1987 State Highway Administration

B

AREA CODE 301

TELEPHONE DIRECTOR

THE CHESAPEAKE BAY BRIDGE

The first shovel full of earth was turned in January 1949, for the largest single public project at that time in the history of the Free State of Maryland, the Chesapeake Bay Bridge. A dream of 1908, became a reality in July 1952, when the span was opened to the public.

Sandy Point, the western terminus, is situated on Route 50, approximately 45 minutes from downtown Baltimore; Kent Island serves as the eastern terminus of the entirely over-water steel structure.

The $45,000,000 engineering marvel involves four types of bridge design and required 6,500,000 man hours of labor. Approximately 60,000 tons of steel were used in the structure, equivalent to the amount used to build a large aircraft carrier. Including approach roads, the structure is 7.7 miles long and the bridge roadway, at the maximum point, is 198½ feet above the bay surface. It is expected that over 3,000,000 vehicles will traverse the suspension bridge in 1961.

The Chesapeake Bay Bridge today restores between the two sections of the State a link that has not existed since the days most Marylanders traveled by boat and the Chesapeake Bay itself was their highway.

Chesapeake Bay Bridge — Maryland

Find it Fast In The Yellow Pages

THE CHESAPEAKE & POTOMAC TELEPHONE COMPANY OF MARYLAND

FOR EMERGENCY CALLS SEE PAGE 1

LONG DISTANCE CALLS

types of calls

STATION-TO-STATION

Call station-to-station if you will talk with anyone who answers. Rates are lower than person-to-person. Charging begins when the called telephone answers.

PERSON-TO-PERSON

Call person-to-person when you must talk to a particular person or extension telephone. Rates are higher than station-to-station. Charging begins when the called person or extension answers.

COLLECT

Most calls can be made "collect" if the person you are calling agrees to pay the charge. If you want the call made collect, please be sure to tell the operator when you give her the call.

MOBILE AND MARINE SERVICE

You can make local and long distance calls to automobiles, trucks and ships equipped for mobile telephone service. Ask long distance for the mobile service operator, or the marine operator.

CONFERENCE

You can talk with several people in different places at the same time. Tell the operator you wish to make a conference call.

how to make calls

DIRECT DISTANCE DIALING

You can dial station-to-station calls to many places in the United States and Canada.

For further information on Direct Distance Dialing see Pages 4 & 5.

For information on Numeral "1" Dialing see page 4.

PLACING CALLS WITH OPERATOR

When you must place your long distance calls with the operator, give her the area code and the telephone number. *If you do not know the area code,* give the name of the town and state. *If you do not know the telephone number,* give the name and address and tell the operator whether it is a station or person call.

Give your own telephone number ***only*** when the operator asks for it. Giving it to her ***before*** she is ready to receive it may delay the handling of your call.

overseas calls
(Including Alaska and Hawaii)

Calls to practically all the world's telephones can be made from your telephone. Tell the long distance operator you wish to place an overseas call and give her the name of the country you are calling.

Some typical weekday rates for a 3 minute call (excluding Federal Excise Tax)

ARGENTINA, AUSTRALIA, BRITISH ISLES, ITALY, JAPAN, PHILIPPINE IS. — $12.00

BERMUDA $6.00
PANAMA 7.50
PUERTO RICO, VIRGIN IS. 5.50
HAWAII $7.50

ALASKA — Anchorage .. $9.00; Fairbanks .. 9.00; Juneau ..... $8.25; Nome 9.00

Reduced rates apply on calls to many countries during certain night hours and on Sundays.

LONG DISTANCE RATES FROM BALTIMORE

These typical rates are for the first 3 minutes and *do not include the 10% Federal Excise Tax.* Most rates are lower every night after 6 P.M. to 4:30 A.M. and all day Sunday, Thanksgiving, Christmas and New Year's Day. Time at the calling point governs the application of these rates. For rates to other points, dial "0" (Operator).

These rates were in effect at the time this directory was closed for printing and are subject to such changes as may be made from time to time.

	STATION-TO-STATION WEEK-DAYS	STATION-TO-STATION NIGHTS & SUN.
Albany, N. Y.	$ .95	$ .70
Annapolis, Md.	.25	.25
Atlanta, Ga.	1.35	1.05
Augusta, Me.	1.25	.95
Bel Air, Md.	.25	.25
Boston, Mass.	1.10	.85
Charleston, W. Va.	.95	.70
Chicago, Ill.	1.40	1.10
Cleveland, Ohio	1.00	.75
Cumberland, Md.	.70	.60
Denver, Col.	1.80	1.40
Detroit, Mich.	1.10	.85
Frederick, Md.	.40	.40
Hagerstown, Md.	.60	.55
Harrisburg, Pa.	.45	.40
Hartford, Conn.	$ .90	$ .70
Havre de Grace, Md.	.40	.40
Hyattsville, Md.	.30	.30
Indianapolis, Ind.	1.25	.95
Laurel, Md.	.20	.20
Leonardtown, Md.	.60	.55
Little Rock, Ark.	1.50	1.20
Los Angeles, Calif.	2.25	1.75
Miami, Fla.	1.55	1.20
Milwaukee, Wisc.	1.40	1.10
Nashville, Tenn.	1.40	1.10
New Orleans, La.	1.55	1.20
New York, N. Y.	.70	.55
Norfolk, Va.	.70	.55
Oakland, Md.	.80	.65
Ocean City, Md.	$ .70	$ .60
Oklahoma City, Okla.	1.70	1.30
Omaha, Neb.	1.55	1.20
Parkton, Md.	.25	.25
Philadelphia, Pa.	.55	.40
Pittsburgh, Pa.	.80	.60
Providence, R. I.	1.05	.80
Raleigh, N. C.	.95	.70
Richmond, Va.	.65	.50
St. Louis, Mo.	1.45	[illegible]15
Salisbury, Md.	.60	.55
San Francisco, Cal.	2.25	1.75
Washington, D. C.	.35	.35
Westminster, Md.	.30	.30
Wilmington, Del.	.45	.40

Corrected through September 28, 1961

Maryland Department of Transportation
State Highway Administration

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

Baxter - change file name? Don't think we carry name only have to change maps! Neuk

FILE CHANGED 8-31-87 KK

PLEASE REPLY TO:
OFFICE OF DISTRICT ENGINEER
P.O. BOX 3347
LAVALE, MARYLAND 21502

August 25, 1987

M E M O R A N D U M

TO: Mr. T. W. Beaulieu
District Engineer

FROM: George H. Small, Asst.
District Engineer, Traffic

George Small

SUBJECT: MD 144 AN - Road Name Change
Ali Ghan Road
Allegany County

The Allegany County Board of County Commissioners have redesignated MD 144 AN (US 220 Spur) as "Ali Ghan Road." Attached is a signing plan for this change.

By copy of this memo after SHA Divisions will be advised of this road name change.

GHS:KCK:bjf
Attachments
cc: Allegany County Traffic Advisory Committee
Mr. N. Pedersen
Mr. J. T. Neukam
Mr. R. Davison
Mr. T. Watts
Mr. J. J. Dorsey
Mr. G. H. Small
Mr. J. H. Kroll
Mr. W. Jackson
Mr. R. Grabenstein

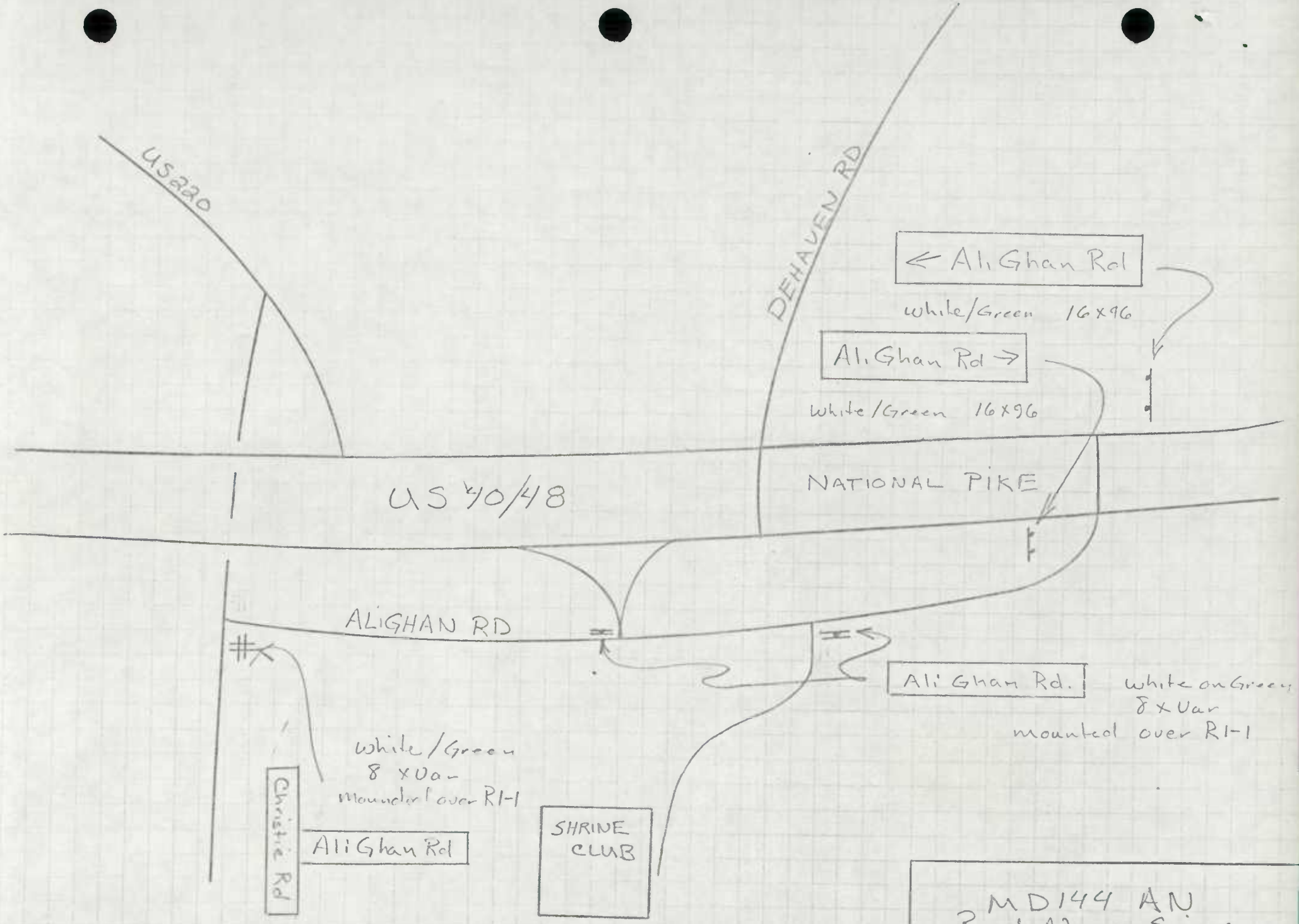
John:

Please have signs erected as shown on attached plan and advise Assistant District Engineer, Traffic when complete.

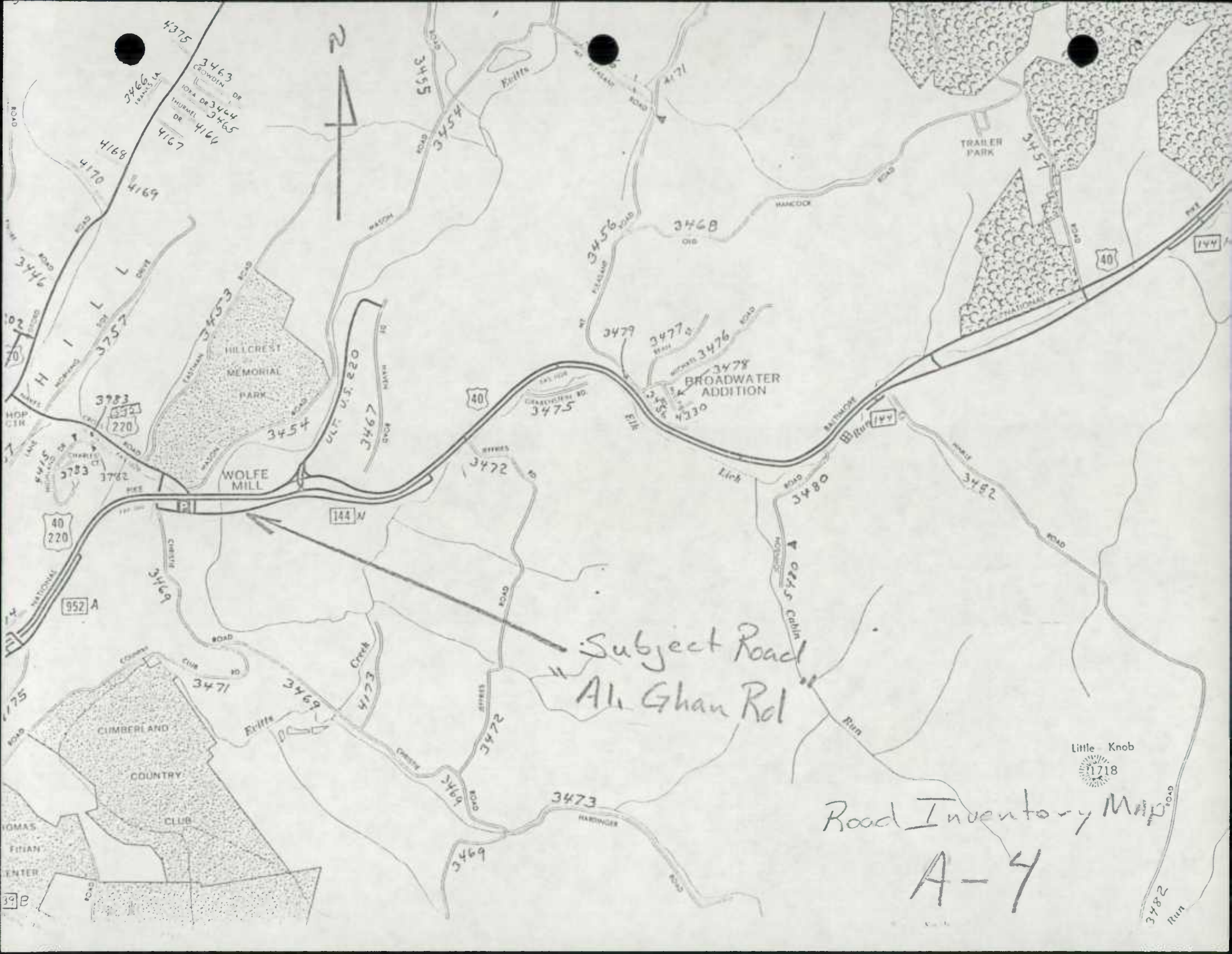
T.W.B.

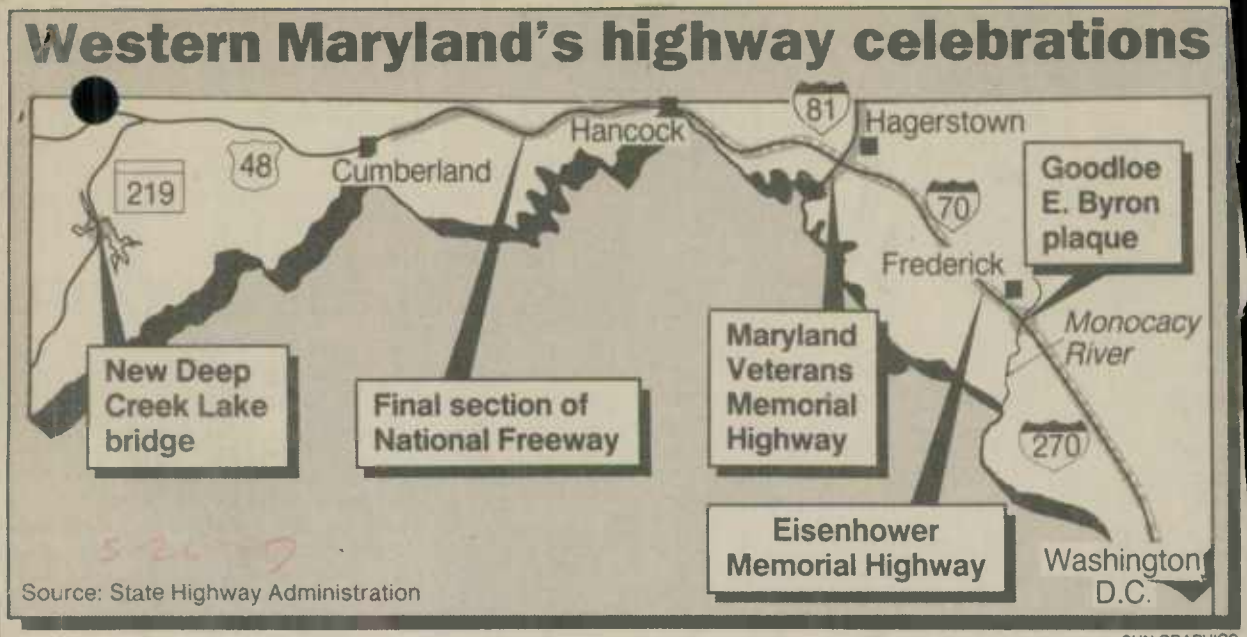
My telephone number is (301) 777-2145

Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro - 565-0451 D.C. Metro - 1-800-492-5062 Statewide Toll Free
707 North Calvert St., Baltimore, Maryland 21203-0717



MD144 AN
Road Name Signs
by KK date 7/18/87


N
HILLCREST MEMORIAL PARK
WOLFE MILL
BROADWATER ADDITION
TRAILER PARK
CUMBERLAND COUNTRY CLUB
Little Knob
1718
Subject Road
"Ali Ghan Rd"
Road Inventory Map
A-4



SUN GRAPHICS

Section of highway honors Md. veterans

By Albert Sehlstedt Jr.
Sun Staff Correspondent

HAGERSTOWN — The state named a section of Interstate 81 the "Maryland Veterans Memorial Highway" yesterday in honor of its citizens who have served in the armed forces.

The ceremony, attended by Lt. Gov. Melvin A. Steinberg, State Comptroller Louis L. Goldstein, and other officials, was part of the State Highway Administration's "Five-Star Memorial Day Highway Celebration," which included the ground-breaking for the final section of the National Freeway, U.S. 48, in Allegany County.

Yesterday's three other events were a dedication of a plaque at the Monocacy River Overlook near Frederick in honor of the late Western Maryland congressman, Goodloe E. Byron; naming Interstate 70 running through Western Maryland the Eisenhower Memorial Highway, and the opening of a new bridge over Deep Creek Lake in Garrett County.

