

Year.	Additions to System.	Accumulative Mileage on State System.
1933.....	113.10	3,757.11
1934.....	69.13	3,826.24
1935.....	84.72	3,910.96
1936.....	44.10	3,955.06
1937.....	84.03	4,039.09
1938.....	65.75	4,104.84
1939.....	84.98	4,189.82

A classification of the roads maintained by the Commission, as of September 30, 1939, was:

Graded and Drained.....	5.37
Stabilized Roads.....	58.62
Bituminous Road-Mix.....	26.74
Untreated Gravel.....	34.00
Treated Gravel.....	662.96
Brick.....	1.78
Bituminous Surfacing.....	307.22
Macadam.....	1,380.19
Concrete.....	1,712.94

Total.....	4,189.82
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Concrete Shoulders.....	855.30
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Among the many projects of new construction completed during the past year, the most outstanding ones were the Philadelphia Road, New Location, toward the Delaware State Line. The construction of the entire Philadelphia Road to the Delaware Line, with a dual highway, will be completed in 1940. The Governor Ritchie Highway from Baltimore City to the Severn River has been completed, this route being of the dual type.

In addition to the numerous grade elimination and bridge projects concluded during the past year, the Commission has developed a system of Primary Bridge Construction, and work has begun on the building of a new bridge across the Susquehanna River and across the Potomac River. The financing of the Primary Bridge Program will be accomplished through the Grant of Federal Funds together with the proceeds of the sales of Bridge Revenue Bonds. The Susquehanna and Potomac River Bridges on which work has begun and for the construction of which the Federal Government has appropriated forty-five percent. (45%) Grant Funds, will cost approximately \$9,500,000.

In view of the vast expenditure under the direction of this body, the Legislature has authorized compensation for three members of the Commission with a view to the elimination of waste and extravagance and the reduction of operating costs to a minimum.