ROUTE NUMBER
CHANGES

For Immediate Release: October 23, 2006

GOVERNOR EHRLICH CELEBRATES GRAND OPENING OF THE ROAD TO OPPORTUNITY

New $75.6 Million Extension of MD 43 To Spur Economic Development in Baltimore County

BALTIMORE COUNTY - Governor Robert L. Ehrlich, Jr. today cut the ceremonial ribbon and declared the new extension of MD 43 in Baltimore County open for business. The $75.6 million project is dubbed the "Road to Opportunity" because of its expected economic development impact on the eastern side of the county. The new road unlocks up to 1000 acres of land zoned to accommodate the construction of business parks, office space and manufacturing and distribution centers.

"This extension of MD 43 will build upon strong economic base of eastern Baltimore County with an expected $460 million in investment and the creation of an estimated 10,000 jobs," said Governor Ehrlich. "I applaud the cooperation of all involved in this project and look forward to the dividends that will be generated in this region for generations to come."

The new 3.8-mile section of MD 43 is a four-lane divided highway stretching from Pulaski Highway (US 40) in White Marsh to Eastern Boulevard (MD 150) in Middle River. It was built in partnership with Baltimore County and the A.V. Williams Trust. The new section of MD 43, projected to carry 56,800 vehicles per day, will be open to through traffic as of 3 p.m. today.

In addition to opening the adjacent area for development, the road will provide a direct highway link for county residents traveling between the central part of the county and communities on the east side. The extension of MD 43 also provides improved access to the Martin State MARC station where the Maryland Transit Administration is doubling the number of parking spaces available to commuters. The parking expansion will be complete later this year. As part of the project, the State Highway Administration constructed a new 10-foot bicycle/pedestrian trail between Bird River Road and MD 150.

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MD43 Extended opening

http://www.baltimoresun.com/news/traffic/bal-te.md.expansion23oct23,0,3338024.story?coll=bal-home-headlines

From the Baltimore Sun

Route 43 could be road to new jobs

Residents, developers hope extension will attract firms to undeveloped area near I-95

By Julie Scharper
Sun reporter

October 23, 2006

As the first drivers roll down a new $75 million stretch of White Marsh Boulevard today, they will wind through one of the few large undeveloped commercial tracts on the East Coast accessible to Interstate 95. They will head toward a place that once provided a living for tens of thousands of workers but fell on hard times.

And they will see the beginnings of what could be a new center of employment and the dollars that come with it.

More than two decades in the works, the new Maryland Route 43 will open today with high expectations - and even a parade.

"In the last 10 years I can't think of any one project that was comparable to this with the new road and the new industrial opportunities," said Daraius Irani, director of applied economics at RESI, Towson University's research and consulting arm.

"It's been called the road to opportunity, because it's not for transportation," said Baltimore County Executive James T. Smith Jr. "It's for jobs."

Though only a handful of empty brick buildings now line the route, officials envision high-tech businesses flocking to this stretch of eastern Baltimore County, employing thousands and sparking a period of growth comparable to the area's heyday in the middle of the last century. And state and county officials say the road and the tract could not open at a better time.

The new, 3.8-mile section breaks open a 1,000-acre plot in Middle River where construction has begun

on two business parks. County officials hope that the area - convenient to Aberdeen Proving Ground, highways and growing neighborhoods - will attract businesses relocating to Maryland through the federal base realignment plan.

But residents express concern that the influx of high-tech businesses might spoil the area's rural charm.

"It takes away the country feeling," said Wanda Blake of Chase, as she bought roses and balloons at Mockin' Bird Hill Florist on Ebenezer Road. Nearby, goats and horses grazed at several small farms.

White Marsh Boulevard, which previously ran from the Beltway to I-95 before looping to an end at Pulaski Highway, now connects with Eastern Boulevard near a Lockheed Martin facility and a MARC train station. It links White Marsh, which has experienced an explosion of development in the past two decades, with Middle River, an area that officials have sought to reinvigorate in recent years.

In the 1940s and '50s, thousands of young families were drawn to the Middle River and Essex areas by well-paying industrial jobs. But advances in technology and a changing global market rendered many of those jobs obsolete.

During World War II, the Glenn L. Martin Corp. employed more than 50,000 workers. Today, 1,200 people work at the company's offshoots, Lockheed Martin and Middle River Aircraft Systems, according to Fronda Cohen, the county's marketing director.

Likewise, Mittal Steel, the descendant of Bethlehem Steel, employs fewer than one-tenth of the workers it did during peak years, she said. For decades, the southeastern part of the county stagnated, plagued by a shortage of jobs, an excess of rundown apartment buildings and an increase in crime.

Then a transformation began in the Middle River area. Shoddily built apartment complexes were torn down and replaced with elegant homes. Developers began changing the image of the waterfront, from a place to sip a beer and drop a line, to a place to drop anchor - for a yacht.

Along the way, ideas came and went for a large spread of undeveloped land. The A.V. Williams tract, as it was known, was seen by some to be a good spot for an Asian theme park. Others pictured a NASCAR raceway there.

By the late 1990s, county and state leaders agreed on the plan to create business parks on the site and spur economic development through new jobs and property taxes. Officials estimate that up to 10,000 jobs will be created along the 3.8 mile stretch of road in the next decade.

By the formula used by Irani, the Towson University economist, 5,500 to 11,000 jobs could be created at the site. He compared the road construction to the recently approved Inter-county Connector, designed to expedite travel between Prince George's and Montgomery counties.

But the scope of development opportunities brought by the White Marsh Boulevard extension to the property is unprecedented in this area, Irani said.

"It's rare to have such a large industrial space in this part of the country," he said. "We're not putting them in some cornfields. You're putting them in between a growing suburban community in Harford and a potentially growing area in eastern Baltimore County."

The project has received support from Republicans and Democrats. Gov. Robert L. Ehrlich Jr. has made it a priority, said his spokesman Henry P. Fawell.

"He's well aware of the opportunities and the jobs that will come with this road," Fawell said.

The State Highway Administration put up $56.3 million for the project, and the county contributed $15.3 million. The property's owner, the A.V. Williams Trust, contributed $2.5 million and 34 acres. A.V. Williams, a developer and contractor who built parts of the Baltimore and Washington beltways, died in 1992 at age 97.

Developers of two business parks along the expanded Route 43, Baltimore Crossroads @ 95 and Windlass Run, are working to attract companies that specialize in biopharmacology, information technology, defense contracting, light manufacturing and business services, said David Ianucci, the county's economic development director.

"Baltimore County is able to compete for major business opportunities because of the existence of that business park," he said.

The fact that the road's opening comes shortly after the base realignment announcement creates an excellent opportunity for developers, he said.

"It puts us in a superb position to capture hundreds, if not thousands, of BRAC-related jobs," he said.

St. John Properties has constructed four buildings, but only Alexander's Mobility, a company that specializes in corporate relocations, has agreed to move to the park. That should change now that the road has been built, Ianucci said.

"It's really tough to market a piece of property before you have access to it," he said.

