- Schedule No. 68 Fund Statement, State and Federal Funds made available for Studies and Preliminary Engineering on Post War Projects
- Schedule No. 69 Fund Statement, Funds advanced for Reconstruction of Claiborne Terminal—Chesapeake Bay Ferry System
- EXHIBIT NO. 7—** Summary of Disbursements from Counties' Share of Lateral Gasoline Tax, and average expenditure per mile for

- maintaining County Roads, for the two years October 1, 1942 to June 30, 1944
- EXHIBIT No. 8— Total Road Mileage on the State System at June 30, 1943 and at June 30, 1944, by Counties and by Engineering Districts

TOLL BRIDGES (The fiscal year closes September 30)

- EXHIBIT No. 9— Susquehanna River and Potomac River Toll Bridges Construction Funds, being Proceeds of Bridge Revenue Bonds and Federal Grants, and Cost of Construction charged thereto, with balances at September 30, 1944
- EXHIBIT No. 10— Operating or Revenue Account, Susquehanna River and Potomac River Toll Bridges, for the two periods October 1, 1942 to September 30, 1944
- Schedule No. 1—Rates in effect at the Susquehanna River Toll Bridge at September 30, 1944
- Schedule No. 2— Rates in effect at the Potomac River Toll Bridge at September 30, 1944
- Schedule No. 3— Statement of Income, based on recorded traffic transactions, also shown, Susquehanna and Potomac River Toll Bridges, for the two periods October 1, 1942 to September 30, 1944
- Schedule No. 4—Statement of Traffic Transactions, by classification of Users, Susquehanna River Toll Bridge, for the two periods October 1, 1942 to September 30, 1944
- Schedule No. 5—Statement of Traffic Transactions, by classification of Users, Potomac River Toll Bridge, for the two periods October 1, 1942 to September 30, 1944
- Schedule No. 6—Statement of Toll Bridges Operation Fund, for the two periods October 1, 1942 to September 30, 1944
- Schedule No. 7—Statement of Funds due the State Roads Commission of Maryland for advancements made from Commission Funds incident to Primary Bridge Program and continued operation of Toll Bridges
- Schedule No. 8—Statement of Revenue Bonds issued, purchased, matured, and outstanding, September 30, 1944
- Schedule No. 9—Balance Sheet, including Capital Sections, at September 30, 1944

BAY FERRY SYSTEM (The fiscal year closes May 31)

- EXHIBIT No. 11— Chesapeake Bay Ferry System—Statement of Account, Proceeds of Sale of State Roads Commission of Maryland Chesapeake Bay Ferry Revenue $1\frac{1}{2}\%$ Bonds of 1941, and application of Proceeds

- Schedule No. 1 Revenue Account, Chesapeake Bay Ferry System, for the two periods June 1, 1912 to May 31, 1911
- Schedule No. 2 Effective Rates, Chesapeake Bay Ferry System, at May 31, 1911
- Schedule No. 3 Statement of Income, based on recorded Traffic Transactions, also shown, Chesapeake Bay Ferry System, for the two periods June 1, 1912 to May 31, 1911
- Schedule No. 4 Statement of Traffic Transactions, by classification of Users, Chesapeake Bay Ferry System, for the two periods June 1, 1912 to May 31, 1911
- Schedule No. 5 Balance Sheet at May 31, 1911

Exhibit No. 1—Total Cash Receipts and Disbursements, by Months, during the Period October 1, 1942 to June 30, 1944

On October 1, 1912, 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 \$7,815,331.68. The receipts of the Commission, from all sources, exclusive of Federal Grants made available for use in the construction of the Susquehanna and Potomac River Toll Bridges, and also exclusive of the receipt of Toll Income from the operation of toll facilities of the Commission, during the period October 1, 1942 to June 30, 1944, were:

October 1, 1942 to June 30, 1943.....	\$15,126,973.85
July 1, 1943 to June 30, 1944.....	17,740,615.45

Total, for Period.....	\$32,867,589.30

The aggregate, added to the balance of cash on hand at the beginning of the period, October 1, 1942, amounting to \$7,815,331.68, was \$10,682,923.98, and during the period under review, the total disbursements, exclusive of those funds disbursed directly from funds dedicated to the construction of the Susquehanna and Potomac River Bridges, but including the transfer of funds incident to the Chesapeake Bay Ferry System, but exclusive of the application or disbursements of tolls produced by the toll facilities controlled and operated by the Commission, were:

October 1, 1942 to June 30, 1943.....	\$11,458,419.46
July 1, 1943 to June 30, 1944.....	11,340,087.36

Total, for Period.....	\$25,798,506.82

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, June 30, 1944, of \$14,884,417.46, as shown on the Balance Sheet and in the General Fund Statement.

It is imperative at this point, in the discussion of the cash balance at June 30, 1944, to further analyse it so as to disclose those portions of the cash balance that may not be used in discharging obligations incurred for those purposes of direct construction or maintenance of the road systems. The total cash balance in all accounts and on hand June 30, 1944, was \$14,884,417.46, but certain items of dedicated or applied cash must be considered. They are:

(a) Cash in the aggregate amount of \$300,000, included in this total, represents 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.

(b) The cash balance has been further reduced to the extent of \$510,734.70 which represents cash disbursements by the Commission, used to purchase materials and supplies placed in stock and awaiting withdrawal for use, as required.

(c) 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.

(d) Funds in the aggregate amount of \$1,271,689.94 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 \$510,734.70 (item (b) above) all of which represents cash that must be applied to a particular collateral road purpose, is \$2,529,414.93, and if the cash balance, as shown, be reduced by a like amount, a remainder of \$12,355,002.53 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. 6, Schedule No. 2, "Condition of All Accounts at June 30, 1944," wherein it will be noted that the unpaid maturing obligations of the Commission at the close of the year, amount to \$4,914,809.12. However, at June 30, 1944, the Commission was privileged to continue the award of contracts or to incur obligations, including the balance of appropriated Federal Funds for Access or Military Road Projects, 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, because of certain restrictions concerning the procurement of essential road materials; 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 \$16,882,920.37, 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 will increase; 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 in the Post War Reconstruction Period, 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:

Close of 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	1,071,637.33	6,360,701.62	6,162,882.29
1940	5,367,202.01	6,344,621.70	7,227,616.73	6,763,111.08
1941	6,148,472.69	8,864,328.14	6,847,999.27	4,110,586.71
1942	7,815,334.68	12,879,097.42	20,633,495.37	15,830,723.32
1943	11,483,889.37	9,738,789.06*	15,375,882.48	17,335,810.25*
1944	14,884,417.46	6,186,499.06*	6,702,577.33	15,611,230.43*

* For an explanation of balances in Cash Accounts and totals of Maturing Obligations, see Exhibit No. 6.

Exhibit No. 1 Schedule No. 3 Receipts of Federal Funds, Based on Total Appropriations, Payments and Balances, 1934 to 1944, 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 June 30, 1944. The respective appropriations applicable to the Commission's fiscal years, the return from the Federal Agencies, and balances to be received, are:

REPORT OF THE STATE ROADS COMMISSION

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	139,470.13	139,470.13	None
1935	Public Works Funds - Municipalities	452,514.50	452,514.50	None
1935/6	Regular Federal Aid	1,003,980.43	1,003,980.43	None
1936	Emergency Relief - Works Progress, Highways	1,750,738.00	1,738,242.89	\$12,495.11
1936	Emergency Relief - Works Progress, Grade Eliminations	2,061,751.00	1,886,359.73	175,391.27
1936/7	Regular Federal Aid	959,256.56	959,256.56	None
1936	Emergency Relief - Highway Projects	620,712.91	190,712.91	430,000.00
1937/8	Federal Aid Highway Act 1936, Secondary Roads	202,990.01	202,990.01	None
1937/8	Federal Aid Highway Act 1936, Grade Eliminations	485,968.29	410,568.29	75,400.00
1937.8	Regular Federal Aid	991,848.73	991,848.73	None
1938.9	Federal Aid Highway Act, Secondary Roads	203,973.16	189,104.86	14,868.30
1938.9	Federal Aid Highway Act, Grade Eliminations	507,052.11	493,027.11	14,025.00
1938.9	Regular Federal Aid	1,039,378.30	1,020,628.30	18,750.00
1939/40	Federal Aid Highway Act, Secondary Roads	122,312.56	122,312.56	None
1939.40	Federal Aid Highway Act, Grade Eliminations	228,816.03	168,067.81	60,748.22
1939.40	Regular Federal Aid	861,617.62	703,151.08	158,466.54
1940.11	Federal Aid Highway Act, Secondary Roads	71,190.44	63,125.71	8,064.73
1940.41	Federal Aid Highway Act, Grade Eliminations	325,362.51	195,480.19	129,882.32
1940.41	Regular Federal Aid	1,028,607.53	827,987.36	200,620.17
1942	Federal Aid Highway Act, Secondary Roads	2,188.00	2,188.00	None
1942	Federal Aid Highway Act, Grade Eliminations	159,590.81	140,590.81	19,000.00
1942	Regular Federal Aid	833,715.00	657,871.00	175,844.00
1943	Federal Aid Highway Act, Secondary Roads	137,847.54	2,184.00	135,663.54
1943	Federal Aid Highway Act, Grade Eliminations	104,105.30	2,961.00	101,144.30
1943	Regular Federal Aid	786,012.71	114,013.00	671,999.71
1942	Military Access Roads—Defense	13,351,624.43	9,772,623.10	3,579,001.33
1934	Federal Grant on Public Works, 30% of Labor and Materials, Docket No. 1397	1,542,851.19	1,542,851.19	None
1935	Federal Grant on Public Works, 45% of Labor and Materials, Docket No. 1053	939,374.67	939,374.67	None
1944	Appropriation for Post War Investigations and Surveys	417,458.00	None	417,458.00

The progress in the application of these appropriations and the position of each at June 30, 1944, is shown in detail in Exhibit No. 1, Schedule No. 3.

Exhibit No. 2—Schedules No. 1 and 2—Income from Gasoline Taxes and Income from Commissioner of Motor Vehicles, October 1, 1942 to June 30, 1944

While the principal sources of recurring incomes to the State Roads Commission are 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 incomes have shown a decline in the period covered by this Report, compared with the Fiscal Year 1941, 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.

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

Year	Gross Income from 4c Gasoline Tax	Gross Income From Commissioner of Motor Vehicles	Total Gross Income, 4c Gasoline Tax and Commissioner of Motor Vehicles
1937	\$10,421,477.93	\$1,613,901.79	\$15,035,382.72
1938	10,704,680.52	1,721,198.05	15,428,878.57
1939	11,170,948.43	1,923,613.41	16,094,561.84
1940	12,021,006.41	5,361,612.48	17,382,618.92
1941	13,653,740.58	6,197,208.53	19,850,949.11
1942	13,119,574.14	6,016,267.60	19,135,841.74
1943	7,703,001.55	5,079,015.86	12,782,020.41
1944	10,319,853.11	5,585,841.82	15,905,694.93

The aggregate gross receipts derived from the four cent gasoline tax and from fees paid to the Commissioner of Motor Vehicles, are found to be \$12,782,020.41 in the nine months period, or the fiscal year 1943, and \$15,905,694.93 for the twelve months ended June 30, 1944. These incomes, after applying deductions represented by funds dedicated for purposes other than the actual construction or maintenance of roads, but incident or collateral thereto, are allotted 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 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 road purposes, especially that income 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 period under review, but it must be remembered that this presentation is with reference only to the manner in which these sums are distributed and applied. The direct application of the total income of the Commission is best shown by referring to the Statements of Disbursements appearing in detail in Exhibit No. 3.

	9 Months 1943	12 Months 1944
Gross Income from 4c Gasoline Tax	\$7,703,001.55	\$10,319,853.11
Gross Income from Commissioner of Motor Vehicles	5,079,015.86	5,585,841.82
Total Gross Income from Gasoline Taxes and Commissioner of Motor Vehicles, for period October 1, 1942 to June 30, 1944.....	\$12,782,020.41	\$15,905,694.93

Deductions before distribution to political subdivisions and State Roads Commission:		
Refunds and Exemptions to non-taxable users of Gasoline and unearned Automobile Registration Fees . . .	\$824,630.26	\$1,134,917.10
Refunds to Incorporated Cities and Towns, based on Vehicles using town streets and highways only . . .	8,907.77	9,846.88
Cost of collecting Gasoline Tax, Office of State Comptroller	21,931.33	28,837.59
Payments on account of Appropriation to Tolchester Ferry Company	2,166.55	2,650.00
Expenses of Department of Commission of Motor Vehicles	280,632.03	331,407.30
Expenses of Department of State Police	585,685.30	795,607.68
Expenses of Traffic Court	44,617.47	60,508.52
Trial Magistrates Expense	42,530.00	56,581.00
Dedicated to Debt Service on State Roads Commission Refunding and Improvement Bonds (1941) being 100% of Truck License Fees and Franchise Taxes . . .	891,701.53	900,681.49
Dedicated to Debt Service on State Roads Commission Refunding and Improvement Bonds (1941) being 100% of \$,0014 of the 2¢ Gasoline Tax	243,104.63	324,989.46
State Guard Detail	360,000.00	164,824.01
Total Deductions before distribution	\$3,308,906.87	\$3,810,854.03
Net amount of Gasoline Tax and Commissioner of Motor Vehicles Income, distributed to State Roads Commission, to all Counties, and to Baltimore City . . .	\$9,473,113.54	\$12,094,840.90
Distribution:		
To the State Roads Commission	\$4,994,625.30	\$6,229,242.99
To the several Counties, each its proportionate Road Mileage Share	1,734,284.64	2,377,714.63
To Baltimore City, including 30% of the 1½¢ Gasoline Tax received by the State Roads Commission, but remitted immediately and directly to the City . . .	2,744,203.60	3,487,883.28
Total Distribution of Gasoline Tax and Commissioner of Motor Vehicles Income	\$9,473,113.54	\$12,094,840.90

The total gross income produced by Gasoline Tax, combined with gross income from Commissioner of Motor Vehicles, for the nine months ended June 30, 1943, producing \$12,782,020.41, was reduced to a net \$9,473,113.54, or a reduction of 25.89%; and in the fiscal year 1944, the total gross income from these sources, \$15,905,694.93, was reduced to a net amount of \$12,094,840.90, or a reduction of 23.96%.

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

Year	State Roads Commission	Counties	Baltimore City	Deductions from Gross Income	Total
1939	29.98%	11.99%	17.03%	41.00%	100.00%
1940	42.10	16.76	23.88	17.26	100.00
1941	42.54	16.66	24.00	16.80	100.00
1942	40.92	16.48	23.27	19.33	100.00
1943	39.07	13.57	21.47	25.89	100.00
1944	39.16	14.95	21.93	23.96	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 been used previously in the development of the State System of Roads and Bridges.

The additional sums benefiting 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 Schedules No. 3 and 4—Receipts, by Sources

In this Exhibit will be shown the various revenue accounts and the entry of cash to each during the fiscal periods 1943 and 1944, and the sources of this revenue. 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 cash.

In summarizing the sources of income administered by the Commission during the past two fiscal periods, 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 the nine months period ended June 30, 1943, as shown below, are \$15,126,973.85, and for the twelve months ended June 30, 1944, \$17,740,615.45.

RECEIPTS FROM ALL SOURCES

	9 Months 1943	12 Months 1944
MAINTENANCE AND RECONSTRUCTION ACCOUNT		
2¢ Gasoline Tax, net, exclusive of \$.0014 of the Tax...	\$2,173,313.03	\$2,975,376.62
Commissioner of Motor Vehicles Receipts, exclusive of Truck License Fees and Franchise Taxes...	2,153,472.77	2,339,548.68
FOR THE USE OF THE COUNTIES, DISTRIBUTED TO EACH ON A ROAD MILEAGE BASIS		
70% of 1½¢ Lateral Gasoline Tax Fund...	1,734,281.64	2,377,714.63
FOR THE USE OF BALTIMORE CITY		
30% of 1½¢ Lateral Gasoline Tax Fund	743,264.85	1,019,020.57
Incorporated Towns Tax...	8,130.46	8,797.57
GRADE ELIMINATION FUND		
½¢ Grade Elimination Gasoline Tax...	667,839.50	944,317.69
ADVANCEMENTS MADE BY COUNTIES AND BALTIMORE CITY		
Dorchester County...	5,000.00	
Kent County...	4,322.75	
Prince George's County...	50,000.00	40,144.00
Baltimore City, Portion of Cost of Access Defense Roads...		296,335.63
MISCELLANEOUS RECEIPTS		
Sale of Specifications...	1,298.00	766.00
Rental of Properties...	3,133.50	4,124.57
Payments to Commission by State Treasurer for Tolchester Ferry Company...	2,166.55	2,650.00

	9 Months 1943	12 Months 1944
Miscellaneous	60,778.07	172,392.05
Gasoline Tax Refunds to Incorporated Towns	777.31	1,049.31
Sign License Revenue	1,700.00	2,500.00
Sign Permit Fees	6,262.46	6,674.64
Unclaimed Wages	665.39	
Insurance Recovery—Fire Loss	40,636.74	
Budgetary Provision for State Guard Detail	360,000.00	164,821.01
State of West Virginia, Final Share of Construction Costs of Point of Rocks Bridge		33,933.28
DEBT SERVICE INCOME		
Truck License Fees and Franchise Taxes for Debt Service on Bonds of the State Roads Commission, excluding Bridge Revenue Bonds and Chesapeake Bay Ferry Bonds	894,701.53	900,681.49
\$.0014 of the 2¢ Gasoline Tax for Debt Service on Bonds of the State Roads Commission	243,104.63	324,989.46
Interest on Investment of part of Reserve for Debenture Bonds		9,894.01
RECEIPTS FROM FEDERAL APPROPRIATIONS		
Emergency Relief—Works Progress, Municipal, Secondary	18,000.00	
Emergency Relief—Works Progress, Secondary, 1936, W.P.S.O.		4,685.85
Emergency Relief—Works Progress, Grade Eliminations, 1936		7,700.00
Federal Funds, Highway Planning and Survey		73,080.00
Regular Federal Aid, 1937	40,172.22	1,598.57
Federal Grade Elimination, 1938	31,476.65	4,618.27
Federal Funds—Secondary or Feeder Roads, F.A.S.	87,651.93	17,573.13
Regular Federal Aid, 1938		16,520.85
Regular Federal Aid, 1939		196,001.04
Federal Grade Elimination, 1939	289,972.19	19,052.32
Regular Federal Aid, 1940	24,332.73	22,521.73
Regular Federal Aid, 1941	218,700.00	23,976.07
Federal Grade Elimination, 1940	47,208.68	2,350.13
Federal Grade Elimination, 1941	105,000.00	
Federal Grade Elimination, 1942	30,400.00	
Regular Federal Aid, 1942	497,760.00	249,136.00
Military Access	4,462,517.43	5,313,182.57
OTHER FUNDS		
Reimbursement to Salary and Wage Account for Chesapeake Bay Ferry System Payrolls	118,929.84	192,884.71
Total Receipts from All Sources	<u>\$15,126,973.85</u>	<u>\$17,740,615.45</u>

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 during each fiscal year and so much as may be required is used 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 reserved in its entirety during each fiscal year, and so much

as may be required is used for Debt Service costs on the Debenture Bonds of the Commission.

At the close of the fiscal year, September 30, 1942, there were outstanding \$9,000,000 of the issue of \$9,000,000 State Roads Commission of Maryland Refunding and Improvement Bonds, authorized under the provisions of Chapter 881 of the Acts of 1941.

At the close of the fiscal year, June 30, 1941 \$8,001,000 of this issue was outstanding and the prescribed cash reserve fund for the protection of these bonds; namely, a minimum of 7% of the principal of the bonds outstanding, of \$639,891.01, was on hand.

The Act of 1941 authorized the Commission to issue \$11,000,000 of its Refunding and Improvement Bonds, of which \$9,000,000 were issued and sold. At such time as the funds may be required for construction purposes, the remainder of the issue, \$2,000,000, will be offered and sold.

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 are shown immediately following the incomes during the years 1933 to 1944, inclusive, from the two sources pledged to support debt service, together with charges thereto, and the application of the remainders that are not required for debt service:

INCOME			
Period	Truck License Fees and Franchise Taxes	\$.0014 of the 2¢ Gasoline Tax	
May 1, 1933 to September 30, 1933	\$112,030.14*	None	
October 1, 1933 to September 30, 1934	606,809.84	None	
October 1, 1934 to September 30, 1935	611,130.76	\$154,227.36*	
October 1, 1935 to September 30, 1936	677,645.15	303,630.55	
October 1, 1936 to September 30, 1937	715,194.76	310,837.59	
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	
October 1, 1942 to June 30, 1943	894,701.53*	243,104.63*	
July 1, 1943 to June 30, 1944	900,681.49	324,989.46	
Unearned interest	11,672.91		
Interest on Fund Invested (U. S. Government Securities)		9,894.01	
Total Receipts	\$8,846,990.52	\$3,355,354.08	

* Portion of Twelve (12) Months only.

CHARGES AGAINST INCOME

Period	Principal	Interest	To Baltimore City	To State Roads Commission
May 1, 1933 to September 30, 1933	none	none	none	none
October 1, 1933 to September 30, 1934		\$5,965.78	\$96,148.98	\$272,394.00
October 1, 1934 to September 30, 1935		125,187.93	74,184.37	173,087.22

Period	Principal	Interest	To Baltimore City	To State Roads Commission
October 1, 1935 to September 30, 1936	\$380,000.00	191,387.78	242,946.22	566,874.52
October 1, 1936 to September 30, 1937	393,000.00	190,796.25	151,954.17	354,559.74
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
October 1, 1942 to June 30, 1943		82,578.75	331,081.56	141,892.10
July 1, 1943 to June 30, 1944	506,000.00	158,832.50	382,786.91	164,051.54
Total Charges against Income	\$3,269,000.00	\$1,613,171.79	\$2,387,432.31	\$3,696,592.74

RECAPITULATION

Total Receipts during the periods:				
Truck License Fees and Franchise Taxes				\$8,846,990.52
One and Four-Tenths Mills of the 2c Gasoline Tax				3,345,460.07
Interest on Fund Invested (U. S. Government Security)				9,891.01
Total Receipts				\$12,202,341.60
Application of Funds:				
Retirement of Bonds				\$3,269,000.00
Bond Interest Paid				1,613,171.79
Balance of Funds transferred to:				
Baltimore City			2,387,432.31	
State Roads Commission			3,696,592.74	
Total Funds Applied				\$10,966,196.84
Balance of Cash on hand, being Reserve Fund for Debt Service on State Roads Commission Debentures:				
Cash Reserve				\$639,894.01
Cash Reserve, being Principal and 6 Months Interest next due				596,253.75
				\$1,236,147.76

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 issued \$6,000,000 Series "A" Bridge Revenue Bonds, at October 1, 1938, 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. As at July 1, 1941, the original bonds were refunded and at large savings the new issue was sold as State of Maryland Bridge Revenue Refunding Bonds, in the principal amount of \$6,000,000. The issue of State of Maryland Bridge Revenue Refunding Bonds

is 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 and Potomac River Toll Bridges.

At September 30, 1941, a total of \$1,810,000 of these bonds were outstanding; \$890,000 have been purchased by excess toll funds and retired in accordance with the terms of the Indenture; and \$300,000 have been matured in accordance with the schedule of retirements.

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. 9 and No. 10 and their accompanying Schedules.

Exhibit No. 2—Schedule No. 7—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 issued at July 1, 1941, \$1,200,000 of State Roads Commission of Maryland Chesapeake Bay Ferry Revenue Bonds at a coupon interest of 1½%, the serial maturities of which 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 Claiborne-Annapolis Ferry Company, so that after the 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.

During the period covered by this report, the Commission has continued the

operation of the Chesapeake Bay Ferry Service. Beginning March 1, 1944, the rates of toll on all classes of users, except passenger fares, were changed so as to include a Federal Tax of three per cent (3%) on the cost of transportation of Personal Property. The tax is imposed in accordance with the provisions of Section 3475 of the Internal Revenue Code, as added by Section 620 of the Revenue Act of 1942.

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. 11 and its accompanying Schedules.

Exhibit No. 3—Schedules No. 1 and No. 2—Summary of Cash Disbursements and Purposes for Which Made, October 1, 1942 to June 30, 1943, Nine (9) Months Period, and Cash Disbursements and Purposes for Which Made, July 1, 1943 to June 30, 1944, Twelve (12) Months Period

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 categories 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.

Purpose	Period in 1943		Fiscal Year 1944	
	Amount	Nine Percent	Amount	Twelve Percent
DISBURSEMENTS FOR THE PERIODS				
OCTOBER 1, 1942 TO JUNE 30, 1943, AND JULY 1, 1943 TO JUNE 30, 1944				
For Construction of New Projects, including Reconstruction, Betterments, and Additions to the State System:				
Payments to Contractors for Construction Work.....	\$5,340,808.26	46.61	\$5,035,006.27	35.11
Cement purchased direct by Commission for project construction.....	1,183.22	.01	832.66	.....
Purchase of Rights-of-Way and expenditures incident to the procurement thereof.....	323,325.33	2.82	234,763.27	1.64
Pay of Commission's employees engaged in projects of construction and reconstruction (force account).....	144,954.04	1.27	130,483.64	.91
Salaries of Commission's Inspectors and Engineering forces.....	441,432.43	3.85	288,153.77	2.01
Cost of Equipment operation (including depreciation).....	97,398.48	.85	84,359.60	.59
Depreciation on Capital Properties, ratably distributed to projects.....	187,189.63	1.63	263,488.75	1.84
Materials and Other Expense incident to construction and reconstruction.....	970,013.05	8.47	999,643.20	6.34
Adjustments of Construction Cost Items.....	13,764.37	.12	5,102.59	.04
Total.....	\$7,520,068.81	65.63	\$6,951,833.75	48.48

Purpose	Period in 1939 9 Months Amount	Nine Percent	Fiscal Year 1940 12 Months Amount	Twelve Percent
Maintenance of the County System of Roads:				
Pay of Employees	250,712.90	2.19	386,071.89	2.69
Equipment Operating Costs (including Depreciation)	168,461.52	1.47	252,235.88	1.76
Materials and Other Expenses	151,082.57	1.34	331,108.58	2.33
Total	\$572,959.99	5.00	\$972,416.35	6.78
For Maintaining the State System of Roads:				
Net Operating Costs for maintaining the Roads Organization and Roads and Bridges on the State System	2,080,616.25	18.16	3,228,788.01	22.51
Net cost of asset acquisition, after deducting depreciation thereon, chargeable to construction and reconstruction	303,178.77	2.65	439,459.98	3.06
Total Net adjusted costs for Maintenance of Roads Organization and roads and bridges on State System, and Asset Acquisition	\$1,777,467.48	15.51	\$2,789,328.03	19.15
Payments to Baltimore City, Counties, and to Incorporated Towns:				
Payments to Counties for Debt Service and County Road Obligations	17,500.00	.15	78,006.12	.54
Payments to Baltimore City of the Lateral Gasoline Tax and part of Truck License Fees and Franchise Taxes and \$,0014 of the 2¢ Gasoline Tax not required for Debt Service	843,013.83	7.36	1,113,888.31	7.98
Payments to Incorporated Towns, as allotted by County Authorities	17,218.37	.15	61,351.28	.43
Payments direct to Counties to maintaining County Road Systems	527,156.31	4.60	1,402,507.74	9.78
Total	\$1,404,888.51	12.26	\$2,685,753.75	18.73
Interest and Principal Payments on Debenture Obligations of the State Roads Commission (exclusive of Bridge and Ferry System Bonds)				
Interest on State Roads Commission of Mayland Bonds, exclusive of Bridge Revenue Bonds and Ferry Revenue Bonds	82,578.75	.72	158,832.50	1.11
Principal Retirements, State Roads Commission of Maryland Debenture Bonds, Issue of 1911	None		506,000.00	3.53
Total	\$82,578.75	.72	\$664,832.50	4.64
Payments to Treasurer of Maryland				
Sign License Fees	1,700.00	.01	2,500.00	.02
Interest on Bank Balances			2,077.63	.01
Total	\$1,700.00	.01	\$4,577.63	.03
Other Disbursements:				
Appropriations to Tolechester Ferry Company	2,166.55	.02	2,650.00	.02

Purpose	Period in 1943 Nine		Fiscal Year 1944 Twelve	
	Amount	Percent	Amount	Percent
Miscellaneous	131.79		88.00	.....
Adjustments of purchase of Materials and Supplies placed in stock	25,816.19	.23	7,636.65	.05
Roadside Beautification, other than contract work	2,468.60	.02	3,097.35	.02
To set up Reserve for "Chesapeake Bay Ferry Revenue Bonds", from $\frac{1}{2}$ ¢ Gasoline Tax	875.00	.01	.....	.....
Pay of Employees of Chesapeake Bay Ferry System (reimbursed from Ferry Revenue)	118,929.84	1.05	192,884.71	1.34
Balance of Proceeds of Chesapeake Bay Ferry Revenue Bonds, remitted to Trustee			80,261.94	.56
Total	\$98,755.59	.87	\$271,345.35	1.89
GRAND TOTAL, Disbursements for All Purposes ..	<u>\$11,458,419.16</u>	<u>100.00</u>	<u>\$14,340,087.36</u>	<u>100.00</u>

For the nine months period ended June 30, 1943, the sum of \$7,520,068.81 was disbursed for the construction of new projects, including reconstruction and betterments, and in the fiscal year July 1, 1943 to June 30, 1944, it was \$6,951,833.75.

Relying on budgetary provisions for the fiscal periods under review, the distribution of the Commission's overhead burden is not to be applied to construction projects, neither to those projects of construction financed by direct road incomes nor other specially appropriated funds, but must be borne exclusively by the Commission. Therefore, the administrative overhead costs of the Commission for these periods must be absorbed 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	804,666.74	10.20

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

Year	Amount
1940	\$761,271.65
1941	972,922.30
1942	\$1,041,820.22
(9 months) 1943	765,506.60
1944	1,254,286.41

It is important to consider, as part of the total funds disbursed, the cost of Commission's payroll. It is necessary to employ a capable staff of trained officers

and employees in a managerial capacity, in both the financial and engineering divisions of the organization. For comparative purposes, payroll data is submitted as follows:

EMPLOYEES				
(Appearing on last payroll of each Fiscal Year)				
Year	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	(Comm.) 473 (Bridges) 20	2,268
1941	1,212	409	(Comm.) 468 (Ferry) 119 (Bridges) 31	2,239
1942	890 312 (State Guard)	260	(Comm.) 417 (Ferry) 117 (Bridges) 25	2,021
1943	834	219	(Comm.) 379 (Ferry) 123 (Bridges) 25	1,580
1944	758	217	(Comm.) 380 (Ferry) 113 (Bridges) 30	1,498

AMOUNT DISBURSED FOR PAYROLLS

Twelve (12) Months ended	Cost of Salary Payroll	Cost of Per Diem Payroll	Total
September 30, 1937	\$851,551.83	\$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	2,090,641.81	3,105,726.54
Nine (9) Months ended June June 30, 1943	606,922.98	1,234,651.88	
(Ferry)	118,929.84	223,531.18	(State
(Bridges)	31,655.89		Guard)
Twelve (12) Months ended June 30, 1944	1,059,237.73	1,709,188.42	
(Ferry)	192,881.71	2,109.86	(State
(Bridges)	51,470.49		(Guard)
			3,014,891.21

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 road and bridge system of the State for the fiscal periods October 1, 1942 to June 30, 1943 and July 1, 1943 to June 30, 1944. 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:

	9 Months in 1943	Fiscal Year 1944
General Expense . . .	\$282,151.16	\$520,086.15
Operating Expense, net	280,247.50	420,540.68
Maintenance Expense . . .	1,518,247.59	2,288,161.18
	<hr/>	<hr/>
Total charged as Maintenance of State System of Roads . . .	\$2,080,646.25	\$3,228,788.01

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 fiscal periods 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*	18.30	4,263.75**
1942	2,760,462.19*	11.36	4,344.22**
(9 Months) 1943	2,080,646.25*	18.16	1,397.57
1944	3,228,788.01*	22.51	4,419.60

* Includes Administrative Overhead.

** In the previous Report for the Biennium 1941-2, these figures vary slightly from those now shown.

In the details of the cost of maintaining the State System of Roads as shown in this Exhibit, the classification of accounts used for 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 beginning with the fiscal year 1940, to the total mileage comprising the System at the end of each fiscal period, 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	4,263.75	716.62
1942	2,760,462.19	4,344.22	635.43
1943	2,080,646.25	4,397.57	630.85*
1944	3,228,788.01	4,419.60	730.56

* Represents cost on 12 months basis.

The increase in the average cost per mile, applicable to the years 1940 to 1944, inclusive, is attributable to the budgetary provisions, concerning the absorption 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 application, 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	\$282,711.73	2.05
1938	750,879.01	5.66	217,365.96	1.64
1939	804,666.74	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
1943	None		765,506.60	6.68
1944	None		1,254,286.41	8.75

The total overhead of the Commission in each of the years, and the resulting per cent 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
1943	765,506.60	6.68
1944	1,254,286.41	8.75

Beginning with the fiscal year 1940 and applicable to the years following, 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 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 per cent of overhead to total disbursements in the years beginning with 1940.

Exhibit No. 5—Balance Sheet at June 30, 1943, and at June 30, 1944, Compared

ASSETS

The cash balance of the Commission on June 30, 1944, was \$14,881,117.16, including the Working Fund advanced by the Treasurer of Maryland, compared with \$11,483,889.37 on hand the same day in 1943, and with \$7,815,334.68 at September 30, 1942.

There is shown on the Balance Sheet at June 30, 1944, under the caption "Cur-

rent Assets," an item of \$8,001,000.00 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 June 30, 1944, of the Issue of State Roads Commission of Maryland Refunding and Improvement Bonds, of which authorized issue \$8,001,000 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 \$1,048,000.00 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 June 30, 1944, of the issue of State Roads Commission of Maryland Chesapeake Bay Ferry Revenue Bonds, of which authorized issue \$1,048,000 were outstanding as of this date.

The item of \$18,674,068.86 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 June 30, 1944. This *latter sum* compares with an amount of \$25,295,732.79 at June 30, 1943, and \$25,189,709.82 at September 30, 1942. 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 June 30, 1944, \$15,965,368.62 of the amounts shown as "Authorized Provisions for the Expenditure of Funds," represents work performed and paid, and \$2,708,700.24 unperformed and unpaid; and at June 30, 1943, \$17,340,525.98 represents work performed and paid, and \$7,955,206.81 remain unperformed and unpaid.

In the Balance Sheet are 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 value; and other property values. Briefly stated, these values at June 30, 1944, were:

Roads, Bridges and Grade Eliminations (completed projects).....	\$198,084,103.30
Lands and Buildings.....	612,570.77
Accounting and Commercial Properties.....	90,920.05
Operating Engineer Properties.....	100,481.10
Plans and Survey Properties.....	50,445.96
Storeroom and Yard Properties.....	143,823.81
Laboratory Properties.....	29,297.49
Transportation Equipment.....	121,129.18
Construction and Maintenance Equipment.....	2,321,440.91
Small Tools and Equipment.....	438,601.26
Signs and Markers.....	180,811.28
Total.....	\$202,173,625.11

It is understood, of course, that the value of the State System of Roads and Bridges is the actual cost value, undepreciated. The values from beginning of the system to March 1, 1929, are at appraised values and are included in the above totals.

LIABILITIES

The Commission's accountability for all funds to be administered by it at June 30, 1944, and at June 30, 1943, is shown in the Balance Sheet as "Revenue Accounts," \$36,716,058.25 and \$33,608,753.92, respectively.

The total charges against this aggregate responsibility for the administration of funds and represented by the cost value of uncompleted projects, additional future or new work, and advances for construction and other purposes, were \$21,620,906.09, in 1944, and \$21,910,037.09 in 1943, so that the remainders in the custody of the Commission were \$15,095,152.16 at June 30, 1944, and \$11,698,716.83 at June 30, 1943. The details of the individual accounts and the status of each fund are shown in Exhibit No. 6, Schedules 1 and 2, Column 3.

On the Balance Sheet at the close of the year, June 30, 1944, is 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 employees 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 \$8,001,000 of its Refunding and Improvement Bonds, as the same shall become due and payable, and for retiring \$1,048,000 of Chesapeake Bay Ferry Revenue Bonds, when due and payable.

WORTH OF POSSESSIONS, NET WORTH

In the Balance Sheet, it is shown that the citizens of Maryland, on June 30, 1944, had invested in the Highway System of the State, \$202,173,625.11, and on June 30, 1943, \$194,011,483.62.

Exhibit No. 6—Schedules No. 1 and No. 2—Fund Statement, Showing Cash Balances in the Fund Accounts at June 30, 1944 (Schedule No. 2) and at June 30, 1943 (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 June 30, 1944, which appear in Schedule No. 2. There is thus shown an aggregate account balance of cash in all the accounts of \$15,095,152.16, but the total of the overexpended accounts is \$7,297,951.91, while those accounts with credit balances aggregate \$22,393,104.07. Similarly, there is shown in column 8, the amount of undischarged and unsatisfied maturing obligations in the accounts, a total of \$4,914,809.12 which, when paid, would increase the overexpenditures in the accounts to a total of \$9,255,414.33, and would reduce the remainders in the accounts with credit balances to a new total of \$19,435,757.37, resulting in a net balance of \$10,180,343.04.

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 consolidated accounts and all other accounts.

The respective schedules for the fund account of a County, or other account, will show the position of funds on hand at the beginning of the fiscal period, October 1, 1942, 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, or if funds were payable on an approved authorization.

Exhibit No. 6—Schedules No. 3 and No. 4—Statement Showing Cash Position of Each Fund at October 1, 1942; Total Receipts and Increments as well as Total Charges; Balance of Cash on Hand, June 30, 1944

These statements (Schedules No. 3 and 4 of Exhibit No. 6), similar to the Fund Statement, are intended to show the actual aggregate of the transactions of each County Fund Account and each other 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 inter-fund transfers); and the cash balance at the close of the fiscal year.

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

	Over expended Balance	Credit Balance	Net Balance
At June 30, 1944			
County Accounts.....	\$11,827.59	\$1,951,046.44	\$1,939,218.85
Other Funds.....	7,286,124.32	13,429,946.95	6,143,822.63
Maintenance and Reconstruction.....		7,012,110.68	7,012,110.68
Total.....	\$7,297,951.91	\$22,393,104.07	\$15,095,152.16

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 over-expended 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 of the account is derived primarily from the 2¢ Gasoline Tax and Income from Commissioner of Motor Vehicles. During the period from October 1, 1942 to June 30, 1944, the income and increments were \$11,411,579.82 which, added to the balance on hand in this account at September 30, 1942, of \$5,090,206.87, result in a gross amount of \$16,531,846.69 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 1943 and 1944, were \$9,531,707.01, and the purposes for which these expenditures were made, may be shown concisely as:

Purpose	Amount Charged	
	9 Months 1943	12 Months 1944
For the Maintenance of the State System of Roads and Bridges	\$2,080,616.25	\$3,228,788.01
Disbursements on Projects of Reconstruction, Betterments, and Additions to the State System (complete)	1,271,482.48	1,181,189.84
Contributions to Prison Labor (Road Construction) Account	100,000.00	.....
Purchase of Capital Properties, less calculated Depreciation	303,178.77	439,459.98
Miscellaneous Charges	73.50	193.61
Disbursements made on Projects of Reconstruction, not completed	.....	786,842.82
Transferred to Construction Accounts to equal Federal Funds (1943—Regular Federal Aid)	1,082,207.00	.....
Appropriation for State Guard Detail	71,530.46	.....
Transferred to Construction Accounts to equal Federal Funds (1943—Secondary or Feeder)	185,636.00	.....
Transferred to Construction Accounts to assist Federal Funds (1943—Grade Elimination)	50,000.00	.....
Transferred to Special Funds to equal Federal Funds (Studies and Plans, Baltimore-Washington Boulevard)	.....	160,000.00
Transferred to Special Funds to equal Federal Funds (Studies and Plans, Franklin Street Freeway)	.....	83,221.00
Adjustments to Road Construction Accounts	.....	7,464.88
Totals	\$4,538,396.62	\$4,993,310.42

After deducting the above expenditures from the total available in the Maintenance and Reconstruction Account at June 30, 1944, \$7,000,139.65 remained for the satisfaction of those authorized projects financed through the Reconstruction Account unfinished at June 30, 1944, and for additional new projects and other purposes. After deducting the above disbursements and the amount required to complete work in progress at June 30, 1944, from the revenue account balance, there remained \$6,493,070.36 which was available for additional new work, and for equalization of Federal Funds dedicated for use on the State System of Roads.

A Fund Statement showing cash balances in the County Accounts and all other Fund balances, similar to those of June 30, 1944, together with a statement of anticipated income to each account to the close of the fiscal year, is prepared and submitted to the Commission Members at the close of each month. Likewise, each month, a complete series of statements are prepared and published concerning the cost of Maintenance, Detailed Status of County Accounts, and Budgetary Control Statements, the latter being prepared in conformity with the State's Standard Classifications and State Roads Commission Classifications of Budgetary controls.

Exhibit No. 7—Summary of Disbursements from Lateral Gasoline Tax and Average Expenditures per Mile for Maintaining County Roads, Fiscal Years 1943 and 1944

At the Session of the General Assembly of 1941, Chapter 888 was enacted, by the terms of which, the application of Lateral Gasoline Tax apportioned to the use of the Counties, was prescribed. Basically this Act directed that fifty per cent (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 per cent (50%) be applied to the construction or reconstruction of new Lateral Roads on the County Systems including the construction 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 the Session of the General Assembly of 1943, Chapter 703 was enacted, by the terms of which the application of the Lateral Gasoline Tax apportioned to the use of the Counties, was changed from that provided under Chapter 888 of the Acts of 1941. The Act of 1943 permits, as an emergency measure, that 100% of the County's participation in the Lateral Gasoline Tax may be expended for maintenance of the County System of Roads.

At June 30, 1944, the Commission maintained the road systems of fourteen of the twenty-three counties. The County Commissioners of Allegany County will assume jurisdiction of the County Road System at October 1, 1944.

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, and include such costs as maintenance of the State System of Roads.

In this Exhibit are shown expenditures of funds in the Counties and chargeable to the Lateral Gasoline Tax Fund for maintenance of the County Systems in nine Counties; payments to Incorporated Towns; payments to the Counties for the satisfaction of road Debt Service; payments made direct to those Counties maintaining the County Road Systems with a road organization directly under their supervision; and disbursements for other road purposes.

Purpose	9 Months —1943	12 Months —1944
Maintenance of County Roads.....	\$572,959.99	\$893,722.99
Payments to Incorporated Towns.....	17,495.92	61,351.88
Payments to Counties for satisfaction of Debt Service.....	17,500.00	161,752.67
Payments of Gasoline Tax direct to Counties.....	349,105.58	1,318,761.49
Disbursements for all other road purposes.....	181.23	171,588.54
Totals.....	\$957,242.72	\$2,607,177.57

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

Period	Amount Expended	Miles	Average Expenditures Based on Mileage
October 1, 1934 to September 30, 1935	\$959,229.83	2,136.54	\$101.99
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	931,181.11	9,071.06	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	841,260.35	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
October 1, 1942 to June 30, 1943	572,959.99	4,933.20	116.14
July 1, 1943 to June 30, 1944	891,722.99	4,933.20	181.16

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. 8—Total Mileage of the State Roads System at June 30, 1944 and June 30, 1943, 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:

MILEAGE, STATE AND COUNTY ROAD SYSTEMS, GEOGRAPHICALLY DIVIDED INTO ENGINEERING DISTRICTS

District Number and Counties	State Total Mileage	County Road Mileage Maintained by State Roads Commission	Total Mileage	Percent of Total Mileage
No. 1—Dorchester Somerset Wicomico Worcester	556.44	1,713.18	2,269.62	24.27
No. 2—Caroline Cecil Kent Queen Anne's Talbot	721.39	1,810.90	2,532.29	27.08
No. 3—Anne Arundel Carroll Howard Montgomery	921.99		921.99	9.89
No. 4—Baltimore Harford	561.73		561.73	6.00
No. 5—Calvert Charles Prince George's St. Mary's	837.63	1,048.83	1,886.46	20.17
No. 6—Allegany Frederick Garrett Washington	817.42	360.29	1,177.71	12.59
Total	4,419.60	4,933.20	9,352.80	100.00

Exhibit No. 9—Susquehanna River and Potomac River Toll Bridges Construction Funds, Being Proceeds of Bridge Revenue Bonds and Federal Grants, at September 30, 1944

The administration of Toll Bridge Construction Funds and Toll Bridge Revenue Funds, for both the Susquehanna 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, 1941. 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 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.

SOURCES OF FUNDS FOR CONSTRUCTION, SUSQUEHANNA RIVER TOLL BRIDGE AND POTOMAC RIVER TOLL BRIDGE

Proceeds of Sale of Bridge Revenue Bonds (Net)		\$5,700,000.00
Proceeds of Grant Funds—United States Government—Final		4,331,189.28
		<hr/>
Total Funds made available		\$10,031,189.28
Total Completion Cost (except certain minor items):		
Susquehanna River Bridge	\$4,467,022.85	
Potomac River Bridge	5,342,783.56	
		<hr/>
Total Costs, both Bridges	\$9,809,806.41	
Less: Accounts Payable	4,215.00	9,805,591.41
		<hr/>
Balance of Funds at September 30, 1944, in hands of Trustee		\$225,597.87

The total amount of Federal Funds, allotted through Works Progress Administration, made available for both Bridges, was \$4,393,102.00, and the total amount actually earned on admissible items of construction was \$4,331,189.28. 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 final completion of both bridges and the satisfaction of all costs of construction, is to be transferred to the Sinking Fund and used either for the purchase or the redemption of bonds outstanding.

At September 30, 1944, the transfer of the balance of Construction Funds, shown to be \$225,597.87, had not been made to the Sinking Fund, because several minor items concerning complete construction costs had not been disbursed, nor had such items been actually constructed, due in large measure, to the War conditions.

In accordance with the provisions of Article III, Section 5, and Article VI, Section 12 of the Trust Indenture of June 1, 1941, the books, records and all financial transactions incident to the conduct of affairs of the toll bridges, have been subjected to an audit each six months concerning Construction Funds, and each month

respecting the Revenue or Operating Fund, and an Audit Report submitted by the duly appointed firm of Certified Public Accountants. Also, in accordance with the provisions of the Trust Indenture, the Chief Auditor of the Commission has prepared and published each month a complete financial and statistical report of all transactions incident to the operation of the Toll Bridge System, including Construction Fund Sections.

Exhibit No. 10 Operating or Revenue Account Susquehanna River and Potomac River Toll Bridges, Fiscal Periods 1943 and 1944

Schedule No. 1	Rates in effect, Susquehanna River Bridge, at September 30, 1944
Schedule No. 2	Rates in effect, Potomac River Bridge, at September 30, 1944
Schedule No. 3	Statement of Income, Susquehanna and Potomac River Toll Bridges, October 1, 1942 to September 30, 1944
Schedule No. 4	Statement of Traffic Transactions, Susquehanna River Bridge, by Classification of Users, October 1, 1942 to September 30, 1944
Schedule No. 5	Statement of Traffic Transactions, Potomac River Bridge, by Classification of Users, October 1, 1942 to September 30, 1944
Schedule No. 6	Toll Bridges Operation Fund and Balance at September 30, 1944
Schedule No. 7	Funds due the State Roads Commission of Maryland at September 30, 1944, for advancements made from Commission Funds, incident to Primary Bridge Program
Schedule No. 8	Statement of Revenue Bonds Issued, Purchased, Matured and Outstanding at September 30, 1944
Schedule No. 9	Balance Sheet at September 30, 1944

RATES

The toll rates in effect at the Susquehanna River Bridge, and applied to all revenue transactions during the period under review, are those rates established by the Commission and in effect at October 1, 1942.

The toll rates in effect at the Potomac River Bridge, and applied to all revenue transactions are those established by the Commission and in effect at October 1, 1942.

INCOME

The gross income from recorded transactions, calculated at the established toll rates prevailing through the several periods, or until September 30, 1944, were:

	Susquehanna River Toll Bridge	Potomac River Toll Bridge	Both Bridges
October 1, 1940 to September 30, 1941	\$739,137.12	\$120,157.15*	\$859,294.27
October 1, 1941 to September 30, 1942	592,170.78	176,744.40	768,915.18
October 1, 1942 to September 30, 1943	409,272.57	191,442.20	600,714.77
October 1, 1943 to September 30, 1944	429,201.57	232,995.75	662,200.32

* Opened to traffic December 15, 1940.

The per cent of increase in revenue at the Susquehanna River Bridge in 1944 over 1943 was 4.87%, and at the Potomac River Bridge, the increase in 1944 over 1943 was 21.71%.

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, 1944 compared with the amounts required, under the Trust Indenture for Debt Service and Operation Fund allocations. The average incomes from both bridges required to attain the estimates of traffic volumes established by Traffic Engineers in 1938, before War restrictions were effective, is \$50,583.00 each month during the fourth complete year of operation. The actual net monthly realization of this sum has been \$55,184.00, a margin of \$4,601.00 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 (1945 to 1950) will approximate \$23,000.00.

The Trust Indenture controlling the administration of the funds and fiscal matters of the Susquehanna River and Potomac River Toll Bridges, compels the retention of toll income for the security of Debt Service in connection with the Bonds, in an 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 \$250,000.00. 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, 1944, was \$658,062.23. The aggregate amount of funds required to be reserved at September 30, 1944, in accordance with the covenants of the Indenture, as prescribed above, was \$575,668.75, so that there was on hand and available for the purchase of Bonds, \$82,393.48. Since June, 1941, the date of the issue of the Refunding Bonds, to September 30, 1944 the Commission has been able to purchase and retire \$890,000 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, and \$300,000 have been matured in accordance with the schedule of maturities. At September 30, 1944, the balance in the Construction Funds of the Bridges, shown to be \$225,597.87, at present completion stage 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, 1944, 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	181,115	3,396,161
October 1, 1942 to September 30, 1943	2,306,633	191,375	2,501,008
October 1, 1943 to September 30, 1944	2,295,031	231,606	2,526,610

* 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 1941 were 5.03% less than the 12 months of 1943, but that the traffic transactions at the Potomac River Bridge in 1941, as compared with 1943, were 49.15% increase.

Using the total traffic transactions at the Susquehanna River Bridge during 1944, of 2,295,031, it is found that an average of 6,288 per day was attained, compared with a daily average of 6,989 as established by the Traffic Engineers in 1938, prior to the construction of this Bridge. Again using the total traffic transactions at the Potomac River Bridge for the year 1944, of 231,606, produces a daily average of 635 compared with 384 estimated by the Traffic Engineers.

OPERATION FUND

The Trust 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 expenditures will aggregate \$88,135.51 for the fiscal year 1944. 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, 1942, was overdrawn \$1,095.15. The total amount transferred from Toll Income during the years 1943-1944 was \$199,999.92. There was likewise transferred to the Operation Fund from State Roads Commission Funds and other credits during the two years period, the sum of \$17,666.14, so that a total, during the two years ended September 30, 1944, of \$216,570.91 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 \$189,596.12, so that at September 30, 1944, a balance of \$26,974.79 remained in the Fund.

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. 10, 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 also includes those costs incurred in the studies and investigations made in earlier years of the Chesapeake Bay Bridge Crossing and other projects.

At September 30, 1944, the sum of \$452,174.06 may be recovered through the medium of tolls to be collected at the Susquehanna River and Potomac River Bridges, however, only after all bonds issued for construction of these bridges have been matured or purchased.

GENERAL

The Balance Sheet presented in Exhibit No. 10, Schedule No. 9, is that financial status at September 30, 1944, of Toll Bridge Accounts and transactions, resulting from the construction and operation of the Bridges and includes the Capital Sections; also the liability for the Bridge Revenue Refunding Bonds issued.

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. 11—Chesapeake Bay Ferry System Property Purchase Fund, Being Proceeds of State Roads Commission of Maryland Chesapeake Bay Ferry Revenue Bonds, at May 31, 1944

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 a portion of 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 were \$1,217,302.80. The application of the total was for the following purposes:

Capital Properties acquired from the Claiborne-Annapolis Ferry Company.....	\$1,022,568.17
Other costs, incident to acquisition of Ferry Company property.....	64,698.80
Refund of Passenger Fare Tickets, issued by Company.....	26,850.24
Purchase of Inventory of Claiborne-Annapolis Ferry Company, used in subsequent operation.....	19,600.97
Prepaid Insurance, not obtained from Toll Income.....	3,322.68
Principal of Bonds, maturing May 31, 1944.....	77,000.00
Portion of Bond Interest payable May 31, 1944.....	3,261.94
Total Funds Applied.....	\$1,217,302.80

Exhibit No. 11—Chesapeake Bay Ferry System

Schedule No. 1—Revenue Account—Chesapeake Bay Ferry System, to May 31, 1944

- Schedule No. 2 Effective Toll Rates Chesapeake Bay Ferry System, at May 31, 1944
- Schedule No. 3 Statement of Income Chesapeake Bay Ferry System to May 31, 1944, compared
- Schedule No. 4 Statement of Traffic Transactions to May 31, 1944, compared
- Schedule No. 5 Balance Sheet at May 31, 1944.

INCOME AND OPERATION COSTS

Briefly summarized, the Income from Tolls and all other sources, and the cost of operations (exclusive of Debt Service Cost), are:

	June 1, 1942 to May 31, 1943	June 1, 1943 to May 31, 1944
Toll Income, at effective rates	\$467,296.05	\$512,427.56
Other Operation Income	12,872.29	12,228.26
Total	<u>\$480,168.34</u>	<u>\$524,655.82</u>
Operation, Maintenance and Repair	<u>\$156,740.56</u>	<u>\$135,203.63</u>

TOLL RATES AND VOLUME OF TRAFFIC

The Schedule of Passenger and Vehicular Toll Rates adopted by the Commission and in effect at beginning of Fiscal Period, June 1, 1942, has remained in effect to May 31, 1944.

In accordance with the provisions of Article 3, Section 3.14 of the Trust Indenture, dated June 1, 1941, the books, records, and all financial transactions incident to the conduct of affairs of the Ferry System, have been subjected to an audit each six months and an Audit Report has been submitted by the duly appointed firm of Certified Public Accountants. Also in accordance with the provisions of the Trust Indenture, the Chief Auditor of the Commission has prepared and published a complete financial and statistical report of all transactions of the Ferry System at the close of each month.

The total number of traffic transactions, as reported, have occurred on the Ferry System during the several periods from June 1, 1942 to May 31, 1944, and may be summarized as follows:

Period	Passengers	Automobiles	Trucks & Buses	Total
June 1, 1942 to May 31, 1943	537,425	172,907	39,020	749,352
June 1, 1943 to May 31, 1944	588,884	189,055	43,979	821,918

GENERAL

The Balance Sheet, presented in Exhibit No. 11, Schedule No. 5, is the status at May 31, 1944. It will show a total of \$317,135.59 cash balance in all funds; that is, the Ferry Revenue Fund, to be used for future operation and maintenance of the System, and the Special Reserve Funds. The value of Fixed Assets, being vessels, terminals, real property, shop and vessel equipment, piers, tools and equipment, is shown at \$1,052,856.54.

Shown in the Balance Sheet, under the Asset Caption "Deferred Assets," and as a contra entry under the Liability Caption "Contingent Bond Equity," is the sum of \$103,185.59. This amount represents the items of value acquired or satisfied by the application of proceeds of State Roads Commission of Maryland Ferry Revenue Bonds. To this extent, the balance of \$113,429.60 shown in "Surplus from Operations, for Future Operation and Maintenance" has not been impaired or used. At such future time as the position of the latter account will permit, this amount, \$103,185.59, will be transferred to the Debt Service Fund — Proper, and then used for the benefit of outstanding Bonds.

The Bonded Debt, at May 31, 1944, was \$1,048,000.

In connection with the dedication of the One-half Cent ($\frac{1}{2}\%$) Gasoline Tax for Debt Service purposes applicable to Chesapeake Bay Ferry Revenue Bonds, in accordance with the terms of Chapter 856 of the Acts of 1941, there appear below the Commission's share (80%) of this Tax for the several periods as shown:

October 1, 1940-September 30, 1941—12 Months	\$1,274,566.66
October 1, 1941-September 30, 1942—12 Months	1,212,623.71
October 1, 1942-September 30, 1943—12 Months	873,554.80
October 1, 1943-May 31, 1944—8 Months	616,836.09

The periods shown above do not coincide with the fiscal years for which Ferry System matters are prepared and herewith presented, but each is a twelve months actual income and represents the total fund from which Debt Service requirements may be obtained, if Ferry Revenue Funds should prove insufficient.

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.

It is appropriate at this time to comment generally concerning the administration of affairs of the toll facilities operated by the Commission.

Due to the prevailing War conditions and the restrictions applicable to automotive transportation, the volume of traffic has decreased materially, compared to the year 1941, at the Susquehanna River Toll Bridge. The volume of traffic at the Potomac River Bridge has increased and the Ferry System, has likewise shown a material increase.

In spite of the net decline in bridge use, during the past two years, the net result of operations has produced a sufficient amount of excess income into the Bridge funds to enable the purchase of Bridge Revenue Bonds, using such excess over and above stipulated reserves.

The net income from the operation of the Ferry System was not sufficient, by fiscal year periods, to provide excess funds as required. The increase in operating

expenses, including commodity price levels generally, and the increase in compensation to employees, together with less volume of traffic, has diminished the net operating surplus, as required.

The Toll Bridges have been maintained in a satisfactory condition, although items of required maintenance, as recommended by Consulting Engineers, have been deferred, attributable, primarily, to the War condition and the consequent inability to obtain necessary manpower and essential materials. The Commission has experienced considerable difficulty in obtaining the number of efficient personnel required as the collection force at the toll bridges. The inability to maintain in a high state of operating efficiency the automatic recording equipment, due to War restrictions, has resulted in a loss of positive control of traffic transactions, probably affecting the correct income of all tolls collected.

These matters have been the subject of a special report to the Commission.

CONCLUSION

The foregoing general comments and references to the financial transactions of the Commission, during the period October 1, 1942 to June 30, 1944, and the references to its toll facilities for the respective fiscal periods, 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 or enlargement of the Accounting Department and financial procedures, concerning (a) State Roads Commission matters; (b) Toll Bridges; and (c) Ferry System matters, 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, financial and administrative matters concerning the Susquehanna River Toll Bridge and Potomac River Toll Bridge, and the operation of the Chesapeake Bay Ferry System, have imposed a vast amount of executive and detailed additional duties on the Accounting Department, and its staff necessitating additional personnel, 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 General Accounts and Controls	ALBERT S. GORDON
Supervisor of Financial and Statistical Reports and Internal Reconciliations	JOSEPH E. GERICK

Supervisor of Receipts	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

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.

WAC:LBM

**FINANCIAL
AND STATISTICAL EXHIBITS
AND
SUPPORTING SCHEDULES**

SUMMARY OF CASH RECEIPTS AND DISBURSEMENTS BY MONTHS
October 1, 1942 to June 30, 1943

	Receipts	Disbursements	Balance
Balance, September 30, 1942			\$7,815,334.68
October 1942	\$1,216,358.46	\$1,091,832.21	7,939,860.93
November	1,563,708.78	1,131,971.44	8,371,598.27
December	694,550.19	1,441,314.57	7,624,833.89
January 1944	1,639,975.36	1,058,986.42	8,205,822.83
February	1,365,471.15	979,535.56	8,591,758.42
March	3,316,026.79	1,092,473.99	10,815,311.22
April	1,817,872.29	924,252.37	11,708,931.14
May	2,618,898.79	1,201,970.19	13,125,859.74
June	894,112.04	2,536,082.41	11,483,889.37
Total	\$15,126,973.85	\$11,458,419.16	

SUMMARY OF CASH RECEIPTS AND DISBURSEMENTS BY MONTHS
July 1, 1943 to June 30, 1944

	Receipts	Disbursements	Balance
Balance, June 30, 1943			\$11,483,889.37
July 1943	\$2,044,715.03	\$986,685.54	12,541,918.89
August	942,216.10	1,610,281.23	11,873,853.76
September	1,928,145.99	2,386,119.14	11,415,880.61
October	1,008,944.75	1,142,465.80	11,282,359.56
November	1,061,645.33	1,227,027.75	11,116,977.14
December	1,072,871.35	1,223,532.00	10,966,316.49
January, 1944	1,385,123.99	1,192,535.33	11,158,905.15
February	1,427,135.44	660,713.20	11,925,327.39
March	3,099,229.50	720,657.45	14,303,899.44
April	1,088,356.85	797,875.35	14,594,380.94
May	1,229,806.77	840,679.51	14,983,508.20
June	1,452,424.35	1,551,515.09	14,884,417.46
Total	\$17,740,615.45	\$14,340,087.36	

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, 1942 to June 30, 1943

	Receipts	Disbursements	Balance
Balance, September 30, 1942			\$300,000.00
October		\$249,995.93	50,004.07
November	\$249,995.93	260,369.11	39,630.89
December	128,983.40	268,150.72	<i>39,836.53</i>
January, 1943	399,847.23	276,068.25	23,942.55
February	276,057.45	236,303.71	63,696.29
March	236,303.71	225,711.64	74,288.36
April	225,711.64	218,458.88	81,541.12
May	218,458.88	219,934.97	80,065.03
June	448,688.44	228,753.47	..
Totals	\$2,181,046.68	\$2,184,016.68	
Balance June 30, 1943			\$300,000.00

ITALICS INDICATE RED FIGURES

STATE COMPTROLLER'S FUND - SALARY AND WAGE ACCOUNT
 Operated as a Revolving Fund)
SUMMARY OF CASH RECEIPTS AND DISBURSEMENTS BY MONTHS
 July 1, 1943 to June 30, 1944

	Receipts	Disbursements	Balance
Balance, June 30, 1943			\$300,000.00
July		\$328,362.97	<i>28,362.97</i>
August	\$298,554.50	327,695.58	<i>57,501.05</i>
September	232,306.63	227,924.09	<i>53,121.51</i>
October	237,580.84	231,236.18	<i>46,776.85</i>
November	232,841.91	230,891.32	<i>44,826.26</i>
December	344,826.26	233,919.39	66,080.61
January, 1944	117,505.94	226,615.59	<i>13,029.04</i>
February	343,029.04	223,919.58	76,080.42
March	335,710.91	234,587.68	177,203.65
April	113,344.09	219,480.49	71,067.25
May	213,405.75	237,724.26	46,748.74
June	495,914.85	242,663.59	..
Totals	\$2,965,020.72	\$2,965,020.72	
Balance June 30, 1944			\$300,000.00

ITALICS INDICATE RED FIGURES.

RECEIPTS OF FEDERAL FUNDS, SHOWING APPROPRIATIONS, PAYMENTS, AND BALANCES DUE ON FEDERAL APPROPRIATIONS

Exhibit 1
Schedule 3

From October 1, 1933 to June 30, 1944

	Amount Appropriated	Receipts to September 30, 1940	Receipts 1941	Receipts 1942	Receipts 1943	Receipts 1944	Total Receipts	Approved Projects Not Completed by Accounting Records	Unprogrammed or in Process of Approval	Balance Unpaid
1934 Appropriation										
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	1,763,265.69					1,763,265.69			
Public Works Funds—National Recovery—Municipalities (N.R.M.)	920,426.49	920,399.27	\$27.22				920,426.49			
Grand Total—1934 Program	\$3,564,527.00	\$3,563,499.78	\$27.22				\$3,564,527.00			
1935 Appropriation										
Public Works Funds—National Recovery—Secondary Roads (N.R.S.)	\$918,673.07	\$897,838.35	\$20,234.72				\$918,673.07			
Public Works Funds—National Recovery—Highways (N.R.H.)	439,470.43	439,470.43					439,470.43			
Public Works Funds—National Recovery—Municipalities (N.R.M.)	452,514.50	431,859.19	20,655.31				452,514.50			
Grand Total—1935 Program	\$1,810,658.00	\$1,769,167.97	\$40,890.03				\$1,810,658.00			
1936 Appropriation										
Emergency Relief Works—Progress—Municipal Highways (W.P.M.H.)	\$292,489.00	\$292,489.00					\$292,489.00			
Emergency Relief Works—Progress—Municipal Secondary (W.P.M.S.)	295,000.00	241,000.00			\$18,000.00		259,000.00	\$5,000.00		
Emergency Relief Works—Progress—State System (W.P.S.S.)	180,979.63	176,648.58	\$2,830.45	\$1,500.00			180,979.63			
Emergency Relief Works—Progress—Off State System (W.P.S.O.)	481,834.28	427,880.71	\$35,143.84	7,028.77			474,439.17		\$7,395.11	
Emergency Relief Works—Progress—Highway (W.P.H.)	500,435.69	500,435.69					500,435.69			
Total Emergency Relief—Highways	\$1,750,738.00	\$1,669,653.98	\$37,974.29	\$8,528.77	\$18,000.00	\$4,685.85	\$1,738,242.89	\$5,000.00	\$7,395.11	
Emergency Relief Works—Progress—Grade—Highways (W.P.G.H.)	\$484,199.00	\$395,712.27	\$33,875.09				\$429,587.36		\$54,611.64	
Emergency Relief Works—Progress—Grade—Municipal (W.P.G.M.)	307,740.20	233,961.32	31,792.89				265,754.21		41,985.99	
Emergency Relief Works—Progress—Grade—Secondary (W.P.G.S.)	1,269,811.80	1,100,394.70	3,827.78	\$79,095.68			1,191,018.16	\$17,000.00	61,403.64	
Total Emergency Relief—Grade	\$2,061,751.00	\$1,730,068.29	\$99,495.76	\$79,095.68			\$1,886,359.73	\$17,000.00	\$167,791.27	
Emergency Relief—Highways (E.R.H.) (Flood Relief)	\$620,712.91	\$190,712.91					\$190,712.91		\$430,000.00	
Regular Federal Aid	\$1,003,980.43	\$1,003,980.43					1,003,980.43			
Grand Total—1936 Program	\$5,437,182.34	\$4,593,815.61	\$107,470.05	\$87,624.45	\$18,000.00	\$12,385.85	\$4,819,295.96	\$22,700.00	\$595,186.38	

1937 Appropriation									
Regular Federal Aid	\$959,256.56	\$603,205.69	\$14,280.08	\$40,172.22	\$1,598.57	\$659,256.56			
1938 Appropriation									
Regular Federal Aid	\$991,848.73	\$859,870.79	\$105,433.86	\$9,823.20	\$16,529.85	\$991,848.73			
Federal Aid Highway Act	\$83,968.29	200,214.67	146,307.11	27,951.39	4,618.27	410,368.29			\$75,400.00
Federal Aid Highway Act	202,960.01	174,672.21	24,189.54		4,128.26	202,960.01			
Grand Total	\$1,680,807.03	\$1,234,757.67	\$276,430.54	\$37,474.79	\$35,694.91	\$1,605,407.03			\$75,400.00
1939 Appropriation									
Regular Federal Aid	\$1,039,378.30	\$48,876.70	\$401,169.08	\$373,892.75	\$748.79	\$196,000.98	\$1,020,628.30		\$18,750.00
Federal Aid Highway Act	307,052.11	24,602.00	123,160.00	36,240.00	280,972.19	19,052.32	493,027.11		14,025.00
Federal Aid Highway Act	203,973.16	3,055.33	19,273.80	80,470.00	78,923.67	7,382.06	189,104.86		11,868.30
Grand Total	\$1,550,403.57	\$76,534.03	\$543,542.88	\$490,602.75	\$369,644.65	\$222,435.36	\$1,702,700.27		\$47,643.30
1940 Appropriation									
Regular Federal Aid	\$861,617.62	\$29,250.00	\$385,025.13	\$227,148.78	\$24,332.73	\$37,394.44	\$703,151.08		\$158,196.51
Federal Aid Highway Act	228,816.63			115,500.00	47,208.68	5,359.13	168,067.81		69,748.22
Federal Aid Highway Act	122,312.06			109,027.20	4,000.00	8,087.36	122,312.56		
Grand Total	\$1,212,746.31	\$29,250.00	\$385,025.13	\$452,275.98	\$76,141.41	\$50,838.93	\$993,531.45		\$219,214.76
1941 Appropriation									
Regular Federal Aid	\$1,028,667.53			\$573,700.00	\$218,700.00	\$35,587.36	\$827,987.36		\$95,100.00
Federal Aid Highway Act	325,362.51			\$5,980.19	105,000.00	4,500.00	195,480.19		111,354.22
Federal Aid Highway Act	71,190.44			53,450.00		3,800.71	63,125.71		5,250.00
Grand Total	\$1,425,190.48			\$713,130.19	\$323,700.00	\$43,888.07	\$1,086,593.26		\$211,704.22
1942 Appropriation									
Regular Federal Aid	\$833,715.00			\$497,700.00	\$100,111.00	\$657,871.00	\$111,384.03		\$94,400.00
Federal Aid Highway Act	159,590.81			\$107,119.81	30,400.00	3,071.00	140,590.81		19,000.00
Federal Aid Highway Act	2,188.00					2,188.00			
Grand Total	\$995,493.81			\$107,119.81	\$528,100.00	\$105,370.00	\$800,649.81		\$130,384.00
1943 Appropriation									
Regular Federal Aid	\$786,012.71			\$104,003.00	\$104,003.00	\$111,013.00	\$205,595.00		\$106,404.71
Federal Aid Highway Act	104,105.30					2,961.00	2,961.00		101,144.30
Federal Aid Highway Act	137,847.54					2,184.00	2,184.00		135,663.54
Grand Total	\$1,027,965.55					\$119,158.00	\$119,158.00		\$205,595.00
Special Appropriation									
1934 Federal Grant on Public Works and Materials Docket No. 1397	\$1,542,851.19	\$1,125,695.95		\$417,155.24		\$1,542,851.19			
1935 Federal Grant on Public Works and Materials Docket No. 1053	639,374.67	777,777.77		161,596.90		639,374.67			
1942 Appropriation for Defense Access Roads and Bridges	13,351,624.43								
1944 Appropriation for Post War Investigations and Surveys	417,458.00								352,158.00
Grand Total Special Appropriations	\$16,251,308.29	\$1,903,473.72		\$578,752.14	\$4,462,517.43	\$5,310,165.67	\$12,254,848.96	\$2,765,178.44	\$1,231,280.89
Grand Total All Appropriations 1934 to 1944 Inclusive	\$39,114,908.84	\$14,074,705.07	\$1,371,540.63	\$2,466,980.11	\$5,853,949.62	\$5,948,919.57	\$29,716,086.30	\$3,677,819.72	\$2,731,002.92

INCOME FROM GASOLINE TAXES AND INCOME FROM COMMISSIONER OF MOTOR VEHICLES

October 1, 1942 to June 30, 1943

Exhibit 2
Schedule 1

	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 June 30, 1943	\$3,851,502.27	\$2,888,626.65	\$962,875.03	\$7,703,004.55	\$4,835,049.21	\$243,966.65	\$5,079,015.86	\$12,782,020.41
Deductions:								
Refund Exemptions: 4c Gasoline Tax; non-road users and unused registration fees	\$378,579.06	\$800,338.59	\$94,644.85	\$773,562.50				\$773,562.50
Refunds to Incorporated towns and cities (State Roads Commission Revenue)		8,907.77		8,907.77				8,907.77
Collection Expense: Gasoline Department	10,965.67	8,224.25	2,741.41	21,931.33				21,931.33
Appropriation to Toolester Ferry								2,166.55
Expense of Commissioner of Motor Vehicles					\$280,632.03		\$280,632.03	280,632.03
Expense of Department of State Police					585,685.30		585,685.30	585,685.30
Exp. of Department of State Police						\$44,617.47	44,617.47	44,617.47
Line Refunds						4,323.86	4,323.86	4,323.86
Line Refunds					46,743.90		46,743.90	46,743.90
Total Refunds						42,530.00	42,530.00	42,530.00
Total Marginal Expense	243,104.63	91,440.00	30,672.00	213,104.63	894,701.53		894,701.53	1,137,806.16
State Roads Commission "Refunding and Improvement Bonds" Debt Service	114,120.00			236,232.00	114,156.00	9,612.00	123,768.00	300,000.00
Appropriation to Maryland State Guard	\$746,769.36	\$411,077.16	\$128,058.26	\$1,285,904.78	\$1,921,948.76	\$101,083.33	\$2,023,002.09	\$2,308,906.87
Total Deductions	\$2,173,313.63	\$1,311,855.90	\$352,775.11	\$3,837,944.64	\$3,931,766.79	\$155,228.16	\$4,325,940.59	\$6,163,887.44
Net Revenue for Distribution, Applicable to Fiscal Year 1943	\$1,678,188.64	\$1,576,770.75	\$610,102.92	\$3,865,059.91	\$903,282.42	\$89,738.49	\$3,954,080.82	\$6,623,137.97
To State Roads Commission		\$1,733,284.64		1,733,284.64			1,733,284.64	1,733,284.64
To State Roads Commission for Counties		733,264.85		733,264.85			733,264.85	733,264.85
To State Roads Commission for Baltimore City	931,419.88		166,977.87	1,098,397.75	573,339.11	28,601.86	902,341.00	2,000,338.75
To Baltimore City—Direct	\$3,104,732.91	\$2,477,549.19	\$884,817.37	\$6,417,099.47	\$2,913,130.45	\$142,883.32	\$3,056,013.77	\$9,473,113.24
Totals								

DISTRIBUTION OF NET REVENUE

Net Revenue for Distribution, Applicable to Fiscal Year 1943
 To State Roads Commission
 To State Roads Commission for Counties
 To State Roads Commission for Baltimore City
 To Baltimore City—Direct

RECEIPTS—BY SOURCE

	October	November	December
Commissioner of Motor Vehicles	\$21,017.60	\$7,344.61	\$14,669.57
Maintenance and Reconstruction, 2c Tax	249,376.71	305,660.36	267,876.59
Grade Elimination, 1/2c Gasoline Tax	76,895.70	93,904.87	82,296.94
Lateral Gasoline Tax, 1/2c Gasoline Tax (Counties)	200,275.46	243,963.45	207,705.71
Lateral Gasoline Tax, 1/2c Gasoline Tax (Baltimore City)	85,832.34	104,555.77	89,016.73
Debt Service, S. R. C. Bonds (Truck License Fees and Franchise Taxes)	11,477.52	7,791.81	4,768.50
Debt Service, S. R. C. Bonds (\$0.014 of the 2c Gasoline Tax)	28,225.99	32,866.71	28,803.94
Gasoline Tax Refunds:			
Baltimore City	652.86	1,109.47	583.87
Crisfield	.12	.12	.17
Cumberland	41.07	45.85	45.28
Frederick	.40	.55	.42
Hagerstown	38.42	52.02	.65
Salisbury	17.47		
Sign Permit Revenue	162.68	982.12	284.17
Sign License Revenue			50.00
Sale of Specifications	30.00	55.00	45.00
Rental of Property	368.50	298.50	343.50
Miscellaneous	3,956.16	2,995.66	14,381.22
Works Progress Projects W.P.G.S.			
Works Progress Projects W.P.G.M.			
Works Progress Projects W.P.G.S.			
Works Progress Projects W.P.S.O.			
Works Progress Projects W.P.M.S.			
Works Progress Projects W.P.S.S.			
Federal Grade Elimination of 1938	4,645.70		
Federal Grade Elimination of 1939			
Federal Grade Elimination of 1940		12,944.70	
Federal Grade Elimination of 1941			
Federal Grade Elimination of 1942	11,400.00		
Federal Grade Elimination of 1943			
Regular Federal Aid of 1937	22,142.22		
Regular Federal Aid of 1938			
Regular Federal Aid of 1939			
Regular Federal Aid of 1940			
Regular Federal Aid of 1941	218,700.00		
Regular Federal Aid of 1942	277,500.00		
Regular Federal Aid of 1943			
1936 Flood Relief (Federal Government)			
1936 Flood Relief (State of Maryland)			
1936 Flood Relief (Other)			
Regular Federal Aid for Secondary Roads (*)			
Regular Federal Aid for Secondary Roads (1942)			
Regular Federal Aid for Secondary Roads (1943)			
Reimbursement for Chesapeake Bay Ferry System Payroll		13,742.21	13,179.34
County Commissioners of Dorchester County	5,000.00		
Military Access Roads (Army, Navy and Strategic Network)		735,395.00	
County Commissioners of Kent County			37.73
Unclaimed Wages			
Reimbursement for loss by fire of Upper Marlboro Garage	40,636.74		
County Commissioners of Prince George County			
National Defense (State Guard Detail)			
Tolchester Ferry			
Total	\$1,216,358.46	\$1,563,708.78	\$694,550.19

* See distribution on succeeding sheets.

