Route Number	Road Name	Location	Date Opened	Access: Full Control La.	Full Control Miles	Partial Control La.	Partial Control Miles	No Control La.	No Control Miles	Control Section Number
Md. 799	Industrial Blvd.	S.E. Corp. lmts Cumberland to End SRC Maint at Thomas St in Cumberland						4	~~1.55~~ 2.03	1-54
Md 816 Spur	Old US 50	Md. 816 to US 50						4	0.05	25-5
	Balto. Harbor Tunnel	U.S. 1 to Balto., Co. Line	11-30-57	4	~~0.22~~ .08					3-121
	Balto. Harbor Tunnel	Balto Co. Line to A.A. Co. Line	11-30-57	4	4.63					3-121
	Balto. Harbor Tunnel	A.A. Co. Line to Balto. City Line	11-30-57	4	.45					3-121
	Balto. Harbor Tunnel	Balto. City Line to Begin Tunnel	11-30-57	4	2.34					3-121
	Balto. Harbor Tunnel	Begin Tunnel to End Tunnel	11-30-57	4	1.47					3-121
	Balto. Harbor Tunnel	End Tunnel to Bowley Lane Interchange South of Morovia Blvd.	11-30-57	4	3.59					3-121
					3.128					

Carried as I-95

STATE HIGHWAY ADMINISTRATION
Bureau of Highway Statistics
Division of Planning

STATUS OF APPROVED INTERSTATE HIGHWAY SYSTEM

~~JANUARY~~ MAY 1, 1972

Route	Miles Complete			Miles Under Construction			Miles Remaining			Totals		
Number	Rural	Urban	Total	Rural	Urban	Total	Rural	Urban	Total	Rural	Urban	Total
I-70	52.5	---	52.5	---	---	---	---	---	---	52.5	---	52.5
I-70S	17.8	15.1	32.9	---	---	---	---	3.6	3.6	17.8	18.7	36.5
I-70N	31.8	8.8	40.6	---	---	---	---	4.3	4.3	31.8	13.1	44.9
I-81	12.0	---	12.0	---	---	---	---	---	---	12.0	---	12.0
I-83	17.3	16.4	33.7	---	---	---	---	3.6	3.6	17.3	20.0	37.3
I-95	45.7	26.4 + .84	72.1	---	~~---~~ +3.40	---	---	16.0 -.84	16.0	45.7	42.4	88.1
I-170	---	---	---	---	---	---	---	2.2	2.2	---	2.2	2.2
I-270	---	1.8	1.8	---	---	---	---	---	---	---	1.8	1.8
I-295	---	0.8	0.8	---	---	---	---	---	---	---	0.8	0.8
I-395	---	---	---	---	---	---	---	0.7	0.7	---	0.7	0.7
I-495	---	42.2	42.2	---	---	---	---	---	---	---	42.2	42.2
I-695	---	28.6	28.6	---	---	---	---	---	---	---	28.6	28.6
I-895	---	11.7	11.7	---	---	---	---	---	---	---	11.7	11.7
Total	177.1	151.8	328.9	---	---	---	---	30.4 -.84	30.4	177.1	182.2	359.3

~~ves under construction at Lansdowne Blvd.~~

STATE ROADS COMMISSION OF MARYLAND
Bureau of Highway Statistics
Division of Planning
June 1, 1971

STATUS OF APPROVED INTERSTATE HIGHWAY SYSTEM

Route	Miles Complete			Miles Under Construction			Miles Remaining			Totals		
Number	Rural	Urban	Total	Rural	Urban	Total	Rural	Urban	Total	Rural	Urban	Total
I-70	52.5	---	52.5	---	---	---	---	---	---	52.5	---	52.5
I-70S	17.8	15.1	32.9	---	---	---	---	3.6	3.6	17.8	18.7	36.5
I-70N	31.8	8.8	40.6	---	---	---	---	4.3	4.3	31.8	13.1	44.9
I-81	12.0	---	12.0	---	---	---	---	---	---	12.0	---	12.0
I-83	17.3	16.4	33.7	---	---	---	---	3.6	3.6	17.3	20.0	37.3
I-95	39.1	13.4	52.5	6.6	13.0	19.6	---	16.0	16.0	45.7	42.4	88.1
I-170	---	---	---	---	---	---	---	2.2	2.2	---	2.2	2.2
I-270	---	1.8	1.8	---	---	---	---	---	---	---	1.8	1.8
I-295	---	0.8	0.8	---	---	---	---	---	---	---	0.8	0.8
I-395	---	---	---	---	---	---	---	0.7	0.7	---	0.7	0.7
I-495	---	42.2	42.2	---	---	---	---	---	---	---	42.2	42.2
I-695	---	28.6	28.6	---	---	---	---	---	---	---	28.6	28.6
I-895	---	11.7	11.7	---	---	---	---	---	---	---	11.7	11.7
Total	170.5	138.8	309.3	6.6	13.0	19.6	---	30.4	30.4	177.1	182.2	359.3

STATE ROADS COMMISSION OF MARYLAND
Bureau of Highway Statistics
Division of Planning
June 1, 1971

STATUS OF APPROVED INTERSTATE HIGHWAY SYSTEM

Route	Miles Complete			Miles Under Construction			Miles Remaining			Totals		
Number	Rural	Urban	Total	Rural	Urban	Total	Rural	Urban	Total	Rural	Urban	Total
I-70	52.5	---	52.5	---	---	---	---	---	---	52.5	---	52.5
I-70S	17.8	15.1	32.9	---	---	---	---	3.6	3.6	17.8	18.7	36.5
I-70N	31.8	8.8	40.6	---	---	---	---	4.3	4.3	31.8	13.1	44.9
I-81	12.0	---	12.0	---	---	---	---	---	---	12.0	---	12.0
I-83	17.3	16.4	33.7	---	---	---	---	3.6	3.6	17.3	20.0	37.3
I-95	39.1	13.4	52.5	6.6	13.0	19.6	---	16.0	16.0	45.7	42.4	88.1
I-170	---	---	---	---	---	---	---	2.2	2.2	---	2.2	2.2
I-270	---	1.8	1.8	---	---	---	---	---	---	---	1.8	1.8
I-295	---	0.8	0.8	---	---	---	---	---	---	---	0.8	0.8
I-395	---	---	---	---	---	---	---	0.7	0.7	---	0.7	0.7
I-495	---	42.2	42.2	---	---	---	---	---	---	---	42.2	42.2
I-695	---	28.6	28.6	---	---	---	---	---	---	---	28.6	28.6
I-895	---	11.7	11.7	---	---	---	---	---	---	---	11.7	11.7
Total	170.5	138.8	309.3	6.6	13.0	19.6	---	30.4	30.4	177.1	182.2	359.3

STATE ROADS COMMISSION OF MARYLAND
Bureau of Highway Statistics
Division of Planning
June 1, 1971

STATUS OF APPROVED INTERSTATE HIGHWAY SYSTEM

Route	Miles Complete			Miles Under Construction			Miles Remaining			Totals		
Number	Rural	Urban	Total	Rural	Urban	Total	Rural	Urban	Total	Rural	Urban	Total
I-70	52.5	---	52.5	---	---	---	---	---	---	52.5	---	52.5
I-70S	17.8	15.1	32.9	---	---	---	---	3.6	3.6	17.8	18.7	36.5
I-70N	31.8	8.8	40.6	---	---	---	---	4.3	4.3	31.8	13.1	44.9
I-81	12.0	---	12.0	---	---	---	---	---	---	12.0	---	12.0
I-83	17.3	16.4	33.7	---	---	---	---	3.6	3.6	17.3	20.0	37.3
I-95	39.1	13.4	52.5	6.6	13.0	19.6	---	16.0	16.0	45.7	42.4	88.1
I-170	---	---	---	---	---	---	---	2.2	2.2	---	2.2	2.2
I-270	---	1.8	1.8	---	---	---	---	---	---	---	1.8	1.8
I-295	---	0.8	0.8	---	---	---	---	---	---	---	0.8	0.8
I-395	---	---	---	---	---	---	---	0.7	0.7	---	0.7	0.7
I-495	---	42.2	42.2	---	---	---	---	---	---	---	42.2	42.2
I-695	---	28.6	28.6	---	---	---	---	---	---	---	28.6	28.6
I-895	---	11.7	11.7	---	---	---	---	---	---	---	11.7	11.7
Total	170.5	138.8	309.3	6.6	13.0	19.6	---	30.4	30.4	177.1	182.2	359.3

STATE HIGHWAY MILEAGE

SUMMARY OF PUBLIC ROADS & STREETS UNDER STATE CONTROL 1923-1944

TABLE SM 200 Sheet 6 of 17

YEAR	GRAND TOTAL EXISTING MILEAGE	GRAND TOTAL SURFACED MILEAGE	PRIMARY STATE HIGHWAY								URBAN EXTENSIONS OF STATE SYSTEM							
			TOTAL EXISTING	SURFACED MILEAGE CLASSIFIED BY TYPE							TOTAL EXISTING	EXPECTED MILEAGE						
				TOTAL	GRAVEL, SAND & STAB. SOIL	LOW TYPE BITUM.	HIGH TYPE BITUM.	P.C.C.	BRICK & BLOCK	OTHER		TOTAL	GRAVEL, SAND & STAB. SOIL	LOW TYPE BITUM.	HIGH TYPE BITUM.	P.C.C.	BRICK & BLOCK	OTHER
1923	2,096	2,096	2,096	2,096	348	979	81	681	7	–	–	–	–	–	–	–	–	–
1924	2,247	2,247	2,247	2,247	323	1,008	100	749	7	–	–	–	–	–	–	–	–	–
1925	2,276	2,276	2,276	2,276	332	1,058	62	822	2	–	–	–	–	–	–	–	–	–
1926	2,420	2,420	2,420	2,420	359	1,088	75	897	1	–	–	–	–	–	–	–	–	–
1927	2,519	2,519	2,519	2,519	383	1,106	81	947	2	–	–	–	–	–	–	–	–	–
1928	2,656	2,656	2,656	2,656	398	1,131	96	1,030	1	–	–	–	–	–	–	–	–	–
1929	2,831	2,831	2,831	2,831	433	1,147	117	1,132	2	–	–	–	–	–	–	–	–	–
1930	3,253	3,253	3,253	3,253	520	1,148	198	1,386	1	–	–	–	–	–	–	–	–	–
1931	3,412	3,412	3,412	3,412	560	1,143	243	1,465	1	–	–	–	–	–	–	–	–	–
1932	3,644	3,644	3,644	3,644	636	1,140	300	1,567	1	–	–	–	–	–	–	–	–	–
1933	3,757	3,757	3,757	3,757	645	1,116	401	1,594	1	–	–	–	–	–	–	–	–	–
1934	3,855	3,855	3,855	3,855	37	1,724	476	1,616	2	–	–	–	–	–	–	–	–	–
1935	3,927	3,927	3,871	3,871	67	1,726	459	1,619	–	–	56	56	–	–	24	30	2	–
1936	3,985	3,985	3,929	3,929	68	1,750	496	1,615	–	–	56	56	–	–	24	30	2	–
1937	4,054	4,054	4,005	4,005	82	1,170	1,111	1,617	–	25	49	49	–	5	14	27	2	–
1938	4,103	4,103	4,053	4,053	92	1,172	1,112	1,652	–	25	50	50	–	5	14	28	2	–
1939	4,287	4,287	4,090	4,090	66	1,202	1,127	1,643	–	52	197	197	–	11	114	55	10	–
1940	4,326	4,326	4,125	4,125	61	1,223	1,144	1,570	–	127	201	201	–	12	114	56	10	–
1941	4,415	4,415	4,214	4,214	56	1,268	1,172	1,591	–	127	201	201	–	12	114	56	10	–
1942	4,468	4,468	4,262	4,262	65	1,274	1,183	1,614	–	126	206	206	–	13	115	59	10	–
1943	4,487	4,487	4,281	4,281	65	1,276	1,189	1,625	–	126	206	206	–	13	115	59	10	–
1944	4,505	4,505	4,299	4,299	64	1,251	1,226	1,632	–	126	206	206	–	13	116	58	10	–