Developers have cleared and graded several other plots, and St. John plans to raise three new structures soon.

In addition to creating sites attractive to a range of businesses, developers must heed a complex set of environmental regulations, said David Carroll, director of the county's environmental division. The road twists and turns to avoid wetlands and other vulnerable areas. Development is allowed only in designated portions of the 1,000 acres.

Today, the opening of the road will be marked with speeches and a parade. A marching band will play, and veterans of the Korean War, to whom the highway is dedicated, will participate.

Area residents say they hope the project will bring jobs and shorten commutes. But some wonder whether the expected hordes of new workers will worsen traffic problems.

Michael Vivirito, president of the improvement association in nearby Bowleys Quarters, said he worries that the new road will increase congestion on Eastern Boulevard. But he says that any potential traffic problems will be offset by the opportunities the project brings.

"A lot of people that live in this area also want to see their children work here, live here, stay down here in the area where they were raised," he said.

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Sun reporter Laura Barnhardt contributed to this article.

October 12, 2006

GOVERNOR EHRLICH BREAKS GROUND ON INTERCOUNTY CONNECTOR

Governor Delivers on Commitment to Begin Construction of ICC During First Term

OLNEY – Governor Robert L. Ehrlich, Jr. delivered on his commitment to build the Intercounty Connector (ICC) today when he formally broke ground on the project at the future site of an ICC interchange along Georgia Avenue in Montgomery County. Initially, the site will be used as a construction staging area for the project.

"It has been 50 years in the making and today the dream comes true. Construction on the ICC is underway," said Governor Ehrlich. "It is time to begin building this highway that will reduce congestion on local roads, improve safety, and open the door to economic opportunities throughout Central Maryland and the entire state."

The ICC will link existing and proposed development areas between the I-270 and I-95/US 1 corridors within central and eastern Montgomery County and northwestern Prince George's County. It will be a state-of-the-art, limited access east-west highway with variable tolls to manage traffic and deliver relatively congestion-free travel. The ICC will be equipped with EZ Pass technology to collect tolls at highway speeds. It will allow for express bus service that will connect to Metro and MARC stations along the corridor. The first section of the ICC between Georgia Avenue and I-370 is scheduled to open in 2010.

During his comments today, Governor Ehrlich showcased the efforts of the state to work with local communities in minimizing the impacts of the ICC. Residents near the site where the new highway will cross Georgia Avenue expressed concerns that original plans to carry the new road over Georgia Avenue would negatively impact their neighborhood. Discussions between residents, the State Highway Administration and elected officials, notably Senator Rona Kramer, produced a compromise. The ICC will now be built under Georgia Avenue to minimize visual and noise impacts on the nearby community.

An independent economic study by the University of Maryland projects the ICC will generate more than 14,000 jobs in Montgomery and Prince George's counties and have a nearly $7 billion impact on the state's economy. The ICC also will help improve traffic congestion on local area roads, improve traffic flow at nearly 40 key intersections, and improve the safety of local roadways in the study area by reducing the number of crashes by an estimated 356 per year.

The cost of the project is $2.4 billion. Sources of funding will include: Maryland Transportation Authority revenue bonds; Grant Anticipation Revenue Vehicle, or GARVEE bonds; funding from the Maryland Transportation Trust Fund; and special funds earmarked for the project by Congress. The independent ICC funding plan supports construction of this mega-project while continuing to utilize Maryland's traditional funding sources for other much needed transportation projects throughout the State.

The ICC is just one project in Governor Ehrlich's $13 billion, six-year capital transportation budget. The Governor has added more than 120 new transportation projects to the program that touch every region of the state. In the Washington region, added projects include a new interchange at Branch Avenue and the Capital Beltway, a new interchange at MD 4 and Suitland Parkway, interchange improvements at Arena Drive and the Capital Beltway to permit daily use, the widening of MD 124 and full funding of Maryland's share of the Metro Matters initiative for capital improvements to the Washington Metro system.

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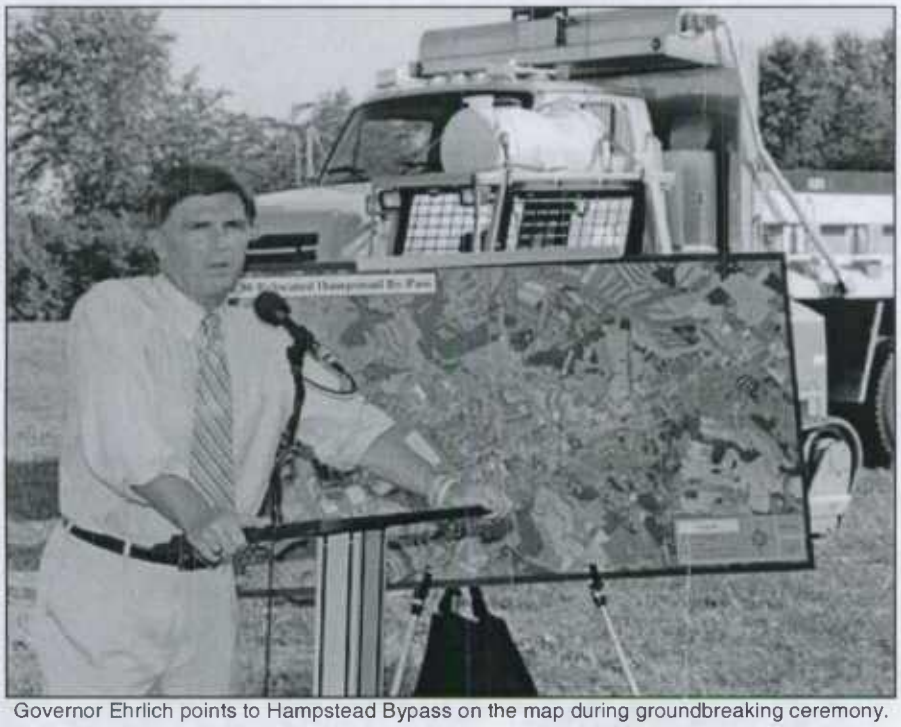
For Immediate Release: June 30, 2006

GOVERNOR EHRLICH BREAKS GROUND ON $85 MILLION HAMPSTEAD BYPASS IN CARROLL COUNTY



Governor Ehrlich points to Hampstead Bypass on the map during groundbreaking ceremony.

Carroll County's #1 Transportation Priority Will Improve Safety and Relieve Congestion Through Traffic-choked Hampstead

(Hampstead, MD) - Demonstrating his continued commitment to public safety, Governor Robert L. Ehrlich, Jr., today broke ground on the $85 million project to construct a nearly six-mile western bypass around the town of Hampstead in Carroll County. Joined by state and local officials, Governor Ehrlich marked the start of construction for the Hampstead Bypass, which will alleviate miles of backups each day along MD 30. The event was held at the southern end of town near Wolf Hill Drive, the southern terminus of the bypass.

"This project has been in planning for more than 20 years but did not move off the shelf. With funding generated by the passage of our 2004 transportation package, the Hampstead Bypass will be built," said Governor Ehrlich. "The Bypass will allow Hampstead residents to reclaim their 'main street' while providing commuters a safer journey around the town."