The highway administration credited state Delegate Peter G. Callas, D-Washington, a veteran of World War II and the Korean War, with the idea of naming a highway in honor of veterans.

Maryland's 13-mile section of I-81, which enters the state from Pennsylvania and runs through Washington County into West Virginia, is now marked by two monuments, informing northbound and southbound travelers that the road is a memorial to veterans.

The redwood and stone memorials, 22 feet wide and 6 feet high, were unveiled at 12:50 p.m. as a replica of the monuments was unveiled at the same time by Mr. Steinberg and Representative Beverly B. Byron, D-Md., 6th, in a formal ceremony at Halfway Park near here. Mrs. Byron succeeded her husband in the Western Maryland congressional district after his death in 1978.

The ceremony, which was not held on the highway because of the heavy traffic, was marked by patriotic speeches recalling the sacrifices made by veterans in past wars and, particularly, the deaths of the 37

See ROADS, 3D, Col. 1

ess Class that's in a class of its own.

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big on ice cream, we have sundaes (any day) with a choice of toppings.

What's more, you'll get a free headset for music and movies. Even slippers.

Not only does America West fly nonstop to Phoenix and Las Vegas with all this, from there we have more nonstops to more great cities in the West than any other airline.

When business or pleasure takes you West, call your Travel Agent for reservations. Or call America West at 800-247-5692. Where the only hum is the purring of our engines.

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t Lake City · San Diego · San Jose · Scottsdale · Seattle · Sioux City · Springfield, MO · Tucson · Wichita · Yuma, AZ

es require 7 day round trip advance purchase. Tickets must be purchased within 24 hours of making reservations and are non-refundable.
noon on Monday through noon on Thursday. Other restrictions may apply.

Holiday events include naming section of road in honor of Md. veterans

ROADS, from 1D

sailors aboard the USS Stark who were killed by a missile from an Iraqi plane in the Persian Gulf May 17.

Ground-breaking for the National Freeway ended a long debate among businessmen, environmentalists and other Allegany County interests over where the road should be located.

The area contains many historic sites and the 38,000-acre Green Ridge State Forest dotted with hunting and fishing preserves, colorful trails and primitive campsites.

The last section of the highway to be completed is 19 miles long and will be constructed in five segments at a cost of about $180 million, according to the highway administration.

Upon its completion in 1991, the road will extend unbroken for 111 miles from Hancock to Morgantown, W. Va.

The National Freeway is so named because it generally follows the route of the Old National Road which was the nation's superhighway of the 19th century.

The old road began in Cumberland, ran across the mountains, bridged the Ohio River and extended into the Great Plains almost as far as St. Louis.

The plaque for the late Goodloe Byron, made of bronze and set in a base of Western Maryland stone, commemorates the life of a man who held public office for many years and exhibited a great interest in the history and environment of his region.

His political career began with election to the Maryland House of Delegates, where he served from 1962 to 1967. He was subsequently elected to the Maryland Senate, where he was a member until 1970.

Mr. Byron died, at 49, of a heart attack while jogging.

In November of 1970, Mr. Byron was elected to the U. S. Congress from the 6th Congressional District and was re-elected three times.

He served in Washington until his death, at the age of 49, when he had a heart attack while jogging on the C&O Canal towpath along the Potomac River.

THE SUN/1977

GOODLOE BYRON

The Eisenhower Memorial Highway is one of three interstate roads stretching across the country and named for the president who supported and later signed the Federal Highway Act of 1956 that opened the way for construction of the 42,800-mile interstate system, now 97 percent complete.

The Maryland section of the memorial highway runs from Washington via interstate 270 to I-70 at Frederick and then through Western Maryland.

At yesterday's ceremony, Mr. Steinberg, Mr. Goldstein and Emil Elinsky, division administrator for Maryland of the Federal Highway Administration, unveiled a commemorative sign, showing a profile of the late president and an outline map of the Eisenhower Highway, at the South Mountain Information Center on I-70 in Frederick County.

Maryland is the fifth state to place Eisenhower commemorative signs on its portion of the interstate network. Kansas, Mr. Eisenhower's home state, was the first.

The new bridge at Deep Creek Lake, 25 feet upstream from the old structure, is 680 feet long and 40 feet wide, twice the width of the old structure.

The bridge carries U. S. 219 across Maryland's largest man-made lake.

Built at a cost of $6.4 million, the new span will clear the water by 16 feet, twice the clearance of the old bridge, erected in 1924. The higher clearance will better accommodate boaters.

OBITUARIES

George W. Luke, weapons expert, dies

George W. Luke, who escaped a German firing squad as a U.S. Army bomber pilot in World War II and later developed weapons systems for the Navy at the Johns Hopkins University Applied Physics Laboratory, died Saturday in Holy Cross Hospital from complications of emphysema and a heart ailment.

A Mass of Christian burial will be said at 10 a.m. tomorrow at St. John the Baptist Catholic Church, 12319 New Hampshire Ave., Silver Spring.

Mr. Luke, 65, of Silver Spring, worked as an engineer for the Hopkins laboratory from 1951 until his retirement in 1984.

He was a former associate supervisor of the Fleet Systems Department and in 1975 received the Navy Distinguished Public Service Award,

GEORGE W. LUKE

anti-aircraft missile system and the

him to death as a spy.

While standing against a wall awaiting execution by the firing squad, he received a reprieve and was classified as a prisoner of war. The first prisoner to enter Stalag 1 near Barth, Germany, Mr. Luke later helped to dig tunnels in numerous escape attempts by some of the 9,000 POWs. But he walked out of the prison's front gates, freed by advancing Soviet troops just prior to the Battle of Berlin.

Born in Nashville, Ga., Mr. Luke received his bachelor's degree in electrical engineering from the University of Florida in 1950 and his master's degree in engineering from Northwestern University the following year.

He was a member of Sigma Tau

STATE OF MARYLAND

OFFICE OF THE GOVERNOR

WILLIAM DONALD SCHAEFER
GOVERNOR

In reply refer to: G-04

April 1, 1987

Commander Garfield Potts
The American Legion
Western Maryland District
Main Street
Walkersville, Maryland 21713

Dear Commander Potts:

Thank you for telling me of your support of the proposal by Delegate Callas to identify Interstate Route 81 (I-81) within the borders of Maryland as "Maryland Veterans Memorial Highway."

I am pleased to report that we are taking steps to implement this action, which I believe will represent a fitting testimonial to the patriotic deeds of Maryland's veterans.

An appropriate memorial marker is being designed by the State Highway Administration and will be placed along I-81 near the entrances from Pennsylvania and West Virginia.

We look forward to a public announcement of the project in the early spring, with a dedication ceremony to follow at the earliest opportunity. It is my pleasure to join with you in tribute to our many Maryland veterans.

Sincerely,

Governor

cc: The Honorable Peter G. Callas

DCC CHARLIE ADAMS

STATE HOUSE ANNAPOLIS, MARYLAND 21404
GENERAL INFORMATION 301 974-3421 TTY FOR DEAF BALTIMORE AREA 974 2609 D C METRO 565 0450

STATE OF MARYLAND

OFFICE OF THE GOVERNOR

WILLIAM DONALD SCHAEFER
GOVERNOR

February 4, 1987

Mr. William B. Martin
President
Washington County Club Association
1860 Pennsylvania Avenue
Hagerstown, Maryland 21740

Dear Mr. Martin:

Governor Hughes has forwarded to me your letter of December 31, 1986 regarding the identification of Interstate Route 81 (I-81) within Maryland's borders as "Maryland Veteran Memorial Highway."

I am pleased to report that we in Maryland are taking steps to honor this request.

The State Highway Administration's Bureau of Landscape Design is preparing conceptual designs for an appropriate memorial to be placed in the median of I-81. These designs will be presented in March 1987 to the Maryland Transportion Commission, which has responsibility for approving the names of transportation facilities in Maryland. In response to a Transportation Commission request, a letter has been sent to the Washington County Commissioners asking them to endorse the naming of I-81 in honor of Maryland veterans. It is my understanding that the Western Maryland delegation to the General Assembly has previously approved the project.

We look forward to a public announcement of the project during early spring, with a dedication ceremony to follow at the earliest opportunity. It is my pleasure to join with you in tribute to the Marylanders who have fought for our freedom.

Sincerely,

Governor

STATE HOUSE, ANNAPOLIS, MARYLAND 21404
GENERAL INFORMATION (301) 974-3421 TTY FOR DEAF BALTIMORE AREA 974-2609 D.C. METRO 565-0450

December 31, 1986

Governor Harry Hughes
Maryland State House
Annapolis, MD 21404

Dear Governor Hughes:

The members of the Washington County Club Association unanimously support the request made by Delegate Peter Callas to identify I-81 within the borders of Maryland as "Maryland Veteran Memorial Highway".

This would recognize the many Maryland Veterans for their patriotic service rendered to preserve freedom for us all.

Thank you for your consideration.

WASHINGTON COUNTY CLUB ASSOCIATION

William B. Martin, President

cc: Peter G. Callas, Delegate - State of Maryland
William K. Hellman, Secretary of Transportation

Lori Ricker

859-7260

TRANSPORTATION COMM.
MDOT

DIRECTIONS

Maryland Department of Transportation

July 1973

VOLUME ONE NUMBER ELEVEN

SECOND BAY BRIDGE IS OPENED

Antique car drivers, Maryland dignitaries, ceremony organizers, press reporters, and spectators all formed a cheerful assembly when they gathered on June 28 to celebrate the opening of the Parallel Span.

Although storm clouds threatened during the early morning, skies were clearing as the participants arrived at the Toll Plaza. Commanding speeches by Governor Marvin Mandel and former Governors J. Millard Tawes and Theodore R. McKeldin penetrated the roar of the ongoing bridge traffic. And eighty or so elderly autos made their stately parade across the new bridge with dignified finesse. Neither a flat tire nor a stalled motor impeded the first crossing, and traffic flowed freely.

The First Army Band from Fort Meade introduced the festivities at 9:30 a.m. with a series of lively marches. By 10:00 a.m., the reviewing stand was complete, and Secretary of Transportation Harry R. Hughes stepped forward to conduct the formal program.

A brief invocation, delivered by Father Edwin Staub of Baltimore, was followed by the three short gubernatorial speeches. A fourth governor, William Preston Lane, Jr., during whose term the first bridge was completed, was remembered for his role in the construction of that bridge. Mrs. Lane, the widow of the former governor, was honored with a bouquet of yellow roses, a commemorative album, and a painting of the two spans.

After the playing of "Maryland, My Maryland," Governor Mandel, Secretary Hughes, and Mrs. Lane took up silver scissors to cut the black and gold ribbons looped across a toll lane. Riding in a forest-green 1929 Packard driven by David English of Bel Air, the Governor paid the first toll to the Secretary. The new bridge was opened to traffic and carried a majestic procession of antique autos and dignitaries to the Eastern Shore. The resplendent array included a one-of-a-kind 1898 Buffum driven by J. L. Swann of the National Capitol Antique Car Club.

The motorcade conveyed the celebrants to Pier I at Stevensville for a reception under a gaily striped tent. The antique cars motored back across the bridge; their owners met at a local restaurant for another celebration of a bridge well opened.

Antique automobiles crossed the newly-opened span to the Eastern Shore; the Governor's limousine led the parade.

SPECIAL ISSUE

MORE PICTURES ON PAGES 6-7

You can't build a bridge without walnut shells

TINY STEEL WIRES

A Sikorsky Skycrane helicopter delivers concrete to Pier 31 where the suspension cables will be inserted in the "rocket launcher." After the cables are in place, the anchorage assembly will be encased in concrete.

Walnut shells, a "rocket launcher," and a single red wire all played vital roles in the successful completion of the second bay bridge. The drama of cable construction was played out upon the catwalks, 200 to 400 feet above the Chesapeake Bay, by workmen spinning wire strands from tramways in the sky.

The wire strands were preassembled in the Fairless Hills, Pennsylvania, plant of the American Bridge Company, subsidiary of the U.S. Steel Corporation and builder of the superstructure portion of the bridge.

The cables holding the suspension span of the new bridge are actually composed of many wires — 3,577, to be exact — wrapped into strands which in turn are wrapped into cables. Each wire strand contains a single red wire, a key to the safety of the bridge design. As workmen unravelled a strand from a reel on the tramway, the lone colored wire was kept on top for the entire 3,200 feet of the cable suspension. This keeps the wire perfectly straight, without twists and without kinking. The strand will therefore withstand a predetermined amount of stress.

After each strand was spun out, it was put into the "rocket launcher," workmen's jargon for the anchorage assembly in which the wires were adjusted to correct tensions. The assembly itself was eventually immersed in tons of concrete, brought to the pier by a gigantic Sikorsky helicopter.

Photographs by J. G. Hudert

Catwalks are suspended from the towers to the anchorage assembly piers as a working platform for workmen who will pull the cables.

A workman guides a strand over a saddleblock at Pier 32, keeping a lone red wire on top. This ensures that the cable will not twist.

HOLD A BRIDGE IN PLACE

The wire strands were adjusted at night, according to John Penry, construction superintendent for American Bridge, because "that's when the temperature of the cable and the air temperature were the same, at 4:00 a.m. We put a thermometer in the middle of the cable, and when the degree registered was right, we went to work."

The workmen made certain there was just the right amount of sag for the cable to take the stress calculated by the engineers.

After the final adjustments were made, the workmen compacted the strands every three feet along the cable, using hydraulic pressure. A stainless steel strap holds each compaction in place. Next came a layer of neoprene liquid, covered by a ⅛-inch thick, 6-inch wide neoprene tape. Use of the liquid with the tape creates a chemical reaction, bonding the tape to the cable.

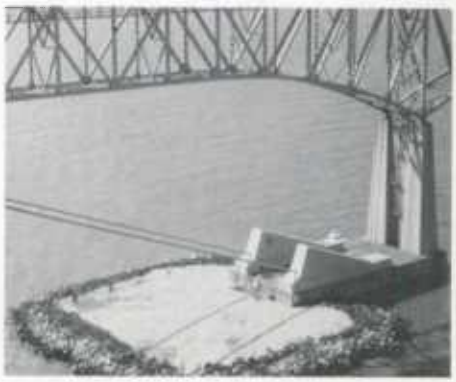
The tape was wrapped with a 50% overlap, giving a "shingling effect," according to Joseph Hudert, Vice President of the J. E. Greiner Company. The cable is always covered by double thickness, protecting it from all the elements.

After the taping came a coat of white Hypalon paint, followed by a sprinkling of walnut shells, crushed to the consistency of fine sand. Some 30 to 40 gallons of California walnut shells were used.

"We need some friction for the inspectors who must walk the cables," Hudert explained. Why not use sand? "Sand sinks into the paint," Penry noted, "and walnut shells are just light enough to float on top of the paint."

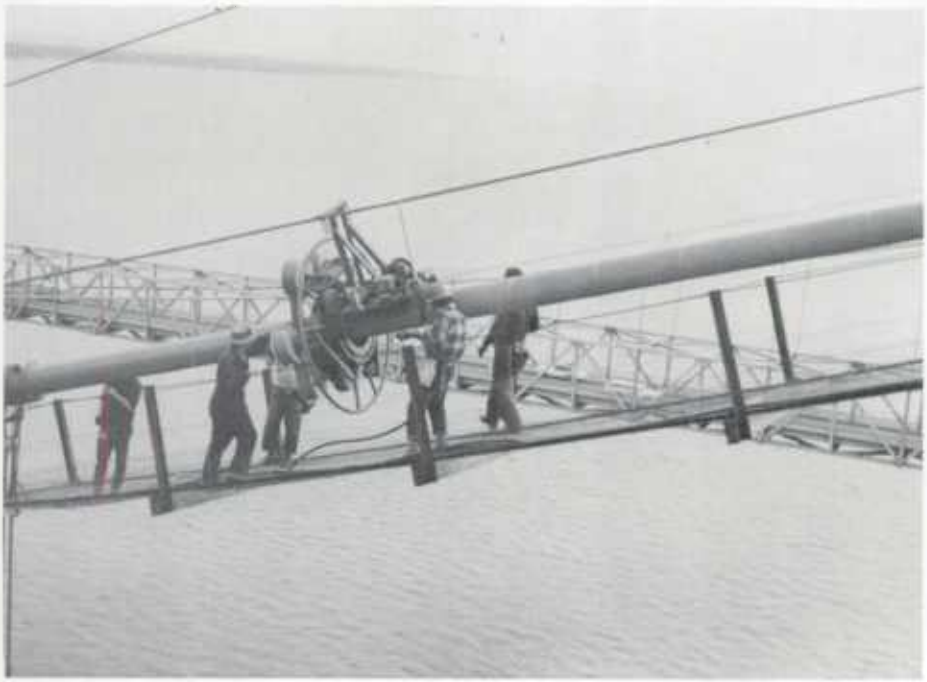
The job was finished when a coat of aluminum Hypalon paint covered the entire cable; the catwalk was then removed.

The cable construction was a long-run production. The first wire strand was pulled from the reel for the south cable on September 12, 1972; the final adjustments were made on December 5. In May the walnut shells were added to the top of the cables. The last coat of paint was dry by the first part of June. The cables were ready with time to spare for the June 28 grand opening ceremonies.



At the first bay bridge, the suspension cables were anchored at the base of the structure. Small protective islands were built to prevent ships from colliding with and destroying this vital part of the bridge's construction.

After workmen on the catwalk have compacted and clamped the wire strands with stainless steel straps, the cable is coated with neoprene liquid and wrapped with neoprene tape.



DIRECTIONS

A monthly employee publication of the Maryland Department of Transportation, P.O. Box 8755, Friendship International Airport, Maryland 21240. Telephone (301) 768-9520.

Editorial Board
Keith Wade and Raymond Bartlett, Office of the Secretary; Donald Klein, MPA; Francia Feikin, MTA; David H. Hugel, MVA; Melvin Mallonee, SAA; and Byron Sedgwick, SHA.

Editor: Michael F. Canning
Managing Editor: Mary P. Felter
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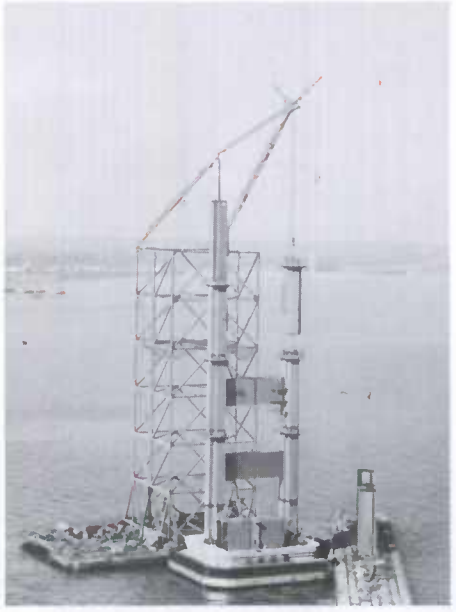
Facts and Figures on the Second Bay Bridge

Laymen and trained engineers alike can look at the parallel span of the William Preston Lane, Jr., Memorial Bridge as an excellent example of certain structural design principles. The bridge architects used the best possible span lengths and types for the bay's varying water depths and underlying soil conditions when the structure was designed.