MARYLAND STATE HIGHWAY MILEAGE

SOURCE - PUBLIC ROADS

YEAR	GRAND TOTAL EXISTING MILEAGE	GRAND TOTAL SURFACED MILEAGE	PRIMARY STATE HIGHWAY								URBAN EXTENSIONS OF STATE SYSTEM							
			TOTAL EXISTING	SURFACED MILEAGE CLASSIFIED BY TYPE							TOTAL EXISTING	SURFACED MILEAGE						
				TOTAL	GRAVEL STONE & STAB SOIL	LOW TYPE BITUM	HIGH TYPE BITUM	P.C.C.	BRICK & BLOCK	OTHER		TOTAL	GRAVEL STONE STAB SOIL	LOW TYPE BITUM	HIGH TYPE BITUM	P.C.C.	BRICK & BLOCK	OTHER
1923	2,096	2,096	2,096	2,096	348	979	81	681	7	-								
1924	2,247	2,247	2,247	2247	383	1,008	100	749	7	-								
1925	2,276	2,276	2276	2276	332	1,058	62	822	2	-								
1926	2,420	2,420	2,420	2,420	359	1,088	75	897	1	-								
1927	2,519	2,519	2,519	2,519	383	1,106	81	947	2	-								
1928	2,656	2,656	2,656	2,656	398	1,131	96	1,030	1	-								
1929	2,831	2,831	2,831	2,831	433	1147	117	1132	2	-								
1930	3,253	3,253	3,253	3,253	520	1148	198	1386	1	-								
1931	3,412	3,412	3,412	3,412	560	1143	243	1465	1	-								
1932	3,644	3,644	3,644	3,644	636	1140	300	1567	1	-								
1933	3,757	3,757	3,757	3,757	645	1116	401	1594	1	-								
1934	3,855	3,855	3,855	3,855	37	1724	476	1616	2	-								
1935	3,927	3,927	3,871	3,871	67	1726	459	1619	-	-	56	56	-	-	24	30	2	-
1936	3,985	3,985	3929	3,929	68	1750	496	1615	-	-	56	56	-	-	24	30	2	-
1937	4,054	4,054	4,005	4,005	82	1170	1111	1617	-	25	49	49	-	5	14	27	2	1
1938	4,103	4,103	4,053	4,053	92	1172	1112	1652	-	25	50	50	-	5	14	28	2	1
1939	4,287	4,287	4,090	4,090	66	1202	1127	1643	-	52	197	197	-	11	114	55	10	7
1940	4,326	4,326	4,125	4,125	61	1223	1144	1570	-	127	201	201	-	12	114	56	10	9
1941	4,415	4,415	4214	4214	56	1268	1172	1591	-	127	201	201	-	12	114	56	10	9
1942	4,468	4,468	4262	4262	65	1274	1183	1614	-	126	206	206	-	13	115	59	10	9
1943	4,487	4,487	4281	4281	65	1276	1189	1625	-	126	206	206	-	13	115	59	10	9
1944	4,505	4,505	4299	4299	64	1251	1226	1632	-	126	206	206	-	13	116	58	10	9

TABLE B

	Additions to system	Accumulative mileage on State System
~~1904 to 1910 by Maryland Geological Survey~~		
1904 to 1910 by Maryland Geological Survey	440.49	440.49
11	87.51	528.00
12	153.92	681.92
13	202.54	884.46
14	226.41	1110.87
15	192.99	1303.86
16	52.12	1355.98
17	35.13	1391.11
18	59.50	1450.61
19	44.41	1495.03
20	171.06	1666.09
21	131.10	1797.19
22	87.31	1884.50
23	211.04	2095.54
24	151.72	2247.26
25	181.76	2429.02
26	109.08	2538.10
27	105.46	2643.56
28	144.85	2788.41
29	183.29	2971.70
30	243.98	3215.68

COUNT

UNPAVED
TYPES A-I

	Miles 19' & Under		Miles 19' & Over		Total Miles	Total Yds.	Mile 19' & U
Allegany	295.43	2,030,594	4.07	51,944	299.50	2,082,538	205.
Anne Arundel	71.77	596,750	5.54	86,529	77.31	683,279	226.
Baltimore	82.08	528,892	3.22	54,489	85.30	583,381	931.
Calvert	70.13	592,527	2.74	37,090	72.87	629,617	145.
Caroline	189.25	1,807,206	19.68	244,133	208.93	2,051,339	98.
Carroll	254.29	1,888,294	5.47	58,759	259.76	1,947,053	477.
Cecil	68.77	520,678	6.34	81,500	75.11	602,178	361.
Charles	46.04	343,759	8.80	125,897	54.84	469,656	237.
Dorchester	95.53	804,932	21.88	321,222	117.41	1,126,154	335.
Frederick	329.48	2,262,556	1.43	16,779	330.91	2,279,335	621.
Garrett	387.18	2,722,548	8.22	99,800	395.40	2,822,348	285.
Harford	184.16	1,034,271	5.00	66,562	189.16	1,100,833	392.
Howard	67.97	575,099	8.21	104,988	76.18	680,087	229.
Kent	81.15	788,874	11.93	157,977	93.08	946,851	97.
Montgomery	193.29	1,536,551	2.84	35,997	196.13	1,572,548	296.
Prince Georges	46.18	391,421	4.13	53,302	50.31	444,723	417.
Queen Annes	47.91	415,976	3.98	62,797	51.89	478,773	343.
Saint Marys	58.88	439,575	16.90	243,798	75.78	683,373	226.
Somerset	62.96	507,636	12.27	186,526	75.23	694,162	224
Talbot	37.10	364,530	14.94	179,791	52.04	544,321	226
Washington	167.22	1,153,222	0.72	8,636	167.94	1,161,858	427
Wicomico	61.86	604,373	35.50	489,666	97.36	1,094,039	302
Worcester	51.54	466,071	7.15	93,245	58.69	559,316	390
State Wide	2,950.17	22,376,335	210.96	2,861,427	3,161.13	25,237,762	7,503

UNPAVED
TYPES A-E

	Miles 19' & Under	Sq. Yds.	Miles 20' & Over	Sq. Yds	Total Miles	Total Sq. Yds.	Mile 19' & U
Allegany	17.62	106,878	1.51	15,864	19.13	122,742	66.1
Anne Arundel	3.03	23,836	0.16	2,851	3.19	26,687	15.5
Baltimore	---	---	---	---	---	---	---
Calvert	2.00	17,318	0.61	9,862	2.61	27,180	6.9
Caroline	5.08	33,287	1.29	16,756	6.37	50,043	18.0
Carroll	4.99	29,702	0.29	3,720	5.28	33,422	31.0
Cecil	5.86	39,994	0.51	6,558	6.37	46,552	18.6
Charles	1.45	10,273	0.65	11,792	2.10	22,065	4.0
Dorchester	3.39	19,822	0.72	8,449	4.11	28,271	12.8
Frederick	10.23	63,560	0.39	6,817	10.62	70,377	36.7
Garrett	13.99	82,743	1.81	32,619	15.80	115,362	19.1
Harford	10.83	70,426	1.55	23,951	12.38	94,377	17.5
Howard	---	---	---	---	---	---	---
Kent	0.89	6,840	0.32	8,965	1.21	15,805	4.4
Montgomery	5.61	38,052	0.47	6,582	6.08	44,634	17.0
Prince Georges	15.17	107,830	4.66	76,859	19.83	184,689	51.1
Queen Annes	1.61	12,073	0.19	3,350	1.80	15,423	3.0
Saint Marys	0.54	3,121	---	---	0.54	3,121	1.1
Somerset	1.36	10,795	0.51	6,430	1.87	17,225	5.8
Talbot	4.00	27,884	1.20	21,742	5.20	49,626	15.0
Washington	9.05	54,930	0.54	9,715	9.59	64,645	62.8
Wicomico	3.84	26,758	1.84	32,196	5.68	58,954	9.8
Worcester	2.11	18,568	1.16	17,137	3.27	35,705	12.5
State Wide	122.65	804,690	20.38	322,215	143.03	1,126,905	429.8

MUNICIPAL

Jan. 1, 1967

Counties	Unpaved Types A-E 1/			Paved Types F-K 2/			Total
	19' & Under	20' & Over	Total	19' & Under	20' & Over	Total	All Types
Allegany	17.62	1.51	19.13	66.15	92.11	158.26	177.39
Anne Arundel	3.03	0.16	3.19	15.58	46.77	62.35	65.54
Baltimore	---	---	---	---	---	---	---
Calvert	2.00	0.61	2.61	6.98	3.24	10.22	12.83
Caroline	5.08	1.29	6.37	18.09	10.32	28.41	34.78
Carroll	4.99	0.29	5.28	31.01	17.88	48.89	54.17
Cecil	5.86	0.51	6.37	18.65	15.07	33.72	40.09
Charles	1.45	0.65	2.10	4.08	4.99	9.07	11.17
Dorchester	3.39	0.72	4.11	12.84	35.86	48.70	52.81
Frederick	10.23	0.39	10.62	36.76	74.73	111.49	122.11
Garrett	13.99	1.81	15.80	19.16	15.00	34.16	49.96
Harford	10.83	1.55	12.38	17.57	58.45	76.02	88.40
Howard	---	---	---	---	---	---	---
Kent	0.89	0.32	1.21	4.47	8.27	12.74	13.95
Montgomery	5.61	0.47	6.08	17.05	147.16	164.21	170.29
Prince Georges	15.17	4.66	19.83	51.11	316.38	367.49	387.32
Queen Annes	1.61	0.19	1.80	3.05	6.48	9.53	11.33
Saint Marys	0.54	---	0.54	1.19	1.48	2.67	3.21
Somerset	1.36	0.51	1.87	5.87	12.11	17.98	19.85
Talbot	4.00	1.20	5.20	15.02	23.69	38.71	43.91
Washington	9.05	0.54	9.59	62.84	93.71	156.55	166.14
Wicomico	3.84	1.84	5.68	9.82	76.87	86.69	92.37
Worcester	2.11	1.16	3.27	12.55	45.37	57.92	61.19
State Wide	122.65	20.38	143.03	429.84	1,105.94	1,535.78	1,678.81

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COUNTY Jan. 1, 1967

Counties	Unpaved Types A-E 1/			Paved Types F-K 2/			Total All Types
	Miles 19' & Under	Miles 20' & Over	Total	Miles 19' & Under	Miles 20' & Over	Total	
Allegany	295.43	4.07	299.50	205.71	25.78	231.49	530.99
Anne Arundel	71.77	5.54	77.31	226.41	738.67	965.08	1,042.39
Baltimore	82.08	3.22	85.30	931.46	1,003.16	1,934.62	2,019.92
Calvert	70.13	2.74	72.87	145.99	5.36	151.35	224.22
Caroline	189.25	19.68	208.93	98.68	152.52	251.20	460.13
Carroll	254.29	5.47	259.76	477.41	45.03	522.44	782.20
Cecil	68.77	6.34	75.11	361.64	28.64	390.28	465.39
Charles	46.04	8.80	54.84	237.97	46.91	284.88	339.72
Dorchester	95.53	21.88	117.41	335.21	81.74	416.95	534.36
Frederick	329.48	1.43	330.91	621.13	42.04	663.17	994.08
Garrett	387.18	8.22	395.40	285.58	14.45	300.03	695.43
Harford	184.16	5.00	189.16	392.78	86.06	478.84	668.00
Howard	67.97	8.21	76.18	229.84	111.19	341.03	417.21
Kent	81.15	11.93	93.08	97.06	32.80	129.86	222.94
Montgomery	193.29	2.84	196.13	296.31	854.82	1,151.13	1,347.26
Prince Georges	46.18	4.13	50.31	417.63	579.46	997.09	1,047.40
Queen Annes	47.91	3.98	51.89	343.52	22.04	365.56	417.45
Saint Marys	58.88	16.90	75.78	226.98	70.44	297.42	373.20
Somerset	62.96	12.27	75.23	224.78	18.19	242.97	318.20
Talbot	37.10	14.94	52.04	226.51	39.27	265.78	317.82
Washington	167.22	0.72	167.94	427.79	92.95	520.74	688.68
Wicomico	61.86	35.50	97.36	302.48	226.11	528.59	625.95
Worcester	51.54	7.15	58.69	390.70	18.50	409.20	467.89
State Wide	2,950.17	210.96	3,161.13	7,503.57	4,336.13	11,839.70	15,000.83

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COUNTY Jan. 1, 1967

Average Width (feet)