The new two-lane roadway will extend from north of Wolf Hill Drive to Broadbeck Road. The bypass includes roundabouts at the northern and southern tie-ins to existing MD 30 (Hanover Pike) as well as at the intersection with MD 482 (Hampstead Mexico Road). The bypass will significantly improve traffic operations in the busy corridor.

"The Governor made a promise to the residents of Carroll County to make the Hampstead Bypass a reality," said Transportation Secretary Robert L. Flanagan. "Under the Governor's leadership, old MD 30 will once again become a usable main street for Hampstead residents, business owners and commuters passing through town."

Approximately 20,000 vehicles currently use MD 30 through Hampstead. In 2030, it is projected that more than 24,000 vehicles will use the bypass and 12,000 will travel along MD 30. SHA planned the location of the highway to avoid the habitat of the bog turtle, a national endangered species.

The State Highway Administration (SHA) awarded the construction contract to Corman Construction, Inc. Construction will begin July.

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http://www.baltimoresun.com/news/traffic/bal-md.bridge11may11,0,3207898.story?coll=bal-local-headlines

From the Baltimore Sun

Fanfare to greet I-95 span dedication

By Michael Dresser
sun reporter

May 11, 2006

ALEXANDRIA, Va. -- Maryland and Virginia transportation officials will begin next month the transition of drivers from the decrepit old Woodrow Wilson Bridge to the first of two new Potomac River spans being built in its place at a cost of $2.4 billion.

The concrete is dry, many of the signs are in place and there's little to do but paint the lines for traffic lanes and finish the control tower before Maryland-bound drivers can begin using the eastbound lanes of the new Interstate 95 bridge.

About five weeks later, motorists can say goodbye permanently to the pitted and rusty old bridge - first dedicated in 1961 - when three westbound lanes open.

Officials of the Woodrow Wilson project outlined the schedule yesterday in a briefing on plans for a dedication celebration a week from today on the new bridge. A tour of the near-completed span under a cloudless Washington sky showed a stunning view of the Potomac and the capital's monuments from a bridge 20 feet higher than the drawbridge it will replace.

The event planned May 18 - scheduled well before the actual opening to accommodate contractors - is an ambitious display of political stagecraft.

The celebration will bring together Gov. Robert L. Ehrlich Jr. of Maryland, Gov. Tim Kaine of Virginia, Washington Mayor Anthony A. Williams and Transportation Secretary Norman Y. Mineta - among other dignitaries - to bask in the completion of the first phase of a project that has been in the planning since the 1980s.

The theme will be "Uniting the States," and the plans call for guests to arrive while the new drawbridge is locked in the up position. When the signal is given, the bridge will be lowered - taking about 90 seconds to lock into place. Ehrlich and Williams will cross from the Maryland side while Kaine and Mineta will advance from the Virginia side for what officials call a "magic handshake" over the river.

They will then hop into former President Woodrow Wilson's 1923 Rolls-Royce to return to the reviewing stand. At some point, the Navy's Blue Angels jets will zoom upriver and perform a thundering flyover.

Project officials are hoping but not promising that about three weeks later - on the weekend of June 9-12 - they will open the first three lanes. If not then, the opening will likely occur the next weekend, said project spokesman John Undeland.

The three lanes carrying traffic from Maryland into Virginia will open the weekend of July 14-17 or July 21-24, Undeland said.

That will give motorists three lanes in each direction - the same as on the current bridge. The difference is the replacement bridge will have shoulders - a serious shortcoming of the now-outmoded bridge.

The real payoff in traffic flow is expected to come in 2008, when the second six-lane span is expected to open. The old bridge is scheduled for demolition.

Maryland Transportation Secretary Robert L. Flanagan promoted the huge public works project as an important achievement of the Ehrlich administration. "This is a big one - and it is coming in on time, on budget," he said.

Officials will urge motorists to stay away from the area on the transition weekends, warning that traffic could be reduced to a single lane for part of the time. They warned that anybody setting out to be the first to cross the new bridge could end up being the last to cross the old span after a horrendous backup.

"We're fiighting the obvious curiosity factor," Undeland said. "Everybody and their brother's going to want to drive over that brand, spanking-new bridge."

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LISTING OF (ALMOST) ALL NUMBERED MARYLAND STATE HIGHWAYS
Compiled by Mike Pruett (n3kev@erols.com)
Last updated: December 14, 1999

This is a listing of present and past numbered Maryland state highways. Each instance of a number is given only one line, therefore for some of the longer routes with many names only a g description, such as endpoints and destination, are given; they're usually not hard to find on maps. When a number traverses three or fewer different road names, I have given them, along with endpoints and county or town name. Some names of numbered roads within incorporated cities and towns have been omitted for brevity. For some of the more obscure or otherwise 'secret' routes, I have given a more detailed description, as much as can be packed in one line. All cross references to numbers are Maryland routes unless noted as US or Interstate.

Generally, the more elaborate the description, the more obscure, and obscurity is not confined to the higher numbers in Maryland. (Recommended reading: MD 37, 44, & 95)

Decommissioned routes are indicated by 'was' preceding the description. If the same number has been used on two totally different roads, each gets a line with the same number, the current or most recent first, followed by earlier routings. For some of the obscure routes I have observed whether or not they are signed. They'll have (signed) or (unsigned) next to them. (Guess that's the difference between 'obscure' and 'secret')

The text listing here is a preliminary for a website which will give the below route descriptions in more detail. It will have more in-depth discussion about such things as route clustering by county, numbering of old alignments, exact route description, name changes of numbered routes within cities & towns, more elaborate history notes/maps, and any other stuff you may come up with. (www.erols.com/n3kev/mdroads/index.htm)

I would welcome and appreciate comments, corrections, updates, and other info about Maryland maps or routing info, especially 1950s and earlier.

MARYLAND'S 23 COUNTIES + 1 INDEPENDENT CITY

County & Abbr.		County Seat	Region(s) of Maryland
Allegany	AL	Cumberland	Western Mountains
Anne Arundel	AA	Annapolis	Baltimore Metro/Southern
Baltimore	BA	Towson	Baltimore Metro/North Central
Baltimore City*	BC	Baltimore	Baltimore Metro
Calvert	CV	Prince Frederick	Southern
Carroll	CR	Westminster	Baltimore Metro/North Central
Caroline	CL	Denton	Middle Eastern Shore
Cecil	CE	Elkton	Northeast
Charles	CH	La Plata	Washington Metro/Southern
Dorchester	DO	Cambridge	Lower Eastern Shore
Frederick	FR	Frederick	North Central
Garrett	GA	Oakland	Western Mountains
Harford	HA	Bel Air	Baltimore Metro/Northeast
Howard	HO	Ellicott City	Baltimore Metro/Washington Metro
Kent	KE	Chestertown	Upper Eastern Shore
Montgomery	MO	Rockville	Washington Metro
Prince George's	PG	Upper Marlboro	Washington Metro
Queen Anne's	QA	Centreville	Upper Eastern Shore
St. Mary's	SM	Leonardtown	Southern
Somerset	SO	Princess Anne	Lower Eastern Shore
Talbot	TA	Easton	Middle Eastern Shore
Washington	WA	Hagerstown	Western Mountains
Wicomico	WI	Salisbury	Lower Eastern Shore
Worcester	WO	Snow Hill	Lower Eastern Shore/Atlantic Shore

*-Independent city-separate political entity from Baltimore County. See notes below.