REPORT OF THE STATE ROADS COMMISSION

Exhibit 2
Schedule 3

ES—FISCAL YEAR 1943

January	February	March	April	May	June	Total
\$49,095.85	\$110,143.41	\$1,740,196.60	\$426,773.31	\$58,908.63	\$101,910.77	\$2,153,472.77
253,468.75	218,579.52	211,439.72	264,651.08	249,544.65	152,715.65	2,173,313.03
77,870.59	67,151.93	64,958.44	81,306.01	76,665.01	46,790.01	667,839.50
201,740.09	174,254.54	169,115.69	210,768.91	199,269.98	127,190.81	1,734,284.64
86,460.04	74,680.52	72,478.15	90,329.53	85,401.42	54,510.35	743,264.85
3,694.67	25,019.86	713,141.85	88,108.98	23,909.36	16,788.98	894,701.53
27,254.71	23,503.17	22,735.45	28,457.10	26,832.76	24,424.80	243,104.63
1,127.54	824.12	661.61	1,133.67	1,391.41	645.91	8,130.46
.10		.37	.17	.20		1.25
51.03	50.71	2.68	46.27	1.39	53.40	337.68
.47		.90	.32	.37		3.43
92.38	56.30	1.21	85.94	.35	42.29	369.56
	30.42			17.50		65.39
2.00	5.00	243.00	346.23	2,273.55	1,963.71	6,262.46
			150.00	650.00		1,700.00
80.00	511.00	95.00	290.00	46.00	146.00	1,298.00
355.50	335.50	412.50	145.50	511.00	363.00	3,133.50
3,496.99	5,361.37	12,206.78	4,041.74	6,971.67	6,617.69	60,778.07
			18,000.00			18,000.00
	288,000.00			1,972.19	26,830.95	31,476.65
			5,052.16	21,806.88	7,404.94	289,972.19
19,000.00	105,000.00					47,208.68
						105,000.00
				14,500.00	3,530.00	30,400.00
748.79						40,172.22
					24,332.73	24,332.73
187,860.00		32,400.00				218,700.00
						497,760.00
	78,923.67	4,600.00			4,128.26	87,651.93
13,411.01	13,040.11	12,458.44	13,146.37	12,913.58	27,038.78	118,929.84
808,033.80	180,000.00	258,878.40	585,039.00	1,834,683.23	60,488.00	5,000.00
4,322.75				627.66		4,622.75
						665.39
						40,636.74
					50,000.00	50,000.00
					360,000.00	360,000.00
					2,166.55	2,166.55
\$1,639,975.36	\$1,365,471.15	\$3,316,026.79	\$1,817,872.29	\$2,618,808.79	\$891,112.04	\$15,126,973.85

RECEIPTS—BY SOURCE
(County)

	October	November	December
Lateral Funds:			
Allegany	\$7,530.36	\$9,173.04	\$7,809.73
Anne Arundel	3,865.32	4,708.49	4,008.72
Baltimore	8,461.64	10,307.46	8,775.57
Calvert	1,522.09	1,854.12	1,578.56
Caroline	3,594.95	4,379.14	3,728.32
Carroll	6,518.97	7,941.01	6,760.82
Cecil	6,549.01	7,977.60	6,791.97
Charles	3,685.07	4,488.93	3,821.79
Dorchester	4,115.66	5,013.45	4,268.35
Frederick	8,351.49	10,173.28	8,661.33
Garrett	5,297.29	6,452.83	5,493.82
Harford	10,754.79	13,100.84	11,153.80
Howard	2,883.97	3,513.07	2,990.96
Kent	2,873.96	3,500.88	2,980.58
Montgomery	5,577.67	6,794.38	5,784.60
Prince George's	4,886.72	5,952.71	5,068.02
Queen Anne's	3,544.88	4,318.15	3,676.39
St. Mary's	3,094.26	3,769.23	3,209.05
Somerset	2,633.62	3,208.12	2,731.33
Talbot	2,293.16	2,793.38	2,378.23
Washington	5,487.55	6,684.60	5,691.14
Wicomico	4,035.55	4,915.87	4,185.27
Worcester	3,905.37	4,757.29	4,050.26
Total	\$111,463.35	\$135,777.87	\$115,598.61
Construction Funds:			
Allegany	\$3,865.31	\$4,708.49	\$4,008.72
Baltimore	8,461.64	10,307.46	8,775.57
Calvert	1,522.09	1,854.12	1,578.56
Caroline	3,594.94	4,379.14	3,728.32
Carroll	6,518.96	7,941.01	6,760.82
Cecil	2,183.00	2,659.20	2,263.99
Charles	3,685.07	4,488.93	3,821.79
Dorchester	4,115.66	5,013.45	4,268.35
Frederick	8,351.48	10,173.28	8,661.33
Garrett	5,297.28	6,452.83	5,493.82
Harford	2,883.96	3,513.07	2,990.96
Howard	2,873.95	3,500.88	2,980.58
Kent	5,577.67	6,794.38	5,784.60
Montgomery	4,886.72	5,952.71	5,068.02
Prince George's	3,544.87	4,318.15	3,676.39
Queen Anne's	3,094.26	3,769.23	3,209.05
St. Mary's	2,633.62	3,208.12	2,731.33
Somerset	2,293.16	2,793.38	2,378.23
Washington	5,487.55	6,684.60	5,691.14
Wicomico	4,035.55	4,915.86	4,185.27
Worcester	3,905.37	4,757.29	4,050.26
Total	\$88,812.11	\$108,185.58	\$92,107.10

FEDERAL AID—SECONDARY—RECEIPTS—

	October	November	December
Allegany			
Anne Arundel			
Baltimore			
Calvert			
Caroline			
Carroll			
Cecil			
Charles			
Dorchester			
Frederick			
Garrett			
Harford			
Howard			
Kent			
Montgomery			
Prince George's			
Queen Anne's			
St. Mary's			
Somerset			
Talbot			
Washington			
Wicomico			
Worcester			
Total			

REPORT OF THE STATE ROADS COMMISSION

ES—FISCAL YEAR 1943

Accounts)

January	February	March	April	May	June	Total
\$7,585.43	\$6,552.07	\$6,358.75	\$7,924.92	\$7,192.55	\$4,782.36	\$65,209.21
3,893.59	3,363.11	3,263.93	4,067.84	3,845.91	2,154.78	33,471.69
8,523.52	7,362.25	7,145.14	8,904.98	8,119.16	5,373.52	73,273.52
1,533.23	1,324.33	1,285.28	1,601.84	1,514.45	966.65	13,180.55
3,621.24	3,127.87	3,035.62	3,783.30	3,576.90	2,283.08	31,130.42
6,566.64	5,671.98	5,504.72	6,860.53	6,486.24	4,140.05	56,450.95
6,596.91	5,698.12	5,530.08	6,892.11	6,516.12	4,159.15	56,711.10
3,712.02	3,206.28	3,111.73	3,878.15	3,666.57	2,340.30	31,910.81
4,145.76	3,580.93	3,475.33	4,331.30	4,095.00	2,613.78	35,639.56
8,412.56	7,266.41	7,052.12	8,789.07	8,309.56	5,303.56	72,319.68
5,336.03	4,609.03	4,473.11	5,574.84	5,270.69	3,364.21	45,871.81
10,833.44	9,357.47	9,081.51	11,318.30	10,700.80	6,830.15	93,151.10
2,905.06	2,509.26	2,435.27	3,035.07	2,869.49	1,831.55	24,973.70
2,894.97	2,500.45	2,426.81	3,024.53	2,859.52	1,825.19	24,886.99
5,618.46	4,852.99	4,709.87	5,869.91	5,549.67	3,542.25	48,299.80
4,922.46	4,251.81	4,126.42	5,142.76	4,862.19	3,103.46	42,316.55
3,570.80	3,084.30	2,993.35	3,730.61	3,527.08	2,251.27	30,696.84
3,116.89	2,692.23	2,612.84	3,256.38	3,078.72	1,965.10	26,794.70
2,652.88	2,291.44	2,223.87	2,771.61	2,620.40	1,672.56	22,805.83
2,309.93	1,995.21	1,936.38	2,413.31	2,281.64	1,456.34	19,857.57
5,527.68	4,774.58	4,633.77	5,775.07	5,460.00	3,485.03	47,519.42
4,065.06	3,511.23	3,407.68	4,246.99	4,015.29	2,562.90	34,945.82
3,933.93	3,397.96	3,297.76	4,109.99	3,885.76	2,480.22	33,818.54
\$112,278.49	\$96,981.41	\$94,121.34	\$117,303.44	\$110,903.71	\$70,788.03	\$965,216.25
\$3,893.58	\$3,363.11	\$3,263.93	\$4,067.84	\$3,845.91	\$2,454.79	\$33,471.68
8,523.52	7,362.25	7,145.14	8,904.99	8,419.15	5,373.81	73,273.53
1,533.22	1,324.33	1,285.28	1,601.84	1,514.45	966.64	13,180.53
3,621.23	3,127.87	3,035.62	3,783.30	3,576.90	2,283.08	31,130.40
6,566.64	5,671.98	5,504.71	6,860.53	6,486.24	4,140.06	56,450.95
2,198.97	1,899.38	1,843.36	2,297.38	2,172.04	1,386.57	18,903.69
3,712.01	3,206.28	3,111.73	3,878.15	3,666.57	2,340.31	31,910.84
4,145.76	3,580.93	3,475.33	4,331.30	4,095.00	2,613.78	35,639.56
8,412.56	7,266.41	7,052.12	8,789.07	8,309.56	5,303.56	72,319.67
5,336.02	4,609.03	4,473.11	5,574.84	5,270.69	3,364.21	45,871.83
2,905.05	2,509.26	2,435.27	3,035.07	2,869.49	1,831.55	24,973.68
2,894.97	2,500.55	2,426.81	3,024.53	2,859.52	1,825.20	24,886.99
5,618.46	4,852.99	4,709.87	5,869.91	5,549.67	3,542.26	48,299.81
4,922.46	4,251.81	4,126.42	5,142.76	4,862.19	3,103.46	42,316.55
3,570.80	3,084.30	2,993.35	3,730.61	3,527.08	2,251.27	30,696.82
3,116.88	2,692.23	2,612.84	3,256.38	3,078.72	1,965.10	26,794.69
2,652.88	2,291.44	2,223.87	2,771.61	2,620.40	1,672.56	22,805.83
2,309.92	1,995.21	1,936.38	2,413.31	2,281.64	1,456.34	19,857.57
5,527.68	4,774.58	4,633.77	5,775.07	5,460.00	3,485.03	47,519.42
4,065.06	3,511.23	3,407.68	4,246.99	4,015.29	2,562.89	34,945.82
3,933.93	3,397.96	3,297.76	4,109.99	3,885.76	2,480.21	33,818.53
\$89,461.60	\$77,273.13	\$74,994.35	\$93,465.47	\$88,366.27	\$56,402.78	\$769,068.39

FISCAL YEAR 1943

January	February	March	April	May	June	Total
.....	\$2,967.54	\$172.96	.....	.....	\$155.22	\$3,295.72
.....	3,046.45	177.56	.....	.....	159.35	3,383.36
.....	6,669.05	388.70	.....	.....	348.84	7,406.59
.....	1,199.64	69.92	.....	.....	62.75	1,332.31
.....	2,833.36	165.14	.....	.....	148.20	3,146.70
.....	5,137.93	299.46	.....	.....	268.75	5,706.14
.....	3,441.08	200.56	.....	.....	179.99	3,821.63
.....	2,904.39	169.28	.....	.....	151.92	3,225.59
.....	3,243.76	189.06	.....	.....	169.67	3,602.49
.....	6,582.23	383.64	.....	.....	344.30	7,310.17
.....	4,175.06	243.34	.....	.....	218.38	4,636.78
.....	4,238.20	247.02	.....	.....	221.69	4,706.91
.....	2,273.00	132.48	.....	.....	118.89	2,524.37
.....	2,265.11	132.02	.....	.....	118.48	2,515.61
.....	4,396.05	256.22	.....	.....	229.04	4,882.21
.....	3,851.48	224.48	.....	.....	201.46	4,277.42
.....	2,793.90	162.84	.....	.....	146.14	3,102.88
.....	2,438.74	142.14	.....	.....	127.56	2,708.44
.....	2,075.69	129.98	.....	.....	108.57	2,305.24
.....	1,807.35	105.34	.....	.....	94.54	2,007.23
.....	4,325.02	252.08	.....	.....	226.23	4,803.33
.....	3,180.62	185.38	.....	.....	166.38	3,532.38
.....	3,078.02	179.40	.....	.....	161.01	3,418.43
.....	\$78,923.67	\$4,600.00	.....	.....	\$4,128.26	\$87,651.93

RECEIPTS BY SOURCE

July 1, 1943 to

	July	August	September	October	November	December
Commissioner of Motor Vehicles	\$36,999.24	\$22,121.68	\$4,539.99	\$74,824.02	\$4,445.90	\$3,700.52
Two cent (2¢) Gasoline Tax for Maintenance and Reconstruction	167,934.31	229,490.87	271,193.66	259,749.99	256,562.29	253,278.95
One half cent (½¢) Gasoline Tax for Grade Elimination	51,881.69	70,517.58	83,316.03	79,800.30	78,821.00	77,812.29
One and one half cent (1½¢) Gasoline Tax. Lateral tax to Counties	133,571.97	183,799.34	217,355.73	208,349.80	204,871.94	202,649.73
One and one half cent (1½¢) Gasoline Tax. Lateral tax to Baltimore City	57,245.13	78,771.15	93,152.46	89,292.77	87,802.26	86,849.88
Debt Service, S.R.C. Bonds (Truck License Fees and Franchise Taxes)	16,777.74	13,094.79	9,444.04	10,078.26	6,942.14	5,213.98
Debt Service, S.R.C. Bonds (\$80014 of the 2¢ Gasoline Tax)	27,867.28	24,743.76	29,160.61	27,930.11	27,587.34	27,234.30
Gasoline Tax Refunds:						
Baltimore City	1,226.67	519.97	607.65	481.67	887.75	668.19
Crisfield	.20	.25	.15		.22	.12
Cumberland	128.92	36.51	1.18	34.62	41.49	40.32
Frederick	.42	.30	.35		.79	.45
Hagerstown	43.51	67.77	32.97		37.90	39.08
Salisbury	10.02			19.90		17.31
Sign Permit Revenue	1,653.79	771.57	238.03	900.96	101.24	299.19
Sign License Revenue	400.00	50.00	100.00		50.00	400.00
Sale of Specifications	125.00	285.00	50.00			
Rental of Property	367.50	312.67	295.30	387.10	313.50	289.00
Miscellaneous	7,087.36	14,748.04	3,191.08	15,533.02	9,011.40	6,572.31
Reimbursement for Chesapeake Bay Ferry System Payroll		22,260.28	23,685.22	14,784.58	14,713.41	14,997.09
Military Access Roads—Army	547,158.21	162,170.93	560,406.17	53,540.00		
Military Access Roads—Navy	741,084.00	163,000.00	404,248.00	310,987.00	272,256.00	392,988.00
Works Progress Projects W.P.G.S.				7,700.00		
Works Progress Projects W.P.S.O.					4,685.85	
Regular Federal Aid of 1938					83,300.00	
Regular Federal Aid of 1939						
Regular Federal Aid of 1940	14,275.51					
Regular Federal Aid of 1941	6,931.56					
Regular Federal Aid of 1942			222,554.00		2,552.71	
Regular Federal Aid for Secondary Roads (F.A.S.)					4,310.07	
Federal Grade Elimination of 1938						
Federal Grade Elimination of 1939				4,198.69		
Federal Grade Elimination of 1940					2,350.13	
Maryland State Guard Detail	231,945.00					
Tolchester Ferry						
Regular Federal Aid of 1937						
Prince George's County Commissioners						
State of Virginia						
Federal Funds for Highway Planning and Survey						
Baltimore City for Share of Defense Access Roads						
Interest on Investment of Debenture Reserve Funds			4,573.37			179.36
Transfer of Funds						
	\$2,044,715.03	\$942,216.10	\$1,928,145.99	\$1,008,944.75	\$1,061,645.33	\$1,072,871.35

REPORT OF THE STATE ROADS COMMISSION

ES—FISCAL YEAR 1944

Exhibit 2
Schedule 4

June 30, 1944

January	February	March	April	May	June	Total
\$11,443.65	\$368,412.80	\$1,646,953.00	\$281,577.99	\$63,884.68	\$37,426.91	\$2,339,548.98
262,599.71	236,306.25	221,628.16	268,738.15	248,937.87	298,956.41	2,975,376.62
80,675.79	72,597.92	68,088.54	82,561.64	76,478.61	91,766.30	914,317.69
208,251.41	188,248.76	176,934.30	215,294.50	198,837.93	239,549.22	2,377,714.63
89,250.61	80,678.04	75,828.98	92,269.07	85,216.26	102,663.96	1,019,029.57
3,060.84	1,743.10	744,325.65	51,756.60	21,682.12	16,562.23	900,681.49
28,236.53	25,409.27	23,830.99	28,896.57	26,767.51	27,325.19	324,989.46
720.02	1,015.70	751.52	609.86	834.90	473.67	8,797.57
	27	30	25		30	2.06
38.55	47.29	46.52	47.26	45.65	40.87	549.18
	.90	1.00	1.10		1.15	6.46
35.50	40.98	56.89	8.29	32.98	34.41	430.28
			14.10			61.33
199.00	14.00	129.00	90.30	1,674.07	603.49	6,674.64
			500.00	650.00	350.00	2,500.00
		122.00	29.00	105.00	59.00	766.00
356.00	310.50	405.50	396.00	315.00	376.50	4,124.57
10,332.39	11,168.16	23,279.79	46,152.57	13,303.58	12,012.35	172,392.05
						192,884.71
421,174.30	30,117.68	14,912.77	14,504.33	14,316.28	28,593.07	2,478,126.57
286,365.00	117,438.56	76,960.00		245,975.00	293,303.40	2,835,056.00
	123,515.00			56,460.00	84,153.00	7,700.00
						4,685.85
	16,520.85					16,520.85
	100,603.91	1,920.96		10,176.17		196,001.04
	3,930.63			4,315.59		22,521.73
	14,491.80					23,976.07
	26,582.00					249,136.00
2,621.99	7,941.07	2,700.00				17,573.13
			4,618.27			4,618.27
		14,853.63				19,652.32
						2,350.13
				118,055.00	185,175.99	164,824.01
2,650.00						2,650.00
				1,598.57		1,598.57
				40,144.00		40,144.00
					33,933.28	33,933.28
					73,080.00	73,080.00
					296,335.63	296,335.63
		5,500.00				9,894.01
\$1,385,123.99	\$1,427,135.44	\$3,099,229.50	\$1,088,356.85	\$1,229,806.77	\$1,452,424.35	\$17,740,615.45

RECEIPTS BY SOURCE

July 1, 1943 to

	July	August	September	October	November	December
Lateral Funds (1½ cent Gasoline Tax)						
Allegany	\$5,022.31	\$6,910.86	\$8,172.58	\$7,833.95	\$7,703.18	\$7,619.65
Anne Arundel	5,155.88	7,094.65	8,289.93	8,042.30	7,908.06	7,822.28
Baltimore	11,286.83	15,531.04	18,366.56	17,605.56	17,311.68	17,123.90
Calvert	2,030.29	2,793.75	3,303.81	3,166.42	3,114.05	3,080.27
Caroline	4,795.23	6,598.40	7,803.07	7,479.76	7,354.90	7,275.15
Carroll	8,695.54	11,965.34	14,149.86	13,563.58	13,337.16	13,192.50
Cecil	5,823.74	8,013.65	9,476.71	9,084.05	8,932.42	8,835.55
Charles	4,915.45	6,763.82	7,998.69	7,667.27	7,539.29	7,457.51
Dorchester	5,489.81	7,554.15	8,933.32	8,563.18	8,420.24	8,328.90
Frederick	11,139.90	15,328.86	18,127.47	17,376.37	17,086.32	16,900.99
Garrett	7,065.96	9,722.99	11,498.12	11,021.70	10,837.72	10,720.17
Harford	7,172.81	9,870.02	11,672.00	11,188.38	11,001.62	10,882.25
Howard	3,846.87	5,293.42	6,259.84	6,000.48	5,900.32	5,836.32
Kent	3,833.52	5,275.04	6,238.11	5,979.64	5,879.82	5,816.04
Montgomery	7,439.96	10,237.62	12,106.71	11,605.08	11,411.31	11,287.56
Prince George's	6,518.31	8,969.41	10,606.96	10,167.47	9,997.75	9,889.31
Queen Anne's	4,728.45	6,506.50	7,694.39	7,375.58	7,252.47	7,173.80
St. Mary's	4,127.37	5,679.49	6,716.29	6,438.01	6,330.54	6,261.88
Somerset	3,512.94	4,833.92	5,716.46	5,479.60	5,388.13	5,329.69
Talbot	3,058.80	4,209.00	4,977.45	4,771.21	4,691.57	4,640.68
Washington	7,319.74	10,072.20	11,911.09	11,417.57	11,226.98	11,105.20
Wicomico	5,382.95	7,407.12	8,759.44	8,396.50	8,256.34	8,166.78
Worcester	5,209.31	7,168.18	8,476.87	8,125.64	7,990.01	7,903.34
Sub-Total	133,571.97	183,799.34	217,355.73	208,349.80	204,871.94	202,649.73
Baltimore City	57,245.13	78,771.15	93,152.46	89,292.77	87,802.26	86,849.88
Total Lateral Funds	\$190,817.10	\$262,570.49	\$310,508.19	\$297,642.57	\$292,674.20	\$289,499.61
Federal Aid Secondary Funds:						
Allegany					\$162.06	...
Anne Arundel					166.37	...
Baltimore					364.20	...
Calvert					65.51	...
Caroline					134.73	...
Carroll					200.59	...
Cecil					187.92	...
Charles					138.62	...
Dorchester					177.14	...
Frederick					359.46	...
Garrett					228.00	...
Harford					231.45	...
Howard					124.13	...
Kent					123.70	...
Montgomery					240.07	...
Prince George's					210.33	...
Queen Anne's					152.58	...
St. Mary's					133.18	...
Somerset					113.35	...
Talbot					98.70	...
Washington					236.19	...
Wicomico					173.70	...
Worcester					168.09	...
Total Federal Aid Secondary Funds					\$4,310.07	.....

REPORT OF THE STATE ROADS COMMISSION

ES—FISCAL YEAR 1944
June 30, 1944

Exhibit 2
Schedule 4

January	February	March	April	May	June	Total
\$7,830.25	\$7,078.15	\$6,652.73	\$8,095.07	\$7,476.31	\$9,007.05	\$89,402.07
8,038.50	7,266.40	6,829.66	8,310.37	7,675.14	9,246.60	91,779.77
17,597.24	15,907.02	14,950.95	18,192.39	16,801.82	20,241.91	200,916.90
3,165.42	2,861.38	2,689.40	3,272.48	3,022.34	3,641.15	36,141.26
7,476.23	6,758.13	6,351.94	7,729.07	7,138.28	8,599.82	85,359.96
13,557.17	12,254.99	11,518.42	14,015.07	12,944.35	15,594.66	154,789.24
9,079.76	8,207.95	7,714.34	9,386.84	8,669.33	10,444.34	103,668.36
7,663.65	6,927.55	6,511.18	7,922.84	7,317.23	8,815.41	87,499.89
8,559.13	7,737.02	7,272.00	8,848.60	8,172.24	9,845.47	97,724.06
17,368.17	15,699.95	14,756.32	17,955.56	16,583.08	19,978.42	198,301.41
11,016.50	9,958.36	9,359.82	11,389.08	10,518.53	12,672.15	125,781.10
11,183.10	10,108.96	9,501.37	11,561.31	10,677.60	12,863.79	127,683.25
5,997.64	5,421.56	5,095.71	6,200.48	5,726.53	6,899.01	68,478.18
5,976.82	5,402.74	5,078.02	6,178.95	5,706.65	6,875.06	68,240.41
11,599.60	10,485.46	9,855.24	11,991.90	11,075.27	13,342.90	132,438.70
10,162.67	9,186.54	8,634.39	10,506.37	9,703.29	11,689.99	116,032.46
7,372.10	6,664.01	6,263.48	7,621.42	7,038.86	8,480.04	84,171.10
6,434.97	5,816.89	5,467.27	6,652.60	6,144.09	7,402.08	73,471.39
5,477.02	4,950.94	4,633.37	5,662.25	5,229.44	6,300.15	62,533.91
4,768.96	4,310.90	4,051.80	4,930.24	4,553.39	5,485.67	54,419.07
11,412.18	10,316.03	9,696.00	11,798.14	10,896.32	13,127.29	130,298.74
8,392.53	7,586.43	7,130.45	8,676.38	8,013.17	9,653.84	95,821.93
8,121.80	7,341.70	6,900.44	8,396.49	7,754.67	9,342.42	92,730.87
208,251.41	188,248.76	176,934.30	215,294.50	198,837.93	239,549.22	2,377,714.63
89,250.61	80,678.04	75,828.98	92,269.07	85,216.26	102,663.96	1,919,020.57
\$297,502.02	\$268,926.80	\$252,763.28	\$307,563.57	\$284,054.19	\$342,213.18	\$3,396,735.20
\$98.59	\$298.58	\$101.52				\$660.75
101.22	306.53	104.22				678.34
221.56	671.02	228.15				1,484.93
39.85	120.70	41.04				267.10
94.13	285.08	96.93				630.87
170.69	516.96	175.77				1,144.01
114.32	346.23	117.72				766.19
96.49	292.23	99.36				646.70
107.76	326.38	110.97				722.25
218.67	662.29	225.18				1,465.60
138.70	420.08	142.83				929.61
140.80	426.44	144.99				943.68
75.51	228.70	77.76				506.10
75.25	227.91	77.49				504.35
146.04	442.32	150.39				978.82
127.95	387.52	131.76				857.56
92.82	281.11	95.58				622.09
81.02	245.38	83.43				543.01
68.96	208.85	71.01				462.17
60.04	181.85	61.83				402.42
143.69	435.17	147.96				963.01
105.67	320.03	108.81				708.21
102.26	309.71	105.30				685.36
\$2,621.99	\$7,941.07	\$2,700.00				\$17,573.13

**DEBENTURE BONDS OF THE STATE ROADS COMMISSION OF MARYLAND
AND RECEIPTS BY SOURCES FOR DEBT SERVICE**

(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				696,809.84	
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	349,837.59
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
October 1, 1942, to June 30, 1943				894,701.53	243,104.63
July 1, 1943, to June 30, 1944				900,681.49	324,989.46
Unearned Interest				11,672.91	
Total Receipts				\$8,846,990.52	\$3,345,460.07
		CHARGES AGAINST INCOME			
		Principal	Interest	Remainders	
				To Baltimore City	To State Roads Comm.
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	\$380,000.00		191,387.78	242,946.22	566,874.52
October 1, 1936, to September 30, 1937	393,000.00		190,796.25	151,954.17	354,559.74
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			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
October 1, 1942, to June 30, 1943			82,578.75	331,081.56	141,892.10
July 1, 1943, to June 30, 1944	506,000.00		158,832.50	382,786.91	164,051.54
Total Charges Against Income	\$3,269,000.00		\$1,613,171.79	\$2,387,432.31	\$3,696,592.74
* Actual share by State Roads Commission was \$392,845.95 less \$125,000.00 for Debt Service Reserve.					
RECAPITULATION					
Total Receipts during the period:					
Truck License Fees and Franchise Taxes				\$8,835,317.61	
One and four-tenths mills of the 2¢ Gasoline Tax				3,345,460.07	
Unearned Interest				11,672.91	
Total Receipts					\$12,192,450.59
Application of Funds:					
Retirement of Bonds				\$3,269,000.00	
Bond Interest Paid				1,613,171.79	
Balance of Funds transferred to:					
Baltimore City				2,387,432.31	
State Roads Commission				3,696,592.74	
Total Funds Applied					10,966,196.84
Balance of Funds on hand, being Reserve for Debt Service on State Roads					
Commission Debenture Constant Reserve \$630,000.00 Reserve for 1945 Debt Service \$596,253.75					\$1,226,253.75

STATE OF MARYLAND BRIDGE REVENUE REFUNDING BONDS
BOND ACCOUNT

At September 30, 1944

October 1, 1938, Issued Series "A" Bridge Revenue Bonds, 3 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 ¹ / ₂ %	\$1,600,000.00	
1951 1959, inclusive, at 2 ¹ / ₂ %	2,700,000.00	
1960 1961, inclusive, at 2 ¹ / ₂ %	1,700,000.00	\$6,000,000.00
Purchases and Maturities:		
Maturity due December 1, 1942	\$150,000.00	
Maturity due December 1, 1943	150,000.00	
Total Maturities		\$300,000.00
Purchased (and cancelled) for Sinking Fund, with excess toll income:		
October 21, 1941 Series of 1961	\$3,000.00	
December 1, 1941, Series of 1961	69,000.00	
April 1, 1942, Series of 1961	125,000.00	
April 14, 1942, Series of 1961	24,000.00	
October 16, 1942, Series of 1961	147,000.00	
April 7, 1943, Series of 1961	175,000.00	
October 11, 1943, Series of 1961	74,000.00	
April 14, 1944, Series of 1961	190,000.00	
Total Bonds Purchased		\$890,000.00
Total Purchases and Maturities		1,190,000.00
September 30, 1944, Bonds Outstanding (See Exhibit No. 10, Schedule No. 8)		\$4,810,000.00
September 30, 1944, Balance in Sinking Fund (From Toll Income)		865,062.23
September 30, 1944, Amount of Reserve required before purchase and cancellation of additional Bonds of this Issue, in accordance with Trust Indenture:		
Interest Payable, December 1, 1944	\$49,850.00	
Interest Payable, June 1, 1945	48,318.75	
Maturity due, December 1, 1944	175,000.00	
Cash Constant	250,000.00	
Redemption Reserve, including premium for "Call" Provision	52,500.00	575,668.75
September 30, 1944, Excess Funds from Toll Income		\$82,393.48

STATE ROADS COMMISSION OF MARYLAND CHESAPEAKE BAY FERRY REVENUE
BONDS, 1¹/₂%

BOND ACCOUNT

At September 30, 1944

June 1, 1941 Issued State Roads Commission of Maryland Chesapeake Bay Ferry Revenue Bonds, 1 ¹ / ₂ %:		
June 1, 1943, at 1 ¹ / ₂ %	\$75,000.00	
June 1, 1944, at 1 ¹ / ₂ %	77,000.00	
June 1, 1945, at 1 ¹ / ₂ %	78,000.00	
June 1, 1946, at 1 ¹ / ₂ %	80,000.00	
June 1, 1947, at 1 ¹ / ₂ %	81,000.00	
June 1, 1948, at 1 ¹ / ₂ %	83,000.00	
June 1, 1949, at 1 ¹ / ₂ %	84,000.00	
June 1, 1950, at 1 ¹ / ₂ %	86,000.00	
June 1, 1951, at 1 ¹ / ₂ %	88,000.00	
June 1, 1952, at 1 ¹ / ₂ %	90,000.00	
June 1, 1953, at 1 ¹ / ₂ %	92,000.00	
June 1, 1954, at 1 ¹ / ₂ %	94,000.00	
June 1, 1955, at 1 ¹ / ₂ %	95,000.00	
June 1, 1956, at 1 ¹ / ₂ %	97,000.00	
Total Issued		\$1,200,000.00
Premium at Sale		16,852.80
Accrued Coupon Interest		150.00
Total Proceeds to be accounted for:		\$1,217,302.80
June 10, 1941		
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 1c 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. 11, Schedule No. 1)	94,533.10	
Total Surplus and Reserves		\$305,533.15

RECAPITULATION OF CASH DISBURSEMENTS

October 1, 1942 to June 30, 1943

Exhibit 3
Schedule 1

Construction (New) including projects of Reconstruction:			
Payments to Contractors		\$5,340,808.25	
Cement purchased for projects in course of construction		1,183.22	
Purchase of Rights of Way and disbursements in lieu of land privileges		323,325.33	
Pay of salaried employes, engaged in Inspection and Engineering		441,432.43	
Pay of labor forces of the Commission - Per Diem Wages		144,954.04	
Cost of operating Commission-owned equipment engaged on projects		97,398.48	
Depreciation on Capital Properties, ratably distributed to projects		187,189.63	
Materials and Supplies and other expenses applicable to projects		970,013.05	
Cash and journal adjustments, affecting construction through Maintenance Accounts		13,764.37	
Total Disbursements for New Construction, including Reconstruction Projects, for completed projects, and projects in progress			\$7,520,068.81
Road-side Beautification (other than contract work):			
Pay of labor forces and salaried employes		\$1,203.69	
Cost of operating Commission-owned equipment		42.81	
Materials, supplies, and other expenses		1,222.20	
Total disbursements for Road-side Beautification			2,468.70
County Road Maintenance:			
Pay of labor forces together with pay to salaried employes for direct supervision		\$250,712.90	
Operating cost of Commission-owned equipment, including Depreciation, directly engaged on County System		168,164.52	
Materials, supplies, and other expenses		154,082.57	
Total disbursements for maintaining County System of Roads			572,959.99
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	\$689,891.12		
Pay to labor forces of the Commission, engaged in Operating equipment	174,730.61		
Pay of salaried employes of the Commission, engaged in Maintenance Operation and project construction	349,025.45		
Total Disbursements for labor, from Maintenance Appropriation, before distribution of ratable portion to projects			\$1,213,647.18
Materials and Expenses:			
Disbursed for materials and expenses, charged as Maintenance costs, direct	\$455,533.75		
Disbursed for materials and expenses, in operation of Commission-owned equipment	398,495.79		
Disbursed for materials and expenses, including portion of total to be charged to projects	213,373.21		
Total Disbursements for Materials and Expenses from Maintenance Appropriations, before distribution of ratable portions to projects			977,435.75
Disbursed as equipment operating expenses, charged direct as cost of Maintenance, Calculated Depreciation on Commission-owned Equipment, to be distributed as cost of Maintenance to other projects	\$155,091.48		
Calculated Depreciation on other Commission-owned Equipment, and all other Capital properties distributed as cost of Maintenance, and to other projects.	203,107.94		
Total Calculated Depreciation			359,199.42
Total Disbursements from budgetary maintenance appropriations, before distribution as cost of maintenance of State System, and before ratable distribution as cost of projects			\$2,923,072.07
Distribution of Total Disbursements from Budgetary Appropriations and Depreciation:			
Cost of operating Commission-owned equipment charged as County Road Maintenance (as above)	\$168,164.52		
Cost of operating Commission-owned equipment charged to Construction and Reconstruction projects (as above)	97,398.48		
Cost of operating Commission-owned equipment charged as Maintenance of State System, included in cost of Labor and Materials (as above)	372,789.71		
Cost of operating Commission-owned equipment charged to other accounts	965.17		
Cost of Depreciation, distributed as direct costs to projects (as above)	187,189.63		
Cost of Depreciation distributed as direct costs to County Road Maintenance projects	15,918.31		
Total Disbursements from Budgetary Appropriations, distributed			\$842,425.82
Cost of Maintaining State System of Roads, before adjustment for purchase of Capital or Plant Properties (all kinds) and calculation of Depreciation			\$2,080,646.25
Disbursements made in acquiring Capital or Plant properties - Equipment all kinds	\$56,020.65		
Less: Credit for Depreciation, shown above	359,199.42		303,178.77
Net Disbursements for Maintaining State System of Roads			\$1,777,467.48

RECAPITULATION OF CASH DISBURSMENTS

(Continued)

October 1, 1942 to June 30, 1943

Other General Disbursements:	
Payments for Debt Service on County Road Obligations	\$17,500.00
Payments of authorized appropriations to Incorporated Towns in the Counties	17,218.37
Payments to several counties direct, their share of Lateral Gasoline Tax Funds, for maintaining their road organizations	527,156.34
Payments to Baltimore City, being 30% of balance of Truck License Fees and Franchise taxes, and 8.0014 of the two-cent (2c) gasoline tax, not required for debt service, and 30% of one and one half cent (1½c) Lateral gasoline tax fund	843,013.83
Debt Service on State Roads Commission Debentures:	
Redemption of State Roads Commission "Improvement and Refunding Bond Issue of 1941"	
Interest on State Roads Commission "Improvement and Refunding Bond Issue of 1941"	\$82,578.75
Total Debt Service	82,578.75
Payment to State Treasurer of Sign Licenses collected	1,700.00
Disbursements for Materials and Supplies placed in stock, subject to distribution as used	25,816.19
Payments to Tolechester Ferry Company	2,166.55
Payments from Unclaimed Wages	131.79
Additional Reserve of 1½c Gasoline Tax for Chesapeake Bay Ferry Revenue Bonds	875.00
Pay of employees of The Chesapeake Bay Ferry Company Reimbursed from Ferry Revenue	118,929.84
Total disbursements for the period October 1, 1942 to June 30, 1943	\$11,458,419.16

RECAPITULATION OF CASH DISBURSEMENTS

July 1, 1943 to June 30, 1944

Exhibit 3
Schedule 2

Construction (New) including projects of Reconstruction:			
Payments to contractors		\$5,035,006.27	
Cement purchased for projects in course of construction		832.66	
Purchase of Rights-of-Way, and disbursements in lieu of land privileges		234,763.27	
Pay of salaried employees, engaged in inspection and engineering		288,153.77	
Pay of labor forces of the Commission—Per diem wages		130,483.64	
Cost of operating Commission-owned equipment, engaged on projects		84,359.60	
Depreciation on capital properties, ratably distributed to projects		263,488.75	
Materials and Supplies, and other expenses applicable to projects		909,643.20	
Cash and Journal adjustments, affecting construction through maintenance accounts		5,102.59	
Total disbursements for new construction, including Reconstruction projects, for completed projects, and projects in progress			\$6,951,833.75
Roadside Beautification (other than contract work):			
Pay of labor forces, and salaried employees		\$1,614.06	
Cost of operating Commission-owned equipment		22.83	
Materials, supplies and other expenses		1,460.46	
Total disbursements for roadside beautification			3,097.35
County Road Maintenance:			
Pay of labor forces together with pay to salaried employees for direct supervision		\$386,071.89	
Operating cost of Commission-owned equipment, including Depreciation, directly engaged on County System		252,235.88	
Materials, supplies and other expenses		334,108.58	
Total disbursements for maintaining County System of roads			972,416.35
Disbursements for maintaining State System of roads, and distribution of other disbursements charged to projects:			
Direct disbursements from Budgetary Maintenance Appropriations:			
Pay of labor forces of the commission, engaged in maintenance operations	\$867,187.17		
Pay of labor forces of the commission, engaged in operating equipment	238,479.88		
Pay of salaried employees of the commission, engaged in maintenance operation and project construction	671,568.59		
Total disbursements for labor from maintenance appropriation, before distribution of ratable portion to projects			\$1,777,235.64
Materials and Expenses:			
Disbursed for materials and expenses, charged as Maintenance costs, direct	\$931,471.77		
Disbursed for materials and expenses, in operation of Commission-owned equipment	427,984.40		
Disbursed for materials and expenses, including portion of total to be charged to projects	269,058.24		
Total Disbursements for Materials and Expenses from Maintenance Appropriations, before distribution of ratable portions to projects			1,628,514.41
Disbursed as equipment operating expenses, charged direct as cost of Maintenance			489,502.24
Calculated Depreciation on Commission-owned Equipment, to be distributed as cost of Maintenance to other projects	\$161,645.98		
Calculated Depreciation on other Commission-owned Equipment, and all other Capital properties distributed as cost of Maintenance, and to other projects	313,659.58		
Total calculated Depreciation			475,305.56
Total disbursements from budgetary maintenance appropriations, before distribution as cost of maintenance of State System, and before ratable distribution as cost of projects			\$4,370,557.85
Distribution of Total Disbursements from Budgetary Appropriations and Depreciation:			
Cost of operating Commission-owned equipment charged as County Road Maintenance (as above)	\$252,235.88		
Cost of operating Commission-owned equipment charged to Construction and Reconstruction projects (as above)	84,359.60		
Cost of operating Commission-owned equipment charged as Maintenance of State System, included in cost of labor and materials (as above)	489,502.24		
Cost of operating Commission-owned equipment charged to other accounts	2,012.54		
Cost of Depreciation distributed as direct costs to projects (as above)	263,488.75		
Cost of Depreciation distributed as direct costs to County Road Maintenance projects	50,170.83		
Total Disbursements from Budgetary Appropriations, distributed			\$1,141,769.84
Cost of Maintaining State System of Roads, before adjustment for purchase of Capital or Plant Properties (all kinds) and calculation of Depreciation			\$3,228,788.01
Disbursements made in acquiring Capital or Plant Properties (Equipment all kinds)	\$35,845.58		
Less: Credit for Depreciation, shown above	475,305.56	439,459.98	
Net Disbursements for Maintaining State System of Roads			\$2,789,328.03

RECAPITULATION OF CASH DISBURSEMENTS
(Continued)

July 1, 1943 to June 30, 1944

Other General Disbursements:	
Payments for Debt Service on County Road Obligations	\$78,006.42
Payments of authorized appropriations to Incorporated Towns in the Counties	61,351.28
Payments to Several Counties direct, their Share of Lateral Gasoline Tax Funds, for maintaining their road organizations	1,402,507.74
Payments to Baltimore City being 30% of balance of Truck License Fees and Franchise taxes, and 8.0014 of the two cent (2c) gasoline tax, not required for debt service, and 30% of one and one half cent (1½c) Lateral gasoline tax fund	1,143,888.31
Debt Service on State Roads Commission Debentures:	
Redemption of State Roads Commission "Improvement and Refunding Bond Issue of 1941"	\$506,000.00
Interest on State Roads Commission "Improvement and Refunding Bond Issue of 1941"	158,832.50
Total Debt Service	664,832.50
Pay of employees of The Chesapeake Bay Ferry Company (Reimbursed from Ferry Revenue)	192,884.71
Payments to State Treasurer of Sign License fees collected and Interest on bank balances	4,577.63
Disbursements for Materials and Supplies placed in stock, subject to distribution as used	7,636.65
Payments to Tolchester Ferry Company	2,650.00
Transfer of balance of "Chesapeake Bay Ferry Revenue Bonds" to Trustee	80,261.94
Payments from Unclaimed Wages	88.00
Total Disbursements for the fiscal year—July 1, 1943 to June 30, 1944	\$14,340,087.36

REPORT OF THE STATE ROADS COMMISSION

SUMMARY OF GENERAL AND OPERATING EXPENSES

Exhibit 4

Applicable to State System of Roads

Years Ended June 30, 1943 and June 30, 1944

ACCOUNT NUMBER	ACCOUNT TITLE	Oct. 1, 1942 to June 30, 1943	July 1, 1943 to June 30, 1944
1	GENERAL EXPENSES		
11	Administrative and General Expenses	\$72,210.97	\$251,025.74
12	Accounting and Commercial Expenses	117,820.92	152,498.05
13	Chesapeake Bay Ferry Expenditures	1,298.06	1,068.90
14	Administrative Building Operating and Maintenance Expense	21,909.04	20,271.46
15	Insurance	33,058.03	48,199.11
16	Legal Department Expense	9,323.29	11,917.58
18	Mechanical Equipment Division		
19	Traffic Division		
	Total	<u>26,530.85</u>	<u>35,105.31</u>
	Total	<u>\$282,151.16</u>	<u>\$520,086.15</u>
2	OPERATING EXPENSES		
21	Operating Engineers Expenses	\$50,609.65	\$71,093.12
22	District Engineers Expense (all districts)	135,525.55	213,749.38
23	Plans and Surveys Expenses	31,428.46	51,029.22
24	Storeroom and Yards Expenses	26,366.90	34,406.30
25	Equipment and Transportation Operating Expenses (all districts)	483,226.40	666,464.28
26	Laboratory Expenses	23,889.55	34,121.76
27	Construction Division Expenses	12,427.39	16,140.90
	Total	<u>\$763,473.90</u>	<u>\$1,087,004.16</u>
3	MAINTENANCE EXPENSES		
30	Depreciation	\$359,199.42	\$475,305.56
31	General Repairs to Properties	17,625.88	24,015.09
32	Maintenance of Roads—Surfacing and Oiling	675,931.19	1,076,969.49
33	Maintenance of Roads—Shoulders	212,039.58	357,830.75
34	Maintenance of Roads—Drainage	158,036.18	233,302.71
35	Drainage Structure Repairs (Including Bridges not over 20 ft. span)	8,708.74	24,522.63
36	Structure Repairs (Other than Drainage Structure)	13,612.06	28,380.70
37	Maintenance of Roadside	65,918.80	96,061.91
38	Traffic Service	315,679.94	361,589.07
39	Maintenance of Bridges (over 20 ft. span) and Grade Separation	50,695.22	85,488.83
	Total	<u>\$1,877,447.01</u>	<u>\$2,763,466.74</u>
1	General Expenses	\$282,151.16	\$520,086.15
2	Operating Expenses	763,473.90	1,087,004.96
3	Maintenance Expenses	1,877,447.01	2,763,466.74
	Total Expenses	<u>\$2,923,072.07</u>	<u>\$4,370,557.85</u>

REPORT OF THE STATE ROADS COMMISSION

MAINTENANCE COSTS

Exhibit 4

For periods October 1, 1942, to June 30, 1943; July 1, 1943, to June 30, 1944

ACCOUNT NUMBER	ACCOUNT TITLE	1943	1944
1.	GENERAL EXPENSES		
11	General Expenses:		
111	Pay of Administrative Officers and Employees	\$31,629.33	\$40,372.93
112	Expense of Administrative Officers and Employees	193.76	358.58
112-A	Administrative Automotive Unit Operating Costs	553.75	350.19
113	Pay of Other Administrative Officers and Employees		
114	Expense of Other Administrative Officers and Employees	338.09	423.25
115	Rent of Administrative Offices		
116	General Administrative Stationery, Printing, Postage, Telephone, Telegraph, and Advertising	12,440.93	10,389.56
117	Assistance to Employees		
118	Miscellaneous Expense of General Administrative Officers	324.99	814.60
119	Expense of Officers and Employees in Attendance at Conventions	285.20	188.71
119-A	Expense of Officers and Employees on Inspection Out of State	81.18	888.48
119-B	Cost of Sick Leave and Vacations—Labor Employees	25,383.74	43,464.58
120-A	Cost of Medical Examinations Per Diem Employees	980.00	1,130.00
119-C	Bonus paid to employees of the Commission		152,644.86
	Total	\$72,210.97	\$251,025.74
12	Accounting and Commercial Expenses:		
121	Pay of Accounting and Commercial Employees	\$57,489.85	\$74,330.86
122	Accounting and Commercial Employees' Expenses	2,886.63	4,480.01
122-A	Accounting Automotive Unit Operating Costs	392.36	213.95
123	Accounting and Commercial Office Supplies and Expense	3,735.14	4,309.47
124	Postage, Telephone and Telegraph	3,610.61	3,864.36
125	Stationery, Printing and Advertising	2,716.25	2,377.81
126	Miscellaneous Accounting and Commercial Expenses	161.77	40.25
126-1	Compensation to Salaried Employees for Overtime		
127	Ascertainment of Inventory	46.73	
128	Expense of Maintaining Susquehanna River Bridge	28,536.63	34,852.52
128-A	Automotive Unit Operating Cost—Susquehanna River Bridge	69.41	210.20
129	Expense of Maintaining Potomac River Bridge	17,950.99	27,461.01
129-A	Automotive Unit Operating Cost—Potomac River Bridge	224.55	337.61
	Total	\$117,820.92	\$152,498.05
13	Expenditure of State Funds for Chesapeake Bay Ferry System:		
132	Expense of Operating Chesapeake Bay Ferry System	\$1,007.73	\$792.22
132-A	Automotive Unit Operating Costs—Chesapeake Bay Ferry System	290.33	276.68
	Total	\$1,298.06	\$1,068.90
14	Administrative Building Operating and Maintenance Expense:		
141	Pay of Employees	\$7,094.57	\$9,758.87
142	Expenses of Employees		
143	Light	2,344.08	3,312.97
144	Heat	2,671.09	3,060.63
145	General Maintenance	9,799.30	4,138.99
	Total	\$21,909.04	\$20,271.46
15	Insurance:		
151	Pay of Salaried Employees—Workmen's Compensation—Personnel Division	\$4,223.33	\$5,892.32
152	Expense of Workmen's Compensation—Personnel Division	195.23	258.88
152-A	Automotive Unit Operating Costs	78.15	32.80
153	Insurance on Storeroom and Yards Properties		
154	Insurance on Repair Shops and Transportation and Construction Equipment Properties	43.21	9,198.23
155	Insurance on Laboratory Properties		
156	Insurance on Miscellaneous Properties	1,798.89	
157	Public Casualty Insurance	16,558.31	
157-A	Fire, War Damage, and Bridge Structures	966.82	12,340.38
158	Other Insurance	9,280.51	20,476.50
159	Workmen's Compensation Insurance—State Roads Commission		
	Total	\$33,058.03	\$48,199.11
16	Legal Department Expense:		
161	Retainers and Salaries of Counsel	\$8,624.88	\$11,799.84
162	Office and General Expense of Counsel	160.72	69.83
162-A	Automotive Unit Operating Costs	228.06	15.79
163	General Legal Fees and Expenses		
164	Law Books, Printing and Stationery	80.53	31.12
165	Trial and Settlement Costs, Fees and Expenses	229.10	1.00
	Total	\$9,323.29	\$11,917.58

ITALICS INDICATE RED FIGURES.

MAINTENANCE COSTS

Exhibit 4

For periods October 1, 1942, to June 30, 1943; July 1, 1943, to June 30, 1944

ACCOUNT NUMBER	ACCOUNT TITLE	1943	1944
19	Traffic Division:		
191	Pay of Employees, Traffic Division	\$19,579.98	\$26,865.89
191-1	Overtime Payments		415.81
192	Expense of Traffic Division	6,262.81	6,489.97
192-A	Automotive Unit Operating Costs, Traffic Division	688.06	1,333.64
	Total	<u>\$26,530.85</u>	<u>\$35,105.31</u>
2.	OPERATING EXPENSES		
21	Operating Engineers Expenses:		
211	Pay of Operating Engineer's Employees	\$29,377.42	\$38,996.43
212	Expense of Operating Engineer's Employees	2,870.19	2,741.67
212-A	Automotive Unit Operating Costs	2,543.58	2,240.38
213	Operating Engineer's Office Supplies and Expense	3,818.51	3,929.72
214	General Expense - Operating Engineer	104.71	40.85
215	Pay of Right-of-Way Engineer's Employees	9,681.43	19,888.68
215-1	Compensation to Salaried Employees for overtime - Right-of-Way Department	6.00	
216	Expense of Right-of-Way Engineer's Employees	897.65	1,589.52
216-A	Automotive Unit Operating Costs - Right-of-Way Department	1,310.16	1,665.84
	Total	<u>\$50,609.65</u>	<u>\$71,093.12</u>
22	District Operating Engineer's Expenses—District No. 1:		
221-1	Pay of District Engineer's Employees	\$9,900.85	\$12,940.52
222-1	Expense of District Engineer's Employees	789.98	1,153.01
222-A-1	Automotive Unit Operating Cost	2,142.09	3,438.47
223-1	District Engineer's Office Supplies and Expense	565.24	866.65
224-1	Rent of District Office	675.00	1,075.00
225-1	Light, Heat, and Telephone	729.02	783.09
226-1	Miscellaneous Expense	73.75	228.83
227-1	Moving Killefer Road Disc		
227-A-1	Cost of Vacations to Per Diem Employees		
227-B-1	Cost of Sick Leave to Per Diem Employees		
228-1	Pay to County Road Supervisors	2,366.64	5,324.90
229-1	Expense of County Road Supervisors	174.03	134.41
	Total	<u>\$17,416.60</u>	<u>\$25,944.58</u>
22	District Operating Engineer's Expenses:		
	District No. 2:		
221-2	Pay of District Engineer's Employees	\$11,629.56	\$25,995.38
222-2	Expense of District Engineer's Employees	999.24	1,459.46
222-A-2	Automotive Unit Operating Costs	2,208.77	3,628.64
223-2	District Engineer's Office Supplies and Expense	1,245.12	1,313.34
224-2	Rent of District Office	405.00	550.00
225-2	Light, Heat, and Telephone	1,259.47	1,213.98
226-2	Miscellaneous Expense	366.43	415.38
227-2	Moving Killefer Road Disc		
227-A-2	Cost of Vacations to Per Diem Employees		
227-B-2	Cost of Sick Leave to Per Diem Employees		
228-2	Pay to County Road Supervisors	3,244.04	5,270.42
229-2	Expense of County Road Supervisors	3.00	
	Total	<u>\$21,360.63</u>	<u>\$39,846.60</u>
22	District Operating Engineer's Expenses:		
	District No. 3:		
221-3	Pay of District Engineer's Employees	\$18,336.59	\$31,455.92
222-3	Expense of District Engineer's Employees	1,291.83	1,778.24
222-A-3	Automotive Unit Operating Costs	2,119.90	2,782.64
223-3	District Engineer's Office Supplies and Expense	1,050.37	973.10
224-3	Rent of District Office		
225-3	Light, Heat, and Telephone	1,056.01	1,774.68
226-3	Miscellaneous Expense	1,720.65	3,727.20
227-3	Moving Killefer Road Disc		
227-A-3	Cost of Vacations to Per Diem Employees		
227-B-3	Cost of Sick Leave to Per Diem Employees		
228-3	Pay to County Road Supervisors		
229-3	Expense of County Road Supervisors		
	Total	<u>\$25,575.35</u>	<u>\$42,491.78</u>

REPORT OF THE STATE ROADS COMMISSION

185

MAINTENANCE COSTS

Exhibit 4

For periods October 1, 1942, to June 30, 1943; July 1, 1943, to June 30, 1944

ACCOUNT NUMBER	ACCOUNT TITLE	1943	1944
22	District Operating Engineer's Expenses:		
	District No. 4:		
221-4	Pay of District Engineer's Employees	\$13,542.71	\$19,329.53
222-4	Expense of District Engineer's Employees	923.74	1,313.96
222-A-4	Automotive Unit Operating Costs	1,171.53	1,918.62
223-4	District Engineer's Office Supplies and Expense	768.45	955.96
224-4	Rent of District Office	670.00	900.00
225-4	Light, Heat, and Telephone	795.69	813.12
226-4	Miscellaneous Expense	164.08	791.52
227-4	Moving Killefer Road Disc		
227-A-4	Cost of Vacations to Per Diem Employees		
227-B-4	Cost of Sick Leave to Per Diem Employees		
228-4	Pay to County Road Supervisors		
229-4	Expense of County Road Supervisors		
	Total	\$18,036.20	\$26,055.74
22	District Operating Engineer's Expense:		
	District No. 5:		
221-5	Pay of District Engineer's Employees	\$19,745.17	\$30,404.24
222-5	Expense of District Engineer's Employees	1,328.76	1,636.15
222-A-5	Automotive Unit Operating Costs	2,647.39	3,367.63
223-5	District Engineer's Office Supplies and Expense	615.19	1,338.15
224-5	Rent of District Office	675.00	900.00
225-5	Light, Heat, and Telephone	1,170.18	1,197.47
226-5	Miscellaneous Expense	25.92	204.59
227-5	Moving Killefer Road Disc		
228-5	Pay to County Road Supervisors		
229-5	Expense of County Road Supervisors		
	Total	\$26,207.61	\$39,048.23
22	District Operating Engineer's Expense:		
	District No. 6:		
221-6	Pay of District Engineer's Employees	\$17,746.26	\$32,589.05
222-6	Expense of District Engineer's Employees	544.71	555.57
222-A-6	Automotive Unit Operating Costs	1,866.59	2,529.23
223-6	District Engineer's Office Supplies and Expense	877.97	991.97
224-6	Rent of District Office	458.00	620.00
225-6	Light, Heat, and Telephone	2,073.17	2,812.04
226-6	Miscellaneous Expense	3,362.46	264.32
227-6	Moving Killefer Road Disc		
227-A-6	Cost of Vacations to Per Diem Employees		
227-B-6	Cost of Sick Leave to Per Diem Employees		
228-6	Pay to County Road Supervisors		
229-6	Expense of County Road Supervisors		
	Total	\$26,929.16	\$40,362.18
	Grand Total of 6 Districts	\$135,525.55	\$213,749.38
23	Plans and Survey Expense:		
231	Pay of Operating Management Employees—Plans and Survey—Roads	\$11,518.88	\$26,682.72
231-3	Compensation to Salaried Employees for Overtime—Survey Dept.—Roads	34.00	
231-4	Compensation to Salaried Employees for Overtime—Survey Dept.—Bridges	10.00	
232	Expense of Operating Management—Plans and Survey—Roads	1,861.98	1,700.96
232-A	Automotive Unit Operating Costs—Roads Divisions	2,414.86	3,840.31
233	Operating Management Office Supplies and Expense	2,598.85	3,736.62
234	Miscellaneous Expense	436.46	657.56
235	Pay of Operating Management Employees—Plans and Survey—Bridges	7,679.88	11,947.81
236	Expense of Operating Management—Plans and Survey—Bridges	1,117.05	1,373.19
236-A	Automotive Unit Operating Costs—Bridge Division	756.50	1,090.05
	Total	\$31,128.46	\$51,029.22
24	Storeroom and Yard Expense:		
241	Pay of Operating Management and Employees	\$16,801.95	\$23,804.20
242	Expense of Employees	4,712.09	4,841.23
242-A	Automotive Unit Operating Costs	1,148.03	1,617.29
243	Light, Heat, and Water	2,325.87	1,670.65
244	Rent		
245	Oils and Waste	107.52	148.35
246	Miscellaneous Station Expense	805.71	1,426.59
247	Paint Shop	465.73	897.99
248	Cost of Vacations		
	Total	\$26,366.90	\$34,406.30

MAINTENANCE COSTS

Exhibit 4

For periods October 1, 1942, to June 30, 1943; July 1, 1943, to June 30, 1944

ACCOUNT NUMBER	ACCOUNT TITLE	1943	1944
25	Equipment and Transportation Operating Expense:		
	District No. 1:		
251-1	Pay of Employees	\$17,697.57	\$26,012.46
252-1	Expense of Employees	44.85	74.47
253-1	Light, Heat, Water, etc.	1,987.30	3,407.16
254-1	Rent	1,223.75	1,277.60
255-1	Gasoline	20,435.23	27,495.24
255-A-1	Kerosene	580.89	831.05
256-1	Lubricating Oils	1,867.91	3,108.04
257-1	Parts	8,779.08	18,148.54
257-A-1	Repairs	921.20	2,529.01
257-B-1	Grader Blades, Parts, Teeth, etc., Motive Power with Unit Number	317.08	344.30
258-1	Tires	5,987.11	7,740.32
258-A-1	Supplies	505.07	966.28
259-1	Miscellaneous Expense	1,622.21	2,651.62
259-A-1	Fuel Oil	3,058.30	4,155.40
259-B-1	Grader Blades, Parts, Teeth, etc., Non-motive Power without Unit No.	65.49	693.06
	Total	\$65,093.04	\$99,073.95
25	Equipment and Transportation Operating Expense:		
	District No. 2:		
251-2	Pay of Employees	\$33,624.13	\$44,772.89
252-2	Expense of Employees	225.08	249.29
253-2	Light, Heat, Water, etc.	2,933.17	4,918.24
254-2	Rent	726.00	885.10
255-2	Gasoline	29,983.16	38,147.18
255-A-2	Kerosene	788.30	995.50
256-2	Lubricating Oils	1,861.75	2,339.11
257-2	Parts	18,343.65	22,601.77
257-A-2	Repairs	1,428.13	2,055.29
257-B-2	Grader Blades, Parts, Teeth, etc., Motive Power with Unit Number	570.45	1,690.85
258-2	Tires	8,403.20	10,724.22
258-A-2	Supplies	1,121.83	942.92
259-2	Miscellaneous Expense	2,944.72	4,455.38
259-A-2	Fuel Oil	1,802.55	2,706.36
259-B-2	Grader Blades, Parts, Teeth, etc., Non-motive Power without Unit No.	2,342.69	1,829.29
	Total	\$107,098.81	\$139,313.39
25	Equipment and Transportation Operating Expense:		
	District No. 3:		
251-3	Pay of Employees	\$40,635.92	\$50,008.37
252-3	Expense of Employees	242.25	145.62
253-3	Light, Heat, Water, etc.	4,330.22	5,631.67
254-3	Rent	.54	.74
255-3	Gasoline	17,156.97	23,156.73
255-A-3	Kerosene	985.66	1,509.61
256-3	Lubricating Oils	996.19	1,837.35
257-3	Parts	8,802.20	11,656.04
257-A-3	Repairs	2,791.57	2,740.50
257-B-3	Grader Blades, Parts, Teeth, etc., Motive Power with Unit No.	323.51	336.05
258-3	Tires	4,422.33	5,563.62
258-A-3	Supplies	788.04	1,011.83
259-3	Miscellaneous Expense	1,729.68	2,539.28
259-A-3	Fuel Oil	695.73	654.55
259-B-3	Grader Blades, Parts, Teeth, etc., Non-motive Power without Unit No.	...	189.60
	Total	\$83,891.81	\$106,972.56
25	Equipment and Transportation Operating Expense:		
	District No. 4:		
251-4	Pay of Employees	\$22,294.40	\$35,777.47
252-4	Expense of Employees	126.85	179.70
253-4	Light, Heat, Water, etc.	2,784.13	3,282.88
254-4	Rent	55.84	44.25
255-4	Gasoline	14,144.15	19,883.33
255-A-4	Kerosene	664.52	696.51
256-4	Lubricating Oils	430.65	786.17
257-4	Parts	5,014.20	14,360.78
257-A-4	Repairs	971.36	1,337.75
257-B-4	Grader Blades, Parts, Teeth, etc., Motive Power with Unit No.	82.38	186.49
258-4	Tires	3,226.52	4,091.32
258-A-4	Supplies	690.34	767.95
259-4	Miscellaneous Expense	1,530.27	2,310.46
259-A-4	Fuel Oil	365.58	437.83
259-B-4	Grader Blades, Parts, etc., Non-motive Power without Unit No.	...	231.41
	Total	\$52,381.19	\$84,374.30

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MAINTENANCE COSTS

Exhibit 4

For periods October 1, 1942, to June 30, 1943; July 1, 1943, to June 30, 1944

ACCOUNT NUMBER	ACCOUNT TITLE	1943	1944
25	Equipment and Transportation Operating Expense:		
	District No. 5:		
	Pay of Employees	\$45,153.42	\$58,511.60
251-5	Expense of Employees	93.90	123.90
252-5	Light, Heat, Water, etc.	2,862.92	4,232.04
253-5	Rent	15.00	6.00
254-5	Gasoline	35,702.52	47,572.20
255-5	Kerosene	704.45	853.86
255-A-5	Lubricating Oils	2,014.80	3,184.60
256-A-5	Parts	14,800.54	18,685.98
257-5	Repairs	2,307.12	4,526.43
257-A-5	Grader Blades, Parts, Teeth, etc. Motive Power with Unit No.	490.38	1,007.76
257-B-5	Tires	10,620.76	17,613.81
258-5	Supplies	601.55	984.74
258-A-5	Miscellaneous	2,935.59	4,407.84
259-5	Fuel Oil	1,782.68	1,981.06
259-A-5	Grader Blades, Parts, Teeth, etc. Non-motive Power without Unit No.	368.78	127.26
259-B-5			
	Total	\$120,454.41	\$163,819.08
25	Equipment and Transportation Operating Expense:		
	District No. 6:		
	Pay of Employees	\$15,325.17	\$23,397.09
251-6	Expense of Employees		29.90
252-6	Light, Heat, Water, etc.	1,945.66	2,979.90
253-6	Rent	312.00	432.00
254-6	Gasoline	16,309.39	22,771.58
255-6	Kerosene	621.07	1,001.29
255-A-6	Lubricating Oil	714.51	1,271.53
256-6	Parts	7,257.47	9,571.70
257-6	Repairs	478.05	1,029.34
257-A-6	Grader Blades, Parts, Teeth, etc. Motive Power with Unit No.	69.01	108.06
257-B-6	Tires	5,248.68	5,614.84
258-6	Supplies	380.30	742.18
258-A-6	Miscellaneous Expense	4,959.75	3,097.09
259-6	Fuel Oil	669.34	854.20
259-A-6	Grader Blades, Parts, Teeth, etc. Non-motive Power without Unit No.	16.71	10.30
259-B-6			
	Total	\$54,307.14	\$72,911.00
	Grand Total of 6 Districts	\$483,226.40	\$666,464.28
26	Laboratory Expense:		
261	Pay of Operating Management	\$15,585.67	\$22,246.87
262	Pay of Employees	2,560.50	3,569.54
263	Operating Management Office Supplies and Expense	239.15	35.13
263-A	Automotive Unit Operating Cost	1,870.65	2,797.65
263-B	Expense of Laboratory Trailer		
264	General Miscellaneous Expense	3,633.58	5,472.57
	Total	\$23,889.55	\$34,121.76
27	Construction Division Expense:		
271	Pay of Salaried Employees	\$11,318.39	\$14,652.55
272	Expense of Employees	753.01	780.07
272-A	Automotive Unit Operating Costs	355.99	708.28
	Total	\$12,427.39	\$16,140.90
3.	MAINTENANCE EXPENSES		
31	General Repairs:		
310	General Repairs to Administrative Properties		\$15.25
311	General Repairs to Accounting and Commercial Properties	\$7.50	254.13
312	General Repairs to Operating Engineer's Properties	309.00	48.50
313	General Repairs to District Engineer's Properties	1,588.39	4,545.15
314	General Repairs to Plans and Survey Properties	\$4.30	117.75
315	General Repairs to Storeroom and Yards Properties	8,702.55	9,356.33
316	General Repairs to Laboratories Properties	1,494.41	293.58
317	Maintenance of Tools	5,439.73	9,384.40
	Total	\$17,625.88	\$24,015.09
	Distribution of 313, 315, and 317 Accounts		
	District No. 1	\$1,006.75	\$1,790.73
	District No. 2	4,290.25	5,029.17
	District No. 3	4,250.78	6,719.37
	District No. 4	1,383.34	2,724.19
	District No. 5	2,062.79	2,045.71
	District No. 6	1,573.64	4,430.29
	Total	\$14,567.55	\$22,689.46

MAINTENANCE COSTS

For periods October 1, 1942, to June 30, 1943; July 1, 1943, to June 30, 1944

Exhibit 4

ACCOUNT NUMBER	ACCOUNT TITLE	1943	1944
32	Maintenance of Roads—Surfacing and Oiling:		
	District No. 1:		
321-1	Patching—Joint and Crack Filling	\$26,311.07	\$42,606.38
321-X-1	Frost Damage	.....	.....
322-1	Drugging	1.03	113.71
323-1	Base Repairs and Sub-Base Repairs	.....	.....
323-X-1	Frost Damage	.....	.....
324-1	Mud Jack Operation	14.59	.....
325-1	Retreatment	.....	.....
328-1	Oiling:	.....	.....
3281-1	Pay of Employees—Supervision	.....	4.06
3282-1	Bituminous Material—Delivered	7,537.00	12,539.60
3283-1	Bituminous Material—Applying	8,205.06	13,037.63
3284-1	Cover Material—Delivered	31,720.41	23,215.05
3285-1	Hauling Cover Material	4,732.03	21,966.92
3286-1	Sweeping	368.43	551.19
3287-1	Rolling	504.94	1,254.62
3288-1	Miscellaneous	20.61	100.87
	Total	\$79,415.17	\$115,390.03
32	Maintenance of Roads—Surfacing and Oiling:		
	District No. 2:		
321-2	Patching—Joint and Crack Filling	\$48,873.93	\$62,991.45
321-X-2	Frost Damage	.....	.....
322-2	Drugging	81.40	22.73
323-2	Base Repairs and Sub-Base Repairs	468.81	5,154.42
323-X-2	Frost Damage	.....	.....
324-2	Mud Jack Operation	.....	.....
325-2	Retreatment	351.58	.....
328-2	Oiling:	.....	.....
3281-2	Pay of Employees—Supervision	204.14	232.74
3282-2	Bituminous Material—Delivered	.....	1,653.28
3283-2	Bituminous Material—Applying	9,753.55	12,809.94
3284-2	Cover Material—Delivered	12,295.15	30,704.77
3285-2	Hauling Cover Material	6,418.56	15,705.90
3286-2	Sweeping	514.94	666.72
3287-2	Rolling	1,821.55	1,240.02
3288-2	Miscellaneous	952.40	750.07
	Total	\$81,736.01	\$131,931.04
32	Maintenance of Roads—Surfacing and Oiling:		
	District No. 3:		
321-3	Patching—Joint and Crack Filling	\$93,060.43	\$120,227.00
321-X-3	Frost Damage	.....	.....
322-3	Drugging	14.78	114.79
323-3	Base Repairs and Sub-Base Repairs	.....	628.88
323-X-3	Frost Damage	.....	.....
324-3	Mud Jack Operation	.....	.....
325-3	Retreatment	.....	92.83
328-3	Oiling:	.....	.....
3281-3	Pay of Employees—Supervision	317.22	280.90
3282-3	Bituminous Material—Delivered	10,774.33	15,538.87
3283-3	Bituminous Material—Applying	13,779.09	16,697.72
3284-3	Cover Material—Delivered	26,126.70	43,835.70
3285-3	Hauling Cover Material	10,702.40	16,299.10
3286-3	Sweeping	906.45	1,509.48
3287-3	Rolling	1,886.30	2,831.01
3288-3	Miscellaneous	1,275.08	2,264.60
	Total	\$158,842.78	\$220,320.88
32	Maintenance of Roads—Surfacing and Oiling:		
	District No. 4:		
321-4	Patching—Joint and Crack Filling	\$74,164.05	\$66,437.98
321-X-4	Frost Damage	.....	.....
322-4	Drugging	820.40	123.46
323-4	Base Repairs and Sub-Base Repairs	.....	16.16
323-X-4	Frost Damage	.....	.....
324-4	Mud Jack Operation	812.49	1,348.99
325-4	Retreatment	.....	.....
328-4	Oiling:	.....	.....
3281-4	Pay of Employees—Supervision	224.03	326.01
3282-4	Bituminous Material—Delivered	.....	6,020.57
3283-4	Bituminous Material—Applying	14,667.80	7,235.33
3284-4	Cover Material—Delivered	10,501.88	8,151.98
3285-4	Hauling Cover Material	6,153.32	10,996.16
3286-4	Sweeping	69.88	385.50
3287-4	Rolling	1,382.59	2,430.15
3288-4	Miscellaneous	1,459.98	2,049.46
	Total	\$110,256.42	\$105,521.75

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MAINTENANCE COSTS

Exhibit 4

For periods October 1, 1942, to June 30, 1943; July 1, 1943, to June 30, 1944

ACCOUNT NUMBER	ACCOUNT TITLE	1943	1944
32	Maintenance of Roads—Surfacing and Oiling:		
	District No. 5:		
321-5	Patching—Joint and Crack Filling	\$87,249.92	\$150,644.84
321-X-5	Frost Damage		
322-5	Drugging	297.77	259.63
323-5	Base Repairs and Sub-Base Repairs		585.94
323-X-5	Frost Damage		
324-5	Mud Jack Operation		
325-5	Retreatment		596.40
325-5	Oiling:		
328-5	Pay of Employees—Supervision		2.96
328-5	Bituminous Material—Delivered		28,456.22
328-5	Bituminous Material—Applying	19,981.49	42,671.89
328-5	Cover Material—Delivered	1,592.96	22,322.51
328-5	Hauling Cover Material	18,715.09	50,122.68
328-5	Sweeping	377.13	1,557.07
328-5	Rolling	2,161.48	4,424.78
328-5	Miscellaneous	4.13	458.07
	Total	<u>\$145,379.97</u>	<u>\$302,102.99</u>
32	Maintenance of Roads—Surfacing and Oiling:		
	District No. 6:		
321-6	Patching—Joint and Cracks Filling	\$52,149.46	\$85,390.87
321-X-6	Frost Damage		
322-6	Drugging	523.91	521.92
323-6	Base Repairs and Sub-Base Repairs	1,476.59	178.42
323-X-6	Frost Damage		
324-6	Mud Jack Operation		
325-6	Retreatment		
325-6	Oiling:		
328-6	Pay of Employees—Supervision	243.08	603.68
328-6	Bituminous Material—Delivered	20,779.79	38,176.36
328-6	Bituminous Material—Applying		4,701.01
328-6	Cover Material—Delivered	11,866.27	39,257.99
328-6	Hauling Cover Material	8,180.97	21,408.84
328-6	Sweeping	874.78	1,900.22
328-6	Rolling	2,129.98	4,751.81
328-6	Miscellaneous	2,076.01	4,698.18
	Total	<u>\$100,309.84</u>	<u>\$201,702.80</u>
	Grand Total of 6 Districts	<u>\$675,931.11</u>	<u>\$1,076,969.49</u>
33	Maintenance of Roads—Shoulders:		
	District No. 1:		
331-1	Patching	\$16,496.14	\$18,139.49
331-X-1	Frost Damage		
332-1	Drugging	7,411.92	12,102.13
332-X-1	Frost Damage		
333-1	Sodding		74.88
334-1	Retreatment		
335-1	Mowing and Hand Cutting of Grass	1,742.44	6,598.73
	Total	<u>\$25,650.50</u>	<u>\$36,816.23</u>
33	Maintenance of Roads—Shoulders:		
	District No. 2:		
331-2	Patching	\$27,801.08	\$28,364.57
331-X-2	Frost Damage		
332-2	Drugging	8,765.31	15,926.16
332-X-2	Frost Damage		
333-2	Sodding		20.23
334-2	Retreatment	586.82	6,350.78
335-2	Mowing and Hand Cutting of Grass	6,567.87	11,193.17
	Total	<u>\$43,661.08</u>	<u>\$61,854.91</u>
33	Maintenance of Roads—Shoulders:		
	District No. 3:		
331-3	Patching	\$38,701.15	\$78,889.14
331-X-3	Frost Damage		
332-3	Drugging	1,049.30	2,447.58
332-X-3	Frost Damage		
333-3	Sodding	56.19	1,272.00
334-3	Retreatment	1,172.48	16,136.82
335-3	Mowing and Hand Cutting of Grass	7,972.64	
	Total	<u>\$48,951.76</u>	<u>\$98,745.54</u>