	Unpaved Type A-E 1/	Paved Type F-K 2/	All Surfaces
Allegany	11.9	16.2	13.7
Anne Arundel	15.1	21.7	21.2
Baltimore	11.7	22.5	22.0
Calvert	14.7	17.2	16.4
Caroline	16.7	19.1	18.0
Carroll	12.8	15.6	14.6
Cecil	13.7	16.6	16.2
Charles	15.4	17.6	17.1
Dorchester	16.3	16.5	16.5
Frederick	11.7	14.3	13.4
Garrett	12.2	15.1	13.5
Harford	9.9	17.6	15.4
Howard	15.2	19.1	18.4
Kent	17.3	18.3	17.9
Montgomery	13.7	23.9	22.4
Prince Georges	15.1	22.7	22.3
Queen Annes	15.7	17.4	17.2
Saint Marys	15.4	17.7	17.3
Somerset	15.7	16.4	16.2
Talbot	17.8	17.8	17.8
Washington	11.8	16.3	15.2
Wicomico	19.2	19.4	19.3
Worcester	16.2	16.9	16.8
State Wide	13.6	19.4	18.2

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COUNTY

Jan. 1, 1967

Counties	Unpaved Types A-E 1/ Miles	Unpaved Types A-E 1/ Square Yds.	Paved Types F-K 2/ Miles	Paved Types F-K 2/ Square Yds.	Total Miles	Total Square Yds.
Allegany	299.50	2,082,538	231.49	2,198,680	530.99	4,281,218
Anne Arundel	77.31	683,279	965.08	12,287,411	1,042.39	12,970,690
Baltimore	85.30	583,381	1,934.62	25,522,376	2,019.92	26,105,757
Calvert	72.87	629,617	151.35	1,530,367	224.22	2,159,984
Caroline	208.93	2,051,339	251.20	2,810,063	460.13	4,861,402
Carroll	259.76	1,947,053	522.44	4,770,152	782.20	6,717,205
Cecil	75.11	602,178	390.28	3,809,027	465.39	4,411,205
Charles	54.84	469,656	284.88	2,941,916	339.72	3,411,572
Dorchester	117.41	1,126,154	416.95	4,039,898	534.36	5,166,052
Frederick	330.91	2,279,335	663.17	5,558,180	994.08	7,837,515
Garrett	395.40	2,822,348	300.03	2,665,520	695.43	5,487,868
Harford	189.16	1,100,833	478.84	4,944,562	668.00	6,045,395
Howard	76.18	680,087	341.03	3,816,607	417.21	4,496,694
Kent	93.08	946,851	129.86	1,390,875	222.94	2,337,726
Montgomery	196.13	1,572,548	1,151.13	16,169,725	1,347.26	17,742,273
Prince Georges	50.31	444,723	997.09	13,279,535	1,047.40	13,724,258
Queen Annes	51.89	478,773	365.56	3,730,126	417.45	4,208,899
Saint Marys	75.78	683,373	297.42	3,094,362	373.20	3,777,735
Somerset	75.23	694,162	242.97	2,338,013	318.20	3,032,175
Talbot	52.04	544,321	265.78	2,770,011	317.82	3,314,332
Washington	167.94	1,161,858	520.74	4,965,048	688.68	6,126,906
Wicomico	97.36	1,094,039	528.59	6,002,902	625.95	7,096,941
Worcester	58.69	559,316	409.20	4,054,934	467.89	4,614,250
State Wide	3,161.13	25,237,762	11,839.70	134,690,290	15,000.83	159,928,052

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Counties	Unpaved Types A-E 1/		Paved Types F-K 2/			
	Miles	Square Yds.	Miles	Square Yds.	Total	Square Yds
Allegany	19.13	122,742	158.26	1,906,684	177.39	2,029,426
Anne Arundel	3.19	26,687	62.35	927,203	65.54	953,890
Baltimore	---	---	---	---	---	---
Calvert	2.61	27,180	10.22	116,758	12.83	143,938
Caroline	6.37	50,043	28.41	340,484	34.78	390,527
Carroll	5.28	33,422	48.89	543,271	54.17	576,693
Cecil	6.37	46,552	33.72	407,986	40.09	454,538
Charles	2.10	22,065	9.07	125,635	11.17	147,700
Dorchester	4.11	28,271	48.70	718,502	52.81	746,773
Frederick	10.62	70,377	111.49	1,681,756	122.11	1,752,133
Garrett	15.80	115,362	34.16	399,884	49.96	515,246
Harford	12.38	94,377	76.02	1,199,141	88.40	1,293,518
Howard	---	---	---	---	---	---
Kent	1.21	15,805	12.74	198,411	13.95	214,216
Montgomery	6.08	44,634	164.21	2,505,348	170.29	2,549,982
Prince Georges	19.83	184,689	367.49	5,590,787	387.32	5,775,476
Queen Annes	1.80	15,423	9.53	136,822	11.33	152,245
Saint Marys	0.54	3,121	2.67	43,390	3.21	46,511
Somerset	1.87	17,225	17.98	240,569	19.85	257,794
Talbot	5.20	49,626	38.71	561,804	43.91	611,430
Washington	9.59	64,645	156.55	2,229,627	166.14	2,294,272
Wicomico	5.68	58,954	86.69	1,471,119	92.37	1,530,073
Worcester	3.27	35,705	57.92	862,224	61.19	897,929
State Wide	143.03	1,126,905	1,535.78	22,207,405	1,678.81	23,334,310

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	Average Width (feet)		
	Unpaved Type A-E 1/	Paved Type F-K 2/	All Surfaces
Allegany	10.9	20.5	19.5
Anne Arundel	14.3	25.3	24.8
Baltimore	---	---	---
Calvert	17.8	19.5	19.1
Caroline	13.4	20.4	19.1
Carroll	10.8	18.9	18.1
Cecil	12.5	20.6	19.3
Charles	17.9	23.6	22.5
Dorchester	11.7	25.1	24.1
Frederick	11.3	25.7	24.5
Garrett	12.4	20.0	17.6
Harford	13.0	26.9	24.9
Howard	---	---	---
Kent	22.3	26.5	26.2
Montgomery	12.5	26.0	25.5
Prince Georges	15.9	25.9	25.4
Queen Annes	14.6	24.5	22.9
Saint Marys	9.9	27.7	24.7
Somerset	15.7	22.8	22.1
Talbot	16.3	24.7	23.7
Washington	11.5	24.3	23.5
Wicomico	17.7	28.9	28.2
Worcester	18.6	25.4	25.0
State Wide	13.4	24.6	23.7

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BUREAU OF HIGHWAY STATISTICS

STATE HIGHWAY ADMINISTRATION

MILEAGE OF MD. STATE HIGHWAY IMPROVEMENTS

	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971
INTERSTATE													
NEW CONST	15.90	4.37	7.77	26.44	40.17	33.92	18.35	10.05	3.09	23.20	11.69	5.22	
RECONSTRUCTION	---	10.02	---	0.91	---	2.27	3.76	34.88	15.93	6.45	1.71	0.13	
RESURFACING	---	11.59	---	---	16.08	---	0.13	---	7.29	1.41	6.80	—	
TOTAL	15.90	25.98	7.77	27.35	56.25	36.19	22.24	44.93	26.31	31.06	20.20	5.35	
STATE PRIMARY													
NEW CONST.	13.75	23.61	8.75	0.17	13.06	24.00	27.75	27.87	11.70	7.54	12.66	6.29	
RECONST.	60.57	39.77	60.90	44.84	27.73	33.34	35.37	51.78	40.58	26.73	10.45	26.78	
RESURFACING	33.23	26.05	17.25	16.22	10.78	42.58	90.82	91.92	53.43	67.46	46.65	10.44	
TOTAL	107.55	89.43	86.90	61.23	51.57	99.92	153.94	171.57	105.71	101.73	69.77	43.51	
STATE SECONDARY													
NEW CONST.	7.69	15.84	9.24	0.16	15.48	14.00	3.97	4.09	7.29	5.98	12.31	0.24	
RECONST.	43.51	74.09	23.76	31.41	17.11	26.04	17.83	18.06	39.91	20.46	25.22	35.43	
RESURFACING	0.35	28.26	18.73	2.05	27.68	53.57	77.67	107.03	14.80	90.14	77.44	1.88	
TOTAL	51.55	118.19	51.73	33.62	60.27	93.61	99.47	129.18	62.00	116.58	114.97	37.55	
GRAND TOTAL	175.00	233.60	146.40	122.20	168.09	229.72	275.65	345.68	194.02	249.37	204.94	86.41	

Interstate System Within Balto. City

Route	Miles Comp.	Miles Under Const.	Miles Remaining	Total Miles
I-95	0	2 Bridges	11.3 mi.	11.3 mi. (2.3 mi. Adv. June)
I-70 N	0	0	4.7 mi.	4.7 mi.
I-170	0	0	2.2 mi.	2.2 mi.
I-395	0	0	0.7	0.7 mi.
I-83	5.8	0	4.0	9.8
Total	5.8	2 Bridges	* 22.90	28.70

* 22.90 miles Remaining Less 2.30 miles Advertised
This Month on I-95

22.90
− 2.30

20.60 miles

Info. Per Mr ~~Bill Linz~~ Carroll Read
of Interstate Division EXT. 35
EXT. 79 Inter. Div.

Interstate System Within Balto. City

Route	Miles Comp.	Miles Under Const.	Miles Remaining	Total Miles
I-95	0	2 Bridges	11.3 mi.	11.3 mi. (2.30 adv. June)
I-70 N	0	0	4.7 mi.	4.7 mi.
I-170	0	0	2.2 mi.	2.2 mi.
I-395	0	0	0.7	0.7 mi.
I-83	5.8	0	4.0	9.8
Total	5.8	2 Bridges	* 22.90	28.70

* 22.90 miles Remaining Less 2.30 miles Advertised This Month on I-95

22.90
− 2.30

20.60 miles

Info. Per Mr. Bill Linz at Interstate Division Ext. 79

6-1-70

c/Lina Wilkins

BUREAU OF HIGHWAY STATISTICS

STATE HIGHWAY ADMINISTRATION

MILEAGE OF MD. STATE HIGHWAY IMPROVEMENTS

	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971
INTERSTATE													
NEW CONST	15.90	4.37	7.77	26.44	40.17	33.92	18.35	10.05	3.09	23.20	11.69	5.22	14.33
RECONSTRUCTION	---	10.02	---	0.91	---	2.27	3.76	34.88	15.93	6.45	1.71	0.13	3.36
RESURFACING	---	11.59	---	---	16.08	---	0.13	---	7.29	1.41	6.80	—	3.00
TOTAL	15.90	25.98	7.77	27.35	56.25	36.19	22.24	44.93	26.31	31.06	20.20	5.35	20.69
STATE PRIMARY													
NEW CONST.	13.75	23.61	8.75	0.17	13.06	24.00	27.75	27.87	11.70	7.54	12.66	6.29	21.12
RECONST.	60.57	39.77	60.90	44.84	27.73	33.34	35.37	51.78	40.58	26.73	10.45	26.78	18.34
RESURFACING	33.23	26.05	17.25	16.22	10.78	42.58	90.82	91.92	53.43	67.46	46.65	10.44	72.30
TOTAL	107.55	89.43	86.90	61.23	51.57	99.92	153.94	171.57	105.71	101.73	69.77	43.51	111.76
STATE SECONDARY													
NEW CONST.	7.69	15.84	9.24	0.16	15.48	14.00	3.97	4.09	7.29	5.98	12.31	0.24	9.15
RECONST.	43.51	74.09	23.76	31.41	17.11	26.04	17.83	18.06	39.91	20.46	25.22	35.43	26.95
RESURFACING	0.35	28.26	18.73	2.05	27.68	53.57	77.67	107.03	14.80	90.14	77.44	1.88	132.91
TOTAL	51.55	118.19	51.73	33.62	60.27	93.61	99.47	129.18	62.00	116.58	114.97	37.55	169.01
GRAND TOTAL	175.00	233.60	146.40	122.20	168.09	229.72	275.65	345.68	194.02	249.37	204.94	86.41	301.46

