MUNICIPAL INVENTORY

ORIGINAL DATA - JUNE

REVISIONS - DECEMBER 194

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ACCO PRODUCTS Inc

Ogdensburg, N. Y., U.S.A.

December 23, 1960

Mr. Joseph D. Buscher,
Special Assistant Attorney General
State Roads Commission

Dear Mr. Buscher:

In the annual reports received from the Counties and Municipalities throughout the State for revision of their mileage as required by law, we are receiving requests that credit be given for mileage of entrances into and through municipal parking lots or other areas, also entrances into and through school grounds, municipal buildings, etc.

Before giving credit to the Counties or Municipalities for such mileage, I would like to have an expression of your opinion as to the legality of doing so.

Thanking you for your cooperation, I am

Very truly yours,

GWLjr/mjb

Geo. W. Lewis, Jr.,
Chief - Bureau of Traffic

cc: Mr. Geo. F. Caswell

Mr Connell.
Please note, for copies
[illegible]
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December 27, 1960

George N. Lewis, Jr., Chief
Bureau of Traffic
State Roads Commission

Dear Mr. Lewis:

Replying to your letter of December 22, 1960, in reference to the requests of Counties and Municipalities, that credit be given for mileage of entrances into and through municipal parking lots, also entrances into and through school grounds, municipal buildings, etc.

Article 89B, Section 34, sub section (a) makes provision for the distribution of the gasoline tax revenues to the Counties.

Sub section (c) of the same Article sets forth how mileage is to be computed.

Sub section (a) of Section 36 of the same Article provides:

36. Same -- Construction, reconstruction or maintenance of roads.

(a) Approval of location.--No construction or reconstruction of any county roads shall be performed under § 34 of this subtitle unless the State Roads Commission shall have first approved the proposed location thereof and the plans and specifications therefor. Such approval shall be granted if, in the Commission's judgment, the county roads, when constructed or reconstructed, as the case may be will be reasonably adequate and appropriate to an existing or potential integrated secondary highway system.

In the light of these provisions, it is my opinion that these requests should be rejected.

Very truly yours,

Joseph D. Buscher
Special Assistant Attorney General

FAP:mjd

July 24, 1958

Mr. Geo. N. Lewis, Jr.

Mr. Geo. W. Cassell

Laws of the State of Maryland

CHAPTER 690 (House Bill 266)

SECTION 1. 13(b)

If any municipality which is authorized by law to construct or maintain streets or roads shall request the State Roads Commission in writing not later than thirty days prior to the beginning of any State fiscal year for its share of the funds distributable under this section, the State Roads Commission during such fiscal year shall allocate for the county or such municipality a portion of the share as first determined in Sub-section (a) hereof of the county within which the municipality lies. Such portion shall be determined by the proportion which the total mileage of county roads in the municipality bears to the total mileage of county roads in such county. The portion so determined shall be the municipality's share for the purposes of this section. In the distribution of the shares pursuant to this sub-division, the special improvement districts in Prince George's County shall be treated as municipalities, but the payments made hereunder shall be retained by the County Commissioners of said county as credits to said districts, and shall be applied toward the cost of maintenance of such streets and roads in the said districts ~~the upkeep of which is not a financial obligation of the County~~. SO LONG AS IT HAS AN INDEBTEDNESS.

EXPLANATION: *Italics indicate new matter added to existing law. *(underlined material) CAPITALS indicate amendments to bill.

~~Strike out~~ indicates matter stricken out of bill.

July 24, 1958

Mr. Geo. N. Lewis, Jr.

Mr. Geo. W. Cassell

Laws of the State of Maryland

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EXPLANATION: *Italics indicate new matter added to existing law. *(underlined material) CAPITALS indicate amendments to bill.

~~Strike out~~ indicates matter stricken out of bill.

July 22, 1958

Mr. G. W. Cassell

Laws of the State of
Maryland - 1957

CHAPTER 617 - House Bill 545

AN ACT to repeal and re-enact, with amendments, Section 133 of Article 25 of the Annotated Code of Maryland (1956 Supplement), title "County Commissioners", sub-title "Public Roads", relating to the use and maintenance of certain alleys in Anne Arundel County as public roads.

Section 1. Be it enacted by the General Assembly of Maryland, That Section 133 of Article 25 of the Annotated Code of Maryland (1956 Supplement), title "County Commissioners", sub-title "Public Roads", be and it is hereby repealed and re-enacted, with admendments, to read as follows:

133. Width of roads; roads opened to public

All roads opened under the provisions of this article shall be at least thirty feet wide, and when opened and sufficiently cleared, shall be public roads. Provided, however, that the county commissioners of Somerset County may build portions of roads thirty (30) feet wide where, in Smith's Island district and in Fairmont district on the road leading from the main county highway to the village of Rumbley, in their discretion, the difficulty of building the said roads to the full width of thirty (30) feet is unwarrantably great. Provided, further, that the county commissioners of Anne Arundel County are authorized and empowered to take over and maintain as public roads all alleys or roads in Anne Arundel County 20 feet or more in width if such road or alley has been open or dedicated for use as a road or alley prior to June 1, 1943, and to take over and maintain as public roads alleys in sub-divisions platted prior to June 1, 1953, and being of a minimum width of ten (10) feet; PROVIDED, HOWEVER, IN THE EVENT THAT SAID ALLEYS IN SAID SUB-DIVISIONS DO NOT SATISFY THE STANDARDS AND REQUIREMENTS OF THE STATE ROADS COMMISSION FOR THE PURPOSE OF RECEIVING A SHARE OF THE GASOLINE TAX FUND, THEN THE EXPENSE OF TAKING OVER AND MAINTAINING SAID ALLEYS SHALL BE PAID BY A SPECIAL TAX TO BE ESTABLISHED AND LEVIED ON THE PROPERTY OWNERS IN THE PARTICULAR SUB-DIVISIONS.

Sec. 2. And be it further enacted, That this Act shall take effect June 1, 1957.

Approved April 10, 1957.

EXPLANATION: *Italics indicate new matter added to existing law. *(underlined matter) CAPITALS indicate amendments to bill.

AY MORNING, SEPTEMBER 22, 1960

KAHL BACKS ALLEYS BILL

Wants County To Acquire Ownership Of Those Paved

By GEORGE ELLIOTT 3D

Christian H. Kahl, Baltimore county executive, yesterday indorsed the bill providing county ownership of all paved alleys which, he noted was one of his campaign pledges.

The bill, due before the County Council at its 7.30 session tonight, has been called "financially unsound" by Councilman W. Brooks Bradley (D., Seventh), who said the city gave back its alleys to private owners in 1949.

Mr. Kahl, who said the city's reasons for returning control to adjacent property owners were bieng studied, said he pledged public ownership and maintenance of alleys in his 1958 campaign.

Lack Of Responsibility

His statement of the time pointed out the lack of "clear-cut responsibility for maintenance of alleys."

In new developments, he proposed that alleys be paved to county specifications at the expense of developers with fee simple title conveyed permanently to the county.

In existing developments, he had suggested, ownership should be conveyed to the county "if or after alleys have been paved according to county specifications . . . either at the expense of the developer or the individual property owners."

He said the legislation, sponsored by Councilman J. Cavendish Darrell (D., Fourth), was requested by the Dundalk Company, a former developer for the Bethlehem Steel Company.

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RAIL MERGER STUDY IS SET

B& O. Accepts N.Y. Central Offer To Look At 'Savings'

By JESSE GLASGOW

(Continued from Page 40)

in achieving its objective of a three-company merger."

He added at another point that "in pursuit of these Central—B.& O. studies, the C.& O. would, of course, be a welcome addition at any time."

There were indications from the New York Central last night that no time would be lost in getting the joint studies under way.

Alfred E. Perlman, Central's president, said he was "highly gratified that the B.& O. accepted our suggestion."

"As Soon As Possible"

"Our people will meet with their's as soon as possible," the Central executive said.

From the C.& O.'s headquarters in Cleveland, a spokesman said that road had no comment to make on the B.& O.'s action.

Following the directors' meeting in New York, Mr. Simpson said that whether a definitive merger with Central does result will depend on the findings of the joint studies "and the practicability of arriving at terms that would be of real advantage to the security holders of the B. O."

This is no small matter inasmuch as the B.& O.'s debt at the end of the last fiscal year was a little more than $445,000,000.

Change In Attitude Noted

Yesterday's action demonstrated the gradual change in B.& O.'s attitude toward merging with C.& O.

In mid-May the B.& O. directors "favorably recommended" the

Laws of the State of
Maryland - 1957

CHAPTER 617 - House Bill 545

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Section 1. Be it enacted by the General Assembly of Maryland, That Section 133 of Article 25 of the Annotated Code of Maryland (1956 Supplement), title "County Commissioners", sub-title "Public Roads", be and it is hereby repealed and re-enacted, with admendments, to read as follows:

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All roads opened under the provisions of this article shall be at least thirty feet wide, and when opened and sufficiently cleared, shall be public roads. Provided, however, that the county commissioners of Somerset County may build portions of roads thirty (30) feet wide where, in Smith's Island district and in Fairmont district on the road leading from the main county highway to the village of Rumbley, in their discretion, the difficulty of building the said roads to the full width of thirty (30) feet is unwarrantably great. Provided, further, that the county commissioners of Anne Arundel County are authorized and empowered to take over and maintain as public roads all alleys or roads in Anne Arundel County 20 feet or more in width if such road or alley has been open or dedicated for use as a road or alley prior to June 1, 1943, and to take over and maintain as public roads alleys in sub-divisions platted prior to June 1, 1953, and being of a minimum width of ten (10) feet; PROVIDED, HOWEVER, IN THE EVENT THAT SAID ALLEYS IN SAID SUB-DIVISIONS DO NOT SATISFY THE STANDARDS AND REQUIREMENTS OF THE STATE ROADS COMMISSION FOR THE PURPOSE OF RECEIVING A SHARE OF THE GASOLINE TAX FUND, THEN THE EXPENSE OF TAKING OVER AND MAINTAINING SAID ALLEYS SHALL BE PAID BY A SPECIAL TAX TO BE ESTABLISHED AND LEVIED ON THE PROPERTY OWNERS IN THE PARTICULAR SUB-DIVISIONS.

Sec. 2. And be it further enacted, That this Act shall take effect June 1, 1957.

Approved April 10, 1957.

EXPLANATION: *Italics indicate new matter added to existing law. *(underlined matter) CAPITALS indicate amendments to bill.

YEAR, THE SAID COUNTY SHALL FAIL TO LEVY THE TAX PROVIDED FOR IN SAID AGREEMENT AND SAID COUNTY'S SHARE OF THE GASOLINE TAX FUND SHALL BE INSUFFICIENT TO MEET THE DEBT SERVICE PAYMENT IN SAID YEAR.

(G-1) AND BE IT FURTHER PROVIDED THAT NOTWITHSTANDING ANY OF THE PROVISIONS OF THIS SECTION 162G, THE COUNTY COMMISSIONERS OF DORCHESTER COUNTY MAY ONLY PLEDGE TO DEBT SERVICE ON BONDS ISSUED HEREUNDER SO MUCH OF ITS SHARE OF THE 1953 INCREASE IN THE GASOLINE TAX FUND AS ON THE DATE OF SUCH PLEDGE IS EQUAL TO THE AMOUNT OF SUCH INCREASE TO BE REALIZED IN THE FOLLOWING CONSECUTIVE FOUR-YEAR PERIOD.

SECTION 8A. AND BE IT FURTHER ENACTED, THAT NO MONIES OR FUNDS COLLECTED UNDER THE PROVISIONS OF THIS ACT SHALL BE USED FOR OTHER THAN HIGHWAY PURPOSES, AND THAT THE TREASURER OR OTHER AUTHORIZED FINANCIAL OFFICER OF THE CITY OF BALTIMORE AND OF EACH COUNTY AND OF EACH MUNICIPALITY RECEIVING FUNDS UNDER THE PROVISIONS OF THIS ACT, SHALL, WITHIN NINETY DAYS AFTER JUNE 30, OF EACH AND EVERY FISCAL YEAR PREPARE AND SUBMIT TO THE STATE COMPTROLLER A COMPLETE REPORT AS OF THE END OF EACH SUCH FISCAL YEAR, ON THE USE OF THE FUNDS AUTHORIZED BY THIS ACT, AND ALLOCATED TO EACH OF THE RESPECTIVE POLITICAL SUBDIVISIONS. SUCH REPORT SHALL INCLUDE A COMPLETE LISTING OF ALL CONSTRUCTION AND RECONSTRUCTION PROJECTS BY LOCATION, TYPE OF WORK, AND AMOUNT EXPENDED; A SUMMARY OF MAINTENANCE EXPENDITURES BY ACCOUNT CLASSIFICATION AS MAINTAINED BY THE POLITICAL SUBDIVISIONS; AND A SCHEDULE OF DEBT SERVICE PAYMENTS BY BOND ISSUES.

SECTION 8B. AND BE IT FURTHER ENACTED, THAT THE COMMISSION DURING THE FOUR PROGRAM YEARS NEXT SUCCEEDING THE EFFECTIVE DATE OF THIS ACT, SHALL NOT ISSUE, IN THE AGGREGATE, FROM THE STATE HIGHWAY CONSTRUCTION BOND ISSUE PROVIDED FOR IN THIS ACT, AN AMOUNT OF SAID BONDS IN EXCESS OF THE

April 17, 1947

MARYLAND STATE ROADS COMMISSION - TRAFFIC DIVISION

MUNICIPAL INVENTORY

We, the _____ and _____ of _____, a _____ in _____ County do hereby certify that all the public streets and public alleys within the confines of this political sub-division, except as specifically mentioned by name and description on attached list which is made a part hereof, and legally a part of the Municipal Street System and title to same is vested in the constituted authorities of the political sub-division, named herein, in full compliance with the provisions of S. B. 359 passed at the 1947 session of the General Assembly. In witness thereof we this _____ day of _____ in the year 1947 affix our names, official titles, and seal.

_____ Name	_____ Title
_____ Name	_____ Title
_____ Name	_____ Title
_____ Name	_____ Title

April 17, 1967

NEVADA STATE HIGH CONSTRUCTION - TRAFFIC STUDIES

MONTHLY SUMMARY

The, inc _____ and _____

of _____, a _____

is _____ County do hereby certify that all the public streets and public alleys within the confines of this political sub-division, except as specifically mentioned by name and description as excepted lies which is made a part hereof, and lying a part of the designated street lights and title to same is vested in the appropriate authorities of the political sub-division, sound owners, in full accordance with the provisions of S. B. 109 passed at the 1967 session of the General Assembly. In witness thereof we this _____ day of _____ in the year 1967 with our names, official titles, and seal.

_____ _____

Name Title

_____ _____

Name Title

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Name Title

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Name Title

April 17, 1947

MARYLAND STATE ROADS COMMISSION - TRAFFIC DIVISION

MUNICIPAL INVENTORY

We, the _____ and _____ of _____, a _____ in _____ County do hereby certify that all the public streets and public alleys within the confines of this political sub-division, except as specifically mentioned by name and description on attached list which is made a part hereof, and legally a part of the Municipal Street System and title to same is vested in the constituted authorities of the political sub-division, named herein, in full compliance with the provisions of S. B. 359 passed at the 1947 session of the General Assembly. In witness thereof we this _____ day of _____ in the year 1947 affix our names, official titles, and seal.

_____ Name	_____ Title
_____ Name	_____ Title
_____ Name	_____ Title
_____ Name	_____ Title

April 17, 1947

MARYLAND STATE ROADS COMMISSION - TRAFFIC DIVISION

MUNICIPAL INVENTORY

We, the _____ and _____ of _____, a _____ in _____ County do hereby certify that all the public streets and public alleys within the confines of this political sub-division, except as specifically mentioned by name and description on attached list which is made a part hereof, and legally a part of the Municipal Street System and title to same is vested in the constituted authorities of the political sub-division, named herein, in full compliance with the provisions of S. B. 359 passed at the 1947 session of the General Assembly. In witness thereof we this _____ day of _____ in the year 1947 affix our names, official titles, and seal.

_____ Name	_____ Title
_____ Name	_____ Title
_____ Name	_____ Title
_____ Name	_____ Title

April 17, 1967

WISVIAC: STATE WIDE COMMUNICATION - TRAFFIC DIVISION

SUBPOENA INVENTORY

We, the _____ and _____ of _____, in _____ County do hereby certify that all the public streets and public alleys within the confines of this political sub-division, except as specifically mentioned by name and description on attached list which is made a part hereof, had legally a prior to the Wisconsin Street System and title to same is vested in the municipal authorities of the political subdivision, named herein, in full compliance with the provisions of Ch. 82. Sec passed at the last session of the General Assembly. In witness whereof we this _____ day of _____ in the year 1967 affix our names, official titles, and seal.

_____	_____
Name	Title
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Name	Title

Section 13 of Article 89B - Chapter 579 - Acts of 1949

Section 13 20% of all monies paid into Gasoline Tax Fund during any fiscal year, together with funds added thereto pursuant to Section 16 (3) of this article, shall be used for the benefit of the counties and municipalities of the State (other than Balto. City) as follows:

(a) The State Roads Commission shall allocate for the account of each county a share determined by the proportion which the total mileage of county roads in that county bears to the total mileage of county roads in all counties, but such share shall not be less than the amount the county would have received from the former "one and one-half cent lateral road gasoline tax fund" as apportioned under Section 9 of Article 89B of the Annotated Code of Maryland (1943 supplement), if said Section 9 had not been repealed by this Act, and to that end the respective shares of all counties shall be adjusted proportionately as may be necessary. From the share so determined, the State Roads Commission shall deduct the amount, if any, allocated to a municipality under the next succeeding sub-division (b) hereof. The resulting share shall constitute the county's share for purposes of this section.

(b) If any municipality which is authorized by law to construct or maintain streets or roads shall request the State Roads Commission in writing not later than thirty days prior to the beginning of any State fiscal year for its share of the funds distributable under this section, the State Roads Commission during such fiscal year shall allocate for the account of such municipality a portion of the share as first determined in Sub-section (a) hereof of the county within which the municipality lies. Such portion shall be determined by the proportion which the total mileage of county roads in the municipality bears to the total mileage of county roads in such county. The proportion so determined shall be the municipality's share for the purposes of this section.

(c) The mileage proportions required by Sub-division (a) and, when applicable, by Sub-division (b) of this section shall be computed by the State Roads Commission as of June 30, 1947, for the fiscal year beginning July 1, 1947, and recomputed as of December 1, 1947, for the fiscal year beginning July 1, 1948, and as of December 1 of each year thereafter for each next succeeding fiscal year. To assist the Commission in making such computations, the County Commissioners of the respective counties and the appropriate officials of such municipalities as may have requested a share under said Sub-division (b) shall, not later than December 31 of each year, beginning with December 31, 1948, make a report to the Commission, in the form required by it, showing the mileage added to the county roads within such counties or municipalities during the twelve month period ending on the preceding December 1.

Senate Bill No. 359

6/27/47 - 12:30 PM
Phone & McRMR + talked to Mr SE on importance of uniformity in reporting under sections 15 + 17 ch. 560 + starting off right. Might prepare forms + require monthly submission + accumulated.
MBS

CHAPTER NO. 560.....

A BILL ENTITLED

AN ACT to provide for the financing, planning, constructing and maintaining of public roads in the State; to amend Section 241 of Article 56 of the Annotated Code of Maryland (1939 Edition), title "Licenses", sub-title "Gasoline Tax", to impose a license tax with respect to motor vehicle fuel of five cents per gallon, which shall include gasoline taxes imposed under prior laws, to repeal Section 242 of said Article 56 of said Code (1943 Supplement), as amended by Chapter 755 of Acts of 1945, and Section 243 of said Code (1939 Edition) and enact in lieu thereof two new sections to be known as Sections 242 and 243 of said Article 56, to follow immediately after Section 241 of said Article 56, to provide for the payment of said gasoline taxes and the disposition of the net proceeds thereof and certain other monies and to create a special fund thereof to be known as the "Gasoline Tax Fund", to repeal Section 244 of said Article 56 of said Code (1939 Edition), relating to refunds of such gasoline taxes in certain cases, to repeal Section 250 of said Article 56 of said Code (1939 Edition), relating to the payment and disposition of the proceeds of such gasoline taxes; to repeal Sections 303 and 314 of said Article 56 of said Code (1939 Edition), title "Licenses", under the respective sub-titles "Public Passenger Motor Vehicles" and "Public Freight Motor Vehicles," and to enact in lieu thereof two new sections to be known as Sections 303 and 314 of said Article 56 of said Code (1939 Edition), under said respective sub-titles, to provide for the disposition and handling of the proceeds of the registration fees and taxes imposed by said Article 56 of said Code (1939 Edition), title "Licenses", sub-title "Public Passenger Motor Vehicles"; to amend Section 25A of Article 66½ of said Code (1943 Supplement), title "Motor Vehicles", sub-title "Administration — Registration — Titling", as amended by Chapter 47 of the Acts of 1945, to impose an excise tax for the issuance of certificates of title of motor vehicles, to amend Section 285 of said Article 66½ of said Code (1943 Supplement), as amended by Chapter 30 of the Acts of 1945, to provide for the disposition and handling of certain monies collected by the Department of Motor Vehicles pursuant to the provisions of said Article

66½ of said Code (1943 Supplement) and to create a special fund to be known as the "Motor Vehicle Revenue Fund", to amend Section 307 of said Article 66½ of said Code (1943 Supplement), title "Motor Vehicles", sub-title "Traffic Court of Baltimore City", relating to the payment of the necessary expenses of the Traffic Court of Baltimore City; to add a new section to Article 81 of said Code (1939 Edition), title "Revenue and Taxes", sub-title "Mileage Tax for the Use and Maintenance of Roads", to be known as Section 219A of said Article 81 of said Code (1939 Edition), to follow immediately after Section 219 of said Article 81 of said Code (1939 Edition), providing for the disposition and handling of the proceeds of the license and registration fees imposed and provided for in said sub-title; to amend Section 1 of Article 89B of said Code (1939 Edition), title "State Roads", as amended by Chapter 704 of the Acts of 1945, relating to the qualifications, tenure in office and removal of members of the State Roads Commission of Maryland, to add a new section to Article 89B of said Code (1939 Edition), to be known as Section 1A of said Article 89B of said Code (1939 Edition), to follow immediately after Section 1 of said Article 89B of said Code (1939 Edition), to define certain words and terms as used in said Article 89B, to amend Section 2A of said Article 89B of said Code (1943 Supplement), as amended by Chapter 953 of the Acts of 1945, relating to the payment of certain Resident Maintenance Engineers, to repeal Sections 9 to 18, both inclusive, of said Article 89B of said Code, that is to say, Sections 10, 11, 13, 14, 15, 16, 17 and 18 of said Article 89B of said Code (1939 Edition), Section 9 of said Article 89B of said Code (1943 Supplement), as amended by Chapters 841 and 1032 of the Acts of 1945, Sections 9A, 12, 14A and 16A of said Article 89B of said Code (1943 Supplement), and Section 14B of said Article 89B of said Code as enacted by Chapter 1000 of the Acts of 1945, and to enact in lieu thereof ten new sections to be known as Sections 9 to 18, both inclusive, of said Article 89B of said Code (1939 Edition), under a sub-title "Distribution and Use of Special Funds", to follow immediately after Section 8A of said Article 89B of said Code (1943 Supplement), to define certain words and terms as used in said sub-title, to provide for the distribution and use of the "Gasoline Tax Fund" created pursuant to the provisions of Article 56 of said Code (1939 Edition), title "Licenses", sub-title "Gasoline Tax", as amended by Section 2 of this Act, to provide for the use of a portion of said fund for the construction and reconstruction by the State Roads Commission of projects as defined in said sub-title, for the use of a portion of said fund by the City of Baltimore for the construction, reconstruction and maintenance of streets and highways, and for the use of a portion of said fund by the respective counties of Maryland and certain municipalities located within the counties for the construction, reconstruction and maintenance of roads, to relieve the State Roads Commission, with certain qualifications and exceptions, from duties, responsibilities and authority with respect to construction, reconstruction, maintenance or repair of any roads other than State roads, and to provide for annual detailed reports by the State Roads Commission to the Governor with respect to the status of the construction fund provided for in said sub-title and with respect to each project planned or constructed by it pursuant to said sub-title to provide for the distribution and use of the Motor

Vehicle Revenue Fund created pursuant to the provisions of Section 285 of Article 66½ of said Code (1943 Supplement), as amended by Section 8 of this Act, to provide for restrictions and limitations upon the use of such fund and the monies distributed therefrom and to provide annual detailed reports by the State Roads Commission to the Governor with respect to the funds used by it for the maintenance and operation of the State highway system and for other maintenance and for certain other expenses of the State Roads Commission, and to authorize the State Roads Commission to retain private professional assistance in connection with work and duties performed by it under said sub-title; to amend Section 30 of said Article 89B of said Code (1939 Edition), title "State Roads", sub-title "Grade Crossings", relating to the payment of the State Roads Commission's share of any damages recovered by adjacent property owners affected by any grade crossing elimination, to amend Section 44 of said Article 89B of said Code (1939 Edition), title "State Roads", sub-title "Duties and Powers", relating to the duty of the State Roads Commission to maintain all State roads and bridges, to amend Section 48A of said Article 89B of said Code (1939 Edition), title "State Roads", sub-title "Duties and Powers", as amended by Chapter 964 of the Acts of 1945, assenting to the provisions of certain Acts of Congress providing for Federal aid for the construction of State roads, and empowering the State Roads Commission and the various subdivisions of government in the State to do any and all acts and things necessary or desirable to obtain the benefit of such Federal aid; to add ten new sections to said Article 89B of said Code (1939 Edition), title "State Roads", under a sub-title "State Highway Construction Bonds", to be known as Sections 147G to 147P, both inclusive, of said Article 89B, to follow immediately after Section 147F of said Article 89B of said Code (1943 Supplement), authorizing the issuance by the State Roads Commission of State Highway Construction Bonds up to $100,000,000 principal amount, the interest and principal thereof to be paid from the proceeds of the excise tax on the issuance of certificates of title of motor vehicles provided for in Section 25A of Article 66½ of said Code (1943 Supplement), as amended by Chapter 47 of the Acts of 1945 and as amended by Section 7 of this Act, and from the State Roads Commission's share of the Gasoline Tax Fund provided by Section 242 of said Article 56 of said Code as amended by Section 2 of this Act, subject, however, to the pledge of such fund to the servicing of bonds issued under the provisions of Sections 140A to 140M, both inclusive, of said Article 89B of said Code (1943 Supplement), to the servicing of bonds issued under the provisions of Sections 140-N to 140-U, both inclusive, of said Article 89B of said Code, as amended by Chapter 755 of the Acts of 1945, and to the servicing of bonds issued under the provisions of Sections 147A to 147F, both inclusive, of said Article 89B of said Code (1943 Supplement), fixing the terms and conditions of said State Highway Construction Bonds, making said bonds exempt from taxation, providing for the use of the proceeds of said bonds and for their issuance, sale, redemption or otherwise, and requiring annual reports by the State Roads Commission to the Governor on the status of the bonds and proceeds thereof and the projects constructed or to be constructed under said sub-title; and to amend Section 148 of said Article 89B of said Code (1943

Supplement), title "State Roads", sub-title "Convict Labor", as amended by Chapter 408 of the Acts of 1945 relating to the employment by the State Roads Commission of prisoners in the penal institutions of the State; and to add three new sections to Article 89B of the Annotated Code of Maryland (1939 Edition), title "State Roads", to follow immediately after Section 155 of said Article, under a new sub-title "Special Provisions as to Designated Counties", to be known as Sections 156, 157 and 158 providing for the construction, reconstruction and maintenance by the State Roads Commission of County roads in certain named Counties; and to preserve the obligations of railroad and railway companies with respect to grade crossing eliminations.

SECTION 1. *Be it enacted by the General Assembly of Maryland*, That Section 241 of Article 56 of the Annotated Code of Maryland (1939 Edition), title "Licenses", sub-title "Gasoline Tax", be and it is hereby repealed and re-enacted, with amendments, to read as follows:

241. (a) On and after January 1, 1924, each and every dealer as defined in this sub-title who is now engaged or who may hereafter engage in his own name or in the name of others, or in the name of his representatives or agents in this State, in the sale or use of motor vehicle fuel as herein defined shall not later than the last day of each calendar month, render to the Comptroller a statement of all motor vehicle fuel sold or used by him or them in the State of Maryland during the preceding calendar month, and pay a license tax of Two Cents (2¢) per gallon on all motor vehicle fuel as shown by such statement in the manner and within the time hereinafter stipulated; (provided, however, that the tax imposed upon motor vehicle fuel sold to compounders shall be returned and paid as herein provided by such compounders upon all motor vehicle fuel purchased by them and sold or used in the State of Maryland in the form of a compound or otherwise.)

(b) On and after the first day of April, 1927, the license tax in respect of motor vehicle fuels, prescribed by this sub-title, shall be increased one-half cent per gallon.

(c) On and after the first day of April, 1927, the license tax in respect to motor vehicle fuels, prescribed by this sub-title, shall be increased one and one half cents per gallon.

(d) On and after the first day of July, 1947, the license tax in respect to motor vehicle fuels, prescribed by this sub-title, shall be increased one cent per gallon.

(e) On and after the first day of July, 1947, the taxes imposed by Sub-divisions (a), (b), (c) and (d) of this section shall be deemed to be continued in effect as parts of a single license tax with respect to motor vehicle fuels of five cents per gallon to be known as the "Gasoline Tax". In any case where the State or any agency thereof, or any county, municipality (including Baltimore City), special taxing area or other political sub-division has, prior to June 1, 1947, issued bonds or other evidences of debt and for the security, payment or servicing thereof has lawfully pledged or committed (in the form of a special tax or otherwise) any portion of the motor vehicle fuel taxes of two cents, one-half cent and one and one-half cents per gallon, respectively, such pledge or

commitment shall continue unimpaired as a pledge or commitment of a like amount of the five cent Gasoline Tax.

SEC. 2. *And be it further enacted*, That Section 242 of Article 56 of the Annotated Code of Maryland (1943 Supplement), title "Licenses", sub-title "Gasoline Tax", as amended by Chapter 755 of the Acts of 1945, and Section 243 of said Article 56 of said Code (1939 Edition), title "Licenses", sub-title "Gasoline Tax", be and they are hereby repealed, and that two new sections be and they are hereby enacted in lieu thereof, to be known as Sections 242 and 243 respectively, of said Article, to follow immediately after Section 241 of said Article, and to read as follows:

242. The Gasoline Tax, imposed by this sub-title, in respect to motor vehicle fuel sold or used in any calendar month, shall be paid on or before the last day of the next succeeding month to the Comptroller who shall receipt the dealer therefor. From the monies thus received, the Comptroller each month shall (a) retain such sum as in his judgment shall be sufficient to enable him to pay promptly all claims for refunds payable therefrom, (b) retain an amount equal to one month's proportionate part of the current fiscal year's appropriation to the Comptroller for maintaining the Gasoline Tax Collection Department in the office of the Comptroller, and (c) forthwith remit the balance to the State Treasurer. The State Treasurer shall hold the monies so received from the Comptroller in a special fund hereby created and known as the "Gasoline Tax Fund", said Fund to be thereafter held and distributed in accordance with the provisions applicable to said Fund contained in Section 10 of Article 89B of the Annotated Code of Maryland.

243. There shall be added to the Gasoline Tax Fund created by Section 242 of this sub-title (1) all unexpended balances of monies as of June 30, 1947, heretofore derived from gasoline taxes prescribed by prior laws and held by the State Roads Commission or by the State Treasurer or State Comptroller for the account of the State Roads Commission, (2) all unexpended balances heretofore derived from license fees, registration fees and other revenues collected by the Department of Motor Vehicles pursuant to Article 66½ of the Annotated Code of Maryland (1943 Supplement), pursuant to Sections 293 to 310, both inclusive, of Article 56 of said Code (1939 Edition), title "Licenses", sub-title "Public Passenger Motor Vehicles", pursuant to Sections 311 to 323, both inclusive, of Article 56 of said Code (1939 Edition), title "Licenses", sub-title "Public Freight Motor Vehicles", and pursuant to Sections 218 and 219 of Article 81 of said Code (1939 Edition), title "Revenue and Taxes", sub-title "Mileage Tax for Use and Maintenance of Roads", and held by the State Roads Commission or by the State Treasurer or State Comptroller for the account of the State Roads Commission or held by the Department of Motor Vehicles to be remitted to the State Treasurer or State Comptroller for the account of the State Roads Commission, and (3) all monies heretofore or hereafter derived from present or future accounts receivable of the State Roads Commission, including, without limitation, any monies which may hereafter be repaid or returned to the Commission on account of monies advanced by the Commission for the maintenance, repair or operation of roads or bridges in this State or which may represent rent, hire

or the proceeds of the sale of the Commission's equipment and other tangible personal property; provided, however, that all monies so added to said Fund pursuant to this section shall remain subject to disbursement to the extent required by any lawful pledge, dedication or commitment thereof now existing, or to the extent necessary to discharge any now existing lawful obligation of, or valid claim against, the Commission whether or not such obligation or claim is now contingent or unliquidated in amount.

SEC. 3. *And be it further enacted,* That Section 244 of Article 56 of the Annotated Code of Maryland (1939 Edition), title "Licenses", sub-title "Gasoline Tax", be and it is hereby repealed.

SEC. 4. *And be it further enacted,* That Section 250 of Article 56 of the Annotated Code of Maryland (1939 Edition), title "Licenses", sub-title "Gasoline Tax", be and it is hereby repealed.

SEC. 5. *And be it further enacted,* That Section 303 of Article 56 of the Annotated Code of Maryland (1939 Edition), title "Licenses", sub-title "Public Passenger Motor Vehicles", be and it is hereby repealed, and that a new section be and it is hereby enacted in lieu thereof, to be known as Section 303 of said Article, to follow immediately after Section 302 of said Article, and to read as follows:

303. The Department of Motor Vehicles shall account for and remit all monies collected by it under this sub-title to the State Treasurer who, after first paying, or retaining a sufficient amount thereof to pay, all refunds of license and registration fees provided for in this sub-title, shall hold the balance of said monies in the special fund known as the Motor Vehicle Revenue Fund, created pursuant to the provisions of Section 285 of Article 66½ of the Annotated Code of Maryland, said Fund to be thereafter held and distributed in accordance with the provisions applicable thereto of Article 89B of the Annotated Code of Maryland.

SEC. 6. *And be it further enacted,* That Section 314 of Article 56 of the Annotated Code of Maryland (1939 Edition), title "Licenses", sub-title "Public Freight Motor Vehicles", be and it is hereby repealed, and that a new section be and it is hereby enacted in lieu thereof, to be known as Section 314 of said Article, to follow immediately after Section 313 of said Article, and to read as follows:

314. The Department of Motor Vehicles shall account for and remit all monies collected by it under this sub-title to the State Treasurer who, after first paying, or retaining a sufficient amount thereof to pay, all refunds of license and registration fees provided for in this sub-title, shall hold the balance of said monies in the special fund known as the Motor Vehicle Revenue Fund, created pursuant to the provisions of Section 285 of Article 66½ of the Annotated Code of Maryland, said Fund to be thereafter held and distributed in accordance with the provisions applicable thereto of Article 89B of the Annotated Code of Maryland.

SEC. 7. *And be it further enacted,* That Section 25A of Article 66½ of the Annotated Code of Maryland (1943 Sup-

plement), title "Motor Vehicles", sub-title "Administration—Registration—Titling", as amended by Chapter 47 of the Acts of 1945, be and it is hereby repealed and re-enacted, with amendments, to read as follows:

25A. (Excise Tax for the Issuance of Certificates of Title.)

(a) In addition to the charges prescribed by this Article there is hereby levied and imposed an excise tax for the issuance of every original certificate of title for motor vehicles in this State and for the issuance of every subsequent certificate of title for motor vehicles in this State in the case of sales or resales thereof, and on and after July 1, 1947, the Department of Motor Vehicles shall collect said tax upon the issuance of every such certificate of title of a motor vehicle at the rate of two per centum of the fair market value of every motor vehicle for which such certificate of title is applied for and issued.

(b) The Department of Motor Vehicles shall require every applicant to supply information as it may deem necessary as to the time of purchase, the purchase price and other information relative to the determination of the fair market value.

(c) The Department of Motor Vehicles shall remit all sums collected under the provisions of this section to the State Treasurer, who shall use and apply the same, first, to the extent required for debt service on State Highway Construction Bonds pursuant to Sections 147G to 147P, both inclusive, of Article 89B of the Annotated Code of Maryland (1939 Edition), as enacted by Section 18 of this Act, and shall transfer the balance thereof, if any, to the construction fund for the State Roads Commission provided by Section 11(e) of said Article 89B.

(d) Certificates of title for all motor vehicles owned by the State of Maryland or any political sub-division of the State and for fire engines and other fire department emergency apparatus, including ambulance operated by or in connection with any fire department, shall be exempt from the tax imposed by this section.

SEC. 8. *And be it further enacted*, That Section 285 of Article 66½ of the Annotated Code of Maryland (1943 Supplement), title "Motor Vehicles", as amended by Chapter 30 of the Acts of 1945, be and it is hereby repealed and re-enacted, with amendments, to read as follows:

285. (Disposition of Fines and Other Receipts of the Department.) (a) All fines, penalties, and forfeitures of bonds, or any kind of authorized security, imposed or collected under any of the provisions of this Article shall be paid over on the second and fourth Mondays of each month after receipt thereof to the Department with a statement accompanying the same, setting forth, the action or proceedings in which such monies were collected, the name and residence of the defendant, the nature of the offense, and the fine, penalty, forfeiture or sentence, if any, imposed.

(b) This section shall not be considered as repealed by the passage hereafter of any law providing for a different disposition of fines and penalties in any county or other municipal division of this State unless the same contains a repeal of this section by express references thereto.

(c) The Department is hereby empowered in the name of the State of Maryland to take all steps necessary to enforce the collection and prompt return of all such fines, penalties and forfeitures of bonds.

(d) Any Justice of the Peace, Committing Magistrate, Trial Magistrate or Police Justice accepting checks, drafts or any other unsecured evidences of debt in payment of fines, or in lieu of bail, shall do so at his own risk, provided that nothing herein shall be taken to prohibit the release of offenders on their own recognizance in proper cases.

(e) Subject to the provisions of Sections 25A, 27B, 64, 74 and 110G of this Article, all monies received by the Department pursuant to the provisions of this Article shall be accounted for and remitted by the Department to the State Treasurer who, after first paying, or retaining a sufficient amount thereof to pay, all refunds of motor vehicle registration fees in this Article provided, all the salaries and expenses of the Department and of the Traffic Court of Baltimore City, and costs in dismissed cases pursuant to Section 270 of this Article, shall hold the balance of said monies in a special fund hereby created and known as the Motor Vehicle Revenue Fund, said fund to be thereafter held and distributed in accordance with the provisions applicable to said fund contained in Article 89B of the Annotated Code of Maryland.

(f) Failure, refusal, or neglect on the part of any judicial or other officer or employee receiving or having custody of such fine or forfeiture to comply with the foregoing provisions of this section shall constitute misconduct in the office and shall be sufficient grounds for removal therefrom.

(g) Provisions of this section which may be inconsistent with the provisions of Article 52 "Trial Magistrate System" shall be superseded by the provisions of the latter article as to such inconsistencies.

SEC. 9. *And be it further enacted*, That Section 307 of Article 66½ of the Annotated Code of Maryland (1943 Supplement), title "Motor Vehicles", sub-title "Traffic Court of Baltimore City", be and it is hereby repealed and re-enacted, with amendments, to read as follows:

307. (Expenses). All necessary expenses for the operation of the Traffic Court, including the salaries of the Magistrates, substitute Magistrates and clerks herein provided for, including the premiums on the corporate bonds of said clerks, shall be paid by the State Treasurer as provided for by Section 285 of this Article.

SEC. 10. *And be it further enacted*, That a new section be and it is hereby added to Article 81 of the Annotated Code of Maryland (1939 Edition), title "Revenue and Taxes", sub-title "Mileage Tax for Use and Maintenance of Roads", to be known as Section 219A of said Article, to follow immediately after Section 219 of said Article, and to read as follows:

219A. The Department of Motor Vehicles shall account for and remit all monies collected by it under this sub-title to the State Treasurer who, after first paying, or retaining a sufficient amount thereof to pay, all refunds of license or

5 registration fees provided for in this sub-title, shall hold said
6 monies in a special fund known as the Motor Vehicle Revenue
7 Fund, created pursuant to the provisions of Section 285 of
8 Article 66½ of the Annotated Code of Maryland, said fund
9 to be thereafter held and distributed in accordance with the
10 provisions applicable thereto of Article 89B of the Annotated
11 Code of Maryland.

1 SEC. 11. *And be it further enacted*, That Section 1 of
2 Article 89B of the Annotated Code of Maryland (1939 Edi-
3 tion,) title "State Roads", as amended by Chapter 704 of the
4 Acts of 1945, be and it is hereby repealed and re-enacted,
5 with amendments, to read as follows:

1 The State Roads Commission shall consist of three members
2 to be appointed by, and to hold office during the pleasure of,
3 the Governor, one of whom he shall designate as Chairman
4 of the Commission. One of said members shall be a resident
5 of the Eastern Shore of Maryland, one a resident of the
6 counties of the Western Shore of Maryland and one a resident
7 of Baltimore City or a person who at the time of his appoint-
8 ment has, and for a period of at least two years immediately
9 prior thereto has continuously had, his principal place of
10 business, employment or professional activity in Baltimore
11 City. At least one member of said Commission shall bona
12 fide belong to or be affiliated with that one of the two leading
13 political parties in the State opposite to the party to which
14 the Governor belongs. The Governor shall have the power, in
15 his discretion, to remove any member of said Commission at
16 any time, and to appoint another qualified person in his stead,
17 and to fill any vacancy caused by death, resignation, in-
25 capacity, removal or other cause. The members of said
26 Commission shall take the oath prescribed by Article 1, Sec-
27 tion 6 of the State Constitution and shall receive such com-
28 pensation as may be provided for in the budget. A majority
29 of the members of said Commission shall constitute a quorum
30 for the transaction of business. The Chairman shall pre-
31 side over its meetings and perform such other duties as may
32 be imposed upon him by law or as may be assigned to him
33 by said Commission.

34 The members of said Commission shall elect a Secretary,
35 not a member of the Commission, who shall receive such
36 compensation as the Commission may determine and as
37 may be provided in the budget. He shall make and carefully
38 preserve full and accurate minutes of all meetings and
39 records of all proceedings and enter same in the journal of
40 the Commission. The Secretary shall make true copies of all
41 notices directed by the Commission to be published and the
42 certificates of publication thereof, and shall perform such
43 other duties as may be imposed upon him by law or as may
44 be assigned to him by the Commission.

1 SEC. 12. *And be it further enacted*, That a new section be
2 and it is hereby added to Article 89B of the Annotated Code
3 of Maryland (1939 Edition), title 'State Roads", said section
4 to be known as Section 1A of said Article, to follow immedi-
5 ately after Section 1 of said Article, and to read as follows:

1 1A. (Definitions). As used in this Article, the following
2 words and terms shall have the following meanings, unless

the context shall indicate another or different meaning or intent:

(A) (Road—Highway.) Both the word "road" and the word "highway" include rights of way, roadway surfaces, roadway sub-grades, shoulders, median dividers, drainage facilities and structures, roadway cuts, roadway fills, guard rails, bridges, highway grade elimination structures, railroad grade elimination structures, tunnels, overpasses, underpasses, and other structures forming an integral part of a road or highway.

(B) (State Highway System.) The term "State Highway System" means that system of roads which are from time to time owned by the State and which the State Roads Commission by resolution from time to time designates as State roads to be maintained and operated by the Commission.

(C) (State Road.) The term "State road" means any public road included in the State highway system.

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(D) (County Roads.) The term "county roads" means any public roads, excluding State roads, and including hard-surfaced or paved streets of municipalities (except Baltimore City), title to which, or the easement for the use of which, is vested in a public body or governmental agency by grant, condemnation or dedication. Special taxing areas, districts and other political sub-divisions of the State, except the counties, shall be deemed to be municipalities for the purpose of this definition.

(E) (Maintenance.) The word "maintenance" means the process of upkeep and repair, other than reconstruction and relocation, by which a road, building, equipment and other property are kept in an ordinarily efficient operating condition.

SEC. 13. *And be it further enacted,* That Section 2A of Article 89B of the Annotated Code of Maryland (1943 Supplement), title "State Roads", as amended by Chapter 953 of the Acts of 1945, be and it is hereby repealed and re-enacted with amendments, to read as follows:

2A. All Resident Maintenance Engineers employed by the State Roads Commission on June 1, 1945, shall continue in the same classification unless removed for inefficiency or neglect of duty in accordance with the provisions of Article 64A of the Annotated Code of Maryland or promoted in accordance with the provisions of said Article. The State Roads Commission shall also have power and authority to appoint, in accordance with the provisions of said Article 64A, such other Resident Maintenance Engineers as it may in its discretion deem necessary or desirable. The said Resident Maintenance Engineers shall be paid the same salary or compensation as is paid to Junior Assistant Highway Engineers, Grade I, as prescribed by the regulations of the State Employees' Standard Salary Board, and each year of service as a Resident Maintenance Engineer, or in a position doing similar work, shall be considered as a year of service as a Junior Assistant Highway Engineer, Grade I. All vacancies in the position of Resident Maintenance Engineer shall be filled by the State Roads Commission, in accordance with the provisions of Article 64A.