MAINTENANCE COSTS

Exhibit 4

For periods October 1, 1942, to June 30, 1943; July 1, 1943, to June 30, 1944

ACCOUNT NUMBER	ACCOUNT TITLE	1943	1944
33	Maintenance of Roads—Shoulders:		
	District No. 4:		
331-4	Patching	\$16,935.82	\$20,215.58
331-X-4	Frost Damage		
332-4	Dragging	3,155.90	5,226.01
332-X-4	Frost Damage		
333-4	Sodding	58.19	
334-4	Retreatment	189.80	3.42
335-4	Mowing and Hand Cutting of Grass	10,885.30	24,026.94
	Total	<u>\$31,225.01</u>	<u>\$49,472.25</u>
33	Maintenance of Roads—Shoulders:		
	District No. 5:		
331-5	Patching	\$27,313.27	\$52,099.78
331-X-5	Frost Damage		
332-5	Dragging	3,920.52	5,067.99
332-X-5	Frost Damage		
333-5	Sodding		201.18
334-5	Retreatment		199.94
335-5	Mowing and Hand Cutting of Grass	1,850.51	7,449.22
	Total	<u>\$33,084.60</u>	<u>\$65,013.11</u>
33	Maintenance of Roads—Shoulders:		
	District No. 6:		
331-6	Patching	\$4,555.10	\$6,156.35
331-X-6	Frost Damage		
332-6	Dragging	18,653.29	28,066.80
332-X-6	Frost Damage		
333-6	Sodding		21.38
334-6	Retreatment		
335-6	Mowing and Hand Cutting of Grass	6,258.24	11,674.16
	Total	<u>\$29,466.63</u>	<u>\$45,928.71</u>
	Grand Total of 6 Districts	<u>\$212,039.58</u>	<u>\$357,830.75</u>
34	Maintenance of Roads—Drainage:		
	District No. 1:		
341-1	Ditches, Drains and Culvert Cleaning	\$10,417.55	\$10,997.43
341-X-1	Frost Damage		
	Total	<u>\$10,417.55</u>	<u>\$10,997.43</u>
34	Maintenance of Roads—Drainage:		
	District No. 2:		
341-2	Ditches, Drains and Culvert Cleaning	\$25,324.15	\$45,006.07
341-X-2	Frost Damage		
	Total	<u>\$25,324.15</u>	<u>\$45,006.07</u>
34	Maintenance of Roads—Drainage:		
	District No. 3:		
341-3	Ditches, Drains and Culvert Cleaning	\$28,353.68	\$34,265.92
341-X-3	Frost Damage		
	Total	<u>\$28,353.68</u>	<u>\$34,265.92</u>
34	Maintenance of Roads—Drainage:		
	District No. 4:		
341-4	Ditches, Drains and Culvert Cleaning	\$34,676.81	\$49,196.78
341-X-4	Frost Damage		
	Total	<u>\$34,676.81</u>	<u>\$49,196.78</u>
34	Maintenance of Roads—Drainage:		
	District No. 5:		
341-5	Ditches, Drains and Culvert Cleaning	\$43,604.06	\$64,272.11
341-X-5	Frost Damage		
	Total	<u>\$43,604.06</u>	<u>\$64,272.99</u>
34	Maintenance of Roads—Drainage:		
	District No. 6:		
341-6	Ditches, Drains and Culvert Cleaning	\$15,659.93	\$29,563.52
341-X-6	Frost Damage		
	Total	<u>\$15,659.93</u>	<u>\$29,563.52</u>
	Grand Total of 6 Districts	<u>\$158,036.18</u>	<u>\$233,302.71</u>

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MAINTENANCE COSTS

Exhibit

For periods October 1, 1942, to June 30, 1943, July 1, 1943, to June 30, 1944

ACCOUNT NUMBER	ACCOUNT TITLE	1943	1944
35	Drainage Structure Repairs Including Bridges not over 20 Ft. Span :		
	District No. 1:		
351-1	Bridges and Culverts	\$1,087.11	\$1,361.94
351-X-1	Frost Damage		
352-1	Curb and Gutters	293.30	110.35
353-1	Catch Basins	2.18	
354-1	Spillways	7.83	31.61
355-1	Riprapping		
355-X-1	Frost Damage		
	Total	<u>\$1,390.72</u>	<u>\$1,506.03</u>
35	Drainage Structure Repairs Including Bridges not over 20 Ft. Span :		
	District No. 2:		
351-2	Bridges and Culverts	\$1,371.01	\$925.65
351-X-2	Frost Damage		
352-2	Curb and Gutters	28.57	63.85
353-2	Catch Basins	179.65	
354-2	Spillways		
355-2	Riprapping	326.69	397.10
355-X-2	Frost Damage		
	Total	<u>\$1,905.95</u>	<u>\$1,387.36</u>
35	Drainage Structure Repairs Including Bridges not over 20 Ft. Span :		
	District No. 3:		
351-3	Bridges and Culverts	\$1,885.97	\$2,734.02
351-X-3	Frost Damage		
352-3	Curb and Gutters	43.15	232.39
353-3	Catch Basins	440.71	1,025.79
354-3	Spillways		
355-3	Riprapping		53.39
355-X-3	Frost Damage		
	Total	<u>\$2,369.83</u>	<u>\$4,046.19</u>
35	Drainage Structure Repairs Including Bridges not over 20 Ft. Span :		
	District No. 4:		
351-4	Bridges and Culverts	\$421.51	\$6,740.83
351-X-4	Frost Damage		
352-4	Curb and Gutters	63.21	1,799.59
353-4	Catch Basin	56.51	1,255.51
354-4	Spillways		173.74
355-4	Riprapping		844.59
355-X-4	Frost Drainage		
	Total	<u>\$541.26</u>	<u>\$10,814.26</u>
35	Drainage Structure Repairs Including Bridges not over 20 Ft. Span :		
	District No. 5:		
351-5	Bridges and Culverts	\$483.53	\$261.43
351-X-5	Frost Damage		
352-5	Curb and Gutters	49.62	1,458.05
353-5	Catch Basins	106.55	310.50
354-5	Spillways		100.23
355-5	Riprapping		
355-X-5	Frost Damage	3.29	
356-5	Hyattsville Subway		
	Total	<u>\$642.99</u>	<u>\$2,130.21</u>
35	Drainage Structure Repairs Including Bridges not over 20 Ft. Span :		
	District No. 6:		
351-6	Bridges and Culverts	\$1,389.76	\$3,112.99
351-X-6	Frost Damage		
352-6	Curb and Gutters	377.75	1,463.49
353-6	Catch Basins	47.98	61.50
354-6	Spillways		
355-6	Riprapping	39.50	
355-X-6	Frost Damage		
	Total	<u>\$1,854.99</u>	<u>\$4,637.98</u>
	Grand Total 6 Districts	<u>\$8,708.74</u>	<u>\$24,522.63</u>
36	Structure Repairs (Other than Drainage Structures):		
	District No. 1:		
361-1	Guard Rail	\$1,419.20	\$317.21
362-1	Retaining Walls		5.19
363-1	Slope Walls		
	Total	<u>\$1,419.20</u>	<u>\$322.40</u>

REPORT OF THE STATE ROADS COMMISSION

MAINTENANCE COSTS

Exhibit 4

For periods October 1, 1942, to June 30, 1943; July 1, 1943, to June 30, 1944

ACCOUNT NUMBER	ACCOUNT TITLE	1943	1944
36	Structure Repairs (Other than Drainage Structures):		
	District No. 2:		
361-2	Guard Rail	\$616.82	\$2,607.08
362-2	Retaining Walls	5.48	15.05
363-2	Slope Walls	.....	.....
	Total	\$622.30	\$2,622.16
36	Structure Repairs (Other than Drainage Structures):		
	District No. 3:		
361-3	Guard Rail	\$3,132.84	\$3,560.24
362-3	Retaining Walls	177.01	.....
363-3	Slope Walls	.....	39.40
	Total	\$3,309.85	\$3,599.64
36	Structure Repairs (Other than Drainage Structures):		
	District No. 4:		
361-4	Guard Rail	\$3,278.24	\$10,956.83
362-4	Retaining Walls	190.13	445.57
363-4	Slope Walls	5.22	.....
	Total	\$3,473.59	\$11,402.40
36	Structure Repairs (Other than Drainage Structures):		
	District No. 5:		
361-5	Guard Rail	\$1,051.97	\$2,818.05
362-5	Retaining Walls	932.33	953.02
363-5	Slope Walls	.....	.....
	Total	\$1,984.30	\$3,771.07
36	Structure Repairs (Other than Drainage Structures):		
	District No. 6:		
361-6	Guard Rail	\$2,576.55	\$5,698.81
361-X-6	Frost Damage	.....	.....
362-6	Retaining Walls	226.27	964.22
362-X-6	Frost Damage	.....	.....
363-6	Slope Walls	.....	.....
	Total	\$2,802.82	\$6,663.03
	Grand Total 6 Districts	\$13,612.06	\$28,380.70
37	Maintenance of Roadside:		
	District No. 1:		
371-1	Cutting and Cleaning Vegetation	\$7,478.72	\$15,981.06
372-1	Removal of Debris	234.68	278.08
373-1	Highway Beautification	56.72	1,062.66
374-1	Cuts	16.83	.....
375-1	Fills	.....	.....
376-1	Widening	.....	.....
377-1	Resetting fences and adjustments to Private Property	.....	.....
378-1	Moving Equipment	345.23	357.63
	Total	\$8,132.18	\$17,709.43
37	Maintenance of Roadside:		
	District No. 2:		
371-2	Cutting and Cleaning Vegetation	\$2,805.00	\$8,391.18
372-2	Removal of Debris	1,135.06	663.38
373-2	Highway Beautification	796.27	514.85
374-2	Cuts	428.22	1,256.73
375-2	Fills	428.84	316.64
376-2	Widening	4,351.81	8,781.54
377-2	Resetting fences and adjustment to Private Property	428.67	404.06
378-2	Moving Equipment	1,478.91	1,605.43
	Total	\$11,852.78	\$21,933.81
37	Maintenance of Roadside:		
	District No. 3:		
371-3	Cutting and Cleaning Vegetation	\$4,256.72	\$1,161.80
372-3	Removal of Debris	2,032.57	3,024.85
372-X-3	Frost Damage	.....	.....
373-3	Highway Beautification	.....	.....
374-3	Cuts	7,366.78	6,773.61
375-3	Fills	517.35	652.45
375-X-3	Frost Damage	1,211.67	1,505.46
376-3	Widening	.....	.....
377-3	Resetting fences and adjustments to Private Property	126.56	433.43
378-3	Moving Equipments	29.32	407.26
	Total	6,389.67	3,714.12
	Total	\$21,930.64	\$17,672.98

REPORT OF THE STATE ROADS COMMISSION

MAINTENANCE COSTS

Exhibit 4

For periods October 1, 1942, to June 30, 1943; July 1, 1943, to June 30, 1944

ACCOUNT NUMBER	ACCOUNT TITLE	1943	1944
37	Maintenance of Roadside:		
	District No. 4:		
371-4	Cutting and Cleaning Vegetation	\$1,666.05	\$2,178.96
372-4	Removal of Debris	1,977.38	2,104.53
372-X-4	Frost Damage		
373-4	Highway Beautification	4,034.32	4,923.62
374-4	Cuts		
375-4	Fills	47.75	19.37
376-4	Widening		87.20
377-4	Resetting fences and adjustments to Private Property	1,762.51	1,949.33
378-4	Moving Equipment		
	Total	<u>\$9,488.01</u>	<u>\$11,263.01</u>
37	Maintenance of Roadside:		
	District No. 5:		
371-5	Cutting and Cleaning Vegetation	\$1,476.61	\$5,416.49
372-5	Removal of Debris	2,978.71	780.71
373-5	Highway Beautification	295.98	1,303.16
374-5	Cuts		82.56
375-5	Fills		1,331.13
376-5	Widening		326.88
377-5	Resetting fences and adjustments to Private Property		2,390.95
378-5	Moving Equipment	1,471.34	
	Total	<u>\$6,222.64</u>	<u>\$11,631.85</u>
37	Maintenance of Roadside:		
	District No. 6:		
371-6	Cutting and Cleaning Vegetation	\$5,330.86	\$10,826.16
371-X-6	Frost Damage		
372-6	Removal of Debris	2,105.76	2,132.18
372-X-6	Frost Damage		
373-6	Highway Beautification	50.65	203.17
374-6	Cuts	260.98	699.85
375-6	Fills		405.51
375-X-6	Frost Damage		379.70
376-6	Widening		351.97
377-6	Resetting fences and adjustments to Private Property	182.09	
377-X-6	Frost Damage		852.26
378-6	Moving Equipment	362.21	
	Total	<u>\$8,292.55</u>	<u>\$15,850.80</u>
	Grand Total of 6 Districts	<u>\$25,918.80</u>	<u>\$96,061.91</u>
38	Traffic Service:		
	District No. 1:		
381-1	Highway Markers	\$8,842.66	\$5,058.20
382-1	Surface Marking (Guide Lines)	472.02	1,177.79
383-1	Snow Removal	2,903.01	1,132.72
384-1	Ice Treatment	5,152.43	1,278.81
385-1	Whitewashing		
386-1	Traffic Count	561.40	1,047.87
386-A-1	Traffic Light	330.51	228.99
387-1	Skid-Proofing—Killefer Disc.		
388-1	Miscellaneous	81.21	366.44
389-1	Erecting and Dismantling Snow Fence	4,456.65	4,389.93
	Total	<u>\$17,799.89</u>	<u>\$14,680.75</u>
38	Traffic Service:		
	District No. 2:		
381-2	Highway Markers	\$5,860.02	\$8,647.71
382-2	Surface Marking (Guide Lines)	2,686.19	2,164.89
383-2	Snow Removal	5,040.59	4,183.98
384-2	Ice Treatment	12,689.55	10,571.39
385-2	Whitewashing	107.20	4.55
386-2	Traffic Count	676.48	1,006.15
386-A-2	Traffic Lights	793.43	719.31
387-2	Skid-Proofing—Killefer Disc.		11.25
388-2	Miscellaneous	931.13	1,049.11
389-2	Erecting and dismantling Snow Fence	9,803.15	12,492.53
	Total	<u>\$38,587.71</u>	<u>\$40,847.87</u>

MAINTENANCE COSTS

Exhibit 4

For periods October 1, 1942, to June 30, 1943; July 1, 1943, to June 30, 1944

ACCOUNT NUMBER	ACCOUNT TITLE	1943	1944
38	Traffic Service:		
	District No. 3:		
381-3	Highway Markers	\$8,531.98	\$14,050.29
382-3	Surface Marking (Guide Lines)	6,934.44	11,912.48
383-3	Snow Removal	11,988.92	8,471.14
384-3	Ice Treatment	21,322.98	29,059.68
385-3	Whitewashing	10.25	88.11
386-3	Traffic Count	357.21	802.77
386-A-3	Traffic Lights	8,436.22	9,463.20
387-3	Skid-Proofing—Killefer Disc.		
388-3	Miscellaneous	1,374.92	1,461.98
388-X-3	Frost Damage		
389-3	Erecting and dismantling Snow Fence	14,997.54	15,066.19
	Total	\$73,954.46	\$90,375.84
38	Traffic Service:		
	District No. 4:		
381-4	Highway Markers	\$10,245.68	\$15,553.29
382-4	Surface Marking (Guide Lines)	3,847.99	10,247.63
383-4	Snow Removal	9,326.32	11,688.86
384-4	Ice Treatment	18,233.26	16,501.94
385-4	Whitewashing		
386-4	Traffic Count	1,335.68	1,622.10
386-A-4	Traffic Lights	5,808.60	8,058.56
387-4	Skid-Proofing—Killefer Disc.		5.55
388-4	Miscellaneous	1,582.18	399.87
389-4	Erecting and Dismantling Snow Fence	6,155.86	7,029.00
	Total	\$56,535.57	\$71,106.80
38	Traffic Service:		
	District No. 5:		
381-5	Highway Markers	\$8,613.56	\$12,311.33
382-5	Surface Marking (Guide Lines)	7,690.13	9,653.35
383-5	Snow Removal	7,161.33	3,919.11
384-5	Ice Treatment	11,333.62	10,702.25
385-5	Whitewashing		
386-5	Traffic Count	684.32	515.07
386-A-5	Traffic Light	3,019.97	3,193.86
387-5	Skid-Proofing—Killefer Disc.		
388-5	Miscellaneous	1,146.46	1,171.54
389-5	Erecting and dismantling Snow Fence	5,508.10	6,283.17
	Total	\$45,157.49	\$47,749.68
38	Traffic Service:		
	District No. 6:		
381-6	Highway Markers	\$4,837.92	\$8,154.91
382-6	Surface Marking (Guide Lines)	1,649.36	8,516.70
382-X-6	Frost Damage		
383-6	Snow Removal	22,646.87	24,387.18
383-X-6	Frost Damage		
384-6	Ice Treatment	32,263.80	35,587.55
385-6	Whitewashing	2.79	96.17
386-6	Traffic Count	790.16	\$17.02
386-A-6	Traffic Light	288.05	374.59
387-6	Skid-Proofing—Killefer Disc		
388-6	Miscellaneous	6,100.44	2,294.25
388-X-6	Frost Damage		
389-6	Erecting and dismantling Snow Fence	15,065.40	16,599.76
	Total	\$83,644.79	\$96,828.13
	Grand Total of 6 District	\$315,679.94	\$361,589.07
39	Maintenance of Bridges (over 20 Ft. Span) and Grade Separations:		
	District No. 1:		
391-1	Floors	\$241.71	\$193.97
392-1	Balustrade or Head Wall	4.17	23.55
393-1	Abutments and Piers	2,079.52	1,276.30
394-1	Steel Superstructure		
395-1	Painting	133.93	34.61
396-1	Lighting	1,559.11	2,637.41
397-1	Operation of Draw (Labor and Power)	16,321.23	25,577.17
398-1	Telephone Bills	49.50	66.00
399-1	Miscellaneous	769.95	407.36
	Total	\$21,159.12	\$30,216.37

REPORT OF THE STATE ROADS COMMISSION

MAINTENANCE COSTS

Exhibit 4

For periods October 1, 1942, to June 30, 1943; July 1, 1943, to June 30, 1944

ACCOUNT NUMBER	ACCOUNT TITLE	1943	1944
39	Maintenance of Bridges (over 20 Ft. Span) and Grade Separations:		
	District No. 2:		
391-2	Floors	\$1,475.65	\$2,872.89
392-2	Balustrade or Head Wall	1.30	39.91
393-2	Abutments and Piers	34.81	489.82
394-2	Steel Superstructure	16.91	-
395-2	Painting	215.24	485.47
396-2	Lighting	1,738.68	2,382.24
397-2	Operation of Draw (Labor and Power)	10,170.77	18,933.85
398-2	Telephone Bills	47.15	76.23
399-2	Miscellaneous	175.18	473.40
	Total	\$13,876.29	\$25,753.81
39	Maintenance of Bridges (over 20 Ft. Span) and Grade Separations:		
	District No. 3:		
391-3	Floors	\$174.26	\$1,719.27
392-3	Balustrade or Head Wall	39.33	-
393-3	Abutments and Piers	14.73	36.42
393-X-3	Frost Damage	-	-
394-3	Steel Superstructure	-	123.56
395-3	Painting	-	343.70
396-3	Lighting	842.55	1,366.44
397-3	Operation of Draw (Labor and Power)	7,192.13	9,993.95
398-3	Telephone Bills	-	-
399-3	Miscellaneous	-	340.40
	Total	\$8,263.00	\$13,923.74
39	Maintenance of Bridges (over 20 Ft. Span) and Grade Separations:		
	District No. 4:		
391-4	Floors	\$10.22	\$84.34
392-4	Balustrade or Head Wall	228.23	194.74
393-4	Abutments and Piers	296.46	3,575.48
394-4	Steel Superstructure	-	15.07
395-4	Painting	20.67	7.57
396-4	Lighting	2,570.81	2,435.33
397-4	Operation of Draw (Labor and Power)	491.44	8.57
398-4	Telephone Bills	5.05	-
399-4	Miscellaneous	57.23	1,322.41
	Total	\$3,670.01	\$7,643.51
39	Maintenance of Bridges (over 20 Ft. Span) and Grade Separations:		
	District No. 5:		
391-5	Floors	\$918.59	\$223.93
392-5	Balustrade or Head Wall	26.05	60.86
393-5	Abutments and Piers	1.84	420.25
394-5	Steel Superstructure	-	-
395-5	Painting	-	15.75
396-5	Lighting	824.34	313.47
397-5	Operation of Draw (Labor and Power)	564.72	1,002.48
398-5	Telephone Bills	-	-
399-5	Miscellaneous	17.66	119.17
	Total	\$2,353.20	\$2,155.91
39	Maintenance of Bridges (over 20 Ft. Span) and Grade Separations:		
	District No. 6:		
391-6	Floor	\$797.80	\$1,165.62
391-X-6	Frost Damage	-	-
392-6	Balustrade or Head Wall	37.26	947.30
392-X-6	Frost Damage	-	-
393-6	Abutments and Piers	-	460.57
394-6	Steel Superstructure	-	289.40
395-6	Painting	2.73	2,162.58
395-X-6	Frost Damage	-	-
396-6	Lighting	522.43	707.48
397-6	Operation of Draw (Labor and Power)	-	-
398-6	Telephone Bills	-	-
399-6	Miscellaneous	13.38	62.54
	Total	\$1,373.60	\$5,795.49
	Grand Total of 6 Districts	\$50,695.22	\$85,488.83

ITALICS INDICATE RED FIGURES.

BALANCE SHEET AT JUNE 30, 1943

ASSETS	This Year	Last Year	Increase Decrease
Cash (General)	\$14,859,631.30	\$11,379,169.12	\$3,480,462.18
Cash (Refunding Bond Issue of 1938)	24,786.16	24,786.16	.....
Cash (Chesapeake Bay Ferry System Bonds)	.....	79,934.09	<i>79,934.09</i>
Total Cash	\$14,884,417.46	\$11,483,889.37	\$3,400,528.09
Truck License Fees Collectible for Bond Retirement	\$8,001,000.00	\$8,507,000.00	<i>\$506,000.00</i>
Revenue collectible in future years from Chesapeake Bay Ferry System and Gasoline Taxes, for Bond Retirement	1,048,000.00	1,125,000.00	<i>77,000.00</i>
Total Revenue Collectible for Bond Retirement	\$9,049,000.00	\$9,632,000.00	<i>\$583,000.00</i>
Receivables and Advances:			
Accounts Receivable	96,924.94	107,697.99	<i>11,673.05</i>
Sundry Participation in Costs (Contract)	161,218.42	128,573.82	<i>32,644.60</i>
Funds Advanced for Construction	5,815,760.80	5,520,221.13	<i>295,539.67</i>
Total Receivables and Advances	\$6,073,904.16	\$5,756,492.94	\$316,511.22
Encumbered Funds—Refunding Bonds—1938	\$10,000.00	\$10,000.00	.....
Materials and Supplies	\$510,734.70	\$514,827.46	<i>\$4,092.76</i>
Authorized Provisions for Expenditure from Funds, including Construction Work in Progress	\$18,674,068.86	\$25,295,732.79	<i>\$6,621,663.93</i>
Less: Authorized and Contract Obligations—Unpaid	2,708,864.66	7,955,461.94	<i>5,246,597.28</i>
Remainder	\$15,965,204.20	\$17,340,270.85	<i>\$1,375,066.65</i>
Cement purchased for Construction	164.42	255.13	<i>90.71</i>
Total charges to funds on Uncompleted Projects	\$15,965,368.62	\$17,340,525.98	<i>\$1,375,157.36</i>
First National Bank—Coupon Agents—Interest Payable—1934 Bond Issue	\$1,600.00	\$1,600.00	.....
Mercantile Trust Co.—Coupon Agents—Interest Payable—1941 Refunding Bonds	76,035.00	82,412.50	<i>\$6,377.50</i>
Total	\$77,635.00	\$84,012.50	<i>\$6,377.50</i>
Properties:			
Roads	\$176,583,336.15	\$169,497,682.28	\$7,085,653.87
Bridges—Since May 1929	14,515,138.29	14,048,273.11	466,865.18
Grade Eliminations:			
From State Funds	5,246,607.05	4,763,996.02	482,611.03
From Contributed Funds	1,739,021.81	1,739,021.81	.....
Lands and Buildings	612,570.77	538,412.21	74,158.56
Accounting and Commercial Properties	90,920.05	89,374.03	1,546.02
Operating Engineers Properties	100,481.10	98,974.22	1,506.88
Plans and Survey Properties	50,445.96	49,709.67	736.29
Storeroom and Yard Properties	143,823.81	136,975.36	6,848.45
Laboratory Properties	29,297.49	28,942.17	355.32
Transportation Equipment	121,129.18	122,286.84	<i>1,157.66</i>
Construction Equipment	2,321,440.91	2,319,334.89	2,106.02
Small Tools and Equipment	438,601.26	431,433.43	7,167.83
Signs and Markers	180,811.28	146,982.23	33,829.05
Medical Office Equipment	.....	85.35	<i>85.35</i>
Total	\$202,173,625.11	\$194,011,483.62	\$8,162,141.49
Total Assets	\$248,743,785.05	\$238,833,231.87	\$9,910,553.18

ITALICS INDICATE RED FIGURES.

AND JUNE 30, 1944, AND COMPARISON

Exhibit 5

LIABILITIES	This Year	Last Year	Increase Decrease
Fund Accounts of the Commission:			
Revenue Accounts—Credit Balances:	\$36,716,058.25	\$33,608,753.92	\$3,107,304.33
Deferred Credits:			
Sundry Participation in costs—contra:	161,218.12	128,573.82	32,644.30
Accounts Receivable subject to collection	31,821.55	43,494.60	11,673.05
Construction—Federal Government	135,437.17	925,923.86	790,486.69
Bond Interest Payable—1934 Bond Issue	1,600.00	1,600.00	
Bond Interest Payable—1941 Bond Issue	76,035.00	82,142.50	6,107.50
Total	\$37,122,170.39	\$34,790,758.70	\$2,331,411.69
Reserve for Accounts Receivable—Doubtful of collection	864,293.39	864,293.39	
State Treasurer's Working Fund	\$300,000.00	\$300,000.00	
Proceeds of sale of Refunding Bonds, to redeem Outstanding 4% Bonds	\$10,000.00	\$10,000.00	
Proceeds of sale of Refunding Bonds, for Premium and Surplus	\$14,786.16	\$11,786.16	
Outstanding State Roads Commission of Maryland Four Percent 4% Bonds	\$10,000.00	\$10,000.00	
Outstanding State Roads Commission of Maryland 1941 Refunding Bonds	\$8,001,000.00	\$8,597,000.00	\$596,000.00
Outstanding Chesapeake Bay Ferry System Bonds	1,048,000.00	1,125,000.00	77,000.00
Total Bonds Outstanding	\$9,059,000.00	\$9,742,000.00	\$683,000.00
Worth of Possessions	\$202,173,625.11	\$194,011,483.62	\$8,162,141.49
Total Liabilities	\$248,743,785.05	\$238,833,231.87	\$9,910,553.18

FUND STATEMENT, SHOWING CASH BALANCES AND REMAINING UNENCUMBERED BALANCES AT THE CLOSE

	Balances in the revenue accounts at June 30, 1943	Authorized Provisions	Adjusted contract Obligations	Disbursements to be deducted from Revenue	Cash Status of funds after deducting payments made but not deducted from Revenue
FUNDS DIRECTLY APPLICABLE TO ROAD PURPOSES					
County Accounts—Maintenance Group No. 1 For Maintenance of County System of Roads—Appropriations to Incorporated Towns—Debt Service					
Allegany County	\$49,764.25	\$61,556.42	\$61,556.42		\$49,764.25
Anne Arundel County	33,976.21	34,300.12	2,778.69	\$31,521.43	2,454.78
Baltimore County	73,469.96	74,209.04	6,082.88	68,126.16	5,373.80
Calvert County	4,275.99	1,550.00	1,516.81	53.19	4,242.80
Caroline County	2,226.53		52.47	52.47	2,174.06
Carroll County	57,251.08	57,820.97	4,686.34	53,134.63	4,116.45
Cecil County	26,309.92	12,875.00	3,618.72	9,256.28	17,053.64
Charles County	31,340.49		1,996.50	1,996.50	29,343.99
Dorchester County	211.69				211.69
Frederick County	86,722.04	87,421.88	23,963.70	63,518.18	23,203.86
Garrett County	48,936.38	49,395.90	4,011.71	45,384.19	3,552.19
Harford County	114,180.41	100,000.00	98,314.40	1,685.60	112,494.81
Howard County	24,994.98	25,236.66	2,673.33	23,163.33	1,831.65
Kent County	5,167.75				5,167.75
Montgomery County	45,723.51	46,190.94	10,804.06	35,386.88	10,336.63
Prince George's County	34,874.44	72,395.55	42,489.46	29,906.09	4,968.35
Queen Anne's County	3,190.90		2,362.62		3,190.90
St. Mary's County	15,756.28	10,250.00	250.00	10,000.00	25,756.28
Somerset County	10,717.55				10,717.55
Talbot County	26,465.51				26,465.51
Washington County	47,559.91	48,019.74	3,944.86	44,074.88	3,485.03
Wicomico County	26,129.50	3,506.97	2,628.38	878.59	27,097.99
Worcester County	900.73				900.73
Baltimore City	756,277.99	765,340.21	64,218.48	701,121.73	55,156.26
Overdrawn Balances	\$88,328.12				\$89,206.71
Credit Balances	1,438,125.78				329,764.24
Net Position	\$1,349,797.66	\$1,452,432.02	\$333,191.89	\$1,119,240.13	\$230,557.53
County Accounts Construction Group No. 2 For construction of Lateral and Farm to Market Roads—County System					
Allegany County	\$1,071.39				\$1,071.39
Anne Arundel County	261,728.69	\$226,925.24	\$132,872.98	\$94,052.26	167,676.43
Baltimore County	501,845.63	510,324.95	422,141.44	88,183.51	413,662.12
Calvert County	30,154.58	2,879.25	2,799.25		30,154.58
Caroline County	48,636.95		756.05	756.05	47,880.90
Carroll County	71,070.94	350.00	531.11	881.11	70,189.83
Cecil County	152,152.03	58,628.56	6,702.06	65,330.62	86,821.41
Charles County	124,022.05	38,223.43	6,344.70	31,878.73	92,143.32
Dorchester County	131,620.98	58,466.70	43,944.26	14,522.44	117,098.54
Frederick County	255,788.44	264,850.00	6,708.98	258,141.02	2,357.58
Garrett County	224,739.76	136,808.21	2,271.73	139,079.94	85,659.82
Harford County	16,833.62		5,389.19	5,389.19	11,444.43
Howard County	39,653.38				39,653.38
Kent County	90,644.12	39,365.79	1,101.50	38,264.29	52,379.83
Montgomery County	243,495.85	33,015.50	1,681.43	34,696.93	208,798.92
Prince George's County	12,534.50	2,743.40	2,498.94	5,242.34	7,291.16
Queen Anne's County	96,650.04		4,144.83	4,144.83	92,505.21
St. Mary's County	73,101.19	7,355.70	2,967.19	4,355.31	68,742.68
Somerset County	41,356.35	14,897.10	6,814.69	8,082.41	33,273.94
Talbot County	105,908.13		8,265.54	8,265.54	97,642.59
Washington County	2,489.70		33.33	33.33	2,456.37
Wicomico County	60,620.95	19,408.56	1,271.50	20,680.06	39,940.89
Worcester County	85,749.82	48,339.10	35,496.01	12,843.09	72,906.73
Overdrawn Balances	\$6,552.09				\$8,243.00
Credit Balances	2,668,314.05				1,835,878.76
Net Position	\$2,661,761.96	\$1,462,581.49	\$627,755.29	\$834,826.20	\$1,826,935.76

ITALICS INDICATE RED FIGURES

REPORT OF THE STATE ROADS COMMISSION

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IN THE FUND ACCOUNTS AT JUNE 30, 1943,
AFTER SATISFYING ALL OBLIGATIONS
OF THE YEAR

Exhibit 6
Schedule 1

Total Authorized Provisions on uncompleted projects	Disbursements made in excess of authorizations	Total Encumbrances recorded and unrecorded	Balance unpaid on recorded and unrecorded encumbrances	Condition of funds, after paying all obligations	Anticipated revenue to June 30, 1943	Revenue Transfers	Total anticipated revenue, and increments to funds to June 30, 1943	Approximate Balance Available for expenditure to June 30, 1943
\$61,556.42		\$61,556.42	\$61,556.42	\$21,792.17				\$11,792.17
34,300.12		34,300.12	2,778.69	333.91				333.91
74,200.04		74,200.04	6,982.88	709.08				709.08
1,551.00		1,550.00	1,516.81	2,725.99				2,725.99
	\$52.47	52.47		2,174.06				2,174.06
57,820.97		57,820.97	4,686.74	569.89				569.89
12,875.00	302.86	13,177.86	3,921.58	13,132.06				13,132.06
	1,996.50	1,996.50		29,343.99				29,343.99
				211.69				211.69
87,421.88		87,421.88	23,903.70	600.84				600.84
49,395.90		49,395.90	4,011.71	459.52				459.52
100,000.00	1,685.60	101,685.60	100,000.00	12,494.81				12,494.81
25,236.66		25,236.66	2,073.33	41.98				41.98
				5,167.75				5,167.75
46,190.94		46,190.94	16,804.06	497.43				497.43
72,395.55	621.50	73,017.05	43,110.96	38,142.61				38,142.61
2,362.62		2,362.62	2,362.62	5,553.52				5,553.52
10,250.00		10,250.00	250.00	29,006.28				29,006.28
				10,717.55				10,717.55
				36,465.51				36,465.51
48,019.74		48,019.74	3,944.86	459.83				459.83
3,506.97		3,506.97	2,628.38	29,636.37				29,636.37
				900.73				900.73
765,340.21		765,340.21	64,218.48	9,062.22				9,062.22
								\$167,375.89
								60,082.60
\$1,452,432.02	\$4,658.93	\$1,457,090.95	\$337,850.82	\$107,293.29				\$107,293.29
				\$4,971.39	\$3,516.29		\$3,516.29	\$555.10
\$226,925.24	\$21,196.80	\$248,122.04	\$154,064.78	13,606.65	3,609.78		3,609.78	17,216.43
510,324.95		510,324.95	422,141.44	8,479.32	7,902.25		7,902.25	577.07
2,879.25		2,879.25	2,879.25	27,275.33	1,421.46		1,421.46	28,696.79
	756.05	756.05		47,880.96	3,357.29		3,357.29	51,238.19
350.00	847.82	1,197.82	316.71	69,873.12	6,088.02		6,088.02	75,961.14
58,628.56	10,675.14	69,303.70	3,973.08	82,848.33	4,077.40		4,077.40	86,925.73
38,223.43	2,178.84	40,402.27	8,523.54	83,619.78	3,441.46		3,441.46	87,061.24
58,465.70	928.08	59,393.78	44,872.34	72,226.20	13,843.62		13,843.62	86,069.82
264,850.00	1,793.16	266,643.16	8,502.14	19,859.72	7,799.38		7,799.38	3,069.37
136,808.21	5,443.00	222,251.21	8,171.27	2,488.55	4,947.08		4,947.08	7,435.63
	5,389.19	5,389.19		11,444.43	5,021.97		5,021.97	16,466.40
				39,653.38	2,693.30		2,693.30	42,346.68
39,365.79	2,347.92	41,713.71	3,449.42	48,930.41	2,683.96		2,683.96	51,614.37
33,015.50	1,874.04	34,889.54	192.61	208,606.31	5,209.00		5,209.00	213,815.31
2,743.40	5,226.23	7,969.63	2,727.29	4,566.87	4,562.65		4,562.65	9,129.52
	4,144.83	4,144.83		92,514.26	3,310.53		3,310.53	95,824.79
7,355.70	1,065.88	8,421.58	4,063.07	64,679.61	2,889.72		2,889.72	67,569.33
14,897.10	1,000.36	15,897.46	7,815.05	25,458.89	2,459.53		2,459.53	27,918.42
	8,265.54	8,265.54		97,642.59	2,141.58		2,141.58	99,784.17
	33.33	33.33		2,511.03	5,124.79		5,124.79	2,610.76
19,408.56	6,129.80	25,538.36	4,858.30	35,082.59	3,768.78		3,768.78	38,851.37
48,339.10	98.02	48,437.12	35,594.03	37,312.70	3,647.15		3,647.15	40,959.85
								\$2,192.51
								1,147,495.94
\$1,462,581.49	\$159,394.03	\$1,621,975.52	\$787,149.32	\$1,039,786.44	\$103,516.99		\$103,516.99	\$1,143,303.43

FUND STATEMENT, SHOWING CASH BALANCES AND REMAINING UNENCUMBERED BALANCES AT THE CLOSE

	Balances in the revenue accounts at June 30, 1943	Authorized Provisions	Adjusted contract Obligations	Disbursements to be deducted from Revenue	Cash Status of funds after deducting payments made but not deducted from Revenue
<i>1/8 Gasoline Tax Grade Elimination - Group No. 3 - For construction of major projects - State System Only:</i>					
03 Grade Elimination	\$4,749,228.04	\$36,411.83	\$1,394.16	\$35,017.67	\$4,714,210.37
021 Federal Grade Elimination 1936, without State Funds	<i>885,517.84</i>	3,319.00	<i>11,599.29</i>	14,918.29	<i>909,136.13</i>
043 Federal Grade Elimination 1939, with State Funds	45,101.57	591,969.54	52,882.47	539,087.07	<i>493,985.50</i>
051 Federal Grade Elimination 1941, with State Funds	37,273.35	717,073.26	83,494.23	634,179.03	<i>566,905.68</i>
029 Regular Federal Aid 1937, with equal State Funds	<i>377,963.39</i>				<i>377,963.39</i>
030 Regular Federal Aid 1938, with equal State Funds	<i>291,589.01</i>				<i>332,411.03</i>
033 Regular Federal Aid 1939, with equal State Funds	<i>316,710.38</i>				<i>319,431.72</i>
034 Regular Federal Aid 1940, with equal State Funds	<i>53,048.06</i>	11,719.00	4,854.01	6,864.39	<i>49,902.45</i>
036 Special Construction Fund of 1936 with 15 7/8 Grant	89,310.62	515,501.08	638.18	514,862.90	<i>425,552.38</i>
031 North Beach Protection	43,958.79	43,080.40	1,636.27	41,444.13	2,514.66
049 Revenue, Approach to Potomac River Bridge.	<i>53,117.65</i>				<i>23,147.95</i>
057 Revenue from sale of Bridge Revenue Bonds and Federal Grant for Susquehanna River Bridge			29,331.75	29,331.75	29,331.75
042 Potomac River Bridge			7,739.62	7,739.62	7,739.62
Overdrawn Balances	<i>\$1,917,695.73</i>				<i>\$3,636,539.69</i>
Credit Balances	4,964,822.37				4,716,725.03
Net Position	\$3,017,176.64	\$1,919,674.11	<i>\$17,317.10</i>	\$1,936,991.21	\$1,080,185.43
<i>Federal Funds, Group No. 4 - For construction of new projects, including Grade Eliminations, Roads, Bridges, and Secondary Roads.</i>					
053 Federal Grade Elimination, 1942, with State Funds	\$221,000.00				\$221,000.00
055 Federal Grade Elimination, 1943, with State Funds	50,000.00				50,000.00
046 Regular Federal Aid 1941, with equal State Funds	1,713,618.38	\$1,236,741.25	\$98,995.71	\$1,137,745.54	575,872.84
052 Regular Federal Aid 1942, with equal State Funds	1,619,326.63	1,079,275.73	348,656.68	730,619.07	888,707.56
056 Regular Federal Aid, 1943 with equal State Funds	1,076,133.91				1,076,133.91
027 Flood Relief, State and Federal Appropriation	<i>112,019.87</i>	321,304.25	11,710.24	309,594.01	<i>421,613.88</i>
054 Federal Appropriation 1942, for Secondary Roads	153,168.00				153,168.00
057 Federal Appropriation 1943, for Secondary Roads	185,636.00				185,636.00
Overdrawn Balances	<i>\$112,019.87</i>				<i>\$421,613.88</i>
Credit Balances	5,018,882.92				3,150,518.31
Net Position	\$4,906,863.05	\$2,637,321.25	\$459,362.63	\$2,177,958.62	\$2,728,904.43
<i>State Roads Commission, Construction Fund, Group No. 5 - For construction of roads and bridges, Primary System:</i>					
022 Federal Grade Elimination 1938, with State Funds	\$190,685.52				\$190,685.52
044 Federal Grade Elimination 1940, with State Funds	517,332.67		\$38,298.77	\$38,298.77	479,033.90
019 Ocean City Special	64,621.36	\$1,725.00	2,119.56	3,844.56	60,776.80
061 Studies of the Baltimore Washington Boulevard	<i>14,100.00</i>		<i>50.79</i>	50.79	<i>14,150.79</i>
048 Avenue, Approach to Susquehanna River Bridge	331,909.27				331,909.27
071 Bond Income for construction of Ferry Terminal	996,299.97	1,577,844.79	808,061.89	769,782.90	226,517.07
062-2 Chesapeake Bay Ferry System - Expenditures chargeable to Trustee					
Overdrawn Balances	<i>\$14,100.00</i>				<i>\$14,150.79</i>
Credit Balances	2,100,848.79				1,288,922.56
Net Position	\$2,086,748.79	\$1,579,569.79	\$767,592.77	\$811,977.02	\$1,274,771.77
<i>Access Road Funds including proceeds of S R C Bonds, Group No. 6 - For construction of Military Access Roads:</i>					
060 Revenue for construction of Middle River Underpass	<i>\$252,293.94</i>	\$926,949.22	\$49,009.41	\$877,939.81	<i>\$1,139,233.75</i>
066 Expenditures for Military Access Roads - Federal Appropriation, Defense Access - Navy Federal Appropriation, Defense Access - Army Federal Appropriation, Strategic Network	4,455,977.08	12,161,375.44	4,569,649.23	7,591,726.21	3,135,749.13
072 Bond Income for new construction and highway improvement	2,000,000.00				2,000,000.00
073 Bond Income for needed construction and bond expense	750,959.81				750,959.81
Overdrawn Balances	<i>\$252,293.94</i>				<i>\$1,265,982.88</i>
Credit Balances	7,206,936.89				2,750,959.81
Net Positions	\$6,954,642.95	\$13,088,324.66	\$4,618,658.64	\$8,469,666.02	<i>\$1,515,033.07</i>

ITALICS INDICATE RED FIGURES

IN THE FUND ACCOUNTS AT JUNE 30, 1943,
AFTER SATISFYING ALL OBLIGATIONS
OF THE YEAR (Continued)

Total Authorized Provisions on uncompleted projects	Disbursements made in excess of Authorizations	Total Encumbrances recorded and unrecorded	Balance unpaid on recorded and unrecorded encumbrances	Condition of funds after paying all obligations	Anticipated revenue to June 30, 1943	Revenue Transfers	Total anticipated revenue, and increments to funds to June 30, 1943	Approximate Balance Available for expenditure to June 30, 1943
\$36,411.83	\$8,844.51	\$45,256.34	\$10,238.67	\$4,703,971.70				\$4,703,971.70
3,319.00	14,411.06	17,730.06	2,811.77	903,277.90	\$183,091.27		\$183,091.27	7,915,663.63
591,969.54	5,815.27	597,784.81	58,697.74	552,683.21	32,454.59	\$288,000.00	320,454.59	232,228.65
717,673.26		717,673.26	83,494.23	689,399.91	156,130.20		156,130.20	577,969.71
	40,852.02	40,852.02		377,663.39	9,420.00		9,420.00	368,243.39
	72,694.34	72,694.34		332,441.93	25,261.50		25,261.50	307,179.33
11,719.00	364.02	12,083.02	5,218.63	119,337.72	233,799.25		233,799.25	185,635.37
515,501.08	35,775.51	551,276.59	36,413.69	35,121.98	224,858.81	170,000.00	84,858.81	49,737.73
43,080.40		43,080.40	1,636.27	261,265.97	17,180.96		17,180.96	444,785.91
				878.39				878.39
				23,147.95				23,147.95
	29,331.75	29,331.75		29,331.75				29,331.75
	7,739.62	7,739.62		7,739.62				7,739.62
								\$2,812,716.81
								4,754,587.82
\$1,919,674.11	\$215,828.10	\$2,135,502.21	\$198,511.00	\$881,674.43	\$882,196.58	\$148,000.00	\$1,030,196.58	\$1,911,871.01
				\$221,000.00	\$33,759.00		\$33,759.00	\$254,759.00
				56,000.00	197,436.00		197,436.00	247,436.00
\$1,236,741.25	\$298.53	\$1,237,039.78	\$99,294.24	476,578.60	174,175.97	\$178,000.00	3,821.03	472,754.57
1,079,275.75	25,540.75	1,104,816.50	374,197.43	514,510.13	335,955.00	235,000.00	100,955.00	615,465.13
				1,076,133.91	\$32,207.00		\$32,207.00	1,008,340.91
321,304.25	28,693.82	349,998.07	40,404.06	262,017.94	747,493.28		747,493.28	285,475.34
				153,168.00	145,900.00		145,900.00	299,068.00
				185,636.00	145,636.00		145,636.00	331,272.00
								\$4,414,570.95
\$2,637,321.25	\$54,333.10	\$2,691,654.35	\$513,895.73	\$2,215,008.70	\$2,612,562.25	\$113,000.00	\$2,199,562.25	\$4,414,570.95
				\$190,685.52	\$106,695.19		\$106,695.19	\$297,290.71
	\$38,298.77	\$38,298.77		479,033.90	39,594.32	\$288,000.00	28,495.68	230,628.22
\$1,725.00	2,558.73	4,283.73	\$439.17	60,337.63				60,337.63
	50.79	50.79		14,159.79		300,000.00	300,000.00	285,849.21
1,577,844.79	14,057.04	1,591,901.83	822,118.93	331,909.27				331,909.27
				595,691.86				595,691.86
								\$595,691.86
								1,206,015.04
\$1,579,569.79	\$54,965.33	\$1,634,535.12	\$822,558.10	\$452,213.67	\$146,199.51	\$12,000.00	\$158,199.51	\$610,413.18
				\$1,195,931.29				\$782,631.29
\$926,949.22	\$16,388.04	\$943,337.26	\$65,397.45	7,853,875.59	\$6,186,944.01	\$413,000.00	6,186,944.01	1,666,931.58
12,161,375.44	148,477.23	12,309,852.67	4,718,126.46		3,026,450.00		3,026,450.00	3,026,450.00
					2,207,016.89		2,207,016.89	2,207,016.89
					208,052.00		208,052.00	208,052.00
				2,000,000.00				2,000,000.00
				750,959.81				750,959.81
								\$2,119,562.78
								8,192,478.70
\$13,088,324.66	\$164,865.27	\$13,253,189.93	\$4,783,523.91	\$9,298,576.98	\$11,628,462.90	\$413,000.00	\$12,041,462.90	\$5,742,915.92

**FUND STATEMENT, SHOWING CASH BALANCES
AND REMAINING UNENCUMBERED BALANCES
AT THE CLOSE**

	Balances in the revenue accounts at June 30, 1943	Authorized Provisions	Adjusted Contract Obligations	Disburse- ments to be deducted from Revenue	Cash status of funds after deducting payments made but not deducted from Revenue
Reconstruction Fund of the State Roads Commission— Group No. 7—For Maintenance of the State System of Roads, Reconstruction, Betterments and Additions to State System, and to equalize Federal Aid Construction Funds:					
01 Maintenance	\$5,243,022.78	\$1,646,100.25	\$142,912.50	\$1,503,196.75	\$3,739,826.03
Reconstruction Contingent Fund					
017 Sign Permit Revenue .. .	<i>14,308.95</i>				<i>14,308.95</i>
024 Prison Labor Appropriation	186,985.78	228,940.26	97,692.76	131,247.50	55,738.28
067 National Defense Projects (State Guard Detail)	360,000.00		<i>355,422.53</i>	355,422.53	4,577.47
Overdrawn Balances	<i>14,308.95</i>				<i>14,308.95</i>
Credit Balances	5,790,008.56				3,800,141.78
Net Position	\$5,775,699.61	\$1,875,049.51	<i>14,817.27</i>	\$1,989,866.75	\$3,785,832.83
Funds Not Available for Direct Road Purposes; Working Fund—Accumulated (Group No. 8) For assisting in financing transactions, particularly to augment cash position					
	\$957,724.99	\$957,724.99	\$957,724.99	.....	\$957,724.99
Application of Federal Funds to County Projects					
Debt Service Funds and Special Accounts, Group No. 9— For the establishment of legal reserve, particularly bond obligations of the State Roads Commission, and for other restricted uses:					
090 Ferry Subsidy—"Tolchester"					
Gasoline Tax Refunds to Incorporated Towns	\$6,985.85				\$6,985.85
020 Unclaimed Wages	1,519.78				1,519.78
011 Interest on Bank Balances	2,077.63				2,077.63
Special Revenue—Point of Rocks and Brunswick Bridges	1,269.90				1,269.90
Debenture Revenue—Refunding Bonds	630,000.00				630,000.00
Revenue from Sale of Refunding Bonds	24,786.16				24,786.16
018 Truck License Fees and Franchise Taxes	582,253.75				582,253.75
025-2 \$.0014 of the 2c Gasoline Taxes					.....
Revenue to Baltimore City Direct					
062 Proceeds of sale of Ferry Revenue Bonds	1,217,302.80			\$1,137,368.71	79,934.09
Total	\$2,466,195.87			\$1,137,368.71	\$1,328,827.16
Grand Total	\$30,176,611.52	\$24,972,677.82	\$7,632,151.84	\$18,477,894.69	\$11,698,716.83

Less: Cash expended for Materials and Supplies placed in stock					<i>514,827.46</i>
Accounts Payable					\$11,183,889.37
Working Fund, State Comptroller					\$11,183,889.37
Total Cash					\$300,000.00
ITALICS INDICATE RED FIGURES					\$11,483,889.37

REPORT OF THE STATE ROADS COMMISSION

IN THE FUND ACCOUNTS AT JUNE 30, 1943,
AFTER SATISFYING ALL OBLIGATIONS
OF THE YEAR (Continued)

Exhibit 6
Schedule 1

Total Authorized Provisions on uncompleted projects	Disbursements made in excess of authorizations	Total Encumbrances recorded and unrecorded	Balances unpaid on recorded and unrecorded encumbrances	Condition of funds after paying all obligations	Anticipated revenue to June 30, 1943	Revenue Transfers	Total anticipated revenue, and increments to funds to June 30, 1943	Approximate Balance Available for expenditure to June 30, 1943
\$1,646,109.25	\$430,330.61	\$2,076,439.86	\$573,243.11	\$3,106,582.92		\$100,000.00	\$100,000.00	\$2,906,582.92
228,940.26		228,940.26	97,692.76	11,308.95	\$2,944.25		2,944.25	100,000.00
	355,422.53	355,422.53		11,967.48				11,367.70
				4,577.47				11,967.48
								4,577.47
								\$53,319.18
								3,011,160.39
\$1,875,049.51	\$785,753.14	\$2,660,802.65	\$670,935.87	\$3,114,896.96	\$2,944.25	\$100,000.00	\$157,055.75	\$2,957,841.21
\$957,724.99		\$957,724.99	\$957,724.99					
				\$6,985.85				\$6,985.85
				1,519.78				1,519.78
				2,077.63				2,077.63
				1,269.90				1,269.90
				630,000.00				630,000.00
				24,786.16				24,786.16
				582,253.75				582,253.75
				79,934.09				79,934.09
				\$1,328,827.16				\$1,328,827.16
\$24,972,677.82	\$1,439,997.90	\$26,412,675.72	\$9,072,149.74	\$2,026,567.09	\$15,375,882.48		\$15,375,882.48	\$18,002,449.57

FUND STATEMENT, SHOWING CASH BALANCES AND REMAINING UNENCUMBERED BALANCES, AT THE CLOSE

	Balance in the Revenue Accounts at June 30, 1944	Authorized Provisions	Adjusted Contract Obligations	Disbursements to be Deducted from Revenue	Cash Status of Funds after Deducting Payments Made
FUNDS DIRECTLY APPLICABLE TO ROAD PURPOSES:					
County Accounts—Group No. 1 for Maintenance of County System of Roads appropriations to Incorporated Towns, Debt Service, and Construction of Lateral and Farm-to-Market roads on the County System:					
Counties:					
Allegany	833,818.14	\$68,301.61	\$67,327.70	\$973.91	\$32,844.23
Anne Arundel	354,221.25	315,733.22	174,474.22	141,259.00	212,962.25
Baltimore	616,153.74	459,474.91	283,967.14	175,507.77	440,645.97
Calvert	46,081.77	14,795.10	13,712.82	1,082.28	44,999.49
Caroline	77,272.14	65,990.35	60,950.85	5,039.50	72,232.64
Carroll	192,292.09	121,637.46	10,156.77	111,480.69	80,811.40
Cecil	127,670.82	117,592.72	105,687.96	11,904.76	115,766.06
Charles	143,754.04	15,519.27	9,149.21	6,370.06	137,383.98
Dorchester	123,828.71	74,453.32	56,458.12	17,995.20	105,833.51
Fredrick	217,635.72	176,421.92	<i>6,018.51</i>	182,440.46	35,195.26
Garrett	186,125.28	4,615.00	<i>111,695.16</i>	116,310.16	69,815.12
Harford	139,433.50	100,048.18	9,411.01	90,637.17	48,796.33
Howard	73,768.07		<i>61,579.17</i>	61,579.17	12,188.90
Kent	62,956.18	44,917.41	44,422.23	495.21	62,460.97
Montgomery	200,626.39	166,789.87	13,241.61	153,548.26	47,078.13
Prince George's	29,170.86	72,494.77	31,496.32	40,998.45	<i>11,827.59</i>
Queen Anne's	105,193.16		<i>918.00</i>	4,981.03	100,212.13
St. Mary's	46,865.38	34,982.04	34,205.43	776.61	46,088.77
Somerset	39,782.68	12,646.20	8,654.80	3,991.40	35,791.28
Talbot	72,997.23	61,230.53	33,648.85	27,581.68	45,415.55
Washington	126,789.90	102,097.59	<i>15,073.86</i>	117,171.45	9,618.45
Wicomico	42,803.50	21,440.32	14,218.05	10,222.27	32,581.23
Worcester	93,864.59	88,322.32	53,644.89	34,677.43	59,187.16
Baltimore City	1,031,919.65		<i>928,782.02</i>	928,782.02	103,137.63
Overdrawn Balances					<i>\$11,827.59</i>
Credit Balances	\$4,185,024.79				1,951,046.44
Net Position	\$4,185,024.79	\$2,143,422.14	<i>\$102,383.80</i>	\$2,245,805.94	\$1,939,218.85
Gasoline Tax—Grade Elimination—Group No. 2 for construction of major projects—State system only:					
03 Grade Elimination	\$4,700,035.12	\$36,411.83	\$964.24	\$35,447.59	\$4,664,587.53
021 Federal Grade Elimination—1936—with State Funds	<i>862,701.77</i>	3,319.00	<i>13,183.88</i>	16,502.88	<i>879,204.62</i>
043 Federal Grade Elimination—1939—with State Funds	<i>116,611.95</i>		<i>6,436.28</i>	6,436.28	<i>123,048.23</i>
051 Federal Grade Elimination—1941—with State Funds	<i>146,988.38</i>	42,500.00	8,909.73	33,500.27	<i>180,578.65</i>
029 Regular Federal Aid—1937—with equal State Funds	<i>376,081.82</i>				<i>376,081.82</i>
030 Regular Federal Aid—1938—with equal State Funds	<i>274,965.73</i>		<i>14,684.66</i>	14,684.66	<i>289,650.39</i>
033 Regular Federal Aid—1939—with equal State Funds	<i>209,457.65</i>		<i>55,350.86</i>	55,350.86	<i>264,808.51</i>
034 Regular Federal Aid—1940—with equal State Funds	<i>19,631.17</i>		<i>364.02</i>	364.02	<i>19,995.49</i>
036 Special Construction Fund of 1936, with 45% Grant.	<i>422,755.03</i>	3,050.00	<i>12,413.18</i>	15,463.18	<i>440,319.11</i>
031 North Beach Protection	2,514.66				2,514.66
049 Revenue for approach to Potomac River Bridge	<i>23,269.55</i>				<i>23,269.55</i>
037 Revenue from sale of Bridge Revenue Bonds and Federal Grant, for Susquehanna River Bridge			<i>29,925.95</i>	29,925.95	<i>29,925.95</i>
042 Potomac River Bridge			<i>7,739.62</i>	7,739.62	<i>7,739.62</i>
Overdrawn Balances	<i>\$2,415,367.24</i>				<i>\$2,625,424.94</i>
Credit Balances	4,702,549.78				4,667,102.19
Net Position	\$2,287,182.56	\$85,280.83	<i>\$130,224.48</i>	\$215,505.31	\$2,041,677.25
Federal Funds—Group No. 3—for construction of new projects including Grade Eliminations, Roads, Bridges, and Secondary Roads:					
053 Federal Grade Elimination—1942—with State Funds	\$187,519.81				\$187,519.81
055 Federal Grade Elimination—1943—with State Funds	50,000.00				50,000.00
046 Regular Federal Aid—1941—with equal State Funds	924,331.53	\$343,862.18	<i>\$2,592.48</i>	\$346,454.66	577,876.57
052 Regular Federal Aid—1942—with equal State Funds	1,294,973.40	506,760.02	97,500.38	409,259.64	885,713.76
056 Regular Federal Aid—1943—with equal State Funds	1,070,166.37	166,261.33	69,902.18	96,359.15	973,807.22
027 Flood Relief—State and Federal Appropriation.	<i>79,679.27</i>	319,809.25	<i>15,651.98</i>	335,460.33	<i>415,139.60</i>
054 Federal Appropriation—1942—for Secondary Roads	153,168.00				153,168.00
057 Federal Appropriation—1943—for Secondary Roads	185,636.00				185,636.00
Overdrawn Balances	<i>\$79,679.27</i>				<i>\$415,139.60</i>
Credit Balances	3,865,795.11				3,013,721.66
Net Positions	\$3,786,115.84	\$1,336,692.78	\$149,159.00	\$1,187,533.78	\$2,598,582.06

**IN THE FUND ACCOUNTS AT JUNE 30, 1944
AFTER SATISFYING ALL OBLIGATIONS
OF THE YEAR**

Total Authorized Provisions on Uncompleted Projects	Disbursements made in Excess of Authorizations	Total Encumbrances Recorded and Unrecorded	Balance Unpaid on Recorded and Unrecorded Encumbrances	Condition of Funds after Paying All Obligations	Anticipated Revenue at June 30, 1944	Revenue Transfers	Total Anticipated Revenue and Increments to Funds at June 30, 1944	Approximate Balance Available for Expenditures at June 30, 1944
\$68,301.61		\$68,301.61	\$67,327.70	\$31,283.47	\$2,855.54		\$2,855.54	\$31,677.93
115,733.22	\$23,277.59	339,010.81	197,751.81	15,210.44	2,931.44		2,931.44	18,141.88
459,474.91	109,199.83	568,674.74	393,166.97	47,479.00	6,417.32		6,417.32	53,896.32
14,795.10	217.61	15,012.71	13,930.43	31,069.06	1,154.36		1,154.36	32,223.42
65,990.35	1,066.33	67,056.68	62,017.18	10,215.46	2,726.42		2,726.42	12,941.88
121,637.46	20,481.81	142,119.27	30,638.58	50,172.82	4,944.01		4,944.01	55,116.83
117,592.72	9,806.81	127,399.53	115,494.77	271.29	3,311.21		3,311.21	3,582.50
15,519.27	3,413.37	18,932.64	12,562.58	124,821.40	2,794.76		2,794.76	127,616.16
74,453.32	928.08	75,381.40	57,386.20	48,447.31	13,121.37		13,121.37	61,568.68
176,421.92	26,818.54	203,240.46	20,800.00	14,395.26	6,333.78		6,333.78	20,729.04
4,615.00	111,883.16	116,498.16	188.00	69,627.12	4,017.47		4,017.47	73,644.59
100,048.18	7,074.79	107,122.97	16,485.80	32,310.53	4,078.29		4,078.29	36,388.82
	61,579.17	61,579.17		2,188.90	2,187.20		2,187.20	14,376.10
44,917.44	495.21	45,412.65	44,917.44	17,543.53	2,179.61		2,179.61	19,723.14
166,789.87	17,494.87	183,984.74	30,436.18	16,641.65	4,230.18		4,230.18	20,871.83
72,494.77	10,997.49	83,492.26	42,493.81	51,321.50	3,705.09		3,705.09	50,616.31
918.00	4,063.03	4,981.03		100,212.13	2,688.44		2,688.44	102,900.57
34,982.04	501.02	35,483.06	34,706.45	11,382.32	2,346.71		2,346.71	13,729.03
12,646.20	1,000.36	13,646.56	9,655.16	26,136.12	1,997.36		1,997.36	28,133.48
61,230.53	8,611.77	69,842.30	42,260.62	3,154.93	1,739.16		1,739.16	4,894.09
102,097.59	15,073.86	117,171.45		9,618.45	4,161.78		4,161.78	13,780.23
24,440.32	6,008.85	30,449.17	20,226.90	12,354.33	3,060.57		3,060.57	15,414.90
88,322.32		88,322.32	53,644.89	5,542.27	2,961.79		2,961.79	8,504.06
	928,782.02	928,782.02		103,137.63				103,137.63
								\$82,217.27
								\$41,315.18
\$2,143,422.14	\$1,368,475.57	\$3,511,897.71	\$1,266,091.77	\$673,127.08	\$85,943.86		\$85,943.86	\$759,070.94
\$36,411.83	\$9,274.43	\$45,686.26	\$10,238.67	\$4,654,348.86				\$4,654,348.86
3,319.00	15,970.60	19,289.60	2,786.72	\$81,991.34	\$175,391.27		\$175,391.27	706,609.07
	6,436.28	6,436.28		133,048.33	9,926.78	\$288,000.00	297,926.78	174,878.55
42,500.00		42,500.00	8,909.73	189,488.38	148,882.32		148,882.32	70,606.06
				376,081.82				376,081.82
	14,684.66	14,684.66		289,650.39				289,650.39
	55,350.86	55,350.86		261,608.51	18,750.00		18,750.00	245,858.51
	364.02	364.02		10,998.49	158,466.54	170,000.00	18,466.54	7,468.05
3,050.00	14,862.43	17,912.43	2,449.25	142,768.36	11,895.11		11,895.11	430,873.25
				2,514.66				2,514.66
				33,269.55				33,269.55
	29,925.95	29,925.95		29,925.95				29,925.95
	7,739.62	7,739.62		7,739.62				7,739.62
								\$2,150,605.22
								4,839,210.12
\$85,280.83	\$154,608.85	\$239,889.68	\$24,384.37	\$2,017,292.88	\$523,312.02	\$148,000.00	\$671,312.02	\$2,688,604.90
				\$187,519.81				\$187,519.81
				50,000.00	\$101,144.30		\$101,144.30	151,144.30
\$343,862.18	\$2,592.48	\$346,454.66		577,876.87	197,836.18	\$178,000.00	19,836.18	597,713.05
506,760.02	43,011.99	549,772.01	\$140,512.37	745,201.39	175,844.00	235,000.00	59,156.00	686,045.39
166,261.33	3,082.70	169,344.03	72,984.88	900,822.34	671,999.71		671,999.71	1,572,822.05
319,809.25	28,739.66	348,548.91	13,088.58	428,228.18	747,493.28		747,493.28	319,265.10
				153,168.00				153,168.00
				185,636.00	135,663.54		135,663.54	321,299.54
								\$3,988,977.24
\$1,336,692.78	\$77,426.83	\$1,414,119.61	\$226,585.83	\$2,371,996.23	\$2,029,981.01	\$13,000.00	\$1,616,981.01	\$3,988,977.24

**FUND STATEMENT OF CASH BALANCES
AND REMAINING UNENCUMBERED BALANCES
AT THE CLOSE**

	Balance in the Revenue Accounts at June 30, 1944	Authorized Provisions	Adjusted Contract Obligations	Disburse- ments to Be Deducted from Revenue	Cash Status of Funds after Deducting Payments Made
State Roads Commission Construction Fund—Group No. 4—					
4—for construction of roads and bridges, Primary System:					
022 Federal Grade Elimination—1938—with State Funds	\$211,459.56				\$211,459.56
044 Federal Grade Elimination—1940 with State Funds	<i>181,911.26</i>		<i>\$11,520.10</i>	\$11,520.10	<i>223,431.36</i>
049 Ocean City Special	64,621.35	\$3,450.00	<i>2,982.17</i>	5,532.17	59,089.19
061 Studies of the Baltimore-Washington Blvd.	160,000.00	42,500.00	<i>55,772.15</i>	68,272.15	91,727.85
068 Planning of Franklin St. Balto.-Wash. Blvd. Freeway	83,221.00		<i>48,985.35</i>	48,985.35	34,235.65
048 Revenue approach to Susquehanna River Bridge	331,905.27				331,905.27
071 Bond Income for construction of Ferry Terminal	984,801.26	1,926,355.43	441,777.15	1,484,578.28	<i>499,777.02</i>
062-2 Chesapeake Bay Ferry System—Expenditures Chargeable to Trustee	<i>33,396.10</i>				<i>43,396.10</i>
077 Preliminary Engineering—Post War Projects	275,000.00		195,745.71	79,254.29	<i>79,254.29</i>
078 Reconstruction of Claiborne Pier	43,396.10	43,396.10	40,330.84	3,065.26	40,330.84
Overdrawn Balances	<i>\$125,307.36</i>				<i>\$845,858.77</i>
Credit Balances	1,879,404.55				768,748.36
Net Positions	\$1,654,097.19	\$2,290,701.53	\$559,493.93	\$1,731,207.60	<i>\$77,110.41</i>
Access Road Funds, including proceeds of S.R.C. Bonds—					
Group No. 5 for construction of Military Access Roads:					
060 Revenue for construction of Middle River Underpass	<i>\$1,205,279.28</i>	\$8,780.25	\$4,124.79	\$4,655.46	<i>\$1,209,634.74</i>
066 Expenditures for Military Access Roads	7,428,643.48	10,399,767.43	781,387.68	9,618,379.75	<i>2,189,766.27</i>
Federal Appropriations—Defense Access—Navy					
Federal Appropriations—Defense Access—Army					
Federal Appropriations—Strategic Network					
072 Bond Incomes for new construction and highway improvement	2,000,000.00				2,000,000.00
073 Bond Income for needed construction and bond expense	750,959.81				750,959.81
Overdrawn Balances	<i>\$1,205,279.28</i>				<i>\$3,399,701.01</i>
Credit Balances	10,179,573.29				2,750,959.81
Net Positions	\$8,974,294.01	\$10,498,547.68	\$785,512.47	\$9,623,035.21	<i>\$638,741.20</i>
Reconstruction Funds of the State Roads Commission—					
Group No. 6 for maintenance of the State System of roads Reconstruction Betterments and Additions, and to equalize Federal Aid Construction funds:					
01 Maintenance					
Contingent Maintenance— $\frac{1}{4}$ Gasoline Tax from July 1, 1943	\$914,317.69				\$914,317.69
Reconstruction Contingent	6,845,664.78	\$867,447.04	\$80,604.22	\$786,842.82	6,058,821.96
017 Sign Permit Revenue					
024 Prison Labor Appropriation	185,087.15	266,498.33	85,758.94	180,739.39	4,347.76
067 National Defense Projects—State Guard Detail	34,623.27				34,623.27
Overdrawn Balances					
Credit Balances	\$7,979,692.89				\$7,012,110.68
Net Positions	\$7,979,692.89	\$1,133,945.37	\$196,363.16	\$967,582.21	\$7,012,110.68
FUNDS NOT AVAILABLE FOR DIRECT PURPOSES:					
Working Fund—Accumulated—Group No. 7—for assisting in financing transactions, particularly to augment cash position:					
09 Application of Federal Funds to County Projects	\$957,724.99	\$957,724.99	\$957,724.99		\$957,724.99
Debt Service Funds and Special Accounts—Group No. 8—					
for the establishment of legal reserve, particularly bond obligations of the State Roads Commission and for other restricted uses:					
090 Ferry Subsidy—"Tolchester"					
Gasoline Tax Refunds to Incorporated Towns	\$8,035.16				\$8,035.16
Unclaimed Wages	1,431.78				1,431.78
Special Revenue—Point of Rocks and Brunswick Bridges	1,289.08				1,289.08
Debtenture Reserve—Refunding Bonds	639,894.01				639,894.01
Revenue from sale of Refunding Bonds	24,786.16				24,786.16
018 Truck License Fees and Franchise Taxes	596,253.75				596,253.75
025-2 \$0014 of the 2¢ Gasoline Tax					
Revenue to Baltimore City Direct					
062 Proceeds of sale of Ferry Revenue Bonds					
Total	\$1,271,689.94				\$1,271,689.94
Grand Total	\$31,065,822.21	\$18,356,315.32	\$2,385,645.27	\$15,970,670.05	\$15,095,152.16
Less: Cash expended for Materials and Supplies placed in stock					
					<i>510,734.70</i>
Accounts Payable					<i>\$14,584,417.46</i>
Working Fund—State Comptroller					<i>\$14,584,417.46</i>
Total Cash					<i>300,000.00</i>
Total					<i>\$14,884,417.46</i>

ITALICS INDICATE RED FIGURES

**IN THE FUND ACCOUNTS AT JUNE 30, 1944
AFTER SATISFYING ALL OBLIGATIONS
OF THE YEAR - Continued**

Exhibit 6
Schedule 2

Total Provisions on Uncompleted Projects	Disbursements made in Excess of Authorizations	Total Encumbrances Recorded and Unrecorded	Balance Unpaid on Recorded and Unrecorded Encumbrances	Condition of Funds after Paying All Obligations	Anticipated Revenue at June 30, 1944	Revenue Transfers	Total Anticipated Revenue and Encumbrments to Funds at June 30, 1944	Approximate Balance Available for Expenditures at June 30, 1944
				\$211,459.56	\$43,607.11		\$43,607.11	\$255,066.67
\$3,450.00	\$41,520.10	\$41,520.10		25,131.36	26,394.00	\$288,000.00	261,606.00	185,637.36
42,500.00	2,622.11	6,072.11	\$539.91	58,549.25				58,549.25
	25,772.15	68,272.15		91,727.85		140,000.00	140,000.00	231,727.85
	48,985.35	48,985.35		34,235.65	\$3,221.00		\$3,221.00	117,456.65
1,926,355.43	23,905.77	1,950,261.20	465,682.92	331,905.27				331,905.27
				965,459.91				965,459.91
	27,755.45	302,755.45	223,501.16	43,396.10	417,458.00		417,458.00	43,396.10
275,000.00		43,396.10	40,330.84	302,755.15				114,702.55
43,396.10								
								\$1,493,893.40
								1,109,408.24
\$2,290,701.53	\$170,560.93	\$2,461,262.46	\$730,054.86	\$807,165.17	\$570,680.11	\$118,000.00	\$422,680.11	\$384,485.16
\$8,780.25	\$29.81	\$8,810.06	\$4,154.60	\$1,217,089.31		\$413,000.00	\$413,000.00	\$801,089.31
10,399,767.43	328,787.64	10,728,555.07	1,110,175.32	3,299,911.59	\$2,326,379.44		2,326,379.44	973,562.15
					361,000.00		361,000.00	361,000.00
					600,348.89		600,348.89	600,348.89
					204,932.00		204,932.00	204,932.00
				2,000,000.00				2,000,000.00
				750,959.81				750,959.81
								\$1,771,651.49
								3,917,240.70
\$10,408,547.68	\$328,817.45	\$10,737,365.13	\$1,114,329.92	\$1,763,071.12	\$3,492,660.33	\$413,000.00	\$3,905,660.33	\$2,142,589.21
				\$914,317.69				\$914,317.69
\$867,447.04	\$426,465.07	\$1,293,912.11	\$507,069.29	5,551,752.67				5,451,752.67
								100,000.00
266,498.33	2,809.15	269,307.48	\$8,568.09	81,220.33				81,220.33
				34,623.27				34,623.27
								\$81,220.33
								6,500,693.63
\$1,133,945.37	\$429,274.22	\$1,563,219.59	\$595,637.38	\$6,416,473.30				\$6,416,473.30
\$957,724.99		\$957,724.99	\$957,724.99					
				\$8,035.16				\$8,035.16
				1,431.78				1,431.78
								1,289.08
				639,894.01				639,894.01
				24,786.16				24,786.16
				596,253.75				596,253.75
				\$1,271,689.94				\$1,271,689.94
\$8,356,315.32	\$2,529,163.85	\$20,885,479.17	\$4,914,809.12	\$10,180,343.04			\$6,702,577.33	\$16,882,920.37