BUREAU OF HIGHWAY STATISTICS

STATE HIGHWAY ADMINISTRATION

MILEAGE OF MD. STATE HIGHWAY IMPROVEMENTS

	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971
INTERSTATE													
NEW CONST	15.90	4.37	7.77	26.44	40.17	33.92	18.35	10.05	3.09	23.20	11.69	5.22	
RECONSTRUCTION	---	10.02	---	0.91	---	2.27	3.76	34.88	15.93	6.45	1.71	0.13	
RESURFACING	---	11.59	---	---	16.08	---	0.13	---	7.29	1.41	6.80	—	
TOTAL	15.90	25.98	7.77	27.35	56.25	36.19	22.24	44.93	26.31	31.06	20.20	5.35	
STATE PRIMARY													
NEW CONST.	13.75	23.61	8.75	0.17	13.06	24.00	27.75	27.87	11.70	7.54	12.66	6.29	
RECONST.	60.57	39.77	60.90	44.84	27.73	33.34	35.37	51.78	40.58	26.73	10.45	26.78	
RESURFACING	33.23	26.05	17.25	16.22	10.78	42.58	90.82	91.92	53.43	67.46	46.65	10.44	
TOTAL	107.55	89.43	86.90	61.23	51.57	99.92	153.94	171.57	105.71	101.73	69.77	43.51	
STATE SECONDARY													
NEW CONST.	7.69	15.84	9.24	0.16	15.48	14.00	3.97	4.09	7.29	5.98	12.31	0.24	
RECONST.	43.51	74.09	23.76	31.41	17.11	26.04	17.83	18.06	39.91	20.46	25.22	35.43	
RESURFACING	0.35	28.26	18.73	2.05	27.68	53.57	77.67	107.03	14.80	90.14	77.44	1.88	
TOTAL	51.55	118.19	51.73	33.62	60.27	93.61	99.47	129.18	62.00	116.58	114.97	37.55	
GRAND TOTAL	175.00	233.60	146.40	122.20	168.09	229.72	275.65	345.68	194.02	249.37	204.94	86.41	

706 776 846 916 986 1056

1 2 3 4 5 6 648

7 8 9 10 11 12 546

13 14 15 16 17 18 544

19 20 21 22 23 24 492

25 26 27 28 29 440

30 31 32 33 388

34 35 36 37 336

38 39 40 41 284

706 776 846 916 986

STATE ROADS COMMISSION OF MARYLAND
Division of Planning
Bureau of Highway Statistics
Status of Approved Interstate Highway System
June 1, 1970

Route Number	Miles Completed	Miles Under Construction	Miles Remaining	Total
I-70	52.5	---	---	52.5
I-70S	33.0	---	3.3	36.3
I-70N	40.5	---	5.5	46.0
I-81	12.0	---	---	12.0
I-83	33.7	---	1.1	34.8
I-95	52.5 *	19.6	16.0	88.1
I-270	1.8	---	---	1.8
I-295	0.8	---	---	0.8
I-495	42.2	---	---	42.2
I-695	28.7	---	---	28.7
I-895	11.4 *	---	---	11.4
Totals	309.1	19.6	25.9	354.6

NOTE: * Includes Toll Mileages on the Baltimore Harbor Tunnel (10.7) and John F. Kennedy Memorial Highway (42.2)

STATE ROADS COMMISSION OF MARYLAND

DIVISION OF PLANNING

Bureau of Highway Statistics

June 1, 1970

STATUS OF APPROVED INTERSTATE HIGHWAY SYSTEM

Route Number	Miles Complete			Miles Under Construction			Miles Remaining			Totals		
	Rural	Urban	Total	Rural	Urban	Total	Rural	Urban	Total	Rural	Urban	Total
I-70	52.5	---	52.5	---	---	---	---	---	---	52.5	---	52.5
I-70S	17.8	15.1	32.9	---	---	---	---	3.6	3.6	17.8	18.7	36.5
I-70N	31.8	8.7	40.5	---	---	---	---	4.4	4.4	31.8	13.1	44.9
I-81	12.0	---	12.0	---	---	---	---	---	---	12.0	---	12.0
I-83	17.3	16.4	33.7	---	---	---	---	3.6	3.6	17.3	20.0	37.3
I-95	39.1	13.4	52.5	6.6	13.0	19.6	---	16.0	16.0	45.7	42.4	88.1
I-170	---	---	---	---	---	---	---	2.2	2.2	---	2.2	2.2
I-270	---	1.8	1.8	---	---	---	---	---	---	---	1.8	1.8
I-295	---	0.8	0.8	---	---	---	---	---	---	---	0.8	0.8
I-395	---	---	---	---	---	---	---	0.7	0.7	---	0.7	0.7
I-495	---	42.2	42.2	---	---	---	---	---	---	---	42.2	42.2
I-695	---	28.6	28.6	---	---	---	---	---	---	---	28.6	28.6
I-895	---	11.7	11.7	---	---	---	---	---	---	---	11.7	11.7
Total	170.5	138.7	309.2	6.6	13.0	19.6	---	30.5	30.5	177.1	182.2	359.3

STATE ROADS COMMISSION OF MARYLAND
Bureau of Highway Statistics
Division of Planning
June 1, 1970

STATUS OF APPROVED INTERSTATE HIGHWAY SYSTEM

Route	Miles Complete			Miles Under Construction			Miles Remaining			Totals		
Number	Rural	Urban	Total	Rural	Urban	Total	Rural	Urban	Total	Rural	Urban	Total
I-70	52.5	---	52.5	---	---	---	---	---	---	52.5	---	52.5
I-70S	17.8	15.1	32.9	---	---	---	---	3.6	3.6	17.8	18.7	36.5
I-70N	31.8	8.7	40.5	---	---	---	---	4.4	4.4	31.8	13.1	44.9
I-81	12.0	---	12.0	---	---	---	---	---	---	12.0	---	12.0
I-83	17.3	16.4	33.7	---	---	---	---	3.6	3.6	17.3	20.0	37.3
I-95	39.1	13.4 +5.2	52.5 +5.2	6.6	13.0 -5.2	19.6 -5.2	---	16.0	16.0	45.7	42.4	88.1
I-170	---	---	---	---	---	---	---	2.2	2.2	---	2.2	2.2
I-270	---	1.8	1.8	---	---	---	---	---	---	---	1.8	1.8
I-295	---	0.8	0.8	---	---	---	---	---	---	---	0.8	0.8
I-395	---	---	---	---	---	---	---	0.7	0.7	---	0.7	0.7
I-495	---	42.2	42.2	---	---	---	---	---	---	---	42.2	42.2
I-695	---	28.6	28.6	---	---	---	---	---	---	---	28.6	28.6
I-895	---	11.7	11.7	---	---	---	---	---	---	---	11.7	11.7
Total	170.5	138.7 +5.2	309.2 +5.2	6.6	13.0 -5.2	19.6 -5.2	---	30.5	30.5	177.1	182.2	359.3

STATE ROADS COMMISSION OF MARYLAND

Division of Planning

Bureau of Highway Statistics

June 1, 1970

STATUS OF APPROVED INTERSTATE HIGHWAY SYSTEM

Route	Miles Complete			Miles Under Construction			Miles Remaining			Totals		
Number	Rural	Urban	Total	Rural	Urban	Total	Rural	Urban	Total	Rural	Urban	Total
I-70	52.5	--	52.5	--	--	--	--	--	--	52.5	--	52.5
I-70S	17.8	15.1	32.9	--	--	--	--	--	--	17.8	15.1	32.9
I-70N	31.8	8.7	40.5	--	--	--	--	4.4	4.4	31.8	13.1	44.9
I-81	12.0	--	12.0	--	--	--	--	--	--	12.0	--	12.0
I-83	17.3	16.4	33.7	--	--	--	--	3.6	3.6	17.3	20.0	37.3
I-95	39.1	13.4	52.5	6.6	13.0	19.6	--	10.5	10.5	45.7	36.9	82.6
I-170	--	--	--	--	--	--	--	2.2	2.2	--	2.2	2.2
I-195	--	--	--	--	--	--	--	4.1	4.1	--	4.1	4.1
I-270	--	1.8	1.8	--	--	--	--	--	--	--	1.8	1.8
I-295	--	0.8	0.8	--	--	--	--	--	--	--	0.8	0.8
I-395	--	--	--	--	--	--	--	0.7	0.7	--	0.7	0.7
I-495	--	42.2	42.2	--	--	--	--	--	--	--	42.2	42.2
I-695	--	28.7	28.7	--	--	--	--	--	--	--	28.7	28.7
I-895	--	11.7	11.7	--	--	--	--	--	--	--	11.7	11.7
TOTAL:	170.5	138.8	309.3	6.6	13.0	19.6	--	25.5	25.5	177.1	177.3	354.4

STATE HIGHWAY ADMINISTRATION
Bureau of Highway Statistics
Division of Planning

STATUS OF APPROVED INTERSTATE HIGHWAY SYSTEM

JANUARY 1, 1972

Route	Miles Complete			Miles Under Construction			Miles Remaining			Totals		
Number	Rural	Urban	Total	Rural	Urban	Total	Rural	Urban	Total	Rural	Urban	Total
I-70	52.5	---	52.5	---	---	---	---	---	---	52.5	---	52.5
I-70S	17.8	15.1	32.9	---	---	---	---	3.6	3.6	17.8	18.7	36.5
I-70N	31.8	8.8	40.6	---	---	---	---	4.3	4.3	31.8	13.1	44.9
I-81	12.0	---	12.0	---	---	---	---	---	---	12.0	---	12.0
I-83	17.3	16.4	33.7	---	---	---	---	3.6	3.6	17.3	20.0	37.3
I-95	45.7	26.4	72.1	---	---*	---	---	16.0	16.0	45.7	42.4	88.1
I-170	---	---	---	---	---	---	---	2.2	2.2	---	2.2	2.2
I-270	---	1.8	1.8	---	---	---	---	---	---	---	1.8	1.8
I-295	---	0.8	0.8	---	---	---	---	---	---	---	0.8	0.8
I-395	---	---	---	---	---	---	---	0.7	0.7	---	0.7	0.7
I-495	---	42.2	42.2	---	---	---	---	---	---	---	42.2	42.2
I-695	---	28.6	28.6	---	---	---	---	---	---	---	28.6	28.6
I-895	---	11.7	11.7	---	---	---	---	---	---	---	11.7	11.7
Total	177.1	151.8	328.9	---	---	---	---	30.4	30.4	177.1	182.2	359.3

* 2 bridges under construction at Lansdowne Blvd.

STATE ROADS COMMISSON OF MARYLAND
DIVISION OF PLANNING
BUREAU OF HIGHWAY STATISTICS
STATUS OF APPROVED INTERSTATE HIGHWAY SYSTEM
JUNE 1, 1970

ROUTE NUMBER	MILES COMPLETED	MILES UNDER CONSTRUCTION	MILES REMAINING	TOTAL
I-70	52.5	---	---	52.5
I-70S	33.0	---	3.3	36.3
I 70N	40.5	---	5.5	46.0
I-81	12.0	---	---	12.0
I-83	33.7	---	1.1	34.8
I-95	52.5 *	19.6	16.0	88.1
I-270	1.8	---	---	1.8
I-295	0.8	---	---	0.8
I-495	42.2	---	---	42.2
I-695	28.7	---	---	28.7
I-895	11.4 *	---	---	11.4
TOTALS	309.1	19.6	25.9	354.6

NOTE: * Includes Toll Mileages on the Baltimore Harbor Tunnel (10.7) and John F. Kennedy Memorial Highway (42.2)

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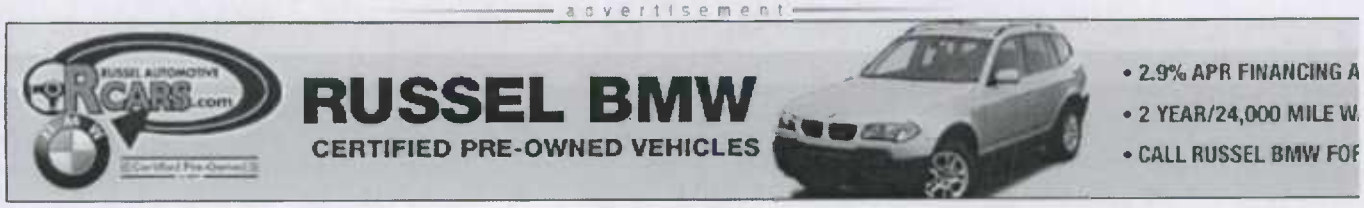

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From the Baltimore Sun

Md. highway agency to sell Brooklandville site

By Julie Scharper
Sun reporter

fifty+ RESIDENTIAL OPTIONS FOR LIFE

January 20, 2007

The State Highway Administration plans to vacate a site that it has occupied for more than 40 years and sell the 10-acre property, located near Green Spring Station in Brooklandville, to developers.

Selling the land and moving operations to new offices will ultimately save the state money, spokeswoman Valerie Burnette Edgar said.

"Our study determined it made more sense economically to build something new," she said. "Because of the area there, when we go to sell [the land], it should be very worthwhile."

