

FAILURE TO EXECUTE PROMPTLY THE BOND FOR COMPLETION OF THE WORK.

(I) APPLICATION OF SECTION.

(1) THIS SECTION DOES NOT APPLY TO ANY COUNTY ROAD PROJECT IN A COUNTY IN WHICH THE ADMINISTRATION MAINTAINS COUNTY ROADS, IF:

(I) THE ADMINISTRATION DECIDES TO CONSTRUCT OR IMPROVE ANY COUNTY ROAD WITH ITS OWN FORCES OUT OF COUNTY FUNDS, REGARDLESS OF THEIR SOURCE; AND

(II) THE ESTIMATED COST OF THE PROJECT WILL NOT BE MORE THAN \$12,500.

(2) THIS SECTION DOES NOT APPLY TO A CONTRACT FOR LABOR AND MATERIAL REQUIRED TO MAINTAIN ANY HIGHWAY TO ITS PREVIOUS WIDTH AND CROSS SECTION.

REVISOR'S NOTE: This section presently appears as Art. 89B, §24 and the last sentence of §211-I.

In subsection (a) of this section and elsewhere, the more simple term "State highway projects" is substituted for present references to the "construction and improvement of all State highways". Sec. 8-101 of this title defines "project" to mean construction and reconstruction, but not maintenance, of State highways.

In subsection (c) (1) of this section, the present reference to a newspaper published in "each county in which the highway lies" is changed to refer to "each county in which the project will be located" since some local projects might be part of a highway that traverses the entire State.

As to publication of requests for bids required by subsection (c) of this section, see, also, Order No. 6 of the Joint Standing Committee on Administrative, Executive and Legislative Review, September 26, 1975, which requires publication in the Maryland Register of these notices. (Vol. 2, Maryland Register, page 1364.)

The last two sentences of the first paragraph of present §24(e) are deleted as obsolete. They deal with the hiring of "day labor" under the W.P.A. program of the 1930's. Their repeal will have no effect on the utilization by the Administration of convict labor and, should a W.P.A.-type program be revived, the repeal still would have no effect since nothing in this section prohibits use of day