REPORT OF THE STATE ROADS COMMISSION

Exhibit 6
Schedule 3

STATEMENT SHOWING CASH POSITION OF EACH FUND AT OCTOBER 1, 1942; TOTAL RECEIPTS AND INCREMENTS AND TOTAL CHARGES; BALANCE OF CASH AT JUNE 30, 1943

Funds	Cash Balance September 30, 1942	Cash Receipts October 1, 1942 to June 30, 1943	Revenue Transfers	Credits from Miscellaneous Receipts	Total Credits to Fund Accounts	Amount avail- able for ex- penditure Oct. 1, 1942 to June 30, 1943	Disburse- ments Oct. 1, 1942 to June 30, 1943	Cash Balance June 30, 1943
County Lateral Funds:								
Allegany	\$5,049.22	\$65,209.21			\$65,209.21	\$70,258.43	\$20,494.18	\$49,764.25
Anne Arundel	504.52	33,471.69			33,471.69	33,471.69	31,521.43	2,454.78
Baltimore	226.44	73,273.52			73,273.52	73,499.96	68,126.16	5,373.80
Baltimore	2,050.55	13,180.55	\$2,070.00		15,530.55	17,881.10	13,638.30	4,242.80
Calvert	12,527.67	31,139.42		\$48.93	31,179.35	43,757.02	41,582.01	2,174.06
Caroline	56,823.72	56,459.95			56,430.96	57,374.68	53,158.23	4,116.45
Carroll	27,419.62	56,711.10			56,711.10	84,139.76	67,077.12	17,053.64
Cecil	25,119.49	31,010.84			33,078.84	58,198.33	28,554.34	29,343.99
Charles	7,619.39	40,639.56			40,639.56	48,258.75	48,047.06	211.69
Dorchester	14,402.36	72,319.68			72,319.68	86,722.04	63,518.18	23,263.86
Fredrick	1,379.53	45,871.81			45,871.81	44,525.01	3,552.19	3,552.19
Garrett	19,363.71	34,073.70			34,073.70	112,464.81	40,972.82	112,494.81
Howard	21.28	29,269.71			29,269.71	24,914.98	23,163.33	1,831.65
Kent	724.19	48,299.89			48,299.89	28,477.30	33,645.05	5,657.25
Montgomery	1,934.19	92,316.54			92,316.54	50,253.99	39,917.36	10,396.63
Prince George's	24,735.57	30,696.24			30,696.24	67,581.02	62,612.67	4,968.35
Queen Anne's	5,420.81	30,696.24			30,696.24	36,111.05	32,306.55	3,804.50
St. Mary's	23,886.53	36,794.70			36,794.70	3,829.37	39,576.15	3,199.99
Sancti Spiritus	6,598.52	22,195.83			22,195.83	29,404.35	49,121.69	79,747.58
Talbot	7,877.49	49,537.48			49,537.48	17,107.33	43,452.71	66,152.56
Washington	40.49	47,319.42	912.00	130.85	47,319.42	47,539.11	44,074.81	3,483.63
Wicomico	11,153.91	34,945.54			34,945.54	46,101.75	73,109.74	7,067.59
Worcester	16,599.58	33,818.31			33,818.31	50,418.12	51,318.53	999.73
Total County Funds—Credit Balances	\$156,927.31							\$274,067.98
	53,577.57							367,396.71
Net Position	\$103,354.99	\$1,024,539.00	\$4,750.00	\$169.78	\$1,029,458.77	\$1,132,813.77	\$857,412.30	\$175,401.27
Baltimore City Lateral Funds	\$4,882.68	\$751,395.31	\$14,892.10		\$803,277.41	\$898,170.09	\$43,013.83	\$55,159.26
County Construction Funds:								
Allegany	\$6,287.39	83,295.72			83,295.72	\$1,499.67	\$1,079.72	\$1,671.39
Anne Arundel	130,273.05	36,835.04			36,835.04	176,128.69	8,481.16	167,676.43
Baltimore	399,988.02	80,680.12			80,680.12	64,066.02	64,066.02	413,062.12
Baltimore	16,281.03	14,512.84			14,512.84	30,763.87	13,639.29	39,154.58
Calvert	27,253.97	34,277.40			34,277.40	91,351.07	13,659.17	47,890.90
Caroline	13,516.40	62,157.09			62,157.09	75,673.49	5,483.66	70,189.83
Carroll	65,677.61	22,725.32			22,725.32	88,402.33	1,581.22	86,821.41
Cecil	69,392.64	35,136.43			35,136.43	104,469.07	12,825.79	92,143.32
Charles	83,247.14	39,242.05			39,242.05	47,843.00	117,098.54	2,357.58
Dorchester	34,723.82	79,629.84			79,629.84	45,486.02	47,843.00	2,357.58
Fredrick	94,477.55	50,598.61			50,598.61	59,826.34	59,826.34	5,659.82
Garrett	22,512.98	4,706.91			4,706.91	27,219.89	15,175.46	11,444.43
Howard	39,462.71	27,498.05			27,498.05	66,990.76	27,307.38	39,683.38
Kent	54,589.45	27,402.60			27,402.60	81,993.05	29,613.22	52,379.83

Montgomery	174,432.82	53,182.02	227,614.84	18,815.92	208,798.92
Prince George's	72,495.33	46,593.97	34,098.64	26,804.48	7,294.16
Queen Anne's	66,775.88	33,789.70	100,575.58	8,061.32	92,514.26
St. Mary's	49,961.50	29,503.13	79,464.63	10,721.95	68,742.68
Somerset	8,102.02	25,111.07	33,273.99	05	33,273.94
Talbot	76,297.39	21,864.80	98,162.19	489.60	97,672.59
Washington	28,335.61	52,322.75	23,887.11	26,401.14	2,514.63
Wicomico	3,452.09	38,478.20	1,980.40	1,980.40	39,940.89
Worcester	35,770.98	37,236.96	73,007.94	101.21	72,906.73
Total County Construction—Credit Balances Overdrawn Balances	\$1,437,437.13	\$856,720.32	\$2,212,795.27	\$1,835,878.76	\$3,046,974.01
Net Position	\$1,356,074.35	\$83,250.00	\$1,716,250.39	\$382,859.51	\$1,826,935.76
Grade Elimination	\$4,357,357.21	\$697,839.50	\$600,139.02	\$2,040.02	\$4,714,210.37
Federal Grade Elimination—1936 Appropriation	210,063.73	31,476.65	190,590.22	306.11	900,136.13
Federal Grade Elimination—1938 Appropriation	196,741.59	442,180.87	492,194.01	105.00	190,685.52
Federal Grade Elimination—1940 Appropriation	49,809.25	202.88	569,872.80	77,243.91	163,965.50
Federal Grade Elimination—1941 Appropriation	190,600.00	30,400.00	221,000.00	13,190.11	479,033.50
Federal Grade Elimination—1942 Appropriation	365,896.61	50,000.00	591,996.00	57,032.88	596,965.68
Federal Grade Elimination—1943 Appropriation	391,021.15	18,000.00	373,021.15	971.96	50,000.00
Special Construction Fund of 1934	231,479.77	40,172.22	372,855.55	52,531.13	155,554.28
Regular Federal Aid of 1937	311,761.83	175,635.78	311,761.83	277.84	377,663.39
Regular Federal Aid of 1938	387,539.10	748.79	4,803.79	17,679.20	332,141.63
Regular Federal Aid of 1939	41,911.69	24,332.73	90,581.96	30,502.41	119,131.71
Regular Federal Aid of 1940	370,382.69	218,700.00	589,132.69	9,329.49	29,902.15
Regular Federal Aid of 1941	951,404.53	467,730.00	1,449,134.53	569,456.97	888,707.84
Regular Federal Aid of 1942	588,731.21	1,082,207.00	1,082,207.00	6,073.90	1,076,133.91
Flood Relief—State and Federal Appropriation	2,957,636.00	4,331,217.30	1,163,041.90	2,476,071.19	3,739,826.03
Maintenance and Reconstruction	153,168.00	185,636.00	153,168.00	153,168.00	153,168.00
Federal Appropriation 1942 for Secondary Roads	61,375.10	7,238.67	61,375.10	598.30	60,776.80
Ocean City Special	30,615.71	100,000.00	69,536.39	13,798.11	55,738.28
Chesapeake Beach Appropriation	2,967,438.63	4,462,517.43	1,500,954.84	4,636,763.97	3,135,729.13
Prison Labor Appropriation	6,208.54	6,262.46	11,747.35	1,700.00	6,945.85
Military Access Roads	18,192.81	1,700.00	1,700.00	1,700.00	11,308.66
Gasoline Tax Refunds					
Sign Permit Revenue					
Sign License Revenue					
Chesapeake Bay Ferry System—Payroll Reimbursement					
Unclaimed Wages	986.18	118,929.84	118,929.84	118,929.84	1,519.75
Interest on Bank Balances	2,677.73	665.39	1,051.37	131.79	2,677.63
Revenue—Appropriated to					
Potomac River Bridge	331,919.06	331,919.06	331,919.06	9.79	331,909.27
Susquehanna River Bridge	16,167.17	16,167.17	16,167.17	7,039.88	9,127.29
Revenue from sale of Bridge Revenue Bonds, and Federal Grants for					
Potomac River Bridge	29,331.75	69,331.75	69,331.75	69,331.75	69,331.75
Susquehanna River Bridge	7,658.33	7,658.33	7,658.33	81.29	7,577.04
Revenue for Construction of Middle River Underpass	1,042,369.87	1,042,369.87	1,042,369.87	85,732.88	1,128,102.75
Special Revenue, Point of Rocks and Branswick Bridges	1,269.90	1,269.90	1,269.90		1,269.90
Application of Federal Funds to County Projects	957,724.39	957,724.39	957,724.39		957,724.39

REPORT OF THE STATE ROADS COMMISSION

STATEMENT SHOWING CASH POSITION OF EACH FUND AT OCTOBER 1, 1942; TOTAL RECEIPTS AND INCREMENTS AND TOTAL CHARGES; BALANCE AT JUNE 30, 1943 (Continued)

Exhibit 6
Schedule 3

Funds	Cash Balance September 30, 1942	Cash Receipts October 1, 1942 to June 30, 1943	Revenue Transfers	Credits from Miscellaneous Receipts	Total Credits to Fund Accounts	Amount Available for expenditure Oct. 1, 1942 to June 30, 1943	Disburse- ments Oct. 1, 1942 to June 30, 1943	Cash Balance June 30, 1943
Debtenture Reserve—State Roads Commission Bonds.	630,000.00					630,000.00		630,000.00
Debtenture Reserve—Chesapeake Bay Ferry System Bonds.								
Revenue from sale of State Roads Commission Re-funding Bonds.	24,786.16					24,786.16		24,786.16
North Beach Protection	20,806.93					20,806.93	18,292.27	2,514.66
Proceeds of sale of "Chesapeake Bay Ferry" Reve-nue Bonds	79,934.09					79,934.09		79,934.09
Debt Service—State Roads Commission of Mary-land Bonds:								
Truck License Fees and Franchise Taxes.		894,701.53	<i>239,869.03</i>		664,832.50	664,832.50	52,378.75	582,253.75
\$,0014 of the 24 Gasoline Taxes		243,104.63	<i>243,104.63</i>					
Studies of the Baltimore-Washington Boulevard						<i>50.79</i>	14,100.00	<i>14,150.79</i>
National Defense Projects (State Guard Detail)						360,025.00	355,447.53	4,577.47
Bond Income for the Construction of Ferry Terminal		360,000.00	71,530.46	25.00	431,555.46	784,178.00	557,660.93	226,517.07
Bond Income for new Construction and Highway Improvement						2,000,000.00		2,000,000.00
Bond Income for needed Construction and Bond Expense.								
Appropriation to Toolester Ferry	750,959.81	2,166.55			2,166.55	750,959.81	2,166.55	750,959.81
Suspense Charge—Materials and Supplies	\$8,076,325.07	\$15,026,307.83		\$100,666.02	\$15,126,973.85	\$23,203,298.92	\$11,504,582.09	\$11,698,716.83
	<i>560,990.89</i>					<i>560,990.89</i>	<i>50,162.93</i>	<i>517,827.96</i>
Working Fund—State Treasurer	\$7,515,334.68					\$22,642,308.53	\$11,458,419.16	\$11,183,889.37
	300,000.00					300,000.00		300,000.00
Total Cash (per Balance Sheet)	\$7,815,334.68	\$15,026,307.83		\$100,666.02	\$15,126,973.85	\$22,942,308.53	\$11,458,419.16	\$11,483,889.37

ITALICS INDICATE RED FIGURES.

STATEMENT SHOWING CASH POSITION OF EACH FUND AT JULY 1, 1943; TOTAL RECEIPTS AND INCREMENTS AND TOTAL CHARGES; BALANCE OF CASH AT JUNE 30, 1944

Exhibit 6
Schedule 4

Funds	Cash Balance June 30, 1943	Cash Receipts July 1, 1943 to June 30, 1944	Revenue Transfers	Credits from Miscellaneous Receipts	Total Credits to Fund Accounts	Amount Available for Expenditure July 1, 1943 to June 30, 1944	Disburse- ments July 1, 1943 to June 30, 1944	Cash Balance June 30, 1944
County Lateral Funds:								
Allegheny	\$49,764.25	\$90,062.92	\$1,071.39		\$85,591.43	\$102,911.45	\$32,544.23	
Anne Arundel	2,454.78	92,458.11	167,676.43		560,134.34	262,589.32	49,627.07	
Baltimore	5,373.80	202,401.81	413,662.12		616,063.35	180,791.78	440,645.97	
Baltimore	4,242.80	35,408.31	33,758.38		70,146.94	74,389.74	29,390.25	
Caroline	2,174.06	85,990.87	47,840.00	\$210.70	134,082.43	136,256.49	44,999.49	
Carroll	4,116.45	155,633.25	70,861.83		226,123.08	230,239.53	72,292.64	
Cecil	17,053.64	104,434.55	90,821.11		191,255.36	149,428.13	80,811.40	
Charles	29,343.99	98,146.30	93,365.32		210,855.90	92,543.51	115,706.06	
Dorchester	211.69	88,446.31	117,098.54		181,341.91	73,501.92	137,383.98	
Dorchester	23,203.86	169,707.01	7,357.58		215,344.35	109,923.03	105,833.51	
Frederick	3,552.10	126,710.71	5,639.52		212,370.53	215,922.72	35,195.26	
Garrett	112,404.81	11,444.43	8,984.28		140,071.36	203,709.84	69,815.12	
Howard	5,767.75	68,394.28	39,653.38		108,637.66	98,280.41	48,796.33	
Kent	10,336.63	68,744.76	52,379.83		121,124.59	113,956.84	62,490.97	
Montgomery	3,968.35	133,417.52	208,798.92		342,216.44	352,553.07	47,078.13	
Prince George's	5,767.75	54,733.19	7,264.16		164,328.18	169,296.53	11,124.12	
Queen Anne's	25,766.58	74,014.40	69,396.68		171,307.45	173,904.42	17,827.59	
St. Mary's	36,465.51	62,996.08	33,273.94		143,411.08	117,654.80	46,088.77	
Somerset	10,717.25	54,852.09	97,642.59		96,270.02	85,552.47	35,791.25	
Talbot	3,483.63	131,261.75	2,517.03		152,494.08	126,029.17	80,613.62	
Washington	5,007.39	96,530.14	39,940.80	12.00	128,747.72	132,232.75	122,014.30	
Wicomico	3,968.35	93,416.23	72,906.73	2,036.37	165,359.33	167,458.60	32,581.23	
Worcester	3,968.35	93,416.23	72,906.73	2,036.37	165,359.33	167,458.60	59,157.19	
Total County Funds:	\$274,607.98	\$2,435,431.76	\$1,832,425.76	\$2,259.67	\$4,270,117.19	\$4,445,518.46	\$2,609,437.24	\$1,836,081.22
Credit Balances Overdrawn Balances	\$9,206.71							\$1,847,908.81
Net Position	\$175,401.27	\$2,435,431.76	\$1,832,425.76	\$2,259.67	\$4,270,117.19	\$4,445,518.46	\$2,609,437.24	\$1,836,081.22
Baltimore City Lateral Funds	\$55,156.26	\$1,027,818.14			\$1,027,818.14	\$1,082,974.40	\$679,836.77	\$103,137.63
County Construction Funds:								
Allegheny	\$4,071.39		\$4,071.39		\$4,071.39			
Anne Arundel	167,676.43		167,676.43		167,676.43			
Baltimore	413,662.12		413,662.12		413,662.12			
Baltimore	30,154.58		30,154.58		30,154.58			
Caroline	47,840.00		47,840.00		47,840.00			
Carroll	70,189.83		70,189.83		70,189.83			
Cecil	86,821.41		86,821.41		86,821.41			
Charles	92,143.32		92,143.32		92,143.32			
Dorchester	117,098.54		117,098.54		117,098.54			
Frederick	2,357.58		2,357.58		2,357.58			
Garrett	85,659.82		85,659.82		85,659.82			
Harford	11,444.43		11,444.43		11,444.43			

STATEMENT SHOWING CASH POSITION OF EACH FUND AT JULY 1, 1943; TOTAL RECEIPTS AND INCREMENTS AND TOTAL CHARGES; BALANCE OF CASH AT JUNE 30, 1944 (Continued)

Exhibit 6
Schedule 4

Funds	Cash Balance June 30, 1943	Cash Receipts July 1, 1943 to June 30, 1944	Revenue Transfers	Credits from Miscellaneous Receipts	Total Credits to Fund Accounts	Amount Available for Expenditure July 1, 1943 to June 30, 1944	Disburse- ments July 1, 1943 to June 30, 1944	Cash Balance June 30, 1944
Howard	39,653.38		39,653.38		39,653.38			
Kent	52,379.83		52,379.83		52,379.83			
Montgomery	208,798.92		208,798.92		208,798.92			
Prince George's	7,294.16		7,294.16		7,294.16			
Queen Anne's	92,514.16		92,514.16		92,514.16			
St. Mary's	68,742.08		68,742.08		68,742.08			
Somerset	33,253.54		33,253.54		33,253.54			
Talbot	97,042.59		97,042.59		97,042.59			
Washington	2,314.03		2,314.03		2,314.03			
Wicomico	39,340.89		39,340.89		39,340.89			
Worcester	72,906.73		72,906.73		72,906.73			
Total County Construction—Credit Balances Overdraw Balances	\$1,835,878.76		\$1,836,635.76		\$1,836,635.76		\$42,112	\$4,694,587.53
Net Position	\$1,826,935.76	\$919,003.54	\$973,916.36	\$5,722.00	\$1,836,635.76	\$4,065,019.65		
Grade Elimination	\$4,714,210.37							
Federal Grade Elimination—1936 Appropriation	999,536.13	7,700.00		15,116.10	22,216.10	877,629.03	1,584.59	879,397.62
Federal Grade Elimination—1938 Appropriation	190,685.52	4,618.27	16,400.00	135.77	20,774.04	211,459.56		211,459.56
Federal Grade Elimination—1939 Appropriation	793,963.59	19,032.32	352,743.56		371,775.88	722,189.62	588.61	723,048.33
Federal Grade Elimination—1940 Appropriation	479,033.90	2,350.15	288,000.00	296.01	288,692.16	193,670.04	6,517.05	187,152.99
Federal Grade Elimination—1941 Appropriation	596,905.68		33,480.19		33,480.19	563,425.49	27,737.51	591,163.09
Federal Grade Elimination—1942 Appropriation	221,000.00		33,480.19		33,480.19	187,519.81		187,519.81
Federal Grade Elimination—1943 Appropriation	50,000.00					50,000.00		50,000.00
Regular Federal Aid of 1937	377,663.39	1,598.57			1,598.57	376,064.82	17.00	376,081.82
Regular Federal Aid of 1938	332,441.03	16,520.85	33,885.19		16,520.85	315,920.18	6,269.79	289,650.39
Regular Federal Aid of 1939	419,431.72	196,001.04		1,505.00	163,620.94	573,051.72	3,704.73	264,608.51
Regular Federal Aid of 1940	29,992.15	22,521.73			22,521.73	7,470.42	3,617.77	10,998.49
Regular Federal Aid of 1941	578,972.84	23,976.07			23,976.07	599,848.91	21,972.04	577,876.87
Regular Federal Aid of 1942	888,707.59	249,136.00		50.00	249,186.00	1,137,893.59	252,179.80	885,713.76
Regular Federal Aid of 1943	1,076,133.91				1,076,133.91	1,076,133.91	102,326.69	973,807.22
Flood Relief—State and Federal Appropriation	421,673.88	33,493.28	1,650,557.05	91,660.06	33,493.28	387,680.69	27,459.00	415,139.69
Maintenance and Reconstruction	3,739,826.03	5,392,895.87			5,392,895.87	153,168.00	3,301,799.36	6,973,139.65
Federal Appropriation—1942 for Secondary Roads	153,168.00					153,168.00		153,168.00
Federal Appropriation—1943 for Secondary Roads	185,636.00					185,636.00		185,636.00
Ocean City Special	60,776.80					60,776.80		60,776.80
Prison Labor Appropriation	425,552.28					425,552.28		425,552.28
Military Access Roads	559,798.25			44.25	44.25	559,754.00	14,766.83	440,819.11
Special Construction Fund of 1936, with 45% Grant	3,136,749.18	5,609,518.20		12,084.02	5,021,602.22	2,485,853.04	4,675,619.30	2,189,766.27
Gasoline Tax Refunds	6,985.85	1,049.31			1,049.31	8,035.16		8,035.16
Sign Permit Revenue	14,308.95	6,674.64	10,576.66	155.00	17,406.30	3,097.35		3,097.35

REPORT OF THE STATE ROADS COMMISSION

Sign License Revenue	2,500.00	2,500.00	2,500.00	2,500.00	2,500.00	2,500.00	2,500.00	2,500.00	2,500.00
Chesapeake Bay Ferry System—Payroll Rem- bursement	192,884.71	192,884.71	192,884.71	192,884.71	192,884.71	192,884.71	192,884.71	192,884.71	192,884.71
Unclaimed Wages	1,519.78	1,519.78	1,519.78	1,519.78	1,519.78	1,519.78	1,519.78	1,519.78	1,519.78
Interest on Bank Balance	2,077.63	2,077.63	2,077.63	2,077.63	2,077.63	2,077.63	2,077.63	2,077.63	2,077.63
Revenue—Approaches to:									
Susquehanna River Bridge	331,909.27	331,909.27	331,909.27	331,909.27	331,909.27	331,909.27	331,909.27	331,909.27	331,909.27
Potomac River Bridge	23,177.65	23,177.65	23,177.65	23,177.65	23,177.65	23,177.65	23,177.65	23,177.65	23,177.65
Revenue from sale of Bridge Revenue Bonds, and Federal Grants for:									
Susquehanna River Bridge	29,331.75	29,331.75	29,331.75	29,331.75	29,331.75	29,331.75	29,331.75	29,331.75	29,331.75
Potomac River Bridge	7,739.62	7,739.62	7,739.62	7,739.62	7,739.62	7,739.62	7,739.62	7,739.62	7,739.62
Revenue for Construction of Middle River Underpass	1,130,333.75	1,130,333.75	1,130,333.75	1,130,333.75	1,130,333.75	1,130,333.75	1,130,333.75	1,130,333.75	1,130,333.75
Special Revenue—Point of Rocks and Brunswick Bridges	1,269.90	1,269.90	1,269.90	1,269.90	1,269.90	1,269.90	1,269.90	1,269.90	1,269.90
Delinquent Reserve—State Roads Commission Bonds	630,000.00	630,000.00	630,000.00	630,000.00	630,000.00	630,000.00	630,000.00	630,000.00	630,000.00
Application of Federal Funds to County Projects	957,724.99	957,724.99	957,724.99	957,724.99	957,724.99	957,724.99	957,724.99	957,724.99	957,724.99
Revenue from sale of State Roads Commission Refunding Bonds	24,786.16	24,786.16	24,786.16	24,786.16	24,786.16	24,786.16	24,786.16	24,786.16	24,786.16
North Beach Protection	2,514.66	2,514.66	2,514.66	2,514.66	2,514.66	2,514.66	2,514.66	2,514.66	2,514.66
Proceeds of sale of Chesapeake Bay Ferry Revenue Bonds	79,934.09	79,934.09	79,934.09	79,934.09	79,934.09	79,934.09	79,934.09	79,934.09	79,934.09
Debt Service—State Roads Commission of Maryland Bonds:									
Truck License Fees and Franchise Taxes	582,253.75	582,253.75	582,253.75	582,253.75	582,253.75	582,253.75	582,253.75	582,253.75	582,253.75
\$604 of the 2c Gasoline Taxes	324,989.46	324,989.46	324,989.46	324,989.46	324,989.46	324,989.46	324,989.46	324,989.46	324,989.46
Studies of the Baltimore Washington Boulevard	11,150.79	11,150.79	11,150.79	11,150.79	11,150.79	11,150.79	11,150.79	11,150.79	11,150.79
National Defense Projects—State Guard Detail	4,577.47	4,577.47	4,577.47	4,577.47	4,577.47	4,577.47	4,577.47	4,577.47	4,577.47
Bond Income for Construction of Ferry Terminal	226,517.07	226,517.07	226,517.07	226,517.07	226,517.07	226,517.07	226,517.07	226,517.07	226,517.07
Bond Income for new Construction and Highway Improvement	2,000,000.00	2,000,000.00	2,000,000.00	2,000,000.00	2,000,000.00	2,000,000.00	2,000,000.00	2,000,000.00	2,000,000.00
Expense	750,959.81	750,959.81	750,959.81	750,959.81	750,959.81	750,959.81	750,959.81	750,959.81	750,959.81
Appropriation to Toolester Ferry	2,650.00	2,650.00	2,650.00	2,650.00	2,650.00	2,650.00	2,650.00	2,650.00	2,650.00
Planning of Franklin St. Baltimore—Washington Boulevard Freeway	83,221.00	83,221.00	83,221.00	83,221.00	83,221.00	83,221.00	83,221.00	83,221.00	83,221.00
Preliminary Engineering Costs—Post War Projects									
Reconstruction of Claitorne Terminal of the Ches- apeake Bay Ferry System									
Suspense charge—Materials and Supplies	\$11,698,716.83	\$11,698,716.83	\$11,698,716.83	\$11,698,716.83	\$11,698,716.83	\$11,698,716.83	\$11,698,716.83	\$11,698,716.83	\$11,698,716.83
Working Fund—State Treasurer	\$11,183,889.37	\$11,183,889.37	\$11,183,889.37	\$11,183,889.37	\$11,183,889.37	\$11,183,889.37	\$11,183,889.37	\$11,183,889.37	\$11,183,889.37
Total Cash (Per Balance Sheet)	\$11,483,889.37	\$11,483,889.37	\$11,483,889.37	\$11,483,889.37	\$11,483,889.37	\$11,483,889.37	\$11,483,889.37	\$11,483,889.37	\$11,483,889.37

ITALICS INDICATE REFERENCE

STATEMENT OF ACCOUNTS—ALLEGANY COUNTY
Maintenance and Construction Sections, October 1, 1942 to June 30, 1943 and Consolidated Account to June 30, 1944

Authori- zation Number	Date Authorized	Project Number	Description	Maintenance		Construction	
				1½¢ Gasoline Tax	Total Cost	Federal Gov't (F.A.S.)	Total Cost
			Remainder Available for Projects in Course of Construction at September 30, 1942, per Financial Report to that date.....	\$0,824.33			
			Overdrawn Balance in the Revenue Account at September 30, 1942, per Financial Re- port to that date.....				
			Add: Receipts from October 1, 1942 to June 30, 1943	\$65,209.21		\$8,245.72	\$6,287.39
			Gross Amounts Available for Expenditure and Completion of Projects to June 30, 1943	\$65,209.21			3,295.72
			Charges to Revenue for Projects Completed October 1, 1942 to June 30, 1943:	\$75,033.54			\$2,991.67
			Balance in the Maintenance Account at June 30, 1943				
			Overdrawn Balance in the Construction Account at June 30, 1943				\$1,079.72
			Consolidated balance at June 30, 1943 available for Projects in Course of Construction				\$1,079.72
			Add: Receipts from July 1, 1943 to June 30, 1944				1,071.39
			Gross Amount Available for Expenditure and Completion of Projects to June 30, 1944				\$45,692.86
			Overdrawn Balance in the Construction Account at June 30, 1944				\$90,092.82
			Consolidated balance at June 30, 1944 available for Projects in Course of Construction				\$135,755.18

Charges to Revenue for Projects Completed July 1, 1943 to June 30, 1944:

Author-ization Number	Date Authorized	Project Number	Description	Date Completed (Acctg. Record)	Total Cost
4-44	July 6, 1943	A-357X-650	Bonus Payroll	Aug. 31, 1943	\$1,700.00
130-43	Feb. 9, 1943	144-296-62	Bridge over Murley's Branch	Dec. 31, 1943	389.94
17-44	July 28, 1944	358X-650	Allotment to Loanmaking, Fiscal year 1943	Jan. 31, 1944	1,500.00
132-43	Feb. 9, 1943	144-315-62	Oiling certain county roads	Jan. 31, 1944	11,392.46
131-43	Feb. 9, 1943	144-306-62	County Road Debt Service, Fiscal year 1943	Mar. 31, 1944	59,106.42
		144-2	Allotment to Midland, Fiscal year 1943	Mar. 30, 1944	1,150.00
			Maintenance of County System of Roads and Bridges, Fiscal Year 1944	June 30, 1944	
			Roadways		14,972.19
			Roadside and Grade		2,641.74
			Drainage Structures and Facilities		2,990.09
			Bridges		1,603.37
			Oiling		2,973.75
			Miscellaneous		326.19
			Snow Removal		331.92
			Compensation Insurance		1,459.47
			Depreciation		
			Total		26,698.72
					101,937.54
					\$33,818.14

Remainder Available for Projects in Course of Construction at June 30, 1944

Work in Progress, June 30, 1944:

Author-ization Number	Date Authorized	Project Number	Description	Amount Authorized	Disbursements to June 30, 1944	Estimated Expenditures to Complete
296-44	Mar. 31, 1944	A-144-32-62	County Debt Service—Fiscal Year 1944	\$52,539.27	\$52,539.27	\$52,539.27
290-44	Mar. 31, 1944	361X-62	Oiling certain county roads	15,762.34	\$973.91	14,788.43
					\$973.91	973.91
						\$32,844.23
						\$67,327.70
						\$34,483.47
						2,855.54
						\$31,627.93

Charges to be made to Revenue for Disbursements on Work in Progress

Cash on Hand, June 30, 1944

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 Overdrawn Position at June 30, 1944

VALUES INDICATE RED FIGURES

STATEMENT OF ACCOUNTS—ANNE ARUNDEL COUNTY
Maintenance and Construction Sections, October 1, 1942 to June 30, 1943 and Consolidated Account to June 30, 1944

				Maintenance		Construction	
Authori- zation Number	Date Authorized	Project Number	Description	1½¢ Gasoline Tax	1½¢ Gasoline Tax	Federal Gov't (F.A.S.)	Total Cost
			Remainder Available for Projects in Course of Construction at September 30, 1942, per Financial Report to that date		\$504.52		
			Remainder Available for Projects in Course of Construction at September 30, 1942, per Financial Report to that date			\$234,608.84	
			Add: Receipts from October 1, 1942 to June 30, 1943	\$33,471.69	\$33,471.68	\$3,383.36	\$36,855.04
			Gross Amount Available for Expenditure and Completion of Projects to June 30, 1943				\$271,463.88
			Charges to Revenue for Projects Completed October 1, 1942 to June 30, 1943:				
433-41	July 1, 1941	AA-307-1-350	Lake Waterford Road				
			Balance in the Maintenance Account at June 30, 1943				\$33,976.21
			Balance in the Construction Account at June 30, 1943			\$9,735.19	\$9,735.19
			Consolidated balance at June 30, 1943 available for Projects in Course of Construction				\$291,728.69
			Add: Receipts from July 1, 1943 to June 30, 1944				\$245,704.90
			Gross Amount Available for Expenditure and Completion of Projects to June 30, 1944				
			Charges to Revenue for Projects Completed July 1, 1943 to June 30, 1944:				
				1½¢ Gasoline Tax	\$91,779.77	\$68.34	\$92,458.11
			Remainder Available for Projects in Course of Construction at June 30, 1944				\$388,163.01
133-43	Feb. 9, 1943	AA-166-20-32	Allocation to City of Annapolis, Fiscal year, 1943				\$4,600.86
134-43	Feb. 9, 1933	166-21-32	Payment to the County for Maintenance, Fiscal year, 1943				29,630.65
		208-1-32	Mayfield—Odenton—Additional Costs				156.25
			Total				\$33,941.75
			Remainder Available for Projects in Course of Construction at June 30, 1944				\$384,221.25

Work in Progress, June 30, 1944

Author-ization Number	Date Authorized	Project Number	Description	Amount Authorized	Disburse-ments to June 30, 1944	Estimated Expendi-tures to Complete
111-44	Oct. 13, 1943	AA-166-22-32	Allocation to Annapolis, 1944	\$4,494.71	\$5,480.52	
113-44	Oct. 13, 1943	166-22-32	To County for Maintenance, 1944	31,463.02	31,589.40	
		242-350	Friendship - Old Colony Cove, Pred. Eng. costs		2,522.94	
		242-350	Friendship - Old Colony Cove, Roadway		3,360.46	
		242-350	Friendship - Old Colony Cove, Front property adjustment		1,548.93	
302-41	June 10, 1941	261-1-350	Bridge over Spa. Creek, Pred. Eng. costs	2,225.30	13,142.79	\$130,144.34
301-42	Feb 17, 1942	261-2-350	Bridge over Spa. Creek, Construction	152,693.94	13,555.60	4,848.06
431-41	July 1, 1941	272-1-350	Barje's Stone to Caneva's Bridge	32,000.00	47,151.94	
432-41	July 1, 1941	263-350	Solomon's Island Road, Round Bay - Chinquapin Road, Pred. Eng. cost.	30,000.00	19,000.54	909.16
118-44	Oct. 13, 1943	336-32	Solomon's Island Road, Round Bay - Chinquapin Road, Roadway Reserve for new construction	32,560.25		52,850.25
Charges to be made to Revenue for Disbursements on Work in Progress				\$141,259.00	\$141,259.00	141,259.00
Cash on Hand, June 30, 1944					\$212,902.25	\$212,902.25
Estimated Remainder to be Disbursed to Complete Work in Progress					197,751.81	197,751.81
Balance before Increments from Federal Funds					\$15,210.44	\$15,210.44
Add: Anticipated Revenue Accruing from Federal Appropriations					2,661.41	2,661.41
Approximate Balance Available for Additional Projects at June 30, 1944						\$18,141.85

STATEMENT OF ACCOUNTS—BALTIMORE COUNTY
Maintenance and Construction Sections, October 1, 1942 to June 30, 1943 and Consolidated Account to June 30, 1944

		Maintenance		Construction	
		1½¢ Gasoline Tax	1½¢ Gasoline Tax	Federal Gov't (F.A.S.)	Federal Gov't (F.A.S.)
Remainder Available for Projects in Course of Construction at September 30, 1942, per Financial Report to that date			\$226.44		
Remainder Available for Projects in Course of Construction at September 30, 1942 per Financial Report to that date			73,273.52	\$421,165.51	
Add: Receipts from October 1, 1942 to June 30, 1943		\$73,273.52		\$7,406.59	\$0,680.12
Gross Amounts Available for Expenditure and Completion of Projects to June 30, 1943			\$73,499.96		\$501,845.63
Charges to Revenue for Projects Completed October 1, 1942 to June 30, 1943:			\$73,499.96		
Balance in the Maintenance Account at June 30, 1943					\$73,499.96
Balance in the Construction Account at June 30, 1943					501,845.63
Consolidated balance at June 30, 1943, available for Projects in Course of Construction					\$575,345.59
Add: Receipts from July 1, 1943 to June 30, 1944			1½¢ Gasoline Tax \$200,916.90	Federal Government (F.A.S.) \$1,484.93	
Gross Amount Available for Expenditure and Completion of Projects to June 30, 1944					\$202,401.83
Charges to Revenue for Projects Completed July 1, 1943 to June 30, 1944:					\$777,747.42

Author-ization Number	Date Authorized	Project Number	Description	Date Completed (Accrdg. Record)	Total Cost
135-43	Feb. 9, 1943	13-301-10-42	Payment direct to County for Maintenance, Fiscal year 1943	Sept. 30, 1943	\$73,065.63
83-43	Jan. 31, 1943	483-1-450	Leeds Ave.—Encumbrance for construction costs	Oct. 31, 1943	66,965.04
161-44	Nov. 9, 1943	289-1-42	Loel, Raven Blvd. Taylor Ave. to Joppa Rd.—Additional Costs	Oct. 31, 1943	40.00
		495-42	Dundalk Ave. City Lane to Willow Springs Rd.	Mar. 31, 1944	21,492.41
Total					161,563.68

Remainder Available for Projects in Course of Construction at June 30, 1944		Work in Progress, June 30, 1944:	
Author-ization Number	Date Authorized	Project Number	Description
533-41	Aug. 28, 1941	13-301-11-42	Payments to County for Maintenance 1944
536-41	Aug. 28, 1941	470-450	Butler Road
84-43	Jan. 31, 1943	471-450	Silver Spring Road
89-43	Jan. 31, 1943	483-1-450	Regester Ave.—Encumbrance for estimated construction costs
		490-450	Contribution for Glen Martin Project
Charges to be made to Revenue for Disbursements on Work in Progress			
Cash on Hand, June 30, 1944			
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 June 30, 1944			

Amount Authorized: \$150,000.00
 Disbursements to June 30, 1944: \$109,199.83
 Estimated Expenditures to Complete: \$136,202.75

Exhibit 6
Schedule 8

STATEMENT OF ACCOUNTS—CALVERT COUNTY
Maintenance and Construction Sections, October 1, 1942 to June 30, 1943 and Consolidated Account to June 30, 1944

	Maintenance	Construction
	Credits from Maintenance for Slooed Use	Federal Gov't F. A. S.
1½ Gasoline Tax	\$2,063.74	
	15,850.55	\$1,332.31
	\$13,180.55	\$18,265.50
	\$17,914.29	14,512.84
		<u>\$32,427.34</u>

Remainder Available for Projects in Course of Construction at September 30, 1942, per Financial Report to that date
Remainder Available for Projects in Course of Construction at September 30, 1942, per Financial Report to that date
Add: Receipts from October 1, 1942 to June 30, 1943
Gross Amounts Available for Expenditure and Completion of Projects to June 30, 1943
Charges to Revenue for Projects Completed, October 1, 1942 to June 30, 1943:

Author-ization Number	Date Authorized	Project Number	Description	Date Completed (Acctg. Record)	Total Cost	Date Completed (Acctg. Record)	Total Cost
136-42	Dec. 2, 1941	C-153X550	Stonkley State Rd. twd. Buena Vista. Clearing and grading 1.2 mi.			Oct. 31, 1942	\$941.78
137-42	Dec. 2, 1941	153X1-550	Stonkley State Rd. twd. Buena Vista. Surfacing and drainage 1.2 mi.			Oct. 31, 1942	659.40
21-43	Nov. 4, 1942	166X550	5th St. Extension (North Beach) Additional Costs			Jan. 31, 1943	383.26
137-43	Feb. 9, 1943	71-52	Storm damage repairs on County Roads (Oct. 14-15)			Apr. 30, 1943	639.20
			Maintenance of County System of Roads and Bridges, Fiscal Year 1943	June 30, 1943			
			Roadways \$7,790.92				
			Roadside and Grade 2,585.20				
			Drainage Structures and Facilities.. 777.32				
			Bridges 277.69				
			Oiling 745.40				
			Miscellaneous 1,071.02				
			Depreciation 390.75				
					\$13,638.30		
					\$13,638.30		
					<u>\$4,275.99</u>		

Balance in the Maintenance Account at June 30, 1943 \$4,275.99

Balance in the Construction Account at June 30, 1943 2,623.76

Consolidated balance at June 30, 1943 Available for Projects in Course of Construction \$30,154.35

Add: Receipts from July 1, 1943 to June 30, 1944 \$34,430.57

Gross Amount Available for Expenditure and Completion of Projects to June 30, 1944 \$39,992.36

Charges to Revenue for Projects Completed, October 1, 1942 to June 30, 1944 \$74,422.93

1½ Gasoline Tax	\$36,141.26	Credits from Maintenance for Slooed Use	\$3,584.00
	\$267.10		
	Federal Government (F. A. S.)		

Statement of account - Calvert County (Continued)
 Charges to Revenue for Projects Completed July 1, 1943 to June 30, 1944:

Authori- zation Number	Date Authorized	Project Number	Description	Date Completed (Acctg. Record)	Total Cost
430-42	Apr. 28, 1942	C-71-17-52	Alotment to North Beach, Fiscal Year 1942.	Dec. 31, 1943	\$550,00
154-44	Nov. 2, 1943	71-52	Maintenance of County System of Roads and Bridges. Fiscal Year 1944	June 30, 1944	
			Roadways		
			Roadside and Grade	\$15,313.24	
			Drainage Structures and Facilities	5,406.20	
			Bridges	1,942.27	
			Oiling	2,736.41	
			Miscellaneous	20.50	
			Snow Removal	561.22	
			Compensation Insurance	50.75	
			Depreciation	169.70	
				1,590.72	
					27,791.16

28,341.10
 \$46,081.77

Remainder Available for Projects in Course of Construction at June 30, 1943
 Work in Progress, June 30, 1944:

Authori- zation Number	Date Authorized	Project Number	Description	Amount Authorized	Disburse- ments to June 30, 1944	Estimated Expendi- tures to Complete
136-43	Feb. 9, 1943	C-71-19-52	Alotments to Chesapeake Beach and North Beach, Fiscal Year 1943	\$700.00	\$917.61	Complete
474-42	May 27, 1942	160X-550	Port Republic twd. Dare's Beach, -1.0 mi. surfacing	968.00		\$968.00
479-42	May 27, 1942	160X-1-530	Port Republic twd. Dare's Beach, -1.0 mi. clearing and grading	924.00		924.00
313-44	Apr. 4, 1944	169X-52	Oiling of certain county roads.	12,203.10	164.67	12,038.43
					\$1,082.28	1,082.28
						\$44,999.49
						\$13,930.43
						\$31,069.06
						1,154.36
						\$32,223.42

Charges to be made to Revenue for Disbursements on Work in Progress:

Cash on Hand, June 30, 1944						
Estimated Remainder to be Disbursed to Complete Work in Progress						\$13,930.43
Balance before Increments from Federal Funds						
Add: Anticipated Revenue Accruing from Federal Appropriations						
Approximate Balance Available for Additional Projects at June 30, 1944						

Exhibit 6
Schedule 9

STATEMENT OF ACCOUNTS—CAROLINE COUNTY
Maintenance and Construction Sections, October 1, 1942 to June 30, 1943 and Consolidated Account to June 30, 1944

Maintenance		Construction
Remainder Available for Projects in Course of Construction at September 30, 1942, per Financial Report to that date		Federal Gov't (F.A.S.)
Remainder Available for Projects in Course of Construction at September 30, 1942, per Financial Report to that date		\$46,499.15
Add: Receipts from October 1, 1942 to June 30, 1943	\$31,130.42	34,277.10
Gross Amounts Available for Expenditure and Completion of Projects to June 30, 1943	\$12,630.41	\$80,686.25
Charges to Revenue for Projects Completed October 1, 1942 to June 30, 1943:	\$43,760.56	

Authori- zation Number	Date Authorized	Project Number	Description	Date Completed (Acctg. Record)	Total Cost
168-42	Dec. 16, 1941	130-250	Burnsville Road. Bituminous stabilized base course		
			Bethlehem—Harmony Road. Additional costs		
138-43	Feb. 9, 1943	92-22	Maintenance of County System of Roads and Bridges. FISCAL YEAR 1943	June 30, 1943	\$32,034.90
			Roadways		14.40
			8,363.82		
			Roadside and Grade		
			16,829.21		
			Drainage Structures and Facilities		
			3,572.58		
			Bridges		
			2,290.03		
			Oiling		
			5,701.70		
			Miscellaneous		
			1,946.45		
			Snow Removal		
			122.12		
			Depreciation		
			1,164.52		
			Vacation Sick Leave		
			1,143.60		
					\$41,534.03
					\$41,534.03

Balance in the Maintenance Account at June 30, 1943	\$2,226.53	
Balance in the Construction Account at June 30, 1943		\$2,049.30
Consolidated balance at June 30, 1943, available for Projection in Course of Construction		\$4,636.95
Add: Receipts from July 1, 1943 to June 30, 1944		\$5,960.83
Gross Amount Available for Expenditure and Completion of Projects to June 30, 1944		<u>\$106,854.31</u>

Federal Government (F.A.S.)

1/2 Gasoline Tax

Statement of account—Caroline County (Continued)

Charges to Revenue for Projects Completed July 1, 1943 to June 30, 1944:

Author-ization Number	Date Authorized	Project Number	Description	Date Completed (Acctg. Record)	Total Cost
115-44	Oct. 13, 1943	Co-92-22	Bonus Payroll	Aug. 31, 1943	\$2,700.00
			Maintenance of County System of Roads and Bridges, Fiscal Year 1944	June 30, 1944	
			Roadways		9,521.90
			Roadside and Grade		24,194.25
			Drainage Structures and Facilities		8,586.37
			Bridges		3,731.21
			Oiling		3,913.84
			Miscellaneous		3,199.36
			Snow Removal		63.96
			Compensation Insurance		382.54
			Depreciation		3,318.74
			Total		56,882.17

Remainder Available for Projects in Course of Construction at June 30, 1944

Work in Progress, June 30, 1944:

Author-ization Number	Date Authorized	Project Number	Description	Amount Authorized	Disburse-ments to June 30, 1944	Estimated Expendi-tures to Complete
		Co-103-1-22	Federalburg—Bridgeville—Delaware Line		\$52.47	
		137-250	Bridge & Approaches over Tuckahoe River—Prel. Eng. costs		362.94	
		141-250	Denton—Tuckahoe Rd.—Prel. Eng. costs		491.04	
		145-250	Queen Anne County Line—Bridgetown—Prel. Eng. costs	\$60,297.35	159.88	\$60,297.35
119-44	Oct. 13, 1943	171-22	Reserve for new construction		3,473.17	1,719.83
314-44	Apr. 4, 1944	174X22	Oiling certain county roads	5,693.00		
			Charges to be made to Revenue for Disbursements on Work in Progress		\$5,039.50	5,039.50
			Cash on Hand, June 30, 1944			\$72,232.64
			Estimated Remainder to be Disbursed to Complete Work in Progress			62,017.15
			Balance before Increments from Federal Funds			\$10,215.46
			Add: Anticipated Revenue Accruing from Federal Appropriations			2,726.42
			Approximate Balance Available for Additional Projects at June 30, 1944			\$12,941.88

STATEMENT OF ACCOUNTS—CARROLL COUNTY
Maintenance and Construction Sections October 1, 1942 to June 30, 1943 and Consolidated Account to June 30, 1944

		Maintenance		Construction	
		1½¢ Gasoline Tax	1½¢ Gasoline Tax	Federal Gov't (F.A.S.)	Federal Gov't (F.A.S.)
Remainder Available for Projects in Course of Construction at September 30, 1942, per Financial Report to that date			\$823.72		
Remainder Available for Projects in Course of Construction at September 30, 1942, per Financial Report to that date					\$85,471.44
Add: Receipts from October 1, 1942 to June 30, 1943		\$56,450.96	\$56,450.96	\$5,706.14	62,157.09
Gross Amounts Available for Expenditure and Completion of Projects to June, 1943			\$57,274.68		\$147,628.53
Charges to Revenue for Projects Completed October 1, 1942 to June 30, 1943:					
Author-ization Number	Date Authorized	Project Number	Description	Date Completed (Acctg. Record)	Total Cost
465-40	July 9, 1940	(1-226-1-350)	Westminster—Taylorsville Rd. Additional Costs	Dec. 31, 1942	\$10.80
		222-1; 223-1-350)	Fancytown—Coopersville Rd. 2.126 mi macadam base course	Jan. 31, 1943	60,801.05
487-41	July 17, 1941	221-1-350	From near Westminster—Tannery. Additional Costs	Jan. 31, 1943	26.56
		242-1-350	Hampstead to Baltimore County Line	Feb. 28, 1943	15,719.15
		125-32	Maintenance of County System of Roads and Bridges. Additional Costs	June 30, 1943	\$23.60
					\$23.60
Balance in the Maintenance Account at June 30, 1943					\$57,251.08
Balance in the Construction Account at June 30, 1943					
Consolidated balance at June 30, 1943, available for Projects in Course of Construction					\$76,557.59
					\$71,070.94
Add: Receipts from July 1, 1943 to June 30, 1944					
Gross Amount Available for Expenditure and Completion of Projects to June 30, 1944					\$128,322.02
Charges to Revenue for Projects Completed July 1, 1943 to June 30, 1944:					
Author-ization Number	Date Authorized	Project Number	Description	Date Completed (Acctg. Record)	Total Cost
139-43	Feb. 9, 1943	CH-270-F-32	Payments direct to County for Maintenance, Fiscal Year 1943 To County Commissioners direct	Aug. 31, 1943	\$56,963.15
					35,000.00
Total					\$91,963.15
Remainder Available for Projects in Course of Construction at June 30, 1944					\$192,262.09

Statement of account Carroll County (Continued)

Work in Progress, June 30, 1944:

Author-ization Number	Date Authorized	Project Number	Description	Amount Authorized	Disburse-ments to June 30, 1944	Estimated Expendi-tures to Complete
77-40	Nov. 21, 1939	01-197-2-350	Day—Mt. Olivet. Right of Way Agreements	\$350.00	\$33.29	\$316.71
		225-1-350	Mt. Airy—Taylorsville Rd.		714.46	
		262-350	Beach School House Road—Prel. Eng. Costs		13.77	
		263-350	Humber School House Road—Prel. Eng. Costs		29.36	
		264-350	Water Tank Road—Prel. Eng. Costs		38.81	
		265-350	Past View—Bird Hill Road—Prel. Eng. Costs		51.42	
112-44	Oct. 13, 1943	270-2-32	Payments to County for Maintenance 1944	90,965.59	109,561.14	30,321.87
120-44	Oct. 13, 1943	274-32	Reserve for new construction as Post War Projects	30,321.87		
		277-350	Daniel—Winfield		653.08	
		278-350	Copperville—Prevanion		203.72	
		280-350	Day—Mt. Airy Road		61.18	
		282-350	Baust Church Road		120.46	
				\$11,480.69	111,480.69	
					\$80,811.40	
					30,638.58	
					\$50,172.82	
					4,944.01	
					\$55,116.83	

Charges to be made to Revenue for Disbursements on Work in Progress

Cash on Hand, June 30, 1944

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 June 30, 1944

STATEMENT OF ACCOUNTS—CECIL COUNTY

Maintenance and Construction Sections, October 1, 1942 to June 30, 1943 and Consolidated Account to June 30, 1944

Construction

1 1/2¢ Gasoline Tax
Federal Gov't (F.A.S.)

\$31,672.42
56,711.10
\$88,383.52

\$137,454.17
\$22,725.32
\$160,179.49

Maintenance

1 1/2¢ Gasoline Tax

\$56,711.10

Gross Amounts Available for Expenditure and Completion of Projects to June 30, 1943
Charges to Revenue for Projects Completed October 1, 1942 to June 30, 1943:

Author-ization Number	Date Authorized	Project Number	Description	Date Completed (Acctg. Record)	Total Cost	Date Completed (Acctg. Record)	Total Cost
36-42	Oct. 28, 1941	C-149-75-22	Alotment to Port Deposit, Fiscal Year 1941..	Dec. 31, 1942	\$550.00		
37-42	Oct. 28, 1941	149-76-22	Alotment to Cecilton, Fiscal Year 1941	Dec. 31, 1942	400.00		
44-42	Oct. 28, 1941	149-83-22	Alotment to Port Deposit, Fiscal Year 1942..	Dec. 31, 1942	550.00	Dec. 31, 1942	\$2,835.76
298-42	Jan. 29, 1942	210N250	Frenchtown Road, W.P.A. contribution....			Mar. 31, 1943	5,191.50
313-42	Mar. 4, 1942	240N1-250	Ferryville - Frenchtown -Aliken Rd. 1.2 mi stabilized gravel			Apr. 30, 1943	20
		226-250	Cayots Hill Elk Mills, Pred. Eng. Costs. Additional				
284-9	Jan. 18, 1939	149-56-22	Alotment to Port Deposit, Fiscal Year 1939..	June 30, 1943	533.92		
80-41	Dec. 10, 1940	149-62-22	Alotment to Port Deposit, Fiscal Year 1940..	June 30, 1943	666.70		
141-43	Feb. 9, 1943	149-22	Maintenance of County System of Roads and Bridges, Fiscal Year 1943	June 30, 1943			
			Roadways 28,744.55				
			Roadside and Grade 11,121.47				
			Drainage Structures and Facilities.. 1,548.67				
			Bridges 1,876.84				
			Oiling 10,535.41				
			Miscellaneous 3,506.51				
			Snow Removal 31.69				
			Depreciation 1,487.84				
			Vacation -Sick Leave 520.00				
					59,372.98		
					\$62,073.60		
					\$26,309.92		

Balance in the Maintenance Account at June 30, 1943

Balance in the Construction Account at June 30, 1943

Consolidated balance at June 30, 1943, Available for Projects in Course of Construction

Add: Receipts from July 1, 1943 to June 30, 1944

Gross Amount Available for Expenditure and Completion of Projects to June 30, 1944

\$8,027.46
\$152,152.03
\$178,461.55

\$26,309.92
\$103,668.36
\$104,434.55
\$282,896.50

Federal Government (F.A.S.)

1 1/2¢ Gasoline Tax

Statement of account Cecil county (Continued)

Charges to Revenue for Projects Completed July 1, 1943 to June 30, 1944:

Author-ization Number	Date Authorized	Project Number	Description	Date Completed (Acctg. Record)	Total Cost
316-43	June 29, 1943	Ce-149-87-22	Debt Service, Fiscal Year 1943	July 31, 1943	\$7,500.00
81-41	Dec. 10, 1940	149-63-22	Bonus Payroll	Aug. 31, 1943	500.00
84-41	Dec. 10, 1940	149-66-22	Allotment to Charlestown, Fiscal Year 1940	Sept. 30, 1943	299.00
45-42	Oct. 28, 1941	149-84-22	Allotment to North East, Fiscal Year 1940	Oct. 31, 1943	400.00
416-41	June 19, 1941	226-1-450	Allotment to Creighton, Fiscal Year 1942	Oct. 31, 1943	400.00
60-43	Dec. 9, 1942	262-X250	Caytons Corner—St. Augustine Road—1.933 mi gravel surfacing	Oct. 31, 1943	54,635.38
		226-2-450	Caytons Hill—Elk Mills—Prel. Eng. costs	Jan. 31, 1944	3,065.36
		226-3-450	Caytons Corner—St. Augustine Road—Turner Property Adj.	Apr. 30, 1944	1,222.02
342-44	Apr. 25, 1944	149-88-22	Debt Service on County Road Bonds—Van Sant Property Adj.	Apr. 30, 1944	1,333.14
114-44	Oct. 13, 1943	149-22	Debt Service on County Road Bonds Fiscal Year 1944	June 30, 1944	6,300.00
			Maintenance of County System of Roads and Bridges	June 30, 1944	
			Roadways		47,894.74
			Roadside and Grade		11,752.00
			Drainage Structures and Facilities		4,274.46
			Bridges		8,467.90
			Oiling		1,303.00
			Miscellaneous		1,086.00
			Snow Removal		
			Compensation Insurance		1,063.07
			Depreciation		4,410.86
			Total		80,192.62

155,225.68
\$127,670.82

Remainder Available for Projects in Course of Construction at June 30, 1944
Work in Progress, June 30, 1944:

Author-ization Number	Date Authorized	Project Number	Description	Amount Authorized	Disburse-ments to June 30, 1944	Estimated Expendi-tures to Complete
35-42	Oct. 28, 1941	Ce-149-74-22	Allotment to Charlestown, Fiscal Year 1941	\$900.00	\$281.04	\$18.96
43-42	Oct. 28, 1941	149-82-22	Allotment to Charlestown, Fiscal Year 1942	300.00	267.80	72.20
140-43	Feb. 9, 1943	149-86-22	Allotments to Incorporated Towns Fiscal Year 1943	3,675.00	702.86	2,972.14
		160-450	Appleton—Cawpton—Prel. Eng. costs		218.44	
		196-1-450	Childs—Cherry Hill—Roadway		2,061.32	
		227-450	Cherry Hill—Elk Mills—Prel. Eng. costs		3,675.23	
		227-1-450	Childs—Pleasant Hill—Roadway		3,531.97	
		229-450	Childs—Pleasant Hill—Prel. Eng. costs		922.85	
		229-1-450	Bohemian River—Earlsville—Prel. Eng. costs		2,280.94	
		233-450	Bridge over Big Elk Creek—Prel. Eng. costs		375.67	
		268-22	Reserve for Convention Bridge		54.30	
125-44	Oct. 13, 1943	268-1-22	Reserve for Convention Bridge			8,245.70
124-44	Oct. 13, 1943	269-22	Reserve for Bethel Reconstruction			\$1,808.72
126-44	Oct. 13, 1943	270-22	Reserve for Bethel Reconstruction			10,120.00
315-44	Apr. 4, 1944	273-X22	Oiling certain County Roads		931.95	12,067.05
		149-22	Maintenance of County System of Roads and Bridges		3.83	
			Charges to be made to Revenue for Disbursements on Work in Progress		\$11,904.76	11,904.76
			Cash on Hand, June 30, 1944			\$115,766.06
			Estimated Remainder to be Disbursed to Complete Work in Progress			115,494.77
			Balance before Increments from Federal Funds			\$271.29
			Add: Anticipated Revenue Accruing from Federal Appropriations			3,311.21
			Approximate Balance Available for Additional Projects at June 30, 1944			\$3,582.50

Exhibit 6
Schedule 12

STATEMENT OF ACCOUNTS—CHARLES COUNTY
Maintenance and Construction Sections, October 1, 1942 to June 30, 1943 and Consolidated Account to June 30, 1944

Remainder Available for Projects in Course of Construction at September 30, 1942, per Financial Report to that date.
Remainder Available for Projects in Course of Construction at September 30, 1942, per Financial Report to that date.

Add: Receipts from October 1, 1942 to June 30, 1943

Gross Amounts Available for Expenditure and Completion of Projects to June 30, 1943
Charges to Revenue for Projects Completed October 1, 1942 to June 30, 1943:

Author-ization Number	Date Authorized	Project Number	Description	Date Completed (Aver- age Record)	Total Cost	Date Completed (Aver- age Record)	Total Cost
22-43	Nov. 4, 1942	Ch-208-1-550	Liverpool—Riverside Road, Additional Costs				
142-43	Feb. 9, 1943	237X3580 140-52	Storm damage repairs on County Roads (Oct. 14 15) Maintenance of County System of Roads and Bridges, Fiscal Year 1943	June 30, 1943			
			Roadways		18,072.01		
			Roadside and Grade		861.31		
			Drainage Structures and Facilities		6,519.53		
			Bridges		112.65		
			Miscellaneous		2,438.06		
			Depreciation		849.58		
					\$28,854.34		
					\$28,854.34		
					\$31,340.40		

Balance in the Maintenance Account at June 30, 1943

Balance in the Construction Account at June 30, 1943

Consolidated balance at June 30, 1943, available for Projects in Course of Construction

Add: Receipts from July 1, 1943 to June 30, 1944

Gross Amount Available for Expenditure and Completion of Projects to June 30, 1944
Charges to Revenue for Projects Completed July 1, 1943 to June 30, 1944:

Maintenance		Construction	
Credits from Federal Gov't (F.A.S.)	1½¢ Gasoline Tax	1½¢ Gasoline Tax	Federal Gov't (F.A.S.)
	27,115.99		\$92,851.48
		33,078.84	35,136.43
			\$3,225.56
	\$60,194.83	\$31,910.84	\$127,987.91

Maintenance		Construction	
Credits from Federal Gov't (F.A.S.)	1½¢ Gasoline Tax	1½¢ Gasoline Tax	Federal Gov't (F.A.S.)
			\$3,965.86
			3,965.86
			\$124,022.05
			\$155,362.54
			\$49,398.59
			\$244,761.13

Credits from Maintenance for Shovel Use
Federal Government (F.A.S.) \$646.70

1½¢ Gasoline Tax \$87,469.89

Credits from Maintenance for Shovel Use
Federal Government (F.A.S.) \$1,252.00

1½¢ Gasoline Tax \$87,469.89

Statement of account Charles County Continued

Author-ization Number	Date Authorized	Project Number	Description	Date Completed (Acctg. Record)	Total Cost
556-42	July 8, 1942	Cl-220-1-550 140-52	Bonus Payroll Marbury - Pisgah Maintenance of County System of Roads and Bridges, Fiscal Year 1944 Roadways Roadside and Grade Drainage Structures and Facilities Bridges Oiling Miscellaneous Snow Removal Compensation Insurance Depreciation	Aug. 31, 1943 Sept. 30, 1943 June 30, 1944	\$1,600.00 34,942.70
					64,464.39
Remainder Available for Projects in Course of Construction at June 30, 1944					101,007.09
Work in Progress, June 30, 1944:					\$143,754.04

Author-ization Number	Date Authorized	Project Number	Description	Amount Authorized	Disburse-ments to June 30, 1944	Estimated Expendi-tures to Complete
316-44	Apr. 4, 1944	Cl-140X15-82 140X16-82 156-1-82 193-850 242X52	Allocation to La Plata - Fiscal Year 1939 Allocation to Indian Head - Fiscal Year 1939 M.C. Pisgah - Port Tobacco Grayton rd., Hilltop, Prod. Eng. costs Oiling certain County Roads	\$15,519.27	\$1,558.64 292.32 145.54 1,416.87 2,956.69	\$12,562.58
Charges to be made to Revenue for Disbursements on Work in Progress					\$6,370.06	6,370.06
Cash on Hand, June 30, 1944					\$137,383.98	\$137,383.98
Estimated Remainder to be Disbursed to Complete Work in Progress						
Balance before Increments from Federal Funds					\$12,562.58	\$12,562.58
Add: Anticipated Revenue Accruing from Federal Appropriations					\$124,821.40	\$124,821.40
Approximate Balance Available for Additional Projects at June 30, 1944					2,794.76	2,794.76
						\$127,616.16

Statement of account—Dorchester County (Continued)
Charges to Revenue for Projects Completed July 1, 1943 to June 30, 1944:

Authori- zation Number	Date Authorized	Project Number	Description	Date Completed (Acctg. Record)	Total Cost
58-42	Nov. 4, 1941	D-167X150	Bonus Payroll	Aug. 31, 1943	\$1,400.00
654-42	Sept. 9, 1942	181X150	Toddville—Toddville P.O.	Nov. 30, 1943	6,894.33
559-42	July 14, 1942	169X150	State Highway—James	Nov. 30, 1943	1,373.51
563-42	July 14, 1942	166X1-150	Hudson—James P.O.	Dec. 31, 1943	1,007.89
129-44	Oct. 19, 1943	103-12	Wingate—Bishops Head	Dec. 31, 1943	2,471.21
			Maintenance of County System of Roads and Bridges. Fiscal Year 1944		
			Roadways	June 30, 1944	
			Roadside and Grade	57,116.33	
			Drainage Structures and Facilities	5,660.37	
			Bridges	2,472.05	
			Oiling	19,117.41	
			Miscellaneous	2,532.56	
			Snow Removal	2,739.40	
			Compensation Insurance	430.10	
			Depreciation	5,333.11	
			Total		92,701.33

Remainder Available for Projects in Course of Construction at June 30, 1944
Work in Progress, June 30, 1944:

Authori- zation Number	Date Authorized	Project Number	Description	Amount Authorized	Disburse- ments to June 30, 1944	Estimated Expendi- tures to Complete
264-42	Jan. 27, 1942	131-150	Hurlock—Finchville Road—Roadway	\$41,055.00	\$924.05	
317-44	Apr. 4, 1944	183X12	Vienna—Drawbridge—Prod. Eng. costs	33,398.32	4.03	
			Jacktown—Bucktown Rd.—6.2 mi. improvement—W. P. A. project		1,245.42	\$39,809.58
			Oiling certain County Roads		15,821.70	17,576.92
			Total		\$17,995.20	17,995.20
			Cash on Hand, June 30, 1944			\$105,833.51
			Estimated Remainder to be Disbursed to Complete Work in Progress			57,895.20
			Balance before Increments from Federal Funds			\$48,447.31
			Add: Anticipated Revenue Accruing from Federal Appropriations			
			from State of Delaware (for Gailestown—Delaware Line Road)			10,000.00
			Approximate Balance Available for Additional Projects at June 30, 1944			13,121.37
						\$61,568.68

106,450.27
\$123,828.71

STATEMENT OF ACCOUNTS—FREDERICK COUNTY
Maintenance and Construction Sections, October 1, 1942 to June 30, 1943 and Consolidated Account to June 30, 1944

				Maintenance		Construction	
				1/2 Gasoline Tax	1/2 Gasoline Tax	Federal Gov't (F.A.S.)	Federal Gov't (F.A.S.)
Remainder Available for Projects in Course of Construction at September 30, 1942, per Financial Report to that date					\$14,402.30		
Remainder Available for Projects in Course of Construction at September 30, 1942, per Financial Report to that date					72,319.68		\$231,650.83
Add: Receipts from October 1, 1942 to June 30, 1943					\$72,319.68		\$7,310.17
Gross Amounts Available for Expenditure and Completion of Projects to June 30, 1943					\$86,722.04		\$238,960.97
Charges to Revenue for Projects Completed, October 1, 1942 to June 30, 1943							\$311,280.67
Authori- zation Number	Date Authorized	Project Number	Description	Date Completed (Acctg. Record)	Total Cost	Date Completed (Acctg. Record)	Total Cost
510-41	Aug. 5, 1941	F-3261-1-650	Bollinger School Road, Roadway	Oct. 31, 1942	\$15,955.75	Oct. 31, 1942	\$15,955.75
511-41	Aug. 5, 1941	3922-1-650	Fountain School Road, Roadway	Oct. 31, 1942	24,569.97	Oct. 31, 1942	24,569.97
513-41	Aug. 5, 1941	3941-1-650	Old Frederick Rd., Appold's Crossing, Roadway	Oct. 31, 1942	14,277.86	Oct. 31, 1942	14,277.86
287-42	Feb. 5, 1942	410-650	Cherry Lane Road, Roadway	Mar. 31, 1943	663.65	Mar. 31, 1943	663.65
Balance in the Maintenance Account at June 30, 1943					\$86,722.04	\$86,722.04	

Balance in the Construction Account at June 30, 1943
 \$55,497.23 55,497.23
 \$255,783.44 255,783.44
Consolidated balance at June 30, 1943, available for Projects in Course of Construction
 \$198,301.41 \$198,301.41

Add: Receipts from July 1, 1943 to June 30, 1944
 Gross Amount Available for Expenditure and Completion of Projects to June 30, 1944
Charges to Revenue for Projects Completed July 1, 1943 to June 30, 1944:
 \$199,767.01 \$199,767.01
 \$542,272.49 \$542,272.49

Authori- zation Number	Date Authorized	Project Number	Description	Date Completed (Acctg. Record)	Total Cost
145-43	Feb. 9, 1943	F-3653-6-62	Payment direct to County for Maintenance, Fiscal Year 1943	Aug. 31, 1943	\$91,522.96
254-43	May 6, 1943	369-650	Johansville—Simpson Mill Rd.—W.P.A. Project	Feb. 29, 1944	24,273.21
282-42	Feb. 5, 1942	374-1-650	Jamsville—Ebenzer Church Road	Feb. 29, 1944	30,407.84
508-41	Aug. 5, 1941	385-2-650	Jefferson—Broad Run Road—Roadway	Feb. 29, 1944	43,234.22
284-42	Feb. 5, 1942	403-650	Park Mills Road—Roadway	Feb. 29, 1944	10,632.70
577-40	Sept. 30, 1940	375-650	Kempstown—Bartholows Rd., W.P.A. project	June 30, 1944	59,114.24
509-41	Aug. 5, 1941	387-1-650	Mt. Airy—Woodville Rd.—Roadway	June 30, 1944	47,712.62
514-41	Aug. 5, 1941	395-1-650	Highland School Road	June 30, 1944	22,635.96
283-42	Feb. 5, 1942	407-650	Deerfield—Foxville Road—Roadway	June 30, 1944	17,912.74
286-42	Feb. 5, 1942	409-650	Edgewood Church Road—Roadway	June 30, 1944	7,790.28
Total					\$217,635.72

Remainder Available for Projects in Course of Construction at June 30, 1944
 \$324,636.47
Total
 \$217,635.72

Statement of account—Frederick County (Continued)

Work in Progress, June 30, 1944:

Authori- zation Number	Date Authorized	Project Number	Description	Amount Authorized	Disburse- ments to June 30, 1944	Estimated Expendi- tures to Complete
689-42	Sept. 30, 1942	F-219-30-62	Alotments to Incorporated Towns Fiscal Year 1942	\$12,400.00	\$11,700.00	\$700.00
144-43	Feb. 9, 1943	219-31-62	Alotments to Incorporated Towns Fiscal Year 1943	12,400.00	3,500.00	8,500.00
153-44	Oct. 26, 1943	219-32-62	Alotments to Incorporated Towns Fiscal Year 1944	12,400.00	800.00	11,600.00
173-44	Nov. 17, 1943	365-4-62	To County for Maintenance 1943	130,221.92	165,922.99	
.....		370-650	Doubts to U. S. Route # 15—Prel. Eng. costs	117.47		
			Charges to be made to Revenue for Disbursements on Work in Progress		\$182,440.46	
			Cash on Hand, June 30, 1944		\$35,195.26	
			Estimated Remainder to be Disbursed to Complete Work in Progress			\$20,800.00
			Balance before Increments from Federal Funds			\$14,385.26
			Add: Anticipated Revenue Accruing from Federal Appropriations			6,333.78
			Approximate Balance Available for Additional Projects at June 30, 1944			\$20,729.04

STATEMENT OF ACCOUNTS—GARRETT COUNTY
Maintenance and Construction Sections October 1, 1942 to June 30, 1943 and Consolidated Account to June 30, 1944

				Maintenance		Construction	
				1½¢ Gasoline Tax	1½¢ Gasoline Tax	Federal Gov't (F.A.S.)	
Remainder Available for Projects in Course of Construction at September 30, 1942, per Financial Report to that date				\$3,080.17			\$174,231.15
Remainder Available for Projects in Course of Construction at September 30, 1942, per Financial Report to that date				45,871.84			50,508.61
Add: Receipts from October 1, 1942 to June 30, 1943				\$45,871.84			\$224,739.76
Charges Amounts Available for Expenditure and Completion of Projects to June 30, 1943				\$48,952.01			
Charges to Revenue for Projects Completed October 1, 1942 to June 30, 1943:							
Author-ization Number	Date Authorized	Project Number	Description	Date Completed (Acctg. Record)	Total Cost	Date Completed (Acctg. Record)	Total Cost
			Maintenance of County System of Roads and Bridges. Additional	June 30, 1943	\$15.63		
			Total		\$15.63		
			Balance in the Maintenance Account at June 30, 1943		\$15.63		
			Total		\$15.63		\$48,936.38
			Balance in the Construction Account at June 30, 1943				\$48,936.38
			Consolidated balance at June 30, 1943, available for Projects in Course of Construction				\$224,739.76
			Add: Receipts from July 1, 1943 to June 30, 1944				224,739.76
			Charges Amount Available for Expenditure and Completion of Projects to June 30, 1944				\$273,676.14
			Charges to Revenue for Projects Completed July 1, 1943 to June 30, 1944:				
Author-ization Number	Date Authorized	Project Number	Description	Date Completed (Acctg. Record)	Total Cost	Date Completed (Acctg. Record)	Total Cost
			To County Commissioners direct Payments direct to County for Maintenance, Fiscal Year 1943	July 31, 1943	\$25,000.00		
146-43	Feb. 9, 1943	67-205-1-62	Swanton - Bloomington Rd.	Aug. 31, 1943	44,068.26		
28-41	Nov. 6, 1940	190X1-650	Reckman - Bittinger Rd.—0.80 mi., grading and drainage	Sept. 30, 1943	18,279.99		
410-42	Apr. 14, 1942	121-2-650	Swanton - Bloomington, surface treatment	Nov. 30, 1943	55,500.73		
9-44	July 20, 1943	218X650	Rockman twd. Bittinger, Prel. Eng. Costs	Mar. 31, 1944	1,326.23		
		195-650	From end of Kelso Gap—Kearney Road - Prel. Eng. costs	June 30, 1944	340.63		
		195-1-650	Kelso Gap—Gorman, Roadway	June 30, 1944	1,195.43		
		196-650	Table Rock—Kempton—Prel. Eng. costs	June 30, 1944	385.06		
		197-650	Route #39 Crellin P.E.C.	June 30, 1944	31.45		
		206-650	Niel Friend to West Virginia Line	June 30, 1944	15,756.28		
		207-650	The Friend Road near Gortner	June 30, 1944	6,404.67		
		210-650	Breast of Dam, Maylow Inn	June 30, 1944	4,915.79		
		121-1-650	Swanton -Bittinger Rd.—2.62 mi	June 30, 1944	12,570.66		
312-42	Feb. 24, 1942	203-650	Rock Lodge to Bittinger	June 30, 1944	5,500.00		
165-42	Dec. 16, 1941	202-650	Smouse Road	June 30, 1944	7,708.30		
166-42	Dec. 16, 1941	214-650	Sung Run Bridge—Reserve for reconstruction of bridge	June 30, 1944	12,444.21		
304-43	June 8, 1943		Total	June 30, 1944	214,261.57		
			Remainder Available for Projects in Course of Construction at June 30, 1944				\$186,125.28

Statement of account—Garrett County (Continued)

Work in Progress, June 30, 1944:

Author-ization Number	Date Authorized	Project Number	Description	Amount Authorized	Disburse-ments to June 30, 1944	Estimated Expendi-tures to Complete
30-41	Nov. 6, 1940	61-94-75-62 205-2-62	Allotments to the Incorporated Towns Fiscal Year 1941 Payments to County for Maintenance 1944	4,615.00	\$4,427.00 111,883.16 \$116,310.16	\$188.00
Charges to be made to Revenue for Disbursements on Work in Progress						
Cash on Hand, June 30, 1944						
Estimated Remainder to be Disbursed to Complete Work in Progress						\$188.00
Balance before Increments from Federal Funds						\$69,627.12
Add: Anticipated Revenue Accruing from Federal Appropriations.						4,017.47
Approximate Balance Available for Additional Projects at June 30, 1944						\$73,644.59