Neighbors say they are concerned about the possibility of more development in an area troubled by heavy traffic. The plot of land, on West Joppa Road near the intersection with Falls Road, is currently zoned to allow the construction of 10 homes, but there is a possibility that the zoning could be changed to allow a greater density of homes or offices and retail space.

"There would be a lot of local opposition to anything other than what the land is currently zoned for," said Bob Moore, president of the Falls Road Community Association.

Properties in the Falls Road corridor have been the source of fierce zoning battles, as residents struggle to preserve the area's rural feel and developers lobby for new projects in the exclusive neighborhood. The county has deemed three nearby intersections as failing because they are so clogged with traffic.

A dispute over potential development on the site of the nearby Green Spring Racquet Club has embroiled community members, politicians and the property's owners for years.

Edgar said that there are no plans to change the plot's zoning before it is sold.

The highway administration runs two operations from Brooklandville. Both are expected to be moved

by early 2008, and the property will be made available for sale soon after, she said.

The District 4 office, which handles maintenance and construction for Baltimore and Harford counties, will be moved to a building under construction near the light rail station on Warren Road in Cockeysville, Edgar said.

The regional Office of Materials and Technology and an associated laboratory will move to a new building in the Hanover area of Anne Arundel County, where it will be consolidated with offices that are located in Easton, Hancock and Greenbelt.

About 90 people who work in the District 4 office will be transferred to the new site in Cockeysville. The approximately 170 people employed by the materials office will have the option to transfer to Hanover, Edgar said.

The administration intends to decrease the number of employees in the four regional offices through attrition, she said.

The buildings at the Brooklandville site, which the administration has occupied since 1964, would require more than $16 million in repairs.

"The building itself is really antiquated and old," Edgar said. "Frankly, when we sell the property, we fully expect that it would be razed."

A small repair shop, laboratory and gas tank are also located at the site, she said.

She added that the administration hopes to receive between $4.5 million and $7 million from the sale of the property, which has an assessed value of $3.7 million.

The property should bring in about $100,000 of annual tax revenue, she said. The property does not currently generate tax revenue because it is state land.

Reduced costs for personnel and operating expenses at the new offices, when added to revenue generated by the site, should save the state $5.8 million over a 30-year period, she said.

Construction on the Cockeysville site is set to start this year, with an estimated cost of $25 million to $30 million, she said.

julie.scharper@baltsun.com

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Maryland Department of Transportation
State Highway Administration

David L. Winstead
Secretary
Hal Kassoff
Administrator

February 22, 1996

DRAFT

Mrs. Susan J. Binder
Division Administrator
Federal Highway Administration
711 West 40th Street
The Rotunda - Suite 220
Baltimore MD 21211

Dear Mrs. Binder:

In 1992 and 1993, the Maryland State Highway Administration proposed that US 50 between the Capital Beltway and Annapolis retain its designation and signing as US 50. The signing installed during the reconstruction of US 50 did not include I-595 shields. The rationale for exclusively designating the route as US 50 was based on the following factors:

- As US 50 is an existing facility, the majority of drivers recognize the road designation only as US 50.
- There is precedent for not installing interstate shields on an "interstate" road which partially overlaps a US highway. This precedent was set in Grand Rapids, Michigan on I-296, where it was determined that route number clutter may result in motorist confusion and unnecessary potential safety problems.
- While I-595 is a relatively short, overlapping segment of US 50 from the Capital Beltway to Annapolis, US 50 is now a complete facility from Washington D.C. to Ocean City, intersecting several major highways along its route, such as US 301 and MD 2.

We are reiterating our concerns in an attempt to resolve the signing issues. We are requesting that FHWA's formal approval be granted to retain the US 50 designation for I-595. I hope that we are able to reach a mutual agreement so the US 50 projects can be closed out.

If you have any questions, please feel free to call me.

Sincerely,

Hal Kassoff
Administrator

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

Maryland Department of Transportation
State Highway Administration

from the desk of
HAL KASSOFF

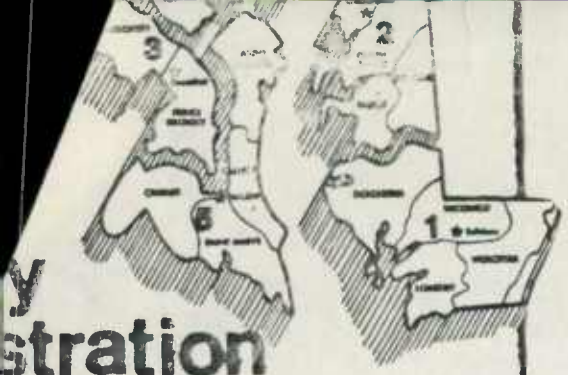
TO: Susan Stoke DATE: 6/4/96

I am inclined to send this "officially" to Region 4 Washington & give me you on record. Pls check w/ you & advise

HK

cc. Doug, ~~Neil~~, Tom Hicks, 6/9/96
Doug Simmons
Bill Walsek
FYI
Neil

RECEIVED
JUN 10 1996
HIGHWAY INFORMATION SERVICES DIVISION



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ransportation Week

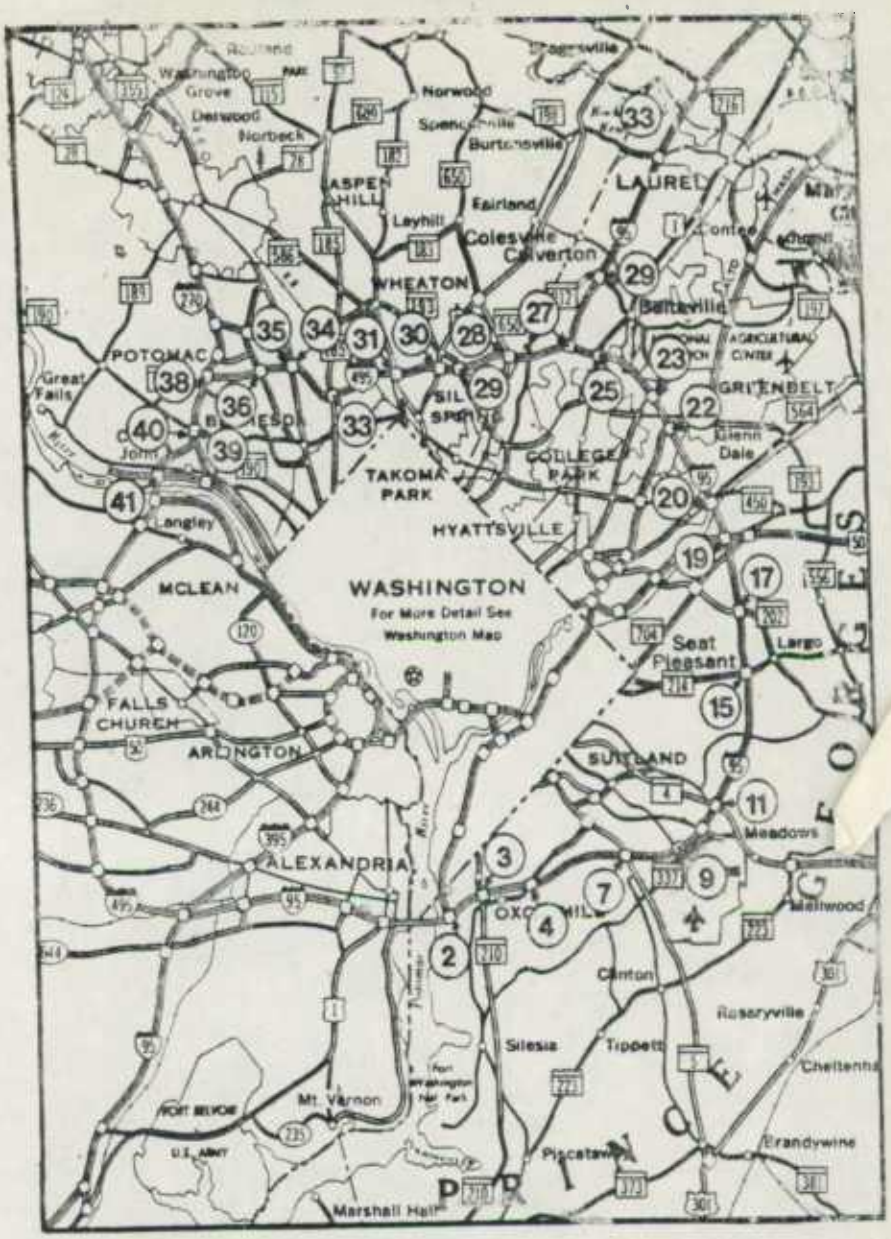
think how important the nation's highways are? uch things as roads are granted. Most everyone very day and never considers the fact that they

billion vehicle-miles of travel were handled by em. A variety of goods were hauled, everything , into the hands of wholesalers, retailers and e highways provided a means of transport for ginable, from emergency agencies to caterers sentatives.

the road in pursuit of the good life, as recrea- rtant role in determining where, when and why ore often than not, people traveled by road. one to take time out and consider the importance stem of roads and highways. Governor Hughes as National Transportation Week in Maryland ay Administrator M. C. Caltrider and everyone inistration join in observing this special week. e finest highways in the country. It is hoped that tation Week Marylanders will reflect on the s have upon lives and life-styles. Marylanders ome better informed and more involved with the

consider the scope of transportation as a whole e primary mode of transportation, inter-relate ortation.

HANCOCK NEWS
5/14/80



Beltway exits renumbered

The Maryland State Highway Administration is renumbering the Capital Beltway exit numbers in Montgomery County. The new exit numbers will provide route number continuity on I95 and I495.

The next exit I495 numbers will be on a mileage basis beginning at the I95 crossing of the Potomac at Woodrow Wilson Bridge and continuing to exit number 27 at the I95 and I495 interchange. The exit numbers on I495 in Montgomery County will continue on a mileage basis in a counterclockwise direction as noted below.

This new numbering system will be of benefit to the interstate motorist and assist the police and motorist in reporting and responding to accidents. Familiarity with a milepost numbering system permits a quick determination of precise location.

One directional sign at each exit in both directions will reflect the old exit number and the new one. The old exit number will have a yellow and black sign attached reading "old."

A complete list of changes follows:

ROAD/ROUTE	OLD #	NEW #
I-95 North	26	27
New Hampshire Ave./Md. 650	25	28
University Blvd./Md. 193	24	29
Colesville Rd.-Columbia Pike/uS 29	23	30
Georgia Ave./Md. 97	21	31
Connecticut Ave./Md. 185	20	33
Wisconsin Ave./Md. 355	19	34
I-270 (north spur)	19	35
Old Georgetown Rd./Md. 187	18	36
I-270 (South spur)	17	38
River Road/Md. 190	16	39
Cabin John Parkway	15	40
George Washington Parkway	15	41

EVE. CAPITAL (ANNAPOLIS)
5/19/80

1993 NEW HPMS ITEMS LIST AND OPERATION DOCUMENTATION
DIRECT TRANSFERS WILL BE MADE UNLESS STATED OTHERWISE

UNIVERSE ITEMS (Revised 10/18/93)