SEC. 14. *And be it further enacted*, That Sections 9 to 18, both inclusive, of Article 89B of the Annotated Code of Maryland, title "State Roads", that is to say, Sections 10, 11, 13, 14, 15, 16, 17 and 18 of said Article of said Code (1939 Edition) Section 9 of said Article of said Code (1943 Supplement), as amended by Chapters 841 and 1032 of the Acts of 1945, Sections 9A, 12, 14A and 16A of said Article of said Code (1943 Supplement), and Section 14B of said Article as enacted by Chapter 1000 of the Acts of 1945, be and they are hereby repealed, and that ten new sections be and they are hereby enacted in lieu thereof, to be known as Sections 9 to 18, both inclusive, of said Article, under a sub-title "Distribution and Use of Special Funds", to follow immediately after Section 8A of said Article, and to read as follows:

9. As used in this sub-title the following words and terms shall have the following meanings, unless the context shall indicate another or different meaning or intent.

(A) (Two-Lane Arterial Highway.) The term "two-lane arterial highway" shall mean a thoroughfare of one traffic lane in each direction without physical separation of opposing traffic lanes, and which by the application of proper design standards such as adequate lane width, adequate shoulders, proper sight distances and other such features of design can safely and expeditiously serve traffic volumes up to 3,000 vehicles per day, and shall embrace all bridges, tunnels, overpasses, underpasses, interchanges, entrance plazas, approaches and other structures which the Commission may deem necessary to the operation of the two-lane arterial highway, together with all property, rights, easements, franchises and interests acquired by the Commission for the construction and operation thereof.

(B) (Controlled Access Arterial Highway.) The term "controlled access arterial highway" shall mean a major thoroughfare of two or more traffic lanes in each direction having the same characteristics as an expressway except that the conflict of cross streams of traffic need not be eliminated at every intersection by means of grade separation structures.

(C) (Expressway.) The term "expressway" shall mean a major thoroughfare of two or more traffic lanes in each direction, designed to eliminate principal traffic hazards, and shall embrace all bridges, tunnels, overpasses, underpasses, interchanges, entrance plazas, approaches, and other structures which the Commission may deem necessary to the operation of the expressway, together with all property, rights, easements, franchises and interests acquired by the Commission for the construction and operation thereof, and having the following characteristics: (a) a median divider separating opposing traffic lanes to eliminate head-on collisions and side-swiping; (b) grade separation structures to eliminate the conflict of cross streams of traffic at all intersections; (c) points of access and egress limited to predetermined locations; (d) vertical curves of lengths sufficient to provide long sight distances; and (e) shoulders of widths adequate to permit vehicles to stop or park off traffic lanes

(D) (Bridge.) The word "bridge" shall mean any bridge or highway grade separation structure and shall embrace

the sub-structure and super-structure and the approaches thereto, and such entrance plazas, interchanges, overpasses, underpasses, connecting highways, and other structures which the Commission may deem necessary in connection therewith, together with all property, rights, easements, franchises and interests acquired by the Commission for the construction and operation of such bridge.

(E) (Railroad Grade Separation.) The term "railroad grade separation" shall mean any overpass or underpass which shall eliminate any railroad grade crossing, and shall embrace the overpass and underpass structure and the approaches thereto, and such entrance plazas, interchanges, connecting highways, and other structures which the Commission may deem necessay in connection therewith, together with all property, rights, easements, franchises and interests acquired by the Commission for the construction and operation of such railroad grade separation.

(F) (Project.) The word "project" shall mean the reconstruction or relocation of one or more sections of the State Highway System, or the construction of one or more sections of two-lane arterial highways, or one or more sections of controlled access arterial highways, or one or more sections of expressway, or a bridge, or a railroad grade separation, or a combination thereof, as parts of the State Highway System.

(G) (Municipality.) The word "municipality" shall mean any municipality, special taxing area, district, or other political subdivision of this State other than a county or Baltimore City.

(H) (Debt Service.) The term "debt service" shall mean the interest, sinking fund and maturity requirements with respect to bonds or other evidences of debt.

10. The Gasoline Tax Fund, created as a special fund pursuant to the provisions of Article 56 of the Annotated Code of Maryland, shall be distributed by the State Treasurer upon warrants of the Comptroller as provided in Sections 11, 12 and 13 of this sub-title.

11. Fifty per cent. of the monies paid into the Gasoline Tax Fund during any fiscal year shall be held and from time to time disbursed for the account of the State Roads Commission for the following purposes and for such purposes only:

(a) First, for preserving the annual tax laid by Section 140K of this Article, as enacted by Chapter 856 of the Acts of 1941, and described therein as part of the State Roads Commission's share of the one-half cent gasoline tax; it being the intent hereof that, so long as any of the revenue bonds referred to in Section 140K remain unpaid and outstanding, the tax laid by said section shall not be repealed, diminished or applied to any other object and shall be deemed to continue as a proportionate part of the Five Cent Gasoline Tax imposed by Section 241 of Article 56 of the Annotated Code of Maryland.

(b) Next, for preserving that portion of the annual tax laid by Section 147E of this Article, as enacted by Chapter 884 of the Acts of 1941, and described therein as part of one and four-tenths mills of the two cent (2¢) gasoline tax; it being the intent hereof that, so long as any of the refunding and improvement bonds referred to in said Section 147E remain

unpaid and outstanding, the tax laid by said section shall not be repealed, diminished or applied to any other object and shall be deemed to continue as a proportionate part of the Five Cent Gasoline Tax imposed by Section 241 of Article 56 of the Annotated Code of Maryland.

(c) Next, for preserving the annual tax laid by Section 140-T of this Article, as enacted by Chapter 755 of the Acts of 1945, and described therein as the State Roads Commission's share of the One-Half Cent (½c) Grade Elimination Gasoline Tax; it being the intent hereof that, so long as any of the bonds referred to in said Section 140-T remain unpaid and outstanding, the tax laid by said section shall not be repealed, diminished or applied to any other object and shall be deemed to continue as a proportionate part of the Five Cent Gasoline Tax imposed by Section 241 of Article 56 of the Annotated Code of Maryland.

(d) Next, to the extent required for debt service on State Highway Construction Bonds pursuant to Sections 147G to 147P, both inclusive, of this Article, as enacted by Section 18 of this Act.

(e) The balance, together with any monies transferred from the Motor Vehicle Revenue Fund under sub-division (1) of Section 16 of this sub-title, shall constitute a construction fund for the performance, to the extent necessary, of valid and subsisting contracts heretofore entered into by the Commission and for the construction or reconstruction of a project or projects as defined in this sub-title; provided that no expressway shall be constructed to serve a traffic volume of less than an average of 5,000 vehicles per day, and no controlled access arterial highway shall be constructed to serve a traffic volume of less than an average of 3,000 vehicles per day, such traffic volumes to have been determined over a period of one year prior to the initiation of the project by procedures heretofore used by the State Roads Commission to establish densities of traffic.

12. Thirty per cent. of the monies paid into the Gasoline Tax Fund during any fiscal year, together with the funds added thereto pursuant to Section 16(2) of this Article, shall be distributed monthly to the Mayor and City Council of Baltimore to be used for the construction, reconstruction or maintenance of the streets and highways of the City of Baltimore; or for the payment of debt service with respect to bonds or other evidences of debt heretofore or hereafter issued by the City of Baltimore for the construction, reconstruction or maintenance of streets and highways of the City of Baltimore; and for no other purposes.

13. Twenty per cent. of the monies paid into the Gasoline Tax Fund during any fiscal year, together with funds added thereto pursuant to Section 16(3) of this Article, shall be used for the benefit of the counties and municipalities of the State (other than Baltimore City) as follows:

(a) The State Treasurer shall allocate for the account of each county a share determined by the proportion which the total mileage of county roads in that county bears to the total mileage of county roads in all the counties, but such share shall not be less than the amount the county would have received from the former "One and One-half Cent Lateral Road Gasoline Tax Fund" as apportioned under Section 9 of Article

13 89B of the Annotated Code of Maryland (1943 Supplement),
14 if said Section 9 had not been repealed by this Act, and to
15 that end the respective shares of all counties shall be adjusted
16 proportionately as may be necessary. From the share so deter-
17 mined, the State Treasurer shall deduct the amount, if any,
18 allocated to a municipality under the next succeeding sub-
19 division (b) hereof. The resulting share shall constitute the
20 county's share for the purposes of this section.

21 (b) If any municipality which is authorized by law to con-
22 struct or maintain streets or roads shall request the State
23 Treasurer in writing not later than thirty days prior to the
24 beginning of any State fiscal year for its share of the funds
25 distributable under this Section, the State Treasurer during
26 such fiscal year shall allocate for the account of such munici-
27 pality a portion of the share as first determined in Sub-section
28 (a) hereof of the county within which the municipality lies.
29 Such portion shall be determined by the proportion which the
30 total mileage of county roads in the municipality bears to the
31 total mileage of county roads in such county. The portion so
32 determined shall be the municipality's share for the purposes
33 of this Section.

34 (c) The mileage proportions required by Sub-division (a)
35 and, when applicable, by Sub-division (b) of this section shall
36 be computed by the State Roads Commission as of June 30,
37 1947, for the fiscal year beginning July 1, 1947, and recomputed
38 as of December 1, 1947, for the fiscal year beginning July 1,
39 1948, and as of December 1 of each year thereafter for each
40 next succeeding fiscal year. To assist the Commission in
41 making such computations, the County Commissioners of the
42 respective counties and the appropriate officials of such mu-
43 nicipalities as may have requested a share under said Sub-
44 division (b), shall, not later than December 31 of each year,
45 beginning with December 31, 1948, make a report to the Com-
46 mission, in the form required by it, showing the mileage added
47 to the county roads within such counties or municipalities
48 during the twelve months period ending on the preceding
49 December 1.

50 (d) The State Treasurer, upon warrants of the Comptroller,
51 shall pay over each county's share to or on the order of the
52 proper officials thereof as designated by local law, or, in
52a the absence of such designation, to the County Commissioners,
52c at monthly intervals or at such other appropriate times as
52d may be reasonably requested, or, in the case of a county
53 whose road construction, reconstruction or maintenance is
53a performed by the State Roads Commission, the State Trea-
53b surer shall credit the county's share to the account of the
53c State Roads Commission to be expended upon warrants of the
53d Comptroller. Monies so paid or credited shall be used and
53e expended by such county officials or by the State Roads Com-
53f mission, as the case may be, as follows:

54 (1) So much thereof as may be necessary shall be applied
55 to debt service with respect to outstanding bonds or other
56 evidences of debt heretofore issued by such county or any
57 municipality within that county for construction, reconstruc-
58 tion or maintenance of roads or streets to the extent that
59 gasoline tax revenues have heretofore been lawfully dedicated,
60 pledged or otherwise committed to such debt service; it being
61 the intent hereof that any such dedication, pledge or commit-
62 ment remain unimpaired and continue as a charge against
63 the county's share of the Five Cent Gasoline Tax to the same

extent as it constituted a charge against any gasoline tax revenues under prior laws. Without limitation of the generality of the foregoing, the amounts heretofore required to be paid each year under Chapter 317 of the Acts of 1935 shall be deemed to be commitments hereunder so long as any of the bonds therein referred to are outstanding.

(2) The remainder of the county's share shall be used solely for the construction, reconstruction, or maintenance of county roads, or for debt service with respect to bonds or other evidences of debt hereafter lawfully issued for such construction, reconstruction, or maintenance by the county or by a municipality within the county which is not receiving its own share under Sub-division (e) of this section.

(e) The State Treasurer, upon warrants of the Comptroller, shall pay over the share of each municipality which has made a request therefor under Sub-division (b) hereof, at monthly intervals or at such other appropriate times as may be reasonably requested, as follows:

(1) First, to the County Commissioners of the county within which the municipality lies, sufficient amounts to reimburse the county's share for any funds paid therefrom under Sub-division (d) (1) for debt service on bonds or other evidences of debt heretofore issued by the municipality.

(2) The remainder of the municipality's share, to or on the order of the proper officials thereof, to be expended solely for the construction, reconstruction or maintenance of roads or streets, or for debt service with respect to bonds or other evidences of debt which may hereafter be lawfully issued by the municipality for such construction, reconstruction or maintenance.

14. (a) No construction or reconstruction of any county roads shall be performed under Section 13 of this sub-title unless the State Roads Commission shall have first approved the proposed location thereof and the plans and specifications therefor. Such approval shall be granted if, in the Commission's judgment, the county roads, when constructed or reconstructed, as the case may be, will be reasonably adequate and appropriate to an existing or potential integrated secondary highway system.

(b) If any county, in the judgment of its County Commissioners, does not have adequate facilities for carrying on any construction, reconstruction or maintenance within the purview of Section 13 of this sub-title, then the State Roads Commission until July 1, 1948, to the extent of funds available to such county under said Section 13, is authorized as the contracting party or otherwise to undertake such construction, reconstruction or maintenance for the account of said county.

(c) Except as provided in paragraphs (a) and (b) of this section, and except to the extent authorized by Sections 47, 48 and 48A of this Article, with respect to qualifying for the receipt, administration and expenditure of Federal funds for roads, and except as may be authorized from time to time by provisions contained in this Article under the sub-title "Special Provisions as to Designated Counties", the State Roads Commission, after June 30, 1947, shall have no duties, responsibilities or authority with respect to construction, reconstruction or maintenance of any roads other than State roads.

15. The State Roads Commission shall file with the Governer within forty-five days after the end of each fiscal year, or as soon after forty-five days as may be practicable a complete report, which shall be open to public inspection, on the status as of the end of such fiscal year of the construction fund provided for by Section 11(e) of this sub-title and a complete report with respect to each project planned, constructed or under construction during such fiscal year, which shall include a full audit of all accounts of the Commission relating to each such project and an engineering statement setting forth separately and in detail all items of cost then incurred, showing separately amounts expended and amounts for which obligations and commitments have been made, and all items of estimated completion cost, substantially as follows:

(a) (Preliminary Work.) Preliminary Engineering Surveys: Preliminary Plans and Estimates; Preliminary Engineering Investigations and Studies; Subsoil Investigations and Borings; Test Piles; Traffic Studies; Traveling, Transportation and Subsistence Expenses of State Roads Commission Personnel Assigned to Preliminary Work;

(b) (Rights-of-way.) Property Surveys; Legal Costs in Connection With Property Acquisition; Cost of Property Acquired; Appraisals; Cost in Connection with Acquisition of Rights, Easements, Franchises and Interests Acquired by the Commission; Traveling, Transportation and Subsistence Expenses of Commission Personnel Assigned to Rights-of-Way;

(c) (Construction.) Payments made to contractors, builders and materialmen (to include all labor and material entering into the construction of the project); Demolition; Machinery and Equipment;

(d) (Engineering.) Preparation of Contract Plans and Specifications; Estimates; Supervision of Construction; Inspection of Workmanship and Materials; Mill and Shop Inspection; Tests of Materials; Control Surveys; Traveling, Transportation and Subsistence Expenses of Engineers Assigned to the Design, Preparation of Contract Plans and Specifications, Surveys, Supervision of Construction and Inspection of Construction Work;

(e) (Administrative and Legal Services.) Administrative Expenses Including Portions of the General Administrative Expenses of the Commission Allocated or Prorated to the Project; Accounting; Supervision; Legal Expenses; Traveling, Transportation and Subsistence Expenses;

(f) (Miscellaneous.) Items of expense not properly covered under the headings (a) to (e), inclusive.

16. The Motor Vehicle Revenue Fund, created as a special fund pursuant to the provisions of Section 285 of Article 66½ of the Annotated Code of Maryland, shall be applied by the State Treasurer, upon warrants of the Comptroller, first for preserving that portion of the annual tax laid by Section 147E of this Article, as enacted by Chapter 884 of the Acts of 1941, and described therein as part of the license fees and franchise taxes with respect to trucks and commercial vehicles required to be paid pursuant to the provisions of Article 56 of the Annotated Code of Maryland; it being

the intent hereof that, so long as any of the refunding and improvement bonds referred to in said Section 147E remain unpaid and outstanding, the said tax laid by said section shall not be repealed, diminished or applied to any other object and shall be deemed to continue as a charge upon the Motor Vehicle Revenue Fund. The balance of the monies paid into the Motor Vehicle Revenue Fund during any fiscal year shall be held and distributed by the State Treasurer, upon warrants of the Comptroller, as follows:

(1) Fifty per cent thereof shall be disbursed from time to time for the account of the State Roads Commission to the extent of funds required for paying such expenses of the State Roads Commission as are not properly allocable directly or on a prorated basis to projects constructed under Sections 11(e) and 147-I of this Article, for maintenance and operation of the State Highway System, and for other maintenance. The excess, if any, shall be transferred to the construction fund provided for by Section 11(e) of this Article.

(2) Thirty per cent thereof shall be added to the share of the Gasoline Tax Fund allocated to the Mayor and City Council of Baltimore under Section 12 of this Article and shall be disbursed and used as therein provided.

(3) Twenty per cent thereof shall be added to the portion of the Gasoline Tax Fund allocated for the benefit of the counties and municipalities of the State (except Baltimore City) under Section 13 of this Article and shall be disbursed and used as therein provided.

17. The State Roads Commission shall file with the Governor within forty-five days after the end of each fiscal year or as soon after forty-five days as may be practicable, a complete report, which shall be open to public inspection, on the status, as of the end of such fiscal year, of the funds used for the purposes authorized by Section 16, Sub-division (1) of this Article during the fiscal year, which report shall contain a full audit, including amounts expended and unliquidated obligation, of all accounts of the Commission relating to such expenditures, and an engineering statement of all items of maintenance cost setting forth separately and in detail the cost of labor, material and equipment operation where such items are applicable substantially as follows:

(a) (Administrative and Legal Services.) Administative Expenses Including Portions of General Administrative Expenses of the Commission Allocated or Prorated to Maintenance; Accounting; Supervision; Legal Expenses; Traveling, Transportation and Subsistence Expenses;

(b) (Engineering.) (Other than engineering by District Engineers and their staffs.) Preparation of Plans and Specifications; Estimates; Surveys; Inspection; Tests of Materials; Traveling, Transportation and Subsistence Expenses of Engineers Assigned to Maintenance;

(c) (Superintendence by Districts.) District Engineers; Staffs of District Engineers; Office Expenses; Office Supplies; Traveling, Transportation and Subsistence Expenses of District Engineers and their staffs;

(d) Roadway Surface Maintenance by Districts and by Types of Surface within each District;

(e) Oiling of Roads by Districts;

(f) Maintenance of Shoulders by Districts;

(g) Drainage Maintenance by Districts;

(h) Maintenance of Bridges and Structures by Districts;

(i) Right-of-way Maintenance by Districts;

(j) (Traffic Service Maintenance by Districts.) Snow Removal; Cindering; Highway Markers; Lane Marking; Traffic Lights; Snow Fences;

(k) Maintenance of Buildings by Districts;

(l) Maintenance of Equipment by Districts;

(m) Purchase of Equipment by Districts;

(n) Purchase of Material by Districts;

(o) Inventory Account of Materials and Supplies by Districts;

(p) (Miscellaneous Costs by Districts.) Items of expense not properly covered under the headings (a) to (o), inclusive.

In addition to reporting on the items of cost, the State Roads Commission shall also report by Districts on the items of work performed under each of the foregoing headings and sub-headings, such items of work to be set forth in unit quantities such as square yards of roadway surface of each type patched or repaired, square yards of roadway surface receiving oiling tratment, square yards of shoulder work, snow removal in miles of road, and other such quantities of work performed.

18. The State Roads Commission is hereby authorized and empowered to retain at any time, and from time to time, in connection with work and duties performed by it under this sub-title, such private accountants, attorneys, engineers and other professional assistance as the Commission may deem necessary.

SEC. 15. *And be it further enacted*, That Section 30 of Article 89B of the Annotated Code of Maryland (1939 Edition), title "State Roads", sub-title "Grade Crossings", be and it is hereby repealed and re-enacted, with amendments, to read as follows:

30. Owners of adjacent land and improvements abutting on or along the highways, which highways are affected by any grade crossing elimination under the provisions of this Article, who may be entitled to damages under the provisions of Section 29, may maintain an action at law for such damages against the State Roads Commission of Maryland and the railroad company or companies affected, and the consent of the State of Maryland to maintain any and all such actions is hereby expressly granted. The right to maintain any such action shall apply to damages suffered within the meaning of Section 29, subsequent to its enactment and approval on March 31st, 1927, and this section is expressly declared to be retroactive to the extent that it confers upon such adjacent property owners the right to maintain actions for damages within the meaning of said Section 29, but shall not be deemed to create any liability not already existing in the law. Any damages that may be recovered under the pro-

18 visions of this section shall be regarded as a part of the
19 expense of the grade crossing elimination and one-half of the
20 same shall be paid by the railroad company or companies,
21 and one-half by the State Roads Commission.

1 SEC. 16. *And be it further enacted*, That Section 44 of
2 Article 89B of the Annotated Code of Maryland (1939 Edi-
3 tion), title "State Roads", sub-title "Duties and Powers", be
4 and it is hereby repealed and re-enacted, with amendments, to
5 read as follows:

1 44. It shall be the duty of the State Roads Commission to
2 maintain in good condition and keep in proper order and
3 repair, so far as funds for such purposes are available, all
4 State roads and bridges heretofore or hereafter constructed or
5 improved by it under the provisions of this Article or which
6 now or at any time may be placed or come under its control;
7 and to such end the said State Roads Commission shall have
8 power and authority to adopt such method or methods for the
9 systematic repair and maintenance of such roads as it may
10 from time to time deem proper and advisable; and, out of
11 funds appropriated or designated for use in the repair or
12 maintenance of said State roads, shall have power and au-
13 thority to employ such engineers, assistants and other em-
14 ployees, and purchase such equipment, appliances and ma-
15 terials as may be reasonably requisite and necessary for the
16 purposes aforesaid.

1 SEC. 17. *And be it further enacted*, That Section 48A of
2 Article 89B of the Annotated Code of Maryland (1939 Edi-
3 tion), title "State Roads", sub-title "Duties and Powers", as
4 amended by Chapter 964 of the Acts of 1945, be and it is
5 hereby repealed and re-enacted, with amendments, to read as
6 follows:

1 48A. (1) The Legislature of the State of Maryland hereby
2 assents to the provisions of the following Acts of Congress
3 and amendments thereto; Act of Congress approved July 11,
4 1916, entitled "Federal-Aid Act", and Act of Congress ap-
5 proved November 9, 1921, entitled "Federal-Highway Act",
6 and Act of Congress approved December 20, 1944, entitled
7 "Federal-Aid Highway Act of 1944". The term "Federal Acts"
8 when used in this section means the aforesaid Acts, as from
9 time to time amended or supplemented, together with subse-
10 quent Acts of Congress of like character and together with
11 rules and regulations lawfully promulgated in connection with
12 any such Acts.

13 (2) The State Roads Commission of Maryland, on its own
14 behalf or on behalf of any county, the City of Baltimore, any
15 city, municipality, town, special taxing area or other State
16 or local agency or subdivision of government in the State
16a of Maryland, and the counties, the City of Baltimore, the
17 cities, municipalities, towns, special taxing areas and other
18 State and local agencies and subdivisions of government in the
19 State of Maryland and their duly elected or appointed officers
20 are hereby expressly authorized and empowered, respectively,
21 to do any and all acts and things necessary or desirable to
22 comply with the terms, conditions and provisions and to obtain
23 the benefit of the provisions of the Federal Acts.

27 (3) To effectuate the aforegoing, the counties, City of
28 Baltimore, the cities, municipalities, towns, special taxing

areas and the other agencies and sub-divisions of government in the State of Maryland, and their duly elected or appointed officers are hereby authorized and empowered to raise funds by issuing bonds, interim certificates, and other evidences of debt and by taxation; and such power and authority shall be in addition to the powers conferred by any other law. Bonds may be issued under this sub-title, notwithstanding any debt or other limitation prescribed by any other law. It is the purpose of this sub-title to enable the State Roads Commission of Maryland, the counties, the City of Baltimore, the cities, municipalities, towns, special taxing areas and the other State and local agencies and sub-divisions of government in the State of Maryland to equalize and secure the benefits of any Federal funds made or to be made available to the State of Maryland under the Federal Acts, such funds to be used in a program of construction and reconstruction of roads, bridges, streets, tunnels and other highway underground structures, highways and appurtenant road projects, and to thereby assist in the national recovery and for the purpose of promoting the general welfare.

(4) The State Roads Commission of Maryland is hereby authorized and empowered to accept any Federal funds which have been or will be made available to the State of Maryland, for its use or for the use of any of its political subdivisions herein mentioned, under the provisions of the Federal Acts. The State Roads Commission of Maryland is further authorized and empowered to allocate and apportion such Federal funds to itself, the respective counties, the City of Baltimore, the cities, municipalities, towns, special taxing areas and the other agencies and subdivisions of government in the State of Maryland, pursuant to the provisions of the aforesaid Federal Acts, and to act as the agent or representative of any such political subdivision for the purpose of negotiating, contracting or dealing with the Federal Government or its authorized representatives with respect to construction and reconstruction under the Federal Acts and to undertake all contracts, plans, specifications and estimates relating thereto and to supervise directly the construction and reconstruction work and labor done pursuant to such Acts.

(5) In the event that the counties, the City of Baltimore, the cities, municipalities, towns, special taxing areas and the other agencies and subdivisions of government in the State of Maryland do not provide funds in any of the manners authorized in the preceding sub-sections hereof to equalize and secure the benefits of the said Federal funds and allotments, then the State Roads Commission, the State Treasurer and the State Comptroller are further authorized and empowered to permit the use by the counties, the City of Baltimore, the cities, municipalities, towns, special taxing areas, and the other agencies and subdivisions of government in the State of Maryland, of their respective shares of the Gasoline Tax Fund and other funds available for them under the provisions of this Article in order to enable them to equalize, match and secure the benefits of any Federal funds allocable to the said counties, City of Baltimore, the cities, municipalities, towns, special taxing areas, and the other agencies and subdivisions of government in Maryland, from the funds made available to Maryland by the provisions of the Federal Acts. Whenever any such Federal funds would be available for the construction or reconstruction of State roads if equalized or matched by State funds, then, notwithstanding any other provisions

of this Article, the State Roads Commission for the purpose of such equalization or matching is authorized and empowered to use any State funds which under the provisions of this Article are authorized to be used for the construction or reconstruction of any State roads.

SEC. 18. *And be it further enacted*, That ten new sections be and they are hereby added to Article 89B of the Annotated Code of Maryland (1939 Edition), under a sub-title "State Highway Construction Bonds", said sections to be known as Sections 147G, 147H, 147-I, 147J, 147K, 147L, 147M, 147N, 147-O and 147P of said Article, to follow immediately after Section 147F of said Article, and to read as follows:

147G. (Definitions.) As used in this sub-title, the following words and terms shall have the following meanings, unless the context shall indicate another or different meaning or intent:

(A) (Expressway) The word "expressway" shall mean a major thoroughfare of two or more traffic lanes in each direction, designed to eliminate principal traffic hazards, and shall embrace all bridges, tunnels, overpasses, underpasses, interchanges, entrance plazas, approaches, and other structures which the State Roads Commission may deem necessary for the operation of the expressway, together with all property, rights, easements, franchises and interests acquired by the Commission for the construction and operation thereof, and having the following characteristics: (a) a median divider separating opposing traffic lanes to eliminate head-on collisions and side-swiping; (b) grade separation structures to eliminate the conflict of cross streams of traffic at all intersections; (c) points of access and egress limited to predetermined locations; (d) vertical curves of lengths sufficient to provide long-sight distances; and (e) shoulders of widths adequate to permit vehicles to stop or park off travel lanes.

(B) (Controlled Access Arterial Highway.) The term "controlled access arterial highway" shall mean a major thoroughfare of two or more traffic lanes in each direction having the same characteristics as an expressway, except that the conflict of cross streams of traffic need not be eliminated at every intersection by means of grade separation structures.

(C) (Bridge.) The word "bridge" shall mean any bridge or highway grade separation structure which is a connecting element of an expressway or a controlled access arterial highway, and shall embrace the sub-structure and superstructure and the approaches thereto, and such entrance plazas, interchanges, overpasses, underpasses, connecting highways and other structures which the Commission may deem necessary in connection therewith, together with all property, rights, easements, franchises and interests acquired by the Commission for the construction and operation of such bridge.

(D) (Railroad Grade Separation.) The term "railroad grade separation" shall mean any overpass or underpass that shall eliminate any railroad grade crossing as a connecting element of an expressway or a controlled access arterial highway, and shall embrace the overpass or underpass structure and the approaches thereto, and such entrance plazas, interchanges, connecting highways and other structures which the Commission may deem necessary in connection therewith, to-

gether with all property, rights, easements, franchises and interests acquired by the Commission for the construction and operation of such railroad grade separation.

(E) (Project.) The word "project" shall mean one or more sections of expressway or one or more sections of controlled access arterial highway, or a bridge or a railroad grade separation, or a combination thereof; and shall conform to such of the requirements of Section 147H of this Article as may be applicable.

147H. Any project involving construction of one or more sections of expressway, or one or more sections of controlled access arterial highway, shall be continuous and shall have each of its termini (a) at or within the limits of a city or town of the State, which city or town is recognized by the Commission as a principal traffic generating center, or (b) at a connection in this State or at the State boundary with a route recognized by the Commission as a principal traffic distribution, collection or dispersal artery. No expressway shall be constructed to serve a traffic volume of less than an average of 5,000 vehicles per day, and no controlled access arterial highway shall be constructed to serve a traffic volume of less than an average of 3,000 vehicles per day, such traffic volumes to have been determined over a period of one year prior to the initiation of the project by procedures heretofore used by the State Roads Commission to establish densities of traffic.

147-I. The State Roads Commission of Maryland is hereby authorized and empowered to provide by resolution for the issuance in series, from time to time, of State Highway Construction Bonds in an aggregate principal amount not to exceed $100,000,000 for any or all of the following purposes: (a) refunding, together with any monies available for such purposes, any or all of the outstanding Refunding and Improvement Bonds of the Commission issued pursuant to the provisions of Sections 147A to 147F, inclusive, of Article 89B of the Annotated Code of Maryland (1943 Supplement), and any or all of the outstanding Chesapeake Bay Ferry System Improvement Bonds of the Commission issued pursuant to the provisions of Sections 140-N to 140-U, inclusive, of said Article 89B, as amended by Acts of 1945, Chapter 755, including the payment of the redemption premium thereon; (b) refunding not exceeding such amount of the outstanding State of Maryland Bridge Revenue Refunding Bonds issued pursuant to the provisions of Sections 123 to 140, inclusive, of said Article 89B of said Code, as the Commission may determine represents that amount of the bridge revenue bonds originally issued pursuant to the provisions of said Sections 123 to 140, inclusive, for the construction of the Potomac River Bridge which has not been retired from the revenues of said bridge, including the payment of the redemption premium on the bonds so refunded; (c) advancing temporarily interest during the first year of construction, paying the expense of engraving, printing, advertising and other outlays with respect to the issuance of the bonds authorized by this sub-title; and (d) paying the cost of financing, planning and constructing by the Commission of a project or projects approved by the Governor of Maryland as being in compliance with such of the requirements of Sections 147G and 147H of this Article as may be applicable. The Commission is hereby authorized and empowered to retain at any time, and from time to time,

35 such private accountants, attorneys, engineers and other pro-
36 fessional assistance as the Commission may deem necessary
37 for financing, planning or constructing any project or
38 projects.

1 147J. The Commission shall determine the form of the
2 bonds, including any interest coupons to be attached thereto,
3 the denomination or denominations of the bonds, and the
4 place or places of payment of principal and interest thereof,
5 which may be at any bank or trust company within or with-
6 out the State of Maryland. The bonds shall be signed by the
7 State Treasurer and by the Chairman of the Commission or
8 with a facsimile signature of said Chairman and counter-
9 signed by the State Comptroller and a facsimile of the official
10 seal of the Commission shall be affixed thereto and attested
11 by the Secretary of the Commission, and any coupons at-
12 tached thereto shall bear the facsimile signatures of the Chair-
13 man of the Commission, the State Treasurer and State Comp-
14 troller. In case any officer whose signature or a facsimile of
15 whose signature shall appear on any bonds or coupons shall
16 cease to be such officer before the delivery of such bonds, such
17 signature or such facsimile shall nevertheless be valid and suf-
18 ficient for all purposes the same as if he had remained in office
19 until such delivery. All bonds issued under the provisions
20 of this sub-title shall have and are hereby declared to have
22 all the qualities and incidents of negotiable instruments un-
23 der the negotiable instruments law of the State. The bonds
24 may be issued in coupon or in registered form, or both, as the
25 Commission may determine, and provision may be made for
26 the registration of any coupon bond as to principal alone
27 and also as to both principal and interest, and for the recon-
28 version into coupon bonds of any bonds registered as to both
29 principal and interest. All bonds issued under this sub-title,
30 their transfer and the income therefrom (including any profit
31 made on the sale thereof) shall at all times be free from taxa-
32 tion by the State of Maryland, any of its political subdi-
33 visions, any town or incorporated municipality or any other
34 public agency within the State.

1 147K. The bonds of each series issued under the provisions
2 of this sub-title shall bear interest at a rate or rates not exceed-
3 ing four per centum (4%) per annum, payable semi-annually.
4 The bonds of each series shall be dated as may be determined
5 by the Commission, shall mature in substantially equal an-
6 nual installments over a period of fifteen (15) years begin-
7 ning one (1) year from their date, the amount of the bonds
8 of each series which mature in any one year not to exceed
9 the amount maturing in any other year by more than $10,000,
10 and may be made subject to redemption before their respec-
11 tive maturities, at the option of the Commission, at such price
12 or prices and under such terms and conditions as may be
13 fixed by the Commission prior to the issuance of the bonds;
14 provided, however, that no bonds issued under the provisions
15 of this sub-title shall be subject to purchase for retirement or
16 be made redeemable at a price exceeding the principal amount
17 thereof together with the interest accrued thereon to the date
18 of such purchase or redemption, plus a premium of five per
19 centum (5%) of the principal amount thereof.

1 147L. All bonds issued under this subtitle shall be exempt
2 from the provisions of Sections 34 and 35 of Article 31 of the
3 Annotated Code of Maryland (1939 Edition), and of Section

36 of said Article 31 of said Code, as amended by the Acts of 1945, Chapter 532, and the Commission may issue and sell such bonds in such manner, either at public or at private sale, and for such price, as it may determine to be for the best interests of the State, but no such sale shall be made at a price so low as to require the payment of interest on the money received therefor at more than four per centum (4%) per annum, computed with relation to the absolute maturity of the bonds in accordance with standard tables of bond values, excluding, however, from such computation the amount of any premium to be paid on redemption of any bonds prior to maturity.

147M. The proceeds of the bonds sold hereunder shall be paid to the State Treasurer and shall be paid out by the State Treasurer upon the order of the Commission, and upon warrants of the State Comptroller, solely for the purposes set forth in Section 147-I of this Article.

147N. For the payment of the principal of and the interest on the bonds issued under this sub-title as the same become due and payable, there shall be and is hereby laid an annual tax which shall consist of the following: (a) such amounts as may be necessary of the proceeds of the excise tax on the issuance of certificates of title of motor vehicles required to be paid pursuant to the provisions of Section 25A of Article 66½ of the Annotated Code of Maryland (1943 Supplement), as amended by this Act; and (b) such amounts as may be necessary of the Gasoline Tax Fund allocated to the Commission pursuant to Sections 10 and 11 of Article 89B of the Annotated Code of Maryland as enacted by Section 14 of this Act, subject to the prior use of a part of said share of said Gasoline Tax Fund as provided and authorized in Sections 140A to 140M, both inclusive, of Article 89B of said Code (1943 Supplement), in Sections 140-N to 140-U, both inclusive, of Article 89B of said Code, as amended by the Acts of 1945, Chapter 755, and in Sections 147A to 147F, both inclusive, of Article 89B of said Code (1943 Supplement).

Until all of the bonds issued under the provisions of this sub-title shall be paid, the proceeds of the annual tax laid by this Section shall be set aside as received to the credit of a sinking fund for the payment of the principal of and the interest on such bonds until the amount held for the credit of said sinking fund shall be equal to the amount required for the payment of the principal of and the interest on the bonds then outstanding which will become payable in the current year and in the next succeeding fiscal year. The proceeds of the taxes laid under the provisions of this section are hereby irrevocably pledged to the payment of the principal of and the interest on such bonds as the same shall become due and payable and such taxes, to the extent hereby required, shall not be repealed, diminished or applied to any other object until such bonds shall be fully paid.

147-O. The State Roads Commission shall file with the Governer within forty-five days after the end of each fiscal year, or as soon after forty-five days as may be practicable, a complete report, which shall be open to public inspection, on the status as of the end of such fiscal year of the bonds authorized under this sub-title and of the funds derived from

the sale or issuance of any such bonds, and a complete report with respect to each project financed, planned, constructed or under construction during such fiscal year, which shall include a full audit of all accounts of the Commission relating to each such project and an engineering statement setting forth separately and in detail all items of cost then incurred, showing separately amounts expended and amounts for which obligations and commitments have been made, and all items of estimated completion cost, substantially as follows:

(a) (Preliminary Work): Preliminary Engineering Surveys; Preliminary Plans and Estimates; Preliminary Engineering Investigations and Studies; Subsoil Investigations and Borings; Test Piles; Traffic Studies; Traveling, Transportation and Subsistence Expenses of State Roads Commission Personnel Assigned to Preliminary Work.

(b) (Rights-of-way): Property Surveys; Legal Costs in Connection with Property Acquisition; Cost of Property Acquired; Appraisals; Cost in Connection with Acquisition of Rights, Easements, Franchises and Interests Acquired by the Commission; Traveling, Transportation and Subsistence Expenses of Commission Personnel Assigned to Rights-of-Way.

(c) (Construction): Payments made to contractors, builders and materialmen (to include all labor and material entering the construction of the project); Demolition; Machinery and Equipment.

(d) (Engineering): Preparation of Contract Plans and Specifications; Estimates; Supervision of Construction; Inspection of Workmanship and Materials; Mill and Shop Inspection; Tests of Materials; Control Surveys; Traveling, Transportation and Subsistence Expenses of Engineers Assigned to the Design, Preparation of Contract Plans and Specifications, Surveys, Supervision of Construction and Inspection of Construction Work.

(e) (Administrative and Legal Services): Administrative Expenses Including Portions of the General Administrative Expenses of the Commission Allocated or Prorated to the Project; Accounting; Supervision; Legal Expense; Traveling, Transportation and Subsistence Expenses.

(f) (Miscellaneous): Items of expense not properly covered under the headings (a) to (e), inclusive.

147P. Should any section, or part of a section, of this sub-title be held to be invalid for any reason, such holding shall not be construed as affecting the validity of any remaining section, or part of a section, of this sub-title, it being the Legislative intent that the remainder of this sub-title shall stand, notwithstanding the invalidity of such section or part of a section.

SEC. 19. *And be it further enacted*, That Section 148 of Article 89B of the Annotated Code of Maryland (1943 Supplement), title "State Roads", sub-title "Convict Labor", as amended by Chapter 408 of the Acts of 1945, be and it is hereby repealed and re-enacted, with amendments, to read as follows:

148. (Convict Labor.) In connection with the reconstruction or maintenance of roads, the State Roads Commission

is authorized to employ prisoners in the penal institutions of the State which institutions are under the control and direction of the Board of Correction; and the said Board of Correction is directed to furnish the said Commission, for the above purposes, such prisoners as in its judgment may be safely utilized for such work, the Board to be the sole judge of whether such prisoners can be used for road work with maximum security.

The employment of all prisoners on road work as herein directed shall be subject to all the conditions and requirements now in force for such work, as prescribed in Article 27, Sections 799 to 813, inclusive, of the Code of Public General Laws, provided that the money to be expended hereunder shall provide for maintenance, safekeeping, transportation, and all other expenses of utilizing prison labor on the roads or for carrying out the purposes of this sub-title, including such wages as shall be prescribed from time to time by the Board of Public Works.

Provided, however, that the Board of Correction shall make arrangements for the employment of any prisoners at any camp or camps in Queen Anne's County and in any other county or counties in which similar camps are now or may hereafter be established, in the harvesting and gathering of any agricultural crops in any county of this State between August 1, and December 31st each year, except, however, any such prisoners being utilized or needed by the State Roads Commission for emergency road maintenance work in any county of this State. Persons who employ such prisoners from the Board of Correction shall be required to pay the reasonable value of such labor at the estimated prevailing wage scale for such work in the community where the prisoners are so employed and to give such security therefor as the Board may, in its discretion, determine and require. Persons employing such prison labor shall be authorized to sell the produce harvested by such labor notwithstanding the restrictions imposed by Section 762 of Article 27 of the Annotated Code. Prisoners so employed in the harvesting of crops shall be under the control and supervision of the Board of Correction to the same extent as when employed on the construction and maintenance of roads.

It is declared to be the policy of the State that, because of the enforced idleness of prisoners in the several penal institutions of the State, it is necessary and desirable that useful work on State projects may be found for said prisoners and that those who may be safely used for this work shall be put upon maintenance, construction or reconstruction.

All prisoners placed at work on farms under the provisions of this section shall remain under the control and custody of the officers of the institution from which they are assigned and shall remain subject to all of the laws, including the law as to escaping from prison, rules and regulations applicable to prisoners confined in said institution; and all prisoners employed on roads under the provisions of this section, for the purposes of the Workmen's Compensation Laws of this State shall be deemed employees of the institution from which they are assigned.

SEC. 20. *And be it further enacted,* That three new sections be and they are hereby added to Article 89B of the Annotated Code of Maryland (1939 Edition), title "State

Roads", to follow immediately after Section 155 of said Article, under a new sub-title "Special Provisions as to Designated Counties", to be known as Sections 156, 157 and 158, respectively and to read as follows:

SPECIAL PROVISIONS AS TO DESIGNATED COUNTIES

156. Notwithstanding the provisions of Section 14 of this Article, the State Roads Commission is hereby authorized and directed, as contracting party or otherwise, to undertake, carry out and perform the construction, reconstruction and maintenance of county roads (as defined in Section 1A of this Article) within, and for the account of, each of the following counties: Calvert, Caroline, Charles, Cecil, Kent, Queen Anne's, St. Mary's, Somerset, Talbot, Wicomico and Worcester.

157. As to each county named in Section 156 of this sub-title, the cost of construction, reconstruction and maintenance of county roads (including overhead charges of the State Roads Commission allocable thereto) shall be paid from the funds from time to time available to the county for such purposes under the provisions of paragraph (2) of sub-division (d) of Section 13 of this Article, or from the proceeds of bonds or other evidences of debt lawfully issued by the county or by a municipality within the county for such purposes, or from any other funds from time to time lawfully provided for such purposes. The County Commissioners or road authority of each county so named shall from time to time deliver to the State Roads Commission statements recommending roads to be constructed or reconstructed and recommending the application of funds to road maintenance. After considering such recommendations, the State Roads Commission shall determine what county roads are to be constructed or reconstructed and what portion of available funds are to be used for maintenance in order that the work done will be reasonably appropriate to an existing or potential integrated secondary highway system. Construction and reconstruction shall be done in accordance with the standards fixed by the respective counties and approved by the State Roads Commission. Such standards may include low-cost county road standards.

158. If any county named in Section 156 of this sub-title shall hereafter desire to take over and perform the construction, reconstruction and maintenance of its county roads on its own behalf and for its own account, the County Commissioners thereof may make a written request therefor to the State Roads Commission. Such request shall be made at least ninety days in advance of the beginning of the first state fiscal year as to which the request is desired to take effect. If the State Roads Commission shall find that such county has, or is reasonably assured of obtaining, adequate facilities for constructing, reconstructing and maintaining roads, and that such county has, or is reasonably assured of obtaining, the services of a roads engineer having a degree of civil engineering and experience in constructing roads, or who has had at least ten years practical experience in constructing roads in a supervisory and executive capacity, then the State Roads Commission shall by resolution relinquish and transfer to the county the functions of constructing, reconstructing and maintaining the county roads within

that county. Such transfer shall become effective on the first day of the first State fiscal year following the request by the County, and thereafter the State Roads Commission shall have no duties, responsibilities or authority with respect to the construction, reconstruction and maintenance of the county roads of the particular county affected other than as prescribed by Section 14 of this Article with respect to county roads in general.

SEC. 21. *And be it further enacted,* That nothing in this Act shall be deemed to relieve any railroad or railway company of the obligations imposed upon it by Sections 26 to 39, inclusive, of Article 89B of the Annotated Code of Maryland (1939 Edition).

SEC. 22. *And be it further enacted,* That this Act shall take effect June 1, 1947.

Approved:

.....
Governor.

.....
President of the Senate.

.....
Speaker of the House of Delegates.

Sealed with the Great Seal and presented to the Governor, for his

approval this.....day of.....

at.....o'clock, ...M.

.....
Secretary.