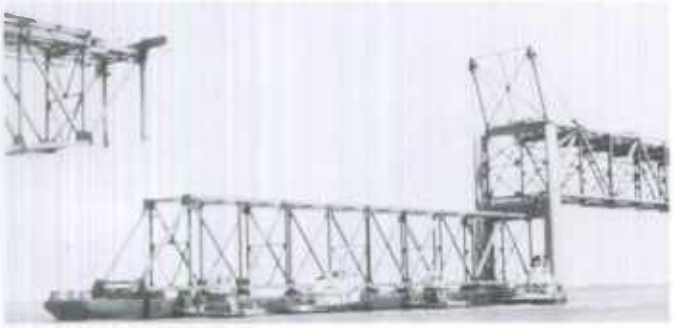
Horizontal and vertical clearances at the main and secondary ship channels had to be maintained, and new piers were aligned as closely as possible with the piers of the first bay bridge. But the new bridge is not a duplicate of the first. On the parallel span, three lanes are provided for traffic, and improvements and advances in the field of metallurgy over the intervening years have been used in the new design.

The main channel crossing is a suspension span of 1,600 feet, with 675-foot side spans from the towers to the anchorage piers. The cables for the new bridge consist of 55 strands of 61 wires each and 6 strands of 37 wires each for a total of 3,577 wires, each one 0.198 inches in diameter. The cables are compacted to form an outside diameter of 13 inches.

The total length of the bridge from abutment to abutment is 3.987 miles. When the 0.348-mile length of causeway construction from the east abutment to the east shoreline is added, the total length of the crossing from shore to shore is 4.335 miles.



A crane places another segment in the suspension span tower at Pier 32.



Tugs guide this 300 foot long closure span into place for lifting. The span was built atop the barge.

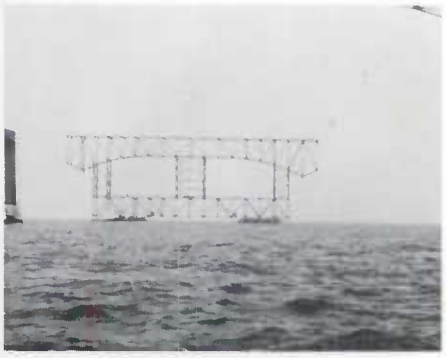
A permanent truss (right) is being floated into place. The truss sits on falsework, a structure built to support the span until it is attached to its proper location. During this operation, bridge builders must also contend with both winds and tides.

Photographs by J. G. Hudert

A floating plant was constructed to provide concrete during the pile driving process.

Workmen guide the placement of the stiffening truss and connect the suspender cables, the final support for the span. Engineers used computers in the designing of the bridge and calcuated a minute margin of error in the matching of the two structures.

The stiffening truss unit in the west side span is being lifted into place; motorists will be driving on top of this structure. At the first bridge, they drive through the metal framework.



Workmen erect the catwalk.

STATISTICS

MAIN CHANNEL SPAN

Elevation of aerial beacon on suspension towers (highest point on bridge)	379.00 feet
Elevation of bridge roadway over main channel	212.23 feet
Clearance under main channel span	186.50 feet
Water depth at main channel	54.00 feet
Movement of tops of towers	
Sideways	0.52 feet
Lengthwise	1.01 feet
Movement at center of main suspension span (the sway of the bridge)	
Sideways	5.74 feet
Lengthwise	6.83 feet
Maximum force in one cable	9,420,000.00 pounds
Maximum roadway grade	3.50%

SECONDARY CHANNEL SPAN

Elevation of bridge roadway over secondary channel	98.37 feet
Clearance under secondary channel span	63.00 feet
Water depth at secondary channel span	88.00 feet
Estimated elevation at the tip of deepest pile (lowest point of bridge piles)	197.00 feet

GENERAL

Location of bridge
450 feet north of and parallel to first bridge between Sandy Point and Kent Island, Maryland.

Overall length shoreline to shoreline	22,840.00 feet, or 4.33 miles
Width of roadway curb to curb	38.00 feet

Approximate quantities

66,100 tons of steel
168,000 cubic yards of cement concrete
800,000 cubic yards of earthwork
20,000 tons slope protection stone

Design and supervising engineer	J.E. Greiner Company, Inc.
Principal contractors	
P. Flanigan & Sons, Inc.	East and West Approach Roadways
Raymond-Dravo-Langenfelder	Substructure
American Bridge Division U.S. Steel Corp.	Superstructure
The Whiting-Turner Contracting Company, Inc.	Bent Encasement, Anchorage Blocks and Deck

Former Governors Theodore R. McKeldin (above, left) and J. Millard Tawes gave brief speeches at the ceremonies.

Governor Mandel (right), principal speaker at the ceremonies, emphasized that tolls, not taxes, will pay for the new bridge.

Secretary Hughes (right) and Mrs. Lane greeted guests.

Secretary Hughes (above) introduced platform guests at the beginning of the activities at the Toll Plaza area on the Western Shore.

Governor Marvin Mandel (left) presented Mrs. William Preston Lane, Jr., widow of the former governor, with a bouquet of roses.

The Bridge on A Festive Da

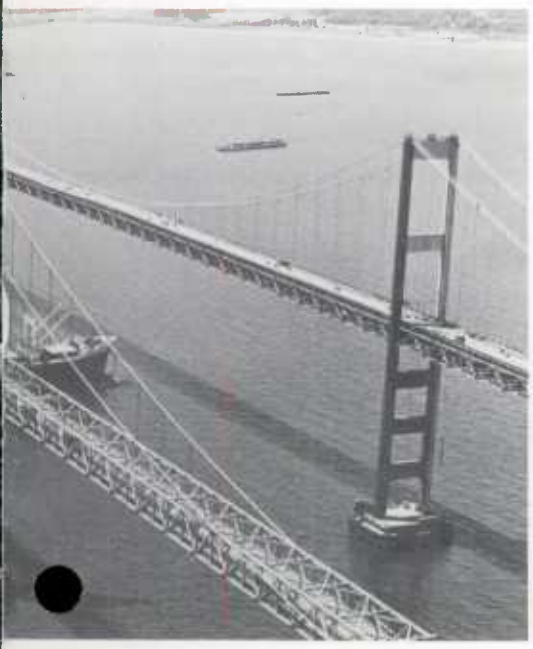
Governor Mandel (above), Mrs. Lane, and Secretary Hughes snipped the ribbon to open the bridge officially. Observers included Comptroller Louis L. Goldstein, Attorney General Francis B. Burch, and Mrs. Lane's daughter, Mrs. Worthington Campbell, Jr.

The Governor paid the first one dollar toll to Secretary Hughes before crossing the parallel span.

A 1910 International Harvester was followed by an elegant Rolls and several vintage Fords.

Opens

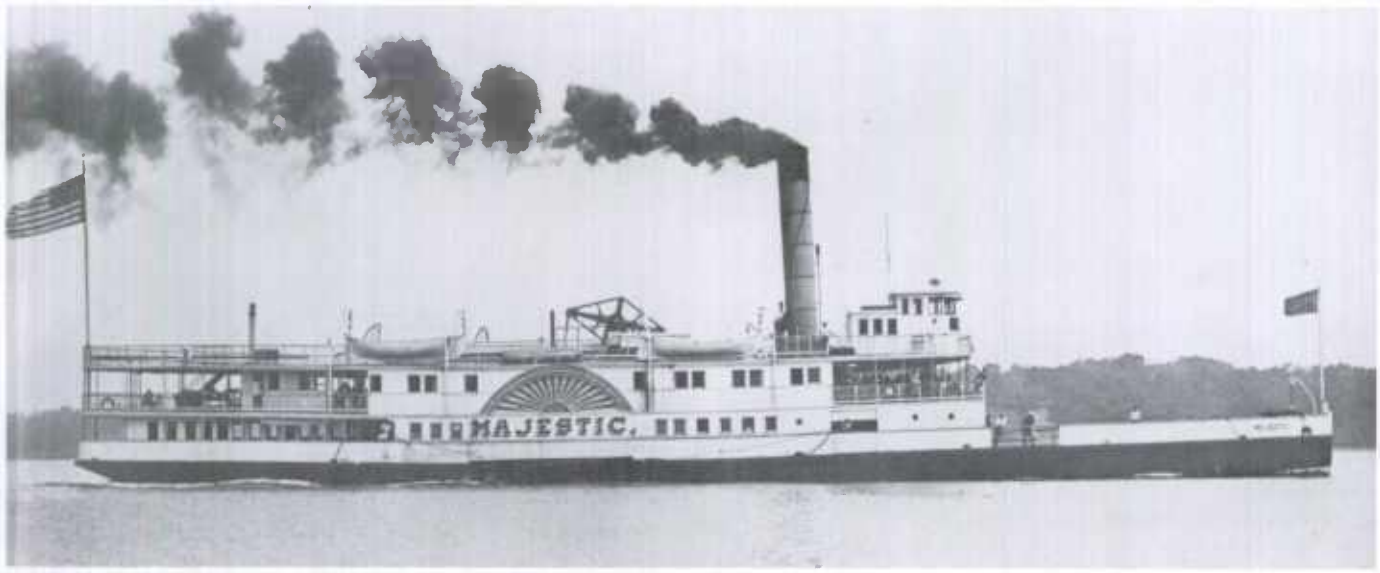
ay in June



Motorists (left) drive on top of the new span; drivers going towards the Eastern Shore pass through the older structure. The curved bridges were designed to cross the main channel at right angles, permitting ships to sail straight under them rather than plying on a more dangerous diagonal course.

The Maryland Transportation Authority is responsible for the Bay Bridge and other toll facilities throughout the state. Authority members are: (front row, left) William B. Wheeler, Secretary Harry R. Hughes, and Herman L. Gruehn; (back row, left) Joseph B. Browne, Ross B. Diffenderffer, E. Leister Mobley, and L. Mercer Smith.

BOATS ACROSS THE BAY



Photographs courtesy of the Chesapeake Bay Maritime Museum

The Chesapeake Bay, a vast inland sea, cuts deep into the heart of Maryland; its estuaries and long tidal reaches extend for over 200 miles into the wooded coastal plain. In earlier days this wide body of water served as an aid to travel; more recently, it has been an obstacle.

The need for a form of public conveyance utilizing the waterways was apparent to Maryland's earliest settlers. In 1639, just 33 years after the founding of Jamestown, the Maryland General Assembly passed an act establishing a ferry on St. George's Creek, in St. Mary's County. By the mid-1700's, a network of ferries connected the tidewater roads. Three ferries linked the bay's shores at Annapolis and Kent Island, and there were at least 15 or more in operation just across the Potomac.

Tidewater ferries were flat-bottomed and squat. They had upright sides about three feet high, sloping up fore and aft. Because they drew very little water, they could nestle close to shore. They were sculled, rowed, pulled or poled across estuaries. This low-slung design also prevented these old-time scows from making the long trip from shore to shore of the bay, whose stormy waters required seaworthy, sturdy craft. Larger, deeper-hulled bay ferries, propelled by the wind and rigged as sloops or schooners, came into use toward the end of the colonial period. The most famous of the transbay ferries or "packet sloops" ran on the Rock Hall (Kent County) — Annapolis route, one of the great north-south passages of the time. General Washington traversed the bay on the Rock Hall ferry on his way from Mount Vernon to the colonial capital in Philadelphia.

Until the time of the Civil War, the atmosphere on the tidewater and bay ferries was informal, leisurely, and unstructured; crossings were made when passengers or freight stores were available, at the whims of bay breezes.

After the war, steamboats began plying the rivers flowing into the bay, carrying fruits and vegetables from the Eastern Shore to Baltimore and more northerly markets. In 1890, the Baltimore and Eastern Shore Railroad extended its line from Claiborne in Talbot County to Salisbury, and acquired the short rail line between Salisbury and Ocean City. This line was completed by the *Tunis River*, a ferry steaming between Bay Ridge (Anne Arundel County) and Claiborne; for the first time, a scheduled transbay ferry ran from a railroad terminal. This service soon proved to be hopelessly inadequate. While freight service met popular demand, passenger service did not. The time had come when the bay formed a barrier.

The lack of a good method of crossing the bay became apparent at the outset of the auto age. Cars could be transported across the bay as freight, but the prices for the trip ran as high as $20, a sum which made the horseshoe route around the head of the bay much more economical.

In 1919, a group of New York promoters formed the Claiborne-Annapolis Ferry Company, Inc., and bought the old steamer *Thomas Patton*, giving Maryland its first regular automobile ferry service. On the

steamer's first run, six hours were cut off the usual time for mail to reach the eastern shore from Baltimore. However, the line was soon plagued by accidents; in 1921 the elderly steamer *General Lincoln* ran aground, and the next year it cracked up for good. The company also experienced financial woes, and in the mid-20's a local group headed by former Governor Harrington took over ownership and operation.

In 1930, the company shortened its route by shifting the eastern terminal north from Claiborne to Matapeake, reducing the running time from an hour and a half to 45 minutes. And in 1941, the Maryland State Roads Commission bought the line and further shortened the running time to 25 minutes by moving the western terminal to Sandy Point.

In the 1930's it became apparent that the ferry system was simply inadequate, and in 1938 an act was passed by the U.S. Congress authorizing the State of Maryland, through its State Roads Commission, to construct a bridge over (or a tunnel under) the bay.

Wartime delayed the project, and another similar act was passed in 1948. This time there was no interruption; in 1949, construction began on the William Preston Lane, Jr., Memorial Bridge. The permanent link between eastern and western shores opened on July 30, 1952; the ferries were closed and sold to the State of Washington in 1953.

In the 1950's bridge traffic moved relatively quickly, but by the end of the decade it was obvious that the bridge's capacity had been exceeded. Indeed, on hot summer weekends, it took longer to get across the bridge than it had in the days of the prerevolutionary packets.

It was clear that the only way to relieve congestion was to construct additional facilities. The General Assembly of Maryland authorized construction in 1967, and in 1969 work on the Parallel Span began. On June 28, 1973, the three-lane span's soaring arch was opened to traffic.

The hull of the Motor Ferry *Governor Harry W. Nice* (above) was launched at the Maryland Drydock Company on December 11, 1937. It was put into service by the Claiborne-Annapolis Ferry Company.

The Motor Ferry *Majestic* (far left). Ferries initially ran from Annapolis to Claiborne; running time was shortened when the landings were changed to Sandy Point and Matapeake.

A BRIDGE BETWEEN COUNTRIES

Most engineers firmly believe that it is essential to display their new techniques and innovations to other members of the profession. These improvements can then be incorporated into the planning of future projects.

Thus the engineers and builders of the parallel span of the Chesapeake Bay Bridge were more than willing to show off their handiwork to professional visitors. During the spring of 1973, groups of Brazilian, French, and Japanese bridge engineers toured the superstructure, inspecting trusses and joints, inquiring about cable composition, and indicating immense interest in the construction of the main tower piers.

The language barrier was easily overcome by the presentation of an hour-long slide show outlining the many facets of the second bridge's construction. Narrated by G. Joseph Hudert, Vice President of the J. E. Greiner Company, the slide show was further clarified by comments translated by skilled interpreters.

The bridge itself, of course, was the main attraction of the tour. The visitors, most of them bridge builders themselves, were ecstatic at the chance to poke into every nook and cranny. They loped across mammoth steel beams, seemingly impervious to the fact that many of the beams were completely exposed to the open bay 200 feet below - and that there was no safety nets between them and the deep six.

A supervisor explains the wrapping of the neoprene tape on the cable to a Japanese bridge engineer. Visitors from foreign countries toured the superstructure, studying design ideas and new techniques for possible application at home.

"We are planning to build several bridges connecting our islands," remarked Dr. Goro Tanaka, Executive Director of the Yokogawa Construction Company of Tokyo, during his visit. This highly regarded professional engineer, who has been building bridges for over 40 years, said that many of the innovations seen in the parallel span would be incorporated into his future designs. To express his appreciation for the tour, Tanaka presented a delighted Hudert with two of his books containing blueprints and details of the bridges of Japan.

In the future, Marylanders visiting the Orient can be on the lookout for Greiner's Potomac-type piers and deck trusses. If Tanaka's plans come true, these engineering techniques will be incorporated into the designs for bridges to be built on Honshu, Hokkaido, and the other islands of Japan.

Ukon Toriumi of the Japanese steel company Nippon Kokan watches as G. Joseph Hudert of the J.E. Greiner Company assists a colleague, Masayoshi Shoda, across a steel beam at the parallel span.

A HISTORY OF THE BAY BRIDGES

It was in the fall of 1907 that the mention of the practicality of a bridge across the Chesapeake Bay was first recorded. The occasion was an address by Peter J. Campbell, prominent lawyer and politician, before the Travellers and Merchants Association of Baltimore. This apparently was the spark that initiated movement for a bridge that eventually materialized 45 years later.

After years of studies and numerous reports, a permit for construction of a bridge from Miller's Island to Tolchester Beach was approved by the federal War Department in July of 1928. Unfortunately, private banking houses were unable to secure sufficient funds for construction and attempts to interest private captial were abandoned after the stock market crash in 1929.

A Chesapeake Bay Bridge Commission appointed by Governor Albert C. Ritchie submitted a report in January of 1931 recommending the establishment of a Maryland Bridge Commission, and also presented a framework whereby a program could be developed to construct toll bridges financed solely from toll revenues. Such structures would be on a self-supporting basis and would in no manner involve the general credit of the State.

Following decisions by the State Roads Commission, a War Department permit was authorized on May 24, 1939, for the construction of a Chesapeake Bay Bridge at the Sandy Point — Kent Island site. However, World War II prevented the contemplated construction from being undertaken, and the permit automatically expired on April 7, 1941.

On the basis of prior permit drawings revised as of May 28, 1948, a War Department permit was granted on June 30, 1948, for the bridge between Sandy Point and Kent Island. The revised details included provision for the protection of the anchorage piers and back-stay cables of the suspension bridge by means of "sand islands."

On January 12, 1949, the west approach contractor began construction operations. Approximately three and a half years later, on July 30, 1952, the original Chesapeake Bay Bridge was dedicated and opened to traffic, providing a two-lane, two-way facility for accommodation of modern motor vehicular transportation across the Chesapeake Bay. The bridge was redicated in November of 1967, and named the William Preston Lane, Jr. Memorial Bridge as a fitting tribute to the late Governor of Maryland, whose leadership during his term in office was a major factor in the realization of the long-awaited crossing.