STATEMENT OF ACCOUNTS—HARFORD COUNTY
Maintenance and Construction Sections October 1, 1942 to June 30, 1943 and Consolidated Account to June 30, 1944

		Maintenance		Construction	
		1½¢ Gasoline Tax	Federal Gov't (U.S.S.)		
Remainder Available for Projects in Course of Construction at September 30, 1942, per Financial Report to that date					
		\$21,040.31			
Remainder Available for Projects in Course of Construction at September 30, 1942, per Financial Report to that date					
Add: Receipts from October 1, 1942 to June 30, 1943		\$93,431.10	\$4,706.91		\$27,558.62
Gross Amounts Available for Expenditure and Completion of Projects to June 30, 1943		\$114,180.41			4,706.91
Charges to Revenue for Projects Completed, October 1, 1942 to June 30, 1943:					\$32,265.33
Author-ization Number	Date Authorized	Project Number	Description	Date Completed (Acctg. Record)	Total Cost
Payments direct to County Commissioners					
Balance in the Maintenance Account at June 30, 1943				Mar. 31, 1943	\$15,431.91
					\$114,180.41
Balance in the Construction Account at June 30, 1943					
Consolidated balance at June 30, 1943, available for Projects in Course of Construction					\$16,833.62
					\$131,014.03
Add: Receipts from July 1, 1943 to June 30, 1944					
Gross Amount Available for Expenditure and Completion of Projects to June 30, 1944					
Charges to Revenue for Projects Completed July 1, 1943 to June 30, 1944:					
Author-ization Number	Date Authorized	Project Number	Description	Date Completed (Acctg. Record)	Total Cost
10-44	Jan. 28, 1943	H-13-22-42	Allocments to Incorporated Towns 1943		\$7,500.00
11-43	Feb. 9, 1943	13-21-42	To County Commissioners direct		28,961.21
			County Road Debt Service, Fiscal Year 1943		83,746.25
Total					
Remainder Available for Projects in Course of Construction at June 30, 1944					120,207.46
					\$139,433.50

Statement of accounts Harford County (Continued)

Work in Progress, June 30, 1944:

Author-ization Number	Date Authorized	Project Number	Description	Amount Authorized	Disburse-ments to June 30, 1944	Estimated Expendi-tures to Complete
174-44	Nov. 23, 1943	11-158-24-42 205-1-45 207-1-45 246-450 246-1-450 257-450 285-42	Allotments to Incorporated towns, Fiscal Year 1944 Near Coopestown—Shillings Corner—Roadway Millgreen—Maecton—Roadway Perryman—New Philadelphia Road—Prel. Eng. costs Perryman—New Philadelphia Road—Roadway Castleton Road, Prel. Eng. costs Payments to County 1944	\$10,800.00	\$488.13 1,197.47 1,897.65 1,426.42 2,065.12 83,592.38 \$90,637.17	\$10,800.00
Charges to be made to Revenue for Disbursements on Work in Progress						
Cash on Hand, June 30, 1944						
Estimated Remainder to be Disbursed to Complete Work in Progress						
Balance before Increments from Federal Funds					\$16,485.80	
Add: Anticipated Revenue Accruing from Federal Appropriations					\$32,310.53	
Approximate Balance Available for Additional Projects at June 30, 1944					4,078.29	
					\$36,388.82	
						90,637.17
						\$48,796.33
						16,485.80
						\$32,310.53
						4,078.29
						\$36,388.82

STATEMENT OF ACCOUNTS—HOWARD COUNTY
Maintenance and Construction Sections October 1, 1942 to June 30, 1943 and Consolidated Account to June 30, 1944

				Maintenance		Construction	
				1½¢ Gasoline Tax	1½¢ Gasoline Tax	Federal Gov't (F.A.S.)	
Remainder Available for Projects in Course of Construction at September 30, 1942, per Financial Report to that date					\$21.28		\$44,744.01
Remainder Available for Projects in Course of Construction at September 30, 1942, per Financial Report to that date							27,498.05
Add: Receipts from October 1, 1942 to June 30, 1943				\$24,973.70		\$2,524.37	\$72,242.06
Gross Amounts Available for Expenditure and Completion of Projects to June 30, 1943					24,973.70		
Charges to Revenue for Projects Completed October 1, 1942 to June 30, 1943:					\$24,994.98		\$21,994.98
Author-ization Number	Date Authorized	Project Number	Description	Date Completed (Acctg. Record)	Total Cost	Date Completed (Acctg. Record)	Total Cost
31-43	Nov. 10, 1943	Ho-213-350	Surface treating 17.49 mi. of County Roads	Dec. 31, 1942			\$32,588.68
Balance in the Maintenance Account at June 30, 1943							\$39,653.38
Balance in the Construction Account at June 30, 1943							\$64,648.36
Consolidated balance at June 30, 1943 available for Projects in Course of Construction							\$98,984.28
Add: Receipts from July 1, 1943 to June 30, 1944							\$133,632.64
Gross Amount Available for Expenditure and Completion of Projects to June 30, 1944							
Charges to Revenue for Projects Completed July 1, 1943 to June 30, 1944:							
Author-ization Number	Date Authorized	Project Number	Description	Date Completed (Acctg. Record)	Total Cost	Date Completed (Acctg. Record)	Total Cost
149-43	Feb. 9, 1943	Ho-82-32 192-432	To County Commissioners direct Patapasco River Bridge at Elkridge. Additional Costs. Payments to County for Maintenance, Fiscal Year 1943				\$65,000.00
Total							24,857.07
Remainder Available for Projects in Course of Construction at June 30, 1944							\$9,864.57
Work in Progress, June 30, 1944:							\$73,798.07
Author-ization Number	Date Authorized	Project Number	Description	Amount Authorized	Disburse-ments to June 30, 1944	Estimated Expendi-tures to Complete	
		Ho-192-432	Payments to County for Maintenance 1944		\$61,579.17		
Charges to be made to Revenue for Disbursements on Work in Progress					\$61,579.17		61,579.17
Cash on Hand, June 30, 1944							\$12,188.90
Estimated Remainder to be Disbursed to Complete Work in Progress							None
Balance before Increments from Federal Funds							\$12,188.90
Add: Anticipated Revenue Accruing from Federal Appropriations							2,187.29
Approximate Balance Available for Additional Projects at June 30, 1944							\$14,376.19

Charges to Revenue for Projects Completed July 1, 1943 to June 30, 1944:

Author-ization Number	Date Authorized	Project Number	Description	Date Completed (Acctg. Record)	Total Cost
557-42	July 8, 1942	K-132-1-250	Bonus Payroll	Aug. 31, 1943	\$1,000.00
5-44	July 6, 1943	140-2-250	From West of Millington to Chesterville—Crumpton Rd., 2.12 mi. gravel	Dec. 31, 1943	38,518.31
6-44	July 6, 1943	140-1-250	Bridge over Andover Branch, Materials	June 30, 1944	2,411.17
102-44	Sept. 30, 1943	85-22	Bridge over Andover Branch, Labor	June 30, 1944	267.35
			Maintenance of County System of Roads and Bridges. Fiscal Year 1944		
			Roadways		27,051.75
			Roadside and Grade		5,191.25
			Drainage Structures and Facilities		5,618.63
			Bridges		2,138.04
			Oiling		634.70
			Miscellaneous		2,177.29
			Snow Removal		24.67
			Compensation Insurance		2,611.78
			Depreciation		
			Total		49,068.12
			Remainder Available for Projects in Course of Construction at June 30, 1944		91,264.85
			Work In Progress, June 30, 1944:		\$62,456.18

Author-ization Number	Date Authorized	Project Number	Description	Amount Authorized	Disburse-ments to June 30, 1944	Estimated Expendi-tures to June 30, 1944
101-44	Sept. 30, 1943	K-131-250	Galena, Sassafras, Prel. Eng. costs	\$11,600.00	\$495.21	\$11,600.00
121-44	Oct. 13, 1943	140-2-22	Reserved for Construction of the Andover Branch Road	33,317.44		33,317.44
		142-22	Reserve for new construction		\$495.21	
			Charges to be made to Revenue for Disbursements on Work in Progress			
			Cash on Hand, June 30, 1944		495.21	
			Estimated Remainder to be Disbursed to Complete Work in Progress		\$62,460.57	
			Balance before Increments from Federal Funds		44,917.44	
			Add: Anticipated Revenue Accruing from Federal Appropriations		\$17,543.53	
			Approximate Balance Available for Additional Projects at June 30, 1944		2,178.61	
					\$19,723.14	

ITALICS INDICATE RED FIGURES

STATEMENT OF ACCOUNTS, MONTGOMERY COUNTY
Maintenance and Construction Sections, October 1, 1942 to June 30, 1943 and Consolidated Account to June 30, 1944

				Maintenance		Construction	
				1/2¢ Gasoline Tax	1/2¢ Gasoline Tax	Federal Gov't (F.A.S.)	Total Cost
Remainder Available for Projects in Course of Construction at September 30, 1942, per Financial Report to that date					\$1,954.19		
Remainder Available for Projects in Course of Construction at September 30, 1942, per Financial Report to that date						\$250,651.46	
Add: Receipts from October 1, 1942 to June 30, 1943				\$48,299.80	\$50,253.99	\$4,882.21	\$31,182.02
Gross Amounts Available for Expenditure and Completion of Projects to June 30, 1943							\$303,833.45
Charges to Revenue for Projects Completed October 1, 1942 to June 30, 1943:							
Authori- zation Number	Date Authorized	Project Number	Description	Date Completed (Acce. Record)	Total Cost	Date Completed (Acce. Record)	Total Cost
151-43	Feb. 9, 1943	M-257-22-32	Allocments to Incorporated Towns, Fiscal Year 1943	May 31, 1943	\$4,530.48	May 31, 1943	\$28,936.13
401-42	Apr. 7, 1942	353-1-350	New Cut Road	May 31, 1943		May 31, 1943	31,401.50
400-42	Apr. 7, 1942	361-1-350	Laytonsville - Unity Road				
Total					\$4,530.48		\$45,723.51
Balance in the Maintenance Account at June 30, 1943							\$60,337.63
Balance in the Construction Account at June 30, 1943							\$243,495.85
Consolidated Balance at June 30, 1943 available for Projects in Course of Construction							\$289,219.36
Add: Receipts from July 1, 1943 to June 30, 1944							
Gross Amount Available for Expenditure and Completion of Projects to June 30, 1944							
Charges to Revenue for Projects Completed July 1, 1943 to June 30, 1944:							
Authori- zation Number	Date Authorized	Project Number	Description	Date Completed (Acce. Record)	Total Cost	Date Completed (Acce. Record)	Total Cost
152-43	Feb. 9, 1943	M-342-3-32	Payment direct to County for Maintenance, Fiscal Year 1943 To County Commissioners direct	Oct. 31, 1943	\$38,062.61	Oct. 31, 1943	\$38,062.61
Total					\$32,438.70		\$978.82
Remainder Available for Projects in Course of Construction at June 30, 1944							\$133,417.52
							\$122,636.88
							222,040.49
							\$200,626.39

Work in Progress, June 30, 1944:

Authori- zation Number	Date Authorized	Project Number	Description	Amount Authorized	Disburse- ments to June 30, 1944	Estimated Expendi- tures to Complete
156-44	Nov. 2, 1943	M-257-25-32	Allotments to Incorporated Towns 1944	\$4,820.32	\$4,576.45	\$243.87
		320-1-350	Seven Locks Road		594.49	
155-44	Nov. 2, 1943	339-350	New Cut Road, twed. Sweeney, Pred. Eng. costs.		1,399.55	
317-44	Apr. 15, 1941	342-4-32	Payments to County for Maintenance 1944	98,954.05	114,274.88	192.61
216-44	Jan. 11, 1941	352-1-350	Redland-Derwood Road	33,015.50	32,822.89	30,000.00
		384-1-32	Reserve for River Road	30,000.00		
Charges to be made to Revenue for Disbursements on Work in Progress					\$153,548.26	153,548.26
Cash on Hand, June 30, 1944					\$47,075.13	\$47,075.13
Estimated Remainder to be Disbursed to Complete Work in Progress					30,436.48	30,436.48
Balance before Increments from Federal Funds					\$16,641.65	\$16,641.65
Add: Anticipated Revenue Accruing from Federal Appropriations					4,230.18	4,230.18
Approximate Balance Available for Additional Projects at June 30, 1944					\$20,871.83	\$20,871.83

Maintenance and Construction Sections October 1, 1942 to June 30, 1943 and Consolidated Account to June 30, 1944

Exhibit 6
Schedule 20

STATEMENT OF ACCOUNTS—PRINCE GEORGE'S COUNTY

Maintenance

		1½¢ Gasoline Tax	County Commissioners	1½¢ Gasoline Tax	Federal Gov't. (F.A.S.)
Remainder Available for Projects in Course of Construction at September 30, 1942 per Financial Report to that date				\$5,067.16	
Remainder Available for Projects in Course of Construction at September 30, 1942 per Financial Report to that date					\$134,952.99
Add: Receipts from October 1, 1942 to June 30, 1943		\$42,316.54	\$50,000.00	92,316.54	\$4,277.42
Charges to Revenue for Expenditure and Completion of Projects to June 30, 1943				\$97,413.70	46,593.97
					\$181,546.96

Construction

Authorization Number	Date Authorized	Project Number	Description	Date Completed (Acct. Record)	Total Cost	Date Completed (Acct. Record)	Total Cost
458-41	July 8, 1941	P-435-1-550	Kolbes Corner—Defense Hwy. Additional Costs			Nov. 30, 1942	\$87.73
453-41	July 8, 1941	283-1-550	Colesville Road. 0.502 mi. gravel and road mix			Dec. 31, 1942	35,913.61
		419-1-550	Beltsville—Old Riggs Mill Rd. 2.621 mi. gravel			Mar. 31, 1943	124,762.94
		253-1-52	Defense Highway—Kolbes Corner. Additional costs	Mar. 31, 1943	\$109.00		
23-43	Nov. 4, 1942	465X550	Repairing Storm damage to County Roads			May 31, 1943	8,246.18
		267-52	Maintenance of County System of Roads and Bridges, Fiscal Year 1943	June 30, 1943			
			Roadways		41,001.51		
			Roadside and Grade		7,506.58		
			Drainage Structures and Facilities		8,418.55		
			Bridges		1,946.14		
			Grading		437.35		
			Miscellaneous		353.14		
			Snow Removal		444.89		
			Depreciation		1,776.60		
			Vacation—Sick Leave		545.50		
Total					62,430.26		
Balance in the Maintenance Account at June 30, 1943					\$62,539.26		
							\$34,874.44

Balance in the Construction Account at June 30, 1943							\$169,010.46
Consolidated balance at June 30, 1943 available for Projects in Course of Construction							\$12,536.50
Add: Receipts from July 1, 1943 to June 30, 1944							\$47,410.94
Gross Amount Available for Expenditure and Completion of Projects to June 30, 1944							\$157,034.02
							\$204,444.96

Charges to Revenue for Projects Completed July 1, 1943 to June 30, 1944:

Authori- zation Number	Date Authorized	Project Number	Description	Date Completed Acctg. Record)	Total Cost
495-42	June 3, 1942	P-284-A-82 499-A-550 267-105-52 505-550-50 267-105-52 267-104-52 267-52	Bonus Payroll Earlham—Bowie—Additional Costs Redtsville—Old Riggs Mill Rd. 2.621 mi. gravel. Additional Costs Allotments to Incorporated Towns, Fiscal Year 1942 Landover Rd. in Cleverly to New County Hospital, Prel. Eng. costs Landover Rd.—New County Hospital, Roadway Allotments to Incorporated Towns, Fiscal Year 1941 Maintenance of County System of Roads and Bridges, Fiscal Year 1944 Roadways Roadside and Grade Drainage Structures and Facilities Bridges Oiling Miscellaneous Snow Removal Compensation Insurance Depreciation	Aug. 31, 1943 Aug. 31, 1943 Aug. 31, 1943 Sept. 30, 1943 Dec. 31, 1943 Dec. 31, 1943 Apr. 30, 1944 June 30, 1944	\$1,200.00 1,701.97 443.86 26,118.88 762.26 860.91 28,709.87 117,107.35
206-41	Feb. 18, 1941				
151-44	Oct. 26, 1944				
					175,274.10
					\$29,170.86

Remainder Available for Projects in Course of Construction at June 30, 1944

Authori- zation Number	Date Authorize	Project Number	Description	Amount Authorized	Disburse- ments to June 30, 1944	Estimated Expendi- tures to Complete
496-42	June 3, 1942	P-267-X-105-52	Allotment to Seat Pleasant—Fiscal Year 1942	\$641.97	\$809.38	\$641.97
497-42	June 3, 1942	267-X-107-52	Allotment to Upper Marlboro, Fiscal Year 1942	478.17	179.39	161.49
498-42	June 3, 1942	267-X-108-52	Allotment to District Heights, Fiscal Year 1942	340.88	33.96	95.53
499-42	June 3, 1942	267-X-109-52	Allotment to Boulevard Heights, Fiscal Year 1942	129.49	332.84	14,843.45
153-43	Feb. 9, 1943	267-110-52	Allotments to Incorporated Towns, Fiscal Year 1943	15,176.29	332.84	14,843.45
152-44	Oct. 26, 1943	267-111-52	Allotments to Incorporated Towns, Fiscal Year 1944	15,176.29	915.80	
480-42	May 27, 1942	48X-550	Kolles Corner—Defense Hwy.	818.40	16.11	802.29
481-42	May 27, 1942	48X-1-550	Aquasco—Charles County Line—clearing and grubbing	957.00	957.00	957.00
482-42	May 27, 1942	48X-2-550	Aquasco—Charles County Line—drainage	968.00	968.00	968.00
		493X-550	Bridge over Little Paint Branch on Soltman Road.		3,299.10	
		508X-550	Colesville Rd. west of University Drive		6,450.64	
318-44	Apr. 4, 1944	521X-52 267-52	Oiling and surface treatment of County Rds. Maintenance of County System of Roads and Bridges	37,808.28	28,627.65	9,180.63
					\$40,998.45	
						40,998.45
						\$11,827.50
						42,493.81
						\$54,321.50
						3,705.09
						\$59,616.31

Charges to be made to Revenue for Disbursements on Work in Progress

Cash Position Overdrawn, June 30, 1944		
Estimated Remainder to be Disbursed to Complete Work in Progress		
Overdrawn Balance before Increments from Federal Funds		
Add: Anticipated Revenue Accruing from Federal Appropriations		
Approximate Overdrawn Position at June 30, 1944		

ITALICS INDICATE RED FIGURES

STATEMENT OF ACCOUNTS—QUEEN ANNE'S COUNTY
Maintenance and Construction Sections October 1, 1942 to June 30, 1943 and Consolidated Account to June 30, 1944

				Maintenance		Construction	
Authori- zation Number	Date Authorized	Project Number	Description	Date Completed (Acctg. Record)	Total Cost	1½¢ Gasol- ine Tax	Federal Gov't. (F.A.S.)
Remainder Available for Projects in Course of Construction at September 30, 1942 per Financial Report to that date						\$5,420.81	
Remainder Available for Projects in Course of Construction at September 30, 1942 per Financial Report to that date						30,686.84	\$98,454.62
Add: Receipts from October 1, 1942 to June 30, 1943						\$30,686.84	\$3,102.88
Gross Amounts Available for Expenditure and Completion of Projects to June 30, 1943						\$86,117.65	\$130,254.32
Charges to Revenue for Projects Completed October 1, 1942 to June 30, 1943:							
359-42	Mar. 11, 1942	Q-155-1-250	McCinnies to U. S. Route 213 south of Chestertown.				
			4.7 mi. stabilization				
369-42	Mar. 11, 1942	175-1-250	Ingle side twd. Roe. 0.8 mi. stabilization				
		155-250	McDermies to U. S. Route 213. Prel. Eng. Costs				\$213.29
		175-250	Ingle side twd. Roe. Prel. Eng. Costs				2,287.76
		172A-22	Delaware State Line twd. Millington. Additional Costs				41.78
384-42	Mar. 18, 1942	156-1-250	Church Hill to Barelay Road. 1.865 mi. improvement	Mar. 31, 1943	\$33.00		\$3.27
155-43	Feb. 9, 1943	90-22	Maintenance of County System of Roads and Bridges. Fiscal Year 1943	June 30, 1943			
			Roadways				
			Roadside and Grade		19,451.92		
			Drainage Structures and Facilities		10,215.95		
			Bridges		1,877.80		
			Culverts		1,383.09		
			Other		86.09		
			Miscellaneous		4,220.65		
			Snow Removal		19.72		
			Depreciation		1,151.95		
			Vacation -Sick Leave		868.38		
			Total		39,275.55		
Overdrawn Balance in the Maintenance Account at June 30, 1943						\$39,308.55	
						\$3,190.90	
Balance in the Construction Account at June 30, 1943							\$33,595.23
Consolidated balance at June 30, 1943 available for Projects in Course of Construction						\$96,659.09	\$93,468.19
Add: Receipts from July 1, 1943 to June 30, 1944							
Gross Amount Available for Expenditure and Completion of Projects to June 30, 1944						\$84,171.10	\$622.09
							\$84,793.19
							\$178,291.38

Charges to Revenue for Projects Completed July 1, 1943 to June 30, 1944:

Authori- zation Number	Date Authorized	Project Number	Description	Date Completed (Acctg. Record)	Total Cost
11-44	July 28, 1943	Q-9034-22	Bonus Payroll	Aug. 31, 1943	\$1,000.00
154-43	Feb. 9, 1943	153-1-250	Debt Service 1943	Sept. 30, 1943	2,400.00
5-44	July 6, 1943	90-33-22	Church Hill to Barelay. Construction	Jan. 31, 1944	2,146.45
6-44	July 6, 1943	188-250	Allocments to Incorporated Towns, Fiscal Year 1943	Mar. 31, 1944	2,302.62
163-44	July 6, 1943	188-1-250	Bridge over Andover Branch, Materials	June 30, 1944	2,411.18
	Nov. 9, 1943	90-22	Bridge over Andover Branch, Labor	June 30, 1944	267.34
			Maintenance of County System of Roads and Bridges, Fiscal Year 1944		
			Roadways	23,328.73	
			Roadside and Grade	19,329.64	
			Drainage Structures and Facilities	6,387.00	
			Bridges	3,438.67	
			Oiling	6,645.47	
			Miscellaneous	100.46	
			Snow Removal	583.05	
			Compensation Insurance	3,758.61	
			Depreciation		
					64,480.63
					73,068.22
					\$105,193.16

Remainder Available for Projects in Course of Construction at June 30, 1944

Work in Progress, June 30, 1944:

Authori- zation Number	Date Authorized	Project Number	Description	Amount Authorized	Disburse- ments to June 30, 1944	Estimated Expendi- tures to Complete
319-44	Apr. 4, 1944	Q-138-250 134-250 134-1-250 132N-22	Centerville Rutlisburg. Prel. Eng. costs Wilmington-Crumpton. Prel. Eng. costs Wilmington-Crumpton. Roadway Oiling and surface treatment of County roads	\$918.00	\$80.17 1,259.55 507.31 2,334.00	
			Charges to be made to Revenue, for Disbursements on Work in Progress		\$4,981.03	4,981.03
			Cash on Hand, June 30, 1944			\$100,212.13
			Estimated Remainder to be Disbursed to Complete Work in Progress			None
			Balance before Increments from Federal Funds			\$100,212.13
			Add: Anticipated Revenue Accruing from Federal Appropriations			2,088.44
			Approximate Balance Available for Additional Projects at June 30, 1944			\$102,300.57

ITALIC'S INDICATE RED FIGURES

STATEMENT OF ACCOUNTS—ST. MARY'S COUNTY
Maintenance and Construction Sections October 1, 1942 to June 30, 1943 and Consolidated Account to June 30, 1944

Author-ization Number	Date Authorized	Project Number	Description	Maintenance		Construction	
				1½¢ Gasoline Tax	Credits from Maintenance for Shovel Use	1½¢ Gasoline Tax	Federal Gov't. (F.A.S.)
				Date Completed (Acctg. Record)	Total Cost	Date Completed (Acctg. Record)	Total Cost
Overdrawn Balance in the Revenue Account at September 30, 1942 per Financial Report to that date					\$23,886.33		
Remainder Available for Projects in Course of Construction at September 30, 1942, per Financial Report to that date					27,706.70		
Add: Receipts from October 1, 1942 to June 30, 1943							
					\$912.00	\$25,794.69	\$2,708.44
Gross Amounts Available for Expenditure and Completion of Projects to June 30, 1943					\$3,820.37		\$108,830.11
Charges to Revenue for Projects Completed October 1, 1942 to June 30, 1943:							\$29,503.13
							\$138,333.24
120-42	Nov. 25, 1941	SM-237X2-550	Auel Post Office—Avenue 2.1 mi. surfacing				\$1,207.03
315-42	Mar. 4, 1942	540X1-550	Sunny-side School—Loveville 2.75 mi. drainage				1,036.95
316-42	Mar. 4, 1942	540X2-550	Sunny-side School—Loveville 1.30 mi. gravel surfacing				1,164.79
317-42	Mar. 4, 1942	540X3-550	Sunny-side School—Loveville 1.40 mi. gravel surfacing				883.93
320-42	Mar. 4, 1942	540X4-550	Sunny-side School—Loveville 2.75 mi. grading				1,162.79
314-42	Mar. 4, 1942	237X550	Auel Post Office—Avenue 1.6 mi. Additional Costs				86.00
326-42	Mar. 4, 1942	240X550	Sunny-side School—Loveville 2.75 mi. clearing and grubbing				1,107.19
506-41	July 31, 1941	172-1-550	St. Ingoes—The Villa Road 1.35 mi. clearing and grubbing				624.16
442-41	July 1, 1941	227-1-550	Beauvue—Valley Lee 1.6 mi. gravel surfacing				20,924.76
24-43	Nov. 4, 1942	257X550	Loveville—Three Notch Road 2,907 mi. gravel surfacing				34,966.31
239-43	Apr. 20, 1943	121-24-52	Storm damage repairs to County Roads (Storm of Oct. 14-15)	May 31, 1943	250.00		
156-43	Feb. 9, 1943	121-32	Allotment to Leonardtown, Fiscal Year 1942	June 30, 1943			
			Maintenance of County System of Roads and Bridges, Fiscal Year 1943				
			Roadways		19,326.65		
			Roadside and Grade				
			Drainage Structures and Facilities		19,576.65		
			Bridges				
			Miscellaneous				
			Snow Removal				
			Depreciation				
			Vacation—Sick Leave				
			Total		\$15,756.28		
Overdrawn balance in the Maintenance Account at June 30, 1943							\$65,232.05
Balance in the Construction Account at June 30, 1943							65,232.05
Consolidated balance at June 30, 1943 available for Projects in Course of Construction							\$73,101.19
Add: Receipts from July 1, 1943 to June 30, 1944							\$57,344.91
Gross Amount Available for Expenditure and Completion of Projects to June 30, 1944							\$74,668.40
							\$132,013.31

Federal Government Maintenance for Shovel Use
Credits from Maintenance for Shovel Use
Federal Government Maintenance for Shovel Use

1½¢ Gasoline Tax
\$73,471.39
\$543.01
\$654.00

Charges to Revenue for Projects Completed July 1, 1943 to June 30, 1944:

Author-ization Number	Date Authorized	Project Number	Description	Date Completed (Acctg. Record)	Total Cost
290-43	May 18, 1943	SM-121-26-52	Debt Service—Fiscal Year 1943	July 31, 1943	\$10,000.00
			Bonus Payroll	Aug. 31, 1943	800.00
240-43	Apr. 20, 1943	121-25-52	Allotment to Leonardtown, Fiscal Year 1943	Jan. 31, 1944	250.00
325-42	Mar. 4, 1942	242X3-550	Bushwood Post Office—Dyndard Rd. 2.0 mi. gravel surfacing	Jan. 31, 1944	543.14
324-42	Mar. 4, 1942	242X2-550	Bushwood Post Office—Dyndard Rd. 2.0 mi. drainage	Jan. 31, 1944	949.37
323-42	Mar. 4, 1942	242X1-550	Bushwood Post Office—Dyndard Rd. 2.0 mi. grading	Jan. 31, 1944	1,167.14
322-42	Mar. 4, 1942	242X550	Bushwood Post Office—Dyndard Rd. 2.0 mi. clearing and grubbing	Jan. 31, 1944	922.25
			To County Commissioners direct, for Debt Service	June 30, 1944	10,000.00
102-41	Nov. 9, 1943	121-52	Maintenance of County System of Roads and Bridges, Fiscal Year 1944	June 30, 1944	33,411.57
			Roadways		18,011.08
			Drainage Structures and Facilities		1,513.04
			Bridges		679.62
			Oiling		2,796.38
			Miscellaneous		91.70
			Snow Removal		384.54
			Compensation Insurance		3,628.10
			Depreciation		
					60,516.03
					\$5,147.93
					\$46,865.38

Remainder Available for Projects in Course of Construction at June 30, 1944

Work in Progress, June 30, 1944:

Author-ization Number	Date Authorized	Project Number	Description	Amount Authorized	Disburse-ments to June 30, 1944	Estimated Expendi-tures to Complete
318-42	Mar. 4, 1942	SM-210X550	Morgantown, Grayville, Pral, Eng cists	\$704.00	\$499.85	\$521.74
319-42	Mar. 4, 1942	241X1-550	Bushwood Wharf—Bushwood Post Office, 1.5 mi. clearing and grubbing	980.10	182.26	980.10
321-42	Mar. 4, 1942	241X2-550	Bushwood Wharf—Bushwood Post Office, grading and drainage	693.00		693.00
322-42	Mar. 4, 1942	243X1-550	Bushwood Wharf—Bushwood Post Office, gravel surfacing	949.30	93.33	855.97
328-42	Mar. 4, 1942	243X2-550	St. Ingoes—The Villa Rd. 1.35 mi. grading and drainage	719.40		719.40
			St. Ingoes—The Villa Rd. 1.35 mi. gravel surfacing		1.17	
320-44	Apr. 4, 1941	261X32	St. George's Island Road	300,936.24		300,936.24
			Oiling and surface treatment of county roads			
					\$776.61	776.61
						\$46,088.77
						\$34,706.45
						\$11,382.32
						2,346.71
						\$13,729.03

Charges to be made to Revenue for Disbursements on Work in Progress

Cash on Hand, June 30, 1944

Estimate of Remainder to be Disbursed to Complete Work in Progress

Balance before Increments from Federal Funds

Add: Anticipated Revenue According from Federal Appropriations

Approximate Balance Available for Additional Projects at June 30, 1944

ITALICS INDICATE RED FIGURES

STATEMENT OF ACCOUNTS—SOMERSET COUNTY
Maintenance and Construction Sections October 1, 1942 to June 30, 1943 and Consolidated Account to June 30, 1944

Maintenance		Construction			
1½¢ Gasoline Tax	1½¢ Gasoline Tax	Federal Gov't. (F.A.S.)	Federal Gov't. (F.A.S.)		
Remainder Available for Projects in Course of Construction at September 30, 1942 per Financial Report to that date	\$6,598.52	\$24,469.80			
Remainder Available for Projects in Course of Construction at September 30, 1942, per Financial Report to that date	22,805.83	\$2,305.24	25,111.07		
Add: Receipts from October 1, 1942 to June 30, 1943	\$22,805.83		\$49,580.87		
Gross Amounts Available for Expenditure and Completion of Projects to June 30, 1943					
Charges to Revenue for Projects Completed October 1, 1942 to June 30, 1943:					
Author-ization Number	Date Authorized	Project Number	Description	Date Completed (Acctg. Record)	Total Cost
594-42	June 16, 1942	S-138X150	Mt. Vernon Road, 3.0 mi. surface treatment	June 30, 1943	
157-43	Feb. 9, 1943	69-12	Maintenance of County System of Roads and Bridges, Fiscal Year 1943		
			Roadways		14,580.84
			Roadside and Grade		4,239.05
			Drainage Structures and Facilities		6,357.16
			Bridges		4,235.57
			Oiling		6,903.89
			Miscellaneous		1,944.04
			Depreciation		1,064.15
			Vacation—Sick Leave		797.20
			Total		\$40,121.90
					<u>\$40,121.90</u>
					<u>\$10,717.55</u>
Overdrawn balance in the Maintenance Account at June 30, 1943					
					<u>\$8,224.52</u>
Balance in the Construction Account at June 30, 1943					
					<u>\$41,356.35</u>
Consolidated balance at June 30, 1943 available for Projects in Course of Construction					
					<u>\$30,638.80</u>
Add: Receipts from July 1, 1943 to June 30, 1944					
					<u>\$62,533.91</u>
Gross Amount Available for Expenditure and Completion of Projects to June 30, 1944					
					<u>\$92,996.08</u>
					<u>\$93,634.88</u>

Charges to Revenue for Projects Completed July 1, 1943 to June 30, 1944:

Author-ization Number	Date Authorized	Project Number	Description	Date Completed (Accg. Record)	Total Cost
191-42	Dec. 23, 1941	8-127N150	Bonus Payroll	Aug. 31, 1943	\$1,100.00
189-42	Dec. 23, 1941	131N150	Marriner's Stone—Ward's Crossing, 0.72 mi., W. P. A. Project	Nov. 30, 1943	4,904.14
147-41	Oct. 19, 1943	69-42	Princess Anne—Deals Island, 1.0 mi., W. P. A. Project	Nov. 30, 1943	2,104.18
			Maintenance of County System of Roads and Bridges, Fiscal Year 1944	June 30, 1944	
			Roadways		20,044.33
			Roadside and Grade		6,576.38
			Drainage Structures and Facilities		4,262.51
			Bridges		6,921.29
			Grading		211.74
			Miscellaneous		3,293.33
			Snow Removal		383.19
			Compensation Insurance		2,790.91
			Depreciation		
			Total		45,083.88

53,852.20
\$39,752.18

Remainder Available for Projects in Course of Construction at June 30, 1944

Work in Progress, June 30, 1944:

Author-ization Number	Date Authorized	Project Number	Description	Amount Authorized	Disburse-ments to June 30, 1944	Estimated Expendi-tures to Complete
510-42	June 16, 1942	8-95-150	Porter's Filling Station—Wellington, Proj. Eng. costs	\$6,083.50	\$870.51	\$6,069.77
321-41	Apr. 1, 1944	95-1-150	Porter's Filling Station—Wellington, Roadway	6,562.70	129.85	3,385.39
		137N150	Fairmont—Rambley, 1.25 mi. surface treatment		13.73	
		143N12	Grading and surface treatment of County roads		2,977.31	
			Total		\$3,991.40	

Charges to be made to Revenue for Disbursements on Work in Progress

Cash on Hand, June 30, 1944

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 June 30, 1944

3,991.40
\$65,791.28
 9,655.16
\$29,136.12
 1,997.36
\$28,133.48

FIGURES INDICATE RED FIGURES

Exhibit 6
Schedule 24

STATEMENT OF ACCOUNTS—TALBOT COUNTY
Maintenance and Construction Sections October 1, 1942 to June 30, 1943 and Consolidated Account to June 30, 1944

				Maintenance		Construction	
Author-ization Number	Date Authorized	Project Number	Description	Date Completed (Acctg. Record)	Total Cost	1½¢ Gasoline Tax	Federal Gov't. (F.A.S.)
158-43	Feb. 9, 1943	1-57-22	Maintenance of County System of Roads and Bridges, Fiscal Year 1943	June 30, 1943		\$2,871.20	
			Roadways				
			18,283.22				
			Roadside and Grade				
			6,830.39				
			Drainage Structures and Facilities				
			8,593.31				
			Bridges				
			917.53				
			Oiling				
			3,549.16				
			Miscellaneous				
			3,918.80				
			Snow Removal				
			119.15				
			Depreciation				
			1,240.33				
			Total		\$43,451.89		
					\$43,451.89		
						\$36,465.51	
							None
							\$105,908.13
							\$79,442.62
							\$54,852.09
							\$134,294.7
Overdrawn Balance in the Revenue Account at September 30, 1942 per Financial Report to that date							
Remainder Available for Projects in Course of Construction at September 30, 1942 per Financial Report to that date							
Add: Receipts from October 1, 1942 to June 30, 1943						\$19,857.58	\$84,043.33
(Gross Amounts Available for Expenditure and Completion of Projects to June 30, 1943)							
Charges to Revenue for Projects Completed October 1, 1942 to June 30, 1943:						\$16,986.38	\$2,007.23
							\$105,908.13
Overdrawn balance in the Maintenance Account at June 30, 1943							
Balance in the Construction Account at June 30, 1943							
Consolidated balance at June 30, 1943 available for Projects in Course of Construction							
Add: Receipts from July 1, 1943 to June 30, 1944						\$54,449.67	\$402.42
(Gross Amount Available for Expenditure and Completion of Projects to June 30, 1944)							

Charges to Revenue for Projects Completed July 1, 1943 to June 30, 1944:

Author-ization Number	Date Authorized	Project Number	Description	Date Completed (Aveatg. Record)	Total Cost
116-44	Oct. 13, 1943	T-57-22	Bonus Payroll Maintenance of County System of Roads and Bridges, Fiscal Year 1944	Aug. 31, 1943 June 30, 1944	\$400.00
			Roadways	22,112.66	
			Roadside and Grade	11,306.59	
			Drainage Structures and Facilities	1,307.13	
			Bridges	3,836.24	
			Oiling	1,769.03	
			Miscellaneous	6,564.94	
			Snow Removal	3.46	
			Compensation Insurance	434.47	
			Depreciation	3,682.96	
					60,897.48
					61,297.48
					\$72,997.23

Remainder Available for Projects in Course of Construction at June 30, 1944

Work in Progress, June 30, 1944:

Author-ization Number	Date Authorized	Project Number	Description	Amount Authorized	Disburse-ments to June 30, 1944	Estimated Expendi-tures to Complete
		T-72-2-250	Easton-Trippie Rd. Bridge and approaches over Peach Blossom Creek		\$8.07	
		82-250	Bridge and approaches over Tuckaloo Creek, Prel. Eng. costs		446.32	
		86-250	Matthews-Tuckaloo Creek, Prel. Eng. costs		1,405.14	
		90-250	Easton twd. Rozman, Prel. Eng. costs		926.54	
		90-1-250	Rozman Road - Roadway		2,533.64	
		91-250	Bailey's Neck Road, Prel. Eng. costs		1,044.85	
		92-250	Glebe Road, Prel. Eng. costs		647.20	
		92-1-250	Glebe Road, Roadway		83.39	
		93-250	Bellevue Road, Prel. Eng. costs		1,010.66	
		93-1-250	Bellevue Road, Roadway		505.96	
122-44	Oct. 13, 1943	104-22	Reserve for new construction	\$33,983.53		\$33,983.53
322-44	Apr. 4, 1944	106X22	Oiling and surface treatment of County roads	27,247.00		8,277.09
				18,969.91		
				\$27,581.65		
						27,581.65
						\$45,415.55
						42,290.62
						\$3,154.93
						1,739.16
						\$4,894.09

Charges to be made to Revenue for Disbursements on Work in Progress

Cash on Hand, June 30, 1944

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 June 30, 1944

ITALIC'S INDICATE RED FIGURES

Exhibit 6
Schedule 25

STATEMENT OF ACCOUNTS—WASHINGTON COUNTY
Maintenance and Construction Sections October 1, 1942 to June 30, 1943 and Consolidated Account to June 30, 1944

		Maintenance		Construction	
		1½¢ Gasoline Tax	1½¢ Gasoline Tax	Federal Govt. (F.A.S.)	Federal Govt. (F.A.S.)
Remainder Available for Projects in Course of Construction at September 30, 1942, per Financial Report to that date			\$40.49		
Overdrawn Balance in the Revenue Account at September 30, 1942, per Financial Report to that date					
Add: Receipts from October 1, 1942 to June 30, 1943		\$47,519.42	\$47,519.42	\$4,803.33	\$28,402.31
Gross Amounts Available for Expenditure and Completion of Projects to June 30, 1943			\$47,559.91		\$28,402.31
Charges to Revenue for Projects Completed October 1, 1942 to June 30, 1943:					\$23,420.44
Author-ization Number	Date Authorized	Project Number	Description	Date Completed (Acctg. Record)	Total Cost
Payments direct to County Commissioners					
Balance in the Maintenance Account at June 30, 1943				June 30, 1943	\$26,401.14
					\$47,559.91
Overdrawn balance in the Construction account at June 30, 1943					\$26,401.14
Consolidated balance at June 30, 1943 available for Projects in Course of Construction					\$2,480.70
Add: Receipts from July 1, 1943 to June 30, 1944					\$45,079.21
Gross Amount Available for Expenditure and Completion of Projects to June 30, 1944					\$131,261.75
Charges to Revenue for Projects Completed July 1, 1943 to June 30, 1944:					\$76,240.95
Author-ization Number	Date Authorized	Project Number	Description	Date Completed (Acctg. Record)	Total Cost
159-43	Feb. 9, 1943	W-326-3-62	Payments to County direct, for Maintenance, Fiscal Year, 1943	Aug. 31, 1943	\$47,297.68
.....		274-650	To County Commissioners direct	Nov. 30, 1943	2,202.53
.....		341X-650	Edgemont Road—Additional Prod. Eng. Costs	Nov. 30, 1943	17.52
.....			Sharpsburg—Harpers Ferry	Apr. 30, 1944	33.33
Total					\$49,551.06
Remainder Available for Projects in Course of Construction at June 30, 1944					\$126,780.90

Work in Progress, June 30, 1944:

Author-ization Number	Date Authorized	Project Number	Description	Amount Authorized	Disburse-ments to June 30, 1944	Estimated Expendi-tures to Complete
131-44	Oct. 19, 1943	W-326-4-62	To County for Maintenance 1944	\$102,097.59	\$117,171.45	117,171.45
Charges to be made to Revenue for Disbursements on Work in Progress						
Cash on Hand, June 30, 1944						
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 June 30, 1944						
					\$117,171.45	\$9,618.45
						None
						\$9,618.45
						4,161.78
						\$13,780.23

FIGURES INDICATE RED FIGURES

STATEMENT OF ACCOUNTS—WIGOMICO COUNTY
Maintenance and Construction Sections October 1, 1942 to June 30, 1943 and Consolidated Account to June 30, 1944

				Maintenance		Construction	
Authori- zation Number	Date Authorized	Project Number	Description	Date Completed (Acctg. Record)	Total Cost	Date Completed (Acctg. Record)	Total Cost
Remainder Available for Projects in Course of Construction at September 30, 1942 per Financial Report to that date				1½¢ Gasoline Tax	\$12,034.50	1½¢ Gasoline Tax	\$34,509.97
Remainder Available for Projects in Course of Construction at September 30, 1942, per Financial Report to that date							38,478.20
Add: Receipts from October 1, 1942 to June 30, 1943				\$34,945.84	34,945.84	\$34,945.82	\$3,532.38
Gross Amounts Available for Expenditure and Completion of Projects to June 30, 1943					\$46,980.34		\$72,988.17
Charges to Revenue for Projects Completed October 1, 1942 to June 30, 1943:							
461-41	July 15, 1941	W-88X2-150	Green Hill, White Haven, Surface treatment	May 31, 1943	\$460.79	Feb. 28, 1943	\$12,367.22
354-42	Mar. 11, 1942	113-57-12	Allocation to Dolgare, Fiscal Year 1942				
161-43	Feb. 9, 1943	113-12	Maintenance of County System of Roads and Bridges, Fiscal Year 1943	June 30, 1943			
			Roadways				
			Roadside and Grade				
			Drainage Structures and Facilities				
			Bridges				
			Other				
			Miscellaneous				
			Snow Removal				
			Depreciation				
			Vacation—Sick Leave				
					72,648.95		
					\$73,109.74		
					\$96,129.49		
							\$12,367.22
							\$80,620.95
							\$34,491.55
Overdrawn balance in the Maintenance Account at June 30, 1943							\$36,129.49
Balance in the Construction Account at June 30, 1943							60,620.95
Consolidated balance at June 30, 1943 available for Projects in Course of Construction							\$34,491.55
Add: Receipts from July 1, 1943 to June 30, 1944						1½¢ Gasoline Tax	\$95,530.14
Gross Amount Available for Expenditure and Completion of Projects to June 30, 1944						\$95,821.33	\$131,021.69

Charges to Revenue for Projects Completed July 1, 1943 to June 30, 1944:

Authori- zation Number	Date Authorized	Project Number	Description	Date Completed (Acctg. Record)	Total Cost
190-42	Dec. 23, 1941	WI-192X150	Bonus Payroll	Aug. 31, 1943	\$2,600.00
292-42	Feb. 17, 1942	201-150	White Haven - Meziack, Clearing R. W. ditching, W.P.A. Project	Sept. 30, 1943	9,494.66
291-42	Feb. 17, 1942	202-150	West Road, Grading and drainage	Nov. 30, 1943	535.32
290-42	Feb. 17, 1942	203-150	Meadow Bridge Road, 0.9 mi. gravel and surface treatment	Nov. 30, 1943	2,399.15
130-41	Oct. 19, 1943	113-42	Hayward Ave. 0.4 mi. gravel and surface treatment	Nov. 30, 1943	1,722.29
			Maintenance of County System of Roads and Bridges, Fiscal Year 1944	June 30, 1944	
			Roadways		21,986.08
			Roadside and Grade		18,394.22
			Drainage Structures and Facilities		6,439.47
			Bridges		9,626.57
			Oiling		6,438.30
			Miscellaneous		3,695.40
			Snow Removal		43.33
			Compensation Insurance		1,074.69
			Depreciation		4,257.41
					71,035.86
					88,218.19
					\$42,803.50

Remainder Available for Projects in Course of Construction at June 30, 1944

Work in Progress, June 30, 1944:

Authori- zation Number	Date Authorized	Project Number	Description	Amount Authorized	Disburse- ments to June 30, 1944	Estimated Expendi- tures to Complete
347-9	Feb. 28, 1939	WI-113X38-12	Albion to Delmar - Fiscal Year 1939	\$1,022.67	\$78.59	\$144.38
160-43	Feb. 9, 1943	113-91-12	Albion to Incorporated Towns, Fiscal Year 1943	\$2,484.00	2,229.05	254.35
		100-1-150	Johnson R. from east of Mt. Herman - Snow Hill		331.02	
		187-1-150	Snow Hill Road, Pred. Eng. costs		676.65	
		182-1-150	End of Mt. Herman Rd. Snow Hill, Pred. Eng. costs		1,036.64	
		192-1-150	White Haven - Coeks Corner, Pred. Eng. costs		1,819.33	
		192-1-150	White Haven - Coeks Corner, Pred. Eng. costs		1,245.21	
325-44	Apr. 4, 1944	210X12	Oiling and surface treatment of County Roads	20,433.10	762.40	19,670.70
302-44	Apr. 4, 1944	211X12	Improving certain County Roads	500.25	343.38	156.87
			Charges to be made to Revenue for Disbursements on Work in Progress	\$10,222.27		
			Cash on Hand, June 30, 1944			10,222.27
			Estimated Remainder to be Disbursed to Complete Work in Progress			\$32,581.23
			Balance before Increments from Federal Funds			20,226.50
			Add: Anticipated Revenue Accruing from Federal Appropriations			\$12,354.33
			Approximate Balance Available for Additional Projects at June 30, 1944			3,069.57
						\$15,414.90

FIGURES INDICATE RED FIGURES

STATEMENT OF ACCOUNTS—WORCESTER COUNTY
Maintenance and Construction Sections October 1, 1942 to June 30, 1943 and Consolidated Account to June 30, 1944

Authorization Number	Date Authorized	Project Number	Description	Maintenance		Construction	
				Gasoline Tax	Total Cost	Gasoline Tax	Total Cost
				\$16,599.58		\$48,515.61	
				33,818.54		37,236.96	
				\$50,418.12		\$85,752.57	
163-43	Feb. 9, 1943	142-12	Stockton-St. George's Island Rd. Additional Maintenance of County System of Roads and Bridges, Fiscal Year 1943	\$33,818.54		\$3,418.43	

Remainder Available for Projects in Course of Construction at September 30, 1942, per Financial Report to that date
 Remainder Available for Projects in Course of Construction at September 30, 1942, per Financial Report to that date
Add: Receipts from October 1, 1942 to June 30, 1943
 Gross Amounts Available for Expenditure and Completion of Projects to June 30, 1943
Charges to Revenue for Projects Completed October 1, 1942 to June 30, 1943:

Authorization Number	Date Authorized	Project Number	Description	Date Completed (Avg. Record)	Total Cost
				June 30, 1943	\$2.75
			26,469.10		
			9,976.68		
			5,854.09		
			3,885.41		
			1,904.57		
			1,537.14		
			1,418.26		
			1,117.30		
					\$51,318.85
					\$51,318.85
					\$669.73
					\$2.75
					\$85,749.82
					\$84,849.10

Overdrawn balance in the Maintenance Account at June 30, 1943
 Total
Balance in the Construction Account at June 30, 1943
Consolidated balance at June 30, 1943 available for Projects in Course of Construction
Add: Receipts from July 1, 1943 to June 30, 1944
 Gross Amount Available for Expenditure and Completion of Projects to June 30, 1944

Charges to Revenue for Projects Completed July 1, 1943 to June 30, 1944:

Authori- zation Number	Date Authorized	Project Number	Description	Date Completed (Acctg. Record)	Total Cost
330-42	Mar. 4, 1942	Wo-239X150	Bonus Payroll	Aug. 31, 1943	\$2,200.00
		216X2150	South Point Road, 1.2 mi. surface treatment	Dec. 31, 1943	5,966.84
		226X150	Whaleysville - Eliezer Church, surface treatment	Apr. 30, 1944	9.18
117-44	Oct. 13, 1943	142-12	Snow Hill - Candler Road, W. P. A. Project	Apr. 30, 1944	21.46
			Maintenance of County System of Roads and Bridges, Fiscal Year 1944	June 30, 1944	
			Roadways		36,418.17
			Roadside and Grade		16,293.19
			Drainage Structures and Facilities		4,351.43
			Bridges		4,416.66
			Oiling		8,642.29
			Miscellaneous		1,779.27
			Snow Removal		519.25
			Compensation Insurance		3,783.50
			Depreciation		
			Total		76,293.25
					\$4,400.73
					\$63,894.50

Remainder Available for Projects in Course of Construction at June 30, 1944

Work in Progress, June 30, 1944:

Authori- zation Number	Date Authorized	Project Number	Description	Amount Authorized	Disburse- ments to June 30, 1944	Estimated Expensi- tures to Complete
329-12	Mar. 4, 1942	Wo-23X150	Cedar Hall, Beaver Dam, 4.6 mi. surface treatment	\$16,610.60	\$8,086.95	\$8,523.65
331-12	Mar. 4, 1942	240X150	Airey's Lane Road 2.85 mi. gravel and surface treatment	24,177.60	10,247.21	13,930.39
27-44	July 28, 1943	24X150	Oiling certain County Roads	3,450.00	1,122.83	2,327.17
125-44	Oct. 13, 1943	251-12	Reserve for new construction	8,330.60		8,330.60
249-44	Feb. 23, 1944	254X12	Friendship twd. St. Martin's, Surface treatment	4,337.25	1,997.65	2,339.58
250-44	Feb. 23, 1944	255X12	Rt. 589 at Parkertown surface treatment	6,207.01	1,745.88	4,461.13
251-44	Feb. 23, 1944	256X12	South Point Road	10,731.00	5,777.64	5,003.96
252-44	Feb. 23, 1944	257X12	Berlin - Haslings Canning House, surface treatment	2,813.89	1,651.11	1,156.78
253-44	Feb. 23, 1944	258X12	Buckingham Cemetery twd. Germantown, Surface treatment	2,699.28	1,462.32	1,236.96
254-44	Feb. 23, 1944	259X12	Berlin twd. Hayes Landing, Surface treatment	4,838.51	2,028.14	2,810.37
300-44	June 1, 1944	262X150	Wesley Station - Cedar Town Road Slipping and Surface Treatment	4,025.00	349.10	3,675.90
			Charges to be made to Revenue for Disbursements on Work in Progress		\$34,677.43	
			Cash on Hand, June 30, 1944		\$59,187.16	
			Estimated Remainder to be Disbursed to Complete Work in Progress			\$53,644.83
			Balance before Increments from Federal Funds			\$5,542.27
			Add: Anticipated Revenue Accruing from Federal Appropriations			2,991.79
			Approximate Balance Available for Additional Projects at June 30, 1944			\$8,504.06

FIGURES INDICATE RED FIGURES

STATEMENT OF ACCOUNT—BALTIMORE CITY
October 1, 1942 to June 30, 1944

Exhibit 6
Schedule 28

Remainder Available for Projects in Course of Construction at September 30, 1942 per Financial Report to that date

Add: Receipts from October 1, 1942 to June 30, 1943
July 1, 1943 to June 30, 1944

Gasoline Tax Refunds	Gasoline Tax Refunds
\$743,264.85	\$8,130.46
1,019,020.57	8,797.57
1,762,285.42	\$16,928.03
	1,779,213.45
	\$1,784,096.13

Gross Amount Available for Expenditure and Completion of Projects to June 30, 1944
Charges to Revenue for Projects Completed October 1, 1942 to June 30, 1944:

Authori- zation Number	Date Authorized	Project Number	Description	Date Completed (Accog. Record)	Total Cost
163-43	Feb. 9, 1943	BC-128-46-72	Baltimore City Share of Gasoline Tax for 1943	Aug. 31, 1943	\$752,176.48
			Total		\$752,176.48
			Remainder Available for Projects in Course of Construction at June 30, 1944		\$1,031,919.65

Work in Progress, June 30, 1944:

Authori- zation Number	Date Authorized	Project Number	Description	Amount Authorized	Disburse- ments to June 30, 1944	Estimate Expendi- tures to Complete
		BC-128-47-72	Baltimore City Share of Gasoline Tax for 1944		\$928,782.02	\$928,782.02
			Charges to be made to Revenue for Disbursements on Work in Progress		\$928,782.02	\$928,782.02
			Cash on Hand, June 30, 1944			\$103,137.63

Estimated Remainder to be Disbursed to Complete Work in Progress

Approximate Balance Available for Additional Projects at June 30, 1944

None
\$103,137.63

**STATEMENT OF ACCOUNT
GRADE ELIMINATION
(1/2 CENT GASOLINE TAX)
October 1, 1942, to June 30, 1944**

Schedule 29

Remainder Available for Projects in Course of Construction at September 30, 1942, per financial report to that date
Revenue Balance of the Special Construction Fund of 1944, consolidated with Grade Elimination Fund by Journal in prior period

Add: Receipts from October 1, 1942 to June 30, 1943
July 1, 1943 to June 30, 1944

Gross Amount Available for Expenditure and Completion of Projects to June 30, 1944

Authori- zation Number	Date Authorized	Project Number	Description	Date Completed (Accepr Record)	Total Cost
C 142-27			Bridge over Elk River- Additional costs	Oct. 31, 1942	\$6.80
B 316-1428			Philadelphia Road, City line-Golden Ring -Additional costs	Oct. 31, 1942	23.34
H 188-48			Philadelphia Road, Alentown-Havre de Grace, Additional costs	Oct. 31, 1942	8.26
AA 195-179			Fort Smallwood Road to Jarochville, Additional costs	Nov. 30, 1942	1.20
			Transferred to Chesapeake Beach Fund	Nov. 30, 1942	7,298.67
M 271-448			Chestnut Ave., Additional costs	Dec. 31, 1942	41.86
H 187-48			Philadelphia Road near Belemup-Alentown, Additional costs	Dec. 31, 1942	9.75
B 317-48			Philadelphia Road, Cawenton, Golden Ring, Additional costs	Apr. 30, 1943	107.60
			Transferred to Chesapeake Bay Ferry System Debt Service Account	May 31, 1943	\$75.00
H 0 82-38			Baltimore-Washington, Blvd., Patuxent River Bridge to Elkridge, Additional costs	June 30, 1943	16.50
B 317-1428			Philadelphia Road, Golden Ring-Cawenton, Additional costs	June 30, 1943	7.35
B 318-48			Philadelphia Road, Cawenton, Harford County line, Additional costs	June 30, 1943	.90
W 187-625			Hagerstown Myresville-Fredrick Road, Additional costs	Sept. 30, 1943	2.20
			Transferred to Federal Grade Elimination-1939 Appropriation	Oct. 31, 1943	46,888.46
W 188-625			Hagerstown Myresville-Fredrick Road, Additional costs	Feb. 29, 1944	37.00
M 77-33			Kensington Grade Elimination, Additional costs	June 30, 1944	33.50
			Total		55,197.39

Adjustment of Receipts to Reconstruction Fund, applicable to June 1944

Received from 1/2 Cent Grade Elimination Tax for Contingent Maintenance State Roads System
Remainder available for Projects in course of Construction at June 30, 1944:

Work in Progress, June 30, 1944:

Authori- zation Number	Date Authorized	Project Number	Description	Amount Authorized	Disburse- ments to June 30, 1944	Estimated Expenditures to Complete
295-3	Mar. 2, 1933	A 103-63	Harrison St. Grade Elimination, Prel. Eng. Costs	\$500.00	\$671.76	\$30.63
226-3	Jan. 17, 1933	AA 107-33	Lehigh Grade Elimination, Prel. Eng. Costs	900.00	869.37	
570-2	Aug. 17, 1932	Ch 124-57	Philadelphia Road, City Line to near Golden Ring	10,850.00	429.92	9,908.04
644-2	Sept. 13, 1932	H 153-43	Bridge over Patuxent River at Morgantown	23,861.83	941.96	
645-2	Sept. 22, 1932	H 153-143	Fallston Grade Elimination	300.00	32,534.58	300.00
			Fallston Grade Elimination, Md. and Penna. R. R. costs	300.00		
			Changes to be made to Revenue for Disbursements on Work in Progress	\$35,447.59		
			Cash on Hand, June 30, 1944			
			Estimated Remainder to be Disbursed to Complete Work in Progress	\$1,664,587.53		
			Approximate Balance Available for Addition Projects and for application to overdrafts in other construction funds at June 30, 1944			
						\$10,238.67
						\$4,654,348.96

1/2 Cent Gasoline Tax

Other

\$4,391,482.92

397,937.65

\$4,086,475.27

\$3,250.00

10,407.85

\$3,657.85

1,595,815.04

\$5,682,290.31

Total Cost

\$6.80

23.34

8.26

1.20

7,298.67

41.86

9.75

107.60

\$75.00

16.50

7.35

.90

2.20

46,888.46

37.00

33.50

55,197.39

\$5,927,092.92

15,779.11

\$5,944,352.81

97,317.69

\$4,700,035.12

Estimated

Expenditures

to Complete

\$30.63

9,908.04

300.00

35,447.59

\$1,664,587.53

10,238.67

\$4,654,348.96

Exhibit 6

**STATEMENT OF ACCOUNT
FEDERAL GRADE ELIMINATION FUND
1936 APPROPRIATION
October 1, 1942, to June 30, 1944**

Schedule 30

Overdrawn Balance in the Revenue Account at September 30, 1942, per Financial Report to that date
Add: Receipts from October 1, 1942 to June 30, 1943
July 1, 1943 to June 30, 1944

	Federal Government	Other
	\$7,700.00	\$15,116.10
	<u>\$7,700.00</u>	<u>\$15,116.10</u>
		<u>\$82,691.77</u>

Gross Amount Available for Expenditure and Completion of Projects to June 30, 1944
Charges to Revenue for Projects Completed October 1, 1942 to June 30, 1944:

Authori- zation Number	Date Authorized	Project Number	Description	Additional Costs	Date Completed (Acct Record)	Total Cost
		B-108-2-421	Approaches to Glen Morris Grade Elimination.		June 30, 1943	\$9.97
						<u>\$9.97</u>

Overdrawn Balance in the Revenue Account at June 30, 1944

Work in Progress, June 30, 1944:

Authori- zation Number	Date Authorized	Project Number	Description	Amount Authorized	Disburse- ments to June 30, 1944	Estimated Expenditures to Complete
		B-325-421	Ruxton Grade Elimination, Pred. Eng. Costs		\$10.01	
		B-332-421	Arbitus-Halethorpe Grade Elimination, Pred. Eng. Costs		7,579.52	
		Ce-168-221	Northeast Grade Elimination, Pred. Eng. Costs		7,714.14	
223-3	Jan. 20, 1933	H-138-421	Aberdeen Grade Elimination over B. and O. R. R.	\$500.00	7,366.55	
		H-138-1-421	Approaches to Aberdeen Grade Elimination		14.86	
		H-138-2-421	Approaches to Aberdeen Grade Elimination		74.40	
		M-117-7-321	Rockville Grade Elimination		106.15	
220-43	Mar. 30, 1943	P-300-521	Landover Grade Elimination	2,819.00	32.25	
		W-328-621	Flashing light signal at Seminary Ave. in Hancock		1,309.07	
			Charges to be made to Revenue for Disbursements on Work in Progress		\$16,502.88	16,502.88

Cash Position Overdrawn, June 30, 1944

Estimated Remainder to be Disbursed to Complete Work in Progress

Overdrawn Balance before Increments from Federal Funds

Add: Anticipated Revenue Accruing from Federal Appropriations

Approximate Overdrawn Position at June 30, 1944

	Federal Government	Other
	\$879,394.62	\$2,786.72
	<u>\$881,091.34</u>	<u>\$2,786.72</u>
	173,391.27	\$706,000.07

ITALICS INDICATE RED FIGURES.

**STATEMENT OF ACCOUNT
FEDERAL GRADE ELIMINATION FUND—1938 Appropriation**
October 1, 1942 to June 30, 1944

Exhibit 6
Schedule 31

Transferred from Federal Aid of 1938	\$210,063.73
Other	\$155.77
	\$16,000.00
	\$155.77
	\$2,250.00
	\$202,314.42

Federal Government	
\$31,476.95	
4,618.27	
\$36,094.92	

Remainder Available for Projects in Course of Construction at September 30, 1942, per Financial Report to that date
Add: Receipts from October 1, 1942 to June 30, 1943
July 1, 1943 to June 30, 1944

Completed	Date	Description	Total Cost
Acctg. Record	Nov. 30, 1942	Revenue transferred to 1936 Flood Relief	\$50,759.86
	Feb. 28, 1943	Leslie Grade Elimination, Northeast to Bayview Road. Additional costs	105.00
			\$50,864.86

Gross Amount Available for Expenditure and Completion of Projects to June 30, 1944
Charges to Revenue for Projects Completed, October 1, 1942 to June 30, 1944:

Authori- zation Number	Date Authorized	Project Number	Description	Total Cost
		Co-104-1-422	Revenue transferred to 1936 Flood Relief Leslie Grade Elimination, Northeast to Bayview Road. Additional costs	\$50,864.86

Remainder Available for Projects in Course of Construction at June 30, 1944
Charges to be made to Revenue for Disbursements on Work in Progress

Cash on Hand, June 30, 1944
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 June 30, 1944

50,864.86	
\$211,450.56	
None	
\$211,450.56	
None	
\$211,450.56	
43,007.11	
\$255,006.97	

Exhibit 6
Schedule 32

STATEMENT OF ACCOUNT
FEDERAL GRADE ELIMINATION FUND—1939 Appropriation
October 1, 1942, to June 30, 1944

Authori- zation Number	Date Authorized	Project Number	Description	Date Completed (Acctg. Record)	Total Cost	Federal Government	Transferred from other funds
34-41	May 20, 1941	P-385-3-543	Branchville, Lowering tracks of Capital Transit Co.	Nov. 30, 1942	\$1,263.01	\$01,709.78	
43-41	July 1, 1941	P-435-543	Rhode Island and Metrose Aves., Traffic Signal	Nov. 30, 1942	11,199.21	371,795.88	
53-41	Aug. 1, 1941	P-535-4-543	Branchville Rd. and Sims property, adjustment	Dec. 31, 1942	2,435.46		
68-42	Sept. 29, 1942	W-312-4-643	Antietam Grade Elimination, Right-of-way costs	Feb. 28, 1943	1,210.53		
47-41	June 19, 1941	P-385-1-543	Branchville Road, Edmondson-Greenbelt Rd. to Washington Blvd.	Apr. 30, 1944	563,569.40		
					\$550,117.61		
					\$116,611.95		

Overdrawn Balance in the Revenue Account at June 30, 1944

Work in Progress, June 30, 1944:

Authori- zation Number	Date Authorized	Project Number	Description	Amount Authorized	Disburse- ments to June 30, 1944	Estimated Expenditures to Complete
		B-460-443	Flashing Light Signal, M and P. R. R. at Long Green		\$2,198.35	
		B-661-443	Flashing Light Signal, M and P. R. R. at Hillen Road, Towson		183.74	
		C1-251-343	Flashing Light Signal, B and O. R. R. at Henryton		2,241.83	
		P-309-2-843	Landsaver Grade Elimination approaches		11.54	
		W-312-4-643	Antietam Grade Elimination and approaches, Additional Costs		897.59	
		W-312-4-643	Antietam Grade Elimination, Property adjustments		903.23	
					\$6,436.28	6,436.28

Charges to be made to Revenue for Disbursements on Work in Progress

Cash Position Overdrawn, June 30, 1944

Estimated Remainder to be Disbursed to Complete Work in Progress

Balance before Increments from Federal Funds	\$133,048.29
Add: Anticipated Revenue Accruing from Federal Appropriation	None
Approximate Overdrawn Position at June 30, 1944	\$133,048.29
	9,926.78
	\$113,121.45

FIGURES INDICATE RED FIGURES.

STATEMENT OF ACCOUNT
FEDERAL GRADE ELIMINATION FUND—1940 Appropriation
 October 1, 1942, to June 30, 1944

Exhibit 6
Schedule 33

Remainder Available for Projects in Course of Construction at September 30, 1942, per Financial Report to that date
 Add: Receipts from October 1, 1942 to June 30, 1943
 July 1, 1943 to June 30, 1944

Gross Amount Available for Expenditure and Completion of Projects to June 30, 1944
Charges to Revenue for Projects Completed October 1, 1942 to June 30, 1944:

Author-ization Number	Date Authorized	Project Number	Description	Date Completed (Acctg. Record)	Total Cost	Federal Government	Other
393-41	June 10, 1941	Ho-199-3344 Ho-196-5411	Jessups to Baltimore-Washington Blvd. Flashing Light Signal at B. and O. R. R. in Hollolfield	Nov. 30, 1942 Apr. 30, 1944	\$126,422.08 3,137.29	412,180.87 2,350.13	\$202.88 127.38
			Revenue transferred to 1939 Federal Grade Elimination Fund	Apr. 30, 1944	288,000.00	444,531.00	\$330.46
					\$417,559.37		\$66,232.45

Remainder Available for Projects in Course of Construction at June 30, 1944
Work in Progress, June 30, 1944:

Author-ization Number	Date Authorized	Project Number	Description	Amount Authorized June 30, 1944	Disburse-ments to June 30, 1944	Estimated Expenditures to Complete
					\$1.04	
		AA-198-3344	Jessups Grade Elimination. Force Account work by B. and O. R. R.			
		Ho-199-3344	Flashing Light Signal at B. and O. R. R. in Saunders Range		4,565.23	
		AA-284-3344	Flashing Light Signal at B. and O. R. R. in North Linthicum		3,475.45	
		AA-306-3344	Flashing Light Signal at B. and O. R. R. in Woodbine		2,264.48	
		CI-243-3344	Flashing Light Signal at B. and O. R. R. in Sykesville		2,296.83	
		CI-244-3344	Flashing Light Signal at B. and O. R. R. in Point of Rocks		2,899.16	
		F-372-544	Flashing Light Signal at B. and O. R. R. in Hanover		5.49	
		Ho-199-5344	Flashing Light Signal at B. and O. R. R. in Derwood		6,118.82	
		W-337-3344	Flashing Light Signal at B. and O. R. R. in Gaithersburg		5,984.11	
		F-328-344	Flashing Light Signal at B. and O. R. R. in Bladensburg		6,570.26	
		F-430-844	Flashing Light Signal at B. and O. R. R. in Centex		3.66	
		F-431-844	Flashing Light Signal at B. and O. R. R. in Sunnyside		2,476.60	
		W-337-644	Flashing Light Signal at B. and O. R. R. in Weverton		2,128.37	
					\$41,520.10	

Changes to be made to Revenue for Disbursements on Work in Progress

Cash on Hand, June 30, 1944

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 June 30, 1944

ITALICS INDICATE RED FIGURES.

Exhibit 6
Schedule 34

**STATEMENT OF ACCOUNT
FEDERAL GRADE ELIMINATION FUND—1941 Appropriation
October 1, 1942, to June 30, 1944**

Authority Number	Date Authorized	Project Number	Description	Date Completed (Acctg. Record)	Total Cost	Transferred from Federal Grade Elimination of 1942
388-41	June 5, 1941	P-300-1-551	Defense Highway, Landover Rd. Awd. Marlboro	Feb. 29, 1944	\$410,584.35	\$33,480.19
552-41	Sept. 3, 1941	(AA-198-1-351) (HO-199-1-351)	Jessups Grade Separation and approaches	Apr. 30, 1944	217,741.92	\$70,753.54
						\$628,326.27
						\$557,572.73

Remainder Available for Projects in Course of Construction at September 30, 1942, per Financial Report to that date
Add: Receipts and Revenue transferred from October 1, 1942 to June 30, 1944

Gross Amount Available for Expenditure and Completion of Projects to June 30, 1944
Charges to Revenue for Projects Completed, October 1, 1942 to June 30, 1944:

Overdrawn Balance in the Revenue Account at June 30, 1944
Work in Progress, June 30, 1944:

Authority Number	Date Authorized	Project Number	Description	Amount Authorized	Disbursements to June 30, 1944	Estimated Expenditures to Complete
568-41	Sept. 23, 1941	P-300-3-551	Landover Grade Elimination, Reimburse Penna. R. R	\$42,500.00	\$33,500.27	\$8,909.73
					\$33,500.27	\$3,500.27
						\$504,163.00
						\$8,909.73

Cash Position Overdrawn, June 30, 1944

Estimated Remainder to be Disbursed to Complete Work in Progress

Overdrawn Balance before Increments from Federal Funds
Add: Anticipated Revenue Accruing from Federal Appropriations

Approximate Overdrawn Position at June 30, 1944

ITALICS INDICATE RED FIGURES.

**STATEMENT OF ACCOUNT
FEDERAL GRADE ELIMINATION FUND—1942 APPROPRIATION
October 1, 1942, to June 30, 1944**

Exhibit 6
Schedule 35

Remainder Available for Projects in Course of Construction at September 30, 1942, per Financial Report to that date
Add: Receipts from October 1, 1942 to June 30, 1943
July 1, 1943 to June 30, 1944

Federal
Government
\$190,000.00

30,400.00
\$221,000.00

Gross Amount Available for Expenditure and Completion of Projects to June 30, 1944
Charges to Revenue for Projects Completed October 1, 1942 to June 30, 1944:

Authoriza- tion Number	Date Authorized	Project Number	Description	Date Completed (Acctg. Record)	Total Cost
			Revenue transferred to Federal Grade Elimination—1941 Appropriation	Apr. 30, 1944	\$33,480.19
					\$33,480.19

Remainder Available for Projects in Course of Construction at June 30, 1944
Charges to be made to Revenue for Disbursements on Work in Progress

Cash on Hand, June 30, 1944
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 June 30, 1944

33,480.19
\$187,519.81
None
\$187,519.81
None
\$187,519.81
None
\$187,519.81

**STATEMENT OF ACCOUNT
FEDERAL GRADE ELIMINATION FUND—1943 APPROPRIATION
October 1, 1942, to June 30, 1944**

Exhibit 6
Schedule 36

Remainder Available for Projects in Course of Construction at September 30, 1942, per Financial Report to that date
Add: Receipts from October 1, 1942 to June 30, 1944

Transferred
from Re-
construction
Fund
\$50,000.00
None
\$50,000.00
None
\$50,000.00
None
\$50,000.00
None
\$151,144.30

Gross Amount Available for Expenditure and Completion of Projects to June 30, 1944
Charges to Revenue for Projects Completed, October 1, 1942 to June 30, 1944

Remainder Available for Projects in Course of Construction at June 30, 1944
Charges to be made to Revenue for Disbursements on Work in Progress

Cash on Hand, June 30, 1944
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 June 30, 1944

STATEMENT OF ACCOUNT
REGULAR FEDERAL AID—1937 Appropriation
 October 1, 1942, to June 30, 1944

Exhibit 6
 Schedule 37

Overdrawn Balance in the Revenue Account at September 30, 1942, per Financial Report to that date						Federal Government
Add: Receipts from October 1, 1942 to June 30, 1943						\$331,449.77
July 1, 1943 to June 30, 1944						1,568.57
						\$41,770.79
						<i>\$189,678.98</i>
Gross Amount Available for Expenditure and Completion of Projects to June 30, 1944						
Charges to Revenue for Projects Completed October 1, 1942 to June 30, 1944:						
Authori- zation Number	Date Authorized	Project Number	Description	Date Completed (Acctg. Record)	Total Cost	
		A217-629	National Pike, West of Exitus Creek to Wolfe Hill.	Oct. 31, 1942	\$291.96	
		B385-429	Revenue transferred to Flood Relief Account.	Nov. 30, 1942	\$186,108.00	
		W184-629	Liberty Road at North Branch; Additional Costs	June 30, 1943	.88	
			National Pike, Bridge over Licking Creek; Additional Costs	Feb. 28, 1944	2.00	
					\$186,402.84	
						<i>\$376,681.82</i>
						None
						<i>\$376,681.82</i>
						None
						<i>\$376,681.82</i>

Overdrawn Balance in the Revenue Account at June 30, 1944
 Charges to be made to Revenue for Disbursements on Work in Progress

Cash Position Overdrawn, June 30, 1944
 Estimated Remainder to be Disbursed to Complete Work in Progress

Approximate Overdrawn Position at June 30, 1944

ITALICS INDICATE RED FIGURES.