State Roads Commission
Traffic Division

#82

Senate Bill No. 359

Approved April 16 by Governor

CHAPTER NO. 560

Municipal Street Page 14

A BILL ENTITLED

AN ACT to provide for the financing, planning, constructing and maintaining of public roads in the State; to amend Section 241 of Article 56 of the Annotated Code of Maryland (1939 Edition), title "Licenses", sub-title "Gasoline Tax", to impose a license tax with respect to motor vehicle fuel of five cents per gallon, which shall include gasoline taxes imposed under prior laws, to repeal Section 242 of said Article 56 of said Code (1943 Supplement), as amended by Chapter 755 of Acts of 1945, and Section 243 of said Code (1939 Edition) and enact in lieu thereof two new sections to be known as Sections 242 and 243 of said Article 56, to follow immediately after Section 241 of said Article 56, to provide for the payment of said gasoline taxes and the disposition of the net proceeds thereof and certain other monies and to create a special fund thereof to be known as the "Gasoline Tax Fund", to repeal Section 244 of said Article 56 of said Code (1939 Edition), relating to refunds of such gasoline taxes in certain cases, to repeal Section 250 of said Article 56 of said Code (1939 Edition), relating to the payment and disposition of the proceeds of such gasoline taxes; to repeal Sections 303 and 314 of said Article 56 of said Code (1939 Edition), title "Licenses", under the respective sub-titles "Public Passenger Motor Vehicles" and "Public Freight Motor Vehicles," and to enact in lieu thereof two new sections to be known as Sections 303 and 314 of said Article 56 of said Code (1939 Edition), under said respective sub-titles, to provide for the disposition and handling of the proceeds of the registration fees and taxes imposed by said Article 56 of said Code (1939 Edition), title "Licenses", sub-title "Public Passenger Motor Vehicles"; to amend Section 25A of Article 66½ of said Code (1943 Supplement), title "Motor Vehicles", sub-title "Administration — Registration — Titling", as amended by Chapter 47 of the Acts of 1945, to impose an excise tax for the issuance of certificates of title of motor vehicles, to amend Section 285 of said Article 66½ of said Code (1943 Supplement), as amended by Chapter 30 of the Acts of 1945, to provide for the disposition and handling of certain monies collected by the Department of Motor Vehicles pursuant to the provisions of said Article

66½ of said Code (1943 Supplement) and to create a special fund to be known as the "Motor Vehicle Revenue Fund", to amend Section 307 of said Article 66½ of said Code (1943 Supplement), title "Motor Vehicles", sub-title "Traffic Court of Baltimore City", relating to the payment of the necessary expenses of the Traffic Court of Baltimore City; to add a new section to Article 81 of said Code (1939 Edition), title "Revenue and Taxes", sub-title "Mileage Tax for the Use and Maintenance of Roads", to be known as Section 219A of said Article 81 of said Code (1939 Edition), to follow immediately after Section 219 of said Article 81 of said Code (1939 Edition), providing for the disposition and handling of the proceeds of the license and registration fees imposed and provided for in said sub-title; to amend Section 1 of Article 89B of said Code (1939 Edition), title "State Roads", as amended by Chapter 704 of the Acts of 1945, relating to the qualifications, tenure in office and removal of members of the State Roads Commission of Maryland, to add a new section to Article 89B of said Code (1939 Edition), to be known as Section 1A of said Article 89B of said Code (1939 Edition), to follow immediately after Section 1 of said Article 89B of said Code (1939 Edition), to define certain words and terms as used in said Article 89B, to amend Section 2A of said Article 89B of said Code (1943 Supplement), as amended by Chapter 953 of the Acts of 1945, relating to the payment of certain Resident Maintenance Engineers, to repeal Sections 9 to 18, both inclusive, of said Article 89B of said Code, that is to say, Sections 10, 11, 13, 14, 15, 16, 17 and 18 of said Article 89B of said Code (1939 Edition), Section 9 of said Article 89B of said Code (1943 Supplement), as amended by Chapters 841 and 1032 of the Acts of 1945, Sections 9A, 12, 14A and 16A of said Article 89B of said Code (1943 Supplement), and Section 14B of said Article 89B of said Code as enacted by Chapter 1000 of the Acts of 1945, and to enact in lieu thereof ten new sections to be known as Sections 9 to 18, both inclusive, of said Article 89B of said Code (1939 Edition), under a sub-title "Distribution and Use of Special Funds", to follow immediately after Section 8A of said Article 89B of said Code (1943 Supplement), to define certain words and terms as used in said sub-title, to provide for the distribution and use of the "Gasoline Tax Fund" created pursuant to the provisions of Article 56 of said Code (1939 Edition), title "Licenses", sub-title "Gasoline Tax", as amended by Section 2 of this Act, to provide for the use of a portion of said fund for the construction and reconstruction by the State Roads Commission of projects as defined in said sub-title, for the use of a portion of said fund by the City of Baltimore for the construction, reconstruction and maintenance of streets and highways, and for the use of a portion of said fund by the respective counties of Maryland and certain municipalities located within the counties for the construction, reconstruction and maintenance of roads, to relieve the State Roads Commission, with certain qualifications and exceptions, from duties, responsibilities and authority with respect to construction, reconstruction, maintenance or repair of any roads other than State roads, and to provide for annual detailed reports by the State Roads Commission to the Governor with respect to the status of the construction fund provided for in said sub-title and with respect to each project planned or constructed by it pursuant to said sub-title to provide for the distribution and use of the Motor

Vehicle Revenue Fund created pursuant to the provisions of Section 285 of Article 66½ of said Code (1943 Supplement), as amended by Section 8 of this Act, to provide for restrictions and limitations upon the use of such fund and the monies distributed therefrom and to provide annual detailed reports by the State Roads Commission to the Governor with respect to the funds used by it for the maintenance and operation of the State highway system and for other maintenance and for certain other expenses of the State Roads Commission; and to authorize the State Roads Commission to retain private professional assistance in connection with work and duties performed by it under said sub-title; to amend Section 30 of said Article 89B of said Code (1939 Edition), title "State Roads", sub-title "Grade Crossings", relating to the payment of the State Roads Commission's share of any damages recovered by adjacent property owners affected by any grade crossing elimination, to amend Section 44 of said Article 89B of said Code (1939 Edition), title "State Roads", sub-title "Duties and Powers", relating to the duty of the State Roads Commission to maintain all State roads and bridges, to amend Section 48A of said Article 89B of said Code (1939 Edition), title "State Roads", sub-title "Duties and Powers", as amended by Chapter 964 of the Acts of 1945, assenting to the provisions of certain Acts of Congress providing for Federal aid for the construction of State roads, and empowering the State Roads Commission and the various subdivisions of government in the State to do any and all acts and things necessary or desirable to obtain the benefit of such Federal aid; to add ten new sections to said Article 89B of said Code (1939 Edition), title "State Roads", under a sub-title "State Highway Construction Bonds", to be known as Sections 147G to 147P, both inclusive, of said Article 89B, to follow immediately after Section 147F of said Article 89B of said Code (1943 Supplement), authorizing the issuance by the State Roads Commission of State Highway Construction Bonds up to $100,000,000 principal amount, the interest and principal thereof to be paid from the proceeds of the excise tax on the issuance of certificates of title of motor vehicles provided for in Section 25A of Article 66½ of said Code (1943 Supplement), as amended by Chapter 47 of the Acts of 1945 and as amended by Section 7 of this Act, and from the State Roads Commission's share of the Gasoline Tax Fund provided by Section 242 of said Article 56 of said Code as amended by Section 2 of this Act, subject, however, to the pledge of such fund to the servicing of bonds issued under the provisions of Sections 140A to 140M, both inclusive, of said Article 89B of said Code (1943 Supplement), to the servicing of bonds issued under the provisions of Sections 140-N to 140-U, both inclusive, of said Article 89B of said Code, as amended by Chapter 755 of the Acts of 1945, and to the servicing of bonds issued under the provisions of Sections 147A to 147F, both inclusive, of said Article 89B of said Code (1943 Supplement), fixing the terms and conditions of said State Highway Construction Bonds, making said bonds exempt from taxation, providing for the use of the proceeds of said bonds and for their issuance, sale, redemption or otherwise, and requiring annual reports by the State Roads Commission to the Governor on the status of the bonds and proceeds thereof and the projects constructed or to be constructed under said sub-title; and to amend Section 148 of said Article 89B of said Code (1943

Supplement), title "State Roads", sub-title "Convict Labor", as amended by Chapter 408 of the Acts of 1945 relating to the employment by the State Roads Commission of prisoners in the penal institutions of the State; and to add three new sections to Article 89B of the Annotated Code of Maryland (1939 Edition), title "State Roads", to follow immediately after Section 155 of said Article, under a new sub-title "Special Provisions as to Designated Counties", to be known as Sections 156, 157 and 158 providing for the construction, reconstruction and maintenance by the State Roads Commission of County roads in certain named Counties; and to preserve the obligations of railroad and railway companies with respect to grade crossing eliminations.

SECTION 1. *Be it enacted by the General Assembly of Maryland,* That Section 241 of Article 56 of the Annotated Code of Maryland (1939 Edition), title "Licenses", sub-title "Gasoline Tax", be and it is hereby repealed and re-enacted, with amendments, to read as follows:

241. (a) On and after January 1, 1924, each and every dealer as defined in this sub-title who is now engaged or who may hereafter engage in his own name or in the name of others, or in the name of his representatives or agents in this State, in the sale or use of motor vehicle fuel as herein defined shall not later than the last day of each calendar month, render to the Comptroller a statement of all motor vehicle fuel sold or used by him or them in the State of Maryland during the preceding calendar month, and pay a license tax of Two Cents (2¢) per gallon on all motor vehicle fuel as shown by such statement in the manner and within the time hereinafter stipulated; (provided, however, that the tax imposed upon motor vehicle fuel sold to compounders shall be returned and paid as herein provided by such compounders upon all motor vehicle fuel purchased by them and sold or used in the State of Maryland in the form of a compound or otherwise.)

(b) On and after the first day of April, 1927, the license tax in respect of motor vehicle fuels, prescribed by this sub-title, shall be increased one-half cent per gallon.

(c) On and after the first day of April, 1927, the license tax in respect to motor vehicle fuels, prescribed by this sub-title, shall be increased one and one half cents per gallon.

(d) On and after the first day of July, 1947, the license tax in respect to motor vehicle fuels, prescribed by this sub-title, shall be increased one cent per gallon.

(e) On and after the first day of July, 1947, the taxes imposed by Sub-divisions (a), (b), (c) and (d) of this section shall be deemed to be continued in effect as parts of a single license tax with respect to motor vehicle fuels of five cents per gallon to be known as the "Gasoline Tax". In any case where the State or any agency thereof, or any county, municipality (including Baltimore City), special taxing area or other political sub-division has, prior to June 1, 1947, issued bonds or other evidences of debt and for the security, payment or servicing thereof has lawfully pledged or committed (in the form of a special tax or otherwise) any portion of the motor vehicle fuel taxes of two cents, one-half cent and one and one-half cents per gallon, respectively, such pledge or

commitment shall continue unimpaired as a pledge or commitment of a like amount of the five cent Gasoline Tax.

SEC. 2. *And be it further enacted,* That Section 242 of Article 56 of the Annotated Code of Maryland (1943 Supplement), title "Licenses", sub-title "Gasoline Tax", as amended by Chapter 755 of the Acts of 1945, and Section 243 of said Article 56 of said Code (1939 Edition), title "Licenses", sub-title "Gasoline Tax", be and they are hereby repealed, and that two new sections be and they are hereby enacted in lieu thereof, to be known as Sections 242 and 243 respectively, of said Article, to follow immediately after Section 241 of said Article, and to read as follows:

242. The Gasoline Tax, imposed by this sub-title, in respect to motor vehicle fuel sold or used in any calendar month, shall be paid on or before the last day of the next succeeding month to the Comptroller who shall receipt the dealer therefor. From the monies thus received, the Comptroller each month shall (a) retain such sum as in his judgment shall be sufficient to enable him to pay promptly all claims for refunds payable therefrom, (b) retain an amount equal to one month's proportionate part of the current fiscal year's appropriation to the Comptroller for maintaining the Gasoline Tax Collection Department in the office of the Comptroller, and (c) forthwith remit the balance to the State Treasurer. The State Treasurer shall hold the monies so received from the Comptroller in a special fund hereby created and known as the "Gasoline Tax Fund", said Fund to be thereafter held and distributed in accordance with the provisions applicable to said Fund contained in Section 10 of Article 89B of the Annotated Code of Maryland.

243. There shall be added to the Gasoline Tax Fund created by Section 242 of this sub-title (1) all unexpended balances of monies as of June 30, 1947, heretofore derived from gasoline taxes prescribed by prior laws and held by the State Roads Commission or by the State Treasurer or State Comptroller for the account of the State Roads Commission, (2) all unexpended balances heretofore derived from license fees, registration fees and other revenues collected by the Department of Motor Vehicles pursuant to Article 66½ of the Annotated Code of Maryland (1943 Supplement), pursuant to Sections 293 to 310, both inclusive, of Article 56 of said Code (1939 Edition), title "Licenses", sub-title "Public Passenger Motor Vehicles", pursuant to Sections 311 to 323, both inclusive, of Article 56 of said Code (1939 Edition), title "Licenses", sub-title "Public Freight Motor Vehicles", and pursuant to Sections 218 and 219 of Article 81 of said Code (1939 Edition), title "Revenue and Taxes", sub-title "Mileage Tax for Use and Maintenance of Roads", and held by the State Roads Commission or by the State Treasurer or State Comptroller for the account of the State Roads Commission or held by the Department of Motor Vehicles to be remitted to the State Treasurer or State Comptroller for the account of the State Roads Commission, and (3) all monies heretofore or hereafter derived from present or future accounts receivable of the State Roads Commission, including, without limitation, any monies which may hereafter be repaid or returned to the Commission on account of monies advanced by the Commission for the maintenance, repair or operation of roads or bridges in this State or which may represent rent, hire

or the proceeds of the sale of the Commission's equipment and other tangible personal property; provided, however, that all monies so added to said Fund pursuant to this section shall remain subject to disbursement to the extent required by any lawful pledge, dedication or commitment thereof now existing, or to the extent necessary to discharge any now existing lawful obligation of, or valid claim against, the Commission whether or not such obligation or claim is now contingent or unliquidated in amount.

SEC. 3. *And be it further enacted,* That Section 244 of Article 56 of the Annotated Code of Maryland (1939 Edition), title "Licenses", sub-title "Gasoline Tax", be and it is hereby repealed.

SEC. 4. *And be it further enacted,* That Section 250 of Article 56 of the Annotated Code of Maryland (1939 Edition), title "Licenses", sub-title "Gasoline Tax", be and it is hereby repealed.

SEC. 5. *And be it further enacted,* That Section 303 of Article 56 of the Annotated Code of Maryland (1939 Edition), title "Licenses", sub-title "Public Passenger Motor Vehicles", be and it is hereby repealed, and that a new section be and it is hereby enacted in lieu thereof, to be known as Section 303 of said Article, to follow immediately after Section 302 of said Article, and to read as follows:

303. The Department of Motor Vehicles shall account for and remit all monies collected by it under this sub-title to the State Treasurer who, after first paying, or retaining a sufficient amount thereof to pay, all refunds of license and registration fees provided for in this sub-title, shall hold the balance of said monies in the special fund known as the Motor Vehicle Revenue Fund, created pursuant to the provisions of Section 285 of Article 66½ of the Annotated Code of Maryland, said Fund to be thereafter held and distributed in accordance with the provisions applicable thereto of Article 89B of the Annotated Code of Maryland.

SEC. 6. *And be it further enacted,* That Section 314 of Article 56 of the Annotated Code of Maryland (1939 Edition), title "Licenses", sub-title "Public Freight Motor Vehicles", be and it is hereby repealed, and that a new section be and it is hereby enacted in lieu thereof, to be known as Section 314 of said Article, to follow immediately after Section 313 of said Article, and to read as follows:

314. The Department of Motor Vehicles shall account for and remit all monies collected by it under this sub-title to the State Treasurer who, after first paying, or retaining a sufficient amount thereof to pay, all refunds of license and registration fees provided for in this sub-title, shall hold the balance of said monies in the special fund known as the Motor Vehicle Revenue Fund, created pursuant to the provisions of Section 285 of Article 66½ of the Annotated Code of Maryland, said Fund to be thereafter held and distributed in accordance with the provisions applicable thereto of Article 89B of the Annotated Code of Maryland.

SEC. 7. *And be it further enacted,* That Section 25A of Article 66½ of the Annotated Code of Maryland (1943 Sup-

plement), title "Motor Vehicles", sub-title "Administration—Registration—Titling", as amended by Chapter 47 of the Acts of 1945, be and it is hereby repealed and re-enacted, with amendments, to read as follows:

25A. (Excise Tax for the Issuance of Certificates of Title.)

(a) In addition to the charges prescribed by this Article there is hereby levied and imposed an excise tax for the issuance of every original certificate of title for motor vehicles in this State and for the issuance of every subsequent certificate of title for motor vehicles in this State in the case of sales or resales thereof, and on and after July 1, 1947, the Department of Motor Vehicles shall collect said tax upon the issuance of every such certificate of title of a motor vehicle at the rate of two per centum of the fair market value of every motor vehicle for which such certificate of title is applied for and issued.

(b) The Department of Motor Vehicles shall require every applicant to supply information as it may deem necessary as to the time of purchase, the purchase price and other information relative to the determination of the fair market value.

(c) The Department of Motor Vehicles shall remit all sums collected under the provisions of this section to the State Treasurer, who shall use and apply the same, first, to the extent required for debt service on State Highway Construction Bonds pursuant to Sections 147G to 147P, both inclusive, of Article 89B of the Annotated Code of Maryland (1939 Edition), as enacted by Section 18 of this Act, and shall transfer the balance thereof, if any, to the construction fund for the State Roads Commission provided by Section 11(e) of said Article 89B.

(d) Certificates of title for all motor vehicles owned by the State of Maryland or any political sub-division of the State and for fire engines and other fire department emergency apparatus, including ambulance operated by or in connection with any fire department, shall be exempt from the tax imposed by this section.

SEC. 8. *And be it further enacted*, That Section 285 of Article 66½ of the Annotated Code of Maryland (1943 Supplement), title "Motor Vehicles", as amended by Chapter 30 of the Acts of 1945, be and it is hereby repealed and re-enacted, with amendments, to read as follows:

285. (Disposition of Fines and Other Receipts of the Department.) (a) All fines, penalties, and forfeitures of bonds, or any kind of authorized security, imposed or collected under any of the provisions of this Article shall be paid over on the second and fourth Mondays of each month after receipt thereof to the Department with a statement accompanying the same, setting forth, the action or proceedings in which such monies were collected, the name and residence of the defendant, the nature of the offense, and the fine, penalty, forfeiture or sentence, if any, imposed.

(b) This section shall not be considered as repealed by the passage hereafter of any law providing for a different disposition of fines and penalties in any county or other municipal division of this State unless the same contains a repeal of this section by express references thereto.

(c) The Department is hereby empowered in the name of the State of Maryland to take all steps necessary to enforce the collection and prompt return of all such fines, penalties and forfeitures of bonds.

(d) Any Justice of the Peace, Committing Magistrate, Trial Magistrate or Police Justice accepting checks, drafts or any other unsecured evidences of debt in payment of fines, or in lieu of bail, shall do so at his own risk, provided that nothing herein shall be taken to prohibit the release of offenders on their own recognizance in proper cases.

(e) Subject to the provisions of Sections 25A, 27B, 64, 74 and 110G of this Article, all monies received by the Department pursuant to the provisions of this Article shall be accounted for and remitted by the Department to the State Treasurer who, after first paying, or retaining a sufficient amount thereof to pay, all refunds of motor vehicle registration fees in this Article provided, all the salaries and expenses of the Department and of the Traffic Court of Baltimore City, and costs in dismissed cases pursuant to Section 270 of this Article, shall hold the balance of said monies in a special fund hereby created and known as the Motor Vehicle Revenue Fund, said fund to be thereafter held and distributed in accordance with the provisions applicable to said fund contained in Article 89B of the Annotated Code of Maryland.

(f) Failure, refusal, or neglect on the part of any judicial or other officer or employee receiving or having custody of such fine or forfeiture to comply with the foregoing provisions of this section shall constitute misconduct in the office and shall be sufficient grounds for removal therefrom.

(g) Provisions of this section which may be inconsistent with the provisions of Article 52 "Trial Magistrate System" shall be superseded by the provisions of the latter article as to such inconsistencies.

SEC. 9. *And be it further enacted*, That Section 307 of Article 66½ of the Annotated Code of Maryland (1943 Supplement), title "Motor Vehicles", sub-title "Traffic Court of Baltimore City", be and it is hereby repealed and re-enacted, with amendments, to read as follows:

307. (Expenses). All necessary expenses for the operation of the Traffic Court, including the salaries of the Magistrates, substitute Magistrates and clerks herein provided for, including the premiums on the corporate bonds of said clerks, shall be paid by the State Treasurer as provided for by Section 285 of this Article.

SEC. 10. *And be it further enacted*, That a new section be and it is hereby added to Article 81 of the Annotated Code of Maryland (1939 Edition), title "Revenue and Taxes", sub-title "Mileage Tax for Use and Maintenance of Roads", to be known as Section 219A of said Article, to follow immediately after Section 219 of said Article, and to read as follows:

219A. The Department of Motor Vehicles shall account for and remit all monies collected by it under this sub-title to the State Treasurer who, after first paying, or retaining a sufficient amount thereof to pay, all refunds of license or

registration fees provided for in this sub-title, shall hold said monies in a special fund known as the Motor Vehicle Revenue Fund, created pursuant to the provisions of Section 285 of Article 66½ of the Annotated Code of Maryland, said fund to be thereafter held and distributed in accordance with the provisions applicable thereto of Article 89B of the Annotated Code of Maryland.

SEC. 11. *And be it further enacted,* That Section 1 of Article 89B of the Annotated Code of Maryland (1939 Edition,) title "State Roads", as amended by Chapter 704 of the Acts of 1945, be and it is hereby repealed and re-enacted, with amendments, to read as follows:

The State Roads Commission shall consist of three members to be appointed by, and to hold office during the pleasure of, the Governor, one of whom he shall designate as Chairman of the Commission. One of said members shall be a resident of the Eastern Shore of Maryland, one a resident of the counties of the Western Shore of Maryland and one a resident of Baltimore City or a person who at the time of his appointment has, and for a period of at least two years immediately prior thereto has continuously had, his principal place of business, employment or professional activity in Baltimore City. At least one member of said Commission shall bona fide belong to or be affiliated with that one of the two leading political parties in the State opposite to the party to which the Governor belongs. The Governor shall have the power, in his discretion, to remove any member of said Commission at any time, and to appoint another qualified person in his stead, and to fill any vacancy caused by death, resignation, incapacity, removal or other cause. The members of said Commission shall take the oath prescribed by Article 1, Section 6 of the State Constitution and shall receive such compensation as may be provided for in the budget. A majority of the members of said Commission shall constitute a quorum for the transaction of business. The Chairman shall preside over its meetings and perform such other duties as may be imposed upon him by law or as may be assigned to him by said Commission.

The members of said Commission shall elect a Secretary, not a member of the Commission, who shall receive such compensation as the Commission may determine and as may be provided in the budget. He shall make and carefully preserve full and accurate minutes of all meetings and records of all proceedings and enter same in the journal of the Commission. The Secretary shall make true copies of all notices directed by the Commission to be published and the certificates of publication thereof, and shall perform such other duties as may be imposed upon him by law or as may be assigned to him by the Commission.

SEC. 12. *And be it further enacted,* That a new section be and it is hereby added to Article 89B of the Annotated Code of Maryland (1939 Edition), title 'State Roads", said section to be known as Section 1A of said Article, to follow immediately after Section 1 of said Article, and to read as follows:

1A. (Definitions). As used in this Article, the following words and terms shall have the following meanings, unless

the context shall indicate another or different meaning or intent:

(A) (Road—Highway.) Both the word "road" and the word "highway" include rights of way, roadway surfaces, roadway sub-grades, shoulders, median dividers, drainage facilities and structures, roadway cuts, roadway fills, guard rails, bridges, highway grade elimination structures, railroad grade elimination structures, tunnels, overpasses, underpasses, and other structures forming an integral part of a road or highway.

(B) (State Highway System.) The term "State Highway System" means that system of roads which are from time to time owned by the State and which the State Roads Commission by resolution from time to time designates as State roads to be maintained and operated by the Commission.

(C) (State Road.) The term "State road" means any public road included in the State highway system.

Section 12 D.

(D) (County Roads.) The term "county roads" means any public roads, excluding State roads, and including hard-surfaced or paved streets of municipalities (except Baltimore City), title to which, or the easement for the use of which, is vested in a public body or governmental agency by grant, condemnation or dedication. Special taxing areas, districts and other political sub-divisions of the State, except the counties, shall be deemed to be municipalities for the purpose of this definition.

(E) (Maintenance.) The word "maintenance" means the process of upkeep and repair, other than reconstruction and relocation, by which a road, building, equipment and other property are kept in an ordinarily efficient operating condition.

SEC. 13. *And be it further enacted,* That Section 2A of Article 89B of the Annotated Code of Maryland (1943 Supplement), title "State Roads", as amended by Chapter 953 of the Acts of 1945, be and it is hereby repealed and re-enacted with amendments, to read as follows:

2A. All Resident Maintenance Engineers employed by the State Roads Commission on June 1, 1945, shall continue in the same classification unless removed for inefficiency or neglect of duty in accordance with the provisions of Article 64A of the Annotated Code of Maryland or promoted in accordance with the provisions of said Article. The State Roads Commission shall also have power and authority to appoint, in accordance with the provisions of said Article 64A, such other Resident Maintenance Engineers as it may in its discretion deem necessary or desirable. The said Resident Maintenance Engineers shall be paid the same salary or compensation as is paid to Junior Assistant Highway Engineers, Grade I, as prescribed by the regulations of the State Employees' Standard Salary Board, and each year of service as a Resident Maintenance Engineer, or in a position doing similar work, shall be considered as a year of service as a Junior Assistant Highway Engineer, Grade I. All vacancies in the position of Resident Maintenance Engineer shall be filled by the State Roads Commission, in accordance with the provisions of Article 64A.

SEC. 14. *And be it further enacted,* That Sections 9 to 18, both inclusive, of Article 89B of the Annotated Code of Maryland, title "State Roads", that is to say, Sections 10, 11, 13, 14, 15, 16, 17 and 18 of said Article of said Code (1939 Edition) Section 9 of said Article of said Code (1943 Supplement), as amended by Chapters 841 and 1032 of the Acts of 1945, Sections 9A, 12, 14A and 16A of said Article of said Code (1943 Supplement), and Section 14B of said Article as enacted by Chapter 1000 of the Acts of 1945, be and they are hereby repealed, and that ten new sections be and they are hereby enacted in lieu thereof, to be known as Sections 9 to 18, both inclusive, of said Article, under a sub-title "Distribution and Use of Special Funds", to follow immediately after Section 8A of said Article, and to read as follows:

9. As used in this sub-title the following words and terms shall have the following meanings, unless the context shall indicate another or different meaning or intent.

(A) (Two-Lane Arterial Highway.) The term "two-lane arterial highway" shall mean a thoroughfare of one traffic lane in each direction without physical separation of opposing traffic lanes, and which by the application of proper design standards such as adequate lane width, adequate shoulders, proper sight distances and other such features of design can safely and expeditiously serve traffic volumes up to 3,000 vehicles per day, and shall embrace all bridges, tunnels, overpasses, underpasses, interchanges, entrance plazas, approaches and other structures which the Commission may deem necessary to the operation of the two-lane arterial highway, together with all property, rights, easements, franchises and interests acquired by the Commission for the construction and operation thereof.

(B) (Controlled Access Arterial Highway.) The term "controlled access arterial highway" shall mean a major thoroughfare of two or more traffic lanes in each direction having the same characteristics as an expressway except that the conflict of cross streams of traffic need not be eliminated at every intersection by means of grade separation structures.

(C) (Expressway.) The term "expressway" shall mean a major thoroughfare of two or more traffic lanes in each direction, designed to eliminate principal traffic hazards, and shall embrace all bridges, tunnels, overpasses, underpasses, interchanges, entrance plazas, approaches, and other structures which the Commission may deem necessary to the operation of the expressway, together with all property, rights, easements, franchises and interests acquired by the Commission for the construction and operation thereof, and having the following characteristics: (a) a median divider separating opposing traffic lanes to eliminate head-on collisions and side-swiping; (b) grade separation structures to eliminate the conflict of cross streams of traffic at all intersections; (c) points of access and egress limited to predetermined locations; (d) vertical curves of lengths sufficient to provide long sight distances; and (e) shoulders of widths adequate to permit vehicles to stop or park off traffic lanes

(D) (Bridge.) The word "bridge" shall mean any bridge or highway grade separation structure and shall embrace

the sub-structure and super-structure and the approaches thereto, and such entrance plazas, interchanges, overpasses, underpasses, connecting highways, and other structures which the Commission may deem necessary in connection therewith, together with all property, rights, easements, franchises and interests acquired by the Commission for the construction and operation of such bridge.

(E) (Railroad Grade Separation.) The term "railroad grade separation" shall mean any overpass or underpass which shall eliminate any railroad grade crossing, and shall embrace the overpass and underpass structure and the approaches thereto, and such entrance plazas, interchanges, connecting highways, and other structures which the Commission may deem necessay in connection therewith, together with all property, rights, easements, franchises and interests acquired by the Commission for the construction and operation of such railroad grade separation.

(F) (Project.) The word "project" shall mean the reconstruction or relocation of one or more sections of the State Highway System, or the construction of one or more sections of two-lane arterial highways, or one or more sections of controlled access arterial highways, or one or more sections of expressway, or a bridge, or a railroad grade separation, or a combination thereof, as parts of the State Highway System.

Section 12G

(G) (Municipality.) The word "municipality" shall mean any municipality, special taxing area, district, or other political subdivision of this State other than a county or Baltimore City.

Define as Carroll County

(H) (Debt Service.) The term "debt service" shall mean the interest, sinking fund and maturity requirements with respect to bonds or other evidences of debt.

10. The Gasoline Tax Fund, created as a special fund pursuant to the provisions of Article 56 of the Annotated Code of Maryland, shall be distributed by the State Treasurer upon warrants of the Comptroller as provided in Sections 11, 12 and 13 of this sub-title.

11. Fifty per cent. of the monies paid into the Gasoline Tax Fund during any fiscal year shall be held and from time to time disbursed for the account of the State Roads Commission for the following purposes and for such purposes only:

(a) First, for preserving the annual tax laid by Section 140K of this Article, as enacted by Chapter 856 of the Acts of 1941, and described therein as part of the State Roads Commission's share of the one-half cent gasoline tax; it being the intent hereof that, so long as any of the revenue bonds referred to in Section 140K remain unpaid and outstanding, the tax laid by said section shall not be repealed, diminished or applied to any other object and shall be deemed to continue as a proportionate part of the Five Cent Gasoline Tax imposed by Section 241 of Article 56 of the Annotated Code of Maryland.

(b) Next, for preserving that portion of the annual tax laid by Section 147E of this Article, as enacted by Chapter 884 of the Acts of 1941, and described therein as part of one and four-tenths mills of the two cent (2¢) gasoline tax; it being the intent hereof that, so long as any of the refunding and improvement bonds referred to in said Section 147E remain

unpaid and outstanding, the tax laid by said section shall not be repealed, diminished or applied to any other object and shall be deemed to continue as a proportionate part of the Five Cent Gasoline Tax imposed by Section 241 of Article 56 of the Annotated Code of Maryland.

(c) Next, for preserving the annual tax laid by Section 140-T of this Article, as enacted by Chapter 755 of the Acts of 1945, and described therein as the State Roads Commission's share of the One-Half Cent (½¢) Grade Elimination Gasoline Tax; it being the intent hereof that, so long as any of the bonds referred to in said Section 140-T remain unpaid and outstanding, the tax laid by said section shall not be repealed, diminished or applied to any other object and shall be deemed to continue as a proportionate part of the Five Cent Gasoline Tax imposed by Section 241 of Article 56 of the Annotated Code of Maryland.

(d) Next, to the extent required for debt service on State Highway Construction Bonds pursuant to Sections 147G to 147P, both inclusive, of this Article, as enacted by Section 18 of this Act.

(e) The balance, together with any monies transferred from the Motor Vehicle Revenue Fund under sub-division (1) of Section 16 of this sub-title, shall constitute a construction fund for the performance, to the extent necessary, of valid and subsisting contracts heretofore entered into by the Commission and for the construction or reconstruction of a project or projects as defined in this sub-title; provided that no expressway shall be constructed to serve a traffic volume of less than an average of 5,000 vehicles per day, and no controlled access arterial highway shall be constructed to serve a traffic volume of less than an average of 3,000 vehicles per day, such traffic volumes to have been determined over a period of one year prior to the initiation of the project by procedures heretofore used by the State Roads Commission to establish densities of traffic.

12. Thirty per cent. of the monies paid into the Gasoline Tax Fund during any fiscal year, together with the funds added thereto pursuant to Section 16(2) of this Article, shall be distributed monthly to the Mayor and City Council of Baltimore to be used for the construction, reconstruction or maintenance of the streets and highways of the City of Baltimore; or for the payment of debt service with respect to bonds or other evidences of debt heretofore or hereafter issued by the City of Baltimore for the construction, reconstruction or maintenance of streets and highways of the City of Baltimore; and for no other purposes.

13. Twenty per cent. of the monies paid into the Gasoline Tax Fund during any fiscal year, together with funds added thereto pursuant to Section 16(3) of this Article, shall be used for the benefit of the counties and municipalities of the State (other than Baltimore City) as follows:

(a) The State Treasurer shall allocate for the account of each county a share determined by the proportion which the total mileage of county roads in that county bears to the total mileage of county roads in all the counties, but such share shall not be less than the amount the county would have received from the former "One and One-half Cent Lateral Road Gasoline Tax Fund" as apportioned under Section 9 of Article

89B of the Annotated Code of Maryland (1943 Supplement), if said Section 9 had not been repealed by this Act, and to that end the respective shares of all counties shall be adjusted proportionately as may be necessary. From the share so determined, the State Treasurer shall deduct the amount, if any, allocated to a municipality under the next succeeding sub-division (b) hereof. The resulting share shall constitute the county's share for the purposes of this section.

(b) If any municipality which is authorized by law to construct or maintain streets or roads shall request the State Treasurer in writing not later than thirty days prior to the beginning of any State fiscal year for its share of the funds distributable under this Section, the State Treasurer during such fiscal year shall allocate for the account of such municipality a portion of the share as first determined in Sub-section (a) hereof of the county within which the municipality lies. Such portion shall be determined by the proportion which the total mileage of county roads in the municipality bears to the total mileage of county roads in such county. The portion so determined shall be the municipality's share for the purposes of this Section.

Section

(c) The mileage proportions required by Sub-division (a) and, when applicable, by Sub-division (b) of this section shall be computed by the State Roads Commission as of June 30, 1947, for the fiscal year beginning July 1, 1947, and recomputed as of December 1, 1947, for the fiscal year beginning July 1, 1948, and as of December 1 of each year thereafter for each next succeeding fiscal year. To assist the Commission in making such computations, the County Commissioners of the respective counties and the appropriate officials of such municipalities as may have requested a share under said Sub-division (b), shall, not later than December 31 of each year, beginning with December 31, 1948, make a report to the Commission, in the form required by it, showing the mileage added to the county roads within such counties or municipalities during the twelve months period ending on the preceding December 1.

(d) The State Treasurer, upon warrants of the Comptroller, shall pay over each county's share to or on the order of the proper officials thereof as designated by local law, or, in the absence of such designation, to the County Commissioners, at monthly intervals or at such other appropriate times as may be reasonably requested, or, in the case of a county whose road construction, reconstruction or maintenance is performed by the State Roads Commission, the State Treasurer shall credit the county's share to the account of the State Roads Commission to be expended upon warrants of the Comptroller. Monies so paid or credited shall be used and expended by such county officials or by the State Roads Commission, as the case may be, as follows:

(1) So much thereof as may be necessary shall be applied to debt service with respect to outstanding bonds or other evidences of debt heretofore issued by such county or any municipality within that county for construction, reconstruction or maintenance of roads or streets to the extent that gasoline tax revenues have heretofore been lawfully dedicated, pledged or otherwise committed to such debt service; it being the intent hereof that any such dedication, pledge or commitment remain unimpaired and continue as a charge against the county's share of the Five Cent Gasoline Tax to the same

extent as it constituted a charge against any gasoline tax revenues under prior laws. Without limitation of the generality of the foregoing, the amounts heretofore required to be paid each year under Chapter 317 of the Acts of 1935 shall be deemed to be commitments hereunder so long as any of the bonds therein referred to are outstanding.

(2) The remainder of the county's share shall be used solely for the construction, reconstruction, or maintenance of county roads, or for debt service with respect to bonds or other evidences of debt hereafter lawfully issued for such construction, reconstruction, or maintenance by the county or by a municipality within the county which is not receiving its own share under Sub-division (e) of this section.

(e) The State Treasurer, upon warrants of the Comptroller, shall pay over the share of each municipality which has made a request therefor under Sub-division (b) hereof, at monthly intervals or at such other appropriate times as may be reasonably requested, as follows:

(1) First, to the County Commissioners of the county within which the municipality lies, sufficient amounts to reimburse the county's share for any funds paid therefrom under Sub-division (d) (1) for debt service on bonds or other evidences of debt heretofore issued by the municipality.

(2) The remainder of the municipality's share, to or on the order of the proper officials thereof, to be expended solely for the construction, reconstruction or maintenance of roads or streets, or for debt service with respect to bonds or other evidences of debt which may hereafter be lawfully issued by the municipality for such construction, reconstruction or maintenance.

14. (a) No construction or reconstruction of any county roads shall be performed under Section 13 of this sub-title unless the State Roads Commission shall have first approved the proposed location thereof and the plans and specifications therefor. Such approval shall be granted if, in the Commission's judgment, the county roads, when constructed or reconstructed, as the case may be, will be reasonably adequate and appropriate to an existing or potential integrated secondary highway system.

(b) If any county, in the judgment of its County Commissioners, does not have adequate facilities for carrying on any construction, reconstruction or maintenance within the purview of Section 13 of this sub-title, then the State Roads Commission until July 1, 1948, to the extent of funds available to such county under said Section 13, is authorized as the contracting party or otherwise to undertake such construction, reconstruction or maintenance for the account of said county.

(c) Except as provided in paragraphs (a) and (b) of this section, and except to the extent authorized by Sections 47, 48 and 48A of this Article, with respect to qualifying for the receipt, administration and expenditure of Federal funds for roads, and except as may be authorized from time to time by provisions contained in this Article under the sub-title "Special Provisions as to Designated Counties", the State Roads Commission, after June 30, 1947, shall have no duties, responsibilities or authority with respect to construction, reconstruction or maintenance of any roads other than State roads.

15. The State Roads Commission shall file with the Governer within forty-five days after the end of each fiscal year, or as soon after forty-five days as may be practicable a complete report, which shall be open to public inspection, on the status as of the end of such fiscal year of the construction fund provided for by Section 11(e) of this sub-title and a complete report with respect to each project planned, constructed or under construction during such fiscal year, which shall include a full audit of all accounts of the Commission relating to each such project and an engineering statement setting forth separately and in detail all items of cost then incurred, showing separately amounts expended and amounts for which obligations and commitments have been made, and all items of estimated completion cost, substantially as follows:

(a) (Preliminary Work.) Preliminary Engineering Surveys: Preliminary Plans and Estimates; Preliminary Engineering Investigations and Studies; Subsoil Investigations and Borings; Test Piles; Traffic Studies; Traveling, Transportation and Subsistence Expenses of State Roads Commission Personnel Assigned to Preliminary Work;

(b) (Rights-of-way.) Property Surveys; Legal Costs in Connection With Property Acquisition; Cost of Property Acquired; Appraisals; Cost in Connection with Acquisition of Rights, Easements, Franchises and Interests Acquired by the Commission; Traveling, Transportation and Subsistence Expenses of Commission Personnel Assigned to Rights-of-Way;

(c) (Construction.) Payments made to contractors, builders and materialmen (to include all labor and material entering into the construction of the project); Demolition; Machinery and Equipment;

(d) (Engineering.) Preparation of Contract Plans and Specifications; Estimates; Supervision of Construction; Inspection of Workmanship and Materials; Mill and Shop Inspection; Tests of Materials; Control Surveys; Traveling, Transportation and Subsistence Expenses of Engineers Assigned to the Design, Preparation of Contract Plans and Specifications, Surveys, Supervision of Construction and Inspection of Construction Work;

(e) (Administrative and Legal Services.) Administrative Expenses Including Portions of the General Administrative Expenses of the Commission Allocated or Prorated to the Project; Accounting; Supervision; Legal Expenses; Traveling, Transportation and Subsistence Expenses;

(f) (Miscellaneous.) Items of expense not properly covered under the headings (a) to (e), inclusive.

16. The Motor Vehicle Revenue Fund, created as a special fund pursuant to the provisions of Section 285 of Article 66½ of the Annotated Code of Maryland, shall be applied by the State Treasurer, upon warrants of the Comptroller, first for preserving that portion of the annual tax laid by Section 147E of this Article, as enacted by Chapter 884 of the Acts of 1941, and described therein as part of the license fees and franchise taxes with respect to trucks and commercial vehicles required to be paid pursuant to the provisions of Article 56 of the Annotated Code of Maryland; it being

the intent hereof that, so long as any of the refunding and improvement bonds referred to in said Section 147E remain unpaid and outstanding, the said tax laid by said section shall not be repealed, diminished or applied to any other object and shall be deemed to continue as a charge upon the Motor Vehicle Revenue Fund. The balance of the monies paid into the Motor Vehicle Revenue Fund during any fiscal year shall be held and distributed by the State Treasurer, upon warrants of the Comptroller, as follows:

(1) Fifty per cent thereof shall be disbursed from time to time for the account of the State Roads Commission to the extent of funds required for paying such expenses of the State Roads Commission as are not properly allocable directly or on a prorated basis to projects constructed under Sections 11(e) and 147-I of this Article, for maintenance and operation of the State Highway System, and for other maintenance. The excess, if any, shall be transferred to the construction fund provided for by Section 11(e) of this Article.

(2) Thirty per cent thereof shall be added to the share of the Gasoline Tax Fund allocated to the Mayor and City Council of Baltimore under Section 12 of this Article and shall be disbursed and used as therein provided.

(3) Twenty per cent thereof shall be added to the portion of the Gasoline Tax Fund allocated for the benefit of the counties and municipalities of the State (except Baltimore City) under Section 13 of this Article and shall be disbursed and used as therein provided.

17. The State Roads Commission shall file with the Governor within forty-five days after the end of each fiscal year or as soon after forty-five days as may be practicable, a complete report, which shall be open to public inspection, on the status, as of the end of such fiscal year, of the funds used for the purposes authorized by Section 16, Sub-division (1) of this Article during the fiscal year, which report shall contain a full audit, including amounts expended and unliquidated obligation, of all accounts of the Commission relating to such expenditures, and an engineering statement of all items of maintenance cost setting forth separately and in detail the cost of labor, material and equipment operation where such items are applicable substantially as follows:

(a) (Administrative and Legal Services.) Administative Expenses Including Portions of General Administrative Expenses of the Commission Allocated or Prorated to Maintenance; Accounting; Supervision; Legal Expenses; Traveling, Transportation and Subsistence Expenses;

(b) (Engineering.) (Other than engineering by District Engineers and their staffs.) Preparation of Plans and Specifications; Estimates; Surveys; Inspection; Tests of Materials; Traveling, Transportation and Subsistence Expenses of Engineers Assigned to Maintenance;

(c) (Superintendence by Districts.) District Engineers; Staffs of District Engineers; Office Expenses; Office Supplies; Traveling, Transportation and Subsistence Expenses of District Engineers and their staffs;

(d) Roadway Surface Maintenance by Districts and by Types of Surface within each District;

(e) Oiling of Roads by Districts;

(f) Maintenance of Shoulders by Districts;

(g) Drainage Maintenance by Districts;

(h) Maintenance of Bridges and Structures by Districts;

(i) Right-of-way Maintenance by Districts;

(j) (Traffic Service Maintenance by Districts.) Snow Removal; Cindering; Highway Markers; Lane Marking; Traffic Lights; Snow Fences;

(k) Maintenance of Buildings by Districts;

(l) Maintenance of Equipment by Districts;

(m) Purchase of Equipment by Districts;

(n) Purchase of Material by Districts;

(o) Inventory Account of Materials and Supplies by Districts;

(p) (Miscellaneous Costs by Districts.) Items of expense not properly covered under the headings (a) to (o), inclusive.

In addition to reporting on the items of cost, the State Roads Commission shall also report by Districts on the items of work performed under each of the foregoing headings and sub-headings, such items of work to be set forth in unit quantities such as square yards of roadway surface of each type patched or repaired, square yards of roadway surface receiving oiling tratment, sqnare yards of shoulder work, snow removal in miles of road, and other such qnantities of work performed.

18. The State Roads Commission is hereby authorized and empowered to retain at any time, and from time to time, in connection with work and duties performed by it under this sub-title, such private accountants, attorneys, engineers and other professional assistance as the Commission may deem necessary.