By the early 1960's the phenomenal growth of the Maryland, Virginia, D. C. area had increased summer traffic on the Chesapeake Bay Bridge to such a point that its capacity had been exceeded. Various proposals were put into operation as temporary measures to alleviate the congestion during the periods of peak traffic load. It became apparent, however, that the only permanent form of relief would be the construction of an additional facility.

The 1967 General Assembly of Maryland passed an Act which authorized the construction of three specific crossings of the Chesapeake Bay on the basis of priorities to be established by the State Roads Commission.

Exercising the prerogatives given by the General Assembly, on June 28, 1967, the State Roads Commission resolved that first priority should be given to construction of an additional bridge at Sandy Point.

A United States Coast Guard permit, for the construction of the new bridge at a location 450 feet north of the existing crossing at Sandy Point, was granted May 28, 1968, and construction work was started on May 19, 1969.

Exactly six years after the date of the Commission's resolution on priority, the opening of the new William Preston Lane, Jr. Memorial Bridge Project serves to convert the existing bridge into a multilane dual traffic facility.

The J.E. Greiner Company served as consulting engineers for the first bay bridge, shown here under construction on November 15, 1950. In the background is Sandy Point, the western terminus of the ferry line.

Stewart Bros./Chesapeake Bay Maritime Museum

The captain of an air ship instructs his crew before ascending into Maryland skies during the Preakness Balloon Race over the Chesapeake Bay. The propane burners atop the gondola and a portable fan were used to inflate the hot air balloon.

Tadder Baltimore

An air ship floats elegantly above the Bay on its way to the Eastern Shore.

CROSSING THE BAY BY BALLOON

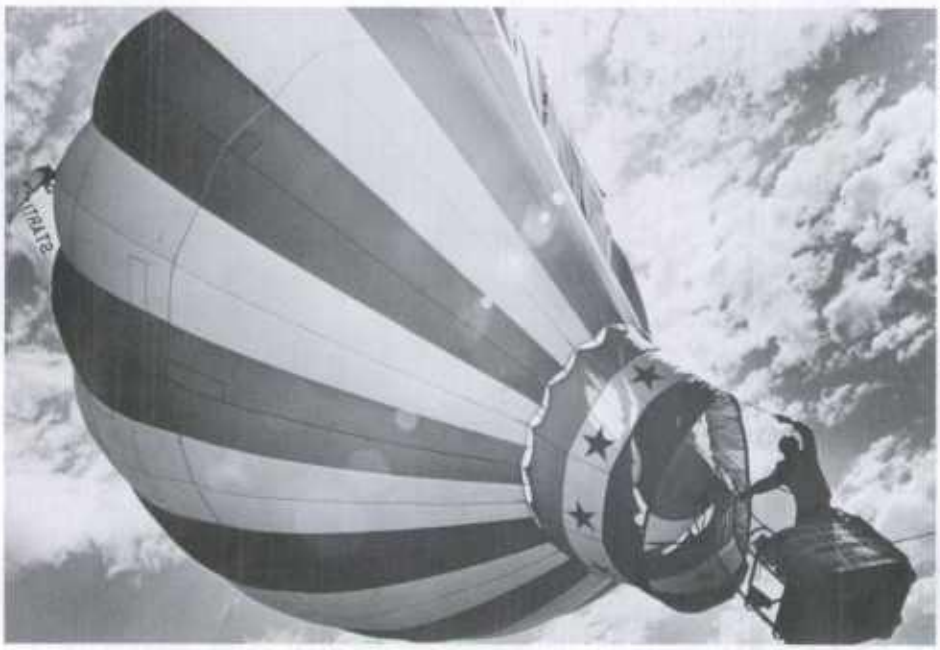
There was plenty of hot air, aloft and afloat, at the Preakness Week Balloon Race across the Chesapeake Bay. One of the ten entries landed in a boat anchored offshore near Edgewood Arsenal; another entry, representing Haussner's restaurant, landed on a beach and was retrieved by a svelte skindiver.

The May 12 aerial race was part of the festivities surrounding the week that culminated in the Preakness Race at Pimlico on May 19. The event was promoted by WBAL Radio and Baltimore Forward Thrust to raise funds for the "Kids' Campaign" to send inner-city children to camp this summer; and also to help generate enthusiasm for the Preakness Week Festival. Each balloon was sponsored by a leading Maryland business - among them, the Hiltons of Maryland, Esskay Meats, and the Automobile Clubs of Maryland.

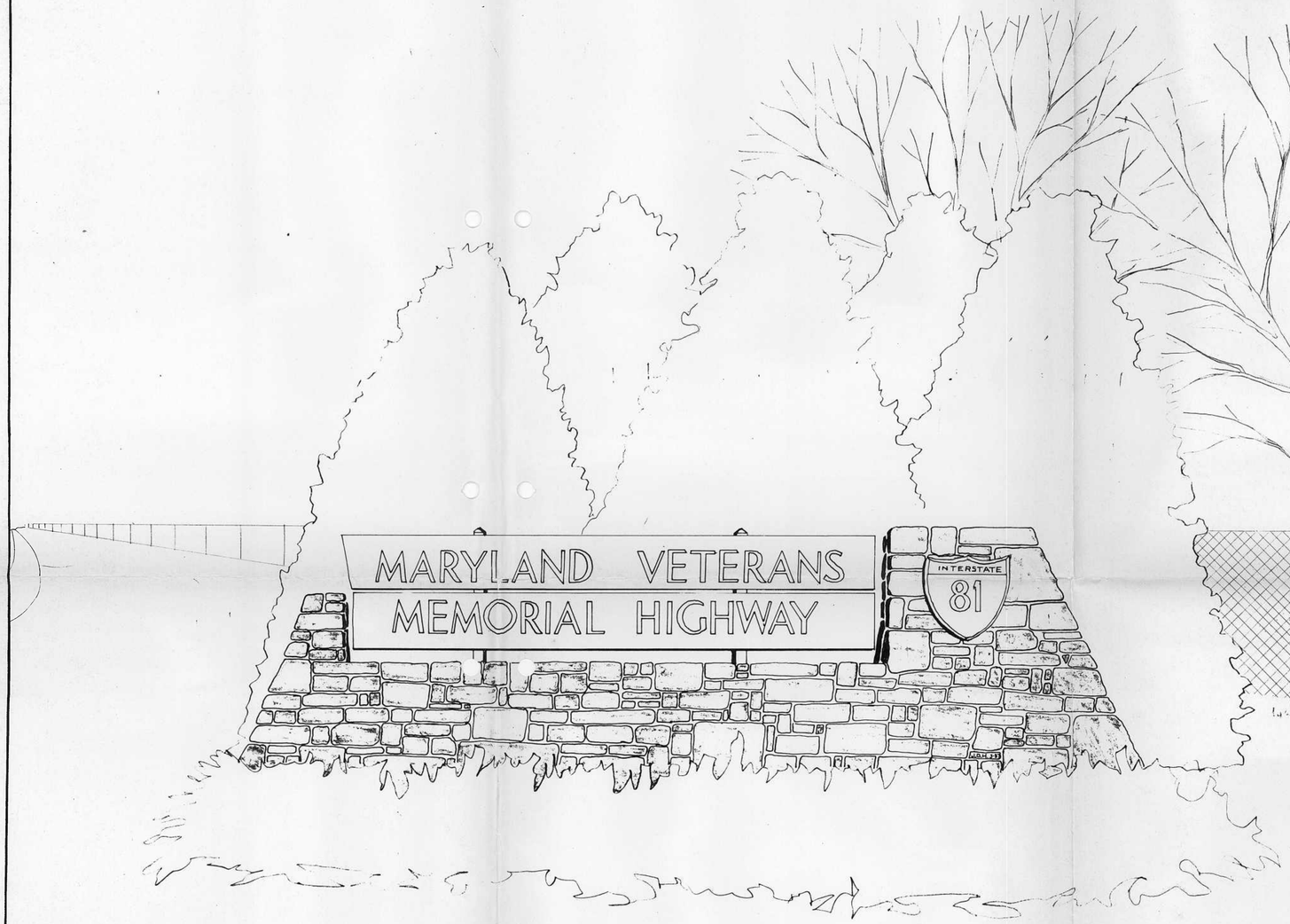
Although the race was brief, lasting less than an hour, it attracted some 2,500 springtime spectators. Robert Waligunda, of Princeton, New Jersey, became the unofficial winner when his striped ship dashed him down in a cornfield near Rock Hall. His red, white, and blue balloon, "America," was sponsored by the Baltimore *Sunpapers*. The win was hotly contest by fellow-balloonist Jimmie Craig, master of the *News American's* flighty craft, who remarked testily "as far as I'm concerned, we won the race." Since the winner Waligunda was also the race director, however, Craig's protest had to be filed with the victor himself.

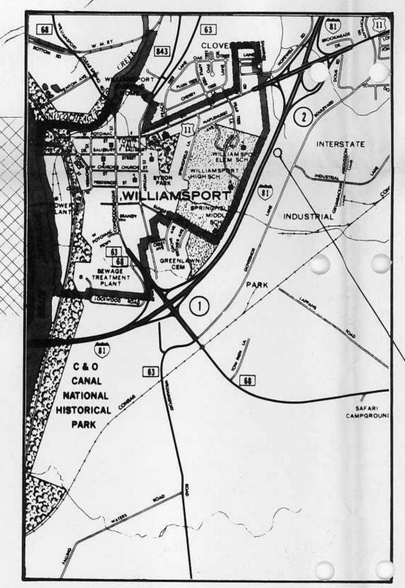
It was a bright, bold May day, perfect for a balloon race and for crossing the bay. The airborne exposition made front-page news in the Sunday editions of every major newspaper in the Baltimore-Washington area. All agreed that the flight of the flying bubbles was a rare festive experience, for pilots and spectators alike.

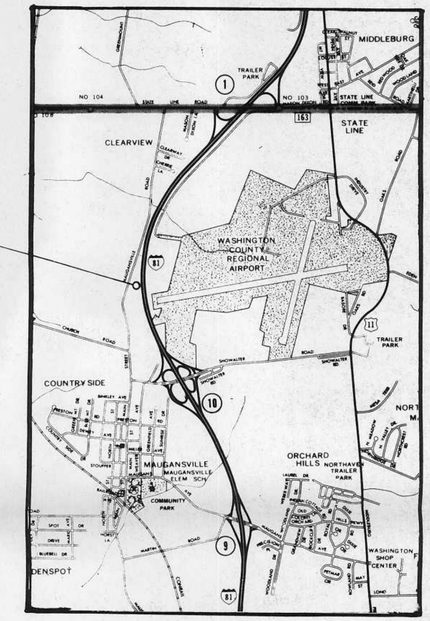
Up, up, and away. The ballon sponsored by B.O.A.C. ascends with tether rope in tow.



James M. Thresher







Proposed Location of Memorial

Proposed Location of Memorial

INTERSTATE 81 MARYLAND VETERANS MEMORIAL HIGHWAY

ELEVATION OF CONCEPTUAL DESIGN

PREPARED BY THE BUREAU OF LANDSCAPE ARCHITECTURE • MARYLAND STATE HIGHWAY ADMINISTRATION

Clyde
For your info
pl. see that Tom C
gets copy Geo

MEMORANDUM OF ACTION OF STATE HIGHWAY ADMINISTRATOR DAVID H. FISHER
THURSDAY, SEPTEMBER 9, 1971

* * *

Administrator Fisher approved recommendation by Chief Engineer Woodford for application to AASHO as follows:

1. Re-designate existing U. S. Route 213, from U. S. Route 50 at Wye Mills to U. S. Route 40 at Elkton, as Md. Route 213.

2. Re-designate existing Md. Route 280, from U. S. Route 40 at Elkton to Pennsylvania State Line, as Md. Route 213.

Copy: Mr. D. H. Fisher
Mr. W. E. Woodford, Jr.
Mr. C. P. Hyatt
Mr. L. F. McCarl
Mr. G. W. Cassell ✓
Mr. M. M. Brodsky
Mr. J. M. Wright
Mr. T. Hicks
Mr. G. N. Lewis, Jr.
SHA-Name Designations file
SHA-Cecil County file

Copy: Mr. D. H. Fisher
Mr. W. E. Woodford, Jr.
Mr. J. D. Buscher
Mr. L. E. McCarl
Mr. H. G. Downs
Mr. J. D. Bushby
Mr. G. W. Cassell
Mr. T. Hicks
Mr. H. H. Bowers
Mr. C. W. Reese
Mr. Wm. Jabine

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, JUNE 3, 1970

* * *

On motion of Mr. Wilson, seconded by Mr. Brinsfield, the Commission approved the following resolution:

WHEREAS, the late John J. McMullen did, for more than 15 years immediately preceding his demise, render outstanding and lasting services to the State Roads Commission of Maryland as Chairman and as a Member thereof, and

WHEREAS, through his outstanding and tireless efforts many highway construction projects were begun and completed in Allegany County and other sectors of Western Maryland, and

WHEREAS, included among these is a bridge carrying Frederick Street traffic and Bedford Street traffic over the Baltimore & Ohio Railroad tracks, construction on which will begin during 1970, and

WHEREAS, it is deemed appropriate by the State Roads Commission of Maryland that this Bridge be named as a permanent memorial after the late John J. McMullen in recognition of his outstanding services rendered to the State Roads Commission of Maryland; Now, therefore,

BE IT RESOLVED that the State Roads Commission of Maryland, pursuant to authority conferred upon it by the General Assembly of Maryland, and in honor of the outstanding services rendered by the late John J. McMullen does hereby name and designate the Bridge carrying Frederick Street traffic and Bedford Street traffic over the Baltimore & Ohio Railroad tracks in Cumberland, Maryland as the "John J. McMullen Memorial Bridge", and

BE IT FURTHER RESOLVED that upon completion of said Bridge that a suitable naming ceremony be held in Cumberland, Maryland at the location of this Bridge to which shall be invited the family and friends of the late John J. McMullen, and

BE IT FURTHER RESOLVED that copies of this Resolution be forwarded to the widow and children of the late John J. McMullen and to the Mayor and City Council of Cumberland.

SRC-Personnel file
SRC-Name Designations file
SRC-Allegany County file

STATE ROADS COMMISSION
OF MARYLAND

District 85

TO: Mr. Thomas Hicks
Assistant Chief Engineer-Traffic Safety

DATE: December 23, 1970

FROM: A. W. Tate
District Engineer

SUBJECT: Road Openings

With reference to Mr. L. E. McCarl's memorandum of December 14, 1970, this is to advise that Mountain Road relocated, Route 100, eastbound lane was opened to traffic on November 25, 1970 from Ritchie Highway to Sharonville. The westbound lane was opened to traffic on December 17, 1970 from existing Mountain Road at Sharonville to Ritchie Highway.

In addition, Catherine Avenue was opened to traffic on November 25, 1970 from Old Mill Road to existing Mountain Road.

If there are any questions regarding this matter, please contact this office.

AWT:ALG/fg

A.W.T.

STATE ROADS COMMISSION
OF MARYLAND

TO: Mr. Thomas Hicks
Assistant Chief Engineer-Traffic

DATE: December 23, 1970

FROM: Carroll L. Brewington
Assistant District Engineer-Construction

SUBJECT: Projects Opened To Traffic

The projects listed below were opened to traffic on the given date shown:

D-344-11-171, Co-374-3-271, Relocation of Md. 307, Williamsburg to Federalsburg By-Pass. Opened to Traffic - December 11, 1970.

D-367-2-178, Rehabilitation and Widening of Timber Bridge on Md. Rt. 392 Over Marshyhope Creek, Including Minor Approach Roadway Work. Opened to Traffic - December 15, 1970.

In the future, we will be more up to date on these openings as we have just received the directive to notify you this week.

Carroll L. Brewington

CLB:syr

DIRECTIONS

Maryland Department of Transportation

September 1973

Volume Two, Number One

Cumberland Viaduct Named For Judge Finan

One of Cumberland's most noted and distinguished citizens, Thomas B. Finan, was honored posthumously at the August 2nd dedication ceremony of the "Thomas B. Finan Memorial Bridge" - a crosstown viaduct section of the Cumberland Thruway. Hundreds of friends from the local community and State and local government officials gathered to acknowledge their appreciation of the broad public contribution made by Thomas B. Finan.

Attorney General and Judge

During his long public career with his community, city, and State, Thomas B. Finan served as City Solicitor of Cumberland, Secretary of State for Maryland from 1958 until 1961, Attorney General from 1961 until 1966, and as associate Judge of the Court of Appeals of Maryland from 1966 until his untimely death on July 6, 1972.

Plaque Unveiled

Frederick J. Hill, President of the Cumberland Chamber of Commerce, opened the ceremony at 12:00 noon.

Continued on page eight

Salisbury Receives Transit Aid

Getting John Q. Citizen from home to job or to shop in the big city in the best way possible is a major objective of the Maryland Department of Transportation. Achieving this in the smaller towns in Maryland is becoming a reality through the Department's small urban area transit assistance program.

In August, Salisbury became the first city in the State to receive financial benefits from the program; the Department approved a grant

Continued on page eight

Mandel Unveils Plaque

Governor Marvin Mandel unveils the Thomas B. Finan Memorial Bridge plaque at a dedication ceremony in Cumberland on August 2, 1973. Mrs. Finan stands at his left, while Louis Goldstein, Comptroller of the Treasury; Bernard M. Evans, State Highway Administrator; Frederick J. Hill, President of the Cumberland Chamber of Commerce; and Timothy Finan, son of the late Thomas B. Finan, watch approvingly.

PEOPLE

Ejner J. Johnson

Secretary Hughes presents Morris P. Marston with gold certificate.

Clarence I. Giuliani

Secretary *Harry R. Hughes* appeared on "Newsmakers" on WJZ-TV (Channel 13) on Sunday, August 19, and discussed the cost of the outer harbor crossing and state procedures for awarding engineering design consultant contracts with reporter George Bauman.

Motor Vehicle Administrator *Ejner J. Johnson* was elected President of Region I of the American Association of Motor Vehicle Administrators at its annual meeting held recently in Moncton, New Brunswick, Canada. In addition, he was elected Chairman of the Vehicle Equipment Safety Commission at its recent annual meeting. This is the second year that Johnson will serve as chairman of the interstate agency which includes representatives from 44 states.

Albert S. Salkowski, Chief of the Construction Program Analysis Group of the Division of Fiscal Policy and Management, has been awarded certification as Certified Internal Auditor by the Institute of Internal Auditors. Salkowski is the first person in the State of Maryland to be accorded this professional recognition.

Marston Receives Award

Morris P. Marston, Fiscal Officer IV in the Division of Fiscal Policy and Management and Chief of the Transportation Authority Fund (above left), received a check for $1,960 and a gold certificate from Transportation Secretary Harry R. Hughes in ceremonies held recently at the headquarters building at Friendship International Airport.