IMPORTANT NOTES ABOUT BALTIMORE CITY:
The SHA maintains all state, US, and Interstate highways except within Baltimore City. All Baltimore City 95-x95 interstates (+ MLK Blvd.?) and other Maryland toll roads are maintained by the Maryland Transportation Authority (MdTA-formerly Toll Facilities). I'm not sure of who maintains I-83 within the city. All surface streets are maintained and are given state or US signage by Baltimore City, which places them to continue routes into/through the

city as it sees fit.

Of routes entering the city shown on SHA maps, those I've obsereved signed are US 1 & 40, Truck US 40, and Maryland 2, 25, 26, 45, 129, 140, 144, 147, 295, & 542.

Others not signed are Alt US 1, and Maryland 126, 150, & 372. In the case of MD 150 & Alt US 1, they are signed on I-95 guide signs near their respective exits.

There are still some signed references to Maryland 3 in downtown Baltimore, although MD Route 3 now 'ends' at its junction with I-97 in Anne Arundel County.

No signed Maryland routes run exclusively within Baltimore City.

Some city signs for Maryland routes are on non-standard shape markers, with the number in a circle, not the usual MD square/rectangle.

WICOMICO COUNTY ROUTE SYSTEM: Shown on ADC maps, which make no graphic distinction between state and county/secondary routes. Also show up on Delorme SA4 CD-ROM, with these numbers in lieu of actual names. Unsigned as far as I've seen in infrequent forays to the Eastern Shore. More to come.

GARRETT COUNTY ROUTE SYSTEM: Garrett Co. may also have an unsigned internal route system. See

ORIGINAL CLUSTERING:

2-6 Major routes (southern MD)
12-21 Major routes (Eastern Shore)
22-37 Major routes (Central-Western MD, east-west)

38-42 Garrett Co.
44-55 Allegany Co.
56-68 Washington Co.
69-81 Frederick Co.
83-93 Carroll Co.
94-106 Howard co.
107-124 Montgomery Co. (northern & central)
125-151 Baltimore Co.
152-165 Harford Co.
166-181 Anne Arundel Co. (northern)
182-196 Montgomery Co. (southern)
197-214 Prince Georges Co. (northern)
215-217 Howard Co. (eastern)
218-224 Prince Georges Co. (southern)
225-234 Charles Co.
234-252 St. Mary's Co.
253-259 Anne Arundel Co. (southern)
260-266 Calvert Co.
267-287 Cecil Co.
288-299 Kent Co.
300-305 Queen Anne's Co.
306-319 Caroline Co.
320-323 Howard Co.
327-334 Talbot Co.
335-344 Dorchester Co.
346-354 Wicomico Co.
356-364 Somerset Co.
364-378 Worcester Co.

SOURCES:

- Personal observations and memory (?)
- Official Maryland Highway Maps (1961-62-85-89-93-95-97) & assorted Maryland SHA shee
- Delorme-
  - Maryland/Delaware Atlas
  - SA4 CD-ROM
- Assorted maps from ADC-
  - County Book Maps
  - Maryland/Delaware Road Atlas (c. 1994)
  - Baltimore 50 Mile Radius Map (1997)
- Gousha Washington, DC & Vicinity (c. 1990)
- old Hearne Brothers wall maps-

Washington, DC & Vicinity (c. 1960s)
Howard County, Maryland (c. 1960s)
Anne Arundel County, Maryland (c. early 1970s)
Prince George's County, Maryland (c. early 1970s)
State of Maryland (c. 1960s)
(Five maps above located at the Catonsville Comm. College Library)
State of Maryland (c. 1952-58)
1952-58 because Bay Bridge is present but not Harbor Tunnel
Baltimore & Vicinity (c. 1960s)
(These two maps located on 2nd floor of Geography Dept. of Essex Comm. College)
Champion wall map (1985)
(copies at Essex & White Marsh branches of Baltimore Co. Public Library)
Copy of (1960s?) USGS map covering between 39-40 N lat. & 76-78 W long. (FM19)
Used as adjunct to other maps, as it has a tendency to extend numbers to adjoining states and other roads that were never numbered, but seem logical extensions if a number was to be extended. Most numbers from this map have been confirmed by other maps)
State Report on Transportation:
Consolidated Transportation Program; 1988, 1991, 1998

Two letter county codes after the description are routes I've found but haven't yet given descr

THE ROUTES:

1 (US 1) (ALT US 1) (BUSINESS US 1)
2 Ritchie Hwy.-Solomons Island Rd., Baltimore to Annapolis to Solomons
2 TRUCK McComas St.-Key Hwy., South Baltimore
3 Crain Hwy., US 50 to I-97 - was US 301 to Baltimore (Monroe St.)
3 BUSINESS Old Crain Hwy, I-97 to 2, Glen Burnie
3 TRUCK Along Pratt/Lombard St., Baltimore City. (nowhere near current 3)
3 was also along current US 301, then 257, 254, Charles Co.
4 Pennsylvania Ave.-Marlboro Pike-Goldstein Hwy, Washington to 5
4 BUSINESS was Marlboro Pike fr District Hghts. to DC line
5 Branch Ave., etc., Washington to Point Lookout
5 BUSINESS Leonardtown
6 Riverside to Newmarket through LaPlata, Charles-St. Marys Co.
7 Old Philadelphia Rd.-Old Post Rd., Baltimore-Harford-Cecil Co.
8 Romancoke Rd. S of 18, Kent Island (was 33 (northern))
9. old number for MD 956, Allegany Co
10 Arundel Frwy., I-695 to 2, Anne Arundel Co.
11 (US 11)
12 Snow Hill Rd., Salisbury to VA line, Wicomico-Worcester Co.
13 (US 13) (BUSINESS US 13)
14 Secretary to Eldorado, 16 to 313, Dorchester Co.
15 (US 15) (BUSINESS US 15)
16 Taylors Island to DE line, Dorchester-Caroline Co.
17 Potomac River-Brunswick to Smithsburg, Frederick-Washington Co.
17 Old number for current 33 (swapped numbers)
18 Love Point to Centreville, Queen Anne's Co.
19 Roberts Station Rd., US 301 to 313, Queen Anne's Co.