Sec. 15. *And be it further enacted*, That Section 30 of Article 89B of the Annotated Code of Maryland (1939 Edition), title "State Roads", sub-title "Grade Crossings", be and it is hereby repealed and re-enacted, with amendments, to read as follows:

30. Owners of adjacent land and improvements abutting on or along the highways, which highways are affected by any grade crossing elimination under the provisions of this Article, who may be entitled to damages under the provisions of Section 29, may maintain an action at law for such damages against the State Roads Commission of Maryland and the railroad company or companies affected, and the consent of the State of Maryland to maintain any and all such actions is hereby expressly granted. The right to maintain any such action shall apply to damages suffered within the meaning of Section 29, subsequent to its enactment and approval on March 31st, 1927, and this section is expressly declared to be retroactive to the extent that it confers upon such adjacent property owners the right to maintain actions for damages within the meaning of said Section 29, but shall not be deemed to create any liability not already existing in the law. Any damages that may be recovered under the pro-

18 visions of this section shall be regarded as a part of the
19 expense of the grade crossing elimination and one-half of the
20 same shall be paid by the railroad company or companies,
21 and one-half by the State Roads Commission.

1 SEC. 16. *And be it further enacted,* That Section 44 of
2 Article 89B of the Annotated Code of Maryland (1939 Edi-
3 tion), title "State Roads", sub-title "Duties and Powers", be
4 and it is hereby repealed and re-enacted, with amendments, to
5 read as follows:

1 44. It shall be the duty of the State Roads Commission to
2 maintain in good condition and keep in proper order and
3 repair, so far as funds for such purposes are available, all
4 State roads and bridges heretofore or hereafter constructed or
5 improved by it under the provisions of this Article or which
6 now or at any time may be placed or come under its control;
7 and to such end the said State Roads Commission shall have
8 power and authority to adopt such method or methods for the
9 systematic repair and maintenance of such roads as it may
10 from time to time deem proper and advisable; and, out of
11 funds appropriated or designated for use in the repair or
12 maintenance of said State roads, shall have power and au-
13 thority to employ such engineers, assistants and other em-
14 ployees, and purchase such equipment, appliances and ma-
15 terials as may be reasonably requisite and necessary for the
16 purposes aforesaid.

1 SEC. 17. *And be it further enacted,* That Section 48A of
2 Article 89B of the Annotated Code of Maryland (1939 Edi-
3 tion), title "State Roads", sub-title "Duties and Powers", as
4 amended by Chapter 964 of the Acts of 1945, be and it is
5 hereby repealed and re-enacted, with amendments, to read as
6 follows:

1 48A. (1) The Legislature of the State of Maryland hereby
2 assents to the provisions of the following Acts of Congress
3 and amendments thereto; Act of Congress approved July 11,
4 1916, entitled "Federal-Aid Act", and Act of Congress ap-
5 proved November 9, 1921, entitled "Federal-Highway Act",
6 and Act of Congress approved December 20, 1944, entitled
7 "Federal-Aid Highway Act of 1944". The term "Federal Acts"
8 when used in this section means the aforesaid Acts, as from
9 time to time amended or supplemented, together with subse-
10 quent Acts of Congress of like character and together with
11 rules and regulations lawfully promulgated in connection with
12 any such Acts.

13 (2) The State Roads Commission of Maryland, on its own
14 behalf or on behalf of any county, the City of Baltimore, any
15 city, municipality, town, special taxing area or other State
16 or local agency or subdivision of government in the State
16a of Maryland, and the counties, the City of Baltimore, the
17 cities, municipalities, towns, special taxing areas and other
18 State and local agencies and subdivisions of government in the
19 State of Maryland and their duly elected or appointed officers
20 are hereby expressly authorized and empowered, respectively,
21 to do any and all acts and things necessary or desirable to
22 comply with the terms, conditions and provisions and to obtain
23 the benefit of the provisions of the Federal Acts.

27 (3) To effectuate the aforegoing, the counties, City of
28 Baltimore, the cities, municipalities, towns, special taxing

areas and the other agencies and sub-divisions of government in the State of Maryland, and their duly elected or appointed officers are hereby authorized and empowered to raise funds by issuing bonds, interim certificates, and other evidences of debt and by taxation; and such power and authority shall be in addition to the powers conferred by any other law. Bonds may be issued under this sub-title, notwithstanding any debt or other limitation prescribed by any other law. It is the purpose of this sub-title to enable the State Roads Commission of Maryland, the counties, the City of Baltimore, the cities, municipalities, towns, special taxing areas and the other State and local agencies and sub-divisions of government in the State of Maryland to equalize and secure the benefits of any Federal funds made or to be made available to the State of Maryland under the Federal Acts, such funds to be used in a program of construction and reconstruction of roads, bridges, streets, tunnels and other highway underground structures, highways and appurtenant road projects, and to thereby assist in the national recovery and for the purpose of promoting the general welfare.

(4) The State Roads Commission of Maryland is hereby authorized and empowered to accept any Federal funds which have been or will be made available to the State of Maryland, for its use or for the use of any of its political subdivisions herein mentioned, under the provisions of the Federal Acts. The State Roads Commission of Maryland is further authorized and empowered to allocate and apportion such Federal funds to itself, the respective counties, the City of Baltimore, the cities, municipalities, towns, special taxing areas and the other agencies and subdivisions of government in the State of Maryland, pursuant to the provisions of the aforesaid Federal Acts, and to act as the agent or representative of any such political subdivision for the purpose of negotiating, contracting or dealing with the Federal Government or its authorized representatives with respect to construction and reconstruction under the Federal Acts and to undertake all contracts, plans, specifications and estimates relating thereto and to supervise directly the construction and reconstruction work and labor done pursuant to such Acts.

(5) In the event that the counties, the City of Baltimore, the cities, municipalities, towns, special taxing areas and the other agencies and subdivisions of government in the State of Maryland do not provide funds in any of the manners authorized in the preceding sub-sections hereof to equalize and secure the benefits of the said Federal funds and allotments, then the State Roads Commission, the State Treasurer and the State Comptroller are further authorized and empowered to permit the use by the counties, the City of Baltimore, the cities, municipalities, towns, special taxing areas, and the other agencies and subdivisions of government in the State of Maryland, of their respective shares of the Gasoline Tax Fund and other funds available for them under the provisions of this Article in order to enable them to equalize, match and secure the benefits of any Federal funds allocable to the said counties, City of Baltimore, the cities, municipalities, towns, special taxing areas, and the other agencies and subdivisions of government in Maryland, from the funds made available to Maryland by the provisions of the Federal Acts. Whenever any such Federal funds would be available for the construction or reconstruction of State roads if equalized or matched by State funds, then, notwithstanding any other provisions

of this Article, the State Roads Commission for the purpose of such equalization or matching is authorized and empowered to use any State funds which under the provisions of this Article are authorized to be used for the construction or reconstruction of any State roads.

SEC. 18. *And be it further enacted*, That ten new sections be and they are hereby added to Article 89B of the Annotated Code of Maryland (1939 Edition), under a sub-title "State Highway Construction Bonds", said sections to be known as Sections 147G, 147H, 147-I, 147J, 147K, 147L, 147M, 147N, 147-O and 147P of said Article, to follow immediately after Section 147F of said Article, and to read as follows:

147G. (Definitions.) As used in this sub-title, the following words and terms shall have the following meanings, unless the context shall indicate another or different meaning or intent:

(A) (Expressway) The word "expressway" shall mean a major thoroughfare of two or more traffic lanes in each direction, designed to eliminate principal traffic hazards, and shall embrace all bridges, tunnels, overpasses, underpasses, interchanges, entrance plazas, approaches, and other structures which the State Roads Commission may deem necessary for the operation of the expressway, together with all property, rights, easements, franchises and interests acquired by the Commission for the construction and operation thereof, and having the following characteristics: (a) a median divider separating opposing traffic lanes to eliminate head-on collisions and side-swiping; (b) grade separation structures to eliminate the conflict of cross streams of traffic at all intersections; (c) points of access and egress limited to predetermined locations; (d) vertical curves of lengths sufficient to provide long-sight distances; and (e) shoulders of widths adequate to permit vehicles to stop or park off travel lanes.

(B) (Controlled Access Arterial Highway.) The term "controlled access arterial highway" shall mean a major thoroughfare of two or more traffic lanes in each direction having the same characteristics as an expressway, except that the conflict of cross streams of traffic need not be eliminated at every intersection by means of grade separation structures.

(C) (Bridge.) The word "bridge" shall mean any bridge or highway grade separation structure which is a connecting element of an expressway or a controlled access arterial highway, and shall embrace the sub-structure and superstructure and the approaches thereto, and such entrance plazas, interchanges, overpasses, underpasses, connecting highways and other structures which the Commission may deem necessary in connection therewith, together with all property, rights, easements, franchises and interests acquired by the Commission for the construction and operation of such bridge.

(D) (Railroad Grade Separation.) The term "railroad grade separation" shall mean any overpass or underpass that shall eliminate any railroad grade crossing as a connecting element of an expressway or a controlled access arterial highway, and shall embrace the overpass or underpass structure and the approaches thereto, and such entrance plazas, interchanges, connecting highways and other structures which the Commission may deem necessary in connection therewith, to-

gether with all property, rights, easements, franchises and interests acquired by the Commission for the construction and operation of such railroad grade separation.

(E) (Project.) The word "project" shall mean one or more sections of expressway or one or more sections of controlled access arterial highway, or a bridge or a railroad grade separation, or a combination thereof; and shall conform to such of the requirements of Section 147H of this Article as may be applicable.

147H. Any project involving construction of one or more sections of expressway, or one or more sections of controlled access arterial highway, shall be continuous and shall have each of its termini (a) at or within the limits of a city or town of the State, which city or town is recognized by the Commission as a principal traffic generating center, or (b) at a connection in this State or at the State boundary with a route recognized by the Commission as a principal traffic distribution, collection or dispersal artery. No expressway shall be constructed to serve a traffic volume of less than an average of 5,000 vehicles per day, and no controlled access arterial highway shall be constructed to serve a traffic volume of less than an average of 3,000 vehicles per day, such traffic volumes to have been determined over a period of one year prior to the initiation of the project by procedures heretofore used by the State Roads Commission to establish densities of traffic.

147-I. The State Roads Commission of Maryland is hereby authorized and empowered to provide by resolution for the issuance in series, from time to time, of State Highway Construction Bonds in an aggregate principal amount not to exceed $100,000,000 for any or all of the following purposes: (a) refunding, together with any monies available for such purposes, any or all of the outstanding Refunding and Improvement Bonds of the Commission issued pursuant to the provisions of Sections 147A to 147F, inclusive, of Article 89B of the Annotated Code of Maryland (1943 Supplement), and any or all of the outstanding Chesapeake Bay Ferry System Improvement Bonds of the Commission issued pursuant to the provisions of Sections 140-N to 140-U, inclusive, of said Article 89B, as amended by Acts of 1945, Chapter 755, including the payment of the redemption premium thereon; (b) refunding not exceeding such amount of the outstanding State of Maryland Bridge Revenue Refunding Bonds issued pursuant to the provisions of Sections 123 to 140, inclusive, of said Article 89B of said Code, as the Commission may determine represents that amount of the bridge revenue bonds originally issued pursuant to the provisions of said Sections 123 to 140, inclusive, for the construction of the Potomac River Bridge which has not been retired from the revenues of said bridge, including the payment of the redemption premium on the bonds so refunded; (c) advancing temporarily interest during the first year of construction, paying the expense of engraving, printing, advertising and other outlays with respect to the issuance of the bonds authorized by this sub-title; and (d) paying the cost of financing, planning and constructing by the Commission of a project or projects approved by the Governor of Maryland as being in compliance with such of the requirements of Sections 147G and 147H of this Article as may be applicable. The Commission is hereby authorized and empowered to retain at any time, and from time to time,

35 such private accountants, attorneys, engineers and other pro-
36 fessional assistance as the Commission may deem necessary
37 for financing, planning or constructing any project or
38 projects.

1 147J. The Commission shall determine the form of the
2 bonds, including any interest coupons to be attached thereto,
3 the denomination or denominations of the bonds, and the
4 place or places of payment of principal and interest thereof,
5 which may be at any bank or trust company within or with-
6 out the State of Maryland. The bonds shall be signed by the
7 State Treasurer and by the Chairman of the Commission or
8 with a facsimile signature of said Chairman and counter-
9 signed by the State Comptroller and a facsimile of the official
10 seal of the Commission shall be affixed thereto and attested
11 by the Secretary of the Commission, and any coupons at-
12 tached thereto shall bear the facsimile signatures of the Chair-
13 man of the Commission, the State Treasurer and State Comp-
14 troller. In case any officer whose signature or a facsimile of
15 whose signature shall appear on any bonds or coupons shall
16 cease to be such officer before the delivery of such bonds, such
17 signature or such facsimile shall nevertheless be valid and suf-
18 ficient for all purposes the same as if he had remained in office
19 until such delivery. All bonds issued under the provisions
20 of this sub-title shall have and are hereby declared to have
22 all the qualities and incidents of negotiable instruments un-
23 der the negotiable instruments law of the State. The bonds
24 may be issued in coupon or in registered form, or both, as the
25 Commission may determine, and provision may be made for
26 the registration of any coupon bond as to principal alone
27 and also as to both principal and interest, and for the recon-
28 version into coupon bonds of any bonds registered as to both
29 principal and interest. All bonds issued under this sub-title,
30 their transfer and the income therefrom (including any profit
31 made on the sale thereof) shall at all times be free from taxa-
32 tion by the State of Maryland, any of its political subdi-
33 visions, any town or incorporated municipality or any other
34 public agency within the State.

1 147K. The bonds of each series issued under the provisions
2 of this sub-title shall bear interest at a rate or rates not exceed-
3 ing four per centum (4%) per annum, payable semi-annually.
4 The bonds of each series shall be dated as may be determined
5 by the Commission, shall mature in substantially equal an-
6 nual installments over a period of fifteen (15) years begin-
7 ning one (1) year from their date, the amount of the bonds
8 of each series which mature in any one year not to exceed
9 the amount maturing in any other year by more than $10,000,
10 and may be made subject to redemption before their respec-
11 tive maturities, at the option of the Commission, at such price
12 or prices and under such terms and conditions as may be
13 fixed by the Commission prior to the issuance of the bonds;
14 provided, however, that no bonds issued under the provisions
15 of this sub-title shall be subject to purchase for retirement or
16 be made redeemable at a price exceeding the principal amount
17 thereof together with the interest accrued thereon to the date
18 of such purchase or redemption, plus a premium of five per
19 centum (5%) of the principal amount thereof.

1 147L. All bonds issued under this subtitle shall be exempt
2 from the provisions of Sections 34 and 35 of Article 31 of the
3 Annotated Code of Maryland (1939 Edition), and of Section

36 of said Article 31 of said Code, as amended by the Acts of 1945, Chapter 532, and the Commission may issue and sell such bonds in such manner, either at public or at private sale, and for such price, as it may determine to be for the best interests of the State, but no such sale shall be made at a price so low as to require the payment of interest on the money received therefor at more than four per centum (4%) per annum, computed with relation to the absolute maturity of the bonds in accordance with standard tables of bond values, excluding, however, from such computation the amount of any premium to be paid on redemption of any bonds prior to maturity.

147M. The proceeds of the bonds sold hereunder shall be paid to the State Treasurer and shall be paid out by the State Treasurer upon the order of the Commission, and upon warrants of the State Comptroller, solely for the purposes set forth in Section 147-I of this Article.

147N. For the payment of the principal of and the interest on the bonds issued under this sub-title as the same become due and payable, there shall be and is hereby laid an annual tax which shall consist of the following: (a) such amounts as may be necessary of the proceeds of the excise tax on the issuance of certificates of title of motor vehicles required to be paid pursuant to the provisions of Section 25A of Article 66½ of the Annotated Code of Maryland (1943 Supplement), as amended by this Act; and (b) such amounts as may be necessary of the Gasoline Tax Fund allocated to the Commission pursuant to Sections 10 and 11 of Article 89B of the Annotated Code of Maryland as enacted by Section 14 of this Act, subject to the prior use of a part of said share of said Gasoline Tax Fund as provided and authorized in Sections 140A to 140M, both inclusive, of Article 89B of said Code (1943 Supplement), in Sections 140-N to 140-U, both inclusive, of Article 89B of said Code, as amended by the Acts of 1945, Chapter 755, and in Sections 147A to 147F, both inclusive, of Article 89B of said Code (1943 Supplement).

Until all of the bonds issued under the provisions of this sub-title shall be paid, the proceeds of the annual tax laid by this Section shall be set aside as received to the credit of a sinking fund for the payment of the principal of and the interest on such bonds until the amount held for the credit of said sinking fund shall be equal to the amount required for the payment of the principal of and the interest on the bonds then outstanding which will become payable in the current year and in the next succeeding fiscal year. The proceeds of the taxes laid under the provisions of this section are hereby irrevocably pledged to the payment of the principal of and the interest on such bonds as the same shall become due and payable and such taxes, to the extent hereby required, shall not be repealed, diminished or applied to any other object until such bonds shall be fully paid.

147-O. The State Roads Commission shall file with the Governer within forty-five days after the end of each fiscal year, or as soon after forty-five days as may be practicable, a complete report, which shall be open to public inspection, on the status as of the end of such fiscal year of the bonds authorized under this sub-title and of the funds derived from

the sale or issuance of any such bonds, and a complete report with respect to each project financed, planned, constructed or under construction during such fiscal year, which shall include a full audit of all accounts of the Commission relating to each such project and an engineering statement setting forth separately and in detail all items of cost then incurred, showing separately amounts expended and amounts for which obligations and commitments have been made, and all items of estimated completion cost, substantially as follows:

(a) (Preliminary Work): Preliminary Engineering Surveys; Preliminary Plans and Estimates; Preliminary Engineering Investigations and Studies; Subsoil Investigations and Borings; Test Piles; Traffic Studies; Traveling, Transportation and Subsistence Expenses of State Roads Commission Personnel Assigned to Preliminary Work.

(b) (Rights-of-way): Property Surveys; Legal Costs in Connection with Property Acquisition; Cost of Property Acquired; Appraisals; Cost in Connection with Acquisition of Rights, Easements, Franchises and Interests Acquired by the Commission; Traveling, Transportation and Subsistence Expenses of Commission Personnel Assigned to Rights-of-Way.

(c) (Construction): Payments made to contractors, builders and materialmen (to include all labor and material entering the construction of the project); Demolition; Machinery and Equipment.

(d) (Engineering): Preparation of Contract Plans and Specifications; Estimates; Supervision of Construction; Inspection of Workmanship and Materials; Mill and Shop Inspection; Tests of Materials; Control Surveys; Traveling, Transportation and Subsistence Expenses of Engineers Assigned to the Design, Preparation of Contract Plans and Specifications, Surveys, Supervision of Construction and Inspection of Construction Work.

(e) (Administrative and Legal Services): Administrative Expenses Including Portions of the General Administrative Expenses of the Commission Allocated or Prorated to the Project; Accounting; Supervision; Legal Expense; Traveling, Transportation and Subsistence Expenses.

(f) (Miscellaneous): Items of expense not properly covered under the headings (a) to (e), inclusive.

147P. Should any section, or part of a section, of this sub-title be held to be invalid for any reason, such holding shall not be construed as affecting the validity of any remaining section, or part of a section, of this sub-title, it being the Legislative intent that the remainder of this sub-title shall stand, notwithstanding the invalidity of such section or part of a section.

SEC. 19. *And be it further enacted*, That Section 148 of Article 89B of the Annotated Code of Maryland (1943 Supplement), title "State Roads", sub-title "Convict Labor", as amended by Chapter 408 of the Acts of 1945, be and it is hereby repealed and re-enacted, with amendments, to read as follows:

148. (Convict Labor.) In connection with the reconstruction or maintenance of roads, the State Roads Commission

is authorized to employ prisoners in the penal institutions of the State which institutions are under the control and direction of the Board of Correction; and the said Board of Correction is directed to furnish the said Commission, for the above purposes, such prisoners as in its judgment may be safely utilized for such work, the Board to be the sole judge of whether such prisoners can be used for road work with maximum security.

The employment of all prisoners on road work as herein directed shall be subject to all the conditions and requirements now in force for such work, as prescribed in Article 27, Sections 799 to 813, inclusive, of the Code of Public General Laws, provided that the money to be expended hereunder shall provide for maintenance, safekeeping, transportation, and all other expenses of utilizing prison labor on the roads or for carrying out the purposes of this sub-title, including such wages as shall be prescribed from time to time by the Board of Public Works.

Provided, however, that the Board of Correction shall make arrangements for the employment of any prisoners at any camp or camps in Queen Anne's County and in any other county or counties in which similar camps are now or may hereafter be established, in the harvesting and gathering of any agricultural crops in any county of this State between August 1, and December 31st each year, except, however, any such prisoners being utilized or needed by the State Roads Commission for emergency road maintenance work in any county of this State. Persons who employ such prisoners from the Board of Correction shall be required to pay the reasonable value of such labor at the estimated prevailing wage scale for such work in the community where the prisoners are so employed and to give such security therefor as the Board may, in its discretion, determine and require. Persons employing such prison labor shall be authorized to sell the produce harvested by such labor notwithstanding the restrictions imposed by Section 762 of Article 27 of the Annotated Code. Prisoners so employed in the harvesting of crops shall be under the control and supervision of the Board of Correction to the same extent as when employed on the construction and maintenance of roads.

It is declared to be the policy of the State that, because of the enforced idleness of prisoners in the several penal institutions of the State, it is necessary and desirable that useful work on State projects may be found for said prisoners and that those who may be safely used for this work shall be put upon maintenance, construction or reconstruction.

All prisoners placed at work on farms under the provisions of this section shall remain under the control and custody of the officers of the institution from which they are assigned and shall remain subject to all of the laws, including the law as to escaping from prison, rules and regulations applicable to prisoners confined in said institution; and all prisoners employed on roads under the provisions of this section, for the purposes of the Workmen's Compensation Laws of this State shall be deemed employees of the institution from which they are assigned.

SEC. 20. *And be it further enacted*, That three new sections be and they are hereby added to Article 89B of the Annotated Code of Maryland (1939 Edition), title "State

Roads", to follow immediately after Section 155 of said Article, under a new sub-title "Special Provisions as to Designated Counties", to be known as Sections 156, 157 and 158, respectively and to read as follows:

SPECIAL PROVISIONS AS TO DESIGNATED COUNTIES

156. Notwithstanding the provisions of Section 14 of this Article, the State Roads Commission is hereby authorized and directed, as contracting party or otherwise, to undertake, carry out and perform the construction, reconstruction and maintenance of county roads (as defined in Section 1A of this Article) within, and for the account of, each of the following counties: Calvert, Caroline, Charles, Cecil, Kent, Queen Anne's, St. Mary's, Somerset, Talbot, Wicomico and Worcester.

157. As to each county named in Section 156 of this sub-title, the cost of construction, reconstruction and maintenance of county roads (including overhead charges of the State Roads Commission allocable thereto) shall be paid from the funds from time to time available to the county for such purposes under the provisions of paragraph (2) of sub-division (d) of Section 13 of this Article, or from the proceeds of bonds or other evidences of debt lawfully issued by the county or by a municipality within the county for such purposes, or from any other funds from time to time lawfully provided for such purposes. The County Commissioners or road authority of each county so named shall from time to time deliver to the State Roads Commission statements recommending roads to be constructed or reconstructed and recommending the application of funds to road maintenance. After considering such recommendations, the State Roads Commission shall determine what county roads are to be constructed or reconstructed and what portion of available funds are to be used for maintenance in order that the work done will be reasonably appropriate to an existing or potential integrated secondary highway system. Construction and reconstruction shall be done in accordance with the standards fixed by the respective counties and approved by the State Roads Commission. Such standards may include low-cost county road standards.

158. If any county named in Section 156 of this sub-title shall hereafter desire to take over and perform the construction, reconstruction and maintenance of its county roads on its own behalf and for its own account, the County Commissioners thereof may make a written request therefor to the State Roads Commission. Such request shall be made at least ninety days in advance of the beginning of the first state fiscal year as to which the request is desired to take effect. If the State Roads Commission shall find that such county has, or is reasonably assured of obtaining, adequate facilities for constructing, reconstructing and maintaining roads, and that such county has, or is reasonably assured of obtaining, the services of a roads engineer having a degree of civil engineering and experience in constructing roads, or who has had at least ten years practical experience in constructing roads in a supervisory and executive capacity, then the State Roads Commission shall by resolution relinquish and transfer to the county the functions of constructing, reconstructing and maintaining the county roads within

that county. Such transfer shall become effective on the first day of the first State fiscal year following the request by the County, and thereafter the State Roads Commission shall have no duties, responsibilities or authority with respect to the construction, reconstruction and maintenance of the county roads of the particular county affected other than as prescribed by Section 14 of this Article with respect to county roads in general.

SEC. 21. *And be it further enacted,* That nothing in this Act shall be deemed to relieve any railroad or railway company of the obligations imposed upon it by Sections 26 to 39, inclusive, of Article 89B of the Annotated Code of Maryland (1939 Edition).

SEC. 22. *And be it further enacted,* That this Act shall take effect June 1, 1947.

Approved:

William W. Kemp
Governor.

John Seth Clark
President of the Senate.

Jesse N. Phillips
Speaker of the House of Delegates.

Sealed with the Great Seal and presented to the Governor, for his approval this.....day of.....

at.....o'clock, ...M.

.....
Secretary.

Informational Memo. HPS # 7

1947

Maryland State Roads Commission
Traffic Division

Municipal Inventory

Since the inventory of streets within municipalities and special taxing areas started on April 15 several questions have arisen which required clarification.

At a meeting with the Commission on the afternoon of April 24 which was attended by Mr. Robert M. Reindollar, Chairman, Mr. Russell H. McCain, Commissioner, Mr. Robert E. Clapp, Special Assistant Attorney General, Mr. Arthur W. Tayman, Roads Engineer, Prince Georges County, and Mr. George N. Lewis, Jr., and Mr. Wm. F. Childs, Jr., of the Traffic Division, several of these questions were discussed and decisions made as follows:

1 - Under the terms of Senate Bill 359 no distinction can be made between a special taxing area and special improvement areas such as exist in Montgomery and Prince Georges Counties regardless of the fact of whether they have duly authorized officials or not.

2 - In municipalities where the title to certain public hard surfaced streets and alleys is vested in the county and not in the municipality, such mileage of hard surfaced streets and alleys will be credited to the County road system of the county in which the municipalities are located.

3 - In municipalities where the county maintains all streets the mileage of unimproved streets within the limits of the municipality or special taxing area will be excluded from the mileage of roads in the County road system of the county in which such municipality and/or special taxing area is located. An inventory will be made of the mileage of such roads, streets, and alleys and separately tabulated.

4 - In municipalities and special taxing areas that maintain most of the public streets and alleys where unimproved streets occur, the title to which is vested in the county and they are maintained by the County Commissioners, such mileage of unimproved streets will not be credited to the mileage of roads on the County road system of the counties where such roads occur in municipalities and special taxing areas. The mileage will be inventoried and tabulated separately.

5 - In Baltimore County there are no incorporated places and no special taxing areas so that public roads, streets, and alleys within the unincorporated places such as Towson, Essex, Dundalk, Sparrows Point,

and Catonsville, will be considered as county roads. All mileage within such places, the title of which is vested in the County Commissioners and which are maintained by the county, shall be included, regardless of whether they are hard surfaced or unimproved. They shall, however, be recorded by types.

6 - Such areas as the Washington Suburban Sanitary Department, the Baltimore Metropolitan Area, Anne Arundel County Sanitary Department, and Districts 12 and 13 in Baltimore County will not be interpreted under Senate Bill 359 as municipalities or special taxing areas.

7 - In some municipalities in Western Maryland cinders are used for surfacing of streets. Where a public street or alley is surfaced with cinders so that it will carry the traffic load imposed on the street or alley, they will be considered as hard surfaced and present parallel cases to streets surfaced with shell, slag, and local gravel on the Eastern Shore and in Southern Maryland.

8 - Several municipalities such as Frederick have reservations such as water sheds outside the boundary of the City itself and on these reservations they have title to and maintain certain public highways. In such cases the roads on municipal-owned reservations that are maintained by the municipality will be inventoried and classified as municipal streets outside of the municipality and the mileage will be credited to the mileage of roads on the County road system of the county in which such conditions exist.

9 - In Garrett County and probably other places in the State C.C.C. Camps were established by the Federal Government and roads built in these camps have been leased to the State Board of Forestry for a period of 99 years. In some cases these roads are maintained by the State Board of Forestry and in other cases by the County in which the park is located.

Where these roads are maintained by the County they will be inventoried and tabulated separately as reservation roads maintained by the county and the mileage credited to the County road system of the county in which they occur. If, however, the roads are maintained by the State Board of Forestry they will be inventoried and tabulated as roads on reservations of the State Board of Forestry.

10 - By ruling of the Special Assistant Attorney General, Mr. Robert E. Clapp, it was decided that a county, municipality, special taxing area, or other political subdivision which will certify that they are maintaining the streets, roads and alleys included in the inventory is sufficient evidence of title to them.

April 11, 1947

Instructions For Inventory of Municipal Streets
To Comply With Provisions of Senate Bill 359

The inventory of existing streets within a municipality or special taxing area named on accompanying tabulation will include all public roads, public streets, and public alleys, regardless of maintenance authority.

The inventory shall include the name and route number of the road, street, or alley and these names and numbers shall agree with those appearing on the municipal and/or county maps. The inventory will be made by automobile equipped with special survey-odometer, which will be checked regularly for accuracy and percent of error, if any, noted on each inventory sheet.

In any municipality each inventory sheet will contain the name of the town, the name or number of the street, and the system of which the street is a part, that is, State, County, or Municipality. If more than one inventory sheet is required for a street the name or number and system will be noted on each sheet which will be numbered consecutively. In case a street requires six inventory sheets, they will be numbered "1 sheet of 6","2 sheet of 6", etc.

The inventory will give the length, width of surfacing, clear width between curbs, type of surfacing, and if surfacing does not extend from curb to curb give the type or nature of the area between pavement and curb on each side of pavement. In addition, each intersecting road, street, or alley shall be located by odometer readings and name or number of each given. Also odometer readings shall be taken and recorded at each railroad crossing with name of railroad and number of tracks, and at the beginning and end of bridge structures with name of stream, railroad, or road the structure spans. On small bridges record odometer at center of span only.

April 11, 1957

Instructions For Inventory of Municipal Streets
To Comply with Provisions of Senate Bill 329

The inventory of existing streets within a municipality or special taxing area based on accompanying tabulation will include all public roads, public streets, and public alleys, regardless of maintenance authority.

The inventory must include the name and route number of the road, street, or alley and their owner and numbers shall agree with those appearing on the municipal and/or county maps. The inventory will be made by automobile equipped with special survey-odometer, which will be checked regularly for accuracy and percentage of error, if any, noted on each inventory sheet.

If any municipality uses inventory sheets will contain the name of the town, the name or number of the street, and the name of each the street is a part, that is, state, county, or municipality. If more than one inventory sheet is required for a street the sheet numbers and pages will be noted on each sheet which will be numbered consecutively. In case a street requires six inventory sheets, they will be numbered "1 sheet of 6", "2 sheet of 6", etc.

The inventory will give the length, width of surfacing, clear width between curbs, type of surfacing, and if surfacing does not extend from curb to curb give the type or nature of the area between pavement and curb on each side of pavement. In addition, each intersecting road, street, or alley must be located by odometer reading and name or number of each given. Also odometer readings shall be taken and recorded on each railroad crossing with name of railroad and number of tracks, and at the beginning and end of bridge structures with name of stream, railroad, or road the structure spans. On small bridges record odometer at center of span only.

The attached sample of inventory sheet is for your use and guidance. There will be no check sheet -- Form HPS 3 -- prepared.

There is also attached copy of Informational Memorandum HPS 2 giving "Definition of Types" to be used in the inventory.

The work will be done under the supervision of Mr. C. N. Lewis, Jr. and Mr. C. W. Cassell with the full cooperation of the Town and District Engineers.

When the inventory of a municipality is completed clip them together and attach a blank sheet with town name and county thereon. These will be placed in an envelope provided for mailing purposes. If on day of completion of town neither Mr. Lewis nor Mr. Cassell are in the neighborhood mail the envelope containing the inventory sheets for a completed town to Mr. E. W. Bunting, 202 Guilford Avenue, Baltimore 2, Maryland.

To impress you with the importance of the need for complete and accurate information in each municipality, we attach copy of letter of April 14 which the Chairman will send to each Board of County Commissioners of the respective counties.

The inventory of all municipalities must be completed on or before June 1 in order that the data may be compiled to meet the June 30th deadline.

Actual expenses incurred on and in connection with the assignment will be allowed in compliance with regulations established by the State Roads Commission on June 1, 1945. If any questions arise take them up with either Mr. Lewis or Mr. Cassell.

The attached sample of inventory sheet is for your use and guidance. There will be no check sheet -- Form 4b 3 -- prepared.

There is also attached copy of Informational Memorandum #3 giving "Definition of Types" to be used in the inventory.

The work will be done under the supervision of Mr. T. H. Lewis, Jr. and Mr. D. R. Cassell with the full cooperation of the Town and District Engineers.

When the inventory of a municipality is completed only then together and attach a blank sheet with town name and county thereon. These will be placed in an envelope provided for mailing purposes. If on day of completion of town neither Mr. Lewis nor Mr. Cassell are in the neighborhood mail the envelope containing the inventory sheets for a completed town to Mr. R. E. Gentry, 202 Guilford Avenue, Baltimore 2, Maryland.

To impress you with the importance of the need for complete and accurate information in each municipality, we attach copy of letter of April 14 using the Chairman will send to each Board of County Commissioners of the respective counties.

The inventory of all municipalities must be completed on or before June 1 in order that the data may be compiled to meet the June 30th deadline.

Actual expenses incurred on and in connection with the assignment will be allowed in compliance with regulations established by the State Roads Commission on June 1, 1945. If any questions arise take them up with either Mr. Lewis or Mr. Cassell.

Expense accounts will be submitted semi-monthly or monthly and charge account number is AW 591-077.

Traffic Division

Wm. F. Childs, Jr.,

Director

Maryland State Roads Commission
Traffic Division

E.W.Bunting
5/12/47

Procedure used in tabulating municipal mileage inventory

General - In order to tabulate the mileage of streets and alleys in municipalities or special taxing areas it is necessary to classify the mileage inventoried into one of the following groups, each of which is defined herein.

A - Urban - Municipal - streets or alleys within the corporate limits of the town and maintained by the municipality.

B - Urban - County - streets within the corporate limits of the town, but maintained by the county.

C - Urban - State - streets within the corporate limits of the town, but maintained by the State Roads Commission.

D - Rural - Municipal - streets outside the corporate limits of the town but maintained by the municipality.

E - Rural - County - streets or roads outside the corporate limits of the town and maintained by the county.

F - Rural - State - streets or roads outside the corporate limits of the town maintained by the State Roads Commission.

The first three groups "A", "B", and "C" showing the mileages within the urban limits will be tabulated fully as to surface types and widths. The last three groups showing mileages outside the town limits need only be shown by total mileage for each group in order to balance with the grand total of mileage inventoried as reported by the field parties.

In following the procedure given below various differences may be found, some of which may be solved by reference to records available in the office, while others may have to be re-checked in the field. For each town tabulated make a listing of these exceptions so that they may be adjusted and a record kept of the method of adjustment.

If there is a certification in with the inventory, file it alphabetically, by the name of the town, in the folder labeled - "Municipal Inventory Certifications - To Be Photostated".

Procedure:

1 - Go through the inventory sheets and select all inventories showing State maintained urban streets (Group C). If one street is maintained partially by the State and the remainder by the town or the county, use at this time only that section maintained by the State.

2 - List each street by name or number (both if Street or US route) in the column provided for that purpose.

Under the heading "System classification" post the total mileage maintained by the State in the "State" column.

Post the total mileage for each type as shown on the inventory in the proper type column and indicate the width groups in the small column to the left of the mileage recorded for each type.

For other systems see 8, 9, and 10, below.

3 - Add each type column and balance with total column.

4 - Segregate each type group into width groups posting this in the columns on the far right side of the sheet.

5 - Add each column and balance with totals of each type column as shown in previous tabulation.

6 - Transfer the totals of each type and width group to the proper columns of Form HPS 59. Use four forms, one each for the following:

State maintained streets
Municipally maintained streets
" " alleys
County maintained urban streets

7 - * Color the route only to the extent indicated by the description in the inventory, on the map of the town. If there is a difference as to the mileage reported against the mileage indicated by the map question and list it.

* Red	for	State	maintained	streets
Green	"	town	"	"
Brown	"	"	"	alleys
Blue	"	county	"	streets

8 - Follow the same procedure (1 - 7) for urban - municipal streets, not including alleys.

9 - Follow the same procedure (1 - 7) for urban - municipal alleys.

10 - Follow the same procedure (1 - 7) for urban - county streets.

11 - Note on tabulation separately, total mileages of rural roads, maintained by State, county or municipality, and add to the totals of other categories in order to balance with the total mileage reported by the field party.

Exceptions: As mentioned heretofore, various discrepancies will be found while tabulating municipal mileages. Below are listed some of the exceptions noted on previous reports. This is by no means a complete list but is intended as a guide to the kind of questions which may be raised.

Town limits: Streets are often shown on map as going beyond or reaching the town limits although the inventory shows them to end at the town limits. The maps accompanying the inventories are usually out of date and the inventory should be accepted as correct. If, however, some other factor would cause you to doubt the correctness of the inventory, tabulate as inventoried and note on your exceptions.

There are probably very few instances in which the corporate limits of a town extend into two counties, but if such is the case, a separate tabulation must be made for the part in each county. For instance, the cases of Mt. Airy in Carroll and Frederick Counties, Takoma Park in Montgomery and Prince Georges Counties, and Templeville in Caroline and Queen Annes Counties.

Streets Not Inventoried: After completion of the coloring of the streets inventoried, observation of the map will reveal some streets or alleys not colored. If these streets are crossed out or by any manner shown on the map that they do not exist then they are "paper" streets and should not be considered. If, however, there is no indication that they are "paper" streets note the street name and boundaries of the section not inventoried on your list of exceptions.

Private Roads: Private roads should not be considered and should not have been inventoried. Do not color on map but indicate by pointing arrow and the words "Private Road".

Public Roads on Private Property: This is probably a rare occurrence but if the field party clearly indicates that the road is on a railroad, industrial, or other private property, do not tabulate but note on list of exceptions.

Disagreement Between Map and Inventory: If the description of the street on the inventory and the section inventoried as marked on the map by the field parties disagrees check this very closely. If it is possible to determine the true description by scaling the map, do so, and change the description using a red pencil. If no reconciliation can be made note the exception giving full details.

Numbers of State and US Routes: If the inventory does not give the State or US Route number determine this from the maps available in our office and list with street name.

Disagreement Between Total Mileage Reported and Office Tabulation: Total mileage as reported by the field parties in some instances may disagree with the total mileage tabulated. Re-check the additions made by the field parties and correct, using red pencil, any errors found. If the difference is very great note this on your list of exceptions for the reason that the field parties may have intended the figures to be construed differently than we have used them.

Scaling From Maps: In checking distances by scaling from maps be sure that scale given on map is correct and has not been made incorrect by photostatically reducing or increasing the map. Where bar scale is used it will be correct as it will be decreased or increased in the same proportion as rest of map. This is not true when scale is lettered.

COPY

April 10, 1947

Mr. Wilson T. Ballard
Chief Engineer
Office

Dear Mr. Ballard:

In our discussion last night with regard to the survey which is to be made, inventorying streets within municipalities and special taxing areas for the purpose of determining the allocation of funds under the provisions of Senate Bill No. 359, we decided that such inventory would include all streets and alleys within said areas, title to which or the easement for the use of which, is vested in a public body or governmental agency by grant, condemnation, or dedication, other than State roads within such areas.

In disucssion with the Commission this morning, Special Assistant Attorney General Clapp explained the provision of the Act which reads--"the term 'county roads' means any public roads excluding State roads and including hard surfaced or paved streets of municipalities except Baltimore City"--to mean that in the calculation of road mileage to be used in determining the basis for allocation of funds, only those streets which are hard surfaced within municipalities or special taxing areas can be considered.

In the determination of what should be considered a hard surfaced street, the Commission deems it desirable to adhere to the definition which has been used in the Motor Vehicle Act, which reads as follows:

> "...a paved highway, which is hereby defined to be a highway having a hard, smooth surface, composed of gravel, shells, crushed stone, paving blocks, asphalt, concrete or other similar substance..."

In connection with the inventory work which you are doing at this time, therefore, will you please proceed in accordance with the information as contained herein.

Very truly yours,

Chairman

RMR:jf

cc: Mr. W. F. Childs, Jr.
Mr. R. E. Clapp, Jr.

June 17, 1948

From: Mr. W. F. Childs, Jr.

Traffic Division

To: Messrs. G. H. Lewis, Jr.,
G. H. Cassell and E. W. Bunting

Subject: Municipal Inventory

Mr. Lewis and I discussed with Mr. Clapp this morning several matters that have developed in connection with the municipal inventory.

The question was asked, that if the letter from a town to the State Treasurer, requesting participation in funds under Chapter 560, Acts of 1947, was dated subsequent to June 1, had the town surrendered its rights to participate in these funds? Mr. Clapp called the Attorney General, Mr. Paul Esmond and discussed this with him and he was to refer the matter to the Governor and we will then receive an opinion.

The question of how the allocation of mileage of streets when the boundary line of two incorporated places, incorporated place and special taxing area, and special taxing area or incorporated town and county is along the center line of a separating street. It was decided that when both of the political subdivisions involved claim the mileage it would be divided equally between the two.

In that portion of the letter of April 30, 1947 from the County Commissioners of Wicomico County which referred to the maintenance responsibility of the streets within Pittsville and Fruitland, it was decided that although Fruitland was incorporated at the last session of the Legislature an election had not been held and would ~~not~~ be held subsequent to July 1st and, therefore, the mileage of hard-surfaced public streets and alleys within its corporate limits would be credited to the County Commissioners of Wicomico County.

Previously Mr. Clapp ruled in the case of Railroad Avenue in Midland, which is maintained by the town of Midland but is on the right-of-way of the railroad that this mileage would not be credited to the town.

On a previous occasion we also discussed with Mr. Clapp the question pertaining to Frostburg which has a water supply in the adjoining county, which is Garrett and maintains approximately one mile to the water shed. It was determined that this mileage would not be credited to Frostburg. It should be tabulated separately, however, and decision made as to whether it would be credited to the mileage of Garrett County. If the town of Frostburg requested Garrett County to maintain this section of road and title vested in the County Commissioners of Garrett County, then it seems to me to be common sense to allocate this mileage to Garrett County.

The question of the mileage of roads maintained by a municipality outside the corporate limits was also discussed with Mr. Clapp several weeks ago and it was decided at that time that the mileage would not be included in the mileage within the respective towns. A case in point is Frederick City which has a water supply outside the city limits and maintains one or more miles of road leading to the

Messrs. Lewis, Cassell, and Bunting.

dam or reservoir. Again, I feel that common sense dictates that this mileage should be tabulated separately and proper arrangements made with the respective county by the respective town to maintain these roads. In such a case, it would appear to me to be a practical solution to include this mileage in the County road system of such county.

In the case of mileage maintained outside of the municipality, by the municipality, it seems to me that when this mileage is tabulated it should be separated so that when a final decision is made it can be properly assigned.

Very truly yours,

Wm. F. Childs, Jr.,
Director

WFCjr-d

cc: Mr. R. E. Clapp

Mr. Bunting

MARYLAND STATE ROADS COMMISSION
TRAFFIC DIVISION

X = inventory received
X = data tabulated fully
X = data tabbed for type only

April 14, 1947

DIST.

Incorporated Towns

DIST.

Allegany - 6

X X Barton
X X Cumberland
X X Frostburg
X X Lonaconing
X X Luke
X X Midland
X X Westernport

Anne Arundel 3

X X Annapolis
X Arundel-on-the-Bay
X X Eastport
X Highland Beach

Baltimore 4

District 12
District 13
Lutherville
Middleborough
Reisterstown
Towson

Calvert 5

X X X Chesapeake Beach
X X X North Beach
~~Prince Frederick~~

Caroline 7

X X Denton
X X Federalsburg
X X Greensboro
X X Hillsboro
X X Marydel
X X Preston
X X Ridgely
X X Goldsboro

Carroll 3

X X Hampstead - Change of boundaries 1947 leg.
X X Manchester
X X Mount Airy - Limits extended 1947 leg.
X X New Windsor
X X X Sykesville
X X Taneytown - Limits extended 1947 leg.
X X Union Bridge
X X Westminster

Cecil 7

X X Cecilton
X X Charlestown
X X Chesapeake City
X X Elkton
X X Northeast
X X X Perryville
X X Rising Sun
X X X Port Deposit

Charles 5

X X Indian Head
X* La Plata Limits extended 1947 leg.

Dorchester 1

X X Cambridge
X X X East New Market
X X X Eldorado - Incorp. 1947 leg.
X X Hurlock
X X Secretary
X X X Vienna
X X Church Creek

Frederick 6

X X Brunswick
X X X Emmitsburg
X X Frederick
X X X Middletown
X X Mount Airy
X X X Myersville
X X New Market
X X Thurmont
X X X Walkersville
X X Woodsboro
X X Burkittsville

61

Incorporated Towns- Con't.