A state employee since 1942, Marston received the largest award given by the State Incentive Awards Advisory Committee for his suggestion concerning the investment of certain monies in the John F. Kennedy Memorial Highway Trust Fund. His action resulted in a savings of approximately $63,000 over a three-year period for the State.

DIRECTIONS

A monthly employee publication of the Maryland Department of Transportation, P.O. Box 8755, Friendship International Airport, Maryland 21240. Telephone (301) 768-9520.

Editorial Board

Keith Wade and Raymond Bartlett, Office of the Secretary; Donald Klein, MPA; Francia Feikin, MTA; David H. Hugel, MVA; Melvin Mallonee, SAA; and Bryon Sedgwick, SHA.

Editor: Michael F. Canning
Managing Editor: Mary P. Felter
Artist: Nelson S. Taylor

New appointments at the Mass Transit Administration include *Clarence I. Giuliani,* formerly of Milwaukee's Suburban Transport Corporation, as the new Director of Maintenance and Purchasing of the Metropolitan Transit System Division.

As Phase I of the Baltimore rapid transit system progresses, more personnel are coming aboard at the Rapid Transit Development Division. In the Engineering Department, *Nicholas K. Kiladis* is Contracts Administrator; *Robert G. Alusic,* Senior Civil Engineer; and *Carl Buhlman* Senior Electrical Engineer.

Additions in the Planning Depa ment include *Robert Mowry* as Sen Engineering Technician, *Kent Hagg* as Transportation Engineer, a *Thelphs Evans* as Transportation Planner.

New Community Information Officers in the Division's Community Relations Department are *Wayne Gracey,* a radio announcer with WFBR, and *Wade Moragne El III. Kenneth Byrne* has joined the Administration as an illustrator.

School Is Back In Session
Drive Carefully

SMITH ISLAND SOLVES A PROBLEM

Smith Island is a picturesque community of 650 situated in the Chesapeake Bay just off the coast of Somerset County, far removed from the hustle and bustle of mainland life.

Like many other communities across the country, Smith Island has problems with automobiles.

Cars were first introduced on the Island as a means of hauling supplies and catches for the fishing and crabbing fleets. Since then, the number of motor vehicles has multiplied to a 1973 total of roughly 75, many of them unlicensed. On a tiny island boasting of only three and a half miles of paved roads, that works out to about 21 cars per mile. To complicate matters further, many residents, who rarely leave the Island, never bothered to go to the mainland to take a driving test.

All of this came to a head in March when Smith Island community leaders requested a meeting with state officials to explore some means of cleaning up their mess.

The problems were immense, but all of them were soluable with infusions of old-fashioned ingenuity. Since state law requires all used passenger vehicles to be inspected before they can be registered, and no inspection stations are located on the Island, Maryland State Police agreed to establish a temporary inspection station there to avoid the almost prohibitive expense of transporting a car to and from the mainland.

The Motor Vehicle Administration and the State Marine Police also agreed to cooperate in assisting Smith Island residents to resolve these problems. In June, Motor Vehicle Administration Assistant Field Director E. Homer White, Jr., and others delivered several copies of the *Driver's Handbook* and license and registration applications to the residents. Then on July 25, license examiners, clerical personnel, and equipment were transported by the Marine Police to the Island.

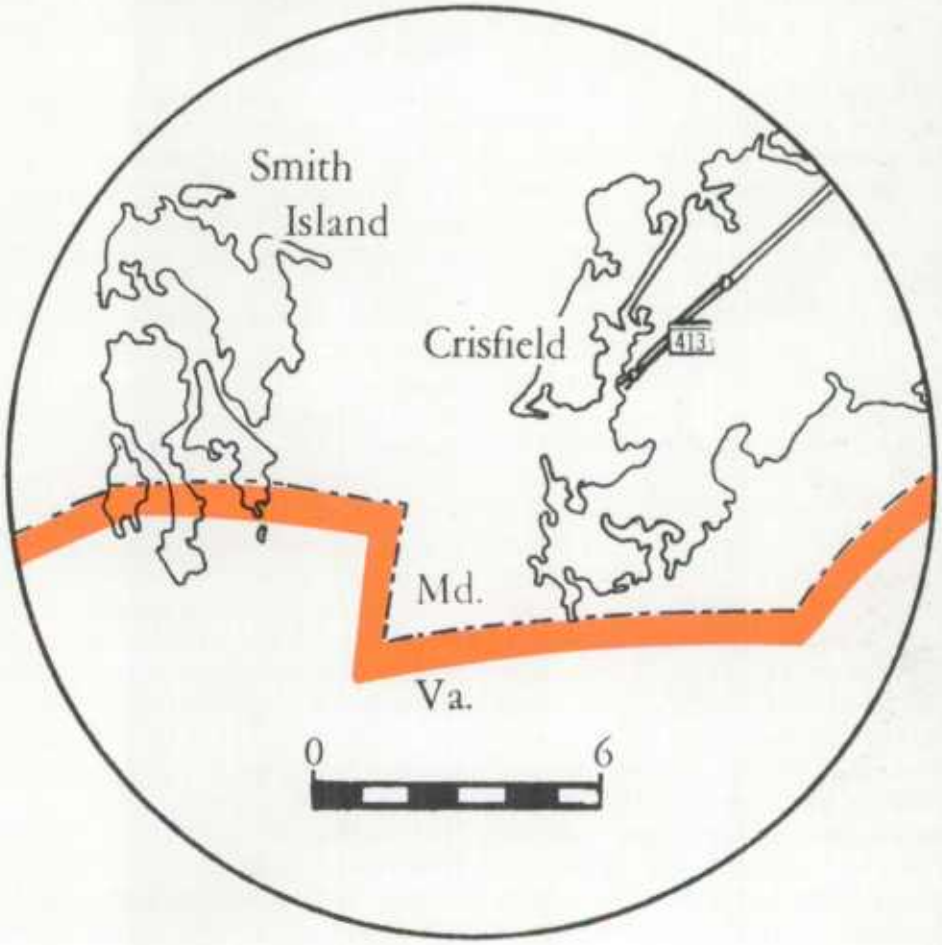
That Wednesday was a busy day. From 8:00 a.m. to 7:00 p.m. Corporals Eley Downes and James T. Price and Examiner Kendall Kraus gave 55 examinations on a driving course set up on the Island. The course was similar to those used at the Motor Vehicle Administration testing locations across the state.

Residents were well prepared for the examination; only two of those tested failed to pass, representing a far higher "pass rate" than the daily average at other testing locations. Title Advisor Mary Jane Birkett processed registration applications and issued license tags for five vehicles.

To avoid the necessity for such state actions in the future, Island residents promised to have their vehicles inspected before transporting them from the mainland. Island youngsters will go to the mobile unit which visits nearby Princess Anne every Monday afternoon or to the Motor Vehicle Administration regional office in Salisbury for driver's testing.

Many Smith Islanders may never have heard of the saying about the mountain coming to Mohammed, but they expressed appreciation that in this day of big government Maryland agencies took the time to help this small community.

Actually three islands located west of Crisfield in Tangier Sound, Smith Island was called a "Delightsome Land" by the legendary Captain John Smith who named the site in 1608.



FRIENDSHIP'S CHIEF TRAFFIC CONTROLLER IS

Michael Sarli is a proud and dedicated professional — committed over the past 27 years to keeping our airways and aviation system as safe as humanly possible. And he's been successful in that dedication. Mike serves as Chief Traffic Controller for the Federal Aviation Administration at Maryland's Friendship International Airport control tower — only the second man to serve in that position in Friendship's 23-year history.

A native New Yorker now transplanted to Arnold, Mike served from 1949 to 1972 at the Kennedy International control tower, rising from assistant controller to deputy chief of the facility. In November of 1972, he was named to succeed the retiring Frank Kane at Friendship International Airport.

When Mike talks about his work in the aviation field, his dedication to and love for his job are apparent. As chief controller he is responsible for exercising overall supervision of the air traffic control facility at Friendship, developing and implementing procedures for the use of navigational aids (in conjunction with the State Aviation Administration) to facilitate the safe movement of air traffic, and providing assistance to smaller airports in the area.

In addition, he and members of his staff conduct a "good neighbor" policy by frequently meeting with community and civic organizations to promote aviation and Friendship, and to answer questions concerning aviation activities and their effect on local communities.

As part of this policy, Mike works closely with the State Aviation Administration in a joint promotion of procedures designed to reduce aircraft noise pollution. One result of this joint effort was the recent implementation of a revised instrument landing procedure which will further reduce jet aircraft engine noise over communities adjacent to Friendship.

Chief Traffic Controller Michael Sarli and Local Traffic Controller William Morris maintain vigilance in the Friendship International Airport Tower cab where all landings and take-offs are visually controlled.

As chief controller, Mike oversees a staff of 62, including 40 controllers, seven assistant chiefs, an administrative staff of nine and six controller trainees.

Mike is proud of the Friendship tower staff. "This is the most professional, dedicated, compassionate and knowledgeable group I've ever had the pleasure to work with; they are second to none," he stated. "You won't find a man here who isn't proud of his profession and the job he is doing.

"Air traffic controllers are a special breed. This is one business where a mistake can become an awful tragedy. A controller's profession demands that he be able to react to a certain situation and make decisions in a split second."

There are 12 different air traffic control positions which are manned 24 hours a day in Friendship's tower and radar room. The men change positions about every 90 minutes during their shift, primarily to keep them alert and prevent what Sarli labels "a monotony build-up."

A controller may handle anywhere from one to ten planes at any one time. He must keep the proper separation between aircraft in the area, make certain the plane is following the proper vector in to the airport, give the location of other air traffic in the area, read off wind velocity and direction and, finally, give clearance for landing on the appropriate runway.

The equipment the controllers use in their duties is the most advanced and sophisticated gear available today. "In fact," Mike Sarli stresses, "Friendship's automated navigational and air traffic control equipment is as good as that at New York, Chicago, Atlanta and other major air facilities. We will be adding even more advanced equipment in the fall."

The ARTS III (Automated Radar System) in the radar room below the Friendship tower has the capability to

A PROFESSIONAL AMONG PROFESSIONALS

handle some 24,000 bits of information and virtually controls all aircraft within its range. Working in conjunction with a transponder aboard the aircraft, ARTS III automatically and continually shows every aircraft on the radar screen, giving the aircraft's identity, altitude and air speed. Imaginary traffic lanes in the sky are plotted on the screen in the form of vectors.

Typically, a commercial aircraft flying into Friendship is under constant control and surveillance during its whole flight by Federal Aviation Administration control facilities along the route. When the aircraft is approximately 50 miles from Friendship, it is "handed over" from the Washington or New York control center to the Friendship radar room. When the plane is approximately eight miles out on its final approach, it is taken over by a controller in the Friendship tower, who is responsible for bringing the aircraft down for landing.

For an aircraft taking off from Friendship, the procedures are reversed. When the aircraft is some 20 miles out, Friendship radar control hands it off to the next sector.

Controllers are able to handle some 100 landings and takeoffs per hour at Friendship during ideal weather conditions, about half that number if the weather is marginal. During a recent month, Friendship recorded some 20,300 air traffic operations.

Most flights land and take off without incident. However, if an emergency should arise, the air traffic control team springs into action as if it were second nature. "Our main concern is the safety of those on board the aircraft," Mike Sarli explained. "If an emergency does arise aboard an aircraft under our control, we immediately launch a coordinated effort to bring it down safely."

Emergency contingency plans are maintained and constantly reviewed and revised. These plans include coordinating with the State Aviation Administrator, the airline concerned, airport operations, local police and rescue units, and other appropriate organizations. If the aircraft is flying over water, the Coast Guard also is alerted.

"We make certain that the aircraft has immediate assistance available at all points along its route to Friendship," Mike explained. "If it is not feasible to bring the plane into Friendship, action is taken to lead the aircraft to the nearest facility where it can land safely."

Mike has high praise for Friendship's operations section and police and fire personnel. "I've seen these people respond and react in emergency situations," he said, "and they are as professional, experienced and dedicated as those you'll find at Kennedy, Chicago or any other place you care to name."

Reflecting on his work, Mike noted that one of the "chief satisfactions and rewards of this job is knowing you have the distinct pleasure of helping save some people's lives and averting personal tragedies. I can recall at least a dozen instances during my last four years at Kennedy where we've had people stricken with heart attacks, ruptured appendixes or other serious illnesses while aboard an aircraft. There was even one lady who gave birth to a baby. When we were notified of these situations, we immediately expedited the landing of the aircraft involved, always remembering that time is of the essence in medical emergencies of this type."

And what about the future, Mike Sarli? "You know, aviation has progressed rapidly in the past 15 or 20 years, but we are still in our infancy. Future opportunities are tremendous, and we ought to give as much publicity as possible to aviation to get today's young people interested in pursuing a career in this field. After all, they are the ones who will carry the ball after we go.

"My goal over the next year is to see that Friendship International Airport and its control tower become known as the best air facility in the country. And we're well on our way to attaining this goal. We have the finest group of air traffic controllers in the country, the State Aviation Administration staff is young, energetic and enthusiastic about Friendship's future, and we have the most advanced and automated air traffic control system available today. I believe it's a realistic goal."

Art Rollinson (right) on Departure Control and Wally Leach on Radar Hand-off function as radar controllers in the terminal radar approach control room (TRACON). Controllers in the tower cab and in TRACON coordinate their information to provide a system of double-checking (both visual and radar) on all airplane activity at the airport.

"The money's good, the experience invaluable, and I've improved my skills," one student observed.

"Where else can I learn so much and get paid at the same time?" another asked.

"Work has definitely helped me with my courses!" a third reported.

These three and 32 others are participating in the cooperative education program being offered by colleges and the Maryland Department of Transportation. Initially the program did not include the Department; in 1957 the Baltimore City Department of Public Works and Baltimore Junior Colleges agreed to initiate a cooperative structure. Students in the construction technology curriculum attended classes part of the year; the remaining months they worked for the City. In the early 1960's, the State Roads Commission observed the success of the program and adopted it. In 1972 the Maryland Port Administration joined in; now the entire Department is involved. The program suggested additional relationships between colleges and the Department and a graduate internship program in the Division of Systems Planning and Development evolved. In addition, it has provided an avenue to introduce members of minority groups to state employment opportunities and work experience.

The three groups participating in the program reap a multitude of benefits; each gains insights possible only through intimate working relationships. The student benefits by obtaining valuable experience in his field. He can discover early in the education process if his career choice or major in college is actually what he wants to pursue upon graduation. And he can evaluate the Department of Transportation as a potential career employer.


1

In turn, the Department provides "real life" work experience, complementing class room presentation; it is given an opportunity to look over potential workers in a pre-recruitment situation; and it has temporary help that is well motivated, needed, and with a high level of expertise generated by classroom study.

Colleges reap benefits, too. Basically, the college acts as the liaison between work and the student, screening the students academically, and matching majors with work areas. And by establishing relationships with the Department, they can gauge the relevance of their curriculums.

James Doherty, Training Officer, co-


2

ordinates the program at the Department, working with the colleges and the modal administrations. A member of the Anne Arundel Community College Advisory Committee on Civil Engineering Technology, he has guided the college on the Department's technical needs and how these needs can be met by curriculums. Modal administrations notify him of their job training opportunities; he coordinates agency interests with the student. He also passes supervisor's evaluations on to the college.

"Supervisors believe in the program," he stated, "because they find the investment in training pays off for them. Consequently, they work to assure the success of the program." The director of the State Highway Administration's Interstate Division


3

Co-Op Program

sent co-op employees to a seminar sponsored by a cement firm so that the students could learn the product fundamentals. The Highway Design, Bridge Design, and Traffic sections of the Highway Administration made efforts to assign students to field trips at least once during their employment in order to augment their training.

"The Department considers the students as young professionals," Doherty added, "and we want them to be as knowledgeable as possible. It's even more important when you realize the Department may hire them for permanent employees."


4


5

Trains Future Employees

Some co-op students have joined the Department on a full-time basis. Lee Billingsley, Chief of the Traffic Studies Section at State Highways, worked with that modal administration in road design. He returned to Drexel University every six months; then he worked in the Brooklandville materials lab. Next he was assigned to highway planning, returning to graduate from Drexel in June 1970. That month he became a Highway Engineer III in Baltimore.

Other Department employees who began their careers with the cooperative education program include William Ensor, John A. Steimetz, John A. ogan, Sr., and James Gately, who mself is now a supervisor in the op program.

The usual method followed in the perative education program is for the student to work for six months and to attend classes for six months," Jim Doherty explained, "but the Department is flexible. Sometimes the student is here for three months, attends classes for three months, and then returns to us. It depends on the college's program and our needs."

Thomas E. Kelsic, a Bowie State College student majoring in accounting, is combining his work in the Division of Fiscal Policy and Management with additional classes at night for this semester. "The co-op program means job security for the future for me," he states. "Although I could work closer to the college, that work might not be so related to my field. This way I get direct, related experience."

"It takes a longer time for the student to get through college — five years — because you are working, instead of rushing through the four year grind," observed Sherwin Weinstock of Virginia Polytechnic Institute. Kelsic added, "I don't mind the extra time with the information I'm getting here on the job."

Charles Okehie, of Morgan State College, said, "Working gives you breathing room, a chance to see if your major field of study is the right choice. It also helps you to understand your studies more."

Sometimes the major is *not* the right route. Dr. George A. Ferguson, the Director of the Co-operative Education Program at Howard University, wrote Doherty concerning the withdrawal of one student from the engineering program: "She has reoriented her career objectives after participating in the program."

"But, this is good," Doherty emphasized, "because it would be unfortunate for the student *not* to realize a bad career choice until after he has many credit hours under his belt."

In addition to the colleges already named, other schools included in the program are Georgia Tech, Rochester Institute of Technology, Morgan State College, and the Community College of Baltimore. Previous to the Department's creation, only seven students were co-op engineers; the program now includes an average of twenty or more a year in fields extending from civil engineering to accounting and statistics.

nes Doherty (left), Maryland Department nsportation Training Officer, discusses the perative education program with Daisey M. arris, Morgan State College Administrative Assistant, and Demark McCloud, student.

2. Byron R. Nelson, Howard University, weighs a sample on an analytic balance at the State Highway Administration Greenbelt laboratories.

3. Suraj Gyani, Howard University, and Construction Inspection Supervisor Jerry Lewis discuss the excavation work for a new bridge to replace one destroyed by Tropical Storm Agnes last year at Maryland 410 and Beech Drive in Montgomery County. An engineering inspection assistant, Suraj checks layouts and sketches against work in progress.

4. James P. Coyle (right), Personnel Officer at the Maryland Port Administration, and Jerome Harper, Bowie State College, review some of the job requirements for students participating in the cooperative education program.

