1927.....................	105.46	2,643.56
1928.....................	144.85	2,788.41
1929.....................	183.29	2,971.70
1930.....................	281.41	3,253.11
1931.....................	158.94	3,412.05
1932.....................	231.96	3,644.01
1933.....................	113.10	3,757.11
1934.....................	69.13	3,826.24
1935.....................	84.72	3,910.96
1936.....................	44.10	3,955.06
1937.....................	84.03	4,039.09
1938.....................	65.75	4,104.84
1939.....................	84.98	4,189.82
1940.....................	37.86	4,227.68

A classification of the roads maintained by the Commission, as of September 30, 1940, was:

Unimproved	0.07
Graded and Drained....................................	18.68
Soil Surfaced...	32.25
Gravel or Stone..	40.66
Bituminous Surface Treated............................	588.20
Mixed Bituminous Road................................	634.93
Bituminous Penetration	865.72
Bituminous Concrete...................................	295.47
Portland Cement Concrete..............................	1,712.19
Brick	1.78
Dual Type of Surface..................................	37.73
Total	4,227.68

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

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

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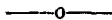
MARYLAND'S TOLL BRIDGES AND FERRY SYSTEM

TOLL BRIDGES

The development of Maryland's Primary Bridge Program culminated in 1937, after many years of study, planning, and the consideration of a sound, financial plan concerned with construction of bridges crossing the important waterways of the State. The necessity for constructing adequate bridges in Maryland, has a national significance, as well as being vital to the State. Particularly is this true at present, for those bridges included in the original program and now constructed are a necessity to the National Defense.