ITEM(1)			
SAMPLE INDICATOR	CHAR(1)	NO CHANGE	sample_ind,
MAINLINE	NUMBER(9)	" " " " "	main_line using "&",
CROSS REFERENCE	NUMBER(9)	" " " " "	cross_ref using "&",
PROPOSED	NUMBER(9)	" " " " "	proposed using "&",
AREA TYPE	NUMBER(9)	" " " " "	area_type using "&",
STATE MUNICIPAL CODE	NUMBER(999)	" " " " "	state_mun_code using"&&&",
FEDERAL AID ROUTE NUM.	**********	REMOVED	**********
ACCESS TYPE	NUMBER(9)	NO CHANGE	access_type using "&",
LEFT OUT. SHOULD. WIDTH	NUMBER(99)	" " " " "	lt_out_shld_wd using "&&",
LEFT OUT. SHOULD. TYPE	NUMBER(9)	" " " " "	lt_out_shld_ty using "&",
LEFT ROADWAY WIDTH	NUMBER(99)	" " " " "	lt_roadway_wd using "&&",
LEFT ROADWAY TYPE	NUMBER(99)	" " " " "	lt_roadway_ty using "&&",
LEFT THROUGH LANES	NUMBER(99)	" " " " "	lt_thru_la using "&&",
LEFT IN. SHOULD. WIDTH	NUMBER(99)	" " " " "	lt_in_shld_wd using "&&",
LEFT IN. SHOULD. TYPE	NUMBER(9)	" " " " "	lt_in_shld_ty using "&",
MEDIAN WIDTH	NUMBER(99)	" " " " "	median_wd using "&&",
MEDIAN TYPE	NUMBER(9)	" " " " "	median_ty using "&",
RIGHT IN. SHOULD. WIDTH	NUMBER(99)	" " " " "	rt_in_shld_wd using "&&",
RIGHT IN. SHOULD. TYPE	NUMBER(9)	" " " " "	rt_in_shld_ty using "&",
RIGHT ROADWAY WIDTH	NUMBER(99)	" " " " "	rt_roadway_wd using "&&",
RIGHT ROADWAY TYPE	NUMBER(99)	" " " " "	rt_roadway_ty using "&&",
RIGHT THROUGH LANES	NUMBER(99)	" " " " "	rt_thru_la using "&&",
RIGHT OUT. SHOULD. WIDTH	NUMBER(99)	" " " " "	rt_out_shld_wd using "&&",
RIGHT OUT. SHOULD. TYPE	NUMBER(9)	" " " " "	rt_out_shld_ty using "&",
AUXIL. LANE SURF. WIDTH	NUMBER(99)	" " " " "	aux_la_sur_wd using "&&",
AUXIL. LANE SURF. TYPE	NUMBER(99)	" " " " "	aux_la_sur_ty using "&&",
AUXILIARY MILES	DEC(99v99)	" " " " "	new_aux_mi using "&&&&",
STATE MILEPONT	DEC(999v99)	" " " " "	new_st_mp using "&&&&&",
ROAD NAME	CHAR(30)	" " " " "	road_name,
AADT STATION	CHAR(5)	" " " " "	aadt_stat,
ADMINISTRATIVE CLASS.	NUMBER(9)	" " " " "	admin_clss using "&",
HIGHWAY NEEDS INV. IND.	CHAR(1)	" " " " "	hni_ind,
TRANSACTION YEAR	CHAR(2)	" " " " "	trans_yr,
FILLER	NUMBER 9(12)	" " " " "	new_filler "&&&&&&&&&&&&",
(2)REPORTING UNITS	NUMBER(9)	NEW FIELD	reporting_units using "&", SCREEN AUTOUPDATE VALUE = 1 AND FIRST TIME MASS UPDATE
(3)SAMPLE YEAR	NUMBER(99)	NO CHANGE	sample_yr using "&&",
(4)STATE	NUMBER(99)	" " " " "	state using "&&",
(5)SECTION TYPE	NUMBER(9)	NEW CODES	section_type using "&", HANDCODE VALUES ARE 1 = LRS AND 4 = NON-LRS RECORDS AND FIRST TIME MASS UPDATE. WHEN THIS VALUE = 1 THE LRS SECTION VALUES WILL BE LOADED WHEN THIS VALUE = 4 THE STANDARD SECTION ID WILL BE LOADED INTO ITEM 7a DURING UNLOAD FOR SUBMISSION

```
(6)COUNTY                    NUMBER(999)      NO CHANGE   new_co      using "&&&",

(7a)LRS SECTION ID           CHAR(6)          NEW FIELD   lrs_prefix,
                             NUMBER(9999)                 lrs_rteno  using "&&&&",
    CHANGED TO CHAR ---> CHAR(2)                          lrs_suffix,
                                              SCREEN AUTOUPDATE FOR NOW, THE 2 CHAR.
                                              PREFIX , 4 DIGIT ROUTE NUMBER AND A 2
                                              DIGIT SUFFIX VALUE OF "00" WILL BE SET
                                              ALONG WITH A FIRST TIME MASS UPDATE.
                                              US 1 AL IN HPMS FORMAT WOULD LOOK LIKE
                                              "001000138000", WHEN UNLOADING.

(7b)SECTION ID               CHAR(2)          NO CHANGE    new_pre    using "&",
                             NUMBER(9999)                  id_rte_no using "&&&&",
                             CHAR(3)          (id_suffix)  new_suff,
                             DEC(99v99)       (id_mp)      new_mp     using "&&&&",
                                              THE ID-SUFFIX WILL BE MAINTAINED IN
                                              INFORMIX DATABASE IN A LEFT JUSTIFIED
                                              CHARACTER FIELD PRIMARILY KEPT FOR
                                              SUBMISSION PURPOSES, BUT WILL ALSO BE
                                              USED IN HISD PROGRAMMING, (RAMPS ETC.)

(8)LRS BEGIN MILEPOINT       DEC(9999v999)    NEW FIELD    new_lrs_begmp   "&&&&&&&&",
   LRS END MILEPOINT         DEC(9999v999)    " " " " "    new_lrs_endmp   "&&&&&&&&",
                                              SCREEN AUTOUPDATE BEGIN MILEPOINT WILL
                                              BE SET TO ID-MP AND END MILEPOINT WILL
                                              BE SET TO ID-MP+SECTION-LENGTH WITH A
                                              FIRST TIME MASS UPDATE MAKING THE LRS
                                              ID UNIQUE COUNTY WIDE , ALL PAS ID'S
                                              CURRENTLY UNIQUE FOR THE PAS SYSTEM

(9)RURURB                    NUMBER(9)        NEW CODE     rururb    using "&",
                                              URBAN AREAS 8,12 & 63 WILL BE SET TO
                                              THE NEW "4" CODE (SOURCE - PLANNING)

** OLD URBAN AREA CODE       NUMBER(99999)    WILL BE MAINTAINED ******************

(10a)URBANIZED TECH CODE     NUMBER(9)        NEW FIELD    urb_tech_area  using "&",
                                              SCREEN AUTOUPDATE VALUE WILL BE SET TO
                                              ZERO WITH A FIRST TIME MASS UPDATE

(10b)URBANIZED AREA          NUMBER(999)      NEW FIELD    urbanized_area     "&&&",
                                              SCREEN AUTOUPDATE AND A FIRST TIME MASS
                                              UPDATE SET FROM OLD URBAN AREA WITH
                                              RURAL SET TO ZERO

(11)NAAQS AREA CODE          NUMBER(999)      NEW FIELD     naaqs_area_code    "&&&",
                                              SCREEN AUTOUPDATE WITH FIRST TIME MASS
                                              UPDATE SET BY NAAQS AREA. NON NAAQS
                                              AREAS WILL BE SET TO ZERO

(12)FUNCTIONAL CLASS         NUMBER(99)       NO CHANGE     func_cl        using "&&",
                                              113 SAMPLES FOR FUNC_CL 8 - RUR MIN COL
                                              WILL BE DROPPED
(13)GEN. FUNC. CLASS         NUMBER(9)        NO CHANGE     gen_func_cl    using "&",
```

```
FEDERAL AID SYSTEM        *************** REMOVED   ****************************
FEDERAL AID STATUS        *************** REMOVED   ****************************

(14)NHS CODE              NUMBER(9)       NEW FIELD     nhs_code      using "&",
                                          POSSIBLE SCREEN AUTOUPDATE WITH FIRST
                                          TIME  PARTIAL UPDATE SET BY ROUTE
                                          AND MILEPOINT, SOME HAND CODING MAY BE
                                          REQUIRED  (SOURCE - PLANNING)

(15)PLANNED UNBUILT FAC   NUMBER(9)       NEW FIELD     unbuilt_fac   using "&",
                                          POSSIBLE  SCREEN AUTOUPDATE WITH FIRST
                                          TIME PARTIAL MASS UPDATE SET FROM
                                          FUNCTIONAL CLASS AND PROPOSED CODES,
                                          SOME HAND CODING REQUIRED
                                          (SOURCE -  CTP & PLANNING)

(16)INTERSTATE ROUTE NUM NUMBER(99999)    NO CHANGE     route_number    "&&&&&",

(17)ROUTE SIGNING         NUMBER(9)       NEW CODES     route_signing using "&",
                                          SCREEN AUTOUPDATE WITH FIRST TIME
                                          MASS UPDATE SET FROM PREFIX AND
                                          FUNCTIONAL CLASS

(18)ROUTE SIGNING QUAL.   NUMBER(9)       NEW FIELD     signing_qual   using "&",
                                          SCREEN AUTOUPDATE AND FIRST TIME MASS
                                          UPDATE FUNC. 1,2,6,11,12,14 & NHS
                                          (ALT,BU )

(19)SIGNED ROUTE NUMBER   CHAR(2)         NEW FIELD     signed_pre,
                          NUMBER(9999)                  signed_rtno using "&&&&",
                          CHAR(2)                       signed_sfx,
                                          SCREEN AUTOUPDATE ON FUNCTIONAL CLASS
                                          WITH FIRST TIME MASS UPDATE, IF ITEM 17
                                          = 0 THEN ZERO FILL THIS FIELD .
                                          THISE SIGNED ROUTE NUMBER MUST MATCH
                                          THE LRS SIGNED ROUTE IN LRS DATABASE

(20)GOVERN. OWNERSHIP     NUMBER(99)      NO CHANGE     govt_control  using "&&",

(21)SPECIAL SYSTEMS       NUMBER(99)      NEW CODES     special_systems     "&&",
                                          HANDCODE AND MASS UPDATE NEW CODES FROM
                                          OLD CODES WHERE POSSIBLE (SOURCE-HISD)

(22)FACILITY TYPE         NUMBER(9)       NEW CODES     facility_type  using "&",
                                          HANDCODE AND MASS UPDATE WHERE POSSIBLE
                                          POSSIBLE FOR BALTO. CITY INTERSTATE
                                          SEE SPECIAL CODING CONDITIONS FOR CODES
                                          3 & 4 (SOURCE - HISD)


(23)DESIG. TRUCK ROUTE    NUMBER(9)       NO CHANGE     trucks         using "&",
(24)TOLL                  NUMBER(9)       NO CHANGE     toll           using "&",
(25)SECTION LENGTH        DEC(999v999)    NO CHANGE     new_length      "&&&&&&",

(26)DONUT VG IDEN         NUMBER(9)       NEW FIELD     donut_vg_iden  using "&",
                                          SCREEN AUTOUPDATE SET TO ZERO AND MASS
```

		UPDATE TO ZERO (SOURCE - HISD) FUNC. CLASSES 6,7,16,17 UPDATE BEFORE SUBMISSION
(27)AADT VG IDEN	NUMBER(99)	NO CHANGE aadt_vg_iden using "&&", SCREEN AUTOUPDATE SET TO ZERO UPDATE BEFORE SUBMISSION
(28)AADT	NUMBER(999999)	NO CHANGE aadt using "&&&&&&",
(29)AADT DERIVATION	NUMBER(9)	NEW FIELD aadt_derivation "&", SCREEN AND MASS AUTOUPDATE FC = 1,2,6,11,12,14,16 else is 0 (SOURCE - OFFICE OF TRAFFIC)
(30)THROUGH LANES	NUMBER(99)	NO CHANGE through_lanes using "&&",
(31)URBAN LOCATION	NUMBER(9)	NEW CODES urban_location "&", HANDCODE WITH PARTIAL MASS UPDATE (SOURCE - PLANNING)
(32)ACCESS CONTROL	NUMBER(9)	NEW CODES sys_acc_control using "&", SCREEN AUTOUPDATE WITH FIRST TIME MASS UPDATE FROM ACCESS TYPE
(33)MEDIAN TYPE	NUMBER(9)	NEW CODES sys_median_type using "&", SCREEN AUTOUPDATE WITH FIRST TIME MASS UPDATE FROM UNIV MEDIAN TYPE
(34)MEDIAN WIDTH	NUMBER(999)	NO CHANGE sys_median_width "&&&", SCREEN AUTOUPDATE WITH FIRST TIME MASS UPDATE (2*RIGHT INSIDE SHLD WIDTH) PLUS MEDIAN WIDTH
(35)PAVEMENT ROUGHNESS	NUMBER(999)	NO CHANGE roughness using "&&&", SCREEN AUTOUPDATE FOR NEW RECORDS AND MASS UPDATE WHEN NECESSARY (SOURCE-M&R)
(36)PAVEMENT CONDITION	DEC(9v9)	NO CHANGE psr using "&&", SCREEN AUTOUPDATE FOR NEW RECORDS AND MASS UPDATE WHEN NECESSARY (SOURCE-M&R)
(37)RESERVED FHWA	CHAR(14)	NO CHANGE reserved_fhwa, SCREEN AUTOUPDATE SET TO ZERO
(38)RECORD TYPE CODE	NUMBER(9999)	NEW CODES record_type_code "&&&&" HANDCODE WITH FIRST TIME PARTIAL MASS UPDATE. EXCLUSIVE DONUT SAMPLES WILL BE CARRIED SIMILAR TO STANDARD SAMPLES EXCEPT THAT THE REMAINDER WILL BE ZEROED OUT