5. Thomas Kelsic (left), Bowie State College, and Sherwin Weinstock, Virginia Polytechnic Institute, check statistics on a computer print-out.

6. The State Highway Administration Office of Finance employed three student accountants: Desiree Urquhart (left to right) and Barbara Wheeler from Drexel University and Janet Campbell from Morgan State College.

7. In the Bureau of Bridge Design at the State Highway Administration Rick Erline and Nero Tucker, students at the Community College of Baltimore, check drafting drawings.

Salisbury Receives Transit Aid

Continued from page one

application from the Salisbury-Wicomico Transportation Authority for $53,685 to improve the bus service in that Eastern Shore town.

Secretary Harry R. Hughes announced the grant approval at an informal luncheon meeting in Salisbury, praising local transportation officials for their incentive and considerable initiative in setting up their own transportation authority and developing a new public transit system with very limited funds.

Salisbury launched its project in May 1971, before the Department of Transportation was created. As a first step, the transportation authority bought a privately-owned bus company, eight new buses, operating facilities, and other transit equipment. A year later the authority bought City Transit, Inc., and purchased five new 25-passenger buses with the assistance of federal funds.

Today, with the new state funds, Salisbury is relieved of having to expend as much local money for the project.

According to J. Russell Hopkins, chairman of the Salisbury-Wicomico Transportation Authority, a portion of the funds will be used to pay the former owner-operator of the defunct bus company. No money from the grant may be used for operating expenses, but the authority's position should be improved with the elimination of old bills.

As the luncheon speakers noted, mass transit is a coming thing, even in small urban areas. They recognized, however, that local governments cannot carry the financial load by themselves, and that help must come from federal and state sources. The Department's small urban area transit assistance program is a step in the right direction.

Secretary Harry R. Hughes congratulates J. Russell Hopkins, Chairman of the Salisbury-Wicomico Transportation Authority, for a grant to improve transit in that Eastern Shore town.

Mass Transit Lets Contracts: *More Buses on the Way*

The Mass Transit Administration has let two contracts for 100 new buses which will boost the fleet size to over 900 coaches. Delivery of the new equipment is expected to begin by the year's end.

One contract, with the General Motors Corporation, is for 60, 51-seat buses at a cost of $2,470,614. The second is with the Flxible Division of Rohr Industries for 40, 47-seat models priced at $1,754,128. The order was split between the two manufacturers because each had submitted the low bid for the respective models.

The Administration has an urgent need for more buses in order to meet its ever-expanding service requirements in the Baltimore metropolitan area. The existing fleet numbers 860 service-ready vehicles; thirty of them are scheduled to be retired following delivery of the new buses. The other 70 buses will increase the fleet inventory to 930 service-ready vehicles. The current order will reduce the average bus age from the current 8.3 years to 7.5 years.

The Flxible models were purchased primarily for highway and expressway type of service and are equipped with more powerful engines and special transmissions designed for efficient operation over high-speed routes.

The air-conditioned coaches will be painted in the blue, green and white color scheme familiar to bus riders, and will be equipped with environmental protection devices which meet or exceed current emission standards set by the U.S. Department of Health, Education, and Welfare. Eventually, all the buses will have two-way radios as well.

The recent order is part of the fleet modernization and expansion program which has been pursued since the Baltimore Transit Company was purchased in the Spring of 1970. The entire order is being financed by both the federal and state governments; the Federal Urban Mass Transportation Administration is providing two-thirds funding and the Maryland Department of Transportation, one-third.

Viaduct Named For Judge Finan

Continued from page one

Secretary Harry R. Hughes then read an official Department of Transportation resolution designating the viaduct as the "Thomas B. Finan Memorial Bridge." Governor Marvin Mandel presented the framed resolution and a set of marble book-ends from the cornices of the Court Building in Annapolis to Mrs. Finan. The Governor, the Secretary, and Mrs. Finan then led the group to the bridge where Governor Mandel unveiled the dedication plaque.

The Cumberland Thruway was one of the public benefits for which Thomas B. Finan actively strove in his role as City Solicitor and later as Maryland's chief legal officer. It was during his tenure as City Solicitor that plans were laid, and final agreements reached, for the Cumberland Thruway.

Mr. L. E. McCarl

Rd. Trans Dist #3

M.S. CALTRIDER
DISTRICT ENGINEER

STATE OF MARYLAND
STATE ROADS COMMISSION
300 WEST PRESTON STREET
BALTIMORE, MD. 21201
(MAILING ADDRESS—P.O. BOX 717, BALTIMORE, MD. 21203)

17 June 70

REPLY TO
9300 KENILWORTH AVENUE
GREENBELT, MARYLAND 20770

Md. Route 28
City of Rockville

Mr. C. Richard Foote
City Manager
City of Rockville
111 S. Perry Street
Rockville, Maryland 20850

Dear Mr. Foote:

As you know, the section of Md. Route 28 between Md. 586 (Viers Mill Road) and Bauer Drive was opened to traffic on the morning of June 16, 1970. On March 18, 1970, an agreement became effective whereas the following sections of roadway would be transferred to the City of Rockville, effective upon the completion of the improvement to relocated Md. Route 28:

> Existing Md. 28 (Baltimore Road) - From its intersection with First Street to its intersection with the east corporate limits of the City of Rockville, a distance of 1.28 miles.
>
> Service road on the west side of Md. 28 - From north of Viers Mill Road (Md. 586) to Baltimore Road, a distance of 0.30 mile.
>
> Relocated Avery Road - From relocated Md. 28 (Station 0+00) to existing Avery Road (Sta. 11+50), a distance of 0.22 mile.

Since the terms of this agreement have been complied with by the State Roads Commission, I am advising Mr. R. W. Day, resident engineer for Montgomery County, to cease the maintenance of the herein described sections of roadway.

All three of the sections of roadway included in the agreement are

Mr. L. E. McCarl

Md. Route 28
City of Rockville

TO: Mr. C. Richard Foote

being transferred on an 'as-is' basis with the exception that signs indicating Md. 28 as 'Old Baltimore Road' will be removed.

If you have any further questions concerning this matter, please advise.

Very truly yours,

MSC/eba

M. S. Caltrider
District Engineer

cc Mr. Ward L. Rothgeb
Mr. Gerald Morningstar
Mr. L. E. McCarl
Mr. W. L. Shook
Mr. Russell W. Day

INTERDEPARTMENTAL
STATE OF MARYLAND
STATE ROADS COMMISSION

DISTRICT 6

CUMBERLAND, MD.

October 22, 1970

RECEIVED

OCT 23 1970

BUREAU OF
HIGHWAY STATISTICS

RE: Route & Control Sections

TO: Mr. George W. Cassell, Chief
Bureau of Highway Statistics
Division of Planning

FROM: John D. Bushby
District Engineer

Please refer to my memorandum to you, dated October 15, 1970, on the above noted subject, and your subsequent telephone call to this office, requesting copies of our correspondence with the City of Cumberland on the transfer of Henderson Boulevard and Front Street from the Maryland State Roads Commission to the City of Cumberland for maintenance.

As requested, I am now attaching a copy of our letter, dated September 22, 1969, to the Mayor and City Council of Cumberland, notifying them of the transfer for maintenance of Henderson Avenue and Front Street in accordance with the previous agreement and a copy of the letter from the City Clerk acknowling our letter.

JDB:mef
Attachment

COPY

STATE ROADS COMMISSION
DISTRICT NO. 6
PROMENADE
CUMBERLAND, MARYLAND 21502
P. O. BOX 3347
LAVALE, MARYLAND 21502

JOHN D. BUSHEY
DISTRICT ENGINEER

DAVID [illegible]
CHIEF ENGINEER

WALTER E. WOODFORD, JR.,
ASSISTANT CHIEF ENGINEER

DEPUTY CHIEF ENGINEERS

[illegible],
PLANNING & SAFETY

[illegible],
DEVELOPMENT ENGINEERING

LISLE E. McCARL,
OPERATIONS

December 22, 1960

RE: Cumberland Thruway
Agreement dated August 30, 1955

The Mayor and City Council
City Hall
Cumberland, Maryland 21502

Gentlemen:

On the 30th day of August, in the year 1955, an agreement was signed by and between the State Roads Commission of Maryland and the Mayor and City Council of Cumberland, Maryland, all in reference to the construction of a proposed crosstown viaduct in Cumberland, and its approaches known as Lines "A", "B" and "C."

Paragraphs 9 and 10 of the agreement set forth the City's responsibility for maintenance upon completion of the project, and these paragraphs are now quoted for information.

9. "The City to take over for maintenance Henderson Boulevard and Front Street (between Henderson Boulevard and Baltimore Avenue), as now maintained by the State Roads Commission. This street mileage will, of course, qualify for additional motor vehicle revenues to the City of Cumberland

JM Also filed under "Henderson Cove Bridge"

RE: Cumberland Thruway
Agreement dated August 30, 1955

The Mayor and City Council December 22, 1969

10. "All intersecting City streets and/or service roads constructed or reconstructed by the Commission as part of this project are to be turned over to the City for maintenance upon completion of this project. Any future service roads are to be the obligation of others than the Commission."

On December 2, 1969, the State Roads Commission accepted as being complete Contract A-452-7/14-619 which completed the Cumberland Thruway within the City limits of Cumberland, Maryland. As a result of the completion of this contract, the above noted Paragraphs 9 and 10 became effective, and the City is now responsible for the maintenance of Henderson Avenue, Front Street and all intersecting City streets and/or service roads constructed or reconstructed as part of the project.

In order that there may be continuity of maintenance on the streets involved, we will continue our present maintenance through Wednesday, December 31, 1969, with the City accepting maintenance on Thursday, January 1, 1970.

We have appreciated your cooperation during this period of difficult construction through the City of Cumberland, and we wish to thank the Mayor and City Council, the Engineering Department and the City Police Department for their assistance to both this office and the contractors working for the Maryland State Roads Commission.

Very truly yours,

ORIGINAL SIGNED BY
JOHN D. BUSHBY

John D. Bushby
District Engineer

JDB:mef
CC:-Mr. J. J. Dorsey

City of Cumberland

MARYLAND
21502

STATE ROADS COMMISSION
RECEIVED
JAN 5 1970
DISTRICT 6

WALLACE G. ULLERY
CITY CLERK

January 2, 1970

Mr. John D. Bushby
District Engineer
State of Maryland
State Roads Commission
P. O. Box 3347
LaVale, Maryland 21502

Dear Mr. Bushby:

Re: Cumberland Thruway Agreement
dated August 30, 1955

This will acknowledge receipt of your letter, dated December 22, 1969, with regard to the above subject.

Please be advised that the Mayor and City Council will take the appropriate action with regard to this matter.

Very truly yours,

Wallace G. Ullery
City Clerk

WGU/aw

cc: City Solicitor
City Engineer

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, SEPTEMBER 10, 1969

* * *

On motion of Mr. McMullen, seconded by Mr. Price, the Commission directed that the Appalachian Development Highway, from Cumberland to the West Virginia line be posted with signs reading: NATIONAL FREEWAY To U.S. 40 West.

The Commission further directed that an application be forwarded to the AASHO Route Numbering Sub-Committee requesting that this section of highway be designated U.S. Route 48.

Copy: Mr. D. H. Fisher
Mr. W. E. Woodford, Jr.
Mr. W. J. Addison
Mr. C. P. Hyatt
Mr. L. E. McCarl
Mr. G. W. Cassell
Mr. M. M. Brodsky
Mr. J. D. Bushby (2)
Mr. T. Hicks
Mr. G. N. Lewis, Jr.
Mr. C. W. Reese
SRC-Appalachia file
SRC-Signs file
SRC-Name Designations file
SRC-Allegany County file
SRC-West Virginia file

INTERDEPARTMENTAL
STATE OF MARYLAND
STATE ROADS COMMISSION

DISTRICT 6

CUMBERLAND, MD.

October 15, 1970

RECEIVED

16 1970

BUREAU OF HIGHWAY STATISTICS

RE: Route & Control Sections

TO: Mr. George W. Cassell, Chief
Bureau of Highway Statistics
Division of Planning

FROM: John D. Bushby
District Engineer

With your letter, dated August 14, 1970, you forwarded control section maps and control section listings for the three (3) counties in District 6.

A review of these maps and listings has been made, and the following discrepancies have been noted:

Allegany County

U.S. 40, Control Section 01-006P, North Mechanic Street-Baltimore Avenue in Cumberland, should be deleted as this is now maintained by the City of Cumberland.

Maryland 764, Control Section 01-047S, U.S. 40/Henderson Street - Baltimore Street in Cumberland, should be deleted as this section is now maintained by the City of Cumberland.

Washington County

Maryland 144, Control Section 21-013S, U.S. 40 east of Huyetts' crossroads - west limits of Hagerstown, should be extended to include that section from the west limits of Hagerstown to Washington Square, for a distance of 0.75 miles. This area is known as West Washington Street and, by agreement, is maintained by the Maryland State Roads Commission.

JDB:mef
CC:-Mr. J. J. Dorsey
Mr. M. K. Hoover

AMERICAN ASSOCIATION OF STATE HIGHWAY OFFICIALS

PRESIDENT
Douglas B. Fugate
Commissioner
Department of Highways
Richmond, Virginia 23219

EXECUTIVE DIRECTOR
A. E. Johnson
341 Nat'l Press Bldg.
Washington, D. C. 20004
Telephone 628-2438

November 4, 1969

To Messrs. David H. Fisher
Chairman-Director
Maryland State Roads Commission
P. O. Box 717
Baltimore, Maryland 21203

and William S. Ritchie, Jr.
Commissioner
State Road Commission
1800 Washington Street East
Charleston, West Virginia 25305

Gentlemen:

At its meeting on October the 25th, 1969, the U. S. Route Numbering Subcommittee recommended the reservation for future designation as U. S. Route 48 the Appalachian Development highway between Cumberland, Maryland, and Morgantown, West Virginia.

This is approved for official record keeping purposes with the understanding that the route shall be developed to full geometric design standards.

Yours truly,

A. E. Johnson
Executive Director

H. J. Rhodes
Assistant to the Director

HJR:fms

cc. Mr. W. E. Woodford
Mr. Thomas Hicks
Mr. Bushey
Mr. Downs
Mr. McCall
Mr. Carroll

Mr Eddison

cc Mr. Hatcher
Mr Cassell

RECEIVED
SEP 29 1969
BUREAU OF
HIGHWAY STATISTICS

RECEIVED
SEP 26 1969
DEPUTY CHIEF ENGR.
PLANNING & SAFETY

September 25, 1969

Mr. Richard Ackroyd
Division Engineer
Bureau of Public Roads
Federal Building
31 Hopkins Place
Baltimore, Maryland 21201

Subject: Signing - National Freeway
APD 155-1(23)
Contract No. A-452-74-619
Allegany County

Dear Mr. Ackroyd:

Reference is made to your letter of September 17, 1969, disapproving the use of the word "Freeway" and asking that only "National Freeway" be used on the subject project.

As mentioned previously, signs now reading "National Freeway" will ultimately show this message as well as a US Route Marker and cardinal direction, followed by appropriate destinations. On the other hand side road signs with legend of "Freeway" and a cardinal direction only, are of a strictly temporary nature. As soon as a US Route Number is assigned, these signs will be replaced by a US Route Marker with a cardinal direction.

The placement of these temporary signs is greatly facilitated by the use of standard 16" x 96" panels. Others, which serve as trailblazers utilize 10" x 54" panels; also standard. Neither could be utilized with legend of "National Freeway" and a cardinal direction due to its restrictive size.

It is our feeling that due to the nature of the road system in the Cumberland area no confusion will result from the

use of a "Freeway" legend.

We respectfully request that you reconsider the temporary use of a "Freeway" message.

Since the signs in question have been fabricated and their erection is presently underway, an early reply will be greatly appreciated.

Very truly yours,

David H. Fisher
Chairman-Director

Walter E. Woodford, Jr.

Walter E. Woodford, Jr.
Chief Engineer

WEW:af

cc: Mr. W. J. Addison
Mr. T. Hicks
Mr. J. D. Bushby.

Cc Mr. Pierce
Mr. Cassell

BUREAU OF PUBLIC ROADS

206 Federal Building
31 Hopkins Place
Baltimore, Maryland 21201

September 17, 1969

RECEIVED
SEP 22 1969
ADMINISTRATIVE DIVISION

AFD 155-1(23)
A-452-74-619
Signing

RECEIVED
SEP 25 1969
BUREAU OF HIGHWAY STATISTICS

Mr. David H. Fisher
Chairman-Director
Maryland State Roads Commission
Baltimore, Maryland 21201

Dear Mr. Fisher:

We acknowledge receipt of your letter dated August 14, 1969, signed by Mr. Walter E. Woodford.

Inasmuch as AASHO will not assign a U.S. number until completion of construction of this route and since a route designation is needed in the immediate future for completed segments, we approve the use of the name "National Freeway". We do not approve the use of the word "Freeway" at some locations and "National Freeway" at others. We ask that only "National Freeway" be used. We request that the letter size be minimal. It is understood that a number will be used on the top line as soon as such becomes available.

Sincerely yours,

RECEIVED
SEP 22 1969
DEPUTY CHIEF ENGR.
PLANNING & SAFETY

Richard Ackroyd
Division Engineer

cc: Mr. D. H. Fisher
Mr. W. F. Woodford
Mr. W. J. Addison

Bill: 9-16-69
For your information and return to file
Dale

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, SEPTEMBER 10, 1969
* * *

On motion of Mr. McMullen, seconded by Mr. Price, the Commission directed that the Appalachian Development Highway, from Cumberland to the West Virginia line be posted with signs reading: NATIONAL FREEWAY To U.S. 40 West.

The Commission further directed that an application be forwarded to the AASHO Route Numbering Sub-Committee requesting that this section of highway be designated U.S. Route 48.

Copy: Mr. D. H. Fisher
Mr. W. E. Woodford, Jr.
Mr. W. J. Addison
Mr. C. P. Hyatt
Mr. L. E. McCarl
Mr. G. W. Cassell ✓
Mr. M. M. Brodsky
Mr. J. D. Bushby (2)
Mr. T. Hicks
Mr. G. N. Lewis, Jr.
Mr. C. W. Reese
SRC-Appalachia file
SRC-Signs file
SRC-Name Designations file
SRC-Allegany County file
SRC-West Virginia file

9-18-69
Mr Hicks:
The above is a official road name and it begins at the Willow brook interchange and runs west.
Dale

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, SEPTEMBER 10, 1969

* * *

On motion of Mr. McMullen, seconded by Mr. Price, the Commission directed that the Appalachian Development Highway, from Cumberland to the West Virginia line be posted with signs reading: NATIONAL FREEWAY To U.S. 40 West.