20 (western) was Old North Pt. Rd. (151), city line to 718, Baltimore Co.
20 (eastern) Rock Hall to Chestertown, Kent Co.
21 Tolchester Beach Rd., Sandy Bottom to Tolchester, W of 20 (eastern), Kent Co.
22 Churchville Rd.-Aberdeen Thruway, Harford Co.
23 Bel Air to Norrisville, Harford Co.
24 Edgewood N to PA line, Harford Co.
25 Falls Rd., Baltimore Co.
26 Liberty Rd., Baltimore to Frederick
27 Ridge Rd., Manchester to Germantown
27 old number for original US 29
28 Norbeck Rd.-Darnestown Rd.-Tuscarora Rd., Montgomery-Frederick Co.
29 (US 29)
29 old number for 27 (fr 1928 pict)

30 Hanover Pike, Reisterstown to PA line
31 New Windsor Rd., Westminster to 26, Carroll-Frederick Co.
32 Patuxent Frwy.-Sykesville Rd., Crownsville to Westminster
33 St. Michaels Rd.-Tilghman Rd., Easton to Tilghman, Talbot Co.
33 was also current 8 on Kent Island (ferry?)

33 Old number for current 17 (swapped numbers)
34 Shepherdstown Pike, US Alt. 40 to Potomac nr Shepherdstown, WV
35 Ellerslie Rd. fr. 36 to PA line, Allegany Co.
36 Westernport to Cumberland, Allegany Co.
37 was McDonough Rd. ~1/2 mi. nr. I-795 overpass, Owings Mills (signed-& there since the 50s!)
37 Old number for US 219 S of US 40, before 219 was extended through Oakland
38 Kitzmiller Rd., 135 to WV line, Garrett Co.
39 Hutton-Oakland Rd., US 219 to WV line, Garrett Co.

40 (US 40) (ALT US 40) (SCENIC US 40) (TRUCK US 40)
41 Perring Pkwy., Baltimore Co. (excluding portion in Baltimore City)
41 was Mountain Cove Rd., E of Oakland to 38, Garrett Co.
42 fr. US 219 N of McHenry to PA line, Garrett Co.
43 White Marsh Blvd., I-695 to US 40, Baltimore Co.
44 Fort Frederick Rd., ~1/2 mi., off 56 at Ft. Frederick St. Park, Washington Co. (fr ADC map)
45 York Rd., Baltimore Co. (Old US 111)
45 BYPASS Bosley Ave. (Towson Bypass) sign is white on green-signed by Baltimore Co.
45 was Water St., Frostburg
46 Old number for I-195 BWI approach
47 Barrellville Rd., 36 to PA line, Allegany Co.
48 (US 48), now I-68
48 was Pineridge Rd., sliver NE off US 200 to PA Line, Allegany Co.
49 Braddock Rd. W from Cumberland city line to 53, Allegany Co.

50 (US 50)
51 Industrial Blvd.-Uhl Hwy., Cumberland to WV line
52 was Williams Rd., E of Cumberland
53 Winchester Rd., US 40 to US 220, Allegany Co.
54 US 50, 313 to DE line, along DE line to 353, Wicomico Co.
54 was Canada Hill Rd., Myersville to Jerusalem
55 Vale Summit Rd., Alt. US 40 to 36, Allegany Co.
56 Big Pool Rd., US 40 to 68, Washington Co.
57 Saint Paul Rd., US 40 N to PA line, Washington Co.
58 Cearfoss Pike-Salem Ave., Hagerstown to PA line
59 was Holter Rd., fr 17 to 180, Frederick Co.

60 N. Potomac Ave.-Leitersburg Pike, Hagerstown to PA line
61 was Old Forge Rd. east of Antietam Dr., Washington Co.
62 Little Antietam Rd., 60 to 64, Washington Co.
63 Spielman Rd.-Greencastle Pike, 65 to 163/PA line, Washington Co.
64 Jefferson Blvd., Hagerstown to 17, Washington Co.
65 S. Potomac Ave.-Sharpsburg Pike, Hagerstown to Sharpsburg
66 Mapleville Rd.-Water St., Alt. US 40 to 64, Washington Co.
67 fr. Alt US 40 to US 340, Washington Co.
68 Clear Spring Rd.-Lappans Rd., US 40 to Alt. US 40, Washington Co.
69 was Jefferson Blvd., old 59 to Alt US 40, Frederick Co.

70 (I-70)
70 Rowe Blvd., US 50/301 to State Capitol, Annapolis
70 old number for 478 in Brunswick
71 old number for Eastern Shore US 301
71 old number for 194 before taken for above Check old maps
72 was Powell Rd.-Lewistown Rd.-Old Frederick Rd., US 15 to 77, Frederick Co.
73 was Yellow Springs Rd.-Bethel Rd. N of Frederick
74 was Opossumtown Pike N of Frederick (fr USGS & Hearne map)
75 Green Valley Rd., 355 to 84, Montgomery-Frederick-Carroll Co.
76 Motters Station Rd., US 15 to 77, Frederick Co.
77 Rocky Ridge Rd.-Foxville Rd., 194 to 17, Carroll-Frederick Co.
78 was Ballenger Creek Pike, Frederick Co. (some now 351)
79 Petersville Rd. bet 17 & 180, Brunswick

80 Fingerboard Rd. 27 to 85, Frederick-Montgomery Co.
81 (I-81)
81 Old number for 550 N of Thurmont
82 Leland Ave. ~2 blocks bet 355 & 191 (was to 410), Bethesda
83 (I-83)
83 was Church St., New Windsor
84 Clear Ridge Rd.-Trevanion Rd.-Baust Church Rd., 75 to 140, Carroll Co.
85 Buckeystown Rd. (Old US 15), Frederick Co.
86 Lineboro Rd., 30 to PA line
87 was Leisters Church Rd., S of 27/482, Carroll Co. (bet 27 & 482 now 849)

88 Black Rock Rd.-Lower Beckleysville Rd., 25 to Hampstead
89 was Lower Beckleysville Rd., between 88 to county line E of Hampstead

90 Ocean City Expwy., Worcester Co.
90 was Carrollton Rd.-Houcksville Rd., Carroll Co.
91 Emory Rd.-Gamber Rd., 30 to 32, Carroll-Baltimore Co.
92 was Rowe Rd. nr Smithsburg, Washington Co. Wash.
93 was Oakland Rd., Carroll Co. Carroll
94 Ellicott Rd.-Florence Rd., from I-70 to 108, Howard Co.
95 (I-95)
95 Comus Rd. W of 109, northern Montgomery Co.
96 was Daisy Rd., 144 S to former 583, Howard Co. Howard
97 (I-97)
97 Georgia Ave.-Old Wash. Rd., Washington to PA line
98 was Folly Quarter Rd., Howard Co. (from old Hearne & USGS map) Howard
99 Old Frederick Rd.-Rogers Ave., 32 to US 29, Howard Co.