new_univ table
File: conv_unv93.dat

1993 NEW HPMS ITEMS LIST AND OPERATION DOCUMENTATION
DIRECT TRANSFERS WILL BE MADE UNLESS STATED OTHERWISE

SAMPLE ITEMS (Revised 10/18/93)

```
(39)SAMPLE NUMBER          CHAR(12)        NO CHANGE   sample_number,
(40)SUBDIVISION            NUMBER(9)       NO CHANGE   subdivision    using  "&",
(41)DONUT EXPANSION FACT.  DEC(999v999)    NEW FIELD   donut_fact using "&&&&&&",
(42)EXPANSION FACTOR       DEC(999v999)    NO CHANGE   exp_fact   using "&&&&&&",
(43)SURFACE TYPE           NUMBER(99)      NO CHANGE   surface_type   using "&&",

CONCRETE JOINT SPACING ******************* REMOVED ******************************
LOAD TRANSFER DEVICES  ******************* REMOVED ******************************

(44)PAVEMENT SECTION       NUMBER(9)       NO CHANGE   pavement sect  using  "&",
(45)SN OR D                NUMBER(999)     NO CHANGE   sn_or_d    using    "&&&",

(46)TYPE OF BASE           NUMBER(9)       NEW CODE    type_base      using  "&",
                                           TAKE OUT CODE "5" - BRIDGES
                                           CODE DEPENDING ON FACILITY TYPE

(47)TYPE OF SUBGRADE       NUMBER(9)       NEW CODES   type_subgrade  using  "&",
                                           TAKE OUT CODE "5" - BRIDGES
                                           CODE DEPENDING ON FACILITY TYPE

SUBSURFACE DRAINAGE ********************** REMOVED ******************************

(48)OVERLAY                DEC(99v9)       NO CHANGE   ov_lay        using "&&&",
                                           POSS. EXCEPT. WHEN IMPR. CODE 40,50,60

(49)YEAR OF SURFACE IMP.   NUMBER(9999)    NO CHANGE   year_surf_imp      "&&&&",
                                           POSS. EXCEPT. WHEN IMPR. CODE 40,50,60

(50)TYPE OF IMPROVEMENT    NUMBER(99)      NO CHANGE   type_improvement     "&&",
(51)LANE WIDTH             NUMBER(99)      NO CHANGE   lane_width    using  "&&",
(52)SHOULDER TYPE          NUMBER(9)       NO CHANGE   shoulder_type using   "&",
(53a)RIGHT SHOULDER WIDTH  NUMBER(99)      NO CHANGE   r_shoulder_width     "&&",
(53b)LEFT SHOULDER WIDTH   NUMBER(99)      NO CHANGE   l_shoulder_width     "&&",
(54)PEAK PARKING           NUMBER(9)       NO CHANGE   peak_parking  using   "&",
(55)RIGHT OF WAY WIDTH     NUMBER(999)     NO CHANGE   row_widh      using "&&&",
(56)WIDENING FEASIBILITY   NUMBER(9)       NO CHANGE   widening_feas using   "&",

(57)HORIZ. ALIGN. ADEQ.    NUMBER(9)       NO CHANGE   horiz_alignment using "&",
                                           BUT NOT CODED FOR RUR MIN COL ANYMORE

ITEM(58)CURVES BY CLASS
NUMBER OF CURVEA           NUMBER(99)      NO CHANGE   no_curvea      using  "&&",
LENGTH OF CURVEA           DEC(99v999)     NO CHANGE   len_curvea  using "&&&&&",
NUMBER OF CURVEB           NUMBER(99)      NO CHANGE   no_curveb      using  "&&",
LENGTH OF CURVEB           DEC(99v999)     NO CHANGE   len_curveb  using "&&&&&",
NUMBER OF CURVEC           NUMBER(99)      NO CHANGE   no_curvec      using  "&&",
LENGTH OF CURVEC           DEC(99v999)     NO CHANGE   len_curvec  using "&&&&&",
NUMBER OF CURVED           NUMBER(99)      NO CHANGE   no_curved      using  "&&",
LENGTH OF CURVED           DEC(99v999)     NO CHANGE   len_curved  using "&&&&&",
NUMBER OF CURVEE           NUMBER(99)      NO CHANGE   no_curvee      using  "&&",
```

```
LENGTH OF CURVEE            DEC(99v999)     NO CHANGE   len_curvee  using "&&&&&",
NUMBER OF CURVEF            NUMBER(99)      NO CHANGE   no_curvef     using  "&&",
LENGTH OF CURVEF            DEC(99v999)     NO CHANGE   len_curvef  using "&&&&&",
NUMBER OF CURVEG            NUMBER(99)      NO CHANGE   no_curveg     using  "&&",
LENGTH OF CURVEG            DEC(99v999)     NO CHANGE   len_curveg  using "&&&&&",
NUMBER OF CURVEH            NUMBER(99)      NO CHANGE   no_curveh     using  "&&",
LENGTH OF CURVEH            DEC(99v999)     NO CHANGE   len_curveh  using "&&&&&",
NUMBER OF CURVEI            NUMBER(99)      NO CHANGE   no_curvei     using  "&&",
LENGTH OF CURVEI            DEC(99v999)     NO CHANGE   len_curvei  using "&&&&&",
NUMBER OF CURVEJ            NUMBER(99)      NO CHANGE   no_curvej     using  "&&",
LENGTH OF CURVEJ            DEC(99v999)     NO CHANGE   len_curvej  using "&&&&&",
NUMBER OF CURVEK            NUMBER(99)      NO CHANGE   no_curvek     using  "&&",
LENGTH OF CURVEK            DEC(99v999)     NO CHANGE   len_curvek  using "&&&&&",
NUMBER OF CURVEL            NUMBER(99)      NO CHANGE   no_curvel     using  "&&",
LENGTH OF CURVEL            DEC(99v999)     NO CHANGE   len_curvel  using "&&&&&",
NUMBER OF CURVEM            NUMBER(99)      NO CHANGE   no_curvem     using  "&&",
LENGTH OF CURVEM            DEC(99v999)     NO CHANGE   len_curvem  using "&&&&&",

(59)TERRAIN TYPE            NUMBER(9)       NO CHANGE   terrain_type  using   "&",

(60)VERT. ALIGN. ADEQ.      NUMBER(9)       NO CHANGE   horiz_alignment using "&",
                                            BUT NOT CODED FOR RUR MIN COL ANYMORE

ITEM(61)GRADES BY CLASS
NUMBER OF GRADEA            NUMBER(99)      NO CHANGE   no_gradea     using  "&&",
LENGTH OF GRADEA            DEC(99v999)     NO CHANGE   len_gradea  using "&&&&&",
NUMBER OF GRADEB            NUMBER(99)      NO CHANGE   no_gradeb     using  "&&",
LENGTH OF GRADEB            DEC(99v999)     NO CHANGE   len_gradeb  using "&&&&&",
NUMBER OF GRADEC            NUMBER(99)      NO CHANGE   no_gradec     using  "&&",
LENGTH OF GRADEC            DEC(99v999)     NO CHANGE   len_gradec  using "&&&&&",
NUMBER OF GRADED            NUMBER(99)      NO CHANGE   no_graded     using  "&&",
LENGTH OF GRADED            DEC(99v999)     NO CHANGE   len_graded  using "&&&&&",
NUMBER OF GRADEE            NUMBER(99)      NO CHANGE   no_gradee     using  "&&",
LENGTH OF GRADEE            DEC(99v999)     NO CHANGE   len_gradee  using "&&&&&",
NUMBER OF GRADEF            NUMBER(99)      NO CHANGE   no_gradef     using  "&&",
LENGTH OF GRADEF            DEC(99v999)     NO CHANGE   len_gradef  using "&&&&&",

(62)SIGHT DISTANCE          NUMBER(999)     NO CHANGE   sight_distance      "&&&",
(63)SPEED LIMIT             NUMBER(999)     NO CHANGE   speed_limit   using "&&&",
(64)WEIGHTED DESIGN SPEED NUMBER(999)       NO CHANGE   wtd_design_speed    "&&&",

(65a1)PEAK SINGLE UNITS     NUMBER(99)      NEW FIELD   peak_single_units    "&&",
                                            NEW DATA REQUIRED (SOURCE-TRAFF. DIV.)
                                            TRANSFER OLD I-57a TEMPORARILY

(65a2)AVG. SING. UNITS      NUMBER(99)      NEW FIELD   avg_single_units     "&&",
                                            NEW DATA REQUIRED (SOURCE-TRAFF.rDIV.)

(65b1)PEAK COMBINATION      NUMBER(99)      NEW FIELD   peak_combination     "&&",
                                            NEW DATA REQUIRED (SOURCE-TRAFF.rDIV.)
                                            TRANSFER OLD I-57b TEMPORARILY ?

(65b2)AVERAGE COMBINATION NUMBER(99)        NEW FIELD   avg_combination      "&&",
                                            NEW DATA REQUIRED (SOURCE-TRAFF.rDIV.)

(66)K-FACTOR                NUMBER(99)      NO CHANGE   k_factor      using  "&&",
```

```
(67)DIRECTIONAL FACTOR     NUMBER(99)       NO CHANGE   d_factor       using "&&&",
(68)PEAK CAPACITY          NUMBER(99999)    NO CHANGE   peak_capacity      "&&&&&",
(69)VSF RATIO              DEC(9v99)        NO CHANGE   vsf_ratio      using "&&&",

(70a)LEFT TURN LANE        NUMBER(9)        NO CHANGE   left_turn_lane         "&",
                                            CODE "4" FOR URB INTS W/NO LEFT BAYS

(70b)RIGHT TURN LANE       NUMBER(9)        NO CHANGE   right_turn_lane        "&",
                                            CODE "4" FOR URB INTS W/NO RIGHT BAYS

(71)SIGNALIZATION          NUMBER(9)        NO CHANGE   signalization   using "&",
(72)GREEN TIME             NUMBER(99)       NO CHANGE   green_time    using  "&&",
(73)FUTURE AADT            NUMBER(999999)   NO CHANGE   future_aadt       "&&&&&&",
(74)FUTURE AADT YEAR       NUMBER(99)       NO CHANGE   future_aadt_year      "&&",
(75)CLIMATE ZONE           NUMBER(99)       NO CHANGE   climate_zone  using  "&&",
(76)DRAINAGE ADEQUACY      NUMBER(9)        NO CHANGE   drainage_adequacy       "&",
(77)DEVELOPMENT TYPE       NUMBER(9)        NO CHANGE   development_type        "&",
(78)NO GRADE SEP INT       NUMBER(99)       NO CHANGE   no_grade_sep_int      "&&",
(79a)SIGNAL INT            NUMBER(99)       NO CHANGE   signal_int     using "&&",
(79b)STOP SIGNS INT        NUMBER(99)       NO CHANGE   stop_signs_int using "&&",
(79c)OTHER CONTROL INT     NUMBER(99)       NO CHANGE   other_control_int     "&&",
NUMBER OF STRUCTURES    ******************** REMOVED ******************************
(80)NUMBER RAILROAD XINGS NUMBER(99)        NO CHANGE   no_rrx         using "&&"
STRUCTURE NUMBERS       ******************** REMOVED ******************************
RAILROAD  NUMBERS       ******************** REMOVED ******************************


new_samp table
File: conv_sam93.dat
```