**STATEMENT OF ACCOUNT
REGULAR FEDERAL AID—1938 Appropriation
October 1, 1942 to June 30, 1944**

Exhibit 6

Schedule 38

Federal Government
\$2,826.14
16,720.85
\$19,546.99

Remainder Available for Projects in Course of Construction at September 30, 1942, per Financial Report to that date
Add: Receipts from October 1, 1942 to June 30, 1944

Gross Amount Available for Expenditure and Completion of Projects to June 30, 1944
Charges to Revenue for Projects Completed October 1, 1942 to June 30, 1944:

Authori- zation Number	Date Authorized	Project Number	Description	Date Completed (Accog. Record)	Total Cost
742-9	Aug. 8, 1939	B-379-1-430	Sparrows Point Road, Sparrows Point to Wise Ave. Grade, drain and etc.	Mar. 31, 1943	\$294,394.54
		S-85-1-130	Crisfield-Hopewell, Additional Costs	May 31, 1943	38.95
		C-1-195-1-330	Liberty Road, North Branch twd. Eldersburg, Additional Costs	June 30, 1943	87
		C-2-269-2-80	Philadelphia Road, Northeast to Elkton, Additional Costs	July 31, 1943	179.65
		P-281-4-530	New Hampshire Ave. University Lane twd. White Oak, Additional Costs	Aug. 31, 1943	28.00
		C-102-1-530	Sobomons Island Road, Additional Costs	Mar. 31, 1944	10.01
					\$294,322.72

Overdrawn Balance in the Revenue Account at June 30, 1944

Authori- zation Number	Date Authorized	Project Number	Description	Amount Authorized	Disburse- ments to June 30, 1944	Estimated Expenditures to Complete
		AA-293-330	Annapolis By-pass, Prel. Eng. Costs	\$7,398.53		
		B-342-436	Wilkins Ave. and Washington Blvd., Prel. Eng. Costs	7,270.54		
		Ho-193-2-330	Edmondson Ave. extended, Claggett property adjustment	15.59		
			Charges to be made to Revenue for Disbursements on Work in Progress	\$14,684.66		
						14,684.66
						\$271,967.73

Cash Position Overdrawn, June 30, 1944

Estimated Remainder to be Disbursed to Complete Work in Progress

Approximate Overdrawn Position at June 30, 1944

FIGURES INDICATE RED FIGURES

None
None
\$89,650.00
None
\$89,650.00

STATEMENT OF ACCOUNT
REGULAR FEDERAL AID—1939 Appropriation
 October 1, 1942 to June 30, 1944

Exhibit 6

Schedule 39

Remainder Available for Projects in Course of Construction at September 30, 1942, per Financial Report to that date Add: Receipts from October 1, 1942 to June 30, 1943 July 1, 1943 to June 30, 1944	Federal Government \$748,79 1,965,001.04 \$196,749.83	Other \$4,055.00 1,505.00 \$5,560.00
Gross Amount Available for Expenditure and Completion of Projects to June 30, 1944 Charges to Revenue for Projects Completed, October 1, 1942 to June 30, 1944:	202,309.83	\$376,337.82

Authori- zation Number	Date Authorized	Project Number	Description	Date Completed (Acctg. Record)	Total Cost
		W-180-1-433	Bridge over Shiversway Bay, Additional Costs	Oct. 31, 1942	\$78.88
		C-209-1-233	Philadelphia Road, Northeast to Beacon Hill, Additional Costs	Oct. 31, 1942	1.35
		C-129-1-333	Toward Solomon Islands, Additional Costs	Nov. 30, 1942	66.20
243-40	May 7, 1940	C-185-2-233	Philadelphia Road, Elkton to Chesapeake City Road	Jan. 31, 1943	523,561.00
263-41	Feb. 18, 1941	C-209-2-233	Philadelphia Road, Northeast to Elkton, Gieka property adjustment	May 31, 1943	2,464.73
		C-185-2-233	Philadelphia Road, Elkton to Chesapeake City, Force account work	Oct. 31, 1943	26,132.32
		C-208-2-233	Revenue transferred to Federal Grade Elimination of 1938	Oct. 31, 1943	16,000.00
			Philadelphia Road, Broad Creek to Northeast, Additional Costs	Feb. 29, 1944	5.89
			Philadelphia Road, Broad Creek to Northeast, Additional Costs	Feb. 29, 1944	17,885.10
					\$586,195.47

Overdrawn Balance in the Revenue Account at June 30, 1944
Work in Progress, June 30, 1944:

Authori- zation Number	Date Authorized	Project Number	Description	Amount Authorized	Disburse- ments to June 30, 1944	Estimated Expenditures to Complete
		T-73-233	Bridge over Peach Blossom Creek, Pref. Eng. Costs		\$8,053.89	
		T-73-1-233	Eastern to Peach Blossom Creek		46,528.26	
		T-73-3-233	Eastern-Trapeze Road, Channelization		168.71	
			Charges to be made to Revenue for Disbursements on Work in Progress		\$55,350.86	
						\$55,350.86

Cash Position Overdrawn, June 30, 1944.
 Estimated Remainder to be Disbursed to Complete Work in Progress
Overdrawn Balance before Increments from Federal Funds
 Add: Anticipated Revenue Accruing from Federal Appropriations
Approximate Overdrawn Position at June 30, 1944

	None	
		\$264,608.51
		18,750.10
		\$245,858.51

ITALICS INDICATE RED FIGURES.

STATEMENT OF ACCOUNT
REGULAR FEDERAL AID—1940 Appropriation
October 1, 1942, to June 30, 1944

Exhibit 6

Schedule 40

Remainder Available for Projects in Course of Construction at September 30, 1942, per Financial Report to that date
Add: Receipts from October 1, 1942 to June 30, 1943
July 1, 1943 to June 30, 1944

Federal Government
\$760,260.76
22,521.73
\$782,782.49

Gross Amount Available for Expenditure and Completion of Projects to June 30, 1944
Charges to Revenue for Projects Completed October 1, 1942 to June 30, 1944:

Authoriz- ation Number	Date Authorized	Project Number	Description	Date Completed Acctg. Received	Total Cost
441-40	June 27, 1940	W-1824-431	National Pike, Bridge and approach, Tomoloway Creek	Nov. 30, 1942	\$273,809.53
369-41	May 28, 1941	C-2908-3-254	Philadelphia Road, Toys Hill to Northeast, Roadside beautification	Dec. 31, 1942	29,507.35
443-41	July 1, 1941	C-1295-4-334	Francis Scott Key Hwy., N. of Brorville (wd. Keymar. Additional Costs	Mar. 31, 1943	127.18
508-41	Aug. 11, 1941	B-3346-4-434	Edmondson Ave., City Line to Rolling Road	Mar. 31, 1943	537,255.06
		T-73-2-254	Peach Blossom Creek to Frappie, Additional Costs	June 30, 1943	9.00
		B-3346-3-434	Edmondson Ave., Relocating of Water Bureau Station	July 31, 1943	6,506.37
					\$47,749.69
					\$10,037.47

Overdrawn Balance in the Revenue Account at June 30, 1944

Work in Progress, June 30, 1944:

Authoriz- ation Number	Date Authorized	Project Number	Description	Amount Authorized June 30, 1944	Disburse- ments to June 30, 1944	Estimated Expenditures to Complete
		C-214-4-434	Aiken Road to Principio, Roadside beautification	\$364.02		
			Charges to be made to Revenue for Disbursements on Work in Progress		\$364.02	364.02
						\$10,368.49

Cash Position Overdrawn, June 30, 1944

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 Appropriations
Revenue to be transferred to Special Account for Studies of Baltimore-Washington Boulevard

\$158,406.54
144,000.00

Approximate Balance Available for Additional Projects at June 30, 1944

18,406.54
\$7,408.05

ITALICS INDICATE RED FIGURES.

Exhibit 6

**STATEMENT OF ACCOUNT
REGULAR FEDERAL AID—1941 Appropriation**
October 1, 1942, to June 30, 1944

Schedule 41

Remainder Available for Projects in Course of Construction at September 30, 1942, per Financial Report to that date.....	Federal Government	\$1,750,984.71
Add: Receipts from October 1, 1942 to June 30, 1943.....		\$218,700.00
July 1, 1943 to June 30, 1944.....		23,976.07
		\$242,676.07
		\$1,993,660.78

Gross Amount Available for Expenditure and Completion of Projects to June 30, 1944
Charges to Revenue for Projects Completed October 1, 1942 to June 30, 1944:

Authori- zation Number	Date Authorized	Project Number	Description	Date Completed (Acctg. Record)	Total Cost
430-41	June 24, 1941	Ch-202-1-546	Newburg Road to Allens Fresh, 2.122 mi. surfacing	Jan. 31, 1943	\$223,831.93
		B-336-446	Edmondson Ave., City Line-Pataasco River, Additional Costs	Mar. 31, 1943	8.63
229-42	Dec. 31, 1941	Ce-205-5-246	Philadelphia Road, Northeast-Red Mill, Roadside Beautification	Apr. 30, 1943	32,225.77
441-41	July 1, 1941	Wo-180-5-146	Sinepouxent Bay-Herring Creek, 1.65 mi. dual highway	Oct. 31, 1943	388,509.59
602-41	Sept. 25, 1941	Ch 210-1-546	Chapel Point Rd. to Riverside-La Plata Rd., Concrete surfacing	May 31, 1944	424,733.33
					\$1,069,329.25
					\$1,969,329.25

Remainder Available for Projects in Course of Construction at June 30, 1944

Authori- zation Number	Date Authorized	Project Number	Description	Amount Authorized	Disburse- ments to June 30, 1944	Estimated Expenditures to Complete
497-41	July 24, 1941	C-84-1-546	Huntington-Prince Frederick, 4.342 mi. concrete	\$343,892.18	\$346,156.13	
		M-299-1-346	New Hampshire Ave., Prince George County: Line tw.l. White Oak		298.53	
			Charges to be made to Revenue for Disbursements on Work in Progress		\$346,454.66	
						346,454.66
						\$577,876.87
						None
						\$577,876.87

Cash on Hand, June 30, 1944

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		\$197,836.18
Revenue to be transferred to Special Account for Construction of Middle River Underpass		178,000.00
Approximate Balance Available for Additional Projects at June 30, 1944		\$375,713.05

ITALICS INDICATE RED FIGURES.

Exhibit 6
Schedule 42

STATEMENT OF ACCOUNT
REGULAR FEDERAL AID—1942 Appropriation
October 1, 1942, to June 30, 1944

Remainder Available for Projects in Course of Construction at September 30, 1942, per Financial Report to that date Add: Receipts from October 1, 1942 to June 30, 1943 July 1, 1943 to June 30, 1944	Project Number	Date Authorized	Project Number	Description	Total Cost
	89-41	Dec. 10, 1940	P-281-5-552	New Hampshire Ave. University Lane (wd. White Oak), 1.800 mi.	\$121,501.50
	509-41	Sept. 24, 1941	M-290-1-352	Berlin-Ocean City Rd., Surfacing and reinforcing bridges over Herring Creek.	192,237.20
	446-42	Apr. 28, 1942	W-180-6-152	La Plata-Lyons Corner, Construction of roadway	380,751.37
					\$694,490.73
					\$1,294,973.40

Remainder Available for Projects in Course of Construction at June 30, 1944

Work in Progress, June 30, 1944:	Project Number	Date Authorized	Project Number	Description	Amount Authorized	Disburse- ments to June 30, 1944	Estimated Expenditures to Complete
	621-42	Aug. 19, 1942	D-144-1-152	Vienna-Mt. Holly, Prel. Eng. Costs	\$21,751.52	\$9,835.53	
	590-42	June 2, 1942	D-144-2-152	Vienna-Mt. Holly, Construction	285,008.50	26,428.13	
			F-382-652	Bridge over Charmanen River on Vienna-Mt. Holly Road		983.13	
			F-382-1-652	National Pike at Jug Bridge, Prel. Eng. Costs		5,765.20	\$36,396.80
			F-382-2-652	Bridge over Monocacy River at Frederick		180,892.93	104,115.57
				Charges to be made to Revenue for Disbursements on Work in Progress		\$409,250.64	
							\$885,713.79
Cash on Hand, June 30, 1941							140,512.37
Estimated Remainder to be Disbursed to Complete Work in Progress							\$745,291.39
Balance before Increments from Federal Funds and Revenue Transfers							175,844.00
Add: Anticipated Revenue Accruing from Federal Appropriations							56,456.60
Revenue to be transferred to Special Account for Construction of Middle River Underpass							\$899,045.39

ITALICS INDICATE RED FIGURES.

Exhibit 6
Schedule 43

STATEMENT OF ACCOUNT
REGULAR FEDERAL AID—1943 APPROPRIATION
October 1, 1942, to June 30, 1944

Remainder Available for Projects in Course of Construction at September 30, 1942, per Financial Report to that date
Add: Receipts from October 1, 1942 to June 30, 1943
July 1, 1943 to June 30, 1944

Gross Amount Available for Expenditure and Completion of Projects to June 30, 1944
Charges to Revenue for Projects Completed, October 1, 1942 to June 30, 1944:

Authori- zation Number	Date Authorized	Project Number	Description	Date Completed (Avege. Record)	Total Cost	Transferred from Recon- struction Account	None
Ch-221-2-556			Adjustments to George Lyon Property on LaPlata-Lyons Corner Rd.	May 31, 1943	\$6,281.70	\$1,082,207.00	
Ch-221-556			LaPlata to Lyons Corner—Pav. Eng. Costs	May 31, 1944	5,585.93	\$1,082,207.00	
					\$12,040.63		\$1,082,207.00
							\$1,070,166.37

Remainder Available for Projects in Course of Construction at June 30, 1944

Work in Progress June 30, 1944:

Authori- zation Number	Date Authorized	Project Number	Description	Amount Authorized	Disburse- ments to June 30, 1944	Estimated Expenditures to Complete
91-44	Sept. 21, 1943	C-164-556	Solomons Island Road near Laisly, Prof. Eng. Costs	\$3,012.43		
		C-164-1-556	Solomons Island Road, Prince Frederik twd. Solomons Island, 3.13 mi. gravel	\$166,261.33	93,276.45	\$72,984.88
		C-164-2-556	Solomons Island Rd., near Laisly Surfacing	70.27	\$96,359.15	
			Charges to be made to Revenue for Disbursements on Work in Progress		\$96,359.15	
						\$973,807.22
						\$72,984.88

Cash on Hand, June 30, 1944

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 June 30, 1944

\$900,829.34	\$72,984.88	\$1,073,814.22
671,899.71		\$1,572,822.05

REPORT OF THE STATE ROAD COMMISSION

273

STATEMENT OF ACCOUNT SPECIAL CONSTRUCTION FUND OF 1936 October 1, 1942, to June 30, 1944

Exhibit 6

Schedule 44

Federal
Government
\$72,153.02
18,000.00
\$90,153.02

Balance in the Revenue Account at September 30, 1942, per financial report to that date
Add: Receipts from October 1, 1942 to June 30, 1943

Gross amount available for expenditure and completion of projects to June 30, 1944
Charges to Revenue for projects completed October 1, 1942 to June 30, 1944:

Authori- zation Number	Date Authorized	Project Number	Description	Date Completed Average	Total Cost
415-41	June 19, 1941	W 186-625	Hagerstown-Frederick Road Antietam Creek to Cannon Ave. 1.047 mi.	May 31, 1941	\$390,518.78
521-6	Sept. 16, 1936	W 101-625	Bridge over Antietam Creek on Hagerstown-Frederick Road	May 31, 1941	123,629.59
		H 118-425	Bagley on Shilpess Corner. Additional costs	May 31, 1941	7.50
		C 118-1,836	Widow Hughesville. Additional costs	Oct. 31, 1942	\$46.00
		A 218-636	National Pike. East approach to Green Ridge Mountain. Additional costs	Nov. 30, 1943	6.99

515,008.95
\$474,555.93

Overdrawn Balance in the Revenue Account at June 30, 1941

Work in Progress, June 30, 1944:

Authori- zation Number	Date Authorized	Project Number	Description	Amount Authorized	Date Completed June 30, 1944	Disburse- ments to Expenditures to Complete
		F-270-2-625	Hagerstown-Frederick Road, toward Myersville. Surfacing			\$397.78
		F-271-1-625	National Pike Hagerstown-Myersville			924.03
		F-272-1-625	National Pike Myersville-Bearbark Mountain			\$23.85
		F-273-1-625	National Pike-Bearbark Mountain-Frederick			359.11
545-41	Aug. 28, 1941	W 186-1-625	Hagerstown-Frederick Rd. Remove super elevations of B. & O. R. R.	\$1,000.00		\$2,399.25
436-42	Apr. 21, 1942	W 186K2-625	Hagerstown-Frederick Rd. Reimburse B. & O. R. R. for sign	50.00		50.00
		W 189-1-625	National Pike (wd). Myersville. Surfacing			799.00
		H-164-326	Edmondson Ave. to Columbia Pike. Additional cost			\$87.93
		A-218-636	National Pike, east approach to Green Ridge Mtn. Additional costs			677.28
		A-254-636	National Pike-Frostburg (wd). Eckhart			7,285.44
		K-97-236	Eastern Shore Boulevard. Prel. Eng. Costs			571.58
		Q-104-236	Eastern Shore Boulevard. Prel. Eng. Costs			571.58
		F-341-236	Eastern Shore Boulevard. Prel. Eng. Costs			571.58
		W-142-1-136	Subsidiary Vienna R-3rd			1,002.24
			Charges to be made to Revenue for Disbursements on work in progress			\$15,463.18

Cash Position Overdrawn at June 30, 1944

Estimated Remainder to be disbursed to complete work in progress

Balance before Inpayments from Federal Funds and Revenue transfers

Add: Anticipated Revenue accruing from Federal Appropriations

Approximate Overdrawn Position at June 30, 1944

FIGURES INDICATE RED FIGURES.

15,463.18
\$49,319.11
2,449.25
\$47,768.36
11,895.11
\$39,573.25

**STATEMENT OF ACCOUNT
OCEAN CITY BEACH PROTECTION
October 1, 1942 to June 30, 1944**

Exhibit 6

Schedule 45

Remainder Available for Projects in Course of Construction at September 30, 1942, per Financial Report to that date
Add: Receipts from October 1, 1942 to June 30, 1944

\$64,621.36
None

Gross Amount Available for Expenditure and Completion of Projects to June 30, 1944
Charges to Revenue for Projects Completed October 1, 1942 to June 30, 1944

\$64,621.36
None

Remainder Available for Projects in Course of Construction at June 30, 1944

\$64,621.36

Work in Progress, June 30, 1944

Authori- zation Number	Date Authorized	Project Number	Description	Amount Authorized	Disburse- ments to June 30, 1944	Estimated Expenditures to Complete
		Wo-171-1-1019	Coastal Highway, Ocean City to Delaware Line		\$2,530.49	
		Wo-171-4-1019	Adjustments to Seaman and Litzkus properties		74.09	
		Wo-229-1019	Bulkhead at S. Division St. in Ocean City		17.53	
465-41	July 29, 1941	Wo-233X1019	Repairing sand fence, Ocean City to Delaware Line Road	\$3,450.00	2,910.00	\$539.94
			Charges to be made to Revenue for Disbursements on Work in Progress		\$5,532.17	

Cash on Hand, June 30, 1944

5,532.17

Estimated Remainder to be Disbursed to Complete Work in Progress

\$59,089.19

\$539.94

Approximate Balance Available for Additional Projects at June 30, 1944

\$58,549.25

**STATEMENT OF ACCOUNT
NORTH BEACH PROTECTION
October 1, 1942, to June 30, 1944**

Exhibit 6
Schedule 46
\$43,494.41
None
\$43,494.41

Remainder Available for Projects in Course of Construction at September 30, 1942, per Financial Report to that date
Add: Receipts from October 1, 1942 to June 30, 1944

Gross Amount Available for Expenditure and Completion of Projects to June 30, 1944
Charges to Revenue for Projects Completed October 1, 1942 to June 30, 1944:

Authori- zation Number	Date Authorized	Project Number	Description	Date Completed (Acctg. Record)	Total Costs
351-42	Mar. 4, 1942	C-144-531	North Beach Sea Wall. Additional Prod. Eng. Costs	May 31, 1943	\$35.62
		C-144-531	Timber bulkhead along Chesapeake Bay at North Beach	Aug. 31, 1943	41,444.13
					\$41,479.75

Remainder Available for Projects in Course of Construction at June 30, 1944
Charges to be made to Revenue for Disbursements on Work in Progress

Cash on Hand, June 30, 1944
Estimated Remainder to be Disbursed to Complete Work in Progress

Balance Available for Additional Projects at June 30, 1944

41,479.75
\$2,514.66
None
\$2,514.66
None
\$2,514.66

REPORT OF THE STATE ROADS COMMISSION

STATEMENT OF ACCOUNT
 1936 FLOOD RELIEF
 October 1, 1942 to June 30, 1944

Exhibit 6
 Schedule 47

Overdrawn Balance in the Revenue Account at June 30, 1944	Project Number	Date Authorized	Description	Amount Authorized	Disbursements to June 30, 1944	Estimated Expenditures to Complete
Overdrawn Balance in the Revenue Account at September 30, 1942, per Financial Report to that date						
Add: Receipts from October 1, 1942 to June 30, 1943						
July 1, 1943 to June 30, 1944						
Gross Amount Available for Expenditure and Completion of Projects to June 30, 1944						
Charges to Revenue for Projects Completed October 1, 1942 to June 30, 1944:						
447-8	A-229 A-627 W-2002-627	Nov. 8, 1937	Replacing bents and bracing on span nearest Keyser, W. Va. wash-out Approaches to Potomac River Bridge at Sheplardstown. Additional Costs	\$33,433.28 \$33,433.28	\$186,108.00 \$186,108.00	\$1,589.68 3.00
						1,592.68
						\$79,679.37

Overdrawn Balance in the Revenue Account at June 30, 1944

Work in Progress, June 30, 1944:

Authori- zation Number	Date Authorized	Project Number	Description	Amount Authorized	Disburse- ments to June 30, 1944	Estimated Expenditures to Complete
481-6	Aug. 24, 1936	A-283-627	Bridge over Potomac River at McCool. Prel. Eng. Costs	\$3,200.00	\$1,000.31	\$1,000.31
487-41	July 15, 1941	W-204-627 W-204-2-627 W-204-3-627	Bridge over Potomac River at Sandy Hook. Prel. Eng. Costs Bridge over Potomac River at Sandy Hook. Construction Superstructure of Sandy Hook Bridge Road approach to Sandy Hook Bridge	316,609.25	303,520.67 1,896.81 3,991.26	\$13,088.58
			Charges to be made to Revenue for Disbursements on Work in Progress		\$335,460.33	\$335,460.33

Cash Position Overdrawn at June 30, 1941

Estimated Remainder to be Disbursed to Complete Work in Progress

Overdrawn Balance before Increments from Federal Funds, State Bonds and other states

Add: Anticipated Revenue Accruing from Federal Appropriations, State Bonds and other States

Approximate Balance Available for Additional Projects at June 30, 1944

					\$115,439.69	\$115,439.69
					\$13,088.58	\$13,088.58
					\$128,228.48	\$128,228.48
					713,500.00	713,500.00
					\$285,331.82	\$285,331.82

FIGURES INDICATE RED FIGURES.

STATEMENT OF ACCOUNT
PRISON LABOR
October 1, 1942 to June 30, 1944

Exhibit 6
Schedule 4s

Transferred From Reconstruction Fund	Other
\$100,000.00	\$44.25
	\$144,835.00
	100,044.25
	\$244,880.15

Remainder Available for Projects in Course of Construction at September 30, 1942, per Financial Report to that date
Add: Receipts from October 1, 1942 to June 30, 1944

Gross Amount Available for Expenditure and Completion of Projects to June 30, 1944
Charges to Revenue for Projects Completed, October 1, 1942 to June 30, 1944:

Authori- zation Number	Date Authorized	Project Number	Description	Date Completed Account Record	Total Cost
521-42	June 30, 1942	P-453X224	Powder Factory Road, 1.0 mi. Bituminous shoulders	Dec. 31, 1942	\$6,983.09
600-41	Sept. 25, 1941	Co-158X224	Two Johns Road to Route 414, Bituminous shoulders	Feb. 28, 1943	27,702.61
332-42	Mar. 4, 1942	P-479X224	Constructing 4.72 mi. bituminous shoulders in Prince George's County	Apr. 30, 1943	23,208.67
16-43	Oct. 27, 1942	Q-183X224	North approach to Centerville, Tarmish and place rip-rap gutters	July 31, 1943	1,898.63
					\$59,793.00
					\$185,087.15

Remainder Available for Projects in Course of Construction at June 30, 1944
Work in Progress, June 30, 1944:

Authori- zation Number	Date Authorized	Project Number	Description	Amount Authorized	Disburse- ments to June 30, 1944	Estimated Expenditures to Complete
82-43	Dec. 22, 1942	AA-331X2-324	South River Bridge to Central Ave. Bituminous shoulders	\$9,487.50	\$7,662.15	\$1,825.35
79-43	Dec. 22, 1942	AA-331X3-324	South River Bridge to Central Ave. Widening cuts and fills	24,067.76	26,669.65	
26-44	July 28, 1943	AA-335X1-324	State Route 214 at Central Ave. Constructing 10 ft. shoulders	34,500.00	2,249.11	32,250.89
333-42	Mar. 4, 1942	Co-165X224	Goldsboro-Ingleside, 7.9 mi. Bituminous shoulders	49,680.00	15,259.63	34,420.37
626-42	Sept. 1, 1942	Co-168X224	Two Johns-Bureau, Sand and bituminous shoulders	10,350.00	3,459.25	6,890.75
169-44	Nov. 9, 1943	Co-172X224	Preston-Bureau, Widening shoulders, Prof. Eng. Costs	1,150.00	493.26	656.74
330-44	Nov. 9, 1943	Co-175X224	Goldsboro to Queen Anne Co. Line, Replacing culverts	3,908.50	2,686.10	1,222.40
2-41	Oct. 29, 1940	Q-153X224	Church Hill-Wye Mills, Sand asphalt shoulders	132,480.00	121,462.58	10,987.42
			Ingleside to Caroline Co. Line, Prison labor		207.26	
329-44	Apr. 11, 1944	Q-163X224	Ingleside to Caroline Co. Line, Replacing culverts	874.57	590.40	314.17
					\$180,739.39	

Charges to be made to Revenue for Disbursements on Work in Progress

Cash on Hand, June 30, 1944

180,739.39

Estimated Remainder to be Disbursed to Complete Work in Progress

\$4,347.76

Approximate Overdrawn Position at June 30, 1944

\$88,568.09

ITALICS INDICATE RED FIGURES.

\$84,220.33

**STATEMENT OF ACCOUNT
FEDERAL APPROPRIATION OF 1942 FOR SECONDARY ROADS
October 1, 1942, to June 30, 1944**

Exhibit 6

Schedule 49

Remainder Available for Projects in Course of Construction at September 30, 1942, per Financial Report to that date	\$153,168.00
Add: Receipts from October 1, 1942 to June 30, 1944	None
Gross Amount Available for Expenditure and Completion of Projects to June 30, 1944	\$153,168.00
Charges to Revenue for Projects Completed, October 1, 1942 to June 30, 1944	None
Remainder Available for Projects in Course of Construction at June 30, 1944	\$153,168.00
Charges to be made to Revenue for Disbursements on Work in Progress	None
Cash on Hand, June 30, 1944	\$153,168.00
Estimated Remainder to be Disbursed to Complete Work in Progress	None
Balance before Increments from Federal Funds	\$153,168.00
Anticipated Revenue Accruing from Federal Appropriations	None
Approximate Balance Available for Additional Projects at June 30, 1944	\$153,168.00

STATEMENT OF ACCOUNT
FEDERAL APPROPRIATION OF 1943 FOR SECONDARY ROADS
 October 1, 1942, to June 30, 1944

Exhibit 6
 Schedule 50

Remainder Available for Projects in Course of Construction at September 30, 1942, per Financial Report to that date			
Add: Receipts from October 1, 1942 to June 30, 1943			
July 1, 1943 to June 30, 1944			
		Transferred from Re-construction Account	None
		\$185,636.00	\$185,636.00
			\$185,636.00
			None
Gross Amount Available for Expenditure and Completion of Projects to June 30, 1944			
Charges to Revenue for Projects Completed October 1, 1942 to June 30, 1944			
Remainder Available for Projects in Course of Construction at June 30, 1944			
Charges to be made to Revenue for Disbursements on Work in Progress			
Cash on Hand, June 30, 1944			
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 June 30, 1944			
			\$321,299.54

**STATEMENT OF ACCOUNT
SPECIAL FUND FOR CONSTRUCTION OF MIDDLE RIVER UNDERPASS
October 1, 1942, to June 30, 1944**

Exhibit 6

Schedule 51

Remainder Available for Projects in Course of Construction at September 30, 1942, per Financial Report to that date

Add: Receipts from October 1, 1942 to June 30, 1944

Gross Amount Available for Expenditure and Completion of Projects to June 30, 1944

Charges to Revenue for Projects Completed, October 1, 1942 to June 30, 1944:

Authori- zation Number	Date Authorized	Project Number	Description	Date Completed Acct. Record:	Total Cost
195-41	Feb. 20, 1941	B-440-1-460	Philadelphia Road east of B. and O. Overlead to Middle River Road	Feb. 28, 1943	\$329,688.99
355-41	May 13, 1941	B-440-5-460	Adjustment to water supply system near G. L. Martin plant	July 31, 1943	141,851.22
423-41	July 1, 1941	B-440-7-460	Change in switch layout of Penna. R. R. at G. L. Martin plant	July 31, 1943	15,053.43
313-41	Apr. 2, 1941	B-440-2-460	Underpass carrying tracks of Penna. R. R. over highway at Middle River	Sept. 30, 1943	272,961.45
228-42	Dec. 23, 1941	B-440-4-460	Pedestrian underpass at Middle River	Dec. 31, 1943	22,940.17
540-41	Aug. 26, 1941	B-440-3-460	Grade separation between Middle River Road and Eastern Ave.	June 30, 1941	500,179.07
					\$1,282,624.33

\$1,282,624.33

Overdrawn Balance in the Revenue Account at June 30, 1941

Work in Progress, June 30, 1944:

Authori- zation Number	Date Authorized	Project Number	Description	Amount Authorized	Disburse- ments to June 30, 1944	Estimated Expenditures to Complete
467-42	May 27, 1942	B-440-8-460 B-440X10-460	Philadelphia Road at Eastern Ave. Channelization Dual highway to G. L. Martin Plant. Roadside beautification	\$8,780.25	\$294.81 4,625.65	\$1,154.60
			Charges to be made to Revenue for Disbursements on Work in Progress		\$4,655.46	4,655.46
						\$1,209,934.74

Cash Position Overdrawn, June 30, 1941

Estimated Remainder to be disbursed to complete Work in Progress

Overdrawn Balance before Revenue Transfers

Add: Revenue to be transferred from Regular Federal Aid of 1941
from Regular Federal Aid of 1942

Approximate Overdrawn Position at June 30, 1941

ITALICS INDICATE RED FIGURES.

\$4,154.60

\$4,154.60

\$1,214,089.87

178,000.00

235,000.00

413,000.00

\$801,089.87

REPORT OF THE STATE ROADS COMMISSION

Exhibit 6
Schedule 52

STATEMENT OF ACCOUNT
MILITARY ACCESS ROADS
October 1, 1942 to June 30, 1944

Remainder Available for Projects in Course of Construction at September 30, 1942, per Financial Report to that date	Federal Government	Baltimore City	Other
Add: Receipts from October 1, 1942 to June 30, 1943	\$1,462,517.43		\$463.04
July 1, 1943 to June 30, 1944	5,313,182.57	\$296,335.63	
	\$9,775,700.00	\$296,335.63	\$963.04
			\$10,117,534.64

Gross Amount Available for Expenditure and Completion of Projects to June 30, 1944
Charges to Revenue for Projects Completed October 1, 1942 to June 30, 1944:

Station Number	Date Authorized	Project Number	Description	Date Completed	Total Cost
476-42	May 19, 1942	B-333-6-466	Eastern Ave. Beaded Property Adjustment	Jan. 31, 1943	\$9,124.94
370-42	Mar. 10, 1942	M-331-1-366	James Bridge Road at Rockville. 0.6253 mi. grading, drainage and surfacing	May 31, 1943	33,431.44
96-43	Jan. 31, 1943	C-251-1-566	Hughesville to Mechanicsville. Davis Property adjustment	June 30, 1943	1,554.51
31-43	Nov. 4, 1942	SM-252-1-566	Property adjustments on various projects in St. Marys County	June 30, 1943	8,512.89
426-42	Apr. 14, 1942	BC-166-1-766	Along Frankfort Ave., Childs St. to north St. 0.9676 mi. construction	July 31, 1943	224,548.06
425-42	Apr. 15, 1942	BC-168-7-66	Intersection of Hanover and Met'cons Ss. Channelization	July 31, 1943	6,606.08
478-42	May 19, 1942	BC-176-7-66	Eastern Ave., Ponce St. to east of Tolna St. 0.3163 mi. grading and drainage	July 31, 1943	164,225.54
308-42	Feb. 17, 1942	B-333-1-466	Eastern Ave., Martin Plant to near Benigs. 1.441 mi. concrete surfacing	Aug. 31, 1943	223,427.23
228-43	Mar. 30, 1943	SM-255-1-566	Three Notch Road. Moving buildings and incidental work	Aug. 31, 1943	8,441.75
403-42	May 27, 1942	BC-166-7-66	Chesapeake Ave., Fourth St. to Hanover St. 0.2444 mi. concrete surfacing	Oct. 31, 1943	173,418.71
674-42	Sept. 29, 1942	P-477-1-566	Crown Naval Airport. 3.2 mi. improvement	Oct. 31, 1943	18,184.97
687-42	Sept. 30, 1942	C-163X1-566	Road leading to Davis Shipyard near Solomons Island. 3.4 mi. improvement.	Oct. 31, 1943	16,528.52
525-42	June 30, 1942	BC-175-7-66	Davis Shipyard Road. Prel. Eng. Costs	Oct. 31, 1943	436.21
24-41	July 28, 1943	C-161-2-566	Eastern Ave., Tolna St. to Elrino Ave. 0.3494 mi. grading and drainage	Nov. 30, 1943	192,346.78
			Solomons Island Rd., Solomons Island to Naval Reservation at Powells. 3.0 mi. surfacing	Nov. 30, 1943	15,962.52
30-41	Aug. 4, 1943	C-251-2-566	Hughesville-Mechanicsville Rd., Hughesville twd. Three Notch Rd. 7.492 mi. locatification	Dec. 31, 1943	26,122.41
427-42	Apr. 14, 1942	SM-252-2-566	Frankfort Ave., Vera St. to Childs St. 0.582 mi. construction	Dec. 31, 1943	168,188.20
404-42	Apr. 14, 1942	BC-174-7-66	Eastern Ave., Elrino Ave. to City Lane. 0.665 mi. construction	Dec. 31, 1943	244,306.74
78-43	Dec. 15, 1942	BC-176-7-66	Quarantine Road, Hawkins Point Rd. to Thomas Cove Reservation. 0.652 mi.	Jan. 31, 1944	77,142.28
157-14	Oct. 26, 1943	AA-324-1-366	Fort Meade Road. Seeding and mulching slopes	Apr. 30, 1944	8,696.42
210-43	Mar. 30, 1943	SM-253-1-566	Property Adjustments on various projects in St. Marys County	Apr. 30, 1944	10,885.24
248-43	Apr. 20, 1943	AA-303-3-366	Bridge over Patuxent River on Laurel-Fort Meade Road	May 31, 1944	111,247.90
656-42	Sept. 9, 1942	SM-251-566	South of Hughesville to Mechanicsville. 3.674 mi. concrete surfacing	May 31, 1944	293,247.61
76-43	Dec. 16, 1942	C-251-566	Hughesville-Mechanicsville Construction	May 31, 1944	431,200.46
98-43	Jan. 31, 1943	SM-260X-566	The Villa Road twd. Frost Point 1.7 mi. paving	May 31, 1944	15,702.71
200-43	Mar. 30, 1943	BC-178-1-766	Construction of Underpass. B & O R. R. at Lombard St.	June 30, 1944	122,783.78
190-43	Mar. 30, 1943	BC-178-2-766	Bridge over Penna. R. R. Union R. R. at Lombard St.	June 30, 1944	76,697.63
					\$2,688,921.16

Remainder Available for Projects in Course of Construction at June 30, 1944

\$7,428,613.48

MILITARY ACCESS ROADS—Continued

Work in Progress, June 30, 1944:	Author-ization Number	Date Authorized	Project Number	Description	Amount Authorized	Disburse-ments to June 30, 1944	Estimated Expenditures to Complete
	39-44	Aug. 17, 1943	A-343-1-666 AA-302-2-366 AA-303-3-66	Pinto Road Fort Meade Road, Pumpfrey to Orlenton, Channelization Laurel-Fort Meade Road, Prince George County Line to Fort Meade, Pred. Eng. Costs	\$239,498.41	\$696.38 6,086.67 13,546.39	\$90,690.94
			AA-303-1-366 AA-303-2-366 PA-452-2-566	Laurel-Fort Meade Road, Prince George County Line to Fort Meade, Construction Laurel-Fort Meade Road, Block Ridge Rd. to B-W. Blvd., 1.331 mi. sur- facing		187.86	
	676-42	Sept. 22, 1942	AA-324-3-666 AA-324-2-366 AA-343-1-366 AA-344-3-66	From near Jessups to Orlenton Rd., 3.07 mi., concrete surfacing Through Fort Meade-Orlenton twd. Jessups, Pred. Eng. Costs Light St. Road Hawkins Point to Ammunition Pier, Striping	307,089.66	298,123.69 2,453.42 111.98	8,965.97
	402-42	Apr. 1, 1942	B-333-1-466	Eastern Ave., City Line to Back River, 1.765 mi., concrete surfacing	442,478.08	401,872.79	40,605.29
	350-42	Mar. 4, 1942	B-333-2-466	Bridge on Eastern Ave., near Esses	816,326.80	783,807.49	32,519.40
	307-42	Feb. 17, 1942	B-333-3-466 B-333-4-466 B-333-4-466	Eastern Ave., Back River to Martin plant Eastern Ave., Martin Plant to near Bonges, Additional Costs. Eastern Ave., Marlyn Ave. to Martin Cloverleaf, 1.715 mi., concrete surfacing	338,151.36	338,970.85 271.89	
	361-42	Mar. 10, 1942	B-333-5-466	Eastern Ave., Kead-Willis property adjustment	501,820.26	432,451.49	69,368.77
			B-333-7-466 B-333-8-466 B-333-9-466	Eastern Ave., near Middle River, Dormitory adjustment Eastern Ave. at North Point Road, Water mains and appurtenances		24.29 28.47 32,359.17	
	392-42	Mar. 24, 1942	B-333-9-466	Eastern Ave., City Line to Back River, Reimburse Baltimore City	18,423.00		
	403-42	Apr. 1, 1942	B-333-10-466	Eastern Ave., Back River to Martin plant, Reimburse Baltimore City	49,129.15	56,586.14	
	404-42	Apr. 1, 1942	B-333-11-466	Eastern Ave., Back River to Martin plant, Reimburse Baltimore City	31,104.05	43,914.03	
	405-42	Apr. 1, 1942	B-333-12-466	Eastern Ave., Martin plant to near Bonges, Reimburse Baltimore City	3,100.00	508.54	2,591.46
	406-42	Apr. 1, 1942	B-333-13-466	Eastern Ave., Marlyn Ave. to Martin Cloverleaf, Reimburse Baltimore City	6,000.00	2,396.00	
	419-42	Apr. 21, 1942	B-333-15-466	Eastern Ave., Martin plant to near Bonges, Relocate sanitary sewer	1,540.55	1,540.55	
	458-42	May 12, 1942	B-333-16-466 B-333-17-466	Middle River Bridge, Install temporary water line Property adjustments at St. Peters Church	3,000.00	1,819.45 101.32	
	637-42	Sept. 8, 1942	B-333-18-466	Eastern Ave., City Line to Back River, Adjustment of manholes	615.00	529.89	85.11
	635-42	Sept. 8, 1942	B-333-19-466	Near Middle River, Adjustment of manholes	125.00		125.00
	636-42	Sept. 8, 1942	B-333-20-466	Eastern Ave., City Line to Back River, Adjustment of manholes	225.00		225.00
			B-463-4-66 B-463-1-466	North Point Road, Wise Ave. to City Line, Pred. Eng. Costs North Point Road, Wise Ave. to Eastern Ave., 3.463 mi., grading and surfacing		10,772.68	
	377-42	Mar. 12, 1942	B-463-1-466	North Point Road, Moffett Ave. to City Line, 1.315 mi., concrete sur- facing	617,471.31	543,366.68	74,105.23
	447-42	Apr. 29, 1942	B-463-2-466	North Point Road, Moffett Ave. to City Line, Structure over Cloverleaf	1,661,800.04	1,549,298.94	112,510.10
			B-463-3-466 B-463-4-466	North Point Road, Wise Ave. to Moffett Ave., Reimburse Baltimore City		1,589.96	
	569-42	July 21, 1942	B-463-3-466	North Point Road, Wise Ave. to Eastern Ave., Underdrain	7,302.50	3,965.69	3,336.81
	106-44	June 1, 1944	B-463-6-466	North Point Road, Timber stairway at Cloverleaf	3,105.00	1,815.65	1,289.35
	247-44	Feb. 8, 1944	B-463-9-466	North Point Road, Reimbursement to Bethlehem Steel Co.	1,136.53	628.49	508.04
	362-44	June 6, 1944	Ce-247-2-66 Ce-247-1-266	Elkton to Childs, Pred. Eng. Costs Elkton to Childs, Shoulders	28,186.90	28,186.90 4,414.66	
			Ce-252-2-66 Ce-252-1-266	Alken to Port Deposit, Pred. Eng. Costs Route 840 twd. Port Deposit, 4.316 mi., widening and surfacing		3,553.13 119,304.25	23,461.83
	202-43	Mar. 30, 1943	Ce-252-2-266	Alken to Port Deposit, 0.857 mi., concrete surfacing	142,766.08	42,779.11	51,402.14
	82-44	Sept. 1, 1943	Ce-253-2-66 Ce-253-1-266	Elkton-Fairhill, Pred. Eng. Costs Elkton-Fairhill Road, 0.894 mi., concrete shoulders	94,181.25	8,258.79	
	303-43	June 1, 1943	Ce-253-2-266 Ce-217-1-566 {Ch-235-566 {P-492-566	Fair Hill Road, Pred. Eng. Costs Indian Head Road, Construction Indian Head to D. C. Line, Pred. Eng. Costs	62,146.15	57,941.20 41,586.88 38,783.27	4,204.95
			Ch-255-1-566 Ch-258-566 G-217-666	Old Road, Indian Head to D. C. Road McConchie-Cedar Point Road, 4.2 mi., improvement Blooming Rose, Asher Glade, Pred. Eng. Costs		260.82 6,542.87 220.54	8,370.43
	97-43	Feb. 25, 1943	Ch-255-1-566 Ch-258-566 G-217-666		14,913.30		

REPORT OF THE STATE ROADS COMMISSION

Authori- zation Number	Date Authorized	Project Number	Description	Amount Authorized	Disburse- ments to		Estimated Expenditures to Complete
					Sept. 30, 1942	Sept. 30, 1942	
644-42	Sept. 1, 1942	H-1263-466 H-269-466 H-269-1-466	Magnolia Rd., relocation, 0.445 mi., surfacing and 5 span bridge Boothby Hill to New Philadelphia Rd., Prel. Eng. Costs Philadelphia Road, Cranbury Run twd. Boothby Hill, 1.293 mi., con- crete	323,439.67	316,822.32	4,135.81	6,617.35
622-42	Aug. 20, 1942	H-269-2-466 H-276-466 H-276-1-466	Boothby Hill to New Philadelphia Rd., Within Post area Behar Ave., Aberdeen to Proving Grounds, Prel. Eng. Costs Behar Ave., Camp Roadman Reservation to Post Road, W. P. A. contri- bution	705,049.45	690,807.78	487.24	44,241.67
15-43	Oct. 27, 1942	P-432-4-566 P-432-5-566	Laurel-Fort Meade Road, Bridgeover B. and O. R. R. Laurel-Fort Meade Road, Bridge Property adjustment	4,574.70	238.14	487.24	4,336.56
27-43	May 6, 1941	P-492-566 P-492-566	Old Road Indian Head to D. C. Line Marathon Pike, Forestville to Upper Marlboro, Prel. Eng. Costs	7,993.30	75,611.28	909.96	2,382.02
33-43	Nov. 4, 1942	P-498-566 P-498-566	Nottingham Road to Naval Air Base, 1.3 mi. surface treatment Camp Springs, Meadows relocation, Prel. Eng. Costs	10,430.53	7,196.19	803.83	3,234.34
18-43	Feb. 25, 1943	P-501-566 SM-233-566	Dover House Road, Prel. Eng. Costs Three Notch Road, Turner twd. Hillville, 6.170 mi., surfacing	315,206.79	265,028.25	721.78	50,178.54
105-44	Sept. 29, 1943	SM-233N2-566	Three Notch Road, Harpers Corner to Patuxent Naval Base, 18.51 mi., surface treatment	39,600.00	32,498.39		7,101.61
333-44	Apr. 11, 1941	SM-233-3-566	Three Notch Road, From near Turner to Jarboesville, 18.51 mi., seeding and mulching	35,704.35	35,724.00		
357-44	May 25, 1941	SM-233-4-566	Three Notch Road, From near Turner to Jarboesville, 18.51 bitumi- nous material	220,678.10	24,034.69		196,643.41
196-43	Mar. 30, 1943	SM-234-566	Three Notch Road, Hillville to Clarks Landing, 5.91 mi., gravel sur- facing	289,418.58	214,298.11	17.01	75,150.47
297-43	Mar. 30, 1943	SM-234-1-566 SM-255-566	Three Notch Road, Hillville to California Leonardtown to Cedar Point Naval Base, 7.4 mi., gravel surfacing	274,736.28	212,151.47		62,584.81
198-43	Mar. 30, 1943	SM-291N-566 SM-293-566 SM-293-2-566	Great Mills to Jarboesville Three Notch Road, Jarboesville Three Notch Road, Jarboesville to Hermannville	33,500.00	53,432.80	2,349.44	
49-44	Aug. 17, 1943	W-361-666 W-361-1-666	Camp Ritchie Road, Prel. Eng. Costs Blue Ridge Summit to Pen Mar-Highfield Rd., 1.626 mi., macadam	88,549.29	2,096.43		
61-43	Dec. 2, 1942	BC-167-766 BC-169-766	Camp Ritchie Road, Traffic survey Waterview Ave., Annapolis Road to Hanover St., 1.436 mi., concrete	475,877.95	89,017.24	3,226.76	37,678.57
501-42	Sept. 9, 1942	BC-170-766 BC-172-766	North Point Road, Penna. R. R. underpass Erdman Ave. B. and O. R. R. underpass	275,334.17	438,799.38		272,682.69
423-42	Apr. 14, 1942	BC-171-766 BC-171-1-766	Erdman Ave. to west of Mapleton Ave. 0.315 mi., construction Cloverleaf at Philadelphia Road and Erdman Ave.	353,085.67	400,046.49		2,652.08
477-42	May 19, 1942	BC-172-766	Along Erdman Ave. extended, City Line to Bay View Ave., Construc- tion	585,334.76	639,324.14	109.00	
27-43	Mar. 30, 1943	BC-176-766 BC-177-766	Eastern Ave. Ponce St. to east of Tolna St., Reopened Lombard St. and Ponce St., 0.571 mi., concrete surfacing	433,770.59	380,888.04	157.62	52,882.55
240-43	Mar. 30, 1943	BC-178-766 BC-179-766	Constructing viaduct over P. R. and W. R. R. Thomas Cove Road, Hawkins Point to Curtis Bay	176,322.34	141,331.92		34,970.42
.....		BC-181-766 BC-181-766	Thomas Cove Road, Maintenance	290,116.44	301,175.08	14.39	
					5,011.77		
			Charges to be made to Revenue for Disbursements on Work in Progress		\$9,618,379.75		9,618,379.75
			Cash Position Overdrawn June 30, 1944				\$1,189,766.27
			Estimated Remainder to be Disbursed to Complete Work in Progress				\$1,110,175.32
			Balance before Increments from Federal Funds				\$3,299,941.59
			Add: Anticipated Revenue Accruing from Federal Appropriations				2,326,379.44
			Approximate Overdrawn Position at June 30, 1944				\$973,662.15

ITALICS INDICATE RED FIGURES.

STATEMENT OF ACCOUNT
 NATIONAL DEFENSE PROJECTS
 October 1, 1942, to June 30, 1944

Exhibit 6
 Schedule 53

Remainder Available for Projects in Course of Construction at September 30, 1942, per Financial Report to that date
 Add: Receipts from October 1, 1942 to June 30, 1943
 July 1, 1943 to June 30, 1944

	Reconstruction Funds	State Comptroller
	\$71,530.46	\$300,000.00
	\$71,530.46	\$30,000.00
		\$710,000.00
		\$185,175.90

Gross Amount Available for Expenditures and Completion of Projects to June 30, 1944
 Charges to Revenue for Projects Completed October 1, 1942 to June 30, 1944:
 Revenue transferred to State Comptroller
 Cost of State Guard Detail for Guard and Patrol of Bridges, October 1, 1940 to June 30, 1944

	October 1, 1940 to September 30, 1942	October 1, 1942 to June 30, 1943	July 1, 1943 to June 30, 1944
Salary	\$405,369.03	\$332,677.78	\$114,268.22*
Labor	14,832.50	1,107.35	2,241.86
Automobile Mileage	12,582.48	73.25	288.04
Gasoline and Oil	314.50	5,023.97	2,444.53
Light, heat and telephone	2,396.78	505.88	
Kerosene	168.37	9,307.51	8,100.15
Depreciation	11,147.28	1,423.04	4,241.37
Equipment	15,465.96	517.25	115.94
Office Supplies	655.56	4,134.50	2,748.10
Miscellaneous	8,458.00		
	\$171,530.46	\$355,422.53	\$134,775.21
			\$61,731.20
			\$1,146,907.19

Remainder Available for Projects in Course of Construction at June 30, 1944
 Charges to be made to Revenue for Disbursements on Work in Progress

Cash on Hand June 30, 1944

Estimated Remainder to be Disbursed to Complete Work in Progress

Balance Available for Additional Projects at June 30, 1944

	\$34,623.27	None
	\$34,623.27	None
		\$34,623.27

*The Mayor and City Council of Baltimore reimbursed the State Roads Commission in the amount of \$42,961.00 for labor costs of the State Guard Detail during the period January 1, 1944 to June 30, 1944. This sum was actual labor cost from January 1, 1944 to May 31, 1944. After January 1, 1944, no part of State Roads Commission funds were expended to support the State Guard Detail.

Exhibit 6
Schedule 24

STATEMENT OF ACCOUNT
SPECIAL CONSTRUCTION FUND FOR ROAD APPROACHES TO SUSQUEHANNA RIVER TOLL BRIDGE
October 1, 1942 to June 30, 1944

Remainder Available for Projects in Course of Construction at September 30, 1942, per Financial Report to that date
Add: Receipts from October 1, 1942 to June 30, 1944

Gross Amount Available for Expenditure and Completion of Projects to June 30, 1944
Charges to Revenue for Projects Completed October 1, 1942 to June 30, 1944:

Authori- zation Number	Date Authorized	Project Number	Description	Date Completed Acctg. Record	Total Cost
11-218-1-448			Oakington-Ontario Sts. in Havre de Grace. Additional Costs	Oct. 31, 1942	\$13.79
					\$13.79

Remainder Available for Projects in Course of Construction at June 30, 1944
Charges to be made to Revenue for Disbursements on Work in Progress

Cash on Hand, June 30, 1944
Estimated Remainder to be Disbursed to Complete Work in Progress

Balance Available for Additional Projects at June 30, 1944

\$331,919.16	None				\$331,919.16
					\$13.79
					\$331,905.37
					\$331,905.37
					\$31,905.37

Exhibit 6

Schedule 55

**STATEMENT OF ACCOUNT
SPECIAL CONSTRUCTION FUND FOR ROAD APPROACHES TO POTOMAC RIVER TOLL BRIDGE
October 1, 1942, to June 30, 1944**

Remainder Available for Projects in Course of Construction at September 30, 1942, per Financial Report to that date
Add: Receipts from October 1, 1942 to June 30, 1944

Gross Amount Available for Expenditure and Completion of Projects to June 30, 1944
Charges to Revenue for Projects Completed, October 1, 1942 to June 30, 1944:

Authori- zation Number	Date Authorized	Project Number	Description	Date Completed (Acctg. Record)	Total Cost
480-41	July 15, 1941	Ch-203-1-549	Albens Fresh to Chapel Point Rd., 3,909 mi. concrete surfacing	May 31, 1943	\$278,604.18
		Ch-203-549	Albens Fresh to Chapel Point Rd., Prol. Eng. Costs	May 31, 1943	4,957.83
					<u>\$283,562.01</u>

Overdrawn Balance in the Revenue Account at June 30, 1944
Charges to be made to Revenue for Disbursements on Work in Progress
Cash Position Overdrawn, June 30, 1941
Estimated Remainder to be Disbursed to Complete Work in Progress

Overdrawn Position at June 30, 1941

ITALICS INDICATE RED FIGURES

\$200,292.46	None
<u>\$200,292.46</u>	None
\$33,469.55	None
<u>\$33,469.55</u>	None
\$33,469.55	None
<u>\$33,469.55</u>	None

Exhibit 6

**STATEMENT OF ACCOUNT
FUNDS EXPENDED BY COMMISSION IN CONNECTION WITH CONSTRUCTION OF SUSQUEHANNA RIVER
TOLL BRIDGE**

Schedule 56

October 1, 1942 to June 30, 1944

Remainder Available for Projects in Course of Construction at September 30, 1942, per Financial Report to that date
Work in Progress, June 30, 1944:

Authority Number	Date Authorized	Project Number	Description	Amount Authorized	Disbursements to June 30, 1944	Estimated Expenditures to Complete
		11-232-1-437	West approach to Susquehanna River Bridge, change and drainage structures		\$29,844.95	
		232-2-437	Susquehanna River Bridge, sub-structure, Havre-de-Grace-Perryville		1,071.46	
		232-4-437	Susquehanna River Bridge, super-structure, Havre-de-Grace-Perryville		86.13	
		232-5-437	Susquehanna River Bridge, navigation and approach lighting		785.05	
		232-6-437	Susquehanna River Bridge, administration building and toll booths		85.86	
		232-7-437	Susquehanna River Bridge, approach paving and landscaping		458.29	
		232-10-437	Susquehanna River Bridge, protective lighting		594.20	
					<u>\$29,925.95</u>	<u>\$29,925.95</u>

Charges to be made to Revenue for Disbursements on Work in Progress

Cash Position Overdrawn, June 30, 1944

Estimated Remainder to be disbursed to Complete Work in Progress

Approximate Overdrawn Position at June 30, 1944

FIGURES IN RED INDICATE RED FIGURES.

None

\$29,925.95

Exhibit 6
Schedule 57

STATEMENT OF ACCOUNT
FUNDS EXPENDED BY COMMISSION IN CONNECTION WITH CONSTRUCTION OF POTOMAC RIVER TOLL BRIDGE
October 1, 1942 to June 30, 1944

Remainder Available for Projects in Course of Construction at September 30, 1942, per Financial Report to that date Work in Progress, June 30, 1944:	Date Authorized	Project Number	Description	Amount Authorized	Disbursements to June 30, 1944	Estimated Expenditures to Complete
		CL-124-S42	Morgantown, bridge over Potomac River		\$269.14	None
		124-1-542	Morgantown, approach to Potomac River Bridge		4,551.41	
		124-2-542	Potomac River Bridge, West abutment, trestle bents and river piers		646.38	
		124-4-842	Potomac River Bridge, Super-structure, Ludlows Ferry, Dablgren		169.31	
		124-5-842	Potomac River Bridge, East approach, Paving		268.73	
		124-6-842	Potomac River Bridge, Administration building and toll booths		11.19	
		124-7-542	Potomac River Bridge, Fenders for main span		1,614.12	
		124-8-842	Potomac River Bridge, Navigation and approach lighting		27.62	
		124-9-842	Potomac River Bridge, Parking lot adjacent to administration building		181.72	
					\$7,739.62	

Changes to be made to Revenue for Disbursements on Work in Progress

Cash Position Overdrawn, June 30, 1944						\$7,739.62
Estimated Remainder to be Disbursed to Complete Work in Progress						None
Approximate Overdrawn Position at June 30, 1944						\$7,739.62

ITALICS INDICATE RED FIGURES.

STATEMENT OF ACCOUNT
SPECIAL FUND FOR CONSTRUCTION OF CHESAPEAKE BAY FERRY SYSTEM TERMINALS
 October 1, 1942, to June 30, 1944

Exhibit 6

Schedule 5A

Remainder Available for Projects in Course of Construction at September 30, 1942, per Financial Report to that date
Add: Receipts from October 1, 1942 to June 30, 1944

Gross Amount Available for Expenditure and Completion of Projects to June 30, 1944
Charges to Revenue for Projects Completed, October 1, 1942 to June 30, 1944:

Authori- zation Number	Date Authorized	Project Number	Description	Date Completed Acctg. Record	Total Cost
28-43	Nov. 10, 1942	AA-255-4-371	Sandy Point Ferry Road, Lehigh property adjustment	Dec. 31, 1942	\$3,286.72
601-42	Aug. 19, 1942	AA-255-6-371	Exploration of well at Sandy Point	Feb. 28, 1943	417.92
23-44	July 28, 1943	AA-255-11-371	Sandy Point Ferry Road, Newman, Hancke and Wolfins property adjustments	Feb. 29, 1944	11,494.67
					\$15,199.31
					\$684,801.26

Remainder Available for Projects in Course of Construction at June 30, 1944

Work in Progress, June 30, 1944:

Authori- zation Number	Date Authorized	Project Number	Description	Amount Authorized	Disburse- ments to June 30, 1944	Estimated Expenditures to Complete
428-42	Apr. 14, 1942	AA-255-371	Exploration at Sandy Point Terminal	\$816,349.60	\$3,888.81	\$153,985.61
463-42	May 14, 1942	AA-255-4-371	Constructing terminal at Sandy Point		662,363.99	
31-44	Aug. 4, 1943	AA-255-2-371	Administration Building at Sandy Point		3,427.97	
			80 Margarets Road to Sandy Point Terminal	274,562.84	183,531.22	91,061.62
211-43	Mar. 24, 1943	AA-255-4-371	Sandy Point twd. Annapolis Road, 2.436 mi. concrete surfacing	280,628.55	181,270.34	108,378.21
342-43	June 26, 1943	AA-255-8-371	Sandy Point Road, Cromwell property adjustment		86.72	
437-43	June 26, 1943	AA-255-9-371	Steel ferry bridge at Sandy Point terminal	70,170.50	63,916.57	6,253.93
81-44	Sept. 1, 1943	AA-255-10-371	Sandy Point twd. Annapolis Road, 1.168 mi. concrete surfacing	199,849.81	152,759.02	47,080.79
			Sandy Point twd. Annapolis Road, 1.5 mi. concrete surfacing	228,776.24	183,877.72	44,898.52
			Sandy Point twd. Annapolis Road at Winchester, 0.253 mi. concrete sur- facing	46,987.89	32,943.65	14,044.24
			Sandy Point Road, Moving residence		4,703.51	
			Sandy Point Road, Moving residence		4,357.37	
			Sandy Point Road, Moving Health Center		7,442.39	
					\$1,484,578.28	1,484,578.28

Charges to be made to Revenue for Disbursements on Work in Progress

Cash Position Overdrawn, June 30, 1944

Estimated Remainder to be Disbursed to Complete Work in Progress

Approximate Overdrawn Position at June 30, 1944

\$465,682.92

\$667,579.06

STATE ROADS COMMISSION BOND PROCEEDS—CONSTRUCTION OF NEW PROJECTS

Exhibit 6

Schedule 39

\$2,000,000.00	None
\$2,000,000.00	None
\$2,000,000.00	None
\$2,000,000.00	None
\$2,000,000.00	None
\$2,000,000.00	None

STATEMENT OF ACCOUNT

October 1, 1942, to June 30, 1944

Remainder Available for Projects in Course of Construction at September 30, 1942, per Financial Report to that date	
Add: Receipts from October 1, 1942 to June 30, 1944	
Gross Amount Available for Expenditure and Completion of Projects to June 30, 1944	
Charges to Revenue for Projects Completed, October 1, 1942 to June 30, 1944	
Remainder Available for Projects in Course of Construction at June 30, 1944	
Charges to be made to Revenue for Disbursements on Work in Progress	
Cash on Hand, June 30, 1944	
Estimated Remainder to be Disbursed to Complete Work in Progress	
Balance Available for Additional Projects at June 30, 1944	

STATE ROADS COMMISSION BOND PROCEEDS NEEDED CONSTRUCTION AND BOND EXPENSE
October 1, 1942, to June 30, 1944

Exhibit 6

Schedule 60

Remainder Available for Projects in Course of Construction at September 30, 1942, per Financial Report to that date
 Add: Receipts from October 1, 1942 to June 30, 1944

Gross Amount Available for Expenditure and Completion of Projects to June 30, 1944

Charges to Revenue for Projects Completed, October 1, 1942 to June 30, 1944

Remainder Available for Projects in Course of Construction at June 30, 1944

Charges to be made to Revenue for Disbursements on Work in Progress

Cash on Hand, June 30, 1944

Estimated Remainder to be Disbursed to Complete Work in Progress

Approximate Balance Available for Additional Projects at June 30, 1944

\$750,659.81
None
\$750,659.81
None
\$750,659.81
None
\$750,659.81
None
\$750,659.81

Exhibit 6

STATEMENT OF ACCOUNT
FUND FOR DEBT SERVICE—STATE ROADS COMMISSION BONDS, 1933-1935 ISSUES
 Truck License Fees and Franchise Taxes

Schedule 61

		Truck License Fees and Franchise Taxes	None
		\$894,701.53	
		900,681.39	
			\$1,795,383.02
Total			
	1943	1944	
Disbursements, October 1, 1942 to June 30, 1943:	\$2,578.75	\$15,832.50	
Interest on State Roads Commission Bond Issues		500,000.00	
Redemption State Roads Commission Bonds	48,900.71	60,384.70	
Remitted to Baltimore City, in accordance with act authorizing the issue	160,908.32	155,294.29	
To State Roads Commission in accordance with act authorizing the issue and augmenting its Maintenance and Reconstruction Account.			1,199,129.27
	\$312,447.75	\$886,681.49	
			\$596,253.75
Balance at June 30, 1944			

STATEMENT OF ACCOUNT
FUND FOR DEBT SERVICE—STATE ROADS COMMISSION BONDS, 1935
 \$.0014 of the 2 Cent Gasoline Tax

		\$.0014 of the 2 Cent Gasoline Tax	None
		\$243,104.63	
		324,980.46	
			\$568,084.09
Total			
	1943	1944	
Disbursements, October 1, 1942 to June 30, 1943:	\$72,631.59	\$97,496.84	
Remitted to Baltimore City, in accordance with act authorizing the issue	170,173.24	227,492.02	
To State Roads Commission, in accordance with act authorizing the issue and augmenting its Maintenance and Reconstruction Account.			568,084.09
	\$243,104.63	\$324,980.46	
Balance at June 30, 1944			

STATEMENT OF ACCOUNT
SIGN PERMIT REVENUE
October 1, 1942 to June 30, 1944

Exhibit 6
Schedule 62

Cash Position Overdrawn at September 30, 1942, per Financial Report to that date			
Add: Receipts from October 1, 1942 to June 30, 1943			
July 1, 1943 to June 30, 1944			
	Revenue from	Other	
	Permits		
	\$6,292.46	\$10,731.66	\$8,992.87
	6,974.94		
	\$12,937.10	\$10,731.66	23,668.76
			\$5,565.95
Cash on Hand, Available for Expenditure, October 1, 1942 to Jun 30, 1941			
Charges to Revenue for Roadside Beautification Expense:			
Payroll	1943	1944	
Materials and Supplies	\$1,203.99	\$1,514.05	
Equipment Expense		134.35	
Personal Expense and Billboard Inspection	42.80	22.33	
Refunds on Permits	1,166.70	1,281.11	
Depreciation			
Stationery and Printing Expense	55.50	24.50	
	\$2,468.99	\$3,657.35	5,565.95
Cash Position at June 30, 1944			None

FIGURES INDICATE RED FIGURES

STATEMENT OF ACCOUNT
GASOLINE TAX REFUNDS—INCORPORATED TOWNS
 October 1, 1942 to June 30, 1944

Exhibit 6

Schedule 63

\$6,208.54

	1943	1944
Cash on Hand Available for Expenditure at September 30, 1942		
Add: Receipts from October 1, 1942 to June 30, 1944:		
Crisfield	\$1.25	\$2.06
Cumberland	337.68	549.18
Frederick	3.43	6.46
Hagerstown	369.50	430.28
Salisbury	65.30	61.33
	\$777.31	\$1,049.31
Cash on Hand, Available for Expenditure at June 30, 1944		1,826.02
		\$8,035.16

BRUNSWICK AND POINT OF ROCKS TOLL BRIDGES ACCOUNT

Periods	Receipts	Disbursements	Balance	Consolidated
BRUNSWICK BRIDGE				
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	
Interest, December 31, 1943	19.18		19.18	
Totals	\$75,931.44	\$13,856.95	\$62,074.49	\$62,074.49
POINT OF ROCKS BRIDGE				
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	
Totals	\$70,656.58	\$12,934.99	\$57,721.59	57,721.59
				\$119,796.08
PAYMENTS FOR BRIDGES				
February, 1930, to September 30, 1932	\$54,000.00	\$14,616.67	\$68,616.67	
October, 1932, to September 30, 1934	41,000.00	3,690.00	44,690.00	
October, 1934, to November 30, 1934	5,000.00	75.00	5,075.00	
Totals	\$100,000.00	\$18,381.67	\$118,381.67	118,381.67
Cash on Hand, June 30, 1944				\$1,414.41
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			\$1,289.08	\$1,414.14

ITALICS INDICATE RED FIGURES.

MAINTENANCE AND RECONSTRUCTION
October 1, 1942, to June 30, 1944

Exhibit 6
 Schedule 65
 Statement No. 1

	For the period October 1, 1942 to June 30, 1943	For the period July 1, 1943 to June 30, 1944	
Remainder available for Projects in Course of Construction at September 30, 1942			\$5,090,266.87
Add: Receipts from October 1, 1942 to June 30, 1944 (Statement No. 2)	\$4,691,152.53	\$6,750,427.29	<u>11,441,579.82</u>
Gross amount available for expenditure, October 1, 1942 to June 30, 1944			\$16,531,846.69
Expenditures charged to Revenue, October 1, 1942 to June 30, 1944:			
Cost of maintaining the State System of Roads and Bridges	\$2,080,646.25	\$3,228,788.01	
Purchase of equipment, and other assets for operation	\$56,020.65	\$35,845.58	
Less: Use of equipment, and consumption of materials charged to operation	<i>359,199.41</i>	<i>61,178.77</i>	<i>419,459.58</i>
Projects completed, October 1, 1942 to June 30, 1944 (Statement No. 3)	1,271,482.18	1,181,189.84	
Transferred to Regular Federal Aid Fund to match Federal Contribution, and Rights of Way	1,082,207.00		
Transferred to Regular Federal Aid Secondary Fund to match Federal Contribution, and Rights of Way	185,636.00		
Transferred to Prison Labor Appropriation Fund	100,000.00		
Transferred to Federal Grade Funds, for Rights of Way	50,000.00		
Other miscellaneous charges to Maintenance Revenue	73.50	193.61	
Additional appropriation for State Guard Detail	71,530.40		
To match Federal contribution for Studies of the Balto. Wash. Blvd. Franklin St. Freeway		\$3,221.00	
To match Federal contribution for Studies of the Harbor Bridge		160,000.00	
Additional appropriation for Road-side Beautification		10,576.66	
Adjustment of Receipts to Grade Elimination Fund, applicable to June, 1944		12,749.11	
Adjustment of completion costs on M375N311, made in July but applicable to June, 1944		<i>5,301.43</i>	
Total charges to Revenue	\$4,538,306.62	\$4,206,467.60	<u>\$8,744,864.22</u>
Remainder available for projects in course of construction at June 30, 1944			\$7,786,982.47
Charges to be made to Revenue for Disbursements on Work in Progress			786,842.82
Cash on Hand, June 30, 1944			<u>\$7,000,139.65</u>
Estimated Remainder to be Disbursed to Complete Work in Progress			507,069.29
Approximate Balance Available for Additional Projects at June 30, 1944			<u>\$6,493,070.36</u>

ITALICS INDICATE OVERDRAFTS.