100 From US 29 to 177, Anne Arundel-Howard Co.
100 was Wainwright Rd.-Old Frederick Rd., E off 99 to Patapsco River, Howard Co. (portion was 9
101 was Henryton Rd., Ellicott City N of 144 Howard
102 was Maryland Ave., S off 144 parallel to B&O, Ellicott City Howard
103 Montgomery Rd.-Meadowridge Rd., US 29 to US 1, Howard Co.
104 Waterloo Rd., from 103 to 108, Howard Co.
104 was Ilchester Rd., E off 103, Howard Co.
105 was Rogers Ave., current 99 E of St. Johns Lane, Ellicott City Howard
106 was Guilford Rd., current 732-32 south of 98 Howard
107 Whites Ferry Rd., 28 to 109, Poolesville (was also west?)
108 from 182 near Olney to 175 in Columbia, Montgomery-Howard Co.
109 Old Hundred Rd.-Beallsville Rd., 355 to 107, Montgomery Co.

110 was Woodville Rd., N off 144, Frederick Co.
111 (US 111) now 45, I-83
112 Seneca Rd., 28 to 190, Darnestown
113 (US 113) (BUSINESS US 113)
113 old number for current 115
114 was Summit Ave.-Goshen Rd., 355 to Brink Rd. (was 420), Montgomery Co.
115 Muncaster Mill Rd., Montgomery Co.
116 old number for 650 north of 108 when south of jct was US 29 Montgomery
117 Clopper Rd, Boyds to Gaithersburg
118 Germantown Rd., Montgomery Co.
119 Great Seneca Highway, Montgomery Co.
119 was White Grounds Rd., Germantown

120 Aircraft Rd., off 118, Germantown
120 was Waters Rd., off 118, Germantown (also Alt 120 west)
121 Boyds-Clarksburg Rd.-White Grounds Rd. (broken), Montgomery Co.
122 Security Blvd., Woodlawn
122 was Bethesda Church Rd., Montgomery Co.
123 was Prices Distillery Rd., W of Damascus (fr USGS & Hearne map)
124 from Damascus to 108, Montgomery Co.
125 Old Court Rd., Granite
126 was Gwynn Oak Rd., city line to Windsor Mill Rd., Baltimore Co.
127 was Chatsworth Ave. bet. 140 and 128, Reisterstown
128 Butler Rd., Baltimore Co.
129 Park Heights Ave., Baltimore City-Co.

130 Greenspring Valley Rd., 25 to 140, Baltimore Co.
131 Seminary Ave., Lutherville-Timonium
132 Old Post Rd.-Bel Air Ave., Aberdeen - was Mays Chapel Rd., Lutherville
133 Old Court Rd.-Ruxton Rd., 129 to 25, Pikesville
134 Bellona Ave., 139 to Ruxton Rd. Towson
135 Oakland-Westernport Rd.-Luke Rd., Garrett-Washington Co.
136 from 7 nr. Abingdon to 23 in Norrisville, Harford Co.
137 Mt. Carmel Rd. 45 to 25, Baltimore Co.
138 Monkton Rd.-Sheppard Rd.-Troyer Rd., 45 to 439, Baltimore-Harford Co.
139 N. Charles St., US 1 to I-695, Baltimore City-County

140 (US 140) Baltimore to Emmitsburg, was US 140 to Gettysburg (now 97)
141 was Allegany Ave., Towson
142 was White Hall Rd., Baltimore Co.
143 was Warren Rd., Baltimore Co.

144 Old National Pike-Frederick Rd. (several locations and names)
144 was part of 146 south of Loch Raven Reservoir, Towson
145 Paper Mill Rd.-Sweet Air Rd., Baltimore Co.
146 Dulaney Valley Rd.-Jarrettsville Pike, 45 to 23, Baltimore-Harford Co.
147 Harford Rd., Baltimore to Bel Air
148 was E. Joppa Rd., 45 in Towson to US 1 in Perry Hall Baltimore
149 was Ebenezer Rd., Whitemarsh to Chase - was to also be Windlass Frwy W to I-95 & Moravia Rd

150 Eastern Ave. & Blvd., Baltimore to Chase
151 Erdman Ave.-North Pt. Blvd., Baltimore to Sparrows Pt.
152 Fallston Rd.-Mountain Rd., Harford Co.
153 Old number for 17 N of Middletown, Frederick Co. (fr USGS & Hearne map)
154 was Thomas Run Rd., N off 22, Harford Co.
155 Level Rd., Churchville to Havre de Grace
156 Aldino Rd., 22 to 155, Harford Co.
157 Peninsula Expwy. bet. Beth Steel & Bear Creek, Sparrows Pt.
157 was Chapel Rd., 462 to US 40, Harford Co.
158 Bethlehem Blvd., Sparrows Pt.
158 was Belcamp Rd., Aberdeen
159 Perryman Rd. off 7, Perryman

160 was Shuresville Rd., US 1 to 161 W of Conowingo Dam, Harford Co.
161 Darlington Rd., US 1 to 543, Harford Co.
162 Aviation Blvd. bet. 170 & 176 E of BWI
163 ha ? Harford ?
164 was Carpenters Point Rd., SW off 267, Cecil Co.
165 Pylesville Rd.-?-145 Baldwin to PA line, Harford-Baltimore Co.
166 S. Rolling Rd., Catonsville
167 was Hammonds Ferry Rd. Lansdowne to Linthicum
168 Nursery Rd., Linthicum
169 Maple Rd., Linthicum

170 (I-170)(decommissioned), West Baltimore
170 Camp Meade Rd.-Aviation Blvd.-Telegraph Rd., 2 to 175, Anne Arundel Co.
171 Church St. 2 to 173, Linthicum
172 was Arundel Cove Rd., fr Hawkins Pt. Rd. to Coast Guard Yard, Curtis Bay (called Colfax Ave
173 Patapsco Ave.-Ft. Smallwood Rd., Brooklyn to Ft. Smallwood
174 Quarterfield Rd., Glen Burnie
175 Annapolis Rd.-Odenton Rd.-Little Pat. Pkwy., Columbia to Millersville
176 Dorsey Rd., 100 (was fr. US 1) to 648, Anne Arundel Co.
177 Mountain Rd., Pasadena
178 General's Hwy., Anne Arundel Co.
179 St. Margarets Rd., Annapolis

180 Old Jefferson Pike, Frederick Co.- also Keep Tryst Rd. nr US 340
180 old number for 175 between 3 and Ft. Meade entrance, Anne Arundel Co.
181 was Bay Ridge Ave.-Compromise St., Annapolis (still written "Route 181" on ADC map)
182 Olney to Glenmont, 108 to 97, Montgomery Co.
183 was Randolph Rd., fr 97 to 650, Montgomery Co.
184 Blair Ave., US 29 to DC line, Silver Spring
185 Connecticut Ave., 97 to DC line, Montgomery Co.
186 Brookville Rd. from 410 to DC line, Bethesda
187 Old Georgetown Rd., loop fr. 355, Montgomery Co.
188 Wilson Lane, Bethesda
189 Falls Rd., Rockville to Great Falls

190 River Rd., Potomac, 112 to DC line
191 Bradley Blvd.-Persimmon Tree Rd., Bethesda to Carderock
192 Metropolitan Av-Capitol View Ave.-Forest Glen Ave., Kensington
193 Univ. Blvd.-Greenbelt Rd., 185 to 202, Montgomery-Prince Georges Co.
193 old number for 185, Montgomery Co.
194 FS Key Hwy.-Woodsboro Pike, Carroll-Frederick Co. (was 71)
194 old number for 787 before taken for above
194 BYPASS Walkersville
195 (I-195)
195 Carroll Ave. bet. 193 & DC line, Takoma Park
196 Old Columbia Pike, Montgomery Co. (fr USGS & Hearne map)
197 Laurel-Bowie Rd.-Collington Rd., Laurel to Bowie
198 from 650 to 32, Montgomery-Anne Arundel Co.
199 pg P.G. ?