DIST 6

Garrett

Accident
Deer Park
Friendsville
Grantsville
Kitsmillersville
Loch Lynn Hgts.
Mountain Lake Park
Oakland

4

Harford

Aberdeen
Bel Air
Havre de Grace

3

Howard

~~Elk Ridge~~

7

Kent

Betterton
Chestertown
Galena
Millington
Rock Hall

3

Montgomery

Barnesville
~~Bethesda~~
~~Chevy Chase~~ - Incorp. 1947 leg.
Gaithersburg
Garrett Park
Glen Echo
Kensington
Laytonsville
Poolesville
Rockville
Somerset
Takoma Park
Washington Grove
Drummond - STA
Friendship Heights - STA
Martins Additions - STA (exc)
Co. Chevy Chase
Chevy Chase - Sect III
Chevy Chase Village - (inc. 1947 leg)
Oakmont STA

Hyattsville Hills
~~Sunset Improvement~~
West Lawn Hills

4/14/47

DIST 5

Prince Georges

Berwyn Heights
Bladensburg
Bowie
Brentwood
Capitol Heights
Cheverly
College Park - Incorp. 1947 leg.
Colmar Manor
Cottage City
District Heights
~~Eagle Harbor~~
Edmonston
Fairmount Hgts.
~~Greenbelt~~
Hyattsville - Limits extended 1947 Leg.
Laurel
Mount Rainier - Limits extended 1947 leg.
North Brentwood
Riverdale
Riverdale Heights
Seat Pleasant - Limits extended 1947 leg.
Springdale - Incorp. 1947 leg.
Takoma Park
University Park
Upper Marlboro

7

Queen Annes

Barclay - Incorp. 1947 leg.
Centreville - Limits extended 1947 leg.
Church Hill
~~Crumpton~~
Grasonville - Incorp. 1947 leg. NOT AUTHORIZED
Queenstown
Sudlersville
Templeville Incorp. 1947 leg.

5

St. Marys

Leonardtown

1

Somerset

Crisfield
Princess Anne Limits extended 1947 leg.

(also - - STA)

Incorporated Towns - Con't. 4/14/47

Talbot 7

Easton
Oxford
St. Michaels
Trappe

Washington 6

Boonsboro
Clear Spring
Funkstown
Hagerstown
Hancock
Keedysville
Sharpsburg
Smithsburg
Williamsport

Wicomico 1

Delmar
Fruitland - Incorp. 1947 leg.
Hebron - Incorp. 1947 leg.
Mardela Springs
Salisbury
Sharptown
Willards
~~Pittsville~~

Worcester 1

Berlin
Ocean City
Pocomoke City Limits extended 1947 leg.
Snow Hill

	Total	In Stage	Completed by Stage
Page 1	61	38	36
2	68	34	33
3	25	22	22
	154	94	91
	1		
	153		

11/1/47
Completed
by Stage
24
16
13
53

Record of Inventories Received

Municipality	County	Reports Received	Certification Received		Plat of Town Received	Office Work Completed
Aberdeen	Harford	April 1947	6/3	5/18	✓	April 1947
Bel Air	"	"	5/22	6/3	✓	"
Havre de Grace	"	"	6/6	6/5	✓	"
Ocean City	Worcester	April 21, 1947	✓	5/20	✓	April 28, 1947
Snow Hill	"	April 21, 1947	✓	5/29	No	April 21, 1947
Cumberland	Allegany	April 23, 1947	5/1	6/16	✓	April 30, LAD
Berlin	Worcester	April 28, 1947	✓	5/19	✓	April 29-MVH
Frostburg	Allegany	April 25, 1947	5/26	6/3	✓	May 1, MVH
Lonaconing	"	April 28, 1947	5/1	6/5	✓	May 6, LAD
Midland	"	"	6/4	6/3	✓	May 6, LAD
Barton	"	"	5/1	6/3	✓	April 29-MVH
Hagerstown	Washington	"	6/25	5/29	✓	May 8 MVH No [illegible]
Boonsboro	"	May 2, 1947	✓	5/29	✓	May 12-MVH
Princess Anne	Somerset	April 29, 1947	✓	5/29	✓	May LAD
Pocomoke City	Worcester	April 30, 1947	✓	5/29	✓	May LAD
Luke	Allegany	" " "	5/2	5/29	✓	May 6 LAD
Westernport	"	" " "	5/8	6/16	✓	May 6, LAD
Oakland	Garrett	[illegible] No	5/1	[illegible]	✓	See below
Smithsburg	Washington	May 2, 1947	5/2	6/14	✓	May 13 MVH
Sharpsburg	"	✓	✓	6/13	✓	May 13-MVH
Clearspring	"	✓	✓	6/10	✓	May 13 BMC
Williamsport	"	✓	No	5/22	✓	7/3/47 M.V.H
Keedysville	"	✓	✓	6/24	No	May 15 B.M.C
Funkstown	"	✓	✓	5/29	✓	May 13 MVH
Willards	Wicomico	✓	✓	5/29	✓	7/7/47 MVH
Sharptown	"	✓	✓	—	May 2, 1947	7-7-47 MVH
Mardela	"	✓	✓	—	No	7-7-47 MVH
Fruitland	"	✓	No	—	No	7-7-47 MVH
Hancock	Washington	May 5, 1947	6/5	5/22	✓	May 7 LAD
Friendsville	Garrett	✓	5/25	6/5	✓	May 7, LAD
Grantsville	"	✓	5/26	6/5	✓	May 7 LAD
Accident	"	✓	5/27	6/19	✓	May 7 LAD
Deer Park	"	✓	5/28	6/5	No	May 7, LAD
Kitzmillersville	"	✓	5/3	5/29	Wants plat returned [illegible]	May 10 BMC
Lock Lynn Hgts	"	✓	5/16	6/5	✓	May 12 BMC
Oakland	"	✓	5/1	6/5	Wants map returned [illegible]	May 17 MVH
Mountain Lake Park	"	✓	5/7	5/29	✓	May 13 [illegible]
Myersville	Frederick	✓	5/5	6/16	No	[illegible]

Class City x
Prryville x

Record of Inventories Received
(continued)

Municipality	County	Reports Received	Certification Received		Plat of Town Received	Date Completed
Delmar	Wicomico	May 6, 1947	✓	6/14	May 8, 1947	7-8-47 MVH
Hebron	"	✓	✓ X	—	May 8, 1947	7-8-47 MVH
Pittsville	"	✓	✓	—	May 8, 1947	7-8-47 JER
East New Market	Dorchester	May 8, 1947	✓	6/5 —	✓	6-10-47 MVH
Secretary	"	✓	✓	6/5 —	✓	7-8-47 JER
Grasonville	Queen Anne's	✓	No	—	NO	7-8-47 MVH
Queenstown	" "	✓	5/13	5/22 —	May 19, 1947	7-9-47 JER
Centreville	" "	May 9, 1947	5/28		May 19, 1947	6-13-47 MVH
Cecilton	Cecil	May 10, 1947	✓	6/16	May 19, 1947	7-9-47 JER
Chestertown	Kent	✓	✓	5/29 —	May 19, 1947	7-9-47 MVH
Millington	Kent + QA	✓	✓	6/5 —	No	7-9-47 MVH
Galena	Kent	✓	✓	6/5 —	No	7-9-47 MVH
Frederick	Frederick	May 12, 1947	✓	6/5 —	✓	7-14-47 MVH
Middletown	"	✓	✓	5/29 —	Sketch ✓	6-13-47 B.C.
Cristield	Somerset	✓	✓	5/27 —	May 19, 1947	7-10-47 JER
Salisbury	Wicomico	✓	✓	5/29 —	May 8, 1947	7-15-47 MVH
Hurlock	Dorchester	✓	✓ X	5/29 —	May 19, 1947	7-11-47 JER
Betterton	Kent	May 13, 1947	✓	6/15	✓	6-13-47 M.A.
Eldorado	Dorchester	May 12, 1947	NO	—	No	6-23-47 B.C.
Vienna	Dorchester	May 12, 1947	✓	5/27 —	No	6-13-47 MVH
North Beach	Calvert	May 13, 1947	6/3 X	6/24	✓	6-12-47 MVH
Hyattsville	Prince Georges	May 14, 1947	6/23	6/29 —	✓	7-16-47 JER
Rock Hall	Kent Co	✓	✓	6/15	6/14	7-15-47 MVH
			certification for Aberdeen stating			
Chesapeake Beach	Calvert Co	May 15, 1947	5/29	5/31 —	NO	6-12-47 MVH
Mt Airy	Carroll	✓	✓ X	6/14	✓	7-15-47 MVH
Mt Airy	Frederick	✓			✓	7-15-47 MVH
New Windsor	Carroll	✓	✓ X	6/5 —	✓	7-17-47 JER
Taneytown	"	✓	✓ X		✓	7-17-47 MVH
Sykesville	"	✓	✓ X	5/27 —	✓	6-23-47 B.C.
Union Bridge	"	✓	✓ X	6/5 —	✓	7-18-47 JER
Barclay	Q A	✓	5/19 X	5/31 —	No	6/4 MHA
Church Hill	"	✓	5/26	6/10	No	7-15-47 MVH
Templeville	"	✓	5/29	5/29	No	7-15-47 MVH
Sudlersville	"	✓	✓ X	5/20 —	No	7-21-47 JER
College Park	P G	May 16, 1947	6/11	5/28 —	✓	7-29-47 MVH
University Park	"	✓	6/23	5/29 —	✓	7-15-47 JER
Edmonston	"	✓	6/24	6/16	No	7-21-47 JER

Record of Inventories Received

	Municipality	County	Reports Received	Certification Received		Plot of Town Received	Office Work Completed
5/19/47 M.H.A.	Leonardtown	St. Mary's	May 16, 1947	5/19 X	5/29 —	✓	6/13/47 MVH
5/19/47 M.H.	Landover Hills	P G	May 17, 1947	6/11	6/16	✓	7/18/47 JER
5/15/47 B.M.C.	Berwyn Heights	"	✓	6/2 X	6/16	✓	6/5/47 M.B.
5/19/47 MHA	District Heights	"	✓	6/2 X	6/2 —	✓	7/7/47 BMC
5-19-BMC	Trappe	Talbot	May 19, 1947	✓ X	6/5 —	No	7/21/47 JER
5-19 MVH	Church Creek	Dorchester	✓	✓ X		No	7/21/47 JER.
5-19 MVH	Cambridge	"	✓	✓ X	5/27 —	✓	7/23/47 JER
5-19 MHA	New Market	Frederick	✓	✓ X		✓	7/7/47 EwB
5-19 MHA	Walkersville	"	✓	✓ X	5/21 —	✓	6/24/47 S.C.
5-19 MVH	Woodsboro	"	✓	✓ X	5/20 —	✓	7/25/47 JER
5-19 BMC	Thurmont	"	✓	6/30	6/16	✓	7/24/47 JER.
5-19 MHA	Emmitsburg	"	✓	6/30	5/29 —	✓	6/11/47 BMC
5-19 B.M.C.	Brunswick	"	✓	✓ X	6/16	✓	7/25/47 JER.
5-19 MVH	Burkittsville	"	✓	5/20 X	6/5	✓	7/25/47 JER.
5-20 BMC	Cheverly	Prince Georges	May 20, 1947	5/21 X	5/29 —	✓	7/25/47 JER
5-29 MHA	Port Deposit	Cecil	✓	✓ X	6/19	No	6/20 MVH
5-29 MVH	Rising Sun	"	✓	✓ X	6/14	✓	7/28/47 JER
5-20 BMC	Charlestown	"	✓	✓ X	5/29 —	No	7/28/47 JER
5-20 BMC	North East	"	✓	✓ X	6/12	✓	7/28/47 JER
5-21 BMC	Elkton	"	✓	✓ X	6/19	No	7/29/47 JER
5-21 BMC	Manchester - Tab. All County	Carroll	May 21, 1947	✓ X	No	✓	7/24/47 EwB
5-21 BMC	Hampstead	"	✓	✓ X	6/3 —	Sketch	7/14/47 JER
5-21 BMC	Denton	Caroline	✓	6/3 X	5/29 —	✓	7-31 MVH
5-21 MHA	Greensboro	"	✓	6/3 X	5/29 —	✓	6/20 MVH
5-21 MHA	Goldsboro	"	✓	6/3 X	6/13	✓	6/23 MVH
5-21 BMC	Marydel	"	✓	6/3 X	6/3	✓	7/31/47 EwB
5/21 MHA	Federalsburg	"	✓	6/3 X	6/16	✓	6-10-47 B.C.
5/21 MHA	Preston	"	✓	6/3 X	6/3 —	✓	6/20 MVH
5/21 BMC	Ridgley	"	✓	6/3 X	6/3 —	✓	7/31 JER.
See pg. 5	~~Chevy Chase Sec 4~~	~~Montgomery~~			~~5/20~~	—	—
See pg. 4	~~Takoma Park~~	"			~~5/19~~	—	—
" " 4	" "	~~Prince George~~			~~5/19~~	—	—
				26 X	Sent to 102 for Plot	Plot May 21	
5-22 BMC	Mount Rainier	Prince George	May 22, 1947	✓ X	6/5 —		6/11 MHA
5-22 BMC	North Brentwood	" "	✓	✓ X	6/16	✓	7/29/47 JER
5-22 BMC	Riverdale	" "	✓	5/26 X	5/27 —	✓	7/30/47 EwB
See pg. 5	~~Fairmount Hgts~~	" "			~~5/20~~	—	—
See Next Pg.	~~Drummond~~	Chevy Chase Sec. 15			~~5/20~~	—	—

RECORD OF INVENTORIES RECEIVED

	Municipality	County	Reports Received	Certif. Rec'd.	Letter Requesting Payment	Plot of Town Rec'd.	Office Work Completed
	~~Somerset~~	Montgomery	See Next Pg.		~~5/21~~	—	—
5/22 B.C.	St. Michaels	Talbot	May 23, 1947	5/22/47 X	5/29 —	No	7/29/47 JER
5/23 MA	Oxford	"	"	" X	5/29 —	No	6/20/47 S.C.
5/26 BC	Westminster	Carroll	"	5/27 X	5/29 —	✓	8-5 MVH
5/23 MA	Barnesville	Montg.	"	5/23/47 X	6/5 —	✓ Hand Sketch	7/29/47 JER
5/23 MA	Drummond - STA	"	"	" X	5/21 —	No	7/29/47 JER
5/23 MA	Friendship Heights STA	"	"	" X	6/5	No	7/29/47 JER
5/23 MA	Martin's Addition STA	"	"	" X	5/29 —	No	7/30/47 JER
5/23 MA	No. Chevy Chase	"	"	" X	5/29 —	No	7/30/47 JER
5/23/MA	Poolesville	"	"	" X	5/29 —	No	6/24/47 S.C.
5/23/MA	Chevy Chase - Sect. III	"	"	6/16	5/29 —	No	7-30 MVH
5/23/MA	Chevy Chase Village	"	"	5/23 X	5/29 —	No	7-30-47 MVH
5/23 B.C.	Indian Head	Charles	"	6/2 X	5/29 —	No	7-30-47 JER
5/23 B.C.	La Plata	"	"	5/29 X	6/5 —	No	7-30-47 JER
5/23 B.C.	Bowie	P.G.	"	6/3 X	6/3 —	✓	6/6 M.H.A.
5/23 B.C.	Cottage City	"	"	6/2 X	6/2 —	✓	7/30/47 JER
5/23 B.C.	Hillsboro	Caroline	"	6/3 X	6/16	Sketch	7-31 E.B.
5/23 MA	Hillside STA #26	P.G	May 26	No	~~No~~	✓	7/11 E.B.
6/7 B.C.	Brentwood	"	"	6/2 X	5/29 —	✓	6/10 M.H.A.
5/26 B.C.	Takoma Park	"	"	6/4 X	5/19 —	✓	8-7 JER
5/26 B.C.	" "	Montg	"	6/4 X	5/19 —	✓	8-7 JER
5/26 MA	Bladensburg	P.G.	"	5/29 X	5/29 —	✓	7/30/47 JER
5/27 B.C.	STA 1 Avondale	"	"	No	6/16	✓	7/8 E.B.
5/27 B.C.	2 Rogers Heights	"	"	No	6/16	✓	7/8 E.B.
5/27 B.C.	4 Riverdale	"	"	No	6/16	✓	7/9 E.B.
5/27 B.C.	6 Gardes	"	"	No	6/16	✓	7/10 E.B.
5/27 B.C.	7 Hampshire Heights	"	"	No	6/16	✓	7/10 E.B.
5/27 B.C.	9 Green Meadows	"	"	No	6/16	✓	7/10 E.B.
5/27 B.C.	10 Dillon Park	"	"	No	6/16	✓	7/10 E.B.
5/27 B.C.	11 Hampshire H.	"	"	No	6-16	✓	7/10 E.B.
5/27 B.C.	12 West Lanham H.	"	"	No	6-16	✓	7/10 E.B.
5/27 B.C.	13 Villa Heights	"	"	No	6-16	✓	7/10 E.B.
5/27 B.C.	16 Carmody Hills	"	"	No	6-16	✓	7/10 E.B.
5/27 B.C.	17 Brook Side Manor	"	"	No	6-16	✓	7/11 E.B.
5/27 B.C.	18 Sunnybrook	"	"	No	6-16	✓	7/11 E.B.
5/27 B.C.	19 Hampshire H.	"	"	No	6-16	✓	7/11 E.B.
5/27 B.C.	20 Md. Park	"	"	No	6-16	✓	7/11 E.B.
5/27 B.C.	21 Coral Hills	"	"	No	6-16	✓	7/11 E.B.

RECORD OF INVENTORIES RECEIVED

	Municipality	County	Reports Received	Certif. Rec'd.	Letter Requesting Payment	Plot of Town Rec'd.	Office Work Completed
5/27 B.C.	STA 22 Chapel Oaks	P.G	5/26/47	No	6-16	✓	7/11 EB
5/27 B.C.	24 Wildwood	"	"	No	6-16	✓	7/11 EB
5/27 B.C.	Laurel	"	"	5/29 X	5/29 —	✓	8-5 JER
5/28 B.C.	Fairmount Heights	P G	5/27/47	6/3 X	5/22 —	No	7/31/47 JER.
5/27 B.C.	Seat Pleasant	"	✓	6/23	~~No~~	May 73	7-30 MVH
5/27 M.A.	Capitol Hights (Not in county)	"	✓	6/2 X	~~No~~	✓	7-31 MVH
5/27 B.C.	Easton	Talbot	✓	✓ X	5/29 —	May 73	8-6 JER.
5/27 M.A.	Somerset	Montg	✓	6/5 X	5/21 —	✓	7/30/47 MVH
5/27 M.A.	Chevy Chase Sect IV	"	5/27/47	✓ X	5/20 —	No	7-30 MVH
5/28 M.A.	Laytonsville	"	"	✓ X	No	No	7-31 EWB
6/2 B.C.	Rockville	"	5/27/47	6/16	6/24	✓	8-4 JER.
5/28 M.A.	Oakmont STA	"	"	✓ X	5/29 —	No	7/31 EWB
5/28 M.A.	Brookeville	"	"	✓ X	No	No	6/13/47 M.A.
5/27 M.H.	Chevy Chase Sect V	"	"	✓ X	5/29 —	No	7-30 MVH
5/27 M.H.	Upper Marlboro	P. G.	"	5/27 X	5/29 —	✓	8-1 JER
5/27 B.C.	Annapolis	A.A.	"	5/29 X	5/29 —	✓	8-5 MVH
See Below	~~Colman Manor~~			~~5/28~~	—	No	—
5/27 M.A.	Chevy Chase View	Montg.	5/29/47	5/29 X	5/28 —	No	7-30-47 MVH
	~~Gaithersburg~~	"	"	5/29 X	5/29	✓	8-4 MVH
5/27 B.C.	Kensington	"	"	7/1	6/5 —	✓	8-1 JER.
5/27 B.C.	Washington Grove	"	"	6/2 X	5/29 —	✓	8-1 JER
~~5/27 B.C.~~	~~Highland Beach~~	~~A.A.~~	"	~~No~~	~~5/29~~ —	✓	—
5/27 B.C.	Arnolds on the Bay	A. A.	"	6/27	6/5 —	✓	6/3 MHA.
5/27 B.C.	Glenarden	P.G.	"	5/29 X	6/6 —	✓	8/1/47 EWB
5/27 M.A.	STA #23 Nancy Day	"	5/27/47	No	6-16	✓	7/11 EB
5/27 M.A.	28 N Englewood	"	"	No	6-16	✓	7/11 EB
5/27 M.A.	15 Morningside	"	"	No	6-16	✓	7/11 EB
5/27 M.A.	27 Harbour Hgts	"	"	No	6-16	✓	7/11 EB
6/2 B.C.	25 Suitland Manor	"	"	No	6-16	✓	7/11 EB
6/2 B.C.	29 Bradbury Hgts	"	"	No	6-16	✓	7/11 EB
6/2 B.C.	30 Dunwood Park	"	"	No	6-16	✓	7/11 EB
6/2 B.C.	31 Blue Hgts	"	"	No	6-16	✓	7/11 EB
6/2 B.C.	Coleman Manor	"	"	5/28 X	6/16	No	7/31 EWB
M.A. 6/2/47	Eagle Harbor	"	"	6/2 X	6/5 —	✓	7-31 JER.
6/2 M.A.	Chesapeake City	Cecil		6/2 X	6/24	✓	6/23/47 B.C.
6/2 M.A.	Perryville	"		6/2 X	6/5 —		6/20/47 N.H.
6/2 M.A.	Forest Park	Montg	6/2/47	7/1	5/29	✓	8/1/47 EWB
	Silver Echo	"	"	6/2 X	6/5 —	✓	7/31 EWB

Map in Mr B's desk which includes:

Bethesda

Chevy Chase

" " View

No. " "

Record of Inventories Rec'd.

Municipality	County	Reports Received	Certif. Rec'd.	Letter Requesting Payment	Plot of Town Rec'd.	Office Work Completed
Eastport (tab all county)	Anne Arundel	June 5, 1947	✓	No	✓	
Additions to Aberdeen	Harford	✓	✓	✓	✓	
Sent to 102 E. Lexington for Photostate			⊗	on June 11, 1947.		
⊗ Sent to 102 E. Lexington for Photostate on June 18, 1947						
COUNTY COMMISSIONERS		REQUESTS	FOR	FUNDS		

Maryland State Roads Commission - Traffic Division

TABLE 1

Mileage of roads on the County and State highway systems by types, by Counties and by Districts as of January 1, 1946.

	Mileage by types of roads																				Mileage		
	A & B		C		D		E		F & G		H & I		J		K		L		M		State roads	County roads	Total
County	State	County	State	County	State	County	State	County	State	County	State	County	State	County	State	County	State	County	State	County	Miles	Miles	Miles
Dorchester		65.400		80.210		8.100		298.020	18.080	25.180	48.508		78.880		0.210				2.680		148.358	476.910	625,268
Somerset		12.400		195.860		5.000		54.750	7.357	16.010	33.730		62.921						0.464		104.472	284.020	388.492
Wicomico		37.050		307.410		24.800		49.150	13.340	95.680	48.920		55.110						28.980		146.350	514.090	660.440
Worcester		60.180		338.030		7.200	0.333	7.840	25.150	40.910	36.340	0.300	88.870	0.100					11.110		161.803	454.560	616.363
District #1		175.030		921.510		45.100	0.333	409.760	63.927	177.780	167.498	0.300	285.781	0.100	0.210				43.234		560.983	1,729.580	2,290.563
Caroline		3.200		389.520		22.150		22.890	14.587	30.350	39.661		81.349						5.582		141.179	468.110	609.289
Cecil		24.200		210.580		40.430		125.380	10.242	34.905	74.293	5.200	98.826	0.400					9.914		193.275	441.095	634.370
Kent		12.560		52.650		55.600		98.105	12.445	15.250	25.170	0.400	106.420						1.560		145.695	234.565	380.260
Queen Annes		0.700		26.290		346.300		6.221	32.620	14.620	37.590	0.100	76.170						1.040		147.420	394.231	541.651
Talbot		6.850		20.050		112.720	0.035	94.200	3.796	45.800	34.309		64.896	0.500			0.055		0.193		103.284	280.120	383.404
District #2		47.510		699.090		577.200	0.035	346.796	73.690	140.925	211.023	5.700	427.661	0.900			0.055		18.389		730.853	1,818.121	2,548.974
Anne Arundel		39.790		58.280		6.370		238.570	49.243	270.170	92.446		85.318	0.800	0.589		0.010		26.502		254.108	613.980	868.088
Carroll		235.730		260.290		4.900		24.120	20.244	129.440	94.526	52.740	87.790	1.100					0.500		203.060	708.310	911.370
Howard		11.650		65.630				152.440	8.290	53.930	74.038		65.210						2.442		149.980	283.650	433.630
Montgomery		16.015		291.359		16.650		94.540	5.710	222.034	197.360	11.555	115.230	28.430					12.580		330.880	680.583	1,011.463
District #3		303.185		675.549		27.920		509.670	83.487	675.574	458.370	64.295	353.548	30.330	0.589		0.010		42.024		938.028	2,286.523	3,224.551
Baltimore		6.760		15.490				127.100	1.368	620.420	168.514	71.600	119.971	146.720					2.372		292.825	988.090	1,280.915
Harford		110.190		263.420		4.030		87.870	7.937	68.240	150.020	44.440	105.599	1.400					1.847		265.403	579.590	844.993
District #4		116.950		278.910		4.030		214.970	9.305	688.660	318.534	116.040	225.570	148.120					4.819		558.228	1,567.680	2,125.908
Calvert		46.160		46.477		1.100	0.020	51.940	93.660	18.550	11.450		17.400								122.530	164.227	286.757
Charles		25.360		15.800			8.645	172.390	212.204	26.200	11.813		31.099						4.700		268.461	239.750	508.211
Prince Georges		32.700		103.500		1.600		155.910	84.064	123.840	100.410		69.106	0.280					18.324		271.904	417.830	689.734
St. Marys		38.040		15.950		1.100		136.840	149.511	52.630	49.829		10.950								210.290	244.560	454.850
District #5		142.260		181.727		3.800	8.665	517.080	539.439	221.220	173.502		128.555	0.280					23.024		873.185	1,066.367	1,939.552
Allegany		35.420		181.270		1.050		17.130	12.720	119.450	74.909	2.935	56.850		0.480	1.100			8.691		153.650	358.355	512.005
Frederick		121.750	11.810	580.438	0.989	8.660		44.406	18.711	168.760	166.185	76.918	93.631	0.800					3.201		294.527	1,001.732	1,296.259
Garrett		131.890		298.200		0.400		174.930	7.119	110.800	76.454	6.930	61.548	0.400					0.070		145.191	729.550	874.741
Washington		92.510	5.820	100.500	8.645	1.940	1.348	112.980	7.465	254.830	167.072	35.120	28.450						6.336		225.136	597.880	823.016
District #6		381.570	17.630	1,160.408	9.634	12.050	1.348	349.446	46.015	659.840	484.620	121.903	240.479	1.200	0.480	1.100			18.298		818.504	2,687.517	3,506.021
State total		1,166.505	17.630	3,917.194	9.634	670.100	10.381	2,347.722	815.863	2,563.999	1,813.547	308.238	1,661.594	180.930	1.279	1.100	0.065		149.788		4,479.781	11,155.788	15,635.569

A & B - Unimproved
C - Graded and drained
D - Soil surfaced
E - Gravel, stone, etc.
F & G - Low-type bituminous
H & I - High-type bituminous
J - P.C. concrete
K - Brick and block
M - Dual type

MARYLAND STATE ROADS COMMISSION - TRAFFIC DIVISION

Mileage of State and County Roads by Counties in 1924 and on January 1, 1946 with percentages of allocation of Lateral Road Funds to each on the bases of present formula, County Road Mileage of 1924, and County Road Mileage of January 1, 1946.

November 22, 1946

County (1)	1924 Public Road Mileage by Counties by Systems *					1946 Public Road Mileage by Counties by Systems **					Percent of Lateral Road Funds allocated to the Counties		
	County Roads Miles (2)	State Roads Miles (3)	Total Miles (4)	Percent of Total County (5)	Percent of Total State (6)	County Roads Miles (7)	State Roads Miles (8)	Total Miles (9)	Percent of Total County (10)	Percent of Total State (11)	On Basis of 1924 Mileage: Present Formula (12)	On Basis of 1924 Mileage: Proposed Formula (13)	On Basis 1/1/46 Mileage: Proposed Formula (14)
Allegany	442.3	114.7	557	79.41	20.59	358.355	153.650	512.005	69.99	30.01	3.76	3.81	3.21
Anne Arundel	382.4	189.6	572	66.85	33.15	613.980	254.108	868.088	70.73	29.27	3.86	3.30	5.50
Baltimore	1,019.3	231.7	1,251	81.48	18.52	988.090	292.825	1,280.915	77.14	22.86	8.45	8.79	8.86
Calvert	141.7	83.3	225	62.98	37.02	164.227	122.530	286.757	59.27	42.73	1.52	1.22	1.47
Caroline	434.3	97.7	532	81.64	18.36	468.110	141.179	609.289	76.83	23.17	3.59	3.75	4.20
Carroll	811.8	152.2	964	84.21	15.79	,708.310	203.060	911.370	77.72	22.28	6.51	7.00	6.35
Cecil	511.2	133.8	645	79.26	20.74	441.095	193.275	634.370	69.53	30.47	4.36	4.41	3.95
Charles	360.3	184.7	545	66.11	33.89	239.750	268.461	508.211	47.18	52.82	3.68	3.11	2.15
Dorchester	494.6	113.4	608	81.35	18.65	476.910	148.358	625.268	76.27	23.73	4.11	4.27	4.28
Frederick	1,019.9	215.1	1,235	82.58	17.42	1,001.732	294.527	1,296.259	77.28	22.72	8.34	8.79	8.98
Garrett	674.8	108.2	783	86.18	13.82	729.550	145.191	874.741	83.40	16.60	5.29	5.82	6.54
Harford	648.7	147.3	796	81.49	18.51	579.590	265.403	844.993	68.59	31.41	5.37	5.59	5.20
Howard	306.0	121.0	427	71.66	28.34	283.650	149.980	433.630	65.41	34.59	2.88	2.64	2.54
Kent	303.0	122.0	425	71.29	28.71	234.565	145.695	380.260	61.69	38.31	2.87	2.61	2.10
Montgomery	556.5	266.5	823	67.62	32.38	680.583	330.880	1,011.463	67.29	32.71	5.57	4.80	6.10
Prince Georges	542.6	180.4	723	75.05	24.95	417.830	271.904	689.734	60.58	39.42	4.88	4.68	3.75
Queen Annes	418.7	106.3	525	79.75	20.25	394.231	147.420	541.651	72.78	27.22	3.54	3.61	3.53
St. Marys	311.1	145.9	457	68.07	31.93	244.560	210.290	454.850	53.77	46.23	3.09	2.68	2.19
Somerset	325.3	63.7	389	83.62	16.38	284.020	104.472	388.492	73.11	26.89	2.63	2.81	2.55
Talbot	269.0	70.0	339	79.35	20.65	280.120	103.284	383.404	73.06	26.94	2.29	2.32	2.51
Washington	655.8	156.2	812	80.76	19.24	597.880	225.136	823.016	72.65	27.35	5.48	5.66	5.36
Wicomico	500.4	97.6	598	83.68	16.32	514.090	146.350	660.440	77.84	22.16	4.03	4.32	4.61
Worcester	464.6	114.4	579	80.24	19.76	454.560	161.803	616.363	73.75	26.25	3.90	4.01	4.07
State Total	11,594.3	3,215.7	14,810	78.29	21.21	11,155.788	4,479.781	15,635.569	71.35	28.65	100.00	100.00	100.00

* State and County Road Mileage in 1924 used in present allocation formula.

** State and County Road Mileage on January 1, 1946.

Col. (5) Gives percent County Road Mileage is of total mileage of State and County Roads in each County based on 1924 Mileage.
Col. (6) " " State " " " " " " " " " " " " " " " " " "
Col. (10) " " County " " " " " " " " " " " " " " " " January 1, 1946 Mileage.
Col. (11) " " State "
Col. (12) " " allocation of funds to each County on the basis of present formula using 1924 Mileage (Col. 4) as basis.
Col. (13) " " " " " " " " " " basis " proposed " " 1924 " (Col. 2) " "
Col. (14) " " " " " " " " " " " " " " " " 1/1/46 " (Col. 7) " "

Present Formula: The percent that the total Public Road Mileage in each County in 1924 (Col. 4) is of the Total Public Road Mileage of all Counties of the State in the same year (14,810 Miles).

Proposed Formula: The percent that the County Road Mileage in each County is of the Total Mileage of County Roads of all Counties of the State. Mileage basis year should be specified.

INTERDEPARTMENTAL

DEPARTMENT OF PUBLIC WORKS
STATE OF MARYLAND

STATE ROADS COMMISSION

DISTRICT OR DIVISION Traffic

June 23, 1947

To: Mr. Bunting

From: Mr. Cassell

Subject: Municipal Inventory - Rural Mileage

There is listed below the rural county highway mileage of three counties:

Anne Arundel -	618.196
Carroll	713.840
Montgomery	713.714

The above brings the total number of counties in which the rural mileage has been compiled to twenty-one.

Very truly yours,

Geo. W. Cassell

d

Geo. W. Cassell

INTERDEPARTMENTAL

DEPARTMENT OF PUBLIC WORKS
STATE OF MARYLAND

STATE ROADS COMMISSION

DISTRICT OR
DIVISION _____

June 4, 1947

To: Mr. E. W. Bunting

From: Mr. G. W. Cassell

Subject: Rural County Roads Mileage

There is listed below the total rural mileage of county roads outside of incorporated area for the counties of District #6 as of July 1, 1947.

Allegany	-	499.270 Miles	
Frederick	-	985.406 "	+ 5.380 + [16.000]
Garrett	-	721.568 "	
Washington	-	623.698 "	

In Allegany County the county has title to and maintains 0.50 miles within the limits of Cumberland. This 0.50 miles is not included in the above total for the county.

The City of Frostburg has title to and maintains 1.00 miles in Garrett County.

The City of ~~Cumberland~~ Frederick has title to and maintains 16.000 miles outside of the city limits. This mileage is not included in the above total. - ok to include CWC 6/10/47.

Very truly yours,

Wm. F. Childs, Jr.,
Director

G W Cassell

rf

BY-G. W. Cassell,
Supervisor Inventory and Mapping

INTERDEPARTMENTAL

DEPARTMENT OF PUBLIC WORKS
STATE OF MARYLAND

STATE ROADS COMMISSION

DISTRICT OR
DIVISION _____

June 9, 1947

To: Mr. Bunting

From: Mr. Cassell

Subject: Rural County Highway Mileage

There is listed below the total county rural highway mileages by counties for eight counties.

These figures do not include any mileage whatsoever within the limits of incorporated towns or special tax areas.

1 - Charles County	-	257.930	Miles
2 - Calvert County	-	179.687	"
3 - St. Marys County	-	259.244	" + 2.933
4 - Kent County	-	230.244	"
5 - Queen Anne County	-	394.551	"
6 - Caroline County	-	460.250	"
7 - Talbot County	-	269.350	"
8 - Cecil County	-	437.734	"

With the four western counties turned over to you on June 4 this makes a total of 12 counties to date.

Very truly yours,

Wm. F. Childs, Jr.,
Director

G W Cassell

rf

BY-G. W. Cassell,
Supr. Inv. and Mapping

INTERDEPARTMENTAL

DEPARTMENT OF PUBLIC WORKS
STATE OF MARYLAND

STATE ROADS COMMISSION

DISTRICT OR DIVISION Traffic

June 13, 1947

To: Mr. Bunting

From: Mr. Cassell

Subject: Municipal Inventory - Rural

There is listed below the rural county highway mileage by counties:

Dorchester	-	482.340
Harford	-	577.937
Howard	-	286.000
Somerset	-	287.450
Wicomico	-	502.989
Worcester	-	445.140

This list brings the total number of counties in which the rural mileage has been compiled to 18.

Very truly yours,

Geo. W. Cassell

Geo. W. Cassell, Supervisor
Mapping and Inventory

cob

HPS-60A

Summary of Urban Mileage by Systems and County Rural Mileage by Counties, as of June, 30, 1947

County	TOTAL URBAN MILEAGE AND COUNTY RURAL MILEAGE							Total Mileage on which distribution will be based Col. (4) + (6) + (8)	
	URBAN						RURAL		
	State	County		Municipality			County		
		Earth	Paved	Earth	Paved	TOTAL	all types	Miles	Percent
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)
Allegany	9.415	–	0.500	3.316	158.448	171.679	499.270	658.218	5.13
Anne Arundel	1.510	–	0.140	0.400	24.382	26.432	618.196	642.718	5.01
Baltimore	–	–	–	–	–	–	1,340.460	1,340.460	10.45
Calvert	3.210	–	1.600	–	10.760	15.570	179.687	192.047	1.50
Caroline	11.950	–	2.865	0.860	25.250	40.925	460.250	488.365	3.81
Carroll	12.410		0.330	8.830	44.219	65.789	713.840	758.389	5.91
Cecil	17.380	–	0.380	0.870	22.261	40.891	437.734	460.315	3.59
Charles	4.070	–	–	–	7.120	11.190	251.930	265.050	2.07
Dorchester	10.440	–	1.060	3.220	32.817	47.537	482.340	516.217	4.02
Frederick	17.678		3.060	4.240	85.481	110.459	1,006.786	1,095.329	8.54
Garrett	9.375	–	2.225	4.190	38.392	54.182	721.568	762.185	5.94
Harford	10.693	–	–	2.439	41.122	54.254	577.937	619.059	4.83
Howard	–	–	–	–	–	–	286.000	286.000	2.23
Kent	7.685	–	0.700	1.190	9.230	18.805	230.244	240.174	1.87
Montgomery	19.489	–	4.835	0.360	79.370	104.054	713.714	797.919	6.22
Prince Georges	35.132	2.437	62.436	6.464	164.159	270.628	411.158	637.755	4.97
Queen Annes	8.045	–	–	0.390	8.315	16.750	394.551	402.866	3.14
St. Marys	2.039	–	–	–	1.420	3.459	262.177	263.597	2.05
Somerset	4.605	–	–	1.685	16.240	22.530	287.450	303.690	2.37
Talbot	5.740	–	–	0.795	26.020	32.555	269.350	295.370	2.30
Washington	8.482	–	–	2.452	138.178	149.112	623.698	761.876	5.94
Wicomico	16.066	8.800	14.620	8.136	48.244	95.866	502.989	565.853	4.41
Worcester	11.625	–	–	5.084	30.020	46.729	445.140	475.160	3.70
Total	~~421.039~~	11.237	95.011	~~54.941~~	~~1,015.573~~	~~1,415.331~~	11,722.469	12,824.803	100.0
	221.039	11.237	94.751	54.921	1,011.448	1,399.396	11,722.569	12,828.668	

Includes 16.000 miles of [illegible] outside Frederick City

" " " Frederick County (40)

Tabulation of Road and Street Mileage
Maintained by Counties and Municipalities
Showing the total amount of tax receipts
Distributed to the Various Counties for the
Fiscal year ending June 30, 1948.

July 29, 1948

County	Mileage Maintained by County			Mileage Maintained by Municipalities		
	Miles **	Total Amount Received	Amount Per Mile	Miles	Total Amount Received	Amount Per Mile
Allegany	0.500 479.270	$209,469.08	$419.13	158.448	$66,410.47	$419.13
Anne Arundel	9.172 618.196	260,853.70	419.13	19.470	8,160.48	419.13
Baltimore	1340.460	561,828.30	419.13	None	None	None
Calvert	1.600 179.687	75,982.99	419.13	10.760	4,509.85	419.13
Caroline	2.865 460.250	194,105.83	419.13	25.250	10,583.06	* 429.82
Carroll	8.140 713.840	302,604.17	419.13	36.409	15,260.14	419.13
Cecil	0.380 437.734	183,627.15	419.13	22.261	9,330.27	419.13
Charles	257.930	144,322.77	* 559.54	7.120	3,983.95	* 559.54
Dorchester	1.060 482.340	202,607.90	419.13	32.292	13,534.58	419.13
Frederick	4.110 1,006.786	423,697.79	419.13	84.431	35,387.68	419.13
Garrett	2.225 721.568	303,364.06	419.13	38.392	16,091.28	419.13
Harford	577.937	242,231.30	419.13	41.122	17,235.50	419.13
Howard	286.000	119,871.46	419.13	None	None	None
Kent	0.700 230.244	111,207.47	* 481.53	9.230	4,449.56	* 481.53
Montgomery	4.835 713.714	301,166.13	419.13	79.370	33,266.43	419.13
Prince George	68.598 411.158	201,080.59	419.13	157.697	66,095.70	419.13
Queen Anne	394.551	165,368.55	419.13	8.315	3,485.07	419.13
St. Marys	262.177	123,690.02	* 471.78	1.420	669.93	* 471.78
Somerset	287.450	120,479.19	419.13	16.240	6,806.69	419.13
Talbot	269.350	112,892.93	419.13	26.020	10,905.79	419.13
Washington	623.698	261,411.15	419.13	138.178	57,914.68	419.13
Wicomico	14.010 502.989	216,690.29	419.13	48.214	20,207.98	419.13
Worcester	445.140	186,571.98	419.13	30.020	12,582.31	419.13
Total	11,835.664	$5,025,124.80	$424.57	990.659	$416,866.40	$420.80

Total County and Municipal 12,826.323 miles – $5,441,991.20 – $424.30 per mile.

* Larger than other per mile amounts because method of distribution would have allocated less to these Counties than each would have received under the former 1½¢ Lateral Road Gasoline Tax Fund.

** Separate mileage figures shown are County Maintained streets in incorporated towns.

Total Receipts		Total Disbursements	
Gasoline Tax	$18,822,818.20	State-for Construction	$13,851,093.75
Motor Vehicle Revenue	12,826,822.56	" - for Maintenance	4,193,568.98
		Baltimore City	8,162,986.83
		Counties & Municipalities	5,441,991.20
	$31,649,640.76		$31,649,640.76

Recapitulation - Municipal Mileage Inventory

As of December 31, 1947

Municipality or Special Taxing Area	County	Urban Mileage						County Rural	Other
		State	County		Municipal		Total		
			Dirt	Paved	Dirt	Paved			
Totals as of June 30, 1947		227.763	14.052	112.195	52.758	990.659	1378.397	11722.469	
Adjustments	Allegany	-0.960				+0.900	-0.060		
	Annapolis			-4.032			-4.032	+4.032	
	Baltimore					+0.300	+0.300		
	Carroll				-0.210	+0.170	-0.040		
	Cecil	+0.310				+0.990	+1.300		
	Charles	-0.160					-0.160		
	Frederick	+0.267			+0.045	+0.200 -0.172	+0.200 +0.140		
	Harford	-0.004				+0.355	+0.351		
	Kent	+0.260				-0.090	+0.170		
	Montgomery	+0.650		-0.400 +0.280		+0.400 -1.530	—		
	Prince Geo.	+0.129		-0.650		-0.425	-1.075 +0.129		
	Washington								
	Wicomico		-0.080	+0.080			—		
Sub total	—	228.195	13.972	109.073	52.593	994.817	1395.630	[illegible]	
Dec. 1947 Rev.	Allegany				+0.390		+0.390	485.940	
	A.A.					+0.715	+0.715	704.300	
	Balto.					+0.350	+0.350	1350.220	
	Calvert							180.790	
	Caroline				* +0.600	+1.000	+1.600	460.240	
	Carroll		-2.020	-7.810	+1.100 -0.750	+7.810 +0.250	+0.080	712.800	
	Cecil							440.890	
	Charles							263.920	
	Dorch.			-0.280		+0.280	—	481.710	
	Fred'k							1007.480	
	Garrett				-0.028	+0.188	+0.160	720.500	
	Harford				+0.542	+0.605	+1.147	578.010	
	Howard							286.450	
	Kent							230.350	
	Monty			-0.200 +0.996		+0.146	+0.842	724.080	
	P.G.			-5.800	-0.550	+5.800 +2.679	+2.129	769.770	
	Q.A.							390.740	
	St. Mary's							265.240	
	Somerset				-0.030	+0.030	—	288.050	
	Talbot				-0.244	+0.244	—	249.840	
	Wash.							625.640	
	Wicomico		+0.228		-1.525	+1.657	+0.360	385.090	
	Worc.				-0.145	+0.655	+0.510	444.460	
June 15, 1948 Est.	TOTAL	228.195	13.150	95.979	53.443	1014.836	1405.903	11825.210	

* Temporary figures for town of Ruxton:

Revisions to the Municipal Mileage Inventory
as of Dec 1, 1947 for Fiscal Year beginning July 1, 1948.

Municipality or Special Taxing Area	County	URBAN MILEAGE						RURAL County	Other
		State	County		Municipal		Total		
			Earth	Paved	Earth	Paved			
Crisfield	So				-0.030	+0.030	—		
Easton	Talbot				-0.090	+0.090	—		
St. Michaels	"				-0.154	+0.154	—		
Salisbury	Wic				-1.525	+1.657	+0.132		
Sharptown	"		+0.228				+0.228		
Berlin	Wor					+0.384	+0.384		
Pocomoke City	"				-0.145	+0.271	+0.126		
Same 15,[illegible] [illegible]		228.195	12.150	95.299	52.443	1,014.836	1,403.903		

Revisions to Municipal Mileage Inventory as of Dec. 1, 1947 for Fiscal Year beginning July 1, 1948.