MAINTENANCE AND RECONSTRUCTION FUND
Receipts from October 1, 1942, to June 30, 1944

Exhibit 6
 Schedule 65
 Statement No. 2

	For the period Oct. 1, 1942 to June 30, 1943	For the period July 1, 1943 to June 30, 1944	Total Receipts from October 1, 1942 to June 30, 1944
Net Receipts of Commissioner of Motor Vehicles, excluding Truck License Fees	\$2,153,472.77	\$2,330,548.68	\$4,483,021.45
Two-cent (2¢) Gasoline Tax	2,173,313.03	2,975,376.62	5,148,689.65
Sale of Specifications	1,298.00	766.00	2,064.00
Rental of Properties	3,133.50	4,124.57	7,258.07
Miscellaneous	28,853.67	13,426.82	42,280.49
Truck License Fees and receipts from \$.0014 of the two-cent (2¢) Gasoline Tax in excess of debt service requirements	331,081.56	382,786.91	713,868.47
Payment from Prince George County Commissioners for construction of gate and entrance to Bowie Race track		20,000.00	20,000.00
Receipt from Treasurer of United States for allotments for Highway Planning Survey		73,080.00	73,080.00
Reserved from 1/2¢ Grade Elimination Tax for Contingent Maintenance—State Roads System		941,317.69	941,317.69
Total	\$4,691,152.53	\$6,750,427.29	<u>\$10,500,262.13</u>

REPORT OF THE STATE ROADS COMMISSION

MAINTENANCE AND RECONSTRUCTION

Exhibit 6
Schedule 65

Author-ization Num-ber	Date Author-ized	Project Number	Description	Date Com-pleted (Ac-counting Record)	Total Cost
ALLEGANY COUNTY					
Completed Projects, October 1, 1942, to June 30, 1944					
		A-205-1-611	S. end Vale Summit-Midland Rt. 6 Frostburg-Westernport Rd. Additional Cost	Oct. 31, 1942	\$.10
		A-322-611	Guard Rail on Route 657-Skid Hill Rd.-Additional Cost	Oct. 31, 1942	32.22
376-42	Mar. 17, 1942	A-329X2-611	McMullen Hwy. Cresaptown-McCool. Extend existing pipes	Oct. 31, 1942	3,225.80
311-42	Feb. 24, 1942	A-336X611	Louisacong Waterdliff Road-Repairing Bridge	Oct. 31, 1942	879.51
		A-166-1-611	Luke to Westernport-Roadside Development	Jan. 31, 1943	1.00
435-42	Apr. 28, 1942	A-324X2-611	Luke to Westernport-Removing slides and falling rock	Feb. 28, 1943	1,094.73
59-43	Dec. 9, 1942	A-348X611	Replacing earth floor with concrete at the Cumberland Garage	Mar. 31, 1943	386.65
86-43	Dec. 30, 1942	A-349X611	Removing Slides and falling Rock along Luke-Westernport Road	Apr. 30, 1943	890.87
232-43	Mar. 30, 1943	A-351X611	Repairs to Frost Damage on Rt. 40 from Six Mile House to Frostburg	June 30, 1943	5,200.13
246-43	Apr. 22, 1943	A-351X1-611	Completing repairs to Frost Damage, Rt. 40	June 30, 1943	2,452.44
281-43	May 11, 1943	A-354X611	Reimbursing West Virginia for flood damage to bridge over Potomac River at McCool	June 30, 1943	661.99
19-42	Oct. 16, 1941	A-329-611	McMullen Highway Cresaptown, McCool, Spec. "C"	Aug. 31, 1943	109,501.33
235-43	Apr. 6, 1943	A-352X611	Building concrete wall on Parkersburg Road	Aug. 31, 1943	164.63
244-43	Apr. 22, 1943	A-353X611	Luke-Westernport Rd. Repair to relieve pressure above water line	Aug. 31, 1943	789.23
601-41	Sept. 23, 1941	A-331X611	Road west of Green Ridge Mountain-Widening	Oct. 31, 1943	5,284.26
288-43	May 18, 1943	A-351X2-611	Completing repairs to Frost Damage, Rt. 40	Oct. 31, 1943	114.82
336-43	June 29, 1943	A-356X611	George's Creek Rd. Phoenix-Correcting slide condition	Oct. 31, 1943	331.27
55-43	Nov. 25, 1942	A-345-1-611	Temporary span at the Wiley's Ford Bridge across Potomac River in South Cumberland	Nov. 30, 1943	2,585.73
221-43	Mar. 24, 1943	A-349X1-611	Removing slides and falling rock, along Luke-Westernport Road	Jan. 31, 1944	789.48
596-41	Sept. 30, 1941	A-318X1-611	Repairs to Blue Bridge over Potomac River between Cumberland and Ridgley	Feb. 29, 1944	189.38
127-42	Nov. 25, 1941	A-318X2-611	Blue Bridge over Potomac River. Making repairs	Feb. 29, 1944	296.63
280-43	May 11, 1943	A-325X2-611	Repairing frost action damages in Garrett County	May 31, 1944	937.25
558-42	July 14, 1942	A-339-611	Repair County Bridge between Allegany Co. Md. and Mineral Co. W. Va. Pinto Bridge	June 30, 1944	8,614.85
Total					\$144,423.70
ANNE ARUNDEL COUNTY					
Completed Projects, October 1, 1942, to June 30, 1944					
		AA-303-1-311	Laurel-Fort Meade Road, Prince George's Co. Line to Fort Meade-Additional Cost	Oct. 31, 1942	\$65.23
453-42	May 5, 1942	AA-326X311	Meadow Lane, Brooklyn-Extend 36" coner. storm sewer	Nov. 30, 1942	444.86
32-43	Nov. 4, 1942	AA-329-311	Seyern River Bridge-Repairing Electrical System	Dec. 31, 1942	365.96
364-42	Mar. 17, 1942	AA-322X311	Glenburnie-Garage-Construct 2 room office bldg.	Jan. 31, 1943	4,985.73
523-41	Aug. 20, 1941	AA-313X311	Erecting Traffic Flashing Signal-Intersection of Upper Defense and Crain Hwys.	Apr. 30, 1943	550.15
		AA-215-2-311			
		P-315-2-511	Payment of R W costs to W. B. & A. R. R.	May 31, 1943	59.42
338-43	June 29, 1943	AA-324-4-311	Adjustments to Post Engineer's Bldg., Fort Meade, along the Jessup-Odenton Rd.	Nov. 30, 1943	1,206.94
		AA-198-4-311	Adiacent to St. Lawrence Church Hall	Dec. 31, 1943	2,964.38
255-43	Apr. 27, 1943	AA-324-3-311	Jessup-Odenton Road. Remove structures	Feb. 29, 1944	3,003.26
6-42	Oct. 16, 1941	AA-198X2-311	Jessup to Fort George Meade.	Feb. 29, 1944	95,181.07
564-42	July 21, 1942	AA-208X2-311	Intersection of Telegraph and old Annapolis Rd. Channelization	Feb. 29, 1944	10,540.52
431-42	Apr. 21, 1942	AA-312X2-311	Cherry Hill Lane W.P.A. project	Feb. 29, 1944	65,309.42
32-44	Aug. 11, 1943	AA-333-1-311	Governor Ritchie Hwy.-Brooklyn. Installing Storm Water Sewer	Apr. 30, 1944	7,286.27
Total					\$191,963.21
BALTIMORE COUNTY					
Completed Projects, October 1, 1942, to June 30, 1944					
163-42	Dec. 16, 1941	B-464X1-411	New Phila. Rd. near Balto. City line-Advance warning flashing signal	Oct. 31, 1942	\$1,074.68
54-42	Nov. 4, 1941	B-474X411	Belair Road at south Joppa Rd.-Install traffic signal	Oct. 31, 1942	2,156.60
383-42	Mar. 24, 1942	B-479X411	Paradise Road-Excavate, fill and extend pipe, Steve Provenzo property	Nov. 30, 1942	195.36
429-42	Apr. 21, 1942	B-482X411	Washington Blvd. 700 lin. ft. cable guard rail in front Westinghouse property	Nov. 30, 1942	81.20
570-42	July 28, 1942	B-485-411	York Road-Widening Allegany Ave. build curb and gutter	Dec. 31, 1942	245.15
280-42	Jan. 29, 1942	B-316-7-411	Intersection New and Old Phila. Rd.-Widening approaches.	Jan. 31, 1943	19,528.93
298-42	Feb. 11, 1942	B-440X9-411	Phila. Rd. at Intersection Martin Hwy-Landscape and control erosion	May 31, 1943	3,320.98
		B-331-4-411	Harford Road City Line fwd Joppa Road. Additional Cost	June 30, 1943	7.08
		B-354-1-411	Gwynn Oak Ave. Balto. City Line to Gwynns Falls. Additional Cost	June 30, 1943	1.55

MAINTENANCE AND RECONSTRUCTION

Author-ization Number	Date Author-ized	Project Number	Description	Date Com-pleted (Ac-counting Record)	Total Cost
BALTIMORE COUNTY					
Completed Projects, October 1, 1942, to June 30, 1944					
		B-380-411	Drainage at York Road and Hopkins Road (Ameslie). Additional Cost	Aug. 31, 1943	34.75
372-41	Jan. 10, 1941	B-466X411	Loch Raven Blvd. and Taylor Ave. Installing traffic signal	Aug. 31, 1943	2,043.69
14-44	July 20, 1943	B-491X411	Joppa Road-Loch Raven Boulevard to Harford Rd. Drainages, ditches and surface treat	Feb. 29, 1944	4,348.52
240-44	Feb. 15, 1944	B-380X2-411	Hopkins and York Roads. Equipment Rental for repairs to Culvert	Mar. 31, 1944	1,776.55
239-44	Feb. 15, 1944	B-380X3-411	Hopkins and York Roads. Labor, Material and Supervision of work on culvert	Mar. 31, 1944	2,792.91
407-42	Apr. 1, 1942	B-480X411	U. S. Rt. 40 Patching in Baltimore and Harford Counties	Mar. 31, 1944	34,681.84
Total					\$72,127.39
CALVERT COUNTY					
Completed Projects, October 1, 1942, to June 30, 1944					
595-42	Aug. 19, 1942	C-161X511	Dowell's Road repair damage caused by hauling	Nov. 30, 1942	\$5,059.69
17-43	Nov. 4, 1942	C-165X511	Repairing damage on State Roads	Jan. 31, 1943	858.27
12-43	Oct. 20, 1942	C-161X1-511	Dowell's Rd. Repair Damage	Dec. 31, 1943	1,465.09
Total					\$7,383.05
CAROLINE COUNTY					
Completed Projects, October 1, 1942, to June 30, 1944					
		Co-156X1-211	Greensboro to Denton Rt. 313. Surface Treat—Additional Cost	Oct. 31, 1942	\$1,257.80
5-42	Oct. 16, 1941	Co-156X2-211	Greensboro to Denton. Construct shoulders	Nov. 30, 1942	1,334.84
456-41	July 8, 1941	Co-155-1-211	From Approach to Dover Bridge across Dover Bridge Marsh—Constructing Stabilization	Dec. 31, 1942	41,534.50
297-42	Feb. 11, 1942	Co-164X211	Sour Apple Tree to Two Johns Road Pipe culverts extension	Mar. 31, 1943	191.52
		Co-154-211	Federalburg to Delaware Line. Construction of Shoulders—Additional Cost	Apr. 30, 1944	85.75
140-42	Dec. 2, 1941	Co-155-211	Dover Bridge. Approach fill Additional P.E.C.	Apr. 30, 1944	.50
		Co-163X211	Burrsville, Rt., 313 Break coner. surf., furnish pipe and rubber headwalls	Apr. 30, 1943	361.35
429-42	Apr. 21, 1942	Co-164X1-211	Sour Apple Tree to Two Johns—pipe extension	Apr. 30, 1943	499.62
523-42	June 30, 1942	Co-155-2-211	Dover Bridge—Surface treat causeways at approach	Aug. 31, 1943	4,308.84
272-42	Jan. 29, 1942	Co-156X4-211	Greensboro to Denton Rd.—Right of Way adjustments	Nov. 30, 1943	1,029.10
271-42	Jan. 29, 1942	Co-156X3-211	Greensboro to Denton Rd. Right of Way adjustments	Feb. 29, 1944	989.98
Total					\$51,593.90
CARROLL COUNTY					
Completed Projects, October 1, 1942, to June 30, 1944					
455-41	July 8, 1941	Cl-253-1-311	Littlestown Pike from Westminster to Union Mills—Widening and Resurfacing	Jan. 31, 1943	\$170,895.75
596-42	Aug. 19, 1942	Cl-271X311	Taneytown—Lay 48 ft. 15" T. C. pipe. Town to furnish material	Mar. 31, 1943	1,169.16
394-42	Mar. 31, 1942	Cl-268X311	Underdrain on Westminster—Manchester Road	Oct. 31, 1943	619.01
395-42	Mar. 31, 1942	Cl-269X311	Underdrain on Westminster—Manchester Road	Oct. 31, 1943	640.91
10-43	Oct. 20, 1942	Cl-272X311	Reisterstown Road at Westminster Stabilizing shoulders on Fair Grounds Hill	Oct. 31, 1943	3,484.25
Total					\$176,809.08
CECIL COUNTY					
Completed Projects, October 1, 1942, to June 30, 1944					
		Ce-243X211	New Philadelphia Rd. Elkton to Delaware Line—additional Cost	Oct. 31, 1942	\$5.00
599-42	Aug. 19, 1942	Ce-257X211	Landing Lane, south of Elkton—replace sidewalk	Oct. 31, 1942	193.00
562-42	July 14, 1942	Ce-254X211	Philadelphia Rd. at Aiken Road—Convert traffic signal on Everingham property	Dec. 31, 1942	940.23
56-43	Nov. 25, 1942	Ce-261X211	Prison Labor for maintenance work in Cecil County	Feb. 28, 1943	4,769.61
612-42	Aug. 25, 1942	Ce-258X211	Philadelphia Rd.—Repair truck damage on Elk River Bridge	Mar. 31, 1943	2.49
661-42	Sept. 22, 1942	Ce-259X211	Philadelphia Rd.—Prevent damage to A.T. and T. Co. conduit near Fay's Hill	Apr. 30, 1943	312.60
572-42	July 28, 1942	Ce-255X211	Philadelphia Rd.—Replacing expansion joints at Sections 89 and 90	June 30, 1943	5,905.08
573-42	July 28, 1942	Ce-256X211	Philadelphia Rd.—Replacing expansion joints at Section 89, and repair spalls	June 30, 1943	2,289.46
		Co-185X3-211	Philadelphia Rd. Chesapeake City Rd. to Delaware Line Roadside Development Additional Cost	Oct. 31, 1943	83.41
388-42	Mar. 24, 1942	Ce-251X1-211	Elkton—Furnish pre-mixed material for resurfacing road at Prest-O-Lite Co.	Nov. 30, 1943	1,370.19
60-43	Dec. 9, 1942	Ce-262X211	Constructing road approaches north and south of the Chesapeake and Delaware Canal	Jan. 31, 1944	7,206.73
15-44	July 28, 1943	Ce-265X211	Perryville-Delaware State Line—Removing, replacing broken and sunken concrete	Apr. 30, 1944	10,301.57
167-44	Nov. 9, 1943	Ce-266-1-211	Weber's Bridge—replacing deck	May 31, 1944	3,152.03
Total					\$36,531.40

MAINTENANCE AND RECONSTRUCTION

Exhibit 6
Schedule 65

Author-ization Number	Date Author-ized	Project Number	Description	Date Com-pleted (Ac-counting Record)	Total Cost
CHARLES COUNTY					
Completed Projects, October 1, 1942, to June 30, 1944					
633-42	Sept. 1, 1942	Ch 234X511	Storm damage repairs on roads in Charles County	Nov. 30, 1942	\$2,102.36
18-43	Nov. 4, 1942	Ch 236X511	Repairing damage on State Roads	May 31, 1943	4,911.13
321-43	Mar. 30, 1943	Ch 239X511	Clearing on Sides of Potomac Riv. Br. App.	July 31, 1943	585.53
530-42	July 7, 1942	Ch 233X511	Government Reservation at Smith Point. Graveling road and Parking Area	Mar. 31, 1943	145.99
Total					\$7,745.01
DORCHESTER COUNTY					
Completed Projects, October 1, 1942, to June 30, 1944					
197-42	Dec. 18, 1941	D 160 I 111	Hooper Island. Reconstructing bridge	Mar. 31, 1943	\$30,390.02
602-42	Aug. 19, 1942	D 179X111	Taylor's Island Bridge. Reconstruct fents	Nov. 30, 1943	5,636.78
Total					\$36,026.80
FREDERICK COUNTY					
Completed Projects, October 1, 1942, to June 30, 1944					
162-42	Dec. 16, 1941	F 405-611	Middletown. Correct dangerous condition at intersection of Broad St. and Route 40	Oct. 31, 1942	\$248.91
289-40	Mar. 28, 1940	F-351X611	Traffic Signal at Worman's Hill	Oct. 31, 1942	2,065.18
334-40	Apr. 17, 1940	F-371X611	Intersection in Lewistown. W.P.A. project	Nov. 30, 1942	217.78
340-41	Apr. 29, 1941	F-371X1-611	Lewistown. Intersection of Routes 16 and 22. R.W.Option	Nov. 30, 1942	931.70
399-42	Mar. 31, 1942	F-414X1-611	Jug Bridge. Providing watchman on Route 40	Nov. 30, 1942	1,823.70
542-42	July 2, 1942	F-420X611	Unionville. Clear up water condition	Nov. 30, 1942	1,530.72
500-40	Aug. 13, 1940	F-377X611	Brunswick-Knoxville Rd. Macadam Shoulders. W.P.A. project	Dec. 31, 1942	9,375.78
438-42	Apr. 28, 1942	F-415X2-611	Jug Bridge. Maint. of Screening Stab. Section Route 80.5	Dec. 31, 1942	936.28
364-41	May 22, 1941	F-381 I-611	Petersville-Brunswick Road. Bridge over Little Catoctin Creek and Approach	Jan. 31, 1943	45,656.40
409-42	Apr. 2, 1942	F-382-3-611	Monocacy River, Jug Bridge. Constr. Timber Truss Bridge.	Feb. 28, 1943	35,864.52
391-42	Apr. 30, 1942	F-412X1-611	Frederick County Rd. and Lingaman Rd. Patchroad	Feb. 28, 1943	185.32
275-43	May 11, 1943	F-423X611	Frederick County. Repair damage on Route 81	June 30, 1943	790.16
485-41	July 15, 1941	F-336-1-611	Along under section of Brunswick Point of Rocks Rd	Aug. 31, 1943	145,289.41
605-42	Aug. 19, 1942	F-421X611	Mt. St. Mary's Seminary Rd. Furnish stone	Aug. 31, 1943	538.40
71-43	Dec. 16, 1942	F-422X611	State Roads Garage at Frederick. Installing plumbing and fixtures	Oct. 31, 1943	624.03
508-42	June 16, 1942	F-418X611	Rt. 40 west of Frederick. Perform work on Md. State Police Barrack "B"	Oct. 31, 1943	764.60
Total					\$246,842.89
GARRETT COUNTY					
Completed Projects, October 1, 1942, to June 30, 1944					
240-40	Feb. 29, 1940	G-191X611	Through Parking areas along Deep Creek Lake	Oct. 31, 1942	\$3,463.77
369-42	Mar. 17, 1942	G-208X611	Kitzmiller Bridge over Potomac River. Repair	Nov. 30, 1942	642.49
280-43	May 11, 1943	G-213X611	Garrett County. Repair frost damage	Sept. 30, 1943	7,300.68
341-43	June 29, 1943	G-216X611	Oakland-Mt. Lake Park. Resurfacing	Mar. 31, 1944	23,154.56
Total					\$34,561.50
HARFORD COUNTY					
Completed Projects, October 1, 1942, to June 30, 1944					
344-42	Mar. 4, 1942	H-274X411	Jarrettsville Volunteer Fire Dept. Extend pipe and construct wall	Nov. 30, 1942	\$165.91
382-42	Mar. 24, 1942	H-275X411	Whitney property. Repair damage by truck	Nov. 30, 1942	66.32
170-42	Dec. 11, 1941	H-259 I-411	Near race Track at Havre de Grace. Channelization	Dec. 31, 1942	4,927.74
42-41	Nov. 6, 1940	H-221X1-411	Wilma State Police Sub Station. Constructing concrete curb	Jan. 31, 1943	515.66
70-43	Dec. 16, 1942	H-264X411	Baltimore Ave. in Belair. Drainage and R.W. Survey	Mar. 31, 1943	865.51
300-42	Feb. 11, 1942	H-278-411	Oakland Havre de Grace on Phila. Road. concrete box culvert	Sept. 30, 1943	88.09
		H-232 9-411	Susquehanna River Bridge. Protective Lighting	Oct. 31, 1943	209.30
		H-232 10-411	Susquehanna River Bridge. Protective Lighting	Jan. 31, 1943	366.25
Total					\$6,296.10
HOWARD COUNTY					
Completed Projects, October 1, 1942, to June 30, 1944					
532-42	July 1, 1942	Ho-88X2-311	Balto. Wash Blvd. Spon. Cont.-W.P.A. Additional Cost	Nov. 30, 1942	\$4.35
266-42	Jan. 29, 1942	Ho-210-311	Waterloo. Making adjustments to curbing and inlets at inter-section	Feb. 28, 1943	9,432.58
		Ho-199X5-311	Jessup Road. Landscaping and erosion Control	May 31, 1943	4,196.58
Total					\$13,543.51

MAINTENANCE AND RECONSTRUCTION

Author-ization Number	Date Authorized	Project Number	Description	Date Completed (Ac-counting Record)	Total Cost
KENT COUNTY					
Completed Projects, October 1, 1942, to June 30, 1944					
444-42	Apr. 28, 1942	K-129X1-211	Eastern Neck Island Bridge, constructing abutments	Oct. 31, 1942	\$4,495.83
522-42	June 30, 1942	K-136X211	Chestertown—Lynchburn St. extension	Oct. 31, 1942	1,369.94
465-42	May 19, 1942	K-138X211	Cannon property—Concrete and improve drainage condition	Oct. 31, 1942	1,178.49
375-42	Mar. 17, 1942	K-136X1-211	Chestertown—Surfacing Lynchburn St. Ext.	Dec. 31, 1942	1,165.47
36-44	Aug. 24, 1943	K-141X211	Rock Hall to Tolchester—Widening a hazardous curve	Jan. 31, 1944	1,965.29
Total					\$10,175.02
MONTGOMERY COUNTY					
Completed Projects, October 1, 1942, to June 30, 1944					
685-42	Sept. 29, 1942	M-341-1-311	Columbia and Spencerville Road—property adjustment	Feb. 28, 1943	\$1,780.51
597-42	Aug. 19, 1942	M-377X311	Install storm sewer in Flower Ave. Takoma Park	Feb. 28, 1943	1,210.24
		M-351X311	Connecticut Ave. and Bradley Lane	May 31, 1943	1,686.34
90-43	Jan. 19, 1943	M-379X311	East West Highway adjustment to Diety, Walsh property	June 30, 1943	518.79
		M-302-1-311	Old Georgetown Rd. Wisconsin Ave. Bethesda to Alta Vista. Additional Cost	Aug. 31, 1943	26.79
677-42	Sept. 23, 1942	M-341-311	Curve modification at road intersection, Burtonsville	Oct. 31, 1943	9,818.43
507-41	July 31, 1941	M-363-1-311	Along Viers Mill Road Between Wheaton-Kensington road and Rockville—Concrete shoulders	Jan. 31, 1944	99,398.03
531-42	July 7, 1942	M-375X311	Piney Branch Road—Stabilize shoulders between Phila. and Slizo Ave.	Apr. 30, 1944	12,650.00
Total					\$127,089.13
PRINCE GEORGE'S COUNTY					
Completed Projects, October 1, 1942, to June 30, 1944					
		P-443-1-511	Edmonston Rd. to Jefferson Ave.—Curve modification—Additional Cost	Oct. 31, 1942	\$15.10
		P-454X511	Livingston Road at District Line twd La Plata—Additional Prel. Eng. Costs	Oct. 31, 1942	4.47
527-42	July 7, 1942	P-443X3-511	Jefferson Ave. and Edmonston Rd.—Grass seed traffic islands	Oct. 31, 1942	84.21
273-42	Jan. 29, 1942	P-476X1-511	Jefferson Ave. and Edmonston Rd.—Install coner. curb for traffic Island	Oct. 31, 1942	658.63
275-42	Jan. 29, 1942	P-476X2-511	Jefferson Ave. and Edmonston Rd.—To channelize traffic	Oct. 31, 1942	507.66
276-42	Jan. 29, 1942	P-476X3-511	Jefferson Ave. and Edmonston Rd.—Surf and plan curb	Oct. 31, 1942	768.84
310-42	Feb. 24, 1942	P-478X511	Capitol Heights—Central Ave.—Repairs to 4 types H. Inlets	Nov. 30, 1942	315.53
593-42	Aug. 19, 1942	P-488X511	Road leading into Marlboro Race Track—Treat with calcium chloride	Nov. 30, 1942	17.35
		P-417X811	Owens Road—Widen and gravel	Nov. 30, 1942	124.01
78-42	Nov. 5, 1942	P-468-1-511	Bowie Race Track Road—Defense Hwy. to Bowie Race track	Dec. 31, 1942	61,807.76
		P-468-511	Bowie Race Track Road, Prel. Eng. Costs	Dec. 31, 1942	775.64
394-41	June 17, 1941	P-459X811	Landover-Largo Road, Install traffic signal at intersection Central Ave.	Dec. 31, 1942	1,128.51
		P-386-811	Queen Chapel Rd. at Hyattsville—Additional Cost	Jan. 31, 1943	17.50
528-42	July 5, 1942	P-464X2-511	Bladensburg—Fertilize, grass seed and mulch, traffic islands	Jan. 31, 1943	49.94
470-42	May 27, 1942	P-483X511	Washington-Laurel Rd.—Clear and drain 15 miles	Jan. 31, 1943	1,861.16
472-42	May 27, 1942	P-483X2-511	Washington-Laurel Rd., Grading and drain, 1.5 miles	Jan. 31, 1943	2,456.24
281-42	Feb. 3, 1942	P-464-1-511	Baltimore-Washington Blvd. and Defense Highway—Channelization of inter-section	Feb. 28, 1943	30,202.55
485-42	May 27, 1942	P-481X1-511	Rhode Island Ave. and Eldridge Ave.—Install flashing signal	Apr. 30, 1943	180.96
505-41	July 31, 1941	P-315-1-511	From Seat Pleasant to Defense Hwy.—Gravel surfacing and Bituminous Stabilization	May 31, 1943	158,665.29
639-42	Aug. 25, 1942	P-489X511	Main St. in Laurel, Eliminating high crown and meeting grade on sidewalk	May 31, 1943	884.79
561-42	July 14, 1942	P-486X511	Laurel-Bowie Rd.—Remove coner. underpass at junction	June 30, 1943	1,178.81
		P-436X511	Capital Heights—Installation of Traffic Signal—Additional Cost	June 30, 1943	1,153.50
		P-427X511	Place 18" pipe at School Playground on Jefferson Ave.—Additional Cost	Aug. 31, 1943	.58
18-44	July 28, 1943	P-509X511	Crain Highway near Croom, Building Timber bridges, also approaches, maintaining detour	Nov. 30, 1943	2,066.93
634-42	Sept. 1, 1942	P-490X511	Storm damage repairs on certain county roads	Dec. 31, 1943	12,504.33
37-43	Aug. 24, 1943	P-480-3-511	Painting Marlboro Garage	Jan. 31, 1944	545.89
256-43	May 6, 1943	P-506X511	East-West Highway, Paving area between New Hampshire Ave. and Takoma Park Town Line	Jan. 31, 1944	1,289.86
257-43	May 6, 1943	P-506X1-511	East-West Highway Concrete curb and gutter between New Hampshire Ave. and Takoma Park Town Line	Jan. 31, 1944	140.68
594-42	Aug. 19, 1942	P-487X511	Priest Bridge twd. T. B. Repair damage caused by Army tanks	Apr. 30, 1944	7,399.37
62-43	Dec. 9, 1942	P-480-1-511	Upper Marlboro, Constructing a garage, shop and office building	May 31, 1944	61,039.16
43-44	Aug. 25, 1943	P-509-1-511	Constructing Bridge over Branch of Charles branch on Crain Hwy. near Croom Road	May 31, 1944	11,086.55
99-44	Sept. 21, 1943	P-514X511	Oiling Balto.-Wash. Blvd. from Laurel to Hyattsville	May 31, 1944	26,262.75
681-42	Sept. 29, 1942	P-315-4-511	Seat Pleasant to Defense Hwy., Surfacing along bed of W. B. & A. R. R.	June 30, 1944	59,343.88
Total					\$444,503.73

REPORT OF THE STATE ROADS COMMISSION

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MAINTENANCE AND RECONSTRUCTION

Exhibit 6
Schedule 65

Author- ization Num- ber	Date Author- ized	Project Number	Description	Date Com- pleted (Ac- counting Record)	Total Cost
QUEEN ANNE'S COUNTY					
Completed Projects, October 1, 1942, to June 30, 1941					
506-42	June 16, 1942	Q 177X3 211	Kent Narrows Bridge—Furnishing Material for earth shoulders	Oct. 31, 1942	\$85.55
507-42	June 16, 1942	Q 177X4 211	Earth shoulders at both ends of Kent Narrows Bridge. Fur- nish equipment for hauling	Oct. 31, 1942	935.37
338-42	Mar. 4, 1942	Q 176X211	Sudlersville Delaware Line apply sand gravel material —shoulders	Nov 30, 1942	1,780.09
533-42	July 7, 1942	Q 181X211	Queenstown to 1 mile east Centerville—Widen Rt. 18	Nov 30, 1942	2,494.66
339-42	Mar. 4, 1942	Q 176X1 211	Sudlersville Delaware Line Apply sand and gravel on —shoulders	Dec. 31, 1942	2,038.88
		Q 146X211	Chestertown to Church Hill—Sand asphalt Shoulders. Addi- tional Cost	Feb. 28, 1943	2.15
103-41	Jan. 7, 1941	Q 158X211	Between Church Hill and Centerville—Completing widening of Route 213	July 31, 1943	15,499.93
201-43	Mar. 17, 1943	Q-185X211	Chester, Q A County—Improve sight line on Benton's prop- erty.	July 31, 1943	144.62
598-42	Aug. 19, 1942	Q 182X211	Salem Branch between Church Hill and Centerville. Apply rip rap	Nov. 30, 1943	733.45
190-44	Dec. 7, 1943	Q 190X211	Kent Narrows—Install pipes under B & E. Railway	May 31, 1944	699.99
266-44	Jan. 18, 1944	Q 191X211	Relieve drainage cond. near Dominion Clark Prop.	May 31, 1944	136.07
Total					\$25,349.76
ST. MARY'S COUNTY					
Completed Projects, October 1, 1942, to June 30, 1944					
169-42	Dec. 11, 1941	Sm 226-1-511	St. George Island and Mainland—Partial reconstr. timber bridge	Feb. 28, 1943	\$25,653.66
20-43	Nov. 4, 1942	Sm 256X511	Repairing to State Roads caused by storm	July 31, 1943	7,664.60
		Sm-226-511	St. George's Island Bridge	Oct. 31, 1943	929.59
611-42	Aug. 25, 1942	Sm-226X2 511	St. George Island Bridge. Construct sub. and superstruc- ture at north end	Oct. 31, 1943	17,784.78
238-43	Apr. 13, 1943	Sm-258X511	Complete Bldg. on Garage lot at Leonardtown	Dec. 31, 1943	7,979.39
338-44	Apr. 18, 1944	Sm-258X1-511	Complete Bldg. on Garage lot at Leonardtown	May 31, 1944	4,570.50
Total					\$64,582.52
SOMERSET COUNTY					
Completed Projects, October 1, 1942, to June 30, 1944					
603-41	Sept. 25, 1941	S-121-1-111	Hopewell Marion Road to Railroad Crossing near Marion— constructing concrete road	Feb. 28, 1943	\$160,079.67
117-42	Nov. 19, 1941	S-124-1-111	Westover-Pocomoke Rd. near Greenhill, 0.739 mi. concrete sur- facing	Mar. 31, 1943	53,118.49
294-42	Dec. 11, 1942	S-136-111	Crisfield-Somerset Ave. Strengthening surface	Nov. 30, 1943	11,004.73
97-42	Nov. 19, 1941	S-135X111	Princess Anne-Dealos Island Rd. Stabilize dirt shoulders with gravel	Nov. 30, 1943	8,006.79
128-44	Oct. 19, 1943	S-139X111	Princess Anne. Repairing of streets	June 30, 1944	18.43
Total					\$232,827.81
TALBOT COUNTY					
Completed Projects, October 1, 1942, to June 30, 1944					
244-42	Jan. 14, 1942	T-100X211	Tanyard Branch west of Easton—Supply pipe to facilitate drainage	Jan. 31, 1943	\$1,588.33
335-42	Mar. 4, 1942	T-101X211	Cordova—Move dirt and shape roadway where gravel should- ers have been placed	Jan. 31, 1943	2,551.05
336-42	Mar. 4, 1942	T-101X1-211	Cordova—Furnish and apply sand gravel for shoulders	Jan. 31, 1943	2,415.46
337-42	Mar. 4, 1942	T-101X2-211	Cordova—Furnish and apply sand gravel for constr. of shoul- ders	Jan. 31, 1943	2,528.52
430-42	Apr. 21, 1942	T-102X211	Trappe Peachblossom Road, Seeding and reshaping	Jan. 31, 1943	986.91
		T-89X211	Wye Mills to Easton. Widen earth shoulder Rt. 213. Addi- tional Cost	May 31, 1943	898.74
539-41	Aug. 20, 1941	T-97X211	Route 213—Widening shoulders on east side	June 30, 1943	1,184.60
Total					\$12,153.61
WASHINGTON COUNTY					
Completed Projects, October 1, 1942, to June 30, 1944					
174-41	Apr. 17, 1941	W-263 2-611	Three span steel bridge on Hagerstown-Leitersburg Road	Dec. 31, 1942	\$113,369.15
547-41	Aug. 28, 1941	W 193X7-611	Potomac River Bridge—erosion control work on the slopes	Dec. 31, 1942	786.64
607-42	Aug. 19, 1942	W-354X611	West slope of Sideling Hill Mountain. Facilitate drainage	Dec. 31, 1942	259.54
627-42	Sept. 1, 1942	W-355X611	Boonsboro—Sharpsburg Rd. to facilitate drainage	Jan. 31, 1943	229.47
54-43	Nov. 25, 1942	W-359X611	Improving vision on Fridmager's property between Hagerstown and Huyett's Cross	Feb. 28, 1943	222.14
686-42	Sept. 30, 1942	W-358X611	Facilitate drainage on certain state road	Mar. 31, 1943	397.00
279-40	Mar. 19, 1940	W-394X611	Through parking areas Route 40, Fairview Mountain Sideling Hill Mountain, W.P.A. Project	Mar. 31, 1943	4,206.99
		W-304X1-611	R W Costs on W-304X Route 57—Additional Cost	Apr. 30, 1943	218.45
657-42	Sept. 15, 1942	W-356X611	Correcting traffic hazard on certain State road	June 30, 1943	220.55
295-43	Mar. 29, 1943	W-362X611	United Brethren Church in Chewsville—Surface treat parking area	Sept 30, 1943	71.97
Total					\$119,874.96

MAINTENANCE AND RECONSTRUCTION

Author- ization Num- ber	Date Author- ized	Project Number	Description	Date Com- pleted (Ac- counting Record)	Total Cost
WICOMICO COUNTY					
Completed Projects, October 1, 1942, to June 30, 1944					
293-42	Feb. 11, 1942	Wi-200-111	Salisbury-Mt. Herman Road, Surf. treat gravel shoulders	Apr. 30, 1943	\$7,912.57
562-41	Sept. 9, 1941	Wi-185-1-111	East Main St. to North Division St., Extension of Salisbury by-pass, Concrete dual Hwy.	May 31, 1943	139,728.30
362-41	May 22, 1941	Wi-195-X111	Mardela to Sharptown, Route 313, Widening Shoulders, Extending culverts	Sept. 30, 1943	1,272.86
43-41	Nov. 6, 1940	Wi-165-X1-111	Maryland State Police Sub-Station, north of Salisbury-Route 13—constructing driveway, etc.	Oct. 31, 1943	2,062.30
25-43	Nov. 4, 1942	Wi-205-X111	Sharptown-Nanticoke River Bridge. Rebuilding fender system	Dec. 31, 1943	13,744.16
371-42	Mar. 17, 1942	Wi-204-X111	Barren Creek to Delaware Line, Cutting sight distance at junction	Feb. 29, 1944	217.14
Total					\$164,937.33
WORCESTER COUNTY					
Completed Projects, October 1, 1942, to June 30, 1944					
624-42	Sept. 1, 1942	Wo-180X8-111	West approach to Ocean City Bridge, Special erosion Control	Feb. 28, 1943	\$2,244.95
305-43	June 8, 1943	Wo-245-111	Removal of Existing Bascule Span, Ocean City Maryland	Nov. 30, 1943	2,051.91
Total					\$4,296.86
BALTIMORE CITY					
Completed Projects, October 1, 1942, to June 30, 1944					
		BC-164X711	Spon. Cont. W.P.A. Grading & Surfacing, at Southern Ave. Garage. Additional Cost	Apr. 30, 1944	\$211.40
158-41	Feb. 4, 1941	BC-165-711	Maintaining Route Markers in Baltimore City—Fiscal year 1941	Apr. 30, 1944	460.64
Total					\$672.04
MISCELLANEOUS					
Completed Projects, October 1, 1942, to June 30, 1944					
		SR-100		Apr. 30, 1944	\$13,463.08
A-W (STATE WIDE)					
Completed Projects, October 1, 1942, to June 30, 1944					
675-8	Apr. 27, 1938	AW-550-01	Potomac River Bridge and Chesapeake Bay Bridge, Traffic studies and surveys	Dec. 31, 1943	\$24,547.55
814-8	May 31, 1938	AW-557-01	Susquehanna River Bridge Survey and plans by J. E. Griener Co.	Dec. 31, 1943	74,293.15
815-8	May 31, 1938	AW-559-01	Bridges and tunnels in State, Plans and surveys by J. E. Griener Co.	Dec. 31, 1943	42,551.65
131-41	Jan. 14, 1941	AW-579-011	Providing Signal repairs due to accidents	Mar. 31, 1944	32,373.00
Total					\$173,765.65
ENGINEERS' DISTRICTS					
Completed Projects, October 1, 1942, to June 30, 1944					
573-41	Sept. 16, 1941	ED-15-211	Cleaning and Painting existing bridges in Caroline and Calvert counties	Oct. 31, 1942	\$5,283.47
574-41	Sept. 16, 1941	ED-15-311	Cleaning and Painting existing bridges in Anne Arundel, Carroll and Montgomery Counties	Oct. 31, 1942	5,439.50
		ED-14-411	Roadway Patching in Baltimore and Harford Co. Additional Cost	Dec. 31, 1942	10.57
575-41	Sept. 16, 1941	ED-15-411	Cleaning and Painting existing bridges in Cecil, Harford Counties	Feb. 28, 1943	4,536.86
576-41	Sept. 16, 1941	ED-15-511	Cleaning and Painting bridges in Anne Arundel, Prince Georges' and Charles Counties	Feb. 28, 1943	2,336.23
577-41	Sept. 16, 1941	ED-15-611	Cleaning and Painting bridges and bridge over Potomac River at Paw-Paw	Mar. 31, 1943	6,052.61
		ED-17-11	Bituminous Surface Treatment. All Districts	May 31, 1943	393.23
327-41	Apr. 22, 1941	ED-13-211	Replacing old guard fence with cable type	July 31, 1943	3,522.72
Total					\$27,575.49
Misc. Projects closed to Revenue by Journal				June 30, 1944	\$5,617.59

MAINTENANCE AND RECONSTRUCTION

Construction Work in Progress, June 30, 1944				Amount	Disburse-	Estimated
Author-ization Number	Date Author-ized	Project Number	Description	Authorized	ments to June 30, 1944	Expendi-tures to Complete
ALLEGANY COUNTY						
October 1, 1942, to June 30, 1944						
		A 166 4 611	Lake to Westport—Roadside development		\$17.12	
		184 611	National Pike at Lang—3 mi. west Cumberland		375.01	
		193 611	National Pike, Crystal Park to Eckhart		4,724.84	
361-9	2 28 39	271X611	McMullen Highway, east of Celanese Plant—Side walks	\$632.50	232.11	\$400.39
320-41	4 15 41	272X1 611	Westport McCool Road—Remove slides	977.50	1,453.84	
		309 611	Surveys in connection with repairs to bridge over Potomac River at Lake		33.18	
57-41	11 27 40	313X611	Froderick St., extension, City Limits to Bedford Road—Macadam Road	4,227.40	323.65	3,903.75
		318 611	Bridge over Potomac River on Cumberland Rd. Gely Road—Prel. Eng. Costs		8.79	
301-44	4 4 44	325X3 611	Georges Creek Road—removing slides	977.50	398.62	608.88
529-42	8 19 42	329X3 611	McMullen Highway—extend pipes and end walls	2,015.03	796.85	1,218.18
658-42	9 15 42	329X4 611	McMullen Highway—Grade and drain for earth shoulders	10,637.50	7,236.83	3,400.67
437-42	4 21 42	332X1 611	Route 220 at Celanese Plant—Widening	2,703.65	132.77	2,570.88
246-42	1 14 42	334 611	Eliminate traffic hazard—Route 36 Section 13		16.44	
581-42	3 17 42	337X611	Westport—Stabilize shoulders with macadam, and adjustments to drainage	1,679.00	823.46	855.54
418-42	4 14 42	338X611	Loonist Grove Bridge—Build cement masonry retaining walls	1,348.78		1,348.78
468-42	5 27 42	341X611	Narrows, Bridge #0042—Replace 670 sq. ft. sidewalk, and line curb	621.00	418.65	202.35
505-42	6 9 42	342X611	Rt. 36 at Gillman—Widening shoulders and correct drainage	1,334.00	127.91	1,206.09
604-42	8 19 42	343X611	Pinto Road—Widen existing surface with Macadam	5,426.79	4,245.02	1,181.77
36-43	11 17 42	346X611	Placing 2 lines concrete pipe on Rt. 36 4	772.92	481.72	291.20
48-43	11 25 42	347X611	Placing Macadam shoulders on Rt. 135—Sect. 3	698.17	698.17	
148-44	10 19 43	349X2 611	Lake—Westport Road—repairs	977.50	804.17	173.33
189-43	3 10 43	350 611	Westport—McCool Road—removing slides	977.50	783.16	194.34
289-43	5 18 43	355X611	Placing pipe across Rt. 135 1	378.35		378.35
215-44	12 28 43	359 611	Moscow repairing Bridge over Georges Creek	850.00	448.91	401.09
264-44	3 7 44	360X611	Repairs on McCool Bridge	2,353.92	2,735.97	
294-44	3 21 44	362 611	Cleaning and Painting 3 steel bridges	939.86		939.86
398-44	7 5 44	363 611	Repairs—Clarysville arch over Bradlock Run		145.66	
		364X611	Painting Westport—Piedmont Bridge	1,500.00		1,500.00
			Total	\$42,028.87	\$26,734.68	\$21,473.62
ANNE ARUNDEL COUNTY						
October 1, 1942, to June 30, 1944						
		AA-133-1-311	Repairs to superstructure for Hills Bridge over Patuxent River		\$190.43	
		199-1-311	Annapolis Blvd. from Furnace Branch to Glenburnie		30.23	
		230-311	General Highway—Gap at Iglehart		2,102.48	
		246-311	Intersection of Defense Highway and Solomon's Island Road—Prel. Eng. costs		44.65	
		262-311	Bridge over Stony Creek on Stony Creek Road—Prel. Eng. Costs		43.11	
		291X311	Dorsey Road, Glenburnie to Dorsey—W.P.A. Project		2.79	
		301-1-311	Dorsey Road—Traffic Signal		217.53	
148-41	1 21 41	302X1-311	Fort Meade Road—Pumphrey to Severn, and Telegraph Road—Severn to Odenton		2,923.94	
		302 3-311	Severn—Odenton Rd.—Adjustments to Grimm Property		43.92	
		302 4-311	Severn—Odenton Rd.—Adjustments to Harmon Property		1,495.81	
		304X311	Ritchie Highway and Hammond's Lane—Install traffic light		2,331.61	
		309X1-311	Adjustments to traffic signal in Glenburnie		2,290.97	
		312X311	Cherry Hill Rd.—Prel. Eng. Costs		905.30	
		312X1-311	Cherry Hill Rd.—Punington Ave.—Spon. Cont. W.P.A.		1,483.01	
		315-311	Belle Grove Rd. in Brooklyn—Drainage Survey		73.89	
555-41	9/ 9 41	316X311	Old Annapolis Rd.—Extending culvert—East End	\$1,138.50		\$1,138.50
556-41	9/ 9 41	316X1-311	Old Annapolis Rd.—Extending culvert—West End	\$1,138.50		1,138.50
		319-311	Channelization at intersection of Fort Meade Road and Old Annapolis Road		720.55	
		320-311	Widening Severn River Bridge		3,432.70	
396-42	3 31/42	323X311	Gov. Ritchie Highway—Open outlet ditches at culverts	575.00		575.00
511-42	6/16/42	327X311	Brooklyn, Gov. Ritchie Highway—Erect two (2) warning lights	287.50	101.97	185.53
30-43	11/10/42	330X311	Repairs to Manresa Entrance	115.00	106.76	8.24

MAINTENANCE AND RECONSTRUCTION

Construction Work in Progress, June 30, 1944:

Author- ization Number	Date Author- ized	Project Number	Description	Amount Authorized	Disburse- ments to June 30, 1944	Estimated Expendi- tures to Complete
ANNE ARUNDEL COUNTY						
October 1, 1942, to June 30, 1944						
		331-311	South River Br. to Central Ave.—Prel. Eng. Costs.		\$839.11	
268-43	5 6 43	331-1-311	South River Br. to Central Ave.—Right of Way.		2,516.21	
		332X311	Gov. Ritchie Highway, ½ mile N. of Severn River— Installing 24" storm sewer	\$286.50		\$286.50
291-43	5 18 43	334X311	Severn Avenue, W Annapolis—removing defective trees	667.50	8.89	658.61
		335 311	Central Ave. to Davidsonville—Prel. Eng. Costs		11,058.79	
191-44	12 14 44	337X311	Annapolis—grading and sodding State Grounds	1,650.00	2,776.87	
293-44	3 29 44	338X311	Maryland Ave. approach to Ft. Meade Road—grad- ing and surfacing	1,104.00	670.06	433.94
292-44	3 29 44	339X311	Greenwood St. approach to Ft. Meade Road—grad- ing and surfacing	525.55	303.94	221.61
		341-311	Davidsonville Road to Mayo Rd.—Prel. Eng. Costs.		2,362.37	
		342-311	General's Highway to South River Rd.—Prel. Eng. Costs		2,535.81	
387-44	6 13 44	345X311	Removing bridge at McPherson Sta. to make road- way	2,817.50	175.85	2,641.65
			Total	\$10,305.55	\$41,789.55	\$7,288.05
BALTIMORE COUNTY						
October 1, 1942, to June 30 1944						
		B-310-411	Harford Road at Cub Hill and Sweathouse Rd— Prel. Eng. Costs		\$364.82	
		310 1-411	Harford Road at Cub Hill and Sweathouse Rd.— Roadway		4,940.62	
		333 21-411	Remove Mud wave on Middle River Bridge		207.22	
		429-1-411	Repair Bridge on Monkton—Sheppard Road		8.96	
		435 411	Whitehall Road toward Gemmills—Curve Elimina- tion—Prel. Eng. Costs		170.36	
1-43	10 6 42	440X11-411	Middle River (Cloverleaf and Approaches—erosion control)	\$11,346.65	12,823.02	
		441-411	Repair private road on Mr. Pearce property on Monkton—Sheppard Rd.		74.88	
		442-411	Bridge at intersection of Wilkins Ave. and Spring Grove Road—Prel. Eng. Costs		475.95	
		443-411	Reisterstown Road at Hobbs Hotel—Relocation— Prel. Eng. Costs		11.35	
		444-411	York Road at Cold Bottom Road—Prel. Eng. Costs		5,592.40	
		444 1-411	York Road at Cold Bottom Road—Roadway		82	
		444 3-411	York Road at Cold Bottom Road—Roadway		5.58	
		448-411	Belair Road at Overlea—Drainage Survey		134.91	
		450-411	Westminster Pike—Reisterstown to Carroll County line—Prel. Eng. costs		10,534.93	
		450-1 C1	Westminster Pike—Reisterstown to Carroll County line—Roadway		25,804.95	
		250-10-411	Eastern Ave. near Bengies to Old Philadelphia Road near Whitmarsh—Prel. Eng. costs		2,616.03	
		462-2-411	Eastern Ave. near Bengies to Old Philadelphia Road near Whitmarsh—Roadway		52.03	
281-44	3 21 44	463X7-411	Old North Point Road and New North Point Road at Matthai Ave.—Repairs	3,543.72	2,568.79	\$974.93
		466X1-411	Loch Raven Blvd. and Taylor Ave.—Curb construc- tion		228.44	
		467-411	Hazelwood Ave.—Relocation		453.64	
		472-411	York and Joppa Roads in Towson—Prel. Eng. costs		61.96	
		476-411	Old Court Road at Woodstock College—Prel. Eng. costs		124.25	
196-42	12 23 41	476-1-411	Old Court Road at Woodstock College—Roadway.		1.02	
		478-411	Reisterstown Rd. and Riding Hall—Patching sec- tions of road	1,104.00	100.57	1,003.43
		480-1-411	Philadelphia Road—Patching		70.74	
408-42	4/ 1 42	481X411	Baltimore County—Repairs to Concrete surfacing on Route 1	57,500.00	43,216.97	14,283.03
659-42	9 15 42	487X411	Removing steel car track rails in Baltimore County	11,399.49	5,795.81	5,603.68
		488-411	Philadelphia Rd. and Golden Ring Rd.—Chan- nelization		852.59	
14-44	7 20 43	491X411	Joppa Rd., Loch Raven Blvd. to Harford Rd.— Construct drainage ditches		586.87	
25-44	7 28 43	492 H283)	Repairing concrete surfacing, Rt. 40, Baltimore & N411 Harford Counties, fiscal year 1943-1944	46,000.00	71,753.23	
		493X411	York Road at Hereford—repair culvert		25.01	
170-44	11 30 43	496X411	Baltimore—Washington Blvd., south of Caton Ave. —erection of traffic signal	150.00		150.00
		497-1-411	Construction of New Bridge—Prel. Eng. costs		1,034.36	
		498-411	Branch of North Run—Park Heights Ave.—Prel. Eng. costs		925.20	

MAINTENANCE AND RECONSTRUCTION

Exhibit 6
Schedule 65

Construction Work in Progress, June 30, 1944

Author- ization Number	Date Author- ized	Project Number	Description	Amount Authorized	Disburse- ments to June 30, 1944	Estimated Expendi- tures to Complete
BALTIMORE COUNTY						
October 1, 1942, to June 30, 1944						
		499 411	Widen Philadelphia Road Palto City Line to Mar- tins. Prel. Eng. costs		\$102.53	
195 44	12 14 43	500 411	Philadelphia Road from Baltimore City Line. Prel. Eng. costs	\$25,000.00	9,293.70 1,093.73	\$15,706.30
339 44	4 18 44	500 1 411 501 X 411	Havre de Grace. Martin Road. Prel. Eng. costs. Martin Blvd. and Compass Road. install traffic signal	2,500.00	1,841.36	658.64
337 44	4 18 44	502 X 411	Martin Blvd. and Middle River Road. install traffic signal	2,500.00	1,626.95	873.05
343 44	4 25 44	503 X 411 504 411	New Battle Grove Road. Widening and repairs. Repairs to Bridge over North Run on Park Heights Ave. Prel. Eng. costs	355.35	434.61	
		505 411	Intersection at Eastern Ave. and Wilson Point Road. Surfacing and curbing		93.81	
368 44	6 20 44	506 X 411	Eastern Boulevard and Wilson Point Road. install traffic signal	2,875.00	336.03	
386 44	6 20 44	507 X 411	Baltimore Washington Blvd., at Westinghouse Mfg. Co. install traffic signal	175.00	97.77	77.23
369 44	6 20 44	508 X 411	Gen. Pulaski Highway. concrete repairs	23,695.75		23,695.75
			Total	\$188,144.96	\$209,508.77	\$65,901.04
CALVERT COUNTY						
October 1, 1942, to June 30, 1944						
		C 140-811 142 811	Solomon's Island. Survey. Prel. Eng. costs Wharf at Lower Marlboro on Patuxent River. Prel. Eng. costs		\$273.18 82.16	
428 41	7 1 41	143 X 811	East of Mt. Harmony. Elimination of reverse curve	\$782.00		\$782.00
429 41	7 1 41	143 X 1-811	East of Mt. Harmony. Elimination of reverse curve	966.00		966.00
		165 511	Storm damage. Oct. 14 15		69.76	
295 44	3 29 44	168 X 511	North Beach. Maintaining streets	1,725.00	800.06	924.94
			Total	\$3,473.00	\$1,225.16	\$2,672.94
CAROLINE COUNTY						
October 1, 1942, to June 30, 1944						
		C 6-142 211 142-1-211	Denton. Greenboro Rd. Bridge and Approaches over Chapel Branch. Prel. Eng. costs		\$1,079.87	
434 42	4 21 42	156 X 5 211	Denton. Greenboro Rd. Bridge and Approaches over Chapel Branch. Construction		18.65	
		162 211	Greensboro to Denton Rd. Widen, clear, and shoulders on road. W.P.A. Project	\$18,827.80	14,981.76	\$3,846.04
		166 X 2 211	Greensboro to Denton Rd. Bridge over Choptank, and sidewalks. Prel. Eng. costs		278.90	
469 42	5 27 42	166 X 2 211	Sour Apple Tree Rd. Install pipe culverts	2,846.25	1,693.09	1,153.16
631 42	9 1 42	168 X 1-211	Two Johns to Bureau Rd. Widen Road	11,697.80	6,999.36	4,698.44
630 42	9 1 42	168 X 2 211	Two Johns to Bureau Rd. Sand Bituminous Sur- facing	6,095.00	642.43	5,452.57
		170- T103 211	Dover Bridge over Choptank River. repairs. Prel. Eng. Costs		31.52	
			Total	\$39,466.85	\$25,725.58	\$15,150.21
CARROLL COUNTY						
October 1, 1942, to June 30, 1944						
		C1-175 311 175-1-311	National Pike. Howard County line to Ridgeville. Key Highway. Taneytown to Frederick County line. Prel. Eng. costs		\$367.38 1,484.44	
		175-1-311	Key Highway. Taneytown to Frederick County line. Roadway		447.97	
		250-311	Westminster Pike. Baltimore County line to West- minster. Prel. Eng. costs		7,990.56	
		250-1-311	Westminster Pike. Baltimore County line to West- minster. Roadway		11,670.12	
		250-2-311	Westminster Pike. adjustments to Burgoon Prop- erty		38.31	
		266 X 311	Westminster Curve modification		14.70	
		266 X 1-311	Westminster Curve modification		20.30	
417 42	4 7 42	266 X 2 311	Westminster Curve Modification. Excavation		53.37	
93 42	3/31 42	267 X 311	Underdrain on Westminster-Manchester Rd.	\$535.79	236.94	\$299.15
229 44	2 2 44	276 X 311	Widening connection between Rts. 620 and 32	550.00	411.09	108.91
			Total	\$1,085.79	\$22,764.88	\$408.06

MAINTENANCE AND RECONSTRUCTION

Construction Work in Progress, June 30, 1944

Author- ization Number	Date Author- ized	Project Number	Description	Amount Authorized	Disburse- ments to June 30, 1944	Estimated Expendi- tures to Complete
CECIL COUNTY						
October 1, 1942, to June 30, 1944						
		Co-147-211	Weber's Bridge—Prel. Eng. Costs		\$62.21	
		165-211	Elkton—Chesapeake City—Prel. Eng. Costs		6,052.61	
		186-1-411	East approach to Elkton from New Philadelphia Road		1,824.62	
		238-411	Northeast—Bayview Rd. from Old Philadelphia Road to New Philadelphia Rd.		824.34	
		238-2-211	Bridge over North east Creek		3,242.39	
		239-411	Right-of-Way Survey at Coulson property		59.41	
592-41	9-30-41	246X411	Perryville—Shaping streets with gravel and surface treatment	\$529.50	49.30	\$480.20
		218X211	Bethel Road to Delaware State line		422.74	
357-42	3-24-42	251X211	Elkton—Place retreat on existing surface in front of Prest O. Lite Company	690.00	193.98	496.02
		260-211	Bridge over C & D Canal and approaches—Prel. Eng. cost		149.12	
261-44	2-29-44	261X211	C. & D. Canal—rental of property and maintenance of approaches	1,552.50	5.47	1,547.03
60-43	12-9-42	262X211	C. & D. Canal—constructing road approaches		248.24	
179-43	2-16-43	263X211	Sassafras River Bridge—replacing handrail	212.75		212.75
		264X211	Construct shed at Elkton Garage		267.99	
		272X211	Cinder Bin on Rt. 40 near Elkton		185.78	
		274-211	Replacement of deck on Bacon Hill Bridge on Rt. 7		450.44	
309-44	7-5-44	275X211	Bayview Road, Erosion Control	6,403.90		6,403.90
			Total	\$9,388.65	\$14,038.64	\$9,139.90
CHARLES COUNTY						
October 1, 1942, to June 30, 1944						
		Ch-198-811	Newburg—La Plata Rd.—Prel. Eng. costs		\$1,133.90	
424-41	7-1-41	219X811	Hughesville—Benedict Road, Widening and banking curve—Part 1	\$948.75		\$948.75
425-41	7-1-41	219X1-811	Hughesville—Benedict Road, Widening and banking curve—Part 2	977.50		977.50
426-41	7-1-41	219X2-811	Hughesville—Benedict Road, Widening and banking curve—Part 3	931.50		931.50
427-41	7-1-41	219X3-811	Hughesville—Benedict Road, Widening and banking curve—Part 4	\$28.00		\$28.00
85-44	9-14-43	240X511	Lyons Corner, Widening pavement	483.00		483.00
291-43	3-29-44	241-511	La Plata Garage—repairs	183.70	173.76	9.94
			Total	\$4,352.45	\$1,307.66	\$4,178.69
DORCHESTER COUNTY						
October 1, 1942, to June 30, 1944						
		D-102-111	Bridge over Slaughter Creek at Taylor Island—Prel. Eng. Costs		\$854.75	
		110-5-111	Intersection of Sunburst Ave. and Easton—Cambridge Road		400.27	
		115-111	Construction of Bridge at Cabin Creek near Wad-dell's Corner—Prel. Eng. Costs		102.85	
		115-1-111	Construct bridge over Cabin Creek—Roadway from Preston to East New Market		252.57	
583-42	8-19-42	170X111	Sharptown—Eldorado Road—Surface treat	\$22,882.70		\$22,882.70
584-42	8-19-42	171X111	Through Eldorado—Surface treat	2,114.62		2,114.62
585-42	8-19-42	172X111	Caroline County line to Hurlock—Surface treat	27,946.15		27,946.15
586-42	8-19-42	173X111	Through Hurlock—Surface treat	6,416.31		6,416.31
587-42	8-19-42	174X111	Hurlock to Shiloh Church—Surface treat 0.40 mi.	2,735.62		2,735.62
588-42	8-19-42	175X111	Hurlock to Shiloh Church—Surface treat 0.30 mi.—Concrete section	750.26		750.26
589-42	8-19-42	176X111	Hurlock to Shiloh Church—Surface treat 0.85 mi.	5,054.02		5,054.02
590-42	8-19-42	177X111	Shiloh Church to Rhoadsdale—Surface treat	11,662.15		11,662.15
591-42	8-19-42	178X111	Rhoadsdale to Vienna—Surface treat	29,587.20		29,587.20
606-42	8-19-42	180X111	Hurlock to Shiloh—stabilize and surface treat 1.4 mi. shoulders	6,517.28		6,517.28
348-44	5-2-44	184X111	Cambridge—Oiling streets	2,990.00	2,992.11	
359-44	6-1-44	185X111	Hurlock—repairing streets	999.35		999.35
		189X111	Hooper's Island Road—Fishing creek to Hoopersville		158.34	
			Total	\$119,655.66	\$4,760.89	\$116,665.66
FREDERICK COUNTY						
October 1, 1942, to June 30, 1944						
		F-264-611	Frederick Road—Prel. Eng. costs		\$367.40	
		335-611	Jug Bridge over Monoecy River—Prel. Eng. costs		121.66	
643-42	9-29-42	336X2-611	Brunswick—Point of Rocks Road—Erect guard posts	\$2,572.88	2,550.86	\$22.02

MAINTENANCE AND RECONSTRUCTION

Exhibit 6
Schedule 65

Construction Work in Progress, June 30, 1944

Author-ization Number	Date Author-ized	Project Number	Description	Amount Authorized	Disburse-ments to June 30, 1944	Estimated Expendi-tures to Complete
FREDERICK COUNTY						
October 1, 1942, to June 30, 1944						
		350 611	Foxville to Thurmont—Prel. Eng. Costs		\$1,067.85	
373-9	2 28 39	356X511	Dual Highway—National Highway and High Knob.	\$750.00	299.29	\$450.71
372-9	2 28 39	356X1 511	Dual Highway—High Knob and Harmony Road	750.00	676.95	73.05
371-9	2 28 39	356X2 511	Dual Highway—Harmony Road and Washington County line	319.13	319.35	
		379-611	Survey to establish Mason Dixon Line Adjust-ments to Myers and Welty properties		214.88	
		380-611	Bridge over Tuscarora Creek on Harmony—Lewis-town Rd—Prel. Eng. costs		178.17	
560-42	7 14 42	382 4 611	Jug Bridge—Surface treat decking on temporary bridge	402.50	576.46	
603-42	8 19 42	382 5 611	Jug Bridge—Work on temporary bridge	402.50	179.80	231.70
		398-611	Souder Road—Brunswick, Prel. Eng. costs		60.08	
466-42	5 19 42	415X3 611	Jug Bridge—Continue maintenance of screening and stabilization	2,300.00	3,713.30	
		417-611	Relocation of National Pike		417.06	
		419 611	Buckeystown Pike—Survey Toll House Property at Lime Kiln		275.02	225.02
16-44	7 28 43	424X611	Repairs during temporary repairs to Jug Bridge	4,531.00	2,340.92	2,190.08
		Total		\$12,028.01	\$12,850.01	\$3,192.58
GARRETT COUNTY						
October 1, 1942, to June 30, 1944						
		G-155-611	Oakland to North, Prel. Eng. costs		\$362.32	
		184-611	Beckman toward Bittengro, Prel. Eng. costs		217.12	
		192-611	Grade Revision on National Pike at Castleman Valley R.R.—Prel. Eng. Costs		124.59	
		198-1-611	Keyser—Oakland Road—Bridge over Deep Creek Lake—Additional costs		9.41	
267-41	2 28 41	199X611	Bridge over Castleman River, repairs	\$968.30	767.99	\$200.31
487-42	6 3 42	209X611	Improve sub drainage in Garrett County	2,181.55	971.89	1,209.66
610-42	8 19 42	211X611	Blooming Rose—Markysburg Road, Resurfacing	14,191.00	12,581.01	1,609.99
224-43	3 30 43	212X611	Route 500, Sect. 2, Kelso Gap—installing pipes	3,086.60	229.03	2,857.57
260-44	2 29 44	219X611	Oakland—repairing streets	2,468.40	2,605.79	
259-44	2 29 44	220X611	Accident—repairing streets	447.12		447.12
265-44	3 7 44	221X611	Loch Lynn Heights—repairing street	512.04	491.80	20.24
367-44	6 1 44	222X611	Blooming Rose to Penna. Line—resurfacing pave-ment	19,524.70		19,524.70
		Total		\$43,379.71	\$18,360.95	\$25,869.59
HARFORD COUNTY						
October 1, 1942, to June 30, 1944						
		H-221-411	Maryland State Police lot at Wilna		\$395.17	
		252-411	Approach to Bata Shoe Company—Prel. Eng. costs		3,184.83	
		254 411	Revolution Ave. in Havre de Grace, Curb and gut-ter		2.49	
		255-411	Stream change on West branch of Winters Run—Prel. Eng. costs		213.92	
		255-1-411	Stream change on West branch of Winters Run		11.43	
		258-411	West end of Conowingo Dam to Darlington Road		95.70	
		262-411	Baltimore Ave. in Belair, Drainage and Right of Way survey		96.64	
		266 411	Main St. in Belair—Prel. Eng. costs		47.36	
		268-411	Aberdeen Grade Elimination—Prel. Eng. costs		656.79	
		270-411	Van Bibber toward Edgewood—Relocate		540.39	
395-41	6 17 41	270X1-411	Edgewood Road—End H251N2 to the underpass—Additional costs		224.05	
		270X2 411	Emmorton Road—Belair to Old Phila. Road—Relo-cation		102.45	
		273-411	Darlington—Laurel Road at Graham—Allen Curve Road—Relocation		731.11	
		277-411	Bridge over Falling Branch—Prel. Eng. costs		222.96	
		281-411	Removal of Havre de Grace substructure—Prel. Eng. Costs		552.30	
150-44	10 19 43	282-411	Repairing Bridge over B. & O. R. R. at Stepney	\$3,068.25	2,947.21	\$721.04
185-44	11 17 43	284 411	Penna. R. R. Bridge at Swan Creek near Aberdeen		176.22	
366-44	6 1 44	286X411	Churchville Garage—construct concrete shed	2,070.00	4 790.58	
		289X411	Patching entrance to Md. State Police—Benson Bar-racks	92.00	21.28	70.72
389-44	6 28 44	290X411	Patching Gen. Polaski Highway; installing under-drain in Harford County	35,241.75		35,241.75
		Total		\$41,072.00	\$15,012.88	\$36,033.51

ITALICS INDICATE RED FIGURES.

MAINTENANCE AND RECONSTRUCTION

Exhibit C
Schedule 66

Construction Work in Progress, June 30, 1944

Author-ization Number	Date Author-ized	Project Number	Description	Amount Authorized	Disburse-ments to June 30, 1944	Estimated Expendi-tures to Complete
HOWARD COUNTY						
October 1, 1942, to June 30, 1944						
		Ho-156-311	National Pike—Ellicott City to Frederick County line		\$367.38	
269-42	1/29/42	157-X6-311	Rogers Ave. Approach to Edmondson Ave., Making fill	\$546.25		\$546.25
		165-311	Survey for State Police at Sub-station and school at Waterloo		61.49	
		199X4-311	Adjacent to traffic signal at Waterloo		855.46	
266-42	1/29-42	199X5-311	Jessup Rd. Landscaping and erosion control		1.85	
		202-311	Baltimore—Washington Boulevard at Laurel—Relocation, Prel. Eng. costs		5,007.28	
		207-1-311	Baltimore—Washington Blvd. at Dead Man's Curve—Construct Dual Highway		12,326.32	
		208-311	Along Baltimore—Washington Boulevard, Relay—College Park Prel. Eng. costs		413.55	
		215-311	Baltimore—Washington Blvd. at Laurel—Bridge over Patuxent River Prel. Eng. Costs		56.76	
331-44	4-11-44	216X311	Howard County Bridge at Woodbine—Repairs	373.75		373.75
332-44	4/11/44	216X1-311	Woodbine—recutting stream bed	1,725.00		1,725.00
388-44	6-13-44	217X311	Seagoville Road—eliminating hazardous ditch.	2,070.00		2,070.00
		218-311	Columbia Road from Columbia to Atholton—Prel. Eng. Costs			
			Total	\$4,715.00	\$19,318.24	\$4,715.00
KENT COUNTY						
October 1, 1942, to June 30, 1944						
543-42	7-14/42	K-139X211	Chesterville toward Millington—Sand gravel shoulder	\$994.75		\$994.75
36-44	8-24/43	141X211	Rock Hall Tolchester Rd. Widening hazardous curve		\$3.41	
347-44	5-2-44	143X211	Correcting hazardous—draining condition	368.34	219.45	148.89
			Total	\$1,363.09	\$222.86	\$1,143.64
MONTGOMERY COUNTY						
October 1, 1942, to June 30, 1944						
		M-349-311	Rockville—Norwood Road at Norbeck, Prel. Eng. costs		\$5.72	
		354-311	Underpass, Georgia Ave. in Silver Springs—Recon-struct, Prel. Eng. costs		2,559.38	
		360-311	Connecticut Ave. to Jones Mill Road, Prel. Eng. costs		286.97	
406-41	6/17/41	360-1-311	Connecticut Ave. to Jones Mill Road, Roadway		412.89	
		362X311	Quince Orchard—Modifying grade at intersection of Rt. 28 and Rt. 124	\$571.13		\$571.13
		365X311	Intersection of Colesville Rd. and Second Ave.—Curb		5.64	
		367-311	Bridge on Norbeck—Redland Road, Prel. Eng. costs		125.98	
		367-1-311	Bridge on Norbeck—Redland Road, Construct.		\$34.57	
		369X311	Connecticut Ave. near Baltimore St., Storm sewer		45.47	
		371-311	Intersection Georgia Ave. and Seminary Road, Prel. Eng. costs		115.56	
652-42	9/8/42	378X311	Dale Drive, north of Piney Branch Road, concrete pipe	690.00	340.51	349.49
266-43	5-6-43	381X311	Wisconsin Ave. Rockville Pike—N. of Bethesda—Storm sewer	402.50	296.48	106.02
267-43	5/6-43	382X311	Dist. of Columbia Line on Georgia Ave.—removing traffic hazard	690.00		690.00
370-44	6/28/44	386X311	Old Georgetown Road at Auburn Ave. Storm sewer	3,982.95	2,661.44	1,321.51
			Total	\$9,636.58	\$7,693.61	\$3,338.15
PRINCE GEORGE'S COUNTY						
October 1, 1942, to June 30, 1944						
		P-281-6-511	Channelization on New Hampshire Ave.		\$6.16	
		300-4-511	Landover—Largo, Prel. Eng. costs		587.04	
		315-2-511	Payment of Right of Way costs to W. B. & A...		1,891.17	
149-42	12/2/41	315-3-511	Defense Highway, Approach to W. B. & A. R. R., railway bed	\$92,629.30	72,447.80	\$20,181.50
		315-5-511	Largo Road—Bridge over W. B. and A. R. W at Landover		2,283.22	
678-42	9/29/42	352X1-511	Transfer traffic signal at Berwyn to Branchville	1,850.00	628.94	1,221.06
		391-811	Silver Hill to T.B., Prel. Eng. costs		2,664.84	

MAINTENANCE AND RECONSTRUCTION

Exhibit 6
Schedule 65

Construction Work in Progress, June 30, 1944				Amount	Disbursements	Estimated
Author-ization Number	Date Author-ized	Project Number	Description	Authorized	June 30, 1944	Expendi-tures to Complete
PRINCE GEORGE'S COUNTY						
October 1, 1942, to June 30, 1944						
		425 811	Baltimore—Washington Blvd. at Contee, Right of Way survey		\$339.19	
		434 811	River Road, Defense Highway to D. C. line—Prel. Eng. costs		755.31	
		451-511	Landham Grade Elimination, Sidewalks		229.45	
		452 511	Laurel—Fort Meade Road, Prel. Eng. costs		11,341.88	
		452X1-511	Laurel—Fort Meade Road, Laurel to A. A. County line		26.13	
		458-511	Laurel—Burtonsville Rd.—Right of Way survey		181.84	
		460 1-511	Washington Boulevard, Muirkirk to Hyattsville		1.22	
		461-511	Baltimore—Washington Boulevard at Laurel, Relocate, Prel. Eng. Costs		5,446.74	
35-43	11 27 42	464X3-511	Peace Cross in Bladensburg—special treatment.	\$375.00	419.66	
		471X511	Bowie Race Track Road, repair and patch		315.89	
132-42	12 2 41	472X511	Upper Marlboro—Prepare and surface treat parking lot	979.80	135.95	\$1,115.75
247-43	4 22 43	473X511	Install traffic signal at New Hampshire Ave. and University Lane	2,300.00	1,872.10	427.90
248-42	1 14 42	474X511	New Hampshire Ave. and East—West Highway, install traffic signal at intersection	2,300.00	1,652.35	647.65
		474 1-511	Channelization at intersection of New Hampshire Ave. and East—West Highway		26.60	
		475 511	Marlboro—Cheltenham Rd.—Prel. Eng. costs		440.88	
		480X511	Marlboro Garage—Fire cleaning		696.08	
9-43	10 13 42	480-2-511	Marlboro Garage—Reconstruction	1,000.00	1,534.32	
		481-511	Channelization at Rhode Island Ave. and Eldridge Ave.		49.09	
		482-511	Baltimore—Washington Blvd., Relay—College Park, Prel. Eng. costs		413.55	
19-43	11 4 43	494X511	Storm damage to State Roads	13,225.00	10,086.17	3,138.83
		497X511	5th Street at Berwyn Heights—repairs		2,698.80	
		500-511	Bridge over B. and O. Branch line at Hyattsville—Prel. Eng. Costs		196.16	
166-43	2 9 43	502X511	Installing traffic signal at junction of Routes 301 and 5 at T. B.	1,380.00	765.38	614.62
165-43	2 9 43	503X511	Installing traffic signal at intersection of Piscataway Road and Route 5	1,725.00	765.38	959.62
		504-511	Bridge over Penna. R. R. at Bowie—Prel. Eng. costs		265.67	
41-44	8 24 43	507X511	Seeding cuts and slopes around Airport at Meadows	8,270.00	2,520.23	5,749.77
		510-511	Bridge over Patuxent River—Prel. Eng. costs		126.08	
		511-511	D. C. Line to Camp Springs Airport—Prel. Eng. Costs		135.95	
83-44	9 1 43	512X511	Mayhew County Road, Surface treat 1.25 miles	2,300.00	1,628.95	671.05
84-44	9 1 43	513X511	Dr. Stewart County Road Surface treat 1.5 miles	2,875.00	826.22	2,048.78
110-44	9 29 43	515X511	TB to Brandywine Road, Improving State road.	4,600.00	295.67	4,304.33
		516-511	Large Road—Bridge over W. B. and A. R. W. at Landover		224.36	
168-44	11 9 43	517X511	Edmondston Rd. and Jefferson Ave.—repairing traffic islands	836.63	844.11	
186-44	12 7 43	518X511	Repairs to Marlboro Race Track Road	139.46	152.35	
		522-511	Queens Chapel Road at Northwest Br.—Prel. Eng. Costs		1,101.06	
			Total	\$136,785.19	\$128,738.04	\$11,086.86
QUEEN ANNE'S COUNTY						
October 1, 1942, to June 30, 1944						
361-41	5/22/41	Q-151-211	Matapeake—Romanceke Rd.		\$562.02	
		153X2-211	Between Centreville and Wye Mills, furnishing pipe culverts	\$2,013.07	564.36	\$1,448.71
		164X211	Centreville to Wye Mills, Right of Way engineering and widening		3,772.57	
		165 211	Kent Narrows to Winchester, Prel. Eng. costs.		709.77	
		166-211	Stevensville, approach to ferry terminal		5,448.23	
		167-211	Relocation of Rt. 404 at Wye Mills, Prel. Eng. costs		106.66	
		168-211	Grasonville toward Wye Mills, Prel. Eng. costs.		376.52	
		170-211	Ferry Terminal at Matapeake		7,095.52	
		174 211	Burrsville Road		1,048.50	
223-43	3 24 43	186X211	Widening Road from Centreville to Wye Mills	29,585.00	14,227.92	6,357.08
222-43	3 24 43	187X211	Centreville—Wye Mills Road—Satisfying Right of Way	15,872.02	5,791.24	10,080.78
		187X1-211	Centreville—Wye Mills Road		136.30	
			Total	\$38,470.09	\$39,839.61	\$17,886.57

ITALICS INDICATE RED FIGURES.