The Commission further directed that an application be forwarded to the AASHO Route Numbering Sub-Committee requesting that this section of highway be designated U.S. Route 48.

Copy: Mr. D. H. Fisher
Mr. W. E. Woodford, Jr.
Mr. W. J. Addison
Mr. C. P. Hyatt
Mr. L. E. McCarl
Mr. G. W. Cassell
Mr. M. M. Brodsky
Mr. J. D. Bushby (2)
Mr. T. Hicks
Mr. G. N. Lewis, Jr.
Mr. C. W. Reese
SRC-Appalachia file
SRC-Signs file
SRC-Name Designations file
SRC-Allegany County file
SRC-West Virginia file

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
FRIDAY, AUGUST 22, 1969
* * *

Chairman-Director Fisher referred to action of the Federal Highway Administrator January 17, 1969 which:

(1) Terminated I-95 as part of the Interstate System at the Capital Beltway

(2) Terminated the North Central Freeway at Pooks Hill

(3) Added the Baltimore-Washington Parkway as part of the Interstate System.

Mr. Fisher stated that recent action of the new Federal Highway Administrator had restored the System to its status prior to the January 1969 action and that Federal Highway Administrator Turner had stated his intention to reinstate the Baltimore-Washington Parkway (a part of I-295) at the earliest possible date.

Copy: Mr. D. H. Fisher
Mr. W. E. Woodford, Jr.
Mr. J. D. Buscher
Mr. J. J. Rowan
Mr. W. J. Addison
Mr. N. B. Friese
Mr. T. F. Keane
Mr. J. D. Brooks
Mr. G. W. Cassell ✓
Mr. C. W. Reese
SRC-Baltimore City
SRC-Baltimore City Interstate
SRC-Federal Program

Approved By S.R.C. Aug. 6, 1969

WHEREAS, the Commission has made a traffic analysis and other studies of the entire Interstate System within the State of Maryland, and as a result of recommendations by its engineering staff, and those of the Maryland State Police, determines that certain sections of the Interstate System in the State of Maryland should have a lower maximum speed limit.

NOW, THEREFORE, BE IT RESOLVED by the State Roads Commission of Maryland that the maximum speed limit along the Interstate System within the State shall be as follows:

1. Along I-70
   a. 60 MPH from the Pennsylvania line to Md 144 in Washington County.
   b. 70 MPH from Md 144 in Washington County to a point one mile west of US 340 in Frederick County.
   c. 60 MPH from a point one mile west of US 340 to I-70S in Frederick County.
2. Along I-70N
   a. 70 MPH from US 40 in Howard County to the Baltimore City line in Baltimore County.
3. Along I-70S
   a. 70 MPH from I-70 in Frederick County to Shady Grove Road in Montgomery County.
   b. 60 MPH from Shady Grove Road to I-495 in Montgomery County.
4. Along I-81
   a. 65 MPH from the West Virginia line to the Pennsylvania line in Washington County.
5. Along I-83
   a. 40 MPH from Preston Street to Maryland Avenue in Baltimore City.
   b. 50 MPH from Maryland Avenue to Northern Parkway in Baltimore City.
   c. 55 MPH from Northern Parkway to the Baltimore County line in Baltimore City.
   d. 60 MPH from the Baltimore City line to I-695 in Baltimore County.
   e. 60 MPH from I-695 to Timonium Road in Baltimore County.
   f. 70 MPH from Timonium Road to the Pennsylvania line in Baltimore County.

6. Along I-95
   a. 60 MPH from the Baltimore City line to I-695 in Baltimore County.

   b. 70 MPH from I-695 in Baltimore County to the Delaware line in Cecil County.

7. Along I-270
   a. 60 MPH from I-495 to I-70S in Montgomery County.

8. Along I-295
   a. 60 MPH from I-495 to the District of Columbia line in Prince George's County.

9. Along I-495
   a. 60 MPH from the Virginia line to US 240 in Montgomery County.

   b. 50 MPH from US 240 to Md 97 in Montgomery County.

   c. 65 MPH from Md 97 in Montgomery County to I-95 in Prince George's County.

   d. 70 MPH from I-95 to Md 210 in Prince George's County.

   e. 65 MPH from Md 210 to the District of Columbia line in Prince George's County.

10. Along I-695
   a. 60 MPH for its entire length in Anne Arundel and Baltimore Counties.

11. Along all Interstate highways, the maximum speed limit for tractor-trailer combinations and trucks in excess of 3/4 ton manufacturer's rating shall be 60 MPH except in those sections for which the maximum speed designated above is less, for other vehicles, than 60 MPH.

Very truly yours,

Walter J. Addison
Deputy Chief Engineer -
Planning & Safety

WJA:eoc

cc: Chairman-Director
Commission
Administrator - JFK
District Engineers
Asst. Chief Engr., Traffic Safety

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, APRIL 16, 1969

* * *

On motion of Mr. Brinsfield, seconded by Mr. Evans, the Commission, in accordance with Joint Resolution #53 of the 1969 Session of the General Assembly and in response to a request by the American Legion, Maryland Department, Inc., agreed to name the bridge carrying Interstate Route 495 over the Potomac River at Cabin John as the American Legion Memorial Bridge.

In response to the Legion proposal to hold dedication ceremonies on Memorial Day 1969, Chairman-Director Fisher was authorized to discuss with the Legion, appropriate arrangements that would eliminate the possibility of the creation of traffic hazards for holiday motorists.

Copy: Mr. D. H. Fisher
Mr. W. E. Woodford, Jr.
Mr. J. D. Buscher
Mr. J. J. Rowan
Mr. W. J. Addison
Mr. C. W. Reese
Mr. M. S. Caltrider (4)
SRC-Name Designations
SRC-Montgomery County

MD 455 & MD 467 Now MD 54

March 11, 1968

Mr. William R. Lee, III
District Engineer
Box 791
Salisbury, Maryland 21801

Dear Mr. Lee:

Re: Route & Control Section Numbers

The combined proposal of your office and the Delaware State Highway Department to provide one continuous route number, from U.S. Route 50 at Mardela Springs in Maryland to Fenwick Island in Delaware, has been reviewed and approved by the Bureau of Traffic, Bureau of Maintenance and Operations, and this office.

We are proceeding to revise our route and control section number records accordingly and will designate Md. Route 54 to the existing section of Maryland Route 467, from U.S. Route 50 easterly to the Delaware Line. The sections of roadway in the vicinity of Delmar, that are maintained by the State Roads Commission of Maryland and presently assigned as Maryland Route 455, will also be renumbered as Maryland Route 54.

Please note that the short section of road, from U.S. Route 50 easterly to the Sharptown Road, Maryland Route 313, will also be designated and posted as Md. Route 313.

We recommend that the change in route numbers be made simultaneously by the Delaware Department of Highway and the State Roads Commission, and to be effective as July 1, 1968.

The above changes will be included in our control section maps and listings presently being revised for the fiscal year starting July 1, 1968.

Very truly yours,

Geo. W. Cassell, Chief
Bureau of Highway Statistics
Division of Planning

GWC/cb
cc: Mr. Frank Scrivener
Mr. Donald Reilly
Mr. George W. Lewis, Jr.
Mr. William Foy
Mr. Bruce McCallum
Capt. H. I. Kavanaugh (State Police)

January 17, 1968

Mr. Donald Honeywell
Special Services
Room 305
Office

Dear Mr. Honeywell:

Re: Route and Control Section Numbers

The Baltimore Outer Beltway will be designated as Md. Route 100. Therefore, the section of new highway between U.S. 1 and Md. 103 thru the I-95 interchange will be signed as Md. 100 upon completion.

No changes will be made in those sections of the outer beltway now completed until such time the entire route from Md. 3 to U.S. 1 is constructed. The same would be applicable to the section between Md. 103 and U.S. 29.

Very truly yours,

Geo. W. Cassell, Chief
Bureau of Highway Statistics
Planning and Programming Division

GWC/eb

cc: Mr. Wilbur Hicks

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, JANUARY 3, 1968
* * *

Deputy Director-Chief Engineer Fisher referred to previous correspondence wherein the Commissioners of Aberdeen had requested that the State Roads Commission concur in a proposal to change the name of the Northern Thruway to Aberdeen Parkway and Chairman-Director Wolff had agreed to recommend to the Commission that the name be changed to Aberdeen Thruway.

On motion of Mr. Owings, seconded by Mr. Thorp, the recommendation was approved and the name "Northern Thruway" was changed to "Aberdeen Thruway."

Copy: Mr. J. B. Wolff
Mr. D. H. Fisher
Mr. W. J. Addison
Mr. C. A. Goldeisen
Mr. L. E. McCarl
Mr. G. W. Cassell
Mr. G. N. Lewis, Jr.
Mr. H. J. Pistel, Jr. (2)
Mr. C. W. Reese
SRC-Harford County file
SRC-Name Designations file

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, SEPTEMBER 13, 1967

* * *

On motion of Mr. Brinsfield, seconded by Mr. Bogley, the Commission adopted the following resolution:

WHEREAS, the 1967 Session of the General Assembly enacted Senate Joint Resolution No. 39, which was approved by the Governor and which requested the State Roads Commission to name the Chesapeake Bay Bridge the Wm. Preston Lane, Jr. Memorial Bridge in honor of the memory of the late Governor Wm. Preston Lane, Jr., and

WHEREAS, The State Roads Commission believes it is entirely proper to name this bridge in memory of the late Governor Wm. Preston Lane, Jr., particularly in view of the fact that the bridge was planned, financed and construction begun during the period the late Governor Lane served as Governor of the State of Maryland.

NOW, THEREFORE, BE IT RESOLVED that the State Roads Commission, pursuant to the request of the 1967 Session of the General Assembly, as set forth in Senate Joint Resolution No. 39 and under authority of Section 26 of Article 89B of the Annotated Code of Maryland, hereby officially designates and names the crossing of the Chesapeake Bay between Sandy Point in Anne Arundel County and Kent Island in Queen Anne's County the Wm. Preston Lane, Jr. Memorial Bridge, and

BE IT FURTHER RESOLVED that a committee be appointed to select a proper marker to designate the name of the bridge and to arrange a proper naming ceremony to which will be invited the family of former Governor Lane and such appropriate present and former State officials and others who in the opinion of the committee should be invited to attend such ceremony.

Copy: Mr. D. H. Fisher
Mr. A. S. Gordon
Mr. G. N. Lewis, Jr. (8)
Mr. L. E. McCarl
Mr. C. A. Goldeisen
Mr. W. J. Addison
Mr. F. P. Scrivener
Mr. C. R. Sharretts (2)
Mr. M. C. Thompson, Jr. (2)
Mr. A. L. Grubb
Mr. M. D. Philpot
Mr. E. D. Reilly
Mr. C. S. Linville
Mr. L. S. Pfarr
Lt. Col. G. E. Davidson (2)
Mr. H. G. Downs
Mr. L. C. Moser (2)
Mr. H. P. Jones
Mr. E. K. Lloyd
Mr. G. W. Cassell (2)
Mr. W. B. Duckett
Mr. Charles Lee
Mr. C. W. Reese
Mr. Allan Lee
Mr. W. F. Bender
SCR - Name Designations file
C.B.B. - Binder
C.B.B. - General

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COORDINATOR
WEDNESDAY, SEPTEMBER 13, 1967

* * *

On motion of Mr. Brinkley, seconded by Mr. Bogley, the Coordinator adopted the following resolution:

WHEREAS, the 1967 Session of the General Assembly enacted Senate Joint Resolution No. 39, which was approved by the Governor and which requested the State Roads Coordinator to name the Chesapeake Bay Bridge the Mr. Preston Lane, Jr. Memorial Bridge in honor of the memory of the late Governor Mr. Preston Lane, Jr., and

WHEREAS, The State Roads Coordinator believes it is entirely proper to name this bridge in memory of the late Governor Mr. Preston Lane, Jr., particularly in view of the fact that the bridge was planned, financed and constructed begun during the period the late Governor Lane served as Governor of the State of Maryland.

NOW, THEREFORE, BE IT RESOLVED that the State Roads Coordinator, pursuant to the request of the 1967 Session of the General Assembly, as set forth in Senate Joint Resolution No. 39 and under authority of Section 25 of Article 89B of the Annotated Code of Maryland, hereby officially designate and name the roadway of the Chesapeake Bay between Sandy Point in Anne Arundel County and Kent Island in Queen Anne's County the Mr. Preston Lane, Jr. Memorial Bridge, and

BE IT FURTHER RESOLVED that a committee be appointed to select a proper marker to designate the name of the bridge and to arrange a proper meeting ceremony to which will be invited the family of former Governor Lane and such appropriate present and former State officials and others who in the opinion of the committee should be invited to attend such ceremony.

Copy: Mr. D. R. Fisher
Mr. A. E. Gordon
Mr. O. M. Lewis, Jr. (2)
Mr. L. E. McCarl
Mr. C. A. Goldstein
Mr. J. J. Addison
Mr. F. P. Gerlemann
Mr. C. E. Gerretts (2)
Mr. M. C. Thompson, Jr. (2)
Mr. A. L. Grath
Mr. E. D. Philpot
Mr. E. R. Neilly
Mr. C. E. Fitzwilliam
Mr. L. G. Fiser
Mr. Col. C. H. Hardman (2)
Mr. T. G. Brown
Mr. L. G. Hamer (2)
Mr. R. T. Jones
Mr. E. R. Lloyd
Mr. O. M. Cassell (2)
Mr. W. T. Dukeets
Mr. Charles Lee
Mr. C. W. Deane
Mr. Allen Lee
Mr. W. Bender
Sct. - Home Instructions File
C.B.B. - Minor
C.B.B. - General

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, SEPTEMBER 13, 1967
* * *

On motion of Mr. Brinsfield, seconded by Mr. Bogley, the Commission adopted the following resolution:

WHEREAS, the bridge across the Potomac River between Charles County, Maryland and the Commonwealth of Virginia was planned, financed and construction begun during the term of the late Harry W. Nice, who served as Governor of this State, and

WHEREAS, it has been suggested that it would be appropriate to name said bridge across the Potomac River in memory of the late Governor Harry W. Nice,

NOW, THEREFORE, BE IT RESOLVED, that pursuant to authority granted the State Roads Commission by Section 26 of Article 89B of the Annotated Code of Maryland, that the crossing of the Potomac River between Charles County, Maryland and the Commonwealth of Virginia, which was planned, financed and on which construction began during the term of office of the late Governor Harry W. Nice, be and is hereby officially designated and named the Harry W. Nice Memorial Bridge, and

BE IT FURTHER RESOLVED that the Chairman of the State Roads Commission be authorized to designate a committee to select an appropriate marker therefor and arrange for such naming ceremony as the committee deems appropriate.

Copy: Mr. D. H. Fisher
Mr. A. S. Gordon
Mr. G. N. Lewis, Jr. (8)
Mr. L. E. McCarl
Mr. C. A. Goldeisen
Mr. J. J. Addison
Mr. F. P. Scrivener
Mr. M. C. Thompson, Jr. (2)
Mr. A. L. Grubb
Mr. M. D. Philpot
Mr. E. D. Reilly
Mr. C. S. Linville
Mr. L. S. Pfarr
Lt. Col. G. E. Davidson (2)
Mr. H. G. Downs
Mr. L. C. Moser (2)
Mr. H. P. Jones
Mr. E. K. Lloyd
Mr. W. B. Duckett
Mr. Charles Lee
Mr. Allan Lee
~~Charles County Commissioners (3)~~
SRC-Charles County file
SRC-Name Designations file
Mr. G. W. Cassell (2)
Mr. C. W. Reese
Potomac River Bridge File

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROAD'S COMMISSION
NOVEMBER 7, 1972 - NOON - 10, 1972

On motion of Mr. Strawfield, seconded by Mr. Bogner, the Commission adopted the following resolution:

WHEREAS, the bridge across the Potomac River between Charles County, Maryland and the Commonwealth of Virginia was planned, financed and constructed in part during the term of the late Harry A. Wise, who served as Governor of this State, and

WHEREAS, it has been suggested that it would be appropriate to name said bridge across the Potomac River in memory of the late Governor Harry A. Wise.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to authority granted the State Roads Commission by Section 26 of Article 89B of the Annotated Code of Maryland, that the citizens of the Potomac River between Charles County, Maryland and the Commonwealth of Virginia, which was planned, financed and constructed in part during the term of office of the late Governor Harry A. Wise, be and is hereby officially designated and named the Harry A. Wise Memorial Bridge, and

BE IT FURTHER RESOLVED that the Chairman of the State Roads Commission be authorized to designate a committee to select an appropriate marker therefor and arrange for such appropriate ceremony as the occasion demands appropriate.

Copy: Mr. W. H. Fisher
Mr. A. T. Gordon
Mr. C. S. Lagria, Jr. (8)
Mr. L. L. McCarl
Mr. T. A. Cuthbertson
Mr. J. L. Adkins
Mr. T. P. Sprinkle
Mr. W. C. Thompson, Jr. (2)
Mr. A. L. Smith
Mr. M. M. Miller
Mr. C. T. Bailey
Mr. T. L. Linville
Mr. L. D. Pierce
Mr. J. H. Dell, U. K. Davidson (2)
Mr. H. C. Owen
Mr. L. C. Hoover (2)
Mr. H. T. Jones
Mr. H. E. Lloyd
Mr. T. D. Sackett
Mr. Charles Lee
Mr. Allan Lee
Charles County Commissioners (3)
WTC-Charles County file
WTC-Wise Designations file
Mr. C. W. Cassell (2)
Mr. C. A. Tasco

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JOHN B. FUNK
TUESDAY, DECEMBER 9, 1963
***

Chairman and Director Funk confirmed execution on December 6, 1963 of Supplemental Memorandum of Understanding between the State Roads Commission and the Maryland Game and Inland Fish Commission, establishing a procedure to ensure the consideration of the wildlife and game resources program in the development of the Commission's highway program, to comply with memoranda issued by the Department of Commerce, Bureau of Public Roads, requiring that after January 1, 1964, the State Roads Commission must, prior to the approval by the Bureau of Public Roads, certify for each federal aid project, including all federal aid projects programmed for the counties and municipalities, that the State Roads Commission has considered all facts presented by the Game and Inland Fish Commission respecting the effect of the proposed project on fish and wildlife resources.

Said agreement was executed on November 29, 1963 by Ernest A. Vaughn, Director, Maryland Game and Inland Fish Commission.