1993 NEW HPMS ITEMS LIST AND OPERATION DOCUMENTATION
DIRECT TRANSFERS WILL BE MADE UNLESS STATED OTHERWISE

HOV ITEMS (Revised 10/18/93)

```
ITEM(1)
(81a)CARS PICKUPS          NUMBER(9)       *NEW FIELD   cars_pickups      using "&",
(81b)LARGE TRUCKS          NUMBER(9)       *NEW FIELD   large_trucks      using "&",
(81c)BUSES                 NUMBER(9)       *NEW FIELD   buses             using "&",
(81d)MOTORCYCLES           NUMBER(9)       *NEW FIELD   motorcycles       using "&",
(81e)RAIL TRANSIT          NUMBER(9)       *NEW FIELD   rail_transit      using "&",
                                           *NEW DATA (SOURCE - HISD)

(81f)MIN VEH OCC           NUMBER(9)        NEW FIELD   min_veh_occ       using "&",
                                            NEW DATA (SOURCE - HISD)

(81g)HIGHWAY FACILITY      NUMBER(9)        NEW FIELD   highway_fac       using "&",
                                            NEW DATA (SOURCE - HISD)

(81h)LANE SEPARATION       NUMBER(9)        NEW FIELD   lane_separation   using "&",
                                            NEW DATA (SOURCE - HISD)

(81i)LANES HOV VEH AM      NUMBER(9)        NEW FIELD   lanes_hov_veh_am using "&",
                                            NEW DATA (SOURCE - HISD)

(81j)LANES GEN VEH AM      NUMBER(9)        NEW FIELD   lanes_gen_veh_am using "&",
                                            NEW DATA (SOURCE - HISD)

(81k)LANES HOV VEH PM      NUMBER(9)        NEW FIELD   lanes_hov_veh_pm using "&",
                                            NEW DATA (SOURCE - HISD)

(81l)LANES GEN VEH PM      NUMBER(9)        NEW FIELD   lanes_gen_veh_pm using "&",
                                            NEW DATA (SOURCE - HISD)

(81m)HOURS HOV AM          NUMBER(99)       NEW FIELD   hours_hov_am     using "&&",
                                            NEW DATA (SOURCE - HISD)

(81n)HOURS HOV PM          NUMBER(99)       NEW FIELD   hours_hov_pm     using "&&",
                                            NEW DATA (SOURCE - HISD)

(81o)HOURS HOV TOTAL       NUMBER(99)       NEW FIELD   hours_hov_total using "&&",
                                            NEW DATA (SOURCE - HISD)

(81p)TRAFFIC HOV AM        NUMBER(99999)    NEW FIELD   traffic_hov_am      "&&&&&",
                                            NEW DATA (SOURCE - TRAFFIC DIV.)

(81q)TRAFFIC GEN AM        NUMBER(99999)    NEW FIELD   traffic_gen_am      "&&&&&",
                                            NEW DATA (SOURCE - TRAFFIC DIV.)

(81r)TRAFFIC BUS AM        NUMBER(999)      NEW FIELD   traffic_bus_am using "&&&",
                                            NEW DATA (SOURCE - TRAFFIC DIV.)

(81s)NUM RAIL CARS AM      NUMBER(999)      NEW FIELD    num_rail_cars_am    "&&&",
                                            NEW DATA (SOURCE - TRAFFIC DIV.)

(81t)TRAFIC HOV PM         NUMBER(99999)    NEW FIELD    traffic_hov_pm     "&&&&&',
                                            NEW DATA (SOURCE - TRAFFIC DIV.)
```

```
(81u)TRAFFIC GEN PM       NUMBER(99999)    NEW FIELD    traffic_gen_pm     "&&&&&",
                                           NEW DATA (SOURCE - TRAFFIC DIV.)

(81v)TRAFFIC BUS PM       NUMBER(999)      NEW FIELD    traffic_bus_pm       "&&&",
                                           NEW DATA (SOURCE - TRAFFIC DIV.)

(81w)NUM RAIL CARS PM     NUMBER(999)      NEW FIELD    num_rail_cars_pm     "&&&",
                                           NEW DATA (SOURCE - TRAFFIC DIV.)

(81x)TRAFFIC TOTAL        NUMBER(999999)   NEW FIELD    traffic_total     "&&&&&&",
                                           NEW DATA (SOURCE - TRAFFIC DIV.)

(81y)CONTINUOUS SHLDS     NUMBER(9)        NEW FIELD    continuous_shlds       "&",
                                           NEW DATA (SOURCE - HISD)

(81z)SPECIAL PULL OFF     NUMBER(9)        NEW FIELD    special_pull_off       "&"
                                           NEW DATA (SOURCE - HISD)
```

hpms_hov table

File: conv_hov93.dat

1993 NEW HPMS ITEMS LIST AND OPERATION DOCUMENTATION
DIRECT TRANSFERS WILL BE MADE UNLESS STATED OTHERWISE

SURVEILLANCE ITEMS (Revised 10/18/93)

(82a)MANNED CONTROL	NUMBER(9)	*NEW FIELD	manned_control	using "&",
(82b)RAMP METERING	NUMBER(9)	" " " " "	ramp_metering	using "&",
(82c)RAMP METERING LANE	NUMBER(9)	" " " " "	ramp_metering_la	using "&",
(82d)VARIABLE SIGNS	NUMBER(9)	" " " " "	variable_signs	using "&",
(82e)VISIBILITY DETECT.	NUMBER(9)	" " " " "	visibil_det_sys	using "&",
(82f)RADIO REPORT SYS.	NUMBER(9)	" " " " "	radio_report_sys	using "&",
(82g)OTHER SYSTEMS	NUMBER(9)	" " " " "	other_systems	using "&"

*NEW DATA REQUIRED (SOURCE - HISD)

hpms_sur table
File: conv_sur93.dat

1993 HPMS PROGRAM CONDITIONS

C LANGUAGE
FIXED DATA INPUT
VARIABLE RECORD OUTPUT

SIZE OF OUTPUT RECORD WILL DEPEND ON UNIVERSE ITEM(38) RECORD-TYPE-CODE

BUILD VARIABLE OUTPUT STRUCTURE

FOUR FILES WILL BE USED TO BUILD THE NEW THE 1993
HPMS RECORD. THE FILES ARE :

		MATCH-KEY POSITIONS
conv_unv93.dat -	UNIVERSE DATA	(Position 107 thru 109 and 122 thru 133)
conv_sam93.dat -	SAMPLE DATA	(Position 1 thru 15)
conv_hov93.dat -	HOV DATA	(Position 1 thru 15)
conv_sur93.dat -	SURV. DATA	(Position 1 thru 15)

****

- If record_type_code = "0000" then the output record will consist only of UNIVERSE DATA

	INPUT	OUTPUT	TOTAL REC. LENGTH
File: conv_93unv.dat - Position	(1 thru 229)	(1 thru 229)	(229 chars)

****

- If record_type_code = "0010" then the output record will consist of combined record UNIVERSE & HOV DATA

	INPUT	OUTPUT	TOTAL REC. LENGTH
File: conv_93unv.dat - Position	(1 thru 229)	(1 thru 229)	
conv_93hov.dat - Position	(16 thru 73)	(230 thru 287)	(287 chars)

****

- If record_type_code = "0001" then the output record will consist of combined record UNIVERSE & SURV. DATA

	INPUT	OUTPUT	TOTAL REC. LENGTH
File: conv_93unv.dat - Position	(1 thru 229)	(1 thru 229)	
conv_93sur.dat - Position	(16 thru 22)	(230 thru 236)	(236 chars)

****

- If record_type_code = "0011" then the output record will consist of combined record UNIVERSE, HOV DATA & SURV. DATA

	INPUT	OUTPUT	TOTAL REC. LENGTH
File: conv_93unv.dat - Position	(1 thru 229)	(1 thru 229)	
conv_93hov.dat - Position	(16 thru 73)	(230 thru 287)	
conv_93sur.dat - Position	(16 thru 22)	(288 thru 294)	(294 chars)

```
*************************************************************************

- If record_type_code = "1000" then the output record
  will consist of combined record UNIVERSE & STANDARD SAMPLE DATA

                                    INPUT              OUTPUT        TOTAL REC.
File: conv_93unv.dat - Position (  1  thru  229)  (  1  thru  229)   LENGTH
      conv_93sam.dat - Position ( 16  thru  262)  (230  thru  476)  (476 chars)

*************************************************************************

- If record_type_code = "1010" then the output record
  will consist of combined record UNIVERSE, STANDARD SAMPLE & HOV DATA

                                    INPUT              OUTPUT        TOTAL REC.
File: conv_93unv.dat - Position (  1  thru  229)  (  1  thru  229)   LENGTH
      conv_93sam.dat - Position ( 16  thru  262)  (230  thru  476)
      conv_93hov.dat - Position ( 16  thru   73)  (477  thru  534)  (534 chars)

*************************************************************************

- If record_type_code = "1001" then the output record
  will consist of combined record UNIVERSE, STANDARD SAMPLE & SURV. DATA

                                    INPUT              OUTPUT        TOTAL REC.
File: conv_93unv.dat - Position (  1  thru  229)  (  1  thru  229)   LENGTH
      conv_93sam.dat - Position ( 16  thru  262)  (230  thru  476)
      conv_93sur.dat - Position ( 16  thru   22)  (477  thru  483)  (483 chars)

*************************************************************************

- If record_type_code = "1011" then the output record
  will consist of combined record UNIVERSE, STANDARD SAMPLE, HOV & SUR. DATA

                                    INPUT              OUTPUT        TOTAL REC.
File: conv_93unv.dat - Position (  1  thru  229)  (  1  thru  229)   LENGTH
      conv_93sam.dat - Position ( 16  thru  262)  (230  thru  476)
      conv_93hov.dat - Position ( 16  thru   73)  (477  thru  534)
      conv_93sur.dat - Position ( 16  thru   22)  (535  thru  541)  (541 chars)

*************************************************************************

- If record_type_code = "0100" then the output record
  will consist of combined record UNIVERSE & DONUT SAMPLE DATA

                                    INPUT              OUTPUT        TOTAL REC.
File: conv_93unv.dat - Position (  1  thru  229)  (  1  thru  229)   LENGTH
      conv_93sam.dat - Position ( 16  thru   34)  (230  thru  248)  (248 chars)

*************************************************************************
```

State Highway Administration

Secretary
Hal Kassoff
Administrator

RECEIVED

JAN 13 1992

HIGHWAY INFORMATION
SERVICES DIVISION

January 10, 1992

Mr. Herman Rodrigo
Planning and Research Engineer
Federal Highway Administration
Rotunda, Suite 220
711 West 40th Street
Baltimore MD 21211

Dear Mr. Rodrigo:

As Jim Thompson discussed with you last week, the Intermodal Surface Transportation Efficiency Act of 1991 changes the I3R apportionment procedure (Section 104(b)(5)(B) of Title 23) to include "routes on the Interstate System designated under Section 139(a)...before March 9, 1984." We have re-checked our Highway Information Services Division files and found three eligible Section 139(a) links:

1) I-695 from I-97 to Baltimore County line (2.20 miles), approved 6/28/76;
2) I-195 from I-95 to US 1 (1.58 miles), approved 7/29/75; and
3) I-795 from Owings Mills Boulevard to MD 140 (5.04 miles), approved as 139(b) on 3/6/84 and as 139(a) on 3/4/91.

I am requesting that you ensure the additional 8.82 miles are included in the calculation of Maryland's next I3R apportionment. If there are any questions regarding this issue, feel free to contact me at your earliest convenience.

Very truly yours,

Neil J. Pedersen

Neil J. Pedersen, Director
Office of Planning and
Preliminary Engineering

cc: Mr. John D. Bruck
Mr. Jim Helm
Mr. John T. Neukam
Mr. Jack F. Ross
Mr. James E. Thompson

My telephone number is (410) 333-1110

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

Maryland Department of Transportation
State Highway Administration

David L. Winstead
Secretary
Hal Kassoff
Administrator

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HIGHWAY INFORMATION
SERVICES DIVISION

MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
138 DEFENSE HIGHWAY
ANNAPOLIS, MARYLAND 21401

March 23, 1995

County Commissioners of Charles County
P. O. Box B
La Plata, MD 20646

RE: MD 5 (General)
Charles County

Dear Commissioners:

We are currently in the highway design phase of the reconstruction of MD 205 (Relocated MD 5) to a four lane divided highway. In order to complete the signing plans for this project, we must address the existing and future Maryland roadway designations. The purpose of this letter is to provide the signing options for your comment.

Several identified options are as follow:

1. Rename MD 205 to MD 5. Change MD 5 to BUSINESS MD 5 from St. Charles Parkway to US 301. Delete reference of MD 5 along US 301 from MD 228 to Mattawoman Beantown Road. (See Attachment #1)

2. Rename MD 205 to MD 5. Extend MD 228 to St. Charles Parkway. Delete the MD 5 reference from MD 228 to Mattawoman Beantown Road. (See Attachment #2)

3. Maintain the designation of MD 5 and MD 205 as they exist today.

My telephone number is (410) 841-5450

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

Please take this opportunity to review and respond to these options. Should you have any questions do not hesitate to give me a call.

Very truly yours,

Edward H. Meehan
District Engineer

EHM/ml

Attachments

cc: Lawrence E. Elliott
Ken Briggs
Bob French
Tom Hicks
Charles George
Alisoun Moore