MAINTENANCE AND RECONSTRUCTION

Construction Work in Progress, June 30, 1944

Author- ization Number	Date Author- ized	Project Number	Description	Amount Authorized	Disburse- ments to June 30, 1944	Estimated Expendi- tures to Complete
SAINT MARY'S COUNTY						
October 1, 1942, to June 30, 1944						
403-41	6/17-41	SM-231X811 234X511	Clements, improving sight distance at curve Storm damage repairs in St. Mary's County (June 13, 1941)	\$496.80	..... \$178.27	\$496.80
		235X511	Mechanicsville—Leonardtown Rd. S.R.C. Garage.	.....	405.54	
		248-511	Sea wall at St. Mary's Seminary, St. Mary's City	.....	93.91	
		250-511	3 Notch Road, Prel. Eng. costs	.....	13,752.81	
197-43	3/10-43	255-4-511	Surface treat from Leonardtown to Cedar Point Naval Base	11,500.00	7,629.74	3,870.26
192-44	12/14/43	262X511	Repairing bridge over Town Run on Route 5	805.00	1,143.90	
			Total	\$12,801.80	\$23,204.17	\$4,367.06
SOMERSET COUNTY						
October 1, 1942, to June 30, 1944						
		S-114-111	Bridge over Annapessex River at Crisfield, Prel. Eng. costs	.....	\$27.10	
		120-111	S. R. C. Garage lot, North of Westover—Prel. Eng. costs	.....	5.43	
179-44	11-23-44	140X111	Somerset County—repairing roads	\$495.50	544.63	
394-44	6-28-44	142X111	Shaping and surface treating driveway of high school in Princess Anne	310.50	.....	\$310.50
			Total	\$806.00	\$577.16	\$310.50
TALBOT COUNTY						
October 1, 1942, to June 30, 1944						
		T-67-211	Easton—Wye Mills, Prel. Eng. costs	.....	\$16,140.07	
		67-1-211	Easton—Wye Mills	.....	5,354.87	
		67-2-211	Skipiton—Wye Mills Road—Prel. Eng. costs	.....	709.97	
		70-211	Miles River Bridge, replace fenders, Prel. Eng. costs	.....	14.97	
541-41	8-20-41	97X1-211	Route 213, widen shoulder on east side	\$977.50	1,163.12	
			Total	\$977.50	\$23,353.00	
WASHINGTON COUNTY						
October 1, 1942, to June 30, 1944						
		W-182-3-611	National Pike—Channelization	.....	\$117.79	
		188-1-611	National Pike Funkstown toward South Mountain, Surfacing	.....	947.34	
		193-6-611	Harfordsburg Road and High St. in Hancock, Channelization	.....	17.00	
442-9	4/5-39	212-4-611	B. & O. R. R. Bridge at Harpers Ferry, Maintenance and equipment rental	\$20,000.00	72,523.75	
		338-611	Widen bridge over Beaver Creek on National High- way, Prel. Eng. costs	.....	\$4.71	
		339-611	Downesville Pike, Downesville—Hagerstown, Prel. Eng. costs	.....	721.81	
		339X1-611	Downesville Pike, Downesville—Hagerstown, Road- way	.....	333.33	
		345-611	National Pike at Sideling Hill Mountain, Reloca- tion	.....	507.49	
		348-611	Improvements to west gate at Camp Ritchie	.....	98.97	
		353-611	National Pike Relocation, grading	.....	223.07	
682-42	9-29-42	357X611	Sharpsburg Pike near Hagerstown, Facilitate drain- age	1,861.91	1,474.20	\$357.71
208-43	4/17/43	360X611	Repairing road on Route S1 in Washington County	2,875.00	3,934.31	
233-43	3/30-43	360X1-611	Repairing road on Rt. S1 in Washington County	2,875.00	1,214.02	1,660.98
295-43	5-25/43	362X611	Surface treating area front of Church property, Rt. 62, near mile stake 67	.....	27.32	
358-44	6/1/44	364X611	Washington County—surface treating Dual High- way	2,329.14	.....	2,329.14
361-44	6/6/44	365X611	Potomac Street, Williamsport—surface treating	1,379.99	.....	1,379.99
			Total	\$31,321.04	\$82,525.11	\$5,757.82
WICOMICO COUNTY						
October 1, 1942, to June 30, 1944						
		Wi-133-111	Salisbury—Delmar, Prel. Eng. costs	.....	\$2,976.59	
		141-111	By-Pass to East of Salisbury, Prel. Eng. costs	.....	400.19	
		197-111	Salisbury—Delmar Rd.—Prel. Eng. costs	.....	358.88	
		197-1-111	Salisbury—Delmar Rd., Prel. Eng. Costs	.....	17,227.48	
		199-111	Salisbury By-Pass (East-West) Division St., west towards Mardels and east twds. Ocean City	.....	2,602.41	
		199-1-111	Salisbury By-Pass—(East-West)	.....	84.66	
		206(Wo246) -111	Pocomoke River at Parnell's crossing—Construct Bridge	.....	1,074.48	

MAINTENANCE AND RECONSTRUCTION

Construction Work in Progress, June 30, 1944

Author-ization Number	Date Author-ized	Project Number	Description	Amount Authorized	Disburse-ments to June 30, 1944	Estimated Expendi-tures to Complete
WICOMICO COUNTY						
October 1, 1942, to June 30, 1944						
149-44	10 19 43	206-1 Wo-246-1-111 207-N111 209-111	County Rd. Bridge at Parnell's cross. Prel. Eng. costs Salisbury repairing Main St. Bridge County Rd. Bridge at Massey Pocomoke River - Prel. Eng. Costs	\$690.00	\$12.12 77.78	\$690.00
Total				\$690.00	\$24,814.59	\$690.00
WORCESTER COUNTY						
October 1, 1942, to June 30, 1944						
309-42	2 24 42	237-N111 245-1-111 245-2-111 249-N111 250-N111 252-N111 260-111	Pocomoke Stockton Rd., Pocomoke to Cape Charles Rd. Prel. Eng. costs Cape Charles Road, Prel. Eng. costs Cape Charles Road, Pocomoke to Virginia line, Roadway Bridge over Pocomoke River at Whiton, Prel. Eng. costs Snow Hill purchase and erect fence around S. R. C. Garage Removal of Sinepuxent Bay Bridge Clearing channel at Worcester St. Berlin, repairing city streets Ocean City, repairing city streets Stephen Decatur Memorial Rd. Prel. Eng. Costs.. County Rd. Bridge at Massey over Pocomoke River	\$1,897.50	\$5.26 5,975.36 22,212.40 2.51 296.24 226.98 220.95 242.26 66.63 77.78	\$1,897.50
104-44	9 29 44	249-N111	Berlin, repairing city streets	500.25	220.95	279.30
103-44	9 29 44	250-N111	Ocean City, repairing city streets	1,000.50	242.26	758.24
265-44	6 13 44	263-N111	Snow Hill, repairing streets	2,852.72	79.47	2,773.25
Total				\$6,250.97	\$29,405.84	\$5,708.29
ENGINEERS' DISTRICTS						
October 1, 1942, to June 30, 1944						
397-44	6 27 44	ED-19-111 20-111 20-1-111	Bituminous surface treatment—District #1 Painting Bridges in District #1 Cleaning and repainting of Choptank Bridge	\$37,004.00	\$56.43 11.73 261.67	\$36,742.33
396-44	6 20 44	20-2-111 18-211 19-211 20-211 20-2-211 18-311 19-311	Repainting Bridges over Marshyhope Creek, and Sinepuxent Bay Repainting bridges in District #2 Surface treatment District #2 Repainting Bridges in District #2 Painting Bridges in District #3 Bituminous surface treatment in Dist. #3	3,909.29	97.26 5.22 56.43 376.41 15.26 1.18 56.46	3,812.03
395-44	6 20 44	20-311 20-2-211 18-311 19-311	Repainting Bridges in District #2 Repainting Bridges in District #2 Painting Bridges in District #3 Bituminous surface treatment in District #3	10,916.29	376.41 15.26 1.18 396.30	10,539.88
400-44	6 28 44	20-311 18-411 19-411	Repainting Bridges in District #3 Painting Bridges in District #4 Bituminous surface treatment in District #4	41,283.00	2.66 56.46 396.30	40,886.70
401-44	6 28 44	20-411 19-511 20-511 19-611 20-611	Repainting Bridges in District #4 Surface treatment in District #5 Painting Bridges in District #5 Surface treatment in District #6 Painting Bridges in District #6	13,020.70	202.91 56.46 119.13 56.46 116.67	12,817.79
106-41	1 7 41	11-611	Servicing Forestry Department, Diesel auto patrol	115.00	7.76	107.24
Total				\$106,248.28	\$1,952.86	\$104,905.97
A-W (STATE WIDE)						
October 1, 1942, to June 30, 1944						
628-42	8 25 42	AW-582-011 800-11	Loadometer re-survey for Federal Government.. To determine military ratings for all State Bridges.	\$6,000.00	\$1,804.58 5,629.19	\$370.81
Total				\$6,000.00	\$7,433.77	\$370.81
October 1, 1942 to June 30, 1944						
					Miscellaneous Construction.....	\$3,654.31

Exhibit 6
Schedule 66

STATEMENT OF ACCOUNT
STUDIES OF THE HARBOR BRIDGE, BALTIMORE-WASHINGTON BOULEVARD, AND RELATED PROJECTS
October 1, 1942 to June 30, 1944

Remainder Available for Projects in Course of Construction at September 30, 1942		Reconstruction Funds	
Add: Receipts from July 1, 1943 to June 30, 1944	.....	\$160,000.00	None
Gross Amount Available for Expenditure and Completion of Projects to June 30, 1944			\$160,000.00
Charges to Revenue for Projects Completed, October 1, 1942 to June 30, 1944			None
Remainder Available for Projects in Course of Construction at June 30, 1944			\$160,000.00

Work in Progress, June 30, 1944:			
Authori- zation Number	Date Authorized	Project Number	Description
279-43	MAY 11, 1943	ED-100-061	Reserve for Highway approaches to proposed Patapsco River Bridge
		ED-100-061	Studies of the Baltimore-Washington Boulevard
Charges to be made to Revenue for Disbursements on Work in Progress			Disburse- ments to June 30, 1944
			Estimated Expenditures to Complete
		\$42,500.00	\$68,272.15
			50.79
			\$88,272.15

Cash on Hand, June 30, 1944			None
Estimated Remainder to be Disbursed to Complete Work in Progress			\$91,727.85
Balance before Anticipated Revenue Accruing from Federal Appropriations and Revenue Transfers			\$91,727.85
Add: Revenue to be Transferred from Regular Federal Aid 1940 Appropriation			140,000.00
Approximate Balance Available for Additional Projects at June 30, 1944			\$231,727.85

STATEMENT OF ACCOUNT
 PLANNING OF FRANKLIN STREET FREEWAY
 October 1, 1942 to June 30, 1944

Exhibit 6
 Schedule 67

Reconstruction Funds
 \$83,221.00
 None
 \$83,221.00
 None
 \$83,221.00

Remainder Available for Projects in Course of Construction at September 30, 1942
 Add: Receipts from July 1, 1943 to June 30, 1944

Gross Amount Available for Expenditure and Completion of Projects to June 30, 1944
 Charges to Revenue for Projects Completed, October 1, 1942 to June 30, 1944

Remainder Available for Projects in Course of Construction at June 30, 1944
Work in Progress, June 30, 1944:

Authori- zation Number	Date Authorized	Project Number	Description	Amount Authorized	Disburse- ments to June 30, 1944	Estimated Expenditures to Complete
		AW-584-068	Studies of the Franklin St. Freeway	\$48,985.35	\$48,985.35	
			Charges to be made to Revenue for Disbursements on Work in Progress		\$48,985.35	

Cash on Hand, June 30, 1944

Estimated Remainder to be Disbursed to Complete Work in Progress

Balance before Increments from Federal Appropriations
 Add: Anticipated Revenue Accruing from Federal Funds

Approximate Balance Available for Additional Projects at June 30, 1944

48,985.35
 \$34,235.65
 None
 \$34,235.65
 \$83,221.00
 \$117,456.65

**STATEMENT OF ACCOUNT
PRELIMINARY ENGINEERING COSTS ON POST WAR PROJECTS
October 1, 1942 to June 30, 1944**

Exhibit 6

Schedule 65

Remainder Available for Projects in Course of Construction at September 30, 1942
Add: Receipts from October 1, 1942 to June 30, 1944

None
None

Gross Amount Available for Expenditure and Completion of Projects to June 30, 1944
Charges to Revenue for Projects Completed October 1, 1942 to June 30, 1944

None
None

Remainder Available for Projects in Course of Construction at June 30, 1944
Work in Progress, June 30, 1944:

None

Author-ization Number	Date Authorized	Project Number	Description	Amount Authorized	Disburse-ments to June 30, 1944	Estimated Expenditure to Complete
193-44	Dec. 14, 1943	A-218-1-677	Relocation at Green Ridge Mt.	\$17,000.00	\$2,399.67	\$10,435.57
194-44	Dec. 14, 1943	A-283-2-677	Keyser, W. Va. to point 2 mi. north of McCook.		6,564.43	
		B-302-1-477	Extension of Wilkens, Ave. to Washington-Baltimore Blvd.	12,000.00	30,920.08	
			Costs		16.32	
196-44	Dec. 14, 1943	Co-141-1-277	Greenboro-Burrsville		41.54	14,446.31
		CE-275-377	Westminster-Mandchester Rd.	23,000.00	8,523.69	
		CE-165-1-277	Elkton-Chesapeake City.			
		P-425-677	Rockville to Monocacy River.	150,000.00	1,921.02	150,000.00
197-44	Dec. 14, 1943	M-383-377	Oakland towards Deep Creek Lake		1,130.12	
		G-155-1-677	From Edmonson Ave. extended Columbia Pike connection			
		Ho-164-1-377	Laurel By-pass.	12,000.00	1,169.51	10,830.49
		Ho-202-1-377	Silver Spring Underpass and approaches	6,000.00	2,225.01	3,774.99
198-44	Dec. 14, 1943	P-461-1-577	Relocation of the Baltimore-Washington Boulevard at Laurel		196.83	
199-44	Dec. 14, 1943	M-354-1-377	Marlboro By-pass.	16,000.00	13,527.56	2,442.44
200-44	Dec. 14, 1943	P-519-577	Pocomoke to Westover		3,097.16	
201-44	Dec. 14, 1943	S-82-1-177	Matthews to Tuckahoe Creek.	22,000.00	5,032.51	16,967.49
		T-86-1-277	Queen Anne-Hillsboro Relocation		132.71	
202-44	Dec. 14, 1943	T-105-277	Salisbury (w/d. Mandela	17,000.00	2,396.13	14,603.87
		W-142-2-177				

Charges to be made to Revenue for Disbursements on Work in Progress

\$79,254.29

Cash Position Overdrawn, June 30, 1944

Estimated Remainder to be Disbursed to Complete Work in Progress

\$79,254.29

Overdrawn Balance before Increments from Federal Funds

\$223,501.16

Add: Anticipated Revenue Accruing from Federal Appropriations

\$302,755.55

Approximate Balance Available for Additional Projects at June 30, 1944

\$114,702.55

ITALICS INDICATE RED FIGURES.

Exhibit 6
Schedule 69

Remainder Available for Projects in Course of Construction at September 30, 1942
Add: Revenue transferred from Estimated Funds Receivable from the Chesapeake Bay Ferry System, for Construction of Claiborne Terminal
October 1, 1942 to June 30, 1941

Gross Amount Available for Expenditure and Completion of Projects to June 30, 1944
Charges to Revenue for Projects Completed October 1, 1942 to June 30, 1944

Remainder Available for Projects in Course of Construction at June 30, 1944
Work in Progress, June 30, 1944:

Authori- zation Number	Date Authorized	Project Number	Description	Amount Authorized	Disburse- ments to June 30, 1944	Estimated Expenditures to Complete
364-44	June 6, 1944	T-107-278	Reconstruction of Chesapeake Bay Ferry System terminal at Claiborne	\$43,396.10	\$3,065.26	\$40,330.84
			Charges to be made to Revenue for Disbursements on Work in Progress		\$3,065.26	

Cash on Hand, June 30, 1944

Estimated Remainder to be Disbursed to Complete Work in Progress

Balance Available for Additional Projects at June 30, 1944

None
\$43,396.10
None
\$43,396.10

3,065.26
\$40,330.84
40,330.84
None

**SUMMARY OF DISBURSEMENTS FROM COUNTY LATERAL GASOLINE TAX FUNDS,
AND AVERAGE EXPENDITURE PER MILE FOR MAINTAINING COUNTY ROADS**

October 1, 1942 to June 30, 1943

County	Mileage Maintained By State Roads Commission	Average Cost Per Mile	Cost of Maintenance	Payments to Incorporated Towns	Debt Service	Other Construction	Gasoline Tax Payments To Counties	Total
Allegany	360.29	\$53.55	\$19,294.18	\$1,200.00				\$20,494.18
Anne Arundel				3,877.10			\$27,644.33	31,521.43
Baltimore							68,126.16	68,126.16
Calvert	157.17	86.77	13,638.30					13,638.30
Caroline	468.11	88.73	41,534.03					41,534.03
Carroll	442.60	134.15	59,372.98	204.14	\$7,500.00	\$23.60	53,134.63	53,158.23
Cecil	236.64	121.93	28,854.34					28,854.34
Charles	475.56	101.03	48,047.06					48,047.06
Dorchester				6,900.00			56,618.18	63,518.18
Frederick						15.63	40,957.19	40,972.82
Garrett								
Harford								
Howard							23,163.33	23,163.33
Kent	232.28	144.85	33,645.05					33,645.05
Montgomery				4,530.48			35,386.88	39,917.36
Prince George's	413.30	151.05	62,430.26	73.41		109.00		62,612.67
Queen Anne's	387.79	101.28	39,275.55			33.00		39,308.55
St. Mary's	241.72	79.95	19,326.65	250.00	10,090.00			29,576.65
Somerset	278.67	143.98	40,121.90					40,121.90
Talbot	280.12	155.12	43,451.89					43,451.89
Washington							44,074.88	44,074.88
Wicomico	506.32	143.48	72,648.95	460.79				73,109.74
Worcester	452.63	113.38	51,318.85					51,318.85
Totals	4,933.20	\$116.14	\$572,959.99	\$17,495.92	\$17,500.00	\$181.23	\$349,105.58	\$957,242.72

July 1, 1943 to June 30, 1944

Allegany	360.29	\$74.10	\$26,608.72	\$2,650.00	\$59,106.42	\$14,459.31		\$102,911.45
Anne Arundel				5,764.88		10,286.38	\$33,575.81	49,627.07
Baltimore						40.60	180,751.18	180,791.78
Calvert	157.17	176.82	27,791.16			1,599.09		29,390.25
Caroline	468.11	121.51	56,882.17			6,930.98		63,813.15
Carroll						1,038.44	148,359.69	149,428.13
Cecil	442.60	181.19	80,192.62	400.00	6,500.00	5,450.92		92,543.54
Charles	236.64	272.42	64,464.39			9,037.53		73,501.92
Dorchester	475.56	194.93	92,701.33			17,221.70		109,923.03
Frederick				9,500.00		1,067.85	176,985.88	185,418.03
Garrett						1,340.44	144,767.16	146,107.60
Harford				7,500.00	83,746.25		112,523.59	203,769.84
Howard						7.50	98,272.91	98,280.41
Kent	232.28	211.25	49,068.12			4,427.75		53,495.87
Montgomery				4,576.45			300,898.49	305,474.94
Prince George's	413.30	283.35	117,107.35	26,118.88		37,897.89		181,124.12
Queen Anne's	387.79	166.28	64,480.63	2,392.62	2,400.00	4,661.17		73,904.42
St. Mary's	241.72	250.36	60,516.03	250.00	10,000.00	800.00		71,566.03
Somerset	278.67	163.04	45,683.88			4,077.31		49,761.19
Talbot	280.12	217.40	60,897.48			19,716.14		80,613.62
Washington						17.52	122,596.78	122,614.30
Wicomico	506.32	140.30	71,035.86	2,229.05		3,616.90		76,881.81
Worcester	452.63	168.36	76,203.25			30,031.82		106,235.07
Totals	4,933.20	\$181.16	\$893,722.99	\$61,351.88	\$161,752.67	\$171,588.54	\$1,318,761.49	\$2,607,177.57

ITALICS INDICATE RED FIGURES.

DISTRIBUTION OF MILEAGE OF COUNTY ROADS SYSTEMS, BY STATE ROADS COMMISSION ENGINEERING DISTRICTS

Exhibit 7

June 30, 1944

County	Total Miles of County System	Engineering Districts					
		No. 1	No. 2	No. 3	No. 4	No. 5	No. 6
Allegany	360.29						360.29
Calvert	157.17					157.17	
Caroline	468.11		468.11				
Cecil	442.60		442.60				
Charles	236.64					236.64	
Dorchester	475.56	475.56					
Kent	232.28		232.28				
Prince George's	413.30					413.30	
Queen Anne's	387.79		387.79				
St. Mary's	241.72					241.72	
Somerset	278.67	278.67					
Talbot	280.12		280.12				
Wicomico	506.32	506.32					
Worcester...	452.63	452.63					
Totals	4,933.20	1,713.18	1,810.90			1,048.83	360.29
Percent of total Miles Maintained	100.00%	34.73%	36.71%			21.26%	7.30%

County Roads 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 June 30, 1944

Exhibit 5

**TOTAL MILEAGE OF THE STATE ROADS SYSTEM AT JUNE 30, 1944, BY COUNTIES
AND ENGINEERING DISTRICTS**

County	Total State System	Per cent of State System Mileage	Engineering Districts						
			No. 1	No. 2	No. 3	No. 4	No. 5	No. 6	
Allegheny	149.87	3.39							149.87
Anne Arundel	248.31	5.62			248.31				
Baltimore	295.52	6.69				295.52			
Calvert	122.04	2.76						122.04	
Caroline	151.22	3.42		151.22					
Carroll	200.22	4.53			200.22				
Cecil	176.46	3.99		176.46					
Charles	261.42	5.92						261.42	
Dorchester	152.35	3.45	152.35						
Frederick	303.58	6.87							303.58
Garrett	138.18	3.13							138.18
Harford	266.21	6.02				266.21			
Howard	147.89	3.35			147.89				
Kent	140.44	3.18		140.44					
Montgomery	328.57	7.43			328.57				
Prince George's	253.39	5.73						253.39	
Queen Anne's	150.39	3.40		150.39					
St. Mary's	200.78	4.54						200.78	
Somerset	101.62	2.30	101.62						
Talbot	102.88	2.33		102.88					
Washington	225.79	5.10							225.79
Wicomico	144.30	3.27	144.30						
Worcester	158.17	3.58	158.17						
Total Mileage and Totals by Districts	4,419.60	100.00%	556.44	721.39	924.99	561.73	837.63	817.42	
Per Cent of Mileage each En- gineering District		100.00%	12.59%	16.32%	20.93%	12.71%	18.95%	18.50%	

Exhibit 9

**SUSQUEHANNA RIVER BRIDGE CONSTRUCTION FUND AND POTOMAC RIVER BRIDGE
CONSTRUCTION FUND—AT SEPTEMBER 30, 1944**

SOURCE OF FUNDS AND RECEIPTS:

Proceeds of Sale of State of Maryland Bridge Revenue Bonds—Refunded:	\$6,000,000.00	
Less: Discount on sale of original issue	300,000.00	
	<hr/>	
Net Proceeds of Sale of Bonds		\$5,700,000.00
Final and complete proceeds of Grant Funds made available through Works Progress Administration:		
Susquehanna River Toll Bridge	\$1,979,219.28	
Potomac River Toll Bridge	2,351,970.00	
	<hr/>	
Total Grant Funds, both Bridges		4,331,189.28
Total funds made available		<hr/> \$10,031,189.28
Completion costs to date (except certain minor items):		
Susquehanna River Bridge	\$4,467,022.85	
Potomac River Bridge	5,342,783.56	
	<hr/>	
Total Both Bridges	\$9,809,806.41	
Less: Accounts Payable, applicable to both	4,215.00	
		<hr/> 9,805,591.41
Balance of Construction Funds, in hands of Trustee, subject to satisfaction of remaining costs of Construction, the then remainder to be transferred to Sinking Fund and used to purchase or redeem outstanding bonds		<hr/> <u>\$225,597.87</u>

OPERATING OR REVENUE ACCOUNT - SUSQUEHANNA AND POTOMAC RIVER TOLL BRIDGES

October 1, 1942 to September 30, 1943

Balance of Funds, October 1, 1942 (both Bridges)				
Total Income, October 1, 1942 to September 30, 1943				\$707,342.35
October, 1942				
November				
December				
January, 1943				
February				
March				
April				
May				
June				
July				
August				
September				
Total Toll Income October 1, 1942 to September 30, 1943	\$409,272.57	\$191,442.20	\$600,714.77	
Less: Refunds, Abatements and Adjustments			4,578.88	
Net Tolls: October 1, 1942 September 30, 1943			\$596,135.89	
Other Receipts:				
Reserve Repair and Insurance Funds, from State Roads Commission Funds:				
For Use of Susquehanna River Bridge			21,000.00	
For Use of Potomac River Bridge			23,700.06	
From State Roads Commission Funds for Operation Fund			7,666.14	
Miscellaneous			4,320.33	
Cash and Excess of Calculated Tolls			1,292.00	
Total Other Receipts			\$38,978.43	
Total Receipts for Year			635,114.32	
Total Receipts, all sources, October 1, 1942 to September 30, 1943, and balance at beginning			\$1,302,435.70	
Disbursements and Application of Income:				
Operation Fund, from Toll Income:				
Operation Fund from State Roads Comm. Funds			\$80,000.00	
Reserve for Repair and Insurance Funds:				
Susquehanna River Bridge			7,666.14	
Potomac River Bridge			21,000.00	
Interest on State of Maryland Bridge Revenue Bonds			23,700.06	
Principal on State of Maryland Bridge Revenue Bonds			140,667.50	
Payments to Paying Agents			150,000.00	
Purchase of State of Maryland Bridge Revenue Bonds:				
Principal and Premium			940.42	
Interest			320,367.75	
Miscellaneous			2,408.77	
Total funds applied October 1, 1942 to September 30, 1943			737,721.40	
Balance of Funds, September, 1943				
Reserves required at October 20, 1943, before purchase of Bonds:				
Interest Payable December 1, 1943			\$33,802.50	
Interest Payable June 1, 1944			52,400.00	
Principal Maturity, due December 1, 1943			150,000.00	
Cash Fund			250,000.00	
Reserve including Premium for "Call Provisions"			52,500.00	
Total			\$538,702.50	

OPERATING OR REVENUE ACCOUNT - SUSQUEHANNA RIVER AND POTOMAC RIVER TOLL BRIDGES
October 1, 1943 to September 30, 1944

Exhibit 10
 \$624,714.30

Balance of Funds, October 1, 1943 (both Bridges)
 Toll Income October 1, 1943 to September 30, 1944

	Susquehanna River Bridge	Potomac River Bridge	Both Bridges
October, 1943	\$277,408.84	\$18,804.80	\$296,213.64
November	34,410.22	16,771.55	51,181.77
December	34,048.40	18,581.25	52,629.65
January, 1944	30,793.44	14,211.50	45,004.94
February	30,001.00	13,702.00	43,703.00
March	31,154.33	15,640.55	46,794.88
April	33,823.95	18,430.55	52,254.50
May	37,800.13	21,145.75	58,945.88
June	37,801.67	20,720.65	58,522.32
July	41,894.30	20,160.40	62,054.70
August	42,098.29	27,341.80	69,440.09
September	38,069.32	21,470.35	59,539.67
Total Toll Income, October 1, 1943 to September 30, 1944	429,204.57	232,465.75	661,670.32
Less: Refunds, Abatements and Adjustments			965.00
Net Tolls, October 1, 1943 September 30, 1944			\$661,235.32

Other Receipts:

Reserve Repair and Insurance Funds, from State Roads Commission Funds: For Use of Susquehanna River Bridge	21,900.00
For Use of Potomac River Bridge	21,900.00
For Use of Operation Fund	10,000.00
Miscellaneous	1,053.86
Cash in Excess of Calculated Tolls	677.08
Total Other Receipts	\$55,530.94

716,766.26
 \$1,341,480.56

Total Receipts, all Sources, October 1, 1943 to September 30, 19 4, and balance at beginning

Disbursements and Application of Income:

Operation Fund, from Toll Income	\$90,999.96
Operation Fund, from State Roads Commission Funds	10,000.00
Reserve for Repair and Insurance Funds: Susquehanna River Bridge	21,900.00
Potomac River Bridge	21,900.00
Interest on State of Maryland Bridge Revenue Bonds	192,942.50
Principal on State of Maryland Bridge Revenue Bonds	150,000.00
Payments to Paying Agents	605.45
Purchase of State of Maryland Bridge Revenue Bonds: Principal and Premium	274,050.00
Interest	2,007.53
Miscellaneous	42.87

683,418.33
 \$658,062.23

Total Funds applied, October 1, 1943 to September 30, 1944

Balance of Funds September, 1944

Reserves required at October 20, 1944, before Purchase of Bonds: Interest Payable December 1, 1944	\$49,850.00
Interest Payable June 1, 1945	48,318.75
Principal Maturity, due December 1, 1944	175,000.00
Cash Fund	250,000.00
Reserve including Premium for "Call Provision"	52,500.00
	\$575,668.75

RATES IN EFFECT AT THE SUSQUEHANNA RIVER TOLL BRIDGE
OCTOBER 1, 1942 TO SEPTEMBER 30, 1944

Number	Description	Cash or Script Rate	Com- muta- tion Rate
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		
	Motorcycles	\$.20	
	Local Busses on Scheduled Runs		\$.15
	Books of a minimum of 20 tickets for the commutation rate of \$0.15 will be issued and must be used within thirty days; no refunds for unused tickets.		
2.	Passenger Cars		
	Horse drawn Vehicles (2 horses)		
	Local School Busses on Scheduled Runs		
	Hearse & Funeral Vehicles		
	Taxicabs		
	Ambulances		
	Pick-up Trucks		
	Motorcycles		
	Light Panel Trucks		
	Station Wagons	\$. . .	\$.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.	4-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) and Through Busses	....	\$ .20
7.	3-Axle Vehicles, including Tractors and one Semi-Trailer, Trucks and Passenger Cars and Semi-Trailers	....	\$ .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	....	....
	Classification Numbers 6, 7, and 8 provide for commutation rates for the vehicles described, which are the same, respectively, as Classification Numbers 3, 4, and 5. Commutation rates for these Classification Numbers will be restricted to a minimum of 30 tickets per month from the date of sale.		

Local delivery Truck Lines operating under Special Public Service Commission franchises are to receive special commutation rates in their respective classes by individual negotiation.

In establishing the rates hereinabove set forth, it is ordered that if any of the above described vehicles in Classification No. 9 should be so heavily laden as to constitute a unit hauling unusually heavy loads, then the above rates shall not apply to such selected vehicle, but each unit of this kind shall be subjected to an inspection, and weighed, and the toll computed at the rates of \$1.00 for the inspection, plus Ten Cents (10c) per Ton up to 20 Tons, and Twenty Cents (20c) per Ton for each Ton over 20 Tons of the determined weight.

Exhibit 10
Schedule 2

RATES IN EFFECT AT THE POTOMAC RIVER TOLL BRIDGE,
OCTOBER 1, 1912 TO SEPTEMBER 30, 1914

Number	Description	Rate
1.	Passenger Cars Ambulances Taxicabs Animal drawn Vehicles, 1 or 2 draft animals Station Wagons Light Delivery Vans with Auto Bodies Hearse & Funeral Vehicles Passenger Car Trailer (1 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 or more 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 § \$ 1.25 §
8.	Trucks, 2 or 3 Axle, 2 to 5 Tons Capacity	
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 10c per ton up to 20 tons, and 20c per ton over 20 tons. All classifications to be reported under Miscellaneous	
14.	Free Vehicles	

* Includes Driver.

§ Includes Driver and one Helper.

CLASSIFICATION No. 10

A Tractor and Trailer (4 Wheels) shall mean:

A Tractor of 2 Axles or a Tractor of 3 Axles, hauling a Full Trailer of 2 Axles (4 wheels), or hauling a Semi-Trailer of 1 Axle (2 wheels), a total of 4 Axles on the Tractor and Trailer, or it shall mean

A Truck of 2 Axles hauling a Full Trailer with 2 Axles (4 wheels), a total of 4 Axles on the Truck and Trailer.

The established Rate for Units of this description is \$2.50.

A further description of vehicles in Classification No. 10 is segregated in the following classes, and an established rate assigned to each:

Class "A"

Tractor with 2 Axles hauling a Semi-Trailer of 2 or more Axles (4 wheels or more), total 4 Axles or more,

Composition of Toll Rate:

Tractor	\$1.00
Trailer	1.50

Established Total Toll Rate, Class "A" \$2.50

Class "B"

Tractor with 2 Axles hauling a Full Trailer of 2 or more Axles, total 4 Axles or more,

Composition of Toll Rate:

Tractor.....	\$1.00
Trailer.....	1.50

Established Total Toll Rate, Class "B"..... \$2.50

Class "C"

Truck with 2 Axles with full Trailer of 2 Axles or more, total 4 Axles or more,

Composition of Toll Rate:

Truck.....	\$1.50
Trailer.....	1.50

Established Total Toll Rate, Class "C"..... \$3.00

Class "D"

Tractor with 3 or more Axles, with a Semi-Trailer of 2 or more Axles, total 5 Axles or more,

Composition of Toll Rate:

Tractor.....	1.00
Semi-Trailer.....	1.50

Established Total Toll Rate, Class "D"..... \$2.50

Class "E"

Tractor with 3 or more Axles, with a Full Trailer of 2 or more Axles, a total of 5 Axles or more,

Composition of Toll Rate:

Tractor.....	\$1.00
Full Trailer.....	1.50

Established Total Toll Rate, Class "E"..... \$2.50

Class "F"

Truck with 3 or more Axles hauling a Full Trailer of 2 or more Axles, total 5 Axles or more,

Composition of Toll Rate:

Truck.....	\$1.50
Full Trailer.....	1.50

Established Total Toll Rate, Class "F"..... \$3.00

Class "G"

Tractor with Semi-Trailer of 2 Axles or more, and Full Trailer, 6 Axles or more,

Composition of Toll Rate:

Tractor.....	\$1.00
Semi-Trailer.....	1.50
Full Trailer.....	1.50

Established Total Toll Rate, Class "G"..... \$4.00

Class "H"

Tractor with 2 or more Axles hauling 2 Full Trailers, each Trailer with 2 or more Axles, total 6 Axles or more,

Composition of Toll Rate:

Tractor.....	\$1.00
First Full Trailer.....	1.50
Second Full Trailer.....	1.50

Established Total Toll Rate, Class "H"..... \$4.00

Class "I"

Truck with 2 or more Axles hauling 2 Full Trailers, each Trailer with 2 or more Axles, total 6 Axles or more,

Composition of Toll Rate:

Truck.....	\$1.50
First Full Trailer.....	1.50
Second Full Trailer.....	1.50

Established Total Toll Rate, Class "I"..... \$4.50

Class "J"

Tractor with 2 or more Axles, with Semi-Trailer with 2 or more Axles, and 2 Full Trailers each Trailer of two or more Axles total 8 Axles or more,

Composition of Toll Rate:

Tractor	\$1.00
Semi-Trailer	1.50
First Full Trailer, 2 or more Axles	1.50
Second Full Trailer 2 or more Axles	1.50

Established Total Toll Rate, Class "J" \$5.50

In establishing the rates hereinabove set forth, it is ordered that if any of the above described vehicles in Classification No. 10, should be so heavily laden as to constitute a unit hauling unusually heavy loads, then the above rates shall not apply to such excepted vehicles, but each unit of this kind shall be subjected to an inspection and weighed, and the toll computed at the rates of \$1.00 for the inspection plus ten cents (10c) per ton up to 20 tons, and twenty cents (20c) per ton for each ton over 20 tons of the determined weight.

Exhibit 10
Schedule 4

**STATEMENT OF TRAFFIC TRANSACTIONS, SUSQUEHANNA RIVER TOLL BRIDGE,
BY CLASSIFICATION OF USERS, OCTOBER 1, 1942 TO SEPTEMBER 30, 1944**

October 1, 1942 to September 30, 1943

Classification	Description	Rates	Number	% of Total
1. Passenger Cars, etc.		Full at 20c	900,227	39.03
1. Passenger Cars, etc. (Busses)		Commutation at 15c	29,663	1.29
2. Passenger Cars, etc. (Restricted)		Commutation at 3c	738,361	32.01
3. Two (2) Axle Vehicles		Full at 25c	112,393	6.17
4. Three (3) Axle Vehicles		Full at 40c	222,561	9.65
5. Four (4) Axle Vehicles		Full at 40c	8,559	.37
6. Two (2) Axle Vehicles		Commutation 20c	28,805	1.25
7. Three (3) Axle Vehicles		Commutation 30c	218,798	9.49
8. Four (4) Axle Vehicles		Commutation 30c	1,358	.06
9. Unusual Vehicles		Special Rates	1,070	.05
10. Free Vehicles		None	14,835	.63
Totals			2,306,633	100.00

October 1, 1943 to September 30, 1944

1. Passenger Cars, etc.		Full at 20c	1,103,224	48.07
1. Passenger Cars, etc. (Busses)		Commutation at 15c	27,774	1.20
2. Passenger Cars, etc. (Restricted)		Commutation at 3c	573,524	24.99
3. Two (2) Axle Vehicles		Full at 25c	125,906	5.49
4. Three (3) Axle Vehicles		Full at 40c	208,736	9.10
5. Four (4) Axle Vehicles		Full at 40c	6,302	.27
6. Two (2) Axle Vehicles		Commutation 20c	25,161	1.10
7. Three (3) Axle Vehicles		Commutation 30c	203,258	8.86
8. Four (4) Axle Vehicles		Commutation 30c	7,492	.33
9. Unusual Vehicles		Special Rates	462	.02
10. Free Vehicles		None	13,192	.57
Totals			2,295,034	100.00

**Typical Averages Based on Total Transactions and Total Money Values for 12 Months,
January 1, 1941 to December 31, 1941**

Month	Month % of Traffic	Total Year's Money Values	Percent of Total, based on 12 Months Total					
			Traffic Record			Money Record		
			1942	1943	1944	1942	1943	1944
January	5.97	5.88	5.97	3.85	4.16	5.88	3.42	4.08
February	5.60	5.71	5.34	3.67	3.95	5.32	3.35	3.84
March	6.57	6.51	6.04	4.55	4.22	6.07	4.19	4.13
April	9.17	9.10	7.20	4.83	4.51	7.29	4.62	4.19
May	9.00	8.93	6.25	4.66	5.05	5.29	4.51	5.00
June	9.27	9.27	5.67	3.92	5.08	5.58	3.92	5.01
July	10.18	10.65	6.67	4.37	5.61	6.30	4.44	5.54
August	11.17	11.33	6.90	5.22	5.70	6.16	5.31	5.66
September	9.70	9.70	7.65	5.25	5.09	6.71	5.34	5.01
October	8.03	8.03	6.73	4.96		5.71	4.97	
November	7.82	7.83	6.00	4.66		5.16	4.63	
December	7.22	7.03	4.89	4.63		4.24	4.51	
Totals	100.00%	100.00%						

STATEMENT OF TRAFFIC TRANSACTIONS, POTOMAC RIVER TOLL BRIDGE,
BY CLASSIFICATION OF USERS, OCTOBER 1, 1942 TO SEPTEMBER 30, 1944

October 1, 1942 to September 30, 1943

Classification	Description	Rates	Number of Transaction	% of Total
1.	Passenger Car and Driver	Full at 75c	30,067	15.47
2.	Passenger Car and 1 passenger	Full at 90c	43,109	22.18
3.	Passenger Car and 2 passengers	Full at \$1.05	24,364	12.53
4.	Passenger Car and 3 passengers	Full at \$1.20	16,588	8.53
5.	Passenger Car and 4 passengers	Full at \$1.35	19,128	9.84
6.	Passenger Car Trailer and Motorcycle	Full at 40c	1,242	.64
7.	Tractor, Trucks under two (2) tons	Full at \$1.00	22,675	11.67
8.	Trucks—Two (2)—Five (5) Tons	Full at \$1.25	1,676	.86
9.	Trucks, over Five (5) Tons	Full at \$1.50	20,820	10.71
10.	Tractor and Trailer	Full at \$2.50	92	.05
11.	Pedestrians and Passengers in Vehicles	Full at 15c	11,802	6.07
12.	Bicycles	Full at 20c	83	.04
13.	Unusual Vehicles	Special Rates	74	.04
14.	Free Vehicles	None	2,655	1.37
Totals			194,375	100.00

October 1, 1943 to September 30, 1944

1.	Passenger Car and Driver	Full at 75c	34,310	14.81
2.	Passenger Car and 1 Passenger	Full at 90c	57,711	24.92
3.	Passenger Car and 2 Passengers	Full at \$1.05	33,328	13.96
4.	Passenger Car and 3 Passengers	Full at \$1.20	23,986	10.36
5.	Passenger Car and 4 Passengers	Full at \$1.35	25,891	11.18
6.	Passenger Car Trailer and Motorcycle	Full at 40c	1,863	.80
7.	Tractor, Trucks under two (2) Tons	Full at \$1.00	22,254	9.62
8.	Trucks—Two (2)—Five (5) Tons	Full at \$1.25	1,833	.79
9.	Trucks, over Five (5) Tons	Full at \$1.50	20,115	8.68
10.	Tractor and Trailer	Full at \$2.50	109	.05
11.	Pedestrians and Passengers in Vehicles	Full at 15c	10,847	4.68
12.	Bicycles	Full at 20c	70	.03
13.	Unusual Vehicles	Special Rates	74	.03
14.	Free Vehicles	None	215	.09
Totals			232,606	100.00

Typical Averages (Based on total transactions and total money values for 12 months, January 1, 1941 to December 31, 1941)

Month	Month % of Traffic	Total Year's Money Values	Percent of Total, based on 12 Months Total					
			Traffic Record			Money Values		
			1942	1943	1944	1942	1943	1944
January	3.79	3.68	7.03	6.66	9.14	6.79	6.59	9.26
February	3.68	3.59	6.66	6.86	8.74	6.59	6.68	8.93
March	4.76	4.67	8.19	8.44	9.96	7.99	8.36	10.20
April	7.24	7.22	10.50	10.29	11.67	10.31	10.36	12.01
May	8.63	8.76	10.58	11.13	13.48	10.66	11.06	13.79
June	11.13	11.11	9.83	9.42	13.20	9.81	9.42	13.51
July	10.80	11.10	12.57	12.70	16.55	12.77	12.76	17.05
August	12.73	13.28	12.25	15.67	17.21	12.65	16.02	17.82
September	10.59	10.73	11.98	14.14	14.00	11.78	14.56	13.67
October	8.67	8.61	11.04	11.98		10.98	12.26	
November	8.44	8.35	9.66	10.78		9.61	10.93	
December	9.54	8.90	8.37	11.81		8.41	12.12	
Totals	100.00%	100.00%						

TOLL BRIDGES OPERATION FUND

October 1, 1942, Balance in the Operation Fund
Transfers to the Operation Fund:

\$1,095.15

	Fiscal Year 1943		Fiscal Year 1944	
	From Bridge Revenue Funds	From State Roads Commission Funds	From Bridge Revenue Funds	From State Roads Commission Funds
October	\$8,333.33		\$8,333.33	\$10,000.00
November	8,333.33	\$7,595.15	8,333.33	
December	8,333.33		8,333.33	
January	8,333.33		8,333.33	
February	8,333.33		8,333.33	
March	8,333.33		8,333.33	
April	8,333.33		8,333.33	
May	8,333.33	70.99	8,333.33	
June	8,333.33		8,333.33	
July	8,333.33		8,333.33	
August	8,333.33		8,333.33	
September	8,333.33		8,333.33	
	<u>\$99,999.96</u>	<u>\$7,666.14</u>	<u>\$99,999.96</u>	<u>\$10,000.00</u>
Total Transfers				217,666.06
Total Funds made available to the Operation Fund				<u>\$216,570.91</u>

	Fiscal Year 1943	Fiscal Year 1944
Disbursements from Operation Fund:		
Salary and Wages, Operating Personnel	\$16,606.33	\$50,933.50
Fidelity Bonds and Insurance	13,502.99	2,855.20
Consulting Engineers Fees	6,000.00	6,000.00
Light, Heat, Water, and Telephone	8,716.61	6,512.77
Administration Building and Toll Booth Repairs and Supplies	2,107.06	2,431.22
Stationery, Printing, and Toll Tickets	3,618.12	2,244.08
Automobile Expense, Parts, Repairs, and Storage	59.62	22.29
Trustees Fees and Expense - Annual	13,000.00	6,500.00
Trustees Fees - Collateral	628.58	710.25
Expenses of Operating Personnel	1,732.29	2,219.47
Uniforms	915.00	103.50
Miscellaneous costs of collection	669.18	613.69
Professional Services - Audit	1,033.91	5,017.36
Professional Services - Legal	75.00	
Adjustment of Incorrect Charge in previous period	<i>268.52</i>	
Painting of Bridge		1,326.32
Membership Dues		50.00
	<u>\$101,696.47</u>	<u>\$87,899.65</u>

Total Disbursements 189,596.12

Balance in the Operation Fund at September 30, 1944 \$26,974.79

Operation Fund No. 1 \$19,767.43

Operation Fund No. 2 7,207.36

\$26,974.79

ITALICS INDICATE RED FIGURES.

Exhibit 10
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, 1944**

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, 1944.....		\$524,169.66
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
Balance to be satisfied from future Tolls collected, after redemption of outstanding State of Maryland Bridge Revenue Refunding Bonds.....		<u>\$452,174.06</u>

Exhibit 10
Schedule 8

STATEMENT OF REVENUE BONDS ISSUED, PURCHASED, MATURED, AND OUTSTANDING AT
SEPTEMBER 30, 1944

SUSQUEHANNA AND POTOMAC RIVER TOLL BRIDGES

SERIES "A" BRIDGE REVENUE BONDS, 3% BONDS REFUNDED AT JULY 21, 1941, AND STATE OF
MARYLAND BRIDGE REVENUE REFUNDING BONDS—OUTSTANDING SEPTEMBER 30, 1944

October 1, 1938	Series "A" Bridge Revenue Bonds, 3%, Issued		\$6,000,000.00
	Allocation of Bonds—Face Value		
	Susquehanna River Toll Bridge	\$3,060,000.00	
	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, 1944		

Date of Bonds	Maturity	Coupon Rate	Bond Purchases and Maturities		Outstanding at September 30, 1944
			Amount Sold	October 1, 1941-September 30, 1944	
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, 1941	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	\$890,000.00	60,000.00
Totals			\$6,000,000.00	\$1,190,000.00	

September 30, 1944—State of Maryland Bridge Revenue Refunding Bonds Outstanding \$4,810,000.00 \$4,810,000.00

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

SUSQUEHANNA & POTOMAC RIVER TOLL BRIDGES

Balance Sheet at September 30, 1944

ASSETS		LIABILITIES	
CASH ON DEPOSIT—OPERATIONS:		RESERVE FUND AND "OTHER FUNDS":	
Reserve Repair Fund		Repairs—Both Bridges	\$68,608.31
Susquehanna River Toll Bridge	\$36,000.00	Insurance—Both Bridges	33,246.62
Potomac River Toll Bridge	32,608.31	Multi-Risk Insurance—Both Bridges	41,400.00
		Operation Fund	26,974.79
		Petty Cash—Change Fund,	6,000.00
			\$176,229.72
		SINKING FUND:	
Reserve Insurance Fund	\$14,654.44	From Tolls	\$640,001.48
Susquehanna River Toll Bridge	18,592.18	Accounts Receivable, due from Toll Transactions	658.90
Potomac River Toll Bridge		Miscellaneous Cash Receipts	11,401.85
			\$652,062.23
Reserve, Multi-Risk Insurance Fund	\$18,000.00	Remaining of Construction Funds	221,382.87
Susquehanna River Toll Bridge	23,400.00		\$73,445.10
Potomac River Toll Bridge			
		TICKETS SOLD, For future use:	
Operation Fund—No 1	\$19,767.43	Susquehanna River Toll Bridge	\$27,740.91
2	7,207.36	Potomac River Toll Bridge	1,131.45
		Advance—Richmond Greyhound Lines, Inc.	1,666.00
			29,572.36
Sinking Fund—Proprietaries in excess of calculated tolls	\$640,001.48	ACCOUNTS PAYABLE, from Construction Funds	4,215.00
Petty Cash—Change Fund	11,401.85		
Toll Tickets sold for future use, less Accounts Receivable for Sale of Toll Tickets	6,000.00	BONDS PAYABLE—STATE OF MARYLAND BRIDGE REVENUE REFUNDING BONDS, 1941-1944	
Advance from Richmond Greyhound Lines, Inc., for Toll Passage	28,870.56	Less—Purchases and Maturities	\$6,000,000.00
	1,000.00	WORTH OF POSSESSIONS:	1,190,000.00
		Federal Grants for Construction, from P. W. A.	\$4,331,189.28
TOTAL CASH OPERATIONS	\$87,563.61	Bonds purchased and matured	1,190,000.00
CASH ON DEPOSIT Construction Funds	225,567.87		5,521,189.28
TOTAL CASH ON HAND	\$1,083,101.48	Construction Funds, not used, transferable to Sinking Funds	221,382.87
ACCOUNTS RECEIVABLE:			5,299,806.41
Toll Transactions	\$658.90	DEFERRED LIABILITIES:	
Sale of Toll Tickets	1.80	Amount due the State Roads Commission, being Funds advanced to August 31, 1944, due from Tolls to be collected (Contra)	448,144.93
FIXED ASSETS:			
Susquehanna River Toll Bridge Construction Costs	\$4,467,622.85		
Potomac River Toll Bridge Construction Costs	5,342,783.56		
Discount on Sale of Original Bonds Issued	390,000.00		
DEFERRED CHARGES: Tolls to be levied in future periods, after all State of Maryland Bridge Revenue Refunding Bonds have matured, to repay State Roads Commission for costs incurred to August 31, 1944, and being disbursements from State Funds, incident to Maryland's Primary Bridge Program	448,144.93		
TOTAL ASSETS	\$11,641,713.52	TOTAL LIABILITIES	\$11,641,713.52

Exhibit 11

**PROCEEDS OF SALE OF STATE ROADS COMMISSION OF MARYLAND
CHESAPEAKE BAY FERRY REVENUE BONDS OF 1941, 1½%, AND APPLICATION
OF PROCEEDS
MAY, 31, 1944**

Proceeds of Sale on June 10, 1941 at June 1, 1941 of \$1,200,000 State Roads Commission of Maryland Chesapeake Bay Ferry Revenue 1½% Bonds of 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
		<hr/>
Total Proceeds of Bonds, remitted to Treasurer of Maryland		\$1,217,302.50
Application of Proceeds of Bonds		
Acquisition of Capital Properties from the Claiborne Annapolis Ferry Company, in accordance with agreement of purchase	\$1,022,568.17	
Other costs, incident to acquisition of Ferry Company Properties	64,698.80	
Refund of Passenger Fare Tickets, issued by Claiborne Annapolis Ferry Co., re-deemed in accordance with agreement	26,850.21	
		<hr/>
Total funds applied in connection with purchase		\$1,114,117.21
Proceeds of Bonds applied to other purposes than direct acquisition of Ferry System:		
Prepaid Insurance, allowed Ferry Company, not obtained from Toll Income	\$3,322.68	
Principal of Chesapeake Bay Ferry Revenue Bonds Maturing May 31, 1944	77,000.00	
Portion of Bond Interest on Chesapeake Bay Ferry Revenue Bonds payable May 31, 1944	3,261.94	
Purchase of Inventory of Materials and Supplies from Claiborne Annapolis Ferry Co., subsequently used in operation	19,600.97	
Total funds applied other than acquisition of Ferry Company Properties		103,185.59
		<hr/>
Total funds applied from proceeds of sale of Ferry Revenue Bonds		1,217,302.80
Balance of Proceeds of sale of Chesapeake Bay Ferry Revenue Bonds		<hr/> none

REVENUE AND OPERATING ACCOUNT, THE CHESAPEAKE BAY FERRY SYSTEM

June 1, 1942 to May 31, 1943

	Ferry Revenue Fund	Reserve Repair Fund	Debt Service Fund ½ Gas- oline Tax	Debt Service Fund from Revenue	Totals
For the period June 1, 1942 to May 31, 1943:					
June 1, 1942 Balance in funds	\$90,561.39	\$25,000.00	\$93,000.00	\$93,000.00	\$301,560.39
Income:					
Tolls, as reported, after deducting \$953.35 for rebates, adjustments, and abatements	467,296.05				467,296.05
Other Income:					
Concessions and Rents	3,092.70				3,092.70
Miscellaneous, other income	7,411.44				7,411.44
One-half cent (½¢) Grade Elimination Gasoline Tax for Debt Service Reserve - Contingent	\$75.00				\$75.00
Discount Earned	21.68				21.68
Recovery from Bonding Company, employees shortages	2,346.48				2,346.48
Total Income	\$481,043.35				\$481,043.35
Income and balance at beginning	\$571,603.74	\$25,000.00	\$93,000.00	\$93,000.00	\$782,603.74
Disbursements and application of Funds from:					
Ferry Revenue Funds:					
Operation, Maintenance and Repair:					
General Expense	94,302.88				94,302.88
Operation Expense	216,191.75				216,191.75
Maintenance Expense	143,112.51				143,112.51
Capital Properties Acquired	6,082.66				6,082.66
Miscellaneous	293.57				293.57
Reserve for Bad Debts	13,767.96				13,767.96
Total Operation, Maintenance and Repair	\$473,751.33				\$473,751.33
Reserve Funds:					
Transferred to Debt Service Fund—Proper	\$18,000.00			\$18,000.00	
Transferred to Debt Service Fund—Contingent	\$75.00		\$875.00		
Transferred to Reserve for Repairs and Replacements	35,000.00	\$35,000.00			
Total funds transferred	\$53,075.00				
Totals of Direct Expenditures and transfers	\$527,626.33				
Remainder in funds, before Fund Disbursements	\$43,977.41	\$60,000.00	\$93,875.00	\$111,000.00	\$308,852.41
Payments from Special Funds and Reserves:					
Bond Interest paid Nov. 1, 1942 and May 31, 1943				18,000.00	18,000.00
Bond Principal due and paid May 31, 1943				75,000.00	75,000.00
Total Payments from Special Funds and Reserves				\$93,000.00	\$93,000.00
May 31, 1943 Balances in Funds	\$43,977.41	\$60,000.00	\$93,875.00	\$18,000.00	\$215,852.41

Exhibit 11
Schedule 1

REVENUE AND OPERATING ACCOUNT, THE CHESAPEAKE FERRY SYSTEM

June 1, 1943 to May 31, 1944

	Ferry Revenue Fund	Reserve Repair Fund	Debt Service Fund Je. Gasoline Tax	Debt Service Fund from Revenue	Totals
For the period June 1, 1943 to May 31, 1944					
June 1, 1943 Balance in funds	\$43,977.41	\$60,000.00	\$93,875.00	\$18,000.00	\$215,852.41
Income:					
Tolls, as reported, after deducting \$125.91 for rebates, adjustments and abatements	512,427.56				512,427.56
Other Income:					
Concessions and Rents	7,268.77				7,268.77
Miscellaneous, other Income	2,625.95				2,625.95
Discount Earned	38.46				38.46
Federal Tax of 3% on cost of Transportation	2,295.08				2,295.08
Treasurer of Maryland, Balance of Proceeds of Sale of Chesapeake Bay Ferry Bonds	80,261.94				80,261.94
Total Income	\$604,917.76				\$604,917.76
Income and balance at beginning	\$648,895.17	\$60,000.00	\$93,875.00	\$18,000.00	\$820,770.17
Disbursements and application of Funds from:					
Ferry Revenue Funds:					
Operation, Maintenance and Repair:					
General Expense	95,604.64				95,604.64
Operating Expense	223,740.45				223,740.45
Maintenance Expense	62,936.56				62,936.56
Capital Properties Acquired	15,582.60				15,582.60
Miscellaneous					
Additional Compensation "Bonus" paid to Employees	16,403.98				16,403.98
Paid to Federal Government, taxes collected	2,295.08				2,295.08
Total Operation, Maintenance and Repair	\$416,563.31				\$416,563.31
Reserve Funds:					
Transferred to Debt Service Fund Proper Bond Proceeds	\$80,261.94			\$80,261.94	
Transferred to Debt Service Fund—Proper Revenue	8,437.50			8,437.50	
Transferred to Debt Service Fund—Contingent	none				
Transferred to Reserve for Repairs and Replacements	30,202.82	\$30,202.82			
Total funds transferred	\$118,902.26	\$30,202.82		\$88,699.44	
Total of Direct Expenditures and transfers	\$535,465.57				
Remainder of funds, before Fund Disbursements	113,429.60	90,202.82	93,875.00	106,699.44	404,206.86
Payments from Special Funds and Reserves:					
Bond Interest paid Nov. 1, 1943 and May 31, 1944				16,875.00	
Bond Principal due and paid May 31, 1944				77,000.00	
Total Payments from Special Funds and Reserves				\$93,875.00	\$93,875.00
May 31, 1944 Balances in Funds	\$113,429.60	\$90,202.82	\$93,875.00	\$12,824.44	\$310,331.86

CHESAPEAKE BAY FERRY SYSTEM
Effective Rates at May 31, 1944
SANDY POINT-MATAPEAKE SERVICE

Class	Description	Rate Including Federal Tax
1	Passenger—Adult	1-Way Trip \$.25
2	Passenger—Children, 6-12 years	1-Way Trip \$.10
3	Automobile, Over 114" Wheel Base, including Driver	1-Way Trip \$1.54
4	Automobile, Wheel Base 114" or less, including Driver	1-Way Trip \$1.28
*5	Trucks and Busses, including Busses other than those operating on Regular Run Franchise, and including Driver, Length 20 Feet and less	1-Way Trip \$2.06
*6	Same as Class. No. 7, Length 20 to 25 Feet	1-Way Trip \$2.57
*7	Same as Class. No. 7, Length 25 to 30 Feet	1-Way Trip \$3.60
*8	Same as Class. No. 7, Length 30 to 35 Feet	1-Way Trip \$4.12
9	Same as Class. No. 7, Length 35 to 40 Feet	1-Way Trip \$4.63
10	Motorcycle and Side Car, including Driver	1-Way Trip \$1.03
11	Busses operating on Regular Run Franchise, including Driver, but excluding Passengers	1-Way Trip \$1.54
12	Free Passage—Vehicles and Passengers	.....
13	Unusual Vehicles	Special Rates

* This includes Busses other than those operating on Regular-Run Franchise.

Exhibit 11
Schedule 2

**SANDY POINT-CLAIBORNE, VIA ROMANCOKE-MATAPEAKE AND
REVERSE ROUTE**

Class	Description	1-Way Trips	Rate including Federal Tax
14	Passenger—Adult		\$.50
15	Passenger—Children (6-12 years)		\$.20
16	Automobile, Over 114" Wheel Base, including Driver		\$2.57
17	Automobile, 114" Wheel Base or less, including Driver		\$2.31
*18	Trucks and Busses, including Busses other than those operating on Regular Run Franchise, including Driver, Length 20 Feet and less		\$3.34
*19	Trucks and Busses, Same as Classification No. 7, 20 to 25 Feet		\$4.12
*20	Trucks and Busses, Same as Classification No. 7, 25 to 30 Feet		\$5.66
*21	Trucks and Busses, Same as Classification No. 7, 30 to 35 Feet		\$6.43
22	Trucks and Busses, Same as Classification No. 7, 35 to 40 Feet		\$7.21
23	Motorcycle and Side Car, including Driver		\$1.54
24	Busses operating on Regular Run Franchise		\$2.31
25	Free Passages—Vehicles and Passengers		.....
26	Unusual Vehicles		Special Rates

* This includes Busses other than those operating on Regular-Run Franchise.

ROMANCOKE-CLAIBORNE SERVICE

Class	Description	1-Way Trips	Rate including Federal Tax
1	Passenger—Adult		\$.25
2	Passenger—(Children (6 to 12 years)		\$.10
3	Automobile, Over 114" Wheel Base, including Driver		\$1.54
4	Automobile, 114" Wheel Base or less, including Driver		\$1.28
*5	Trucks and Busses, including Driver, including Busses other than those operating on Regular Run Franchise, Length 20 feet and less		\$1.54
*6	Trucks and Busses, Same as Classification No. 5, 20 to 25 feet		\$2.06
*7	Trucks and Busses, Same as Classification No. 5, 25 to 30 Feet		\$2.83
*8	Trucks and Busses, Same as Classification No. 5, 30 to 35 Feet		\$ 3.09
*9	Trucks and Busses, Same as Classification No. 5, 35 to 40 Feet		\$3.60
10	Motoreycle and Side Car, including Driver		\$.77
11	Busses operating on Regular Run Franchise, including Driver, but excluding Passengers		\$1.54
12	Free Passages—Vehicles and Passengers		.....
13	Unusual Vehicles		Special Rates

* This includes Busses other than those operating on Regular-Run Franchise.

STATEMENT OF INCOME AND TRAFFIC TRANSACTIONS, THE CHESAPEAKE BAY FERRY SYSTEM

June 1, 1942 to May 31, 1944

	Income			Disbursements			Balances remaining			Traffic transactions			
	Total income	Other income	Total income	For operation	For debt service	Reserve for bad and doubtful debts	Increments of month for operation	Debt service contingent tax	Extra ordinary repairs	Debt service property	Passenger autos and buses	Trucks and trailers	Total
June, 1942	\$41,242.28	\$62.33	\$41,304.61	\$75,868.29			\$34,563.68*	\$93,000.00	\$25,000.00	\$93,000.00	46,247	16,536	2,835
July	58,552.66	90.34	58,643.00	39,676.01			19,266.99	93,000.00	25,000.00	93,000.00	60,170	23,008	3,848
August	63,880.46	921.80	64,802.26	31,482.92			33,319.35	93,000.00	25,000.00	93,000.00	80,571	24,046	4,288
September	48,258.26	1,834.68	50,092.94	64,122.84			14,029.90*	93,000.00	25,000.00	93,000.00	56,891	18,870	3,472
October	39,868.36	3,722.23	43,590.59	31,336.63			11,893.96	93,000.00	25,000.00	93,000.00	43,065	14,927	3,387
November	37,281.89	5,210.98	42,492.87	20,883.90	\$0,000.00		12,391.63*	93,000.00	25,000.00	93,000.00	40,852	14,707	2,808
December	30,643.96	5,054.37	35,698.33	24,121.93			7,676.00	93,000.00	45,000.00	93,000.00	33,756	11,219	2,669
January, 1943	21,756.48	610.18	22,366.66	24,121.36		\$13,767.36	15,528.66*	93,000.00	45,000.00	93,000.00	23,526	6,156	2,172
February	23,841.65	88.39	23,929.44	59,345.46			35,416.02*	93,000.00	45,000.00	93,000.00	28,164	7,982	2,548
March	30,827.88	120.49	30,948.07	23,602.42			7,345.65	93,000.00	45,000.00	93,000.00	33,369	10,114	4,045
April	36,328.77	50.06	36,378.83	33,431.11			2,947.72	93,000.00	45,000.00	93,000.00	41,298	12,747	3,566
May	34,874.30	981.25	35,855.55	27,484.50	\$4,000.00		7,496.04	93,875.00	60,000.00	18,000.00	40,606	12,565	3,322
June 1, 1942 to May 31, 1943	\$467,296.05	\$13,747.50	\$481,043.55	\$459,983.37	\$93,000.00	\$13,767.36		\$93,875.00	\$60,000.00	\$18,000.00	537,455	172,907	39,020
June, 1943	\$33,663.50	\$122.13	\$33,815.63	\$26,031.72			\$7,783.91	\$93,875.00	\$60,000.00	\$18,000.00	45,585	16,215	3,376
July	49,959.09	55.96	50,045.05	46,667.48			3,377.57	93,875.00	60,000.00	18,000.00	71,317	15,739	4,571
August	72,739.22	94.43	72,833.65	77,320.09			4,486.44*	93,875.00	60,000.00	18,000.00	95,041	26,314	5,292
September	54,450.16	134.33	54,584.49	30,426.24			24,158.25	93,875.00	60,000.00	18,000.00	63,656	21,238	4,088
October	43,709.13	2,430.01	46,139.14	28,093.98			18,045.16	93,875.00	60,000.00	18,000.00	48,529	16,786	3,725
November	39,449.23	3,325.81	42,775.04	28,554.34	\$8,437.50		4,218.80*	93,875.00	70,000.00	18,000.00	40,707	15,910	3,189
December	36,925.32	1,817.94	38,743.26	23,641.62			15,101.44	93,875.00	70,000.00	18,000.00	38,065	14,884	3,658
January, 1944	32,196.10	98.82	32,294.92	27,745.56			4,549.36	93,875.00	70,000.00	18,000.00	33,490	12,404	3,025
February	31,846.65	47.00	31,893.65	33,550.64			1,653.39*	93,875.00	70,000.00	18,000.00	31,870	11,681	3,208
March	33,337.19	679.58	34,016.77	16,874.46			17,142.31	93,875.00	70,000.00	18,000.00	33,434	12,760	3,214
April	38,057.25	817.63	38,874.88	25,800.45			12,811.61	93,875.00	70,292.82	18,000.00	41,557	14,200	3,221
May	46,031.72	2,606.02†	48,637.74	51,796.53‡	\$5,437.50†		23,158.79*	93,875.00	90,292.82	12,824.44‡	45,633	16,924	4,012
June 1, 1943 to May 31, 1944	\$512,427.56	\$12,228.26	\$524,655.82	\$416,563.31	\$93,875.00			\$93,875.00	\$90,292.82‡	\$12,824.44	588,884	189,655	43,979

* Indicates Deficit.
 † From Balance set aside from Revenue, consolidated with Proceeds of Sale of Revenue Bonds see Exhibit No. 1
 ‡ Includes Federal Tax of \$69,335.
 § Withheld to satisfaction of Construction Costs of Chatham Terminal, amounting to \$49,396.10.
 ¶ Does not include \$60,261.94, balance of Proceeds of Bonds, transferred from State Treasurer.
 NOTE: The balance in the Ferry Revenue Fund at May 31, 1944, for future Operation and Other Uses, was \$113,429.60.

STATEMENT OF TRAFFIC TRANSACTIONS BY CLASSIFICATION OF USERS

June 1, 1942 to May 31, 1944

Classification	Description	June 1, 1942 to May 31, 1943		June 1, 1943 to May 31, 1944	
		Number	% of total	Number	% of total
1	Passenger, Adult	509,411	67.98	555,591	67.60
2	Passenger, Children	25,394	3.39	31,287	3.81
3	Auto, over 114" Wheel Base	104,614	13.96	116,899	14.22
4	Auto, under 114" Wheel Base	63,092	8.42	64,993	7.91
5	Truck and Bus, to 20 ft.	2,410	.32	2,686	.33
6	Truck and Bus, 20 ft. to 25 ft.	16,097	2.15	18,362	2.23
7	Truck and Bus, 25 ft. to 30 ft.	3,469	.46	4,444	.54
8	Truck and Bus, 30 ft. to 35 ft.	3,823	.51	5,566	.68
9	Truck and Bus, 35 ft. to 40 ft.	2,304	.32	2,666	.33
10	Motorcycle	355	.05	290	.03
11	Bus on Franchise Run	8,696	1.16	8,965	1.09
12	Free:				
	Vehicle	5,952	.78	7,009	.85
	Passengers	2,626	.35	2,006	.24
13	Unusual Vehicles	1,115	.15	1,154	.14
Totals		749,352	100.00	821,918	100.00

Typical Averages Based on 12 Months total transactions, July 1, 1941 to June 30, 1942)

Month	% of Total	Month	% of Total	Typical % of Total Based on 12 Months
July 1942	11.77	July 1943	11.24	13.86
August	13.35	August	15.53	16.19
September	9.72	September	10.91	10.40
October	7.52	October	8.47	7.50
November	7.16	November	7.33	7.01
December	5.85	December	6.87	6.53
January 1943	3.91	January 1944	6.00	5.49
February	4.74	February	5.73	4.65
March	5.83	March	6.06	5.55
April	7.06	April	7.23	6.79
May	6.93	May	8.16	7.98
June	7.26			8.05
Total				100.00%

REPORT OF THE STATE ROADS COMMISSION

CHESAPEAKE BAY FERRY SYSTEM

Balance Sheet at May 31, 1944

ASSETS		LIABILITIES	
CURRENT ASSETS		TOLL TICKETS SOLD FOR FUTURE USE:	
Cash—From Operations, on deposit with Trustee	\$115,233.33	Accommodation Tickets	\$1,863.40
Petty Cash	5,000.00	Daily Sales	3,637.04
Reserve Repair Fund		Funds advanced by Red Star Motor Coaches, Inc., for Current Charges	4,000.00
Debt Service Funds:		Accounts PAYABLE	
Contingent 1/2 Gasoline Tax	\$18,000.00	Federal Tax for May, 1944	907.33
Debt Service Fund, Proper	3,261.94	RESERVE REPAIR FUND	
Balance from Revenue	\$21,261.94	SINKING FUND 1/2 Gasoline Tax	\$90,202.52
Transferred from Proceeds of Bonds	8,437.50	SINKING FUND, Proper	93,875.00
Interest Paid May 31, 1944	12,824.41	Balance from Revenue	\$18,000.00
		Interest Paid May 31, 1944	8,437.50
Inventory on Hand	\$317,135.59	STIPULUS FROM OPERATION	
Accounts Receivable:	19,086.42	For Future Operation and Maintenance	113,429.00
Due from Sundry Users on Credit Basis	\$10,400.42	BONDED DEBT—State Roads Commission of Maryland	
Toll Collectors, Deposits less than Daily Collections	93.43	Chesapeake Bay Ferry Revenue 177 Bonds of 1941 not principal of 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 1/2 Grade Elimination Gasoline Tax, payable to the Commission	\$1,125,000.00
Less—Reserve for Doubtful Debts	7,441.27	Bonds Matured May 31, 1944, paid from Bond Proceeds	77,000.00
TOTAL CURRENT ASSETS	\$343,663.28		
FIXED ASSETS		BOOK VALUE OF STATE'S EQUITY—In Ferry System:	
Property acquired to June 30, 1941, being Ferry Company Property purchased from Claiborne-Annapolis Ferry Company, from Proceeds of Sale of State Roads Commission of Maryland, Chesapeake Bay Ferry Revenue Bonds, being Vessels, Terminals, Road Property, Shop and Used Equipment, Piers, Tools and Equipment, and Passenger Cars and Trailer	\$1,022,568.17	Capital Properties acquired since purchase of Ferry System	\$30,288.37
Total other costs, including acquisition of Ferry Company Property, including Refund of Passenger Fare Tickets, issued by Company	91,999.04	Bonds matured May 31, 1943	75,000.00
Capital Properties acquired and purchased with Ferry Revenue Funds, other than Property of Claiborne-Annapolis Ferry Company	1,113,667.21	Bond Premium	16,852.80
		Total	\$1,487,618.86
		Contingent Bond Equity	103,185.59
		(See Contra)	
		TOTAL LIABILITIES	\$1,590,804.45
DEFERRED ASSETS			
Tolls of Future Periods to restore Proceeds of Bonds, used in Operation, since June 1, 1941	103,185.59		
TOTAL ASSETS	\$1,590,804.45		

DO NOT CIRCULATE

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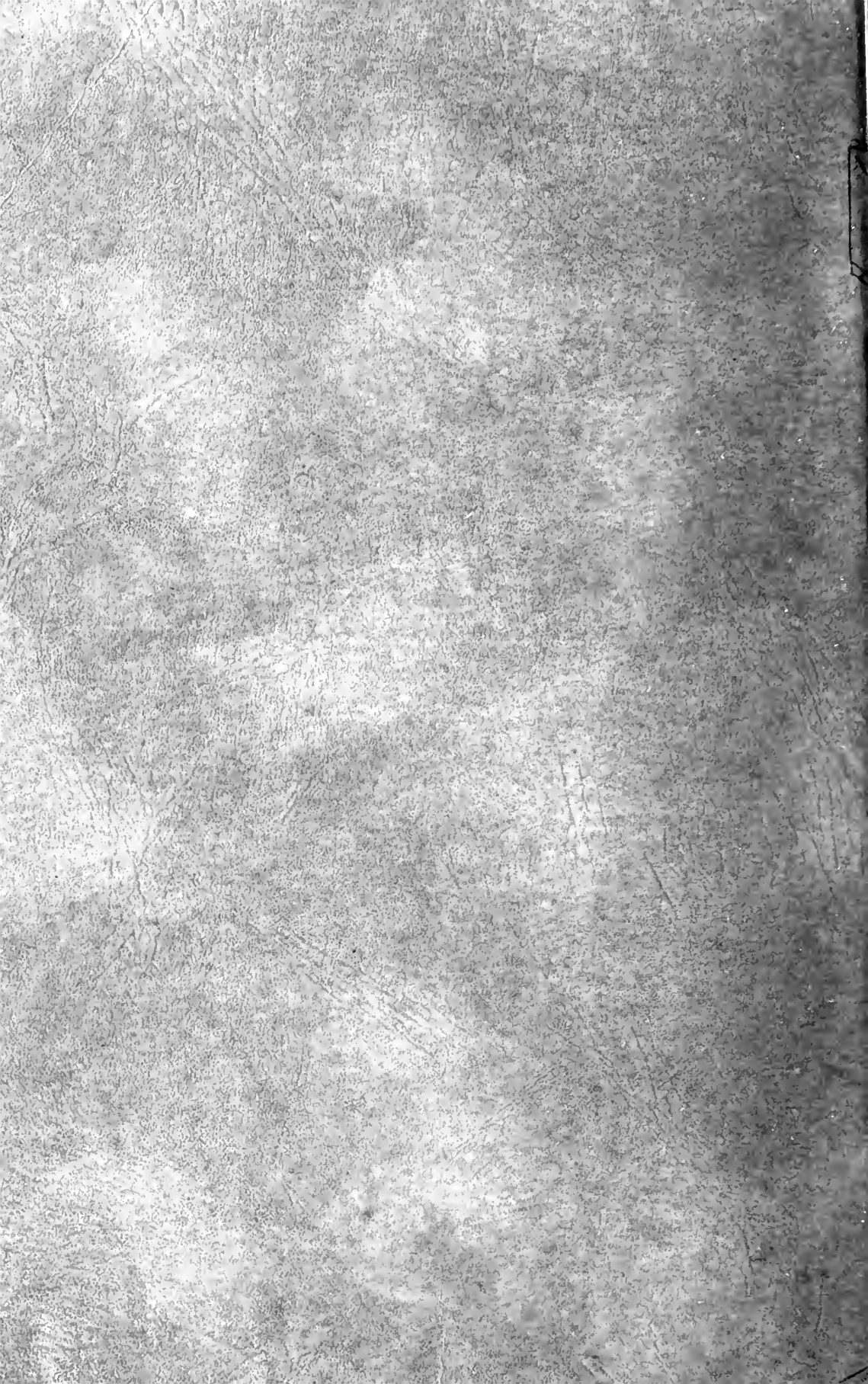
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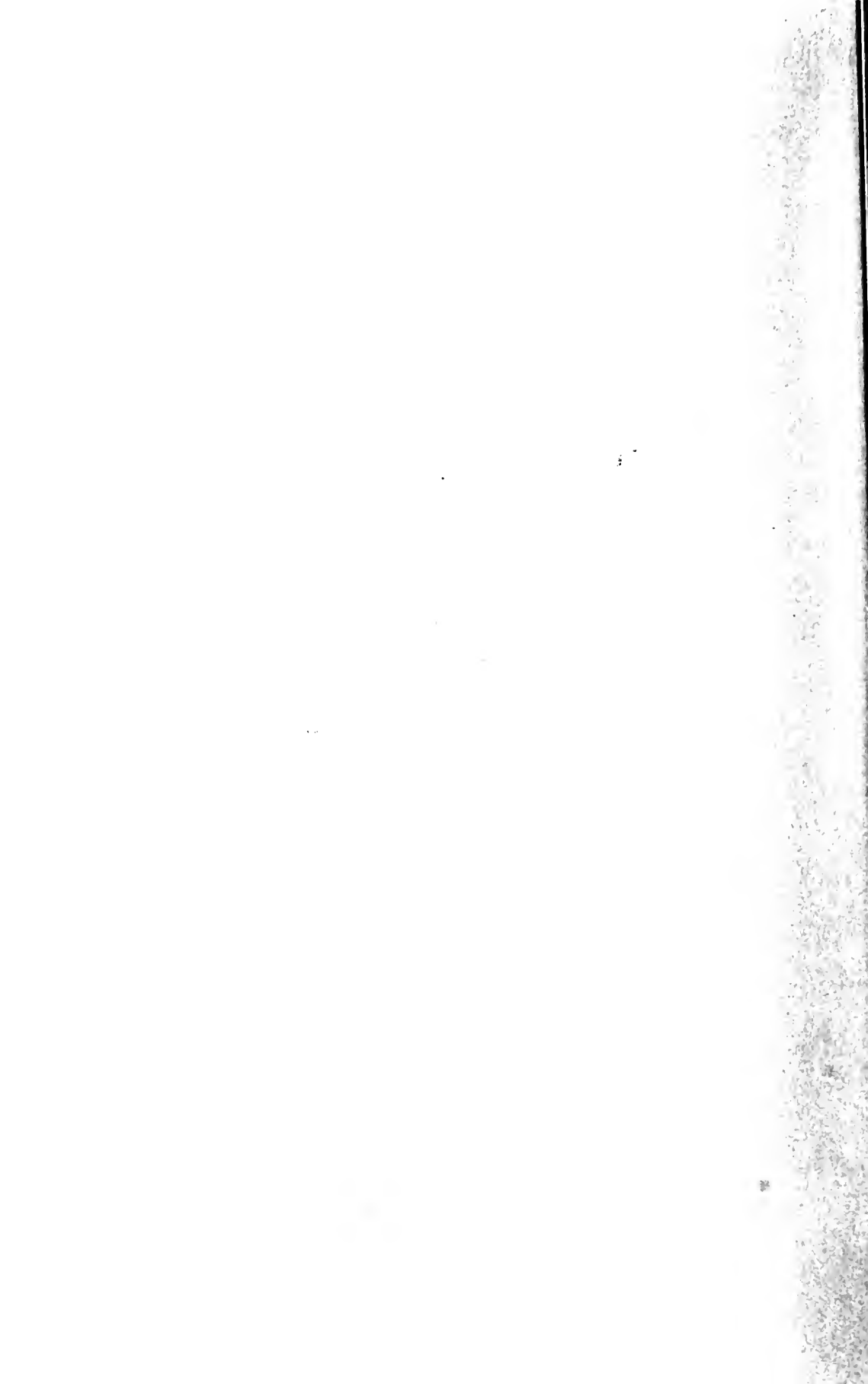
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DO NOT CIRCULATE