Copy: Mr. D. H. Fisher
Mr. W. E. Woodford, Jr.
Mr. R. J. Hajuyk
Mr. C. A. Goldeisen
Mr. R. M. Thompson
Mr. H. G. Downs
Mr. A. L. Grubb
Mr. M. D. Philpot
Mr. L. C. Moser (2)
Mr. G. W. Cassell
Mr. H. C. Bowers
Mr. M. M. Brodsky
Secretary's File
SRC-Policy
SRC-Program

MEMORANDUM OF UNDERSTANDING

Between the

MARYLAND GAME AND INLAND FISH COMMISSION

and the

MARYLAND STATE ROADS COMMISSION

Both the Game and Inland Fish Commission and the State Roads Commission officials clearly recognize that road construction, maintenance and recreational opportunity for Maryland citizens are problems of mutual concern.

The purpose of this cooperative program is to develop the closest possible working relationships between the travelling public and wildlife and fishery programs in Maryland.

In order to effect this working relationship the following steps will be taken:

1. The two Commissions will confer regularly on policy and operational procedures. Each Commission will appoint a representative or representatives to act as a liaison between the Department of Game and Fish and the Real Estate and Right-of-Way Departments.

2. Within the scope of current policy and/or regulations of each Commission, facilities will be available from each Commission in the areas where they are best fitted to meet the demands of public recreation.

3. Separate fish and game management plans shall be appended to this Memorandum of Understanding and shall be revised and amended as the occasion warrants.

4. This agreement shall be effective when signed by both parties. It may be terminated or modified at any time by agreement of the parties, and may be terminated by either party alone by giving ninety (90) days' notice in writing to the other.

_____ Date

_____ Director
Maryland Game and Inland Fish Commission

_____ Date

_____ Chairman-Director
Maryland State Roads Commission

Original signed by Mr. Funk 11-12-59 and Mr. Vaughn on 11-30-59

SUPPLEMENTAL MEMORANDUM OF UNDERSTANDING

WHEREAS, under date of November 30, 1959, a Memorandum of Understanding was entered into between the State Roads Commission of Maryland and the Maryland Game and Inland Fish Commission for the purpose of developing a cooperative working relationship to best serve the interests of the highway and the wildlife and fishery programs in Maryland, and

WHEREAS, memoranda issued by the Department of Commerce, Bureau of Public Roads, requires that after January 1, 1964, the State Roads Commission must, prior to the approval by the Bureau of Public Roads, certify for each federal aid project that the State Roads Commission has considered all facts presented by the Game and Inland Fish Commission respecting the effect of the proposed project on fish and wildlife resources, and

WHEREAS, to fulfill the objective of said Memorandum of Understanding and to comply with the requirements of the Bureau of Public Roads memoranda, it is necessary to establish a detailed procedure.

NOW, THEREFORE, the State Roads Commission of Maryland and the Maryland Game and Inland Fish Commission hereby agree as follows:

A. The State Roads Commission's Planning and Programming Division will furnish the Game and Inland Fish Commission with two (2) copies of the State Roads Commission's construction program, including all federal aid projects programmed for the counties and municipalities, and with any and all subsequent changes thereto. The State Roads Commission's Planning and Programming Division will also notify the Game and Inland Fish Commission respecting the scheduling of all public hearings.

B. The Game and Inland Fish Commission will immediately return to the State Roads Commission's Planning and Programming Division one (1) copy of the program or notice of change thereto, noting thereon the projects in which the Game and Inland Fish Commission has an interest and noting the extent of said interest in the location of the facility and/or in the detailed design of the facility.

C. The State Roads Commission's Planning and Programming Division shall provide the State Roads Commission's Engineering Division with the replies of the Game and Inland Fish Commission respecting those projects in which there is mutual interest. This information shall be furnished to the Chief Engineer, the Assistant Chief Engineer-Design, and to the Bureaus of Locations and Surveys, Road Design, Bridge Design, and Special Services.

D. The appropriate engineering design bureau shall consult with the Game and Inland Fish Commission respecting the stated interest and shall furnish to the Game and Inland Fish Commission copies of preliminary semi-final and final plans for such projects of mutual interest.

E. The engineering design bureau responsible for the preparation of the PS&E for submission to the Bureau of Public Roads shall submit as a part of the PS&E a certificate stating:

(1) That the project has been reviewed with the Game and Inland Fish Commission, which agency agrees that the project will not materially affect fish and wildlife resources; or

(2) That the project has been reviewed with the Game and Inland Fish Commission and that all facts resulting therefrom respecting the effect of the proposed project on fish and wildlife resources have been considered and that the following measures have been taken to minimize said effects; or

(3) That the project has been reviewed with the Game and Inland Fish Commission and all facts resulting therefrom respecting the effect of the proposed project on fish and wildlife resources have been considered and the measures proposed by the Game and Inland Fish Commission have been found to be unacceptable for the following reasons.

F. This agreement shall be effective when signed by both parties and may be modified or supplemented at any time by mutual agreement of the parties.

STATE ROADS COMMISSION OF MARYLAND

December 6, 1963
(Date)

By _____
Chairman-Director

MARYLAND GAME AND INLAND FISH COMMISSION

November 29, 1963
(Date)

By _____
Director

Mr. Geo. N. Lewis, Jr.
4th floor
File

State Roads Commission
TRAFFIC DIVISION
JUN 19 1959
Geo. N. Lewis, Jr.
Director

June 19, 1959

Mr. A. E. Johnson
Executive Secretary
American Association of
State Highway Officials
917 National Press Building
Washington 4, D. C.

Dear Mr. Johnson:

Thank you for your letter of June 17, enclosing file copy of application for the revision and extension of U. S. Route 301 approved by the Executive Committee at its meeting in Chicago, Illinois on June 11, 1959.

Sincerely,

JOHN B. FUNK
Chairman

GNLjr:srl

CC: Mr. George N. Lewis, Jr.
Director of Traffic Division

Mr. A
Per file
57

RECD JUN 18 1959

AMERICAN ASSOCIATION OF STATE HIGHWAY OFFICIALS

PRESIDENT
R. R. Bartelsmeyer
Springfield, Illinois

TREASURER
E. L. Roettiger
Madison, Wisconsin

EXECUTIVE SECRETARY
A. E. Johnson
917 Nat'l Press Bldg.
Washington 4, D. C.
Telephone NA 8-2436

June 17, 1959

Mr. John B. Funk, Mem. AASHO
Chairman
Maryland State Roads Commission
300 West Preston Street
Baltimore 3, Maryland

Re: U. S. 301

Dear Mr. Funk:

Attached hereto is your file copy of the application covering the above referred to route showing the action taken by the Executive Committee at its meeting in Chicago, Illinois on June 11th, 1959.

Very truly yours,

A. E. Johnson
Executive Secretary

JHA/alm

Enclosure

AMERICAN ASSOCIATION OF STATE HIGHWAY OFFICIALS

AN APPLICATION

FROM THE STATE HIGHWAY DEPARTMENT OF

MARYLAND

FOR

☐ the Establishment of a U.S. Route

☒ the Relocation of U.S. Route 301

☒ the Extension of U.S. Route 301

☐ the Establishment of an Alternate U.S. Route .....

☐ the Establishment of a Temporary U.S. Route .....

* ☐ the Recognition of a Business Route on U.S. Route .....

* ☐ the Recognition of a By-pass Route on U.S. Route .....

BETWEEN

Jct. U.S. 50 and U.S. 40

The Following
State or States are
Involved:

(In case more than one State is involved, an application must be submitted by each State for that portion within the respective State.)

Maryland

Delaware

Date Received	3/2/59
Date application acknowledged	3/2/59
Date to Route Number Committee	3/16/59
Date considered by Executive Committee	6/11/59
Action of Executive Committee	Approved
Member Department Notified	6-17-59

(This block to be completed by AASHO General Office.)

Date Submitted:

February 17, 1959

* A local vicinity map only needed on Sheet 3, and completion of Sheet 5 not needed, except where routing is of considerable length.

SUBMIT SIX COPIES

The State Highway Department agrees and pledges its good faith that it will not erect, remove, or change any U. S. Route Markers on any road without the authorization, consent, or approval of the Executive Committee of the American Association of State Highway Officials, not withstanding the fact that the changes proposed are entirely within this State.

The weighted average daily traffic volume along the proposed route, as shown on the map on page 3, is 6250 as compared to 7400 for the year of 1957 for all other U. S. Numbered routes in the State.

The "Purpose and Policy in the Establishment and Development of United States Numbered Highways, as Revised July 1, 1940" has been read and is accepted.

In our opinion, this petition complies with the above policy:

John J. McMullen
(Signature)

Chief Administrative Official, ...
(Member Department)

This petition is authorized by official action of Maryland State Roads Commission under date of February 10, 1959 as follows: (Copy excerpt from Minutes)

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
TUESDAY, FEBRUARY 10, 1959

Present: Senator Edgar T. Bennett and
Mr. John J. McMullen

On recommendation of Chief Engineer Pritchett in letter of February 10, 1959, the Commission authorized the Engineering Department to cooperate with the States of Delaware, New Jersey and Virginia, in submitting a formal request to the A.A.S.H.O. to extend U. S. Route 301 from its junction with U. S. Route 50 in Prince George's County along U. S. Route 50 and Md. Route 71 to the Maryland-Delaware Line in the vicinity of Warwick in Cecil County.

Copy:

Messrs. Pritchett
Lewis
Downs
Duncan
McCarl
Sharretts
Anne Arundel Co.,
Cecil County
Queen Anne's County
Prince George's County
Kent County

0 MILEAGE	1 CONTROL POINTS AND MILEAGE	2 PAVEMENT TYPE	3 PAVEMENT CONDITION	4 TRAFFIC ADT	5 PAVEMENT WIDTH DEFICIENCY (PERCENT 10 20 30 40)	6 SHOULDER WIDTH DEFICIENCY (PERCENT 20 40 60 80)	7 MAJOR STRUCTURES: ROADWAY WIDTH DEFICIENCY (PERCENT 10 20 30 40)	8 MAJOR STRUCTURES: H-LOADING DEFICIENCY (PERCENT 20 40 60 80)	9 VERTICAL SIGHT DISTANCE DEFICIENCY (PERCENT 20 40 60 80)	10 SHOW WHEN IN EXCESS OF STANDARD: HORIZONTAL CURVATURE (DEGREE)	11 SHOW WHEN IN EXCESS OF STANDARD: PERCENT GRADE (LENGTH)
		COMPARISON TO APPLICABLE PRIMARY AASHO DESIGN STANDARDS									
0.0	(1)	Enters Maryland									
20		H	E	8400	None	None	None	None	None	None	None
40											
50.3	(2)	Jct. and joins U.S. 50									
60		H	E	9150	None	None	None	None	None	None	None
83.6	(3)	Leaves U.S. 50									
100		H	E	3800	None	None	None	None	None	None	None
120											
123.2	(4)	Enters Delaware									
140											
160											

ATTACH ADDITIONAL SHEET HERE IF NECESSARY

INSTRUCTIONS FOR PREPARATION OF PAGE NO. 5

Column 1: *Control Points and Mileage.* Top of column is one terminus of road. Indicate control points by identical number as shown on map on page 3. Show mileage between control points in miles and tenths.

Column 2: *Pavement Type.*

	Code
High type, heavy duty	H
Intermediate type	I
Low type, dustless	L (Show in red)
Not paved	N (Show in red)

Column 3: *Pavement Condition.*

	Code
Excellent	E
Good	G
Fair	F (Show in red)
Poor	P (Show in red)

NOTE: In columns 2 and 3, where pavement types and conditions change, the location of the change shall be indicated by a short horizontal line at the proper place opposite the mileage log and the proper code letter (shown above) shall be entered in the respective column between the locations so indicated.

Column 4: *Traffic.* Indicate average daily traffic volumes in this column. Points of changes in these data to be indicated by short horizontal lines opposite the appropriate mileage point on the mileage log. Any existing main line rail crossing that is not separated shall be indicated at the appropriate mileage point by RXR—Black if signalized—Red if not protected by signals.

Columns 5 & 6: *Pavement Width and Shoulder Width.* These columns to be completed by comparing standards of highway involved with applicable AASHO Primary Standards. Entries that fall to the right of the tolerance line (dashed) should be shaded in red.

Columns 7 & 8: *Major Structures.* Show in these columns those structures that do not meet AASHO Primary Standards. Show by horizontal line sufficiently long to indicate percentage of deficiency. Portion on right of tolerance line shall be shown in red. Indicate length of structure in feet immediately under the line. Any substandard highway underpass structure shall be shown opposite the appropriate mileage point by the designation *LP* with the vertical clearance in feet following and shown in red.

Column 9: *Vertical Sight Distance.* Items to be shown in this column as a horizontal line, the length of which will indicate the deficiency as determined in accordance with comparisons with comparable AASHO Primary Standards. Portion of line past the tolerance line shall be shown in red.

Column 10: *Horizontal Curvature.* Curves in excess of AASHO applicable Primary Standards to be shown in this column by a short horizontal line with degree of curve shown immediately above the line. To be shown in red.

Column 11: *Percent Grades.* Show by horizontal lines opposite proper point on mileage log. Show percent of grade above the line and length of grade in feet immediately below. To be shown in red.

The purpose of the U. S. Numbering and Marking is to facilitate movement along the general direction of desire lines of travel over the shortest and best available roads, and a route should form continuity of available facilities through two or more States that accommodate the most important and heaviest motor traffic flow in the area.

The system was established in 1926 and the U. S. Route System has reached the point of review, revision, consolidation, and perfecting, rather than continuous expansion. Therefore, any proposed alteration in the established system should be extremely meritorious and thoroughly, though concisely, explained in order that the Route Numbering Committee and the Executive Committee of the Association may give prompt and proper consideration to each and every request made by a Member Department.

Explanation and Reasons for the Request: (Keep Concise and Pertinent)

Interstate Traffic

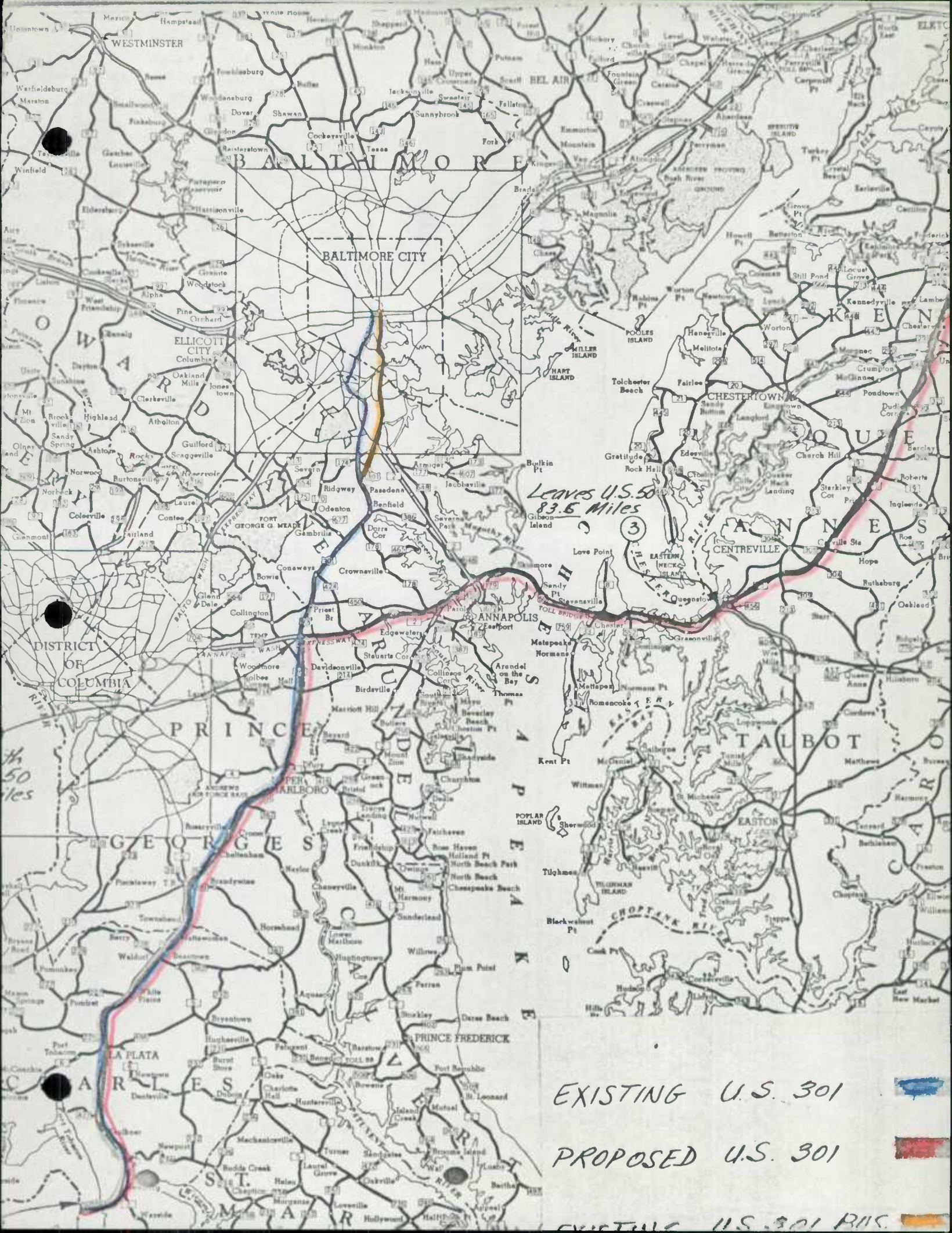
The route is now largely used by the travelling public as a means of by-passing the centers of population between New York and Richmond and continuing thru North Carolina, South Carolina, Georgia, to Tampa, Florida.

National Defense

The route is located at such a distance from the major designated civil defense target areas that free flow of both military and civil defense vehicles and services between the Southern and New England states can be made without interference.

Does the petition propose a new routing over a portion of an existing U. S. Route Yes? If so, where:

Over U.S. 50 in Maryland (see map)


BALTIMORE
BALTIMORE CITY
WESTMINSTER
BEL AIR
ELLICOTT CITY
CHESTERTOWN
CENTREVILLE
ANNAPOLIS
DISTRICT OF COLUMBIA
PRINCE GEORGES
ANNE ARUNDEL
TALBOT
QUEEN ANNES
KENT
CALVERT
CHARLES
ST. MARY'S
PRINCE FREDERICK
LA PLATA
EASTON
Leaves U.S. 50
83.6 Miles
EXISTING U.S. 301
PROPOSED U.S. 301
EXISTING U.S. 301 BUS.

Mrs D

400

Minutes

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
TUESDAY, FEBRUARY 10, 1959

* * *

Present: Senator Edgar T. Bennett and Mr. John J. McMullen.

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Copy: Mr. N. M. Pritchett
Mr. G. N. Lewis, Jr.
Mr. H. G. Downs
Mr. E. G. Duncan
Mr. L. E. McCarl
Mr. C. R. Sharretts
SRC-Anne Arundel County
SRC-Cecil County
SRC-Kent County
SRC-Queen Anne's County
SRC-Prince George's County