200 was Larchmont Ave., Capitol Heights (former names: 57th Ave. '56, Crystal Spring Ave. '46)
201 BW. Pkwy.-Kenilworth Ave.-Edmonston Ave., Prince Georges Co.
202 Landover Rd.-Largo Rd., Bladensburg to Upper Marlboro
203 was College Ave, College Park
204 was Poplar Ave.-Ray Rd., Takoma Park P.G.
205 was Mattawoman-Beantown Rd., US 301 / 5 to 5, Waldorf (now new Rt 5)
205 was Edmonston Ave.-Old Baltimore Pike, Beltsville (some now 201)
206 was 38th Ave., US 1 to Bladensburg Rd. (ALT US 1), Bladensburg
207 was Pennwood Rd. & Cottage Terr. NE from 38th St. parallel to both sides of Amtrak P.G.?
208 Hamilton St.-38th St.-was Windom-37th-Taylor-34th, Hyattsville
209 was Ager Rd., Hamilton St., 212 to US 1, Hyattsville P.G.

210 Indian Head Rd., DC line to Indian Head, Prince Georges-Charles Co.
210 old number for 500 S of 208, Hyattsville
211 Sargent Rd. from 212 to DC line, Chillum Heights
212 Riggs Rd.-Powder Mill Rd., DC line to US 1, Prince Georges Co.
213 (US 213) Old US 213 from US 50 nr. Wye Mills to 273
214 Central Ave.-Mayo Rd.- DC line to Mayo, Prince Georges-Anne Arundel Co.
215 was Lawyers Hill Rd., Elkridge (fr. old Hearne map) Howard
216 Scaggsville Rd.-7th St., Laurel - also Camp Meade Rd. east of Laurel
217 was Landing Rd., old 104 to old 215, Howard Co.
218 Suitland Rd. from 458 to DC Line, Suitland
219 (US 219)
219 9th St. between Oak St. (US 219) & Green St., Oakland (associated with prop. Oakland Bypass

220 (US 220)
221 pg P.G.?
222 (US 222)
222 from US 1 to 7 (Old US 222 - still US 222 N of US 1), Cecil Co.
223 Woodyard Rd.-Piscataway Rd., 4 to Piscataway nr 210, Prince Georges Co.
224 from 227 along Potomac River to 6 nr. Riverside, Charles Co.
224 was Livingston Rd., Prince Georges Co.
225 Indian Head-La Plata Rd., Charles Co.
226 old number for 227 N of 210 Charles
227 Marshall Hall to Marshalls Corner (225), Charles Co.
228 Bennsville Rd.-Berry Rd.,US 301/5 W to 227, Charles Co.
229 (new? fr ADC) Bennsville Rd.-Billingsley Rd., Charles Co.
229 was Morgantown Rd., W off 257, Charles Co.

230 was Mt. Victoria Rd., E off 257, Charles Co.
231 Burnt Store to Pr. Frederick (2/4) acr. Patuxent, Charles-Calvert Co.
232 was Trinity Ch. Rd.-Olivers Shop Rd.-Bryantown Rd.,Charles Co.
233 was Aquasco Rd.-Dr. Bowen Rd., Charles-Calvert Co.
234 Budds Creek Rd., US 301 to 5, Charles-St. Mary's Co.
235 Three Notch Rd., loop E of 5, St. Mary's Co.
236 Thompson Corner Rd., 5 t o234, St. Mary's Co.
237 Chancellors Run Rd., 235 to 246, St. Mary's Co.
237 was Hurry Rd., loop W off 234, St. Mary's Co.
238 Maddox Rd., 234 to 242, Chaptico to Bushwood, St. Mary's Co.
239 was Bushwood Wharf Rd., W off 242, St. Mary's Co.

240 (US 240) (ALT US 240-was 410 to 193 to DC) now 355, I-270
241 was Hatchet Thicket Rd.-Abell Rd., E off 241, St. Mary's Co.
242 Colton Pt. Rd., 5 to Colton Point, St. Mary's Co.
243 Compton Rd., 5 to Compton, St. Mary's Co.
244 Beauvue Rd., 4 to 249, St. Mary's Co.
245 Old Hollywood Rd.- Sotterley Gate Rd., Leonardtown to Hollywood
246 Great Mills Rd., 5 to 235, Lexington Park.
247 Loveville Rd., 5 to 235 nr Morganza, St. Mary's Co.
248 was within Patuxent NAS before WWII ST. Mary's
249 Piney Pt. Rd., 5 to St. George Island, St. Mary's Co.

250 was Old Virginia Rd., Worcester Co.-also several off US 13 in area
251 was 58th Ave., Berwyn Heights
251 was Porto Bello Rd., St. Mary's Co.
252 Wynne Rd., W off 5 nr 5/235 split, Charles Co.
253 Mayo Rd., 2 to 214 nr Londontown, Anne Arundel Co.
254 Cobb Island Rd., fr 257 to Cobb Island, Charles Co.
255 Owensville Rd.-Galesville Rd., E fr 2, Anne Arundel Co.
256 Deale Rd.-Deale-Churchton Rd., 2 to 468, Anne Aundel Co.
257 Rock Point Rd., E fr US 301, Charles Co.

258 Bay Front Rd., E fr 4 to 256 nr Deale, Anne Arundel Co.
259 Greenock Rd., 4 to 408, Anne Arundel Co.

260 Chesapeake Beach Rd., E fr 4, Anne Arundel-Calvert Co.
261 E&S fr 2 through Chesapeake Beach to 263, Anne Arundel-Calvert Co.
262 Lower Marlboro Rd., W fr 2/4, Calvert Co.
263 Plum Point Rd., E fr 2/4, Calvert Co.
264 Broomes Island Rd., S fr 2/4, Calvert Co.
265 Mackall Rd., E fr 264, Calvert Co.
266 was Sollers Wharf Rd., W off 765, Calvert Co.
267 Baltimore St.-Balden St., loop S of 7, Charlestown, Cecil Co.
268 North St., 279 to 281, Elkton
269 was Liberty Grove Rd., US 1 to 222, Cecil Co. (fr USGS map)

270 (I-270)
270 Furnace Branch Rd., Glen Burnie
271 ce
272 Northeast Rd.-Turkey Point Rd., Elk Neck to PA line
273 Rising Sun Rd.-Telegraph Rd., E fr US 1 to DE line, Cecil Co. also Old Conowingo Rd.
274 Joseph Biggs Mem. Hwy, Rising Sun to 272 nr I-95, Cecil Co.
275 Craigtown Rd., 222 to 276, Cecil Co.
276 Jacob Tome Mem. Hwy., US 1 to 222, Cecil Co.
277 Fletchwood Rd., 316 to 279, Cecil Co.
278 old number for 896, Cecil Co.
279 Newark Rd., 213 nr Elkton to DE line, Cecil Co.