Municipality or Special Taxing Area	County	URBAN MILEAGE						RURAL COUNTY	Other
		State	County		Municipal		Total		
			Earth	Paved	Earth	Paved			
Adjusted to 12-47	—	246195	13942	169.078	54593	981819	1399.53	1170469	
Cumberland	All				+0.390		+0.390		
Arundel on the Bay	AA					+0.715	+0.715		
Chesapeake Beach	Calv					+0.350	+0.350		
Greensboro	Caroline				+0600	+1000	+1.600		
Manchester	Carroll		-0.770	-3.470	+0.770	+3470	—		
Taneytown	"		-1.750	-4.340	+1.750	+4340	—		
Westminster	"				+0.080 -0.180	+0.180	+0.080		
Mt. Airy	"				-0.070	+0.070	—		
Eldorado	D			-0.280		+0.280	—		
Friendsville	G					+0.114	+0.114		
Grantsville	"					+0.046	+0.046		
Oakland	"				-0.038	+0.038	—		
Bel Air	Ha				-0.105 +0.647	-0.059 +0.117	+0.702		
Havre de Grace	"					+0.445	+0.445		
Brookville	M			-0.200		+0.200	—		
Laytonsville	"			+0.296			+0.296		
Rockville	"					+0.226	+0.226		
Section IV						+0.072	+0.072		
Takoma Park						+0.220	+0.220		
Kensington						+0.028	+0.028		
Capitol Heights	PG			-5.630		+5630	—		
Cheverly	"					+0.815	+0.815		
College Park	"				-0.285	+0.345	+0.060		
Edmonston	"				-0.165	+0.310	+0.145		
Hyattsville	"				-0.405	+1.088	+0.683		
University Park	"					+0.045	+0.045		
Upper Marlboro				-0.170	+0.410	+0.546	+0.286		
Berwyn Hgtds.					+0.095		+0.095		

Adjustments - Municipal Mileage

7-1-47

Municipality or Special Taxing Area	County	Urban Mileage						County Rural	Other
		State	County		Municipal		Total		
			Dirt	Paved	Dirt	Paved			
La Plata	Charles					-0.020 F		✓	
						+0.020 E			
						-0.050 F			
East Riverdale	PG					+0.050 E		✓	
Capitol Heights	PG	-0.206		-0.650 F			-0.650	X	
Colmar Manor	PG					-0.735 D		✓	
						+0.735 I			
Eastport	AA			-4.037			-4.037	X +4.037	
Ridgely	Caroline					+0.300 E	+0.300		
Denton	Caroline					+0.280 E		✓	
"						+0.150 F			
						+0.130 J		✓	
"						+0.150 J			
						-0.130 E		✓	
"						-0.150 E		✓	
						-0.430 J		✓	
Eagle Harbor	PG					+0.020 E	+0.020	X	
Gaithersburg	Montg			+0.900 F		-0.900 E		✓	
				+0.060 F		-0.060 F		✓	
"		-0.260 F				+0.260 F		✓	
						-0.600 F		✓	
"						+0.600 E		✓	
Rockville	Montg				-0.060 B	-0.500 F	-0.420	X	
					+0.060 C	-0.200 H			
"	"			+0.220 F			+0.420	X	
				+0.200 H					
Westminster	Carroll					+0.040 E		✓	
					-0.040 B	+0.040 H			
"						+0.030 J		✓	
						-0.040 H		✓	
"						-0.020 H		✓	
Annapolis	AA			-0.140 J		+0.080 E		✓	
				+0.140 H		+0.030 I			
"						-0.260 J		✓	
						+0.150 M			
Takoma Park	Montg					+0.055 F		✓	
						-0.055 G			
"	"					+0.055 F		✓	
						-0.055 J			
"	"					-0.220 I		✓	
						+0.220 J			
"	"					+0.055 I		✓	
						-0.055 J			
"	"					+0.062 I		✓	
						-0.062 J			
Chevy Chase III	"	+0.500 H		-0.500 H		+0.500 H		✓	
				-0.500 H					
Havre De Grace	Harf					+0.010 H	+0.010	X	
						+0.335 E	+0.335	X	
"	"					+0.010 E	+0.010	X	
Bel Air	"	-0.004 H				-0.070 E		X	
						+0.070 F	-0.004		
Bettelon	Kent							X	
Chestertown	"					+0.010 E			
						-0.040 C	-0.030		
Md. Ravine	PG	+0.030				-0.030 J	+0.030	X	
						-0.035 G	-0.065		
Keedysville	Wash					-0.775 J		✓	
						+0.775 E	—		
Frederick	Frederick	+0.767 F				+0.767 F		✓	
						-0.767 E	+0.767 F		
Westernport	Allegany					-0.050 E	-0.050 E		
Hebron	W.C						—		
Hyattsville	PG	+0.375	-0.020 A	+0.020 F					
Luke	A	-0.960 H				+0.960 H			
		23,195	13,942	109,098	62,545	996,517			

Adjustments - Municipal Mileage
7-1-47 to

Municipality or Special Taxing Area	County	URBAN MILEAGE State	County Dirt	County Paved	Municipal Dirt	Municipal Paved	Total	County Rural	Other
Bal. 6-30-47		327.039	11.287	94.751	54.931	1.011.448	1549.346	11.772.469	—
× Bladensburg Hgts. #29	P.G.		+0.070C	-0.070D					
× Riverdale Hgts #4	P.G.		+0.135B	-0.135D					
× Brentwood	P.G.				-0.073C	+0.073D			
+ Pittsville	Wic.		+0.350C	-0.350D					
× Avondale - STA #1	PG			+0.145F			+0.145		
× " "	"			-0.173J			-0.173		
× " "	"		-0.115B	+0.115E					
+ Delmar	Wi.				+0.030A	-0.030F			
+ Hebron	Wi.		+0.080A	-0.080F					
+ Fruitland	Wi.		+0.180C	-0.180D					
+ Manchester	Carroll		+0.770	+3.470	-0.770	-3.470			
+ Hurlock	D				-0.035A	-0.560E +0.035F	-0.560		
+ Eastport	AA			+4.037		-4.037			
× Hyattsville	PG	+0.774				+0.150F	+0.774		
× "	"					-0.305H	-0.305		
× Highland Beach	AA					-0.880	-0.880		
+ Taneytown	Carroll		+1.750	+4.340	-1.750	-4.340			
+ New Market	Fred'k		+0.065	+1.050	-0.065	-1.050			
+ Capitol Heights	PG			+6.780		-6.780			
Balance as of June 30, 1947	—	327.813	11.404	113.195	54.958	990.659	1548.397	11.772.469	
Riverdale	PG					-0.380E	-0.380	×	
Brunswick	Fred.				+0.045A	-0.045E +0.100J	+0.100	×	
Cheverly	P.G.					-0.030E +0.030G		✓	
"						-0.100F +0.100G		✓	
"	"					-0.322L +0.322E		✓	
Rising Sun	Cecil					-0.010F +0.010J		✓	
Millington	K	+0.700					+0.700	×	
Mt. Airy	Fred.					+0.040H	+0.040	×	
Union Bridge	Carroll				-0.130C -0.040B	+0.130E	-0.040	×	
Charlestown	Cecil	+0.290					+0.290	×	
North East	"					-0.100E +0.100F		✓	
Elkton	"	+0.020				+0.970F	+0.970 +0.020	×	[illegible] -0.020
Friendship Hgts.	Mont.					-0.205J +0.205H		✓	
Chevy Chase Village	Mont.	+0.410F			✓	-0.560E +0.560H -0.410F		✓	
Indian Head	Charles	-0.160				-0.200F +0.200E	-0.160	×	[illegible] -0.160

Daily Record of Tabulations
Municipal Mileage Inventoried

Municipality or Special Taxing Area	County	Inventories Rec'd: Field Party	Inventories Rec'd: Mileage Reported	Inventories Rec'd: Adjusted Mileage	Tabulations Completed: Total Mileage	Urban: Mun.	Urban: County	Urban: State	Rural	Other	Total
Bal. Brt. forward											
1. Avondale	PG					-3.323	+3.323				
2. Rogers Hghts						-2.290	+2.040	+0.250			
4. Riverdale Hghts						-3.879	+3.879				
6. Eudes						-0.120	+0.120				
7. Hampshire Knolls II						-0.506	+0.506				
9. Green Meadows						-2.548	+2.548				
10. Dillon Park						-0.629	+0.629				
11. Hampshire Knolls III						-0.863	+0.863				
12. Westlanham Hills						-1.925	+1.925				
13. Villa Hghts						-1.003	+1.003				
15. Morningside						-1.835	+1.835				
16. Carmody Hills						-3.979	3.979				
17. Brookside Manor						-0.393	+0.393				
18. Sunnybrook						-1.521	+1.521				
19. Hampshire Knolls I						-0.415	+0.415				
20. Maryland Park						-3.488	+3.488				
21. Coral Hills						-1.256	+1.256				
22. Chapel Oaks						-2.987	+2.987				
23. Navy Day						-1.010	+1.010				
24. Wildercroft						-1.314	+1.314				
25. Suitland Manor						-1.340	+1.340				
26. Hillside						-8.455	+7.910	+0.545			
27. Lanham Hghts						-0.441	+0.441				
28. North Englewood						-0.858	+0.858				
29. Bradbury Hghts						-3.805	+3.805				
30. Deanwood Park						-1.452	+1.452				
31. Blud. Hghts.						-1.635	+1.635				
Freeland						-0.100	+0.100				
Hurlock	Dorchester					+0.755	-0.755				
					1413.285	1065.992	104.868	228.519	9.906	3.703	
Check Total	6/27				1413.285	1065.992	104.868	228.519	9.906	3.703	
Hagerstown					-0.283	-0.283					
Fairmount Hghts.						+0.260	-0.260				
June 30, 1949	TOTAL				1413.002	1065.969	104.608	228.519	9.906	3.703	

Daily Record of Tabulations
Municipal Mileage Inventoried

Date June 11, 1947

Municipality or Special Taxing Area	County	Inventories Rec'd: Field Party	Mileage Reported	Adjusted Mileage	Tabulations Completed: Total Mileage	Urban: Mun.	County	State	Rural	other	Total
Bar Bay Harrid					[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
Cumberland	Allegany				+0.500		+0.500				
Rock Hall	Kent						-0.100		+0.100		
Bel Air cor. in Tab.	Harford					-0.402		+0.402			
Havre de Grace	Harford					-0.005		+0.005			
Hampstead	Carroll					-0.140		+0.130	+0.010		
Mt Airy	Carroll				+0.060			+0.060			
- Bowie	P.G. Co.				+0.040			+0.040			
Brunswick	Frederick						-1.030		+1.030		
Burkittsville	"					-1.160	+1.160				
Emmitsburg	"					+0.035	-0.035				
Middletown	"					+0.035	-0.035				
Meyersville	"					-0.760	+0.760				
Thurmont	"					-0.875	+1.295	-0.440			
Walkersville	"					+0.753	-0.753				
Woodsboro	"					-0.345	+0.345				
- Eagle Harbor	P.G					+0.163	-0.163				
- Upper Marlboro	"					-0.170	+0.170				
- Seat Pleasant	"					+0.175	-0.175				
- Takoma Park	"						-0.675			+0.675	
Barclay	Q A					+0.735	-0.735				
Templeville	"					+0.170	-0.170				
Grasonville	"					-1.170	-0.980	-1.910	+4.010		
6/20/47 Check Total	—	—	—	—	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
Section I	Montg.				+0.085	+0.085					
Laytonsville	"				+7.000			+7.000			
Kensington	"					+0.070		-0.070			
- Bladensburg	P.G.					-0.127	+0.127				
- Capitol Heights	"					-1.110	+1.090	+0.020			
- Cheverly	"					-0.185	+0.185				
- College Park	"					-8.331	+7.801	+0.530			
- Riverdale	"				-0.159	0.159					
- Fairmont Heights	"				+0.045	-0.215	+0.260				
- Seat Pleasant	"				-0.045	-0.045					
- Hyattsville	"				-1.429	+0.351		-1.780			
- Chevy Chase Park	"					-0.334	+1.294	-0.960			
					[illegible]	[illegible]	[illegible]	[illegible]			

Daily Record of Tabulations
Municipal Mileage Inventoried

Date June 5, 1947.

Municipality or Special Taxing Area	County	Inventories Rec'd			Tabulations Completed						
		Field Party	Mileage Reported	Adjusted Mileage	Total Mileage	Urban			Rural	other	Total
						Mun.	County	State			
Bro't Forward	178 Towns			[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	178 Towns
Eastport	Anne Arundel	Hicks	3.58 Y	4.03 Y	4.03 Y	4.03 Y	—	—			
Total for Day	1 Town			4.032	4.032	4.032					1 Town
Total to Date	179 Towns	—		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	179 Towns
Addition to Aberdeen (Baldwin Manor)	Harford	Hicks	0.987		+0.987	+0.987	—	—			
Sykesville - Church St Not on original Inv.	Carroll	—			+0.049	+0.049	—	—			
Ridgely - J. Stewart Gill Addn. Md. 480 Shortcut	Caroline	—			+0.345	—	+0.435	-0.090			
Hagerstown - Additions See letter of 6-7	Wash.	—			+0.755	+0.755	—	—			
Port Deposit - Main St. Addition	Cecil	—			+1.000	—	—	+1.000			
Perryville - This Part was state should be Co.	Cecil	—					+0.110	-0.110			
					[illegible]	[illegible]	[illegible]	[illegible]			
- Mt Rainier Adj.	PG	—			-0.001	-0.001					
- Brentwood - Adj.	PG	—			+0.007	+0.007					
					[illegible]	[illegible]	[illegible]	[illegible]			
Total as of June 4, 1947	179 Towns				[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	179 Towns
East New Market Error in Tab.	Dorch.						-0.265	+0.265			
Emmitsburg Error in Tab.	Frederick					-0.560		+0.560			
- Mt. Rainier Err in Inv	P.G.				—	-0.350		+0.350			
La Plata err. in Tab	Charles				+0.150			+0.150			
Easton err in Tab.	Talbot					+0.520		-0.520			
Princess Anne	Somerset				+0.080	—	—	—		+0.080	
Denton	Caroline				—	-0.440	—	+0.440	—		
Betterton	Kent				—	+0.280	—	-0.280	—		
Ridgely Md. 480 Err above	Caroline				+0.090	—	—	-0.410	+0.500		
- Berwyn Heights	P.G.				—	-0.930	—		+0.930		
Galena	Kent				—	-0.250	+0.250	—			
Totals as of 6 PM					[illegible]	[illegible]	[illegible]	[illegible]	4.756	3.098	

Daily Record of Tabulations
Municipal Mileage Inventoried

Date - June 3, 1947

Municipality or Special Taxing Area	County	Inventories Rec'd. Field Party	Mileage Reported	Adjusted Mileage	Tabulations Completed: Total Mileage	Urban: Mun.	Urban: County	Urban: State	Rural	Other	Initial
Bad Brk. Forest	178 Towns			1,221.193	1,221.193	159.619	45.954	224.71	3.336	2.995	178 Towns
Mt. Rainier	P.G.	Hicks	—	14.576	14.576	14.181		0.395			
Brentwood	P.G.	See May		26	8.493	6.762		1.736			
Total for the day	1 Town		8.659	23.074	23.074	20.943		2.131			
Total to date	178 Towns			1,244.267	1,244.267	180.562	45.954	226.842	3.336	2.995	178 Towns
Adj:											
Walkersville	Frederick					-1.118	+1.118				
	178 Towns				1,244.267	179.444	47.072	226.842	3.336	2.995	178 Towns

Daily Record of Tabulations
Municipal Mileage Inventoried

Date - June 2, 1947

Municipality or Special Taxing Area	County	Inventories Rec'd: Field Party	Inventories Rec'd: Mileage Reported	Inventories Rec'd: Adjusted Mileage	Tabulations Completed: Total Mileage	Urban: Mun	Urban: County	Urban: State	Rural	Other	Initial
Bal Brt Forwd.	175 Towns				[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	174 Towns
Pennsville	Cecil	Selby	—	2.161	2.161	1.331		0.780			M.A.
Chesapeake City	"	"	—	5.870	5.870	3.420		2.450			M.A.
STA #33 Navy Day	P.G.	Sec	May	29	1.010	1.010					
30 Deanwood Park	"	"	"	"	1.452	1.452					
15 Hyattsville	"	"	"	"	1.835	1.835					
27 Lanham Hgts	"	"	"	"	0.441	0.441					
25 Suitland Manor	"	"	"	"	1.340	1.340					
29 Bradbury Hgts	"	"	"	"	3.805	3.805					
31 Blvd. Hgts	"	"	"	"	1.635	1.635					
Colmar Manor	"	"	"	"	4.414	3.789		0.625			
Glenarden	"	"	"	"	2.450	1.846	0.604				
Eagle Harbor	"	"	"	"	2.307	1.602	0.705				
Glen Echo	Montg.	Keane	2.600	2.600	2.600	1.700				0.900	
Garrett Park	" "	Keane	2.515	3.515	3.515	3.145		0.370			
Rockville	"	Sec	May	28	18.870	14.900		3.750	0.220		
Total for Day	4 Towns				53.705	43.301	1.309	7.975	0.220	0.900	15 Towns
Total T. Date	177 Towns				[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	176 Towns
Adj. Chesapeake Beach County Rd. net on Old Bay Side Rd.	Calvert				+11.550		11.550				
Original Inventory -1 Takoma Park - Popular Ave.	P.G.					+0.160		-0.160			
Total T. Date					[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

Daily Record of Tabulations
Municipal Mileage Inventoried

Date - May 29, 1947

Municipality or Special Taxing Area	County	Inventories Recd. Field Party	Mileage Reported	Adjusted Mileage	Tabulations Completed: Total Mileage	Urban: Mun.	Urban: County	Urban: State	Rural	Other	Initial
Bal. Bal. Brd	186 Towns				1253.928	1033.083	15.275	206.641	1.341	2.095	186 Towns
Chevy Chase View	Mont Tg.	Hicks	5.540	5.040	5.040	3.310	1.250	0.480			—
Gaithersburg	"	"	9.100	9.100	9.100	5.390	—	3.710			M.H.A.
Kensington	"	"	9.100	8.945	8.945	6.545	—	2.400			
Washington Grove	"	"	4.090	4.090	4.090	3.040	0.500	0.550			
Annapolis on the Bay	A.A.	Sauer	4.195	4.195	4.195	3.480	—		0.715		
Highland Beach	"	"	1.430	1.430	1.430	0.880	—		0.550		
STA # 23 Naughty	P.G.	Hicks	1.010	1.010	—						
" # 28 N. Englewood	"	"	0.858	0.858	0.858	0.858	—				
" 15 Morningside	"	"	1.635	1.635	—						
27 Lanham Hills	"	"	0.441	0.441	—						
25 Suitland Manor	"	"	1.340	1.340	—						
29 Berkley Hills	"	"	3.875	3.805	—						
30 Deanwood Park	"	"	1.452	1.452	—						
31 Bland Heights	"	"	1.635	1.635	—						
Colmar Manor	"	"	—	4.414	—						
Glenarden	"	"	2.458	2.450	—						
Eagle Harbor	"	"	2.387	2.307	—						
STA # 1 Arundel	See May 27				4.788	3.323		1.385			
9 Green Meadow Est.	"	" 27			2.548	2.548					
18 Springbrook	"	" 27			1.521	1.521					
Today	17 Towns				42.435	30.895	1.750	8.925	1.265		10 Towns
To date	193 Towns				1326.575	1063.978	40.045	217.566	3.106	2.095	196 Towns
Adj. - Chevy	PG					+0.270		-0.270			
State St. vs Municipal											
Not State											
TOTAL-TO DATE	193 Towns				1326.575	1063.978	40.045	216.296	3.106	2.095	196 Towns

Daily Record of Tabulations

Municipal Mileage Inventoried

Date - May 28, 1947

Municipality or Special Taxing Area	County	Inventories Rec'd.			Tabulations Completed						
		Field Party	Mileage Reported	Adjusted Mileage	Total Mileage	Urban			Rural	Other	Initial
						Mun.	County	State			
Balance Brought Forward	156 Towns	—	[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	147 Towns
Annapolis	M See	May	27		18.050	16.390	0.140	1.510		0.010	
Somerset	M See	May	27		1.960	1.960	—	—			
Chevy Chase Sec II	M See	May	27		7.660	5.740	0.900	1.020			
Oakmont	M See	May	27		0.518	0.518	—	—			
Brookeville	M See	May	27		0.770	—	0.200	0.570			
Laytonsville	M See	May	27		0.000	0.000	—	—			M A
Hillside-STA 26	Pg See	May	26		8.455	8.455	—	—			
Fairmont Hights	Pg See	May	27		5.600	5.600	—	—			
Today	None				43.013	38.603	1.240	3.100	—	0.010	8 Towns
Total To Date	156 Towns				[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	151 Towns
Adjustment											
Friendsville	Garrett			+0.500	+0.500	-0.500	+1.400	—	-0.400		
Rock Lot TAPPED	5										
Total To Date	156 Towns				[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	151 Towns

Daily Record of Tabulations
Municipal Mileage Inventoried

Date - May 27, 1947

Municipality or Special Taxing Area	County	Inventories Received: Field Party	Mileage Reported	Adjusted Mileage	Tabulations Completed: Total Mileage	URBAN: Municipal	County	State	Rural	other	Initial
Bar B.E. Forwd.	143 Towns	—	[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Fairmount Hgts	P.G.	Smack	5.645	5.600	—	See	May	28			
Seat Pleasant	"	"	6.440	6.430	6.430	4.670	0.125	1.635			B.C.
Capitol Heights	"	"	7.760	8.410	8.410	7.390	—	1.020			M.H.
Eastover	Talbot	"	19.015	19.015	19.015	15.725	—	3.290			B.C.
Somerset	Montg	Keane	—	1.950	—	See	May	28			
Chevy Chase Sect II	"	Keane	7.660	7.660	—	See	May	28			
" " " I	"	Keane	—	1.535	1.535	1.535	—				M.H.
Laytonsville	"	"	—	[illegible]	—	See	May	28			
Rockville	"	"	18.930	18.870	—	See	June	2			
Oakmont S.T.A	"	"	—	2.518	—	See	May	28			
Brookville	"	"	—	0.770	—	See	May	28			
Upper Marlboro	P.G.	Carroll	—	3.955	3.955	2.030	0.430	1.495			M.H.
Annapolis	A.A.	Sayers	—	12.150	—	See	May	28			
Laurel	See	May	26	—	14.564	10.630	0.110	4.124			B.C.
STA 2 Rogers Hgts	"	"	26	—	2.290	2.290					BC
4 Riverdale "	"	"	26	—	3.879	3.879					BC
6 Gudes	"	"	26	—	0.120	0.120					BC
7 Hampshire Knolls	"	"	26	—	0.506	0.506					BC
10 Dillon Park	"	"	26	—	0.629	0.629					BC
11 Hampshire K.	"	"	26	—	0.863	0.863					BC
12 West Lanham Hgts	"	"	26	—	1.925	1.925					BC
13 Villa Hgts	"	"	26	—	1.003	1.003					BC
16 Carmody Hills	"	"	26	—	3.579	3.579					BC
17 Brook Side Manor	"	"	26	—	0.393	0.393					BC
19 Hampshire K.	"	"	26	—	0.415	0.415					BC
20 Md. Park	"	"	26	—	3.488	3.488					BC
21 Coral Hills	"	"	26	—	1.256	1.256					BC
22 Chapel Oak	"	"	26	—	2.987	2.987					BC
24 Wildwood	"	"	26	—	1.314	1.314					BC
Total for Day	13 Towns		45.550	—	79.586	66.607	0.665	11.564			71 Towns
Total to Date	156 Towns		922.080		[illegible]	[illegible]	35.555	[illegible]	2.141	2.992	
Adj - Port Deposit School Dist. Should have been 0.17 - not 0.07. And Alley Sudded - (0.02)	Cecil				+0.120	+0.020	+0.100				
	13 said - not total										
Total to Date	156 Towns		922.080		[illegible]	[illegible]	[illegible]	[illegible]	2.141	2.992	156 Towns

Daily Record of Tabulations

Municipal Mileage Inventoried

Date - May 26 1947.

Municipality or Special Taxing Area	County	Inventories Received			Tabulations Completed						
		Field Party	Mileage Reported	Adjusted Mileage	Total Mileage	URBAN Municipal	URBAN County	URBAN State	Rural	Other	Initial
Bal Brt. Pond	[illegible]	—	[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Hillside STA #26	P. G.	Hicks	—	8.455	—	See	May	28			
Brentwood	"	"	8.659	8.498	—	See	June	3			
Takoma Park	"	Cassell	10.289	10.289	10.289	9.330	0.625	1.334			BMC
" "	Montg	"	19.470	20.620	20.620	16.551	1.400	2.669			BMC
Bladensburg	P. G.	Hicks	—	6.736	6.736	4.474	—	2.262			MHA
STA #1 Avondale	"	"	4.563	4.708	—	See	May	29			
2 Rogers Hgts	"	"	2.290	2.290	—	See	May	27			
4 Riverdale Hgts.	"	"	3.879	3.879	—	"	"	27			
6 Gudes	"	"	0.120	0.120	—	"	"	27			
7 Hampshire Knolls	"	"	0.506	0.506	—	"	"	27			
9 Green Meadows	"	"	2.548	2.548	—	See	May	29			
10 Dillon Park	"	"	0.629	0.629	—	"	"	27			
11 Hampshire Knolls	"	"	0.863	0.863	—	"	"	27			
12 West Lanham Hgts	"	"	1.925	1.925	—	"	"	27			
13 Villa Hgts	"	"	1.003	1.003	—	"	"	27			
16 Carmody Hills	"	"	3.579	3.579	—	"	"	27			
17 Brookside Manor	"	"	0.393	0.393	—	"	"	27			
18 Sunnybrook	"	"	1.521	1.521	—	See	May	29			
19 Hampshire Knolls	"	"	0.415	0.415	—	"	"	27			
20 Md. Park	"	"	3.488	3.488	—	"	"	27			
21 Coral Hills	"	"	1.256	1.256	—	"	"	27			
22 Chapel Oaks	"	"	2.937	2.937	—	"	"	27			
24 Witherscroft	"	"	1.314	1.314	—	"	"	27			
Hillsboro	CAROL	See	May	23	—	0.991	0.340	0.190	0.460	0.001	B.C.
Westminster	CAROL	"	"	"	—	25.820	22.080		2.750	0.780	0.210	B.C.
Chevy Chase Sect III	MONT	"	"	"	—	2.223	2.223				MHA
Chevy Chase Village	MONT	"	"	"	—	1.848	1.248		0.600		MHA
Laurel	P.G.	Cassell	—	14.864	—	See	May	27			
Total for Day	73		11949		76.527	61.246	2.215	10076	0.780	0.211	6
Not Tabulated	81										
TOTAL TO DATE	148 Towns		858.630		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

Daily Record of Tabulations

Municipal Mileage Inventoried

Date 5-23-47

Municipality or Special Taxing Area	County	Inventories Rec'd			Tabulations Completed						
		Field Party	Miles Reported	Miles Adjusted	Total Miles	Urban			Rural	Other	Initials
						Municipal	County	State			
Bee Bee Ford	104 Towns	—	759.54	1245.440	[illegible]	[illegible]	3[illegible]	[illegible]	1.441	1.577	104 Towns
St Michaels	Talbot	Smack	7.145	7.145	7.145	5.935	—	1.210			BMC
Oxford	"	"	4.690	4.690	4.690	3.805	—	0.885			MHA
West Ennington	Caroline	Sayers	—	25.820	See	Many	26				
Bennington	Montg.	Kane	—	1.080	1.080	0.450	—	0.630			MHA
Drummond STA	"	"	—	0.390	0.390	0.390	—	—			MHA
Friendship Heights STA	"	"	—	0.875	0.875	0.875	—	—			MHA
Meadows Addition STA	"	"	2.295	2.303	2.303	2.303	—	—			MHA
No. Chevy Chase	"	"	—	1.360	1.360	0.990	0.370				MHA
Poolesville	"	"	—	1.787	1.787	0.762	0.215	0.810			MHA
Chevy Chase Sect. III	"	"	2.223	2.223	—	See	Many	26			
Chevy Chase Village	"	"	8.173	7.548	—	See	Many	26			
Indian Head	Charles	Cassell	—	3.270	3.270	2.170	—	0.900			BMC
La Plata	"	"	—	8.270	8.270	5.000	—	3.270			BMC
Bowie	P.G.	"(2)	—	.4930	.4930	3.410	—	1.520			BMC
Cottage City	"	Hicks	2.718	2.718	2.718	2.398	—	0.320			BMC
Hillsboro	Caroline	Lewis	—	0.991	See	Many	26				
Total for Day	16 towns		22.57	75.700	38.318	22.438	0.585	9.295	—	—	17 Towns
Total to date	120 towns		782.565	1,173.564	1,086.755	566.343	32.675	133.902	1.441	1.577	116 Towns
Adjustment — Additional Inventory for District Heights	Prince George	Hicks	0.164	0.164	0.164	+0.164	—	—	—	—	
Recent Tabbed	4	36.887									
TOTAL TO DATE	120 Towns	—	782.715	1,173.864	1,086.919	566.507	32.675	133.902	1.441	1.577	116 Towns

DAILY RECOD OF TABULATIONS

MUNICIPAL MILEAGE INVENTORIED

Date May 27, 1947

Municipality or Special Taxing Area	County	Inventories Rec'd			Tabulations Completed						
		Field Party	Miles Reported	Miles Adjusted	Total Miles	Urban			Rural	~~State~~ other	Initial
						Municipal	County	State			
Balance Brit Front	102 Towns	—	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	1.461	1.797	102 Towns
North Brentwood	Prince George	Hicks	7.537	7.537	7.537	7.787	—	0.305	—	—	BMC
Riverdale	" "	"	14.787	13.157	13.157	11.134	—	2.018	—	—	BMC
Total for day	2 towns		15.319	15.689	15.689	13.366	—	2.323	—	—	2 Towns
Total to date	104 towns		759.324	1,042.440	1,042.440	838.440	3.090	174.607	1.461	1.797	104 Towns
Adjustment Railroad Ave. in Midland should be Private.	Allegany					-0.085				+0.085	
Total to date	104 Towns		759.324	1,042.440	1,042.440	838.355	3.090	174.607	1.461	1.797	104 Towns

9.790
435
10.225

DAILY RECORD OF TABULATIONS

MUNICIPAL MILEAGE INVENTORY

Date - May 21, 1947

Municipality or Special Taxing Area	County	Inventories Rec'd			Tabulations Completed						
		Field Party	Miles Reported	Miles Adjusted	Total Miles	Urban			Rural	Other	Initial
						Municipal	County	State			
Balance Brought Forward	93 Towns	—	944.03	924.049	924.049	772.614	17.756	133.264	1.461	1.797	93 Towns
Hampstead	Carroll	Sayers	—	3.750	3.750	2.090	—	1.660			BMC
Denton	Caroline	Lewis	—	10.420	10.420	8.940	—	1.480			BMC
Greensboro	"	"	—	4.560	4.560	4.080	0.320	1.760			MHA
Goldsboro	"	"	—	1.675	1.675	0.550	0.165	0.960			MHA
Marydel	"	"	—	0.970	0.970	—	0.310	0.660			BMC
Federalsburg	"	"	—	9.940	9.940	6.890	0.810	3.240			MHA
Preston	"	"	—	2.565	2.565	1.280	0.285	1.000			MHA
See Adj. Towns	Ridgely	"	—	9.990	9.990	6.670	0.950	2.170			BMC
Manchester	Carroll	Sayers	—	4.840	4.840	3.740	—	1.100			BMC
This Date	9 Towns	—	—	48.110	48.110	32.440	2.260	13.430	—	—	9 Towns
Total To Date	102 Towns	—	944.03	1,037.161	1,037.161	805.054	19.970	147.694	1.461	1.797	102 Towns

DAILY RECORD OF TABULATIONS

MUNICIPAL MILEAGE INVENTORY

Date - May 20, 1941

Municipality or Special Taxing Area	County	Inventories Rec'd. Field Party	Miles Reported	Miles Adjusted	Tabulations Completed Total Miles	Urban Municipal	Urban County	Urban State	Rural	Other	Initial
Bas. Bri Ford	87 Towns	—	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	86 Towns
Charlestown	Cecil	Selby	—	5.330	5.330	4.920	—	4.410			BMC
Elkton	"	"	—	13.470	13.470	8.530	0.100	4.680	0.110		BMC
North East	"	"	—	5.300	5.300	3.690	—	1.610			BMC
Rising Sun	"	"	—	4.610	4.610	1.700	—	0.910			MVH
Brunswick	Frad.	See May		19.7	18.888	16.478	1.030	1.380			
Cheverly	P.G.	Hicks	12.582	17.574	17.574	10.469	—	7.105			BMC
Port Deposit	Cecil	Selby	—	4.540	4.540	0.700	0.070	1.770			MHA
Tabbed rec'd previously	1	18.888									
This Date	6 Towns		17.582	41.994	60.660	44.485	1.100	14.865	0.110	—	7 Towns
Total to Date	93 Towns		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	93 Towns

DAILY RECORD OF TABULATIONS

MUNICIPAL MILEAGE INVENTORY

Date May 19, 1947.

Municipality or Special Taxing Area	County	Inventories Rec'd: Field Party	Mileage Report	Adjusted Mileage	Tabulations Completed: Total Mileage	URBAN: Municipal	County	State	Rural	Other	Initial
Bal Brt Ford	14 Towns	—	635.261	640.814	740.964	402.317	77.145	117.359	1.351	1.755	69 Towns
District Heights	P G Co	Hicks	4.894	4.894	4.894	4.221	0.445	0.228	-		M H A
Landover Hills	" "	Hicks	4.382	4.382	4.382	3.977	-	0.405	-		M H A
Trappe	Talbot	Smack	1.705	1.705	1.705	0.830	-	0.875			B.M.C.
Church Creek	Dorchester	"	1.530	1.530	1.530	-	0.500	1.030			M.V.H.
Cambridge	"	"	78.605	78.715	23.215	73.915	-	4.300			M.V.H.
Burkittsville	Frederick	Keane	3.475	3.475	3.425	2.580	-	0.845			N.I.H.
Brunswick	"	"	16.543	18.888	—	See May 20			—	—	—
Emmittsburg	"	"	5.640	5.640	5.640	4.125	0.035	1.480			M.H.A.
Thurmont	"	"	17.680	17.680	12.680	8.690	-	3.990			B.M.C.
Woodsboro	"	"	3.400	3.400	3.400	2.530	-	0.870			B.H.
Walkersville	"	"	3.455	3.455	3.455	2.760	0.145	0.550			M.H.A.
New Market	"	"	2.040	2.040	2.040	1.115	-	0.925			M.H.A.
Berwyn Heights	P.G.	Hicks	7.921	7.921	7.921	5.606	-	2.315			B.M.C.
College Park	P.G.	See	May 16	—	33.213	28.783	-	4.430			M.V.H.
Leonardtown	St. M.	See	May 14	—	3.459	1.420	-	2.039			M.H.A.
New Windsor	Carroll	See	May 19	—	3.920	2.510	-	1.340		0.070	B.M.C.
Sykesville	"	"	" 14	—	6.950	5.550	0.330	1.070			M.H.A.
Union Bridge	"	"	" "	—	6.190	5.610	-	0.580			B.M.C.
Rec'd but not tabled	1	18.888									
Tabled - Rec'd previously	5	57.737									
	13 Towns		96.700	98.195	133.819	104.837	1.555	26.167	-	0.070	17 Towns
	19 Towns		732.961	740.814	873.961	742.199	78.854	143.999	1.351	1.755	86 Towns

DAILY RECORD OF TABULATIONS

MUNICIPAL MILEAGE INVENTORY

Date May 14 - 16 (inclusive)

Municipality or Special Taxing Area	County	Inventories Rec'd: Field Party	Inventories Rec'd: Mileage Reported	Inventories Rec'd: Adjusted Mileage	Tabulations Completed: Total Mileage	Urban: Municipal	Urban: County	Urban: State	Rural	other	Initial
TOTAL to date	44 Towns	—	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	44 Towns
Chesapeake Beach	Calvert	Caskell	—	5.420	5.420	5.510	—	2.920			EWB
North Beach	"	"	—	5.590	5.590	5.950	0.050	0.290			MHA
Mount Airy	Carroll	Sayers	—	7.020	7.020	5.070	—	1.950			BMC
New Windsor	"	Sayers	—	3.940	—	See May 19					—
Sykesville	"	Sayers	—	6.950	—	See May 19					—
Taneytown	"	"	—	8.590	8.590	6.090	—	2.170	0.010	0.370	MHA
Union Bridge	"	"	—	6.190	—	See May 19					—
Cecilton	Cecil	Selby	—	2.650	2.650	2.770	—	1.880			MVH
East New Market	Dorchester	Smack		1.005	1.000	—	0.315	0.690			MHA
Eldorado	"	Smack	0.770	0.770	0.770	—	0.280	0.490			MHA
Hurlock	"	"	10.080	10.640	10.640	8.595	0.255	1.790			BMC
Secretary	"	"	2.495	2.495	2.495	1.675	0.230	0.640			BMC
Vienna	"	"	2.882	2.882	2.882	1.347	—	1.235			MHA
Frederick	Frederick	T. Keane	54.230	54.230	54.230	43.775	—	5.455			MVH
Middletown	"	Keane	5.053	5.053	5.053	3.243	0.235	1.725			MHA
Mount Airy	"	Sayers	—	1.310	1.310	1.310	—	—			BMC
Myersville	"	Keane	—	1.368	1.368	0.440	—	0.928			MHA
Betterton	Kent	Selby	—	3.540	3.540	1.430	0.100	2.010			BMC
Chestertown	"	"	—	7.860	7.860	5.360	—	2.500			BMC
Galena	"	"	—	1.590	1.590	0.690		0.900			MVH
Millington	"	"	—	1.728	1.728	0.930		0.798			BMC
Rock Hall	"	"	—	4.490	4.490	1.980	0.450	2.060			MVH
College Park	Prince Geo.	Hicks	33.003	33.213	—	See May 19					—
Edmonston	"	Hicks	4.393	4.393	4.393	4.393	—	—			MVH
Hyattsville	"	"	31.892	31.892	31.892	27.117	—	4.740		0.035	BMC
University Park	"	"	7.851	8.213	8.213	6.043	—	2.170			MVH
Barclay	Queen Anne	Lewis	—	1.245	1.245	0.710	0.235	0.300			MHA
Centreville	"	"	—	10.760	10.760	5.570		4.190			MHA
Church Hill	"	"	—	1.270	1.270	0.590		0.680			MVH
Grasonville	"	"	—	4.010	4.010	3.120	0.980	1.910			MVH
Queenstown	"	"	—	1.720	1.720	1.170	—	0.550			MVH
Sudlersville	"	"	—	1.850	1.850	0.710	—	1.140			MVH
Templeville	"	"	—	0.120	0.120	—	0.120	—			MVH
Leonardtown	St. Mary's	Castell	—	3.459	—	See May 19					—
Crisfield	Somerset	Smack	16.440	15.000	15.000	12.420		2.580			MVH
Keedysville	Washington	Keane		3.777	3.777	2.577	—	1.195			BMC
Smithsburg	"	Keane	—	4.965	4.965	3.060	—	0.905			MVH
Williamsport	"	"	—	6.775	6.775	6.775	—	—			BMC
Delmar	Wicomico	Smack	7.715	7.275	7.275	5.975		1.300			MVH
Fruitland	"	"	7.510	6.980	6.980	0.100	5.330	1.550			MVH
Hebron	"	"	4.750	4.750	4.750	—	3.580	1.170			MVH
Mardela	"	"	2.966	3.500	3.500	—	2.840	0.660			MVH
Salisbury	"	"	57.620	58.216	58.216	50.405	—	7.811			EWB
Sharptown	"	"	5.875	5.875	5.875	—	4.610	1.265			MVH
Willards	"	"	2.395	2.395	2.395	—	1.935	0.460			MVH
Pittsville	"	Smack	6.875	6.875	6.875	—	5.015	1.360			MVH
Millington	Q.A.	Selby	—	0.255	0.255	—	—	0.255			
Templeville	Caroline	Lewis	—	0.480	0.480	—	—	0.480			
Rec'd but not TABUL'D	2	Sayers									
TOTAL this day	45 Towns	—	463.837	476.036	[illegible]	[illegible]	46370	67.619	0.010	0.355	45 Towns
GRAND TOTAL	44 Towns		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	—

Allegany – No county maintained urban except Parkhurst-Cumberland
Garrett " ~~except all "F or better Streets in~~
~~Friendsville~~. Several streets in Friendsville
(see codification)

DAILY RECORD OF TABULATIONS

MUNICIPAL MILEAGE INVENTORY

Date Prior to MAY 14

Municipality or Special Taxing Area.	County	Inventories Rec'd: Field Party	Inventories Rec'd: Mileage Reported	Inventories Rec'd: Adjusted Mileage	Tabulations Completed: Total Mileage	Tabulations Completed: URBAN: Municipal	Tabulations Completed: URBAN: County	Tabulations Completed: URBAN: State	Tabulations Completed: Rural	Tabulations Completed: Other	Tabulations Completed: Initial
TOTAL - to date	—	—	—	—	—	—	—	—	—	—	—
Aberdeen	Harford	Keane	-	11.773	11.773	9.082	—	2.691			
Bel Air	"	"	—	12.699	12.699	9.666	—	3.033			
Havre de Grace	"	"	—	28.795	28.795	24.233	—	4.562			
Berlin	Worcester	Smack	10.820	10.720	10.720	7.365	—	3.355			
Ocean City	"	"	9.995	10.449	10.449	6.544	—	3.905			
Pocomoke City	"	"		14.845	14.845	12.775		2.070			
Snow Hill	"	"	10.720	10.715	10.715	8.420	-	2.295			
Barton	Allegany	Hicks	3.415	3.510	3.510	2.500	—	0.920	0.090		
Cumberland	"	"	116.293	116.293	116.293	114.111		1.162	0.149	DINGLE 0.872	
Frostburg	"	"	29.088	29.089	29.089	24.159	—	2.928			
Lonaconing	"	"	8.125	9.520	9.520	6.500	—	2.920			
Luke	"	"	3.200	3.200	3.200	2.020	—	1.180			
Midland	"	"	3.415	3.890	3.890	2.890	—	0.580	0.330	0.090	
Westernport	"	"	12.042	11.354	11.354	9.369	—	1.925	0.060		
Accident	Garrett	Hicks	2.650	2.650	2.650	1.875		0.775			
Deer Park	"	"	5.885	5.985	5.985	4.080	—	1.595	0.310		
Friendsville	"	Hicks	6.140	6.140	6.140	3.940	—	1.800	0.400		
Grantsville	"	"	4.210	4.210	4.210	3.020		1.190			
Kitzmillersville	"	Hicks	4.310	4.310	4.310	3.680	—	0.630			
Loch Lynn Hgts	"	Hicks	4.640	4.640	4.640	4.240	-	0.400			
Mountain Lake Park	"	Hicks	13.140	13.595	13.595	11.885	0.545	1.165			
Oakland	"	"	12.590	12.590	12.590	10.362	—	1.820	0.003	0.405	
Boonsboro	Washington	Keane	—	5.955	5.955	4.055		1.800			
Clearspring	"	"	-	3.130	3.130	2.515	—	0.615			
Funkstown	"	"	—	3.860	3.860	3.110	—	0.750			
Hagerstown	"	"	104.765	109.391	109.391	108.766	—	0.625			
Hancock	"	Hicks	—	4.592	4.592	3.034	—	1.558			
Sharpsburg	"	Keane	—	6.960	6.960	5.800	—	1.160			
Princess Anne	Somerset	Smack	7.610	7.530	7.530	5.005	—	2.525			
TOTAL - this day	29 towns	—									
GRAND TOTAL	29 Towns	—	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

MUNICIPAL MILEAGE INVENTORY

RECORD OF REVISIONS RECEIVED AND TABULATED.

Date	Municipality or Special Taxing Area	County	Revisions Received: Letter Requesting Payment	Revisions Received: No change reported	Revisions Received: Mileage Reported	Tabulations Completed: Total Mileage added	Tabulations Completed: URBAN Municipal	Tabulations Completed: URBAN County	Tabulations Completed: URBAN State	Tabulations Completed: Rural	Tabulations Completed: Impr. ~~Rdy~~ Reported as prev. tabbed	Tabulations Completed: Impr. to Higher type	
Sept 15	Oakland (Sept 12/47)	Garrett.	—	—	—	—	—	—	—	—	—	—	
Nov. 19	Martins Additions	Montg.	11/19/47	widening	—	—	—	—	—	—	—	—	
21	Templeville	Caroline + QA	5/10/48	X	—	—	—	—	—	—	—	—	✓
24	Brentwood	P.G	5/10/48	X	—	—	—	—	—	—	—	—	✓
25	Hillsboro	Caroline	5/24/48	X	—	—	—	—	—	—	—	—	✓
Dec 1	Woodsboro	Frederick	5/10/48	—	0.094	—	—	—	—	—	0.345	—	✓
2	Rising Sun	Cecil	5/17/48	X	—	—	—	—	—	—	—	—	✓
3	Millington	Kent + QA	5/21/48	X	—	—	—	—	—	—	—	—	✓
	Chevy Chase Village	Montg.	5/6/48	X	—	—	—	—	—	—	—	—	✓
	Funkstown	Wash.	12/8/47	—	0.700	—	—	—	—	—	0.700	—	✓
	Marydel	Caroline		X	—	—	—	—	—	—	—	—	✓
	Denton	Caroline	12/5/47	X	—	—	—	—	—	—	—	—	✓
9	Somerset	Montg.	1/6/48	X	—	—	—	—	—	—	—	—	✓
11	University Park	PG	5/11/48	—	1.080	0.045	Parcels 0.045	—	—	—	—	1.031	✓
12	Chestertown	Kent	5/4/48	X	—	—	—	—	—	—	—	—	✓
16	Charlestown	Cecil	5/8/48	X	—	—	—	—	—	—	—	—	✓
16	Poolesville	Montg.	5/24/48	X	—	—	—	—	—	—	—	—	✓
16	College Park	P.G.	4/16/48	—	0.753	—	—	—	—	—	—	0.753	✓
16	Landover Hills	P.G.	5/13/48	X	—	—	—	—	—	—	—	—	✓
17	Princess Anne	Somerset	5/20/48	X	—	—	—	—	—	—	—	—	✓
17	Westernport	Allegany	5/3/48	X	—	—	—	—	—	—	—	—	
19	Oakland	Garrett	5/4/48	—	0.923	—	—	—	—	—	0.390	0.533	✓
	Lake Lynn Hts	"	12/17/47	X	—	—	—	—	—	—	—	—	
	Section 4 - C C	Mont.	5/13/48	—	0.532	0.072	Parcels 0.072	—	—	—	0.400	0.060	✓
	Secretary	Dorch.	5/14/48	X	—	—	—	—	—	—	—	—	
	Elkton	Cecil	5/13/48	—	0.360	—	—	—	—	—	0.170	0.190	✓
	Bel Air	Harford	5/10/48	—	1.656	0.731	Earth 0.731	—	—	—	0.330	0.573	✓
	College City	P.G.	12/18/47	—	—								
	Section 3 C.C	Mont.	12/19/47	X	—	—	—	—	—	—	—	—	✓
	Greensboro	Caroline	12/16/47	—	1.600								
	Hurlock	Dorchest.	5/19/48	—	0.247	—	—	—	—	—	—	0.247	✓
22	Chevy Chase View	Mont.	5/19/48	X	—	—	—	—	—	—	—	—	
	Chesapeake Beach	Calvert	5/20/48	—	0.500	0.350	Parcels 0.350	—	—	—	0.150	—	✓
	Walkersville	Fred	5/25/48	X	—	—	—	—	—	—	—		
	Friesburg	All.		X	—	—	—	—	—	—	—	—	
	Salisbury	Wic	5/22/48	—	3.002	0.132	Parcels 0.132	—	—	—	0.057	2.813	✓
	Cambridge	Dorch.	5/6/48	X		—	—	—	—	—	—	—	

MUNICIPAL MILEAGE INVENTORY

RECORD OF REVISIONS RECEIVED AND TABULATED

Date	Municipality or Special Taxing Area	County	Revisions Received: Letter Requesting Payment	No Change Reported	Mileage Reported	Tabulations Completed: Total Mileage added	URBAN: Municipal	County	State	Rural	Impr. ~~Alt.~~ Reported as prev. tabbed	Improved to higher type	
12/22	Barclay	Q. A.	12/4/47	X	-	—	—	—	—	—	—	—	
	Colmar Manor	P. G.	5/13/48	X	-	—	—	—	—	—	—	—	
	Cumberland	All	12/22/47	-	0.390	0.390	Earth 0.390	—	—	—	—	—	✓
	Mt. Airy	Carroll & Frederick		-	0.470	—	—	—	—	—	—	0.470	✓
	Berlin	Worcester	5/18/48	-	0.384	0.384	Paved 0.384	—	—	—	—	—	✓
	Cecilton	Cecil	5/7/48	X	—	—	—	—	—	—	—	—	
	Preston	Caroline	5/7/48	-	0.300	—	—	—	—	—	—	0.300	✓
23	Gaithersburg	Mont.	5/10/48	X	-	—	—	—	—	—	—	—	
	Myersville	Fred.	5/24/48	X	-	—	—	—	—	—	—	—	
	Sharpsburg	Wash.	5/8/48	X	-	—	—	—	—	—	—	—	✓
	Oakmont	Mont.	5/24/48	X	-	—	—	—	—	—	—	—	
	Chesapeake City	Cecil	5/17/48	X	-	—	—	—	—	—	—	—	
	Grantsville	Garrett	5/4/48	-	0.480	0.046	Paved 0.046	—	—	—	0.408	0.028	✓
	Laurel	P. G.	5/26/48	X	-	—	—	—	—	—	—	—	
	Mountain Lake Park	Garrett	1/9/48	X	-	—	—	—	—	—	—	—	
	Takoma Park	Mont.	5/6/48	-	0.510	0.440	Paved 0.440	—	—	—	—	0.320	✓
	" "	P. G.	5/6/48	-	0.070	—	—	—	—	—	—	0.070	✓
	Crisfield	Som.	5/5/48	-		—	—	—	—	—		3.460	✓
	Luke	Allegany	1/17/48	X	-	—	—	—	—	—	—	—	
	Taneytown	Carroll		X	-	—	—	—	—	—	—	—	
	Manchester	"	4/14/48	-	0.936	—	—	—	—	0.077	0.199	0.660	✓
	St. Michaels	Talbot	5/10/48	-	0.570	—	—	—	—	—	0.309	0.154	✓
	Brookville	Montg.		X	-	—	—	—	—	—	—	—	
	Westminster	Carroll	5/5/48	-	0.370	+0.180	0.080 -0.180	—	—	—	0.110	—	✓
	Ocean City	Worcester	5/22/48	X	—	—	—	—	—	—	—	—	
	Williamsport	Washington	5/6/48	X	-	—	—	—	—	—	—	—	
29	Boonsboro	"	5/24/48	X	-	—	—	—	—	—	—	—	✓
	Hampstead	Carroll	5/15/48	-	0.031	—	—	—	—	—	—	0.031	✓
	Barton	Allegany	12/29/47	-	0.870								
	Hagerstown	Washington	5/27/48	-	2.424	—	—	—	—	—	0.016	2.408	✓
	Bowie	P. G.	12/29/47	X	-	—	—	—	—	—	—	—	
	Eagle Harbor	P. G.	5/18/48	X	-	—	—	—	—	—	—	—	✓
	Drummond	Montg.	See letter 12/5/47	X	-	—	—	—	—	—	—	—	
	Goldsboro	Caroline		X	-	—	—	—	—	—	—	—	
	Accident	Garrett	12/29/47	-	1.485	—	—	—	—	—	1.120	0.365	✓
	Fairmount Hghts	P. G.	5/3/48	-	0.315	—	—	—	—	—	—	0.315	✓
	Frederick	Frederick	1/5/48	-	0.061	—	—	—	—	—	—	0.061	✓

Date	Municipality or Special Tax Area	County	Revisions Received: Letter requesting payment	No Change Reported	Mileage Reported	Tabulations Completed: Total Mileage added	URBAN: Municipal	County	State	Rural	Imp. ~~Reported~~ as prev tab.	Miles Imp	
Dec 29	Garrett Park	Montg.	5/7/48	-	0.047	—	—	—	—	—	—	0.047	X
	Annapolis	A.A.	5/4/48	X	—	—	—	—	—	—	—	—	✓
	Perryville	Cecil		X	—	—	—	—	—	—	—	—	✓
	Berwyn Hghts	P.G.	5/15/48	-	0.095	—	—	—	—	—	—	0.095	X
	North Chevy Chase	Montg.		X	—	—	—	—	—	—	—	—	✓
30	Sharptown	Wicomico	5/26/48 to County	-	0.284	—	—	Earth to 0.228	—	—	0.056	—	X
	New Windsor	Carroll		X	—	—	—	—	—	—	—	—	✓
	Keedysville	Washington	12/30/47	-	0.612	—	—	—	—	—	0.612	—	X
	Kensington	Montg.	5/6/48	-	0.283	0.028	Paved 0.028	—	—		0.047	0.220	X
	Ridgely	Caroline	4/8/48	-	0.538	—	—	—	—	—	0.538	—	X
	North Beach	Calvert		X	—	—	—	—	—	—	—	—	X
	Rockville	Montg.	5/19/48	—	0.813	0.226	Paved 0.226	—	—	0.076	—	0.511	[illegible]
	Union Bridge	Carroll	5/10/48	—	0.298	—	—	—	—	—	—	0.320	X
	Aberdeen	Harford	5/5/48	-	0.285								[illegible]
	Fruitland	Wicomico	12/26/47	X	—	—	—	—	—	—	—	—	✓
	Vienna	Dorchester	5/13/48	X	—	—	—	—	—	—	—	—	X
	Middletown	Frederick	5/15/48	—	0.428	—	—	—	—	—	0.185	0.243	X
	Friendsville	Garrett	12/23/47	-	0.114								
31	Pittsville	Wicomico		X	—	—	—	—	—	—	—	—	✓
	Edmonston	PG	5/5/48	-	0.795	0.465	Paved 0.465	—	—	—	—	0.330	[illegible]
	Mt. Rainier	"	5/11/48	-	0.482	—	—	—	—	—	—	0.482	X
	North Brentwood	"	5/25/48		1.629	—	—	—	—	—	1.629	—	X
	Cheverly	"	5/21/48		1.115	0.815	Paved 0.815	—	—	—	—	0.300	X
	Arundel-on-the-Bay	A.A.	4/15/48		1.788								
	Easton	Talbot	5/4/48		0.480	—	—	—	—	—	—	0.480	X
	Willards	Wicomico		X	—	—	—	—	—	—	—	—	✓
Jan 5	Hyattsville	PG	5/25/48	—	1.347	0.683	Paved 0.683	—	—	—	0.118	0.619	X
	Burketsville	Fred.	5/15/48	X	—	—	—	—	—	—	—	—	✓
	Havre de Grace	Harf	5/18/48	-	1.054	—	—	—	—	—	—	1.084	X
	Kitzmiller	Garrett	5/21/48	-	0.905	—	—	—	—	—	0.160	0.745	X
	Riverdale	P.G.	5/19/48	X	—	—	—	—	—	—	—	—	✓
	Upper Marlboro	PG	4/8/48	-	0.416								[illegible]
[illegible]	Queenstown	Q.A.	4/17/48	—	0.268	—	—	—	—	—	0.038	0.230	[illegible]
	Mardela Springs	Wicomico		X	—	—	—	—	—	—	—	—	✓
[illegible] 6	Hebron	Wicomico		X	—	—	—	—	—	—	—	—	✓
	District Hts	PG	5/19/48	X	—	—	—	—	—	—	—	—	✓
	Barnesville	Mont.	5/11/48	X	—	—	—	—	—	—	—	—	✓

	Municipality or Special Tax Area	County	Revisions Received: Letter Requesting Payment	No Change Reported	Mileage Reported	Tabulations Completed: Total Mileage added	URBAN: Municip.	County	State	Rural	Impr. ~~Other~~ Reported as prev. tab.	Impr. to hyd.	
Jan 6	Glenarden	PG	5/17/48	–	0.261	–	–	–	–	–	–	0.088	X
	Sykesville	Carroll	5/11/48	–	0.178	–	–	–	–	–		0.178	✓
	Pocomoke City	Worcester	5/25/48	–	0.355	0.176	passed 0.176	–	–	–		0.355	✓
	Section 5 (CC)	Mont.		X	–	–	–	–	–	–	–		
	Laytonsville	Mont		–	0.296							–	
	Bladensburg	P.G.		–	1.900	–	–	–	–	–	–	–	
7	La Plata	Charles	5/7/48	X	–	–	–	–	–	–	–	–	
	Oxford	Talbot	5/26/48	–	–	–	–	–	–	–	–	–	✓
9	Seat Pleasant	PG		X	–	–	–	–	–	–	–	–	
13	Brunswick	Frederick	1/13/48	X	–	–	–	–	–	–	–	–	

A Accepted County Mileage as submitted by County Comm. - later found to be in error & adjustments made as of Dec. 31, 1947.

Carol. Balance of 0.010 is due to transfer of mileage from thousands to hundredths - LM FORM IS CORRECT

Carroll Transferred from County to State after July 1947 - Bachman Miles - Melrose 1.67 miles; Baust Church Road 0.82 miles; Taneytown - Trevanian 1.35 miles - total 3.84 miles as of Dec. 1947

D Adjustments made since July 31, 1947 - Miles to be added to System 5.430 (July 1947)

should be 4.830

-0.600 Type C

LM Form as of Dec. 31, 1947 is correct. Balance of 0.030 is due to transfer of mileage from thousandths to hundredths.

G Adjustments made since July 31, 1947 - Miles to be transferred out of System - 27.032 (July 1947)

should be +28.112 (Dec 1947)

+ 1.080 Miles

LM Form as of Dec. 31, 1947 is correct

Ha Work sheet July 1947 showed Mt. Royal Ave. -0.260 Miles; actually deducted Dec. 1947 -0.610 Miles; Adjustment to be made to [county rural LM Form] +0.350 "F" Type.

P.G. Co. Rd. south of Ammondale added in error July 1947 0.400 Miles

" " " " Rosaryville " " " " " 0.300 "

" " " " Landover Perry Marthen Rd. " " " " " 0.700 "

Total - 1.400 Miles

The above mileage was not actually added to the county LM Forms as of Dec. 1947 and should not have been added.

QA After July 1947 - Co. Rd. #22 - Transferred to State System (MD544) 4.280 Miles Type "G"

Ingleside - Roe Rd. - " " " " (MD305) 0.880 " " "

Total 5.160 Miles

T Road #34 Hinner Lane 0.110 Type "D" } Abandoned

48 Forest Landing Road 0.800 " " } after July 1947

Wa. Road #99 - Original Work sheet June 1947 - 0.600 miles deducted

should be actually deducted Dec 1947 - 1.300 miles OK

Road #17 - Original Work Sheet June 1947 - 0.130 (should be)

actually deducted Dec. 1947 - 1.300

Adjustment to be made to [County Rural LM Forms] +1.170 Type "C"

	Rural And Urban	Rural Mileage				
	Dec. 31, 1946	July 30, 1947	Dec. 31, 1947	+	—	
A	358.355	499.270	485.940		13.330 ✓	Adjustments
AA	613.980	618.196	704.300	86.104 *	✓	Revision after July 47
B	989.660	1,340.460	1,350.220	9.760		
Col	168.077	179.687	180.790	1.103		
Carol.	468.110	460.250	460.240		0.010 ✓	Adjustment
Corr.	708.510	713.840	712.800		1.040 ✓	Third from County to State system
Ce	439.785	437.734	440.390	2.656		
Ch	252.100	257.930	263.920	5.990		
D	476.910	482.340	481.710		0.630 ✓	Adjustment
F	1002.076	1006.786	986.100	0.694		
G	729.550	721.568 +	720.500		1.068 ✓	Adjustment
Ha	520.790	577.937	577.660	0.073	✓	Adjustment Dec. 47
Ho	283.650	286.000	286.450	0.450		
K	234.365	230.244	230.350	0.106		
M	686.383	713.714	724.080	10.366		
PG	418.700	411.158	409.770		1.388 ✓	Adjustments after July 47
QA	394.051	394.551	390.740		3.811 ✓	Mileage Taken to State System after July 47
SM	245.500	262.177	265.240	3.063		
So	286.180	287.450	288.050	0.600		
T	281.310	269.350	269.040		0.310 ✓	Mileage Abandoned after July 47
Wa	598.030	623.698	625.640	1.942		
Wi	515.510	502.989	505.090	2.101		
Wo	454.700	445.140	443.290		0.680 ✓	Adjustment Rd #99
Total	11,186.282	11,722.469	11,825.210			

* Late Revision

xx Adjustments to be made to the LM Forms as of Dec 31, 1948. for County Rural Mileage

" " " " " " " " " " " " " Municipal Mileage

K Chestertown: -0.030 - error in tabulating

-.040 (Park Row)

+.010 (Church St.)

-.030 Miles

M Chevy Chase Village: -0.410 miles was Mun. (1946)

is now State (1947)

-.410 Miles (Brookville Rd)

F Frederick: -0.067 miles was Mun. (1946)

is now State (1947)

-.067 (Md #74)

M Gaithersburg: - 0.960 miles from Mun. to County

+ 0.260 " from State to Mun

- 0.700

Road A .680
Road B .030
Road C .030
Road D .220
-0.960

Summit Ave = + 0.260

P.G. Mt. Rainier: - 0.065 (Total change)

- 0.030 miles from Mun to State (Taylor Ave.)

- 0.035 " in error (Kaywood Place)

- 0.065

P.G. Riverdale: -0.380 miles from Mun. in error (Lafayette Ave.)

M Rockville: - 0.420 from Mun. to County (Monroe St.)

+ 0.113 New Mun. Mileage (Jefferson St)

+ 0.047 " " " (Mt. Vernon Place)

+ 0.066 " " " (Blandford Ave.)

- 0.194 Total change

A.I. Westernport: 0.060 Miles was Municipal (1946)

is now County rural (1947)

Gay St. -.030

Poplar St. -.030

.060

Co.	Town	No. of Changes.	Mileage. Improvements	Additions: Below D	Additions: D and Above	Total
Allegany	Cumberland	7	—	0.682	—	0.682
	Lonaconing	1	0.220	—	—	0.220
	Westernport	2	0.100	—	—	0.100
		10	0.320	0.682	—	1.002
Anne Arundel	Annapolis	1	—	—	0.013	0.013
Calvert	Chesapeake Beach	5	—	—	0.540	0.540
Caroline	Denton	2	—	—	0.170	0.170
	Greensboro	9	—	0.600	1.000	1.600
		11	—	0.600	1.170	1.770
Carroll	Hampstead	1	0.050	—	—	0.050
	Mt Airy	1	0.070	—	—	0.070
	Sykesville	3	0.196	0.172	0.042	0.410
	Westminster	6	0.250	0.139	0.043	0.432
		11	0.566	0.311	0.085	0.962
Frederick	Frederick	5	—	—	0.490	0.490
	Woodsboro	1	—	—	0.047	0.047
		6	—	—	0.537	0.537
Garrett	Accident	2	—	—	0.150	0.150
	Friendsville	1	—	—	0.114	0.114
	Grantsville	1	—	—	0.046	0.046
	Loch Lynn Hghts	4	—	0.193	—	0.193
	Oakland	1	0.038	—	—	0.038
		9	0.038	0.193	0.310	0.541

Co.	Town.	No. of changes.	Mileage			
			Improvements	Additions		Total
				Below D	Dand above	
Harford	Aberdeen	3	—	—	0.298	0.298
	Bel Air	9	0.143	0.647	0.112	0.902
	Havre DeGrace	4	—	0.085	0.445	0.530
		16	0.143	0.732	0.855	1.730
Kent	Betterton	2	0.163	—	0.075	0.238
	Chestertown	1	—	—	0.060	0.060
		2	0.163	—	0.135	0.298
Montgomery	Garrett Park	1	0.013	—	—	0.013
	Kensington	1	—	—	0.028	0.028
	Laytonsville	2	—	—	0.296	0.296
	Rockville	4	—	—	0.332	0.332
	Takoma Park	3	—	—	0.220	0.220
	Washington Grove	2	—	—	0.095	0.095
		13	0.013	—	0.971	0.984
Pr. George	Berwyn Hights	1	—	0.095	—	0.095
	Cheverly	8	—	—	1.365	1.365
	College Park	3	0.512	—	0.377	0.889
	District Hights	4	—	—	0.887	0.887
	Edmonston	1	0.165	—	0.145	0.310
	Hyattsville	13	0.485	—	1.650	2.135
	Landover Hills	3	—	—	0.223	0.223
	Laurel	4	—	0.100	0.522	0.622
	Mt. Rainier	9	—	—	1.501	1.501
	Univ. Park	3	—	—	0.339	0.339
	Upper Marlboro	3	—	0.210	0.246	0.456
		52	1.162	0.405	7.255	8.822

Co.	Town	No. of Changes	Mileage 3 of 3			
			Improvements	Additions		Total
				Below D	D and above	
Queen Annes	Centerville	2	–	–	0.157	0.157
	Sudlersville	2	–	0.160	–	0.160
		4	–	0.160	0.157	0.317
Somerset	Crisfield	1	0.030	–	–	0.030
Talbot	Easton	2	0.090	–	–	0.090
	St Michaels	5	0.154	–	0.298	0.452
		7	0.244	–	0.298	0.542
Washington	Hagerstown	1	–	–	0.038	0.038
Wicomico	Salisbury	40	2.689	–	2.680	5.369
Worcester	Berlin	1	–	–	0.384	0.384
	Ocean City	3	–	–	0.311	0.311
	Pocomoke City	9	0.881	–	0.126	1.007
		13	0.881	–	0.821	1.702
State Total		202	6.249	3.083	15.865	25.197

RECORD OF MUNICIPAL REVISIONS RECEIVED

	Municipality	County	Revisions Received	Copy of Letter ~~recd~~	Additional Mileage Paved	Additional Mileage Earth	Miles Improved but not additional	Miles widened	
	ALLEGHENY								
✓	Barton	Allegany	12/29/47	12/29/47	—	—	0.915	—	
✓	Cumberland		12/22/47	12/22/47	—	0.390	—	—	
✓	Frostburg		12/22/47	5/28/48	Reported - No Changes				
✓	Lonaconing		—	5/4/48	No Report Filed				
✓	Luke		12/24/47	1/17/48	Reported - No Changes				
✓	Midland		—	5/24/48	No Report Filed				
✓	Westernport		12/17/47	5/3/48	Reported No changes				
					—	+0.390	0.915		✓
	ANNE ARUNDEL								
✓	Annapolis	Anne Arundel	12/29/47	5/4/48	Reported - No changes				
✓	Arundel-on-the-Bay		12/31/47	4/15/48	+0.715		0.935		
	~~Reported~~		—		No Report Filed -				
					+0.715		0.935		
	NONE	Baltimore			—	—	—	—	
✓	Chesapeake Beach	Calvert	12/22/47	5/20/48	0.350	—	—	0.150	0.150
✓	North Beach		12/30/47	5/30/48	Reported Repairs + Maintenance				
					+0.350	—	—	0.150	✓
	Denton	Caroline	12/8/47	12/5/47	Reported - No changes				
✓	Federalsburg		—	5/12/48	No Report - Filed				
✓	Goldsboro		12/29/47	5/26/48	Reported - No changes				
✓	Greensboro		12/8/47	12/16/47	+1.000	+0.600	—	—	
	Hillsboro		11/25/47	5/24/48	Reported - No changes				
	Marydel		12/8/47		Reported - No changes				
✓	Preston		12/22/47	5/7/48	—	—	0.340	—	
✓	Ridgely		12/30/47	4/8/48	Changes reported not previously tabulated				0.638
	Templeville *		12/2/47	5/10/48	Reported - No changes				
		+ Temp. figures for December			+1.000	+0.600	0.340		
✓	Hampstead	Carroll	12/29/47	5/15/48	—	—	0.031	—	
✓	Manchester		12/24/47	4/14/48	* —	* —	0.660	—	0.119
✓	Mount Airy *		12/22/47	6/9/48	+0.070	-0.070	0.400	—	
✓	New Windsor		12/30/47	6/1/48	Reported - No changes				
✓	Sykesville		1/6/48	5/11/48	—	—	0.148	—	
✓	Taneytown		12/26/47	6/4/48	** Reported - No changes				
	Union Bridge		12/30/47	5/10/48	—	—	0.320	—	
✓	Westminster		12/26/47	5/5/48	+0.180	0.080 -0.180	0.057	—	0.110
					+0.250	-0.170	1.596		✓
	*		Transferred from County to Mun		3.470	-0.270			
	**		"	" " "	4.340	-1.750			

RECORD OF MUNICIPAL REVISIONS RECEIVED

	Municipality	County	Revisions Received	Copy of Letter rec'd.	Additional Mileage Paved	Additional Mileage Earth	Miles Improved but not additional	Miles Widened	
✓	Cecilton	Cecil	12/22/47	5/7/48	Reported -		No changes		
	Charlestown		12/16/47	5/8/48	Reported -		No changes		
✓	Chesapeake City		12/23/47	5/17/48	Reported -		No changes		
✓	Elkton		12/19/47	5/13/48	—	—	0.190	—	0.190
✓	Northeast		—	6/1/48	No	Report	Filed	—	
✓	Perryville		12/29/47	5/30/48	Reported -		No changes		
✓	Port Deposit		—	5/24/48	No	Report	Filed	—	
	Rising Sun		12/2/47	5/12/48	Reported -		No changes		
					—	—	0.190	—	✓
✓	Indian Head	Charles	—	5/24/48	No	Report	Filed	—	
✓	La Plata		1/6/48	5/7/48	Reported -		No changes		
					—	—	—	—	✓
✓	Cambridge	Dorchester	12/22/47	5/6/48	Reported -		No changes		
✓	Church Creek		—		No	Report	Filed	—	
✓	East New Market		—	5/28/48	No	Report	Filed	—	
	Eldorado		5/21/48	5/21/48	+0.280			—	
✓	Hurlock		12/19/47	5/19/48	—	—	0.270	—	
✓	Secretary		12/19/47	5/14/48	Reported -		No changes		
✓	Vienna		12/30/47	5/13/48	Reported -		No changes		
					+0.280	—	0.270	—	✓
✓	Brunswick	Frederick	1/13/48	1/13/48	Reported -		No changes		
✓	Burkittsville		1/5/48	5/15/48	Reported -		No changes		
✓	Emmitsburg		—	5/15/48	No	Report	Filed	—	
✓	Frederick		12/22/47	1/5/48	—	—	0.061	—	
✓	Middletown		12/30/47	5/15/48	—	—	0.243	—	0.175
	Mount Airy *		(see Carroll County)		Reported -		No changes		
✓	Myersville		12/23/47	5/24/48	Reported -		No changes		
✓	New Market		—		No	Report	Filed	—	
✓	Thurmont		—	5/11/48	No	Report	Filed	—	
✓	Walkersville		12/22/47	5/25/48	Reported -		No changes		
	Woodsboro		12/1/47	5/10/48	—	—	—	—	0.345
					—	—	0.304	—	✓
✓	Accident	Garrett	12/29/47	12/29/47	—	—	0.365	—	1.120
✓	Deer Park		—	5/24/48	No	Report	Filed	—	
✓	Friendsville		12/30/47	12/23/47	0.114	—	—	—	
✓	Grantsville		12/23/47	5/4/48	0.046	—	0.026	—	0.948
✓	Kitzmiller		1/5/48	5/21/48	—	—	0.745	—	0.160

* Transferred from County to Mun.

RECORD OF MUNICIPAL REVISIONS RECEIVED 1947

	Municipality	County	Revisions Received	Copy of Letter rec'd.	Additional Mileage Paved	Additional Mileage Earth	Miles Improved but not additional	Miles widened	
✓	Loch Lynn Heights	Garrett	12/19/47	12/19/47	Reported - No changes				
✓	Mt. Lake Park	(continued)	12/23/47	1/9/48 -	Reported - No changes				
	Oakland		12/19/47	5/6/48	+0.038	-0.038	0.495	—	0.39*
					0.198	-0.038	1.633		✓
✓	Aberdeen	Harford	12/30/47	5/5/48	—	—	0.280		
✓	Bel Air		12/19/47	5/10/48	+0.115 +0.105 +0.105 -0.485	0.675 +0.005 -0.105	1.235		1.350
✓	Havre de Grace		1/5/48	5/18/48	0.445		0.639	—	
					0.605	0.542	2.154	—	✓
	NONE	Howard							
					—	—	—	—	✓
✓	Betterton	Kent	—	5/30/48	No	Report	Filed	—	
	Chestertown		12/12/47	5/4/48	Reported - No changes				
✓	Galena		—	5/25/48	No	Report	Filed	—	
	Millington *		12/3/47	5/21/48	Reported - No changes				
✓	Rock Hall		—	5/24/48	No	Report	Filed	—	
					—	—	—	—	✓
✓	Barnesville	Montgomery	1/6/48	5/11/48	Reported - No changes				
✓	Brookville		12/26/47		* Reported - Tbra from County to Municipal				
✓	Chevy Chase View		12/22/47	5/19/48	Reported - No changes				
	Chevy Chase Vil.		12/3/47	5/6/48	Reported - No changes				
✓	Drummond		12/29/47	12/5/47	Reported - No changes				
✓	Friendship Hgts.		—	6/1/48	No	Report	Filed	—	
✓	Gaithersburg		12/23/47	5/10/48	Reported - No changes				
✓	Garrett Park		12/29/47	5/7/48	-	—	0.047	-	
✓	Glen Echo		—	5/7/48	No	Report	Filed	—	
✓	Kensington		12/30/47	5/6/48	0.028	—	0.220	0.047	0.047
✓	Laytonsville		1/6/48	*No letter - add to County Municipal	+0.296	—	—	—	
	Martins Add.		11/19/47	11/19/47 -	Reported - No changes				
✓	No. Chevy Chase		12/29/47	6/4/48	Reported - No changes				
✓	Oakmont		12/22/47	5/24/48	Reported - No changes				
	Poolesville		12/16/47	5/24/48	Reported - No changes				
✓	Rockville		12/20/47	5/19/48	0.226	—	0.511	—	
✓	Section III		12/19/47	12/19/47 -	Reported - No changes				
	Section IV		12/17/47	5/18/48	0.027	—	0.060	—	0.060
✓	Section V		1/6/48	5/31/48	Reported - No changes				
	Somerset		12/9/47	1/6/48	Reported - No changes				
✓	Takoma Park *		12/23/47	5/6/48	0.220	—	0.320	—	
✓	Washington Grove		—	5/18/48	No	Report	Filed	—	
					0.348	—	1.178	0.047	✓

RECORD OF MUNICIPAL REVISIONS RECEIVED

Municipality	County	Revisions Received	Copy of Letter rec'd.	Additional Mileage Paved	Additional Mileage Earth	Miles Improved but not additional	Miles Widened	
Avondale	Pr. Georges						STA	
✓ Berwyn Hgts.		12/29/47	5/15/48	—	+0.095	—	—	
✓ Bladensburg		—	5/25/48	No	Report	Filed		
Boulevard Hgts.		—					STA	
✓ Bowie		12/29/47	12/29/47	Reported —	No change			
Bradbury Hgts.		—					STA	
Brentwood		11/24/47	5/10/48	Reported —	No changes			
Brookside Manor		—					STA	
Capitol Hgts.		—	5/8/48	No	Report	Filed	—	
Carole Highlands #36								
Carmody Hills		—					STA	
Chapel Oaks		—					STA	
✓ Cheverly		12/31/47	5/21/48	+0.815	—	0.300	—	
Chillum #34								
College Park		12/16/47	4/16/48	+0.060 +0.285	−0.285	0.468	—	F-E.112
✓ Colmar Manor		12/22/47	5/13/48	Reported —	No change			
Coral Hills		—					STA	
✓ Cottage City		—	12/18/47	No	Report	Filed	—	
Deanwood Park							STA	
Dillon Park							STA	
✓ District Hgts.		1/6/48	5/19/48	Reported —	No change			
✓ Eagle Harbor		12/29/47	5/18/48	Reported	Repairing		only	
East Pines #35								
✓ Edmonston		12/31/47	5/5/48	+0.145 +0.165	−0.165	0.130	—	
✓ Fairmount Hgts.		12/29/47	5/8/48	—	—	0.315	—	
Glenarden		1/6/48	5/17/48	Reported	Resurfacing-Sheet type		0.288	
Green Meadows							STA	
Gudes							STA	
Hampshire Knolls							STA	
Hampshire " I II	#7						STA	
" " IV	#11						STA	
Hillside							STA	
✓ Hyattsville		1/5/48	5/25/48	+0.683 +0.405	−0.405	0.484	—	0.165
✓ Landover Hills		12/12/47	5/13/48	Reported —	No change			
Lanham Hgts.							STA	
✓ Laurel		12/23/47	5/26/48	Reported —	No change			
Maryland Park							STA	
Morningside							STA	
✓ Mount Rainier		12/31/47	5/11/48	—	—	0.482	—	
Navy Day							STA	

RECORD OF MUNICIPAL REVISIONS RECEIVED

Municipality	County	Revisions Received	Copy of Letter rec'd	Additional Mileage Paved	Additional Mileage Earth	Miles Improved but not additional	Miles Widened	
North Englewood	Pr. Georges						STA	
North Brentwood	(continued)	12/31/47	5/25/48	—	—	—	—	
Riverdale		1/5/48	5/19/48	Reported -		No change		
Riverdale Hgts.							STA	
Rogers Hgts.							STA	
Seat Pleasant		1/9/48	6/4/48	Reported -		No change		
Suitland Manor							STA	
Sunnybrook							STA	
Takoma Park *		(See Mont)	5/6/48	—	—	0.070	0.070	
University Park		12/11/47	5/11/48	+0.045	—	1.031	—	
Upper Marlboro	* Transferred from County & Town	1/5/48	4/8/48.	*0.170 0.076	0.010	—	—	
Villa Hgts.							STA	
West Lanham Hills							STA	
Wildercroft							STA	
				1.149	-0.550	3.3.5		
Barclay	Queen Annes	12/22/47	12/4/47	Reported -		No changes		
Centreville		—	5/11/48	No	Report	Filed	—	
Church Hill		—	5/18/48	No	Report	Filed	-	
Millington *		See Kent	County -	—	—	—	—	
Queenstown		1/5/48	4/17/48	—	—	0.130	—	0.038
Sudlersville		—	5/8/48	No	Report	Filed	—	
Templeville *		See Caroline Co		—	—	—	—	
				—	—	0.130	—	✓
Leonardtown	St. Marys	—	5/29/48	No	Report	Filed	—	✓
Crisfield	Somerset	12/23/47	5/5/48	+0.030	-0.030	4.655	—	
Princess Anne		12/17/47	5/10/48	Reported -		No change		
				+0.030	-0.030	4.655		✓
Easton	Talbot	12/31/47	5/4/48	+0.090	-0.090	0.390	—	
Oxford		1/6/48	5/26/48	Reported	Repairing	only		
St. Michaels		12/24/47	5/10/48	+0.154	-0.154	—	—	0.209
Trappe		—	5/5/48	No	Report	Filed	—	
				+0.444	-0.444	0.390	—	✓
Boonsboro	Washington	12/29/47	5/24/48	Reported	Patching & Repairing			
Clear Spring		—	5/24/48	No	Report	Filed	—	
Funkstown		12/8/47	12/8/47.	Reported	Resurfacing - same type			0.700
Hagerstown	* 0.436 H to H	12/29/47	5/27/48	—	—	*1.972	—	0.316

RECORD OF MUNICIPAL REVISIONS RECEIVED

Municipality	County	Revisions Received	Copy of Letter rec'd	Additional Mileage Paved	Additional Mileage Earth	Miles Improved but not additional	Miles widened	
✓ Hancock	Washington	—	5/27/48	No	Report	Filed	—	
✓ Keedysville	(continued)	12/30/47	12/30/47	Reported Resurfacing - Same type				
✓ Sharpsburg		12/22/47	5/8/48	Reported Patching + Repairing				
✓ Smithburg		—	5/10/48	No	Report	Filed	—	
✓ Williamsport		12/24/47	5/6/48	Reported -		No change		
				—	—	1997	—	✓
✓ Delmar	Wicomico		12/29/47					
✓ Fruitland		12/30/47	12/26/47	Reported -		No change		
✓ Hebron		1/6/47	—	Reported -		No change		
✓ Mardela		1/5/48	—	Reported -		No change		
✓ Pittsville		12/31/47	—	Reported -		No change		
✓ Salisbury		12/22/47	5/24/48	0.132 +1.525	-1.525	1.288	—	0.057
✓ Sharptown	* County Urban	12/30/47	* —	-	* +0.228	0.228	—	0.051
✓ Willards		12/29/47	—	Reported -		No change		
				1.657	-1.525	1.516	—	✓
✓ Berlin	Worcester	12/22/47	5/8/48	0.384	—	—	—	
✓ Ocean City		12/24/47	5/24/48	Reported -		No change		
✓ Pocomoke City		1/6/48	5/25/48	0.126 +0.145	-0.145	0.215		
✓ Snow Hill		—	5/31/48	No	Report	Filed	—	
				0.655	+0.145	0.215		✓

* Letter received 5-26-48 requesting payment be made to county

ANNE ARUNDEL

ARUNDEL-ON-THE-BAY - Entrance Rd - From County Rd to Cedar Ave
Orig inventory shows .065 of the total .715 miles of 16'F to be in the corp. limits - Plat accompanying 1947 revisions shows the whole length of Entrance Rd in corp limits.
Letter written 4/24/48

CAROLINE

GREENSBORO - Unable to locate street names on our map - letter sent 4/9/48 - requesting clarification.
Letter sent 4/9/48

CARROLL

SYKESVILLE - shows Oklahoma Road - Main St to Norwood Ave - as improved from 12' E to 38' H.

Check all Street names shown on map.
Field check made 4/28/48.

UNION BRIDGE - Alley D + Alley G shows improvement to type H but no widths given
Letter sent 4/21/48
Reply received + corrections made 4/29/48

Manchester - Water St - part outside of corporate limits
Letter sent 4/21/48

OK

Reply received acknowledging above. 4/29/48

CALVERT

CHESAPEAKE BEACH

Unable to Identify two new streets reported - letter sent 4/9/48

Letter sent 4/9/48

OK

Mr Dasto called at office and corrected Form HPS 20-M + bro'tin plat showing new locations.

FREDERICK COUNTY

Middletown - Cannot locate Streets

Mount Airy - Cannot locate Streets

Woodsboro - Cannot locate Church Alley

Field check made on above towns 4/28/48 ✓

GARRETT Co

~~Accident~~ - ~~South St. - Revision shows 0.6 miles from US 219 N. to US 219 S Inventory shows - South St from~~

Friendsville - 2nd Ave. From Oak Ave - Town limits 0.114 miles type G - no width Letter sent April 22, 1948.

~~Oakland~~ - ~~47-4 Pennington St from County Road to Proctor (200' E) (0.038 miles) we cannot locate Proctor + is County Road the Swallow Falls Road.~~

HARFORD COUNTY

Havre de Grace - S. Adams St. - Alliance to Commerce
Revision shows 500' (0.095) - orig inventory
shows 0.180 miles.

St Clair St. - Washington to St John
Revision shows improvement from
30' to 57' - Does this include old
railroad section. - Letter sent 4/22/48
Reply received + corrections made 5/17/48. ✓

Belair — Locate Catherine St between
Alicanna & Gordon on William St.
(To be plotted on map & on HPS 20-M Form)
Letter sent 4/22/48.

Aberdeen - Cannot locate Edmund St between
N. of Plater St to Town limits.

Montgomery County

Section IV Chevy Chase – Cannot locate 47-1 & 47-2
Letter + sketch sent 4/26/48 ✓

Rockville — Argyle & Lewis St. outside of corporate limits. – Letter 4/23/48

Laytonsville — No Type shown on improvement. Letter sent 4/26/48. ~~Reply rec'd + correction~~ made 5/17/48 ✓

~~Kensington~~ — ~~Dupont Ave. E of St. Paul. Unable to locate. Added to tabulation as Ave. St. 0.028 16' F~~

Kensington –
Certification shows Kensington Pkwy as exception (County maintained)
Is this Prince George Ave?
How far does County Road run – to Kent St, or to Montgomery Ave?

Prince Georges County

Upper Marlboro – Cannot locate Wilson Lane E
School St #2
Hosenbalg is checking Water St. 5/23/48.
Phoned AW Tayman + adjustment made 5/14/48 ✓

University Park OK No widths shown on revision
report - letter sent 4/14/48 - Ans. OK. 4/23/48 ✓

Edmonston 47-2/5 - 49th Place cannot locate
47-5 - No width shown
Letter sent 4/14/48

Queen Anne's Co.

Queenstown – Locate Metzdorf tank on
Alley # 2-47
Letter sent 4/23/48.

TALBOT COUNTY

St. Michaels — Can locate streets listed on HPS 20-M but not limits between improvements reported — Letter sent 4/2/48

WORCESTER COUNTY

Berlin - New St. - Addition 0.384 miles

Cedar Ave - from Williams St to Bryon Ave

TO BE INVENTORIED

Pocomoke City - Letter re width
Sent 4/xx/48.

SION

Recapitulation of Revisions to Municipal Inventory
as tabulated from reports received from
the various municipalities

County	Hard surfaced streets in incorporated towns Maintained by County				
	As of June 30, 1947	Adjustments	Tfrd to Municipal Urban	Additional Mileage	As of Dec. 1, 1947
Allegany	0.500				0.500
Anne Arundel	4.17r	- 4.03r			0.140
Baltimore	—				—
Calvert	1.600				1.600
Caroline	r.865				r.865
Carroll	8.140		7.810		0.330
Cecil	0.380				0.380
Charles	—				—
Dorchester	1.060		0.r80		0.780
Frederick	4.110				4.110
Garrett	rrr5				rrr5
Harford	—				—
Howard	—				—
Kent	0.700				0.700
Montgomery	4.835	+ 0.480	0.r00	0.r96	5.411
Prince Georges	68.598	- 0.650	5.800		6r.148
Queen Annes	—				—
St. Marys	—				—
Somerset	—				—
Talbot	—				—
Washington	—				—
Wicomico	14.010	+ 0.080			14.090
Worcester	—				—
TOTAL	113.195	- 4.1rr	1r.090	0.r96	95.r19

MARYLAND STATE ROADS COMMISSION - TRAFFIC DIVISION 12/8/49

Tabulation of Road and Street Mileage Maintained by Counties and Municipalities Showing the Total Amount of Tax Receipts Distributed to the Various Counties for the Fiscal Year Ending June 30, 1949

	Mileage Maintained by County			Mileage Maintained by Municipalities		
County	Miles **	Total Amount Received	Amount Per Mile	Miles	Total Amount Received	Amount Per Mile
Allegany	0.500 485.940	$218,411.86	$449.00	159.348	$ 71,547.35	$ 449.00
Anne Arundel	0.140 704.300	316,426.52	449.00	20.185	8,930.56	449.00
Baltimore	1350.220	606,249.62	449.00	None	None	None
Calvert	1.600 180.790	81,893.22	449.00	11.110	4,988.40	449.00
Caroline	2.865 460.240	207,934.43	449.00	26.550	11,920.97	449.00
Carroll	0.330 712.800	320,195.82	449.00	44.639	20,042.94	449.00
Cecil	0.380 440.390	197,906.01	449.00	23.251	10,439.71	449.00
Charles	263.920	154,695.56	* 586.15	7.120	4,173.36	* 586.15
Dorchester	0.780 481.710	216,638.31	449.00	32.572	14,624.85	449.00
Frederick	4.110 1,007.480	454,204.55	449.00	84.459	37,922.14	449.00
Garrett	2.225 720.500	324,503.98	449.00	38.590	17,326.93	449.00
Harford	578.010	259,526.86	449.00	42.082	18,894.84	449.00
Howard	286.450	128,616.22	449.00	None	None	None
Kent	0.700 230.350	119,144.48	* 515.67	9.200	4,744.12	* 515.67
Montgomery	5.411 724.080	327,541.92	449.00	78.986	35,464.76	449.00
Prince George's	62.148 409.770	211,891.48	449.00	165.751	74,422.30	449.00
Queen Anne's	390.740	175,442.50	449.00	8.315	3,733.44	449.00
St. Mary's	265.240	132,507.29	* 499.58	1.420	709.40	* 499.58
Somerset	288.050	129,334.64	449.00	16.270	7,305.24	449.00
Talbot	269.040	120,799.13	449.00	26.264	11,792.55	449.00
Washington	625.640	280,912.75	449.00	138.178	62,042.01	449.00
Wicomico	14.090 505.090	233,112.15	449.00	49.871	22,392.11	449.00
Worcester	444.460	199,562.82	449.00	30.675	13,773.09	449.00
TOTAL	11,920.489	5,417,452.12	454.47	1,014.836	457,191.07	450.51

Total County and Municipal 12,935.325 miles - $5,874,643.19 - $454.16 per mile

* Larger than other per mile amounts because method of distribution would have allocated less to these Counties than each would have received under the former 1-1/2¢ Lateral Road Gasoline Tax Fund.

** Separate mileage figures shown are County Maintained Streets in Incorporated Towns.

MARYLAND STATE ROADS COMMISSION - TRAFFIC DIVISION 12/8/49

Tabulation of Road and Street Mileage Maintained by Counties and Municipalities
Showing the Total Amount of Tax Receipts Distributed to the Various Counties for
the Fiscal Year Ending June 30, 1949

	Mileage Maintained by County			Mileage Maintained by Municipalities		
County	Miles **	Total Amount Received	Amount Per Mile	Miles	Total Amount Received	Amount Per Mile
Allegany	0.500 485.940	$218,411.86	$449.00	159.348	$ 71,547.35	$ 449.00
Anne Arundel	0.140 704.300	316,426.52	449.00	20.185	8,930.56	449.00
Baltimore	1350.220	606,249.62	449.00	None	None	None
Calvert	1.600 180.790	81,893.22	449.00	11.110	4,988.40	449.00
Caroline	2.865 460.240	207,934.43	449.00	26.550	11,920.97	449.00
Carroll	0.330 712.800	320,195.82	449.00	44.639	20,042.94	449.00
Cecil	0.380 440.390	197,906.01	449.00	23.251	10,439.71	449.00
Charles	263.920	154,695.56	* 586.15	7.120	4,173.36	* 586.15
Dorchester	0.780 481.710	216,638.31	449.00	32.572	14,624.85	449.00
Frederick	4.110 1,007.480	454,204.55	449.00	84.459	37,922.14	449.00
Garrett	2.225 720.500	324,503.98	449.00	38.590	17,326.93	449.00
Harford	578.010	259,526.86	449.00	42.082	18,894.84	449.00
Howard	286.450	128,616.22	449.00	None	None	None
Kent	0.700 230.350	119,144.48	* 515.67	9.200	4,744.12	* 515.67
Montgomery	5.411 724.080	327,541.92	449.00	78.986	35,464.76	449.00
Prince George's	62.148 409.770	211,891.48	449.00	165.751	74,422.30	449.00
Queen Anne's	390.740	175,442.50	449.00	8.315	3,733.44	449.00
St. Mary's	265.240	132,507.29	* 499.58	1.420	709.40	* 499.58
Somerset	288.050	129,334.64	449.00	16.270	7,305.24	449.00
Talbot	269.040	120,799.13	449.00	26.264	11,792.55	449.00
Washington	625.640	280,912.75	449.00	138.178	62,042.01	449.00
Wicomico	14.090 505.090	233,112.15	449.00	49.871	22,392.11	449.00
Worcester	444.460	199,562.82	449.00	30.675	13,773.09	449.00
TOTAL	11,920.489	5,417,452.12	454.47	1,014.836	457,191.07	450.51

Total County and Municipal 12,935.325 miles - $5,874,643.19 - $454.16 per mile

* Larger than other per mile amounts because method of distribution would have allocated less to these Counties than each would have received under the former 1-1/2¢ Lateral Road Gasoline Tax Fund.

** Separate mileage figures shown are County Maintained Streets in Incorporated Towns.

MAGNOLIA STATE TOURS CORPORATION - TRACTOR DIVISION

Tabulation of Road and Bridge Mileage Balances by Counties and Municipalities
Showing the Total Amount of Tax Receipts Distributed to the Various Counties for
the Fiscal Year Ending June 30, 1962

County	Miles Approved by County Road Commission	Tax Rate Per Mile	Miles on Municipal Streets	Total Amount Received	Amount Per Mile
Adams	0.320 [illegible]	[illegible]	399.348	$ 72,507.35	$ [illegible]
Bone Street	0.320 [illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Bulldoze	1390.220	[illegible]	None	None	None
Calvert	1.550 260.790	[illegible]	[illegible]	[illegible]	[illegible]
Carrollton	2.865 [illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Carroll	0.190 [illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Cecil	0.360 [illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Charles	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Chrometer	0.780 [illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Crocker's	4.110 [illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Dorset	2.225 [illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Darlett	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Jessup	[illegible]	[illegible]	None	None	None
Kent	0.760 [illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Montgomery	5.111 [illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Prince George's	[illegible] [illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Queen Anne's	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
St. Mary's	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Somerset	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Talbot	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Washington	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Wicomico	[illegible] [illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Worcester	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
TOTAL	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

Total County and Municipal [illegible] miles - [illegible] - [illegible] per mile

* Larger than otherwise the amounts indicating receipts of distribution would have allocated less to those Counties even such would have received under the formerly 1-1/2% Interest Gas Gasoline Tax Fund.

** Represents [illegible] roads which are in fact [illegible] Streets in Incorporated Towns.

MARYLAND STATE ROADS COMMISSION - TRAFFIC DIVISION 12/8/49

Tabulation of Road and Street Mileage Maintained by Counties and Municipalities
Showing the Total Amount of Tax Receipts Distributed to the Various Counties for
the Fiscal Year Ending June 30, 1949

	Mileage Maintained by County			Mileage Maintained by Municipalities		
County	Miles **	Total Amount Received	Amount Per Mile	Miles	Total Amount Received	Amount Per Mile
Allegany	0.500 485.940	$218,411.86	$449.00	159.348	$ 71,547.35	$ 449.00
Anne Arundel	0.140 704.300	316,426.52	449.00	20.185	8,930.56	449.00
Baltimore	1350.220	606,249.62	449.00	None	None	None
Calvert	1.600 180.790	81,893.22	449.00	11.110	4,988.40	449.00
Caroline	2.865 460.240	207,934.43	449.00	26.550	11,920.97	449.00
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Harford	578.010	259,526.86	449.00	42.082	18,894.84	449.00
Howard	286.450	128,616.22	449.00	None	None	None
Kent	0.700 230.350	119,144.48	* 515.67	9.200	4,744.12	* 515.67
Montgomery	5.411 724.080	327,541.92	449.00	78.986	35,464.76	449.00
Prince George's	62.148 409.770	211,891.48	449.00	165.751	74,422.30	449.00
Queen Anne's	390.740	175,442.50	449.00	8.315	3,733.44	449.00
St. Mary's	265.240	132,507.29	* 499.58	1.420	709.40	* 499.58
Somerset	288.050	129,334.64	449.00	16.270	7,305.24	449.00
Talbot	269.040	120,799.13	449.00	26.264	11,792.55	449.00
Washington	625.640	280,912.75	449.00	138.178	62,042.01	449.00
Wicomico	14.090 505.090	233,112.15	449.00	49.871	22,392.11	449.00
Worcester	444.460	199,562.82	449.00	30.675	13,773.09	449.00
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Total County and Municipal 12,935.325 miles - $5,874,643.19 - $454.16 per mile

* Larger than other per mile amounts because method of distribution would have allocated less to these Counties than each would have received under the former 1-1/2¢ Lateral Road Gasoline Tax Fund.

** Separate mileage figures shown are County Maintained Streets in Incorporated Towns.

SOUTHERN STATE WATER CONSERVATION - SPECIAL DIVISION

Tabulation of land and crops Milnano Irrigated by Gravity and Supplemental Pumping showing the total amounts of the monthly distribution to the various consumers for the fiscal year ending June 30, 1949

Consumer	Milnano Irrigated by Gravity: Total Amounts Delivered	Average per Mile	Milnano Irrigated by Supplemental Pumping: Total Amount Delivered	Average per Mile
Allen Ray	1,300 / 140,000	3,000.00	129,340	$ 71,214.37
John Arnold	0,220 / 720,372	440.70	20,138	6,710.20
Beltranena	1320,320	450,202.00	None	None
Calvert	1,000 / 1,000	1,000.00	4,160.00	4,160.00
Crosslins	2,400 / 440,320	440.00	24,320	12,240.07
Carroll	0,320 / 728,000	440.00	44,027	20,000.34
Dasch	0,320 / 140,492	440.00	10,492	10,109.72
Duncan	250,320	1,000.15	1,320	6,173.34
Isenberger	0,700 / 421,120	440.70	22,572	14,221.35
Fredericks	4,120 / 1,007,420	440.00	14,427	32,000.14
Gaines	2,220 / 720,320	440.00	34,320	12,324.23
Hudson	978,020	440.00	42,038	34,574.14
Howard	840,150	440.00	None	None
Lynn	0,700 / 630,320	415,487	2,200	4,741.12
Mackenzie	2,420 / 720,080	440.00	74,440	35,400.75
Prince George	06,240 / 400,770	440.00	109,720	74,442.10
Queen Anne's	320,740	440.01	8,318	3,723.44
St. Marys	420,420	1,000.00	1,000	700.00
Sherwood	280,720	440.00	14,470	7,404.44
Talbot	340,420	440.00	44,220	11,220.80
Washington	420,040	440.00	120,178	64,420.22
Wicomico	14,080 / 240,070	440.00	18,074	20,104.14
Worcester	440,000	440.00	30,075	44,173.00
TOTAL	11,220,400			

Total gross and net acreage 18,220,320 miles - 40,074,440.10 - 440.10 per mile

A larger than other per mile acreage income method of distribution would have maintained same in those counties that would equal have received under the Chapter 1-A/26 Internal Fund Handling Act 1944.

The figures shown are those actually distributed Except in Supplemental Pumping.

MARYLAND STATE ROADS COMMISSION-TRAFFIC DIV. July 30, 1948

Tabulation of Road and Street Mileage Maintained by Counties and Municipalities
Showing the Total Amount of Tax Receipts Distributed to the Various Counties for
the Fiscal Year Ending June 30, 1948

County	Mileage Maintained by County			Mileage Maintained by Municipalities		
	Miles **	Total Amount Received	Amount Per Mile	Miles	Total Amount Received	Amount Per Mile
Allegany	0.500 499.270	$ 209,469.08	$419.13	158.448	$ 66,410.47	$419.13
Anne Arundel	4.172 618.196	260,853.70	419.13	19.470	8,160.48	419.13
Baltimore	1340.460	561,828.30	419.13	None	None	None
Calvert	1.600 179.687	75,982.99	419.13	10.760	4,509.85	419.13
Caroline	2.865 460.250	194,105.83	419.13	25.250	10,583.06	* 429.82
Carroll	8.140 713.840	302,604.17	419.13	36.409	15,260.14	419.13
Cecil	0.380 437.734	183,627.15	419.13	22.261	9,330.27	419.13
Charles	257.930	144,322.77	* 559.54	7.120	3,983.95	* 559.54
Dorchester	1.060 482.340	202,607.90	419.13	32.292	13,534.58	419.13
Frederick	4.110 1,006.786	423,697.79	419.13	84.431	35,387.68	419.13
Garrett	2.225 721.568	303,364.06	419.13	38.392	16,091.28	419.13
Harford	577.937	242,231.30	419.13	41.122	17,235.50	419.13
Howard	286.000	119,871.46	419.13	None	None	None
Kent	0.700 230.244	111,207.47	* 481.53	9.230	4,444.56	* 481.53
Montgomery	4.835 713.714	301,166.13	419.13	79.370	33,266.43	419.13
Prince George's	68.598 411.158	201,080.59	419.13	157.697	66,095.70	419.13
Queen Anne's	394.551	165,368.55	419.13	8.315	3,485.07	419.13
St. Mary's	262.177	123,690.02	* 471.78	1.420	669.93	* 471.78
Somerset	287.450	120,479.19	419.13	16.240	6,806.69	419.13
Talbot	269.350	112,892.93	419.13	26.020	10,905.79	419.13
Washington	623.698	261,411.15	419.13	138.178	57,914.68	419.13
Wicomico	14.010 502.989	216,690.29	419.13	48.214	20,207.98	419.13
Worcester	445.140	186,571.98	419.13	30.020	12,582.31	419.13
TOTAL	11,835.664	$5,025,124.80	$424.57	990.659	$416,866.40	$420.80

Total County and Municipal 12,826.323 miles - $5,441,991.20 - $424.30 per mile.

* Larger than other per mile amounts because method of distribution would have allocated less to these Counties than each would have received under the former 1-1/2¢ Lateral Road Gasoline Tax Fund.

** Separate mileage figures shown are County Maintained Streets in Incorporated Towns.

INVESTORS STATE BANK CORPORATION-MARKET DIV.
Statement of Sales and Income Allocated by Counties and Municipalities
Showing the Total Amount of Tax Receipts Distributed to the Various Funds for
the Fiscal Year Ending June 30, 1948

County	Sales **	Total Amount Expended	Income Tax	Sales Tax	Total Amount Received	Amount Per Mile
Allegany	0.170					
	[illegible]	$ [illegible]	[illegible]	[illegible]	$ [illegible]	[illegible]
Anne Arundel	4.230					
	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Baltimore	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Calvert	1.000					
	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Caroline	2.065					
	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Carroll	8.140					
	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Cecil	4.980					
	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Charles	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Dorchester	2.520					
	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Frederick	2.110					
	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Garrett	4.259					
	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Harford	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Howard	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Kent	0.310					
	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Montgomery	6.038					
	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Prince George's	[illegible]					
	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Queen Anne's	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
St. Mary's	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Somerset	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Talbot	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Washington	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Wicomico	14.000					
	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Worcester	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

Total County and municipal [illegible] dollars - [illegible] - [illegible] per cent.

* Larger than other for this same [illegible] because [illegible] of different [illegible] which have allocated less to State Highway Fund, each which were received under the former 1-1/2% [illegible] and [illegible] tax funds.

** Larger sales allocated to counties where the County Commissioners should be [illegible].

Total Receipts

Gasoline Tax	-	$18,822,818.20
Motor Vehicle Revenue	-	12,826,822.56
		$31,649,640.76

Total Disbursements

State-for Construction	-	$13,851,093.75
State-for Maintenance	-	4,193,568.98
Baltimore City	-	8,162,986.83
Counties & Municipalities	-	5,441,991.20
		$31,649,640.76

SSION

Recapitulation of Revisions to Municipal Inventory as tabulated from reports received from the various Municipalities

	County	Number of towns reporting: changes	Number of towns reporting: No change	No. of towns Not Reporting	No. of towns requesting payment	HARD SURFACED STREETS MAINTAINED BY MUNICIPALITIES IN INCORPORATED TOWNS. As of June 30, 1947	Additional Mileage Reported	Improvements from Earth to Paved	Adjustments	Improvements Not affecting total	Mileage from county urban *	As of Dec. 1, 1947.
7	Allegany	✓	3	✓	7	158.448			+ 0.960 H + 0.900	0.915 ✓		159.348
✓	Anne Arundel	1	1	–	✓	19.470	0.715 ✓			0.935 ✓		20.185
0	Baltimore	–	–	–	–	NO INCORPORATED TOWNS				—		—
✓	Calvert	✓	–	–	✓	10.760	0.350 ✓			—		11.110
9	Caroline	✓	6	1	8	25.250	1.000 ✓		+ 0.300	0.340 ✓		26.550
8	Carroll	6	✓	–	8	36.409	—	0.250 H	+ 0.170	1.596 ✓	7.810	44.639 ✓
8	Cecil	1	5	✓	8	22.261			+ 0.990	0.190 ✓		23.251
✓	Charles	–	1	1	✓	7.120				—		7.120
7	Dorchester	✓	3	✓	6	32.292				0.270 ✓	0.280	32.572
10	Frederick	3	4	3	9	84.431			+ 0.028	0.304 ✓		84.459
8	Garrett	5	✓	1	8	38.392	0.160 ✓	0.038 ✓		1.633 ✓		38.590
3	Harford	3	–	–	3	41.122	0.500	0.105 ✓	+ 0.355	2.154		42.082
0	Howard	–	–	–	–	NO INCORPORATED TOWNS				—		—
5	Kent	–	✓	3	5	9.230			– 0.030	—		9.200
22	Montgomery	6	13	3	21	79.370	0.546		– 1.130	1.158	0.200	78.986
50	Prince Georges	12	8	30	23	157.697	1.824 ✓	0.855 ✓	– 0.425	3.305 ✓	5.800	165.751
5	Queen Annes	1	1	3	5	8.315	–	–	–	0.230 ✓		8.315
1	St. Mary's	–	–	1	1	1.420	–			– ✓		1.420
✓	Somerset	1	1	–	✓	16.240		0.030 ✓		4.655 ✓		16.270
4	Talbot	3	–	1	4	26.020		0.244 ✓		0.390 ✓		26.264
9	Washington	5	1	3	9	138.178				1.972 ✓		138.178
8	Wicomico	2	6	–	3	48.214	0.132 ✓	1.525 ✓		1.516		49.871
4	Worcester	2	1	1	4	30.020	0.510	0.145		0.215		30.675
176	Total	59	60	51	140	990.659	5.137	3.192	+ 1.158	21.178	14.090	1014.836

* The municipalities listed below have submitted requests for payment this fiscal year, but did not file similar requests as of June 30, 1947.

Manchester, Taney town — Carroll County
Brookeville - Montgomery County
Capitol Heights - Prince Georges County
Eldorado — Dorchester County

County. (An. Code, 1951, § 132; 1939, § 151; 1924, § 150; 1912, § 96; 1904, § 95; 1888, § 91; 1853, ch. 220, § 5; 1874, ch. 423; 1876, ch. 184; 1878, ch. 286; 1900, ch. 72; 1902, ch. 628, 1917, ch. 17; 1931, ch. 98.)

If county commissioners violate this section, they are liable for trespass, although their action in opening the road is not appealed from. Winchester v. County Comm'rs, 78 Md. 266, 27 A. 1075 (1893).

Quoted in Conway v. Board of County Comm'rs, 248 Md. 416, 237 A.2d 9 (1968).

§ 145. Same—Width of roads; roads opened to public; alleys in Anne Arundel County.

All roads opened under the provisions of this article shall be at least thirty feet wide, and when opened and sufficiently cleared, shall be public roads. Provided, however, that the County Commissioners of Somerset County may build portions of roads less than thirty (30) feet wide where, in Smith's Island district and in Fairmount district on the road leading from the main county highway to the village of Rumbley, in their discretion, the difficulty or cost of building the said roads to the full width of thirty (30) feet is unwarrantably great. Provided, further, that the County Commissioners of Anne Arundel County are authorized and empowered to take over and maintain as public roads all alleys or roads in Anne Arundel County 20 feet or more in width if such road or alley has been open or dedicated for use as a road or alley since prior to June 1, 1943, and to take over and maintain as public roads alleys in subdivisions platted prior to July 1, 1953, and being of a minimum width of ten (10) feet; provided, however, in the event that said alleys in said subdivisions do not satisfy the standards and requirements of the State Roads Commission for the purpose of receiving a share of the Gasoline Tax Fund, then the expense of taking over and maintaining said alleys shall be paid by a special tax to be established and levied on the property owners in the particular subdivisions. (An. Code, 1951, § 133; 1939, § 152; 1924, § 151; 1912, § 97; 1904, § 96; 1888, § 92; 1853, ch. 220, § 11; 1929, ch. 46; 1953, ch. 167; 1957, ch. 617.)

Section not conclusive as to width of public road. — This section and certain sections of local law for Montgomery County were held not conclusive that a road used by public and maintained by county was thirty feet wide. Potomac Elec. Power Co. v. Wall, 153 Md. 229, 137 A. 899 (1927) (decided prior to Acts 1929, ch. 46.)

Cited in North Beach v. North Chesapeake Beach Land & Improvement Co., 172 Md. 101, 191 A. 71 (1937).

§ 146. Same—Ascertainment of damages.

The examiners, or a majority of them, shall value and ascer ain the damages that may be sustained by each person through whose lands the road may pass, if the application shall be for opening or altering a road, by opening or altering the same, taking into consideration the advantages and disadvantages, of the same, if any; and they shall make such ascertainment a part of their return to the county commissioners, and the same, with the rest of their proceedings, shall be subject to the ratification, rejection or alteration of the county commissioners, in such manner as in their judgment shall be just. (An. Code, 1951, § 134; 1939, § 153; 1924, § 152; 1912, § 98; 1904, § 97; 1888, § 9; 1853, ch. 220, § 7.)

§ 34. Fund for counties and municipalities other than Baltimore City—In general.

Seventeen and one-half percent of the highway user revenues as defined in § 38A of this article during any fiscal year, shall be used for the benefit of the counties and municipalities of the State (other than Baltimore City) as follows:

(a) *Allocation to counties on mileage and on registration basis.*—It is the legislative intent that the distribution of highway user revenues shall hereafter be distributed one half on the linear road mileage basis and one half on the motor vehicle registration basis. In order to accomplish this, the State Roads Commission shall allocate for the account of each county a sum determined by (1) applying the ratio which the total mileage of county roads in such roads in such county bears to the total mileage of county roads in all of the counties to one half of the highway user revenues provided under this section, and (2) applying the ratio which the total number of motor vehicle registration licenses within such county bears to the total number of motor vehicle registration licenses in all the counties to one half of the highway user revenues provided under this section, and (3) then adding the two sums together.

From the shares so determined, the State Roads Commission shall deduct the amount, if any, allocated to a municipality under the next succeeding subsection (b) hereof. The resulting shares shall constitute the county's share for the purposes of this section.

(b) *Request by municipality for funds; amount distributable; special improvement districts in Prince George's County.*—If any municipality which is authorized by law to construct or maintain streets or roads shall request the State Roads Commission in writing not later than December 31 prior to the beginning of any fiscal year for its share of the funds distributable under this section, the State Roads Commission during such fiscal year shall allocate for the county or such municipality a portion of the share as first determined in subsection (a) hereof of the county within which the municipality lies. Such portion shall be determined (1) by applying to one half of the county share of highway user revenues provided under this section the ratio which the total mileage of county roads in the municipality bears to the total mileage of county roads in such county and then allocating the resulting portion to the municipality and (2) by initially applying to one half of the county share of highway user revenues provided under this section the ratio which the motor vehicle registrations within the municipality bears to the total number of motor vehicle registrations within such county, and then allocating one half of the resulting portion to the municipality.

The portion so allocated shall be the municipality's share for the purpose of this section. In the distribution of the shares under the mileage formula pursuant to this subsection, the special improvement districts in Prince George's County in existence on January, 1953, shall be treated

as municipalities, but the payments made hereunder shall be retained by the County Commissioners of said county as credits to said districts, and shall be applied toward the cost of maintenance of such streets and roads in the said districts so long as it has an indebtedness.

(c) *How mileage proportion computed.*—The mileage proportions required by subsection (a) and, when applicable by subsection (b) of this section shall be computed by the State Roads Commission as of June 30, 1947, for the fiscal year beginning July 1, 1947, and recomputed as of December 1, 1947, for the fiscal year beginning July 1, 1948, and as of December 1 of each year thereafter for each next succeeding fiscal year. To assist the Commission in making such computations, the county commissioners of the respective counties and the appropriate officials of such municipalities as may have requested a share under said subsection (b), shall not later than December 31, 1948 and not later than each December 31 thereafter, make a report to the Commission, in the form required by it, showing the mileage added to or removed from the county roads system within such county or municipality during the twelve months period ending on the preceding December 1.

(c-1) *Computation of registration ratios.*—The motor vehicle registration ratios required by subsections (a) and (b) of this section shall be determined by the State Roads Commission for each license year beginning with the license year immediately preceding July 1, 1968 in the following manner:

(1) The total number of motor vehicle registration licenses issued by the Department of Motor Vehicles (exclusive of all dealer licenses, temporary 30-day tags, duplicate tags, and amateur radio tags) shall be determined for each license year and for each county and Baltimore City according to the addresses of the owners of such vehicles.

(2) The ratio of motor vehicle registration licenses shall be determined for each county and shall be the ratio that the total number of motor vehicle registrations having owners addresses within such county bears to the total motor vehicle registrations within all counties.

(3) The ratio of motor vehicle registration licenses for each municipality or special taxing area shall be determined for such municipality or special taxing area and shall be the ratio that the total number of motor vehicle registrations within such municipality or special taxing area bears to the total motor vehicle registrations within such county.

To enable the Commission to make such computations, the Department of Motor Vehicles and the local governing bodies of each county shall furnish the Commission such data as it may require.

(d) *Payment and use.*—The State Treasurer, upon warrants of the Comptroller, shall pay over each county's share to or on the order of the proper officials thereof as designated by local law, or, in the absence of such designation, to the county commissioners, at monthly intervals or at such other appropriate times as may be reasonably requested, or, in

the case of a county whose road construction, reconstruction or maintenance is performed by the State Roads Commission, the State Treasurer shall credit the county's share to the account of the State Roads Commission to be expended upon warrants of the Comptroller. Moneys so paid or credited shall be used and expended by such county officials or by the State Roads Commission, as the case may be, as follows:

(1) So much thereof as may be necessary shall be applied to debt service with respect to outstanding bonds or other evidences of debt heretofore issued by such county or any municipality within that county for construction, reconstruction or maintenance of roads or streets to the extent that gasoline tax revenues have heretofore been lawfully dedicated, pledged or otherwise committed to such debt service; it being the intent thereof that any such dedication, pledge or commitment remain unimpaired and continue as a charge against the county's share of the five cent gasoline tax to the same extent as it constituted a charge against any gasoline tax revenues under prior laws. Without limitation of the generality of the foregoing, the amounts heretofore required to be paid each year under Chapter 317 of the Acts of 1935 shall be deemed to be commitments hereunder so long as any of the bonds therein referred to are outstanding.

(2) The remainder of the county's share shall be used solely for the construction, or maintenance of county roads, or for debt service with respect to bonds or other evidences of debt hereafter lawfully issued for such construction, reconstruction, or maintenance by the county or by a municipality within the county which is not receiving its own share under subsection (e) of this section.

(e) *Payment of municipalities' shares.*—The State Treasurer, upon warrants of the Comptroller, shall pay over the share of each municipality which has made a request therefor under subsection (b) hereof, at monthly intervals or at such other appropriate times as may be reasonably requested, as follows:

(1) First, to the county commissioners of the county within which the municipality lies, sufficient amounts to reimburse the county's share for any funds paid therefrom under subsection (d) (1) for debt service on bonds or other evidences of debt heretofore issued by the municipality.

(2) The remainder of the municipality's share, to or on the order of the proper officials thereof, to be expended solely for the construction, reconstruction or maintenance of roads or streets, or for debt service with respect to bonds or other evidences of debt which may hereafter be lawfully issued by the municipality for such construction, reconstruction or maintenance.

(f) *Local levy prerequisite to distribution; reversion of unused funds.*—No distribution as provided in this section shall be made to any county or municipality, however, unless it shall have levied, in its current fiscal year, taxes sufficient to collect a minimum of one dollar per capita in revenue and unless it shall have certified a copy of said levy to the State

Comptroller; and provided further, that any moneys, otherwise distributable under this section, which shall not be distributed at the close of the fiscal year of said county or municipality because of failure of said county or municipality to make such levy or certification, shall revert to the Transportation Trust Fund. Per capita revenue shall be computed for purposes of this section by using the population figures furnished by the latest federal census, or by an official local census, whichever is latest. (An. Code, 1951, § 22; 1947, ch. 560, § 13; 1949, ch. 579, § 13 (a), (b), (c); 1951, ch. 690, § 13 (a), (b), (c); 1953, ch. 475, §§ 2, 6; 1957, chs. 540, 541; 1968, ch. 447, § 3; 1970, ch. 526, § 12; 1971, ch. 731.)

Effect of amendments.

The 1970 amendment, effective July 1, 1971, substituted "Seventeen and one-half" for "Twenty" at the beginning of the section and substituted "Transportation Trust Fund" for "Gasoline Tax Fund to be paid over separately to the State Roads Commission, for use by the Commission with the other moneys received from the Gasoline Tax Fund" at the end of the first sentence in subsecton (f) and deleted, apparently inadvertently, "or by an official local census" following "federal census" in the last sentence of that subsection.

The 1971 amendment, effective July 1, 1971, reinstated "or by an official local census" in the last sentence of subsection (f).

Quoted in Godwin v. County Comm'rs, 256 Md. 326, 260 A.2d 295 (1970).

§ 36. Same—Construction, reconstruction or maintenance of roads.

Quoted in Godwin v. County Comm'rs, 256 Md. 326, 260 A.2d 295 (1970).

§ 37. Accounts as to construction fund.

The State Roads Commission shall so keep its accounts relating to State highway construction as to make readily obtainable information substantially on the following subjects:

(a) *Preliminary work.*—Preliminary engineering survey; preliminary plans and estimates; preliminary engineering investigations and studies; subsoil investigations and borings; test piles; traffic studies; traveling, transportation and subsistence expenses of State Roads Commission personnel assigned to preliminary work;

(b) *Rights-of-way.*—Property surveys; legal costs in connection with property acquisition; cost of property acquired; appraisals; cost in connection with acquisition of rights, easements, franchises and interests acquired by the Commission; traveling, transportation and subsistence expenses of Commission personnel assigned to rights-of-way;

(c) *Construction.*—Payments made to contractors, builders and materialmen (to include all labor and material entering into the construction of the project); demolition; machinery and equipment;

(d) *Engineering.*—Preparation of contract plans and specifications; estimates; supervision of construction; inspection of workmanship and materials; mill and shop inspection; tests of materials; control surveys; traveling, transportation and subsistence; expenses of engineers as-

cluded in any subsequent edition or codification of the charter of the municipal corporation, unless the charter contained in Article 23B has been adopted, until altered, modified or repealed by a subsequent amendment or amendments to the charter. (1955, ch. 423.)

Cited in Woeliel v. Annapolis, 209 Md. 218, 121 A. (2d) 235.

Annexation

§ 19. Annexation.

(a) *Legislative body authorized to enlarge corporate boundaries.*—The legislative body, by whatever name known, of every municipal corporation in this State may enlarge the corporate boundaries thereof as in this subheading provided; but this power shall apply only as to land which is contiguous and adjoining to the existing corporate area.

(b) *Initiation by legislative body.*—The proposal for change may be initiated by resolution regularly introduced into the legislative body of the municipal corporation, in accordance with the usual requirements and practices applicable to its legislative enactments, but only after the legislative body shall have obtained the consent for the proposal from not less than twenty-five per centum (25%) of the persons who reside in the area to be annexed and who are registered as voters in county elections and from the owners of not less than twenty-five per centum (25%) of the assessed valuation of the real property located in the area to be annexed. The resolution shall describe by a survey of courses and distances, and may also describe by landmarks and other well-known terms, the exact area proposed to be included in the change, and shall contain complete and detailed provisions as to the conditions and circumstances applicable to the change in boundaries and to the residents and property within the area to be annexed.

(c) *Initiation by petition.*—The proposal for change also may be initiated by a written petition signed by not less than twenty-five per centum (25%) of the persons who reside in the area to be annexed and who are registered as voters in county elections in the precinct or precincts in which the territory to be annexed is located, and by the owners of not less than twenty-five per centum (25%) of the assessed valuation of the real property located in the area to be annexed. Upon the presentation of a petition to the legislative body of the municipal corporation, the presiding officer thereof shall cause to be made a verification of the signatures thereon and shall ascertain that the persons signing the petition represent at least twenty-five per centum (25%) of the persons who reside in the area to be annexed and who are registered as voters in county elections in the precinct or precincts in which the territory to be annexed is located, and the owners of twenty-five per centum (25%) of the assessed valuation of the real property located in the area to be annexed. Upon verifying that the requirements of this subsection have been complied with, the presiding officer of the legislative body shall promptly cause to be introduced therein a resolution proposing the change of boundaries as requested by the petition. The resolution in form and content shall conform to the requirements of this section.

(d) *Notice and hearing.* — After the introduction of the resolution into the legislative body of the municipal corporation, the chief executive and administrative officer of the municipal corporation shall cause a public notice thereof to be published not fewer than four times at not less than weekly intervals in a newspaper or newspapers of general circulation in the municipal corporation and the area to be annexed, briefly and accurately describing the proposed change and the conditions and circumstances applicable thereto. The public notices shall specify a time and place at which a public hearing will be held by the legislative body on the resolution; the hearing shall be set for not less than fifteen (15) days after the fourth publication of the notices and shall be held either within the boundaries of the municipal corporation or within the area to be annexed.

(e) *Enactment and effective date of resolution.*—Following the public hearing, the legislative body may proceed to enact the resolution, in accordance with the usual requirements and practices applicable to its legislative enactments. The resolution shall not become effective until at least forty-five (45) days following its final enactment.

(f) *Petition for referendum by residents of area to be annexed.*—At any time within the forty-five (45) day period following the final enactment of the resolution, a number of persons equal to not less than twenty per centum (20%) of the persons who reside in the area to be annexed and who are registered as voters in county elections in the precinct or precincts in which the territory to be annexed is located may, in writing, petition the chief executive and administrative officer of the municipal corporation for a referendum on the resolution. Upon the presentation of a petition to the officer, he shall cause to be made a verification of the signatures thereon and shall ascertain that the persons signing the petition represent at least twenty per centum (20%) of the persons who reside in the area to be annexed and who are registered as voters in county elections in the precinct or precincts in which the territory to be annexed is located. Upon verifying that the requirements of this subsection have been complied with, the officer shall by proclamation suspend the effectiveness of the resolution, contingent upon the results of the referendum.

(g) *Petition for referendum by residents of municipality.*—At any time within the forty-five (45) day period following the final enactment of the resolution, a number of persons equal to not less than twenty per centum (20%) of the qualified voters of the municipal corporation may, in writing, petition the chief executive and administrative officer of the municipal corporation for a referendum on the resolution. Upon the presentation of a petition to the officer, he shall cause to be made a verification of the signatures thereon and shall ascertain that the persons signing the petition represent at least twenty per centum (20%) of the qualified voters of the municipal corporation. Upon verifying that the requirements of this subsection have been complied with, the officer shall by proclamation suspend the effectiveness of the resolution, contingent upon the results of the referendum.

(h) *Time of referendum; notice.* — The chief executive and administrative officer of the city, town or village shall set a date for the referendum on the ordinance or resolution, which shall be not less than fifteen (15) days and not more than ninety (90) days from the publication of notices therefor. Such notices shall be published twice at not less than weekly intervals in a newspaper or newspapers of general circulation in the municipal corporation and the area to be annexed. The notices shall specify the time and place or places at which the referendum will be held; the place or places shall be within the limits of the area to be annexed for the referendum within that area, and shall be within the limits of the municipal corporation for the referendum in this latter place.

(i) *Submission of resolution to voters; ballots.*—On the date and at the places specified, the resolution proposing a change in the corporate boundaries of the municipal corporation shall be submitted to a referendum election of the qualified voters of the municipal corporation or of the persons who reside in the area to be annexed and who are registered as voters in county elections in the precinct or precincts in which the territory to be annexed is located, or both, depending upon whether a petition for referendum has been presented by the residents of the municipal corporation, or by the residents of the area proposed to be annexed or by both such sets of residents. The ballots or the voting machines, as the case may be, shall contain a summary of the resolution, with suitable provision for the voter to indicate a choice for or against it.

(j) *When any property owner may sign petition and participate in election.*—For the purposes of this section, in any instance in which there are fewer than

twenty persons living in any area proposed to be annexed who are eligible to sign a petition and to participate in a referendum election under the provisions of this section, any person owning real property in the area proposed to be annexed (the word "person" here including an association, the two or more joint owners of jointly-owned property, a firm or corporation) shall have a right equal to that of a natural person to sign a petition or to participate in a referendum election.

(k) *Result of election.*—If only one petition for a referendum is filed and if a majority of the persons voting on the question in that referendum shall vote in favor of the proposal for change, the change shall become effective as proposed on the fourteenth day following the referendum. If two petitions for referendum are filed, the votes cast for the two referenda shall be tabulated separately, so as to show individually the tabulation of votes cast in the municipal corporation and in the area to be annexed. If in both tabulations, each being reckoned separately, a majority of the persons voting on the question shall vote in favor of the proposal for change, the change shall become effective as proposed on the fourteenth day following the referendum. In the event there are two referenda, unless there is such a favorable majority in both tabulations, reckoned separately, the proposal for change shall be void and of no further effect whatsoever.

(l) *Annexation of land in another municipality not authorized.* — The provisions of this section shall authorize an increase in the area within any municipal corporation only as to land which is not then within the corporate limits of any other municipal corporation.

(m) *What resolution shall provide.*—The resolution to add to the corporate boundaries of a municipal corporation shall provide generally that the persons residing in the area to be annexed, and their property, shall be added to the corporate boundaries, generally subject or not subject, as the case may be, to the provisions of the charter of the municipal corporation; except that for stated periods and under specific conditions provision may be made for special treatment of the residents and property in the area to be annexed, as to rates of municipal taxation and as to municipal services and facilities. No change shall be made in these provisions for special treatment for stated periods and under specific conditions, except by resolution enacted in accordance with the provisions and requirements of this section.

(n) *Registration of boundaries.* — The chief executive and administrative officer of a municipal corporation which has enlarged its corporate boundaries under the provisions of this section shall promptly register both the original boundaries and the new boundaries with the clerk or similar official thereof, with the Commissioner of the Land Office, with the clerk of the court in the county or counties in which the municipal corporation is located, and with the Director of the Department of Legislative Reference. Each such official shall hold the registration of boundaries on record and shall make it available for public inspection during all normal business hours.

(o) *Conduct of election; tabulation of results; expenses.*—The mayor and council, by whatever name known, of every municipal corporation is hereby authorized and empowered, by ordinance, resolution or regulation, to make proper provision for conducting, and for tabulating the results of any referendum to be held under the provisions of this section. The mayor and council of the municipal corporation shall pay in full for the expenses of any such referendum.

(p) *Exercise of planning and zoning jurisdiction in certain areas not authorized.*—The powers granted to municipal corporations by Article 11E of the Constitution, by this article, and by Article 66B (of the Code), shall not be deemed to authorize any municipal corporation, either through procedures un-

der this subheading or other changes in its charter, to exercise planning (including subdivision control) and zoning jurisdiction or power within any political subdivision in which such planning and zoning jurisdiction or power, or either, is exercised by any State, regional or county agency or authority. Except that where any area is annexed to a municipality authorized to have and having then a planning and zoning authority, the said municipality shall have exclusive jurisdiction over planning and zoning within the area annexed; provided that nothing in this exception shall be construed or interpreted to grant planning and zoning authority to a municipality not authorized to exercise such authority at the time of such annexation. (1955, ch. 423; 1957, chs. 196, 197, 526.)

Effect of amendments. — Chapter 526, Acts 1957, added in subsection (a) the clause which follows the semicolon. Chapter 196, Acts 1957, added in subsections (c), (f) and (i) the phrase "in the precinct or precincts in which the territory to be annexed is located." Chapter 197, Acts 1957, added the last sentence in subsection (p).

Incorporation of Municipalities

§ 20. Applicability of subheading.

The incorporation of any area and group of persons, not then existing as a municipal corporation, shall be accomplished as in this subheading provided. At least three hundred persons must be maintaining a bona fide residence within the limits of any area proposed for incorporation, before it may proceed under the provisions of this subheading. (1955, ch. 423.)

§ 21. Petition for incorporation; resolution providing for submission of question to voters; approval of board of county commissioners or county council required.

Twenty per centum or more of the persons within any particular area in a county who are registered to vote in county elections, together with the owners of not less than twenty-five per centum (25%) of the assessed valuation of the real property of the area to be incorporated, may initiate a proposal to incorporate that area as a municipal corporation, by a petition presented to the board of county commissioners or to the county council of the county. Each person signing the petition shall indicate thereon both his name and residence address and the location and assessed valuation of his property. Upon receiving the petition, the board of county commissioners or county council is directed to verify that any person who signed it is a resident of the particular area and is registered to vote in county elections, and/or is an owner of real property within the area to be incorporated, and shall consider the petition of no effect if it is signed by fewer than twenty per centum of the persons from that area who are registered to vote in county elections, or by persons owning less than twenty-five per centum (25%) of said real property. If the petition complies with the requirements of this section, the board or the council may by resolution, passed as in its normal legislative procedure, specify the day and the hours for the election at which the question of incorporation shall be submitted to the voters of the particular area. This shall be at a special election, within a period of not less than forty days nor more than sixty days after the passage of the resolution. In that portion of the resolution which provides for submitting the question of incorporation to the voters of the particular area, the exact wording shall be specified which is to be placed on the ballots or voting machines at the time of the referendum.

The petition when so filed shall then become the property of the board of county commissioners or the county council, and shall not thereafter be used for the purposes of initiating further referenda thereon.

No municipal corporation shall be created under the provisions of this subtitle

12 of the Real Property Article of the Code. (1957, ch. 130; 1963, ch. 359; 1965, ch. 579; 1973, ch. 470; 1974, ch. 687, § 4.)

Effect of amendments. — The 1973 amendment, effective July 1, 1973, substituted "Title 12 of Article 21" for "Article 33A."

The 1974 amendment, effective July 1, 1974, substituted "the Real Property Article of the Code" for "Article 21 of this Code."

§ 145. Same — Width of roads; roads opened to public; alleys in Anne Arundel County.

All roads opened under the provisions of this article shall be at least 30 feet wide, and when opened and sufficiently cleared, shall be public roads. Provided, however, that the County Commissioners of Somerset County may build portions of roads less than 30 feet wide where, in Smith's Island district and in Fairmount district on the road leading from the main county highway to the village of Rumbley, in their discretion, the difficulty or cost of building the said roads to the full width of 30 feet is unwarrantably great. Provided, further, that the County Commissioners of Anne Arundel County are authorized and empowered to take over and maintain as public roads all alleys or roads in Anne Arundel County 20 feet or more in width if such road or alley has been open or dedicated for use as a road or alley since prior to June 1, 1943, and to take over and maintain as public roads alleys in subdivisions platted prior to July 1, 1953, and being of a minimum width of 10 feet; provided, however, in the event that said alleys in said subdivisions do not satisfy the standards and requirements of the State Highway Administration for the purpose of receiving a share of highway user revenues, then the expense of taking over and maintaining said alleys shall be paid by a special tax to be established and levied on the property owners in the particular subdivisions. (An. Code, 1951, § 133; 1939, § 152; 1924, § 151; 1912, § 97; 1904, § 96; 1888, § 92; 1853, ch. 220, § 11; 1929, ch. 46; 1953, ch. 167; 1957, ch. 617; 1977, ch. 765, § 6.)

Effect of amendment. — The 1977 amendment, effective July 1, 1977, substituted "Highway Administration" for "Roads Commission" in the third sentence, substituted "highway user revenues" for "the Gasoline Tax Fund" therein and made style changes in each of the three sentences.

§ 155A. Road construction districts in Calvert County.

(a) *Establishment authorized; petition requesting creation.* — The County Commissioners of Calvert County, by ordinance, may provide for the establishment of road construction districts. Two thirds of the property owners along the road route may present a written petition to the County Commissioners requesting the creation of a road construction district and requesting a road construction or repair project.

(b) *Hearings.* — The County Commissioners shall set up a public hearing, shall notify the owners of real property in the proposed district of the time and place of the hearing by mailing a notice of the hearing addressed to each owner at his or her address as shown on the assessment records, and by giving notice of the time and place of the hearing in two newspapers of general circulation in the

county for two consecutive weeks. At such hearing, the Commissioners shall determine the scope of the project and shall advise the property owners of the approximate cost and estimated individual levies. The Commissioners shall determine whether it is feasible to take the road into the county road system and to undertake the road construction or repair project; and whether upon completion of the project the road can be taken into the county road system in accordance with subsection (d). The Commissioners shall also determine whether to proceed with plans and specifications and shall set a date for final hearing which date may only be changed provided notice is given in accordance with this subsection.

(c) *Duties of County Commissioners at final hearing; letting contracts; benefit charge.* — At the final hearing, the Commissioners shall establish the district and designate the area included within the district. The project scope, cost estimate, and estimated individual levies shall be provided. The estimated individual levies shall be based on the benefits accruing to each of the lots or parcels of land in the road construction district to the extent it is benefitted by the said road construction. The costs shall be paid back to the county by the property owners within a period of time and at a rate of interest to be determined by the County Commissioners. If the County Commissioners determine to proceed, they shall advertise for bids in the proper manner and let the contract to the lowest responsible bidder. Upon completion of the project, the Commissioners are empowered and directed to fix and levy a benefit charge upon all real property in the district. The benefit charge shall be sufficient to meet the costs of the project, including interest paid if a debt is created by the County Commissioners or interest at the prime rate as of the date funds are advanced if funds are advanced by the county, plus one half of 1 percent per year of funds borrowed or advanced to cover administrative costs including notices to property owners and advertisements. The benefit charge shall be a lien upon the real property against which it is assessed and shall be paid annually as county taxes are required to be paid, by all the owners of lots or parcels of land in the district for the period of time previously established by the County Commissioners.

(d) *Taking road into county road system.* — Upon completion of the road construction project to county specifications the road shall be taken into the county road system. This shall be accomplished by the execution of deeds by all of the fee simple property owners.

(e) *The minimum right-of-way.* — The minimum right-of-way which may be purchased under this section is 30 feet.

(f) *Independent property appraisers.* — In the event of a condemnation proceeding three independent property appraisers shall be appointed at the expense of the county. (1977, ch. 669.)

Editor's note. — Section 2, ch. 669, Acts 1977, provides that the act shall take effect July 1, 1977.

A former § 155A, which derived from Acts 1973, 1st Sp. Sess., ch. 2, § 5, was repealed by Acts 1975, ch. 453.

tive Department of the State may be furnished with up-to-date and current information on highway needs and costs, the State Roads Commission is hereby authorized and directed, beginning with the calendar year 1970, to submit to the General Assembly and the Governor on or before February 1, 1970 a revised Highway Needs Study for the next succeeding twenty-year period. Thereafter, such twenty-year needs study shall be updated biennially by the Commission and submitted to the General Assembly and the Governor thus initiating a continuous twenty-year construction and reconstruction program based upon latest cost estimates and highway needs. Prior to the submission to the General Assembly and the Governor of each revised twenty-year needs study, the Commission shall ~~*seek the participation of the members of the governing bodies and the legislators of each county in connection with*~~ SECURE THE APPROVAL OF A MAJORITY OF THE MEMBERS OF THE LOCAL GOVERNING BODY ~~AND THE MEMBERS OF THE HOUSE OF DELEGATES~~, A MAJORITY OF THE MEMBERS OF THE HOUSE OF DELEGATES REPRESENTING EACH COUNTY, AND SUBJECT TO THE CONCURRENCE OF A MAJORITY OF THE STATE SENATORS REPRESENTING EACH COUNTY WITH RESPECT TO *the inclusion of highway projects and the establishment of construction priorities. It shall be from the twenty-year needs study which must be prepared after participation with such local elected officials that the five-year programs provided for in Section* ~~*211-J*~~ 211-I *shall be prepared.*

SEC. 4. *And be it further enacted,* That said Sections 211J, 211K and 211L of Article 89B are hereby repealed as of July 1, 1969.

SEC. 5. *And be it further enacted,* That subject to the provisions of Section 2 and Section 4 herein this Act shall take effect on July 1, 1968.

Approved:

William W Knipple
Governor.

Gary R. Gray
President of the Senate.

J. Chris Forrest
Speaker of the House of Delegates.