280 old number for 213 N of US 40 before US 213 was decommissioned (now MD 213)
281 Red Hill Rd., 7 to DE line, Elkton
282 Crystal Beach Rd.-Grove Neck Rd.-Cecilton-Warwick Rd. to DE line, Cecil Co.
283 old number for Crystal Beach Rd. when 282 ran to Grove Neck (now 282)
284 Hemphill St., loop off 285, Chesapeake City
285 Biddle St. N side of C&D Canal, E of 213 to DE line, Chesapeake City
286 Bethel Rd., S side of C&D Canal, E of 213 to DE line, Chesapeake City
287 Sandy Island Rd., Goldsboro to DE line, Caroline Co.
288 Crosby Rd., from 20 (eastern) to Crosby, Kent Co.
289 Quaker Neck Rd., S fr 213, Kent Co.

290 fr 300 N to US 301, Queen Anne's-Kent Co.
291 Morgnec Rd.-River Rd.-Millington-Smyrna Rd., fr 213 E to DE line, Kent Co.
292 Still Pond Rd., N fr 213 to Main St., Betterton, Kent Co.
293 1st Ave. fr 292 to Park St., also unidentified rd to west of 292, Betterton
294 Wheeler Ave., Betterton
295 Baltimore-Washington Pkwy., fr 175 N to Baltimore (S of 175 US Park Service maint.)
295 was Howell Pt. Rd. bet 292 & 293, Betterton
296 old number for 293, 1st Avenue, Betterton
297 Worton Rd.-Smithville Rd., W fr 213 to Worton Creek, Kent Co.
298 Fairlee-Still Pond Rd.-Still Pond-Harmony Woods Rd., 20 (eastern) to 213, Kent Co.
299 Massey-Sassafras Rd.-Galena-Sassafras Rd., 313 to US 301, Kent-Cecil Co.

300 Church Hill-Sudlersville Rd.-Sublersville-Smyrna Rd., 213 E to DE line, Queen Anne's Co.
301 (US 301)
302 Barclay Rd., 300 E to DE line, Queen Anne's-Caroline Co. (forms eastenmost part of border)
303 Old Cordova Rd. (309) S of Queen Anne, Talbot Co.
304 fr 312 nr Bridgetown to Corsica Neck, Queen Anne's-Caroline Co.
305 Hope Rd.-Hope-Roe Rd.- Roe-Ingleside Rd., 213 to 19 (now ends in Hope?), Queen Anne's Co.
306 Houston Branch Rd., fr Federalsburg NE to DE line, Caroline Co.
307 Williamsburg Rd.-Academy Ave., Federalsburg to Hurlock
308 S Main St., Federalsburg
309 Starr Rd.-Cordova Rd., 213 to US 50, Queen Anne's-Talbot Co.

310 Cayots-Mt. Pleasant Rd., 213 E to DE line, Cecil Co.
311 Goldsboro-Marydel Rd., 311 NE to DE line, Caroline Co.
312 Ridgely-Bridgetown Rd., 313 to 404, Caroline Co.
313 fr US 50 nr 54 & Mardela Springs N to US 301 nr Unicorn
313 BYPASS Sharptown
314 Greensboro-Whiteleysburg Rd., 480 E to DE line, Caroline Co.
315 Federalsburg Hwy.-Bloomingdale Ave.- N Main St., Liberty Rd., Federalsburg
315 was Railroad Ave., Greensboro ('37->40)
316 Appleton Rd., 279 to 277 (was to 273), Elkton
316 was Bush to Graceton Rd., Harford Co. ('37)
317 E from 313 N of Denton to DE line, Caroline Co.

318 Preston-Federalsburg Rd., fr 16 E to DE line, Caroline-Dorchester Co. (forms pt of line)
319 old number for 318 west of Federalsburg Caroline

320 Piney Branch Rd., Takoma Park
321 was Main St., Elkridge Howard
322 Easton Pkwy., loop W of US 50, Easton
322 ho
323 ho Howard?
324 was Choptank Rd., W off 331, Caroline Co.
325 was Wade Ave., S fr 144 to Spring Grove State Hospital, Catonsville
326 Washington Rd., portion S of Business 5, Leonardtown
327 Firestone Ave S of 7, Perryville
327 was Mitchell Rd., US 301 SW to 225 nr La Plata, Charles Co.
328 Matthewstown Rd.-Easton-Denton Rd., fr. US 50 to BR 404, Easton to Denton
328 ALT Denton
329 Royal Oak Rd., loop S of 33, Talbot Co.

330 Massey-Delaware Line Rd., E of 313, Kent Co.
330 was Kingsville Triangle, Baltimore Co.
331 Loop E of US 50, Easton to Vienna, Talbot-Caroline-Dorchester Co.
332 Central Ave. bet. 214 & DC line, Seat Pleasant
332 was Aurora St., Easton
333 Oxford Rd., Easton to Oxford, Talbot Co.
333 was Harrison St., Easton
334 Port St.-Tred Avon Rd., Easton (directions signed backwards!)
335 Church Creek-Golden Hill Rd.-Hooper Island Rd., S from 16 to Honga, Dorchester Co.
336 Crapo Rd., E from 335 to Lakesville, Dorchester Co.
337 Allentown Rd. N edge of Andrews AFB, Camp Springs
338 was Rowlandsville Rd.-Doctor Jack Rd., US 1/US 222 jct to old 269, Port Deposit
339 Sligo Ave., Silver Spring
339 do

340 (US 340)
341 Race St., from 343 to 16, Cambridge
341 TRUCK Goodwill Ave., Cambridge
342 St. Augustine Rd., 213 to 310, Cecil Co.
343 Washington St.-Cambridge-Hudson Rd., US 50 Cambridge to Hudson, Dorchester Co.
344 Gilroy Rd., 6 to 224, Charles Co.
344 do
345 was Table Rock Rd.-Wilson Rd., US 50 S to WV line, Garrett Co.
346 Old Ocean City Rd., Worcester Co.
347 Quantico Rd., US 50 to 349, Wicomico Co.
348 Sharptown Rd., from Sharptown nr. 313 to DE line, Wicomico Co.
349 Salisbury-Nanticoke Rd., Wicomico Co.

350 Mt. Hermon Rd., Salisbury to 354, Wicomico Co.
351 Ballenger Creek Pike, US 15/340 to Manor Woods Rd., Frederick Co.
351 do
351 wi
352 Whitehaven Rd., loop S of 349, Wicomico Co.
353 Pittsville-Delaware Line Rd., N of 346, Wicomico Co.
354 Willards-Whiton Rd., from 346 to 12, Worcester-Wicomico Co.
355 Wisconsin Ave.-Frederick Rd. (US 240/I-270) Frederick to DC Line
356 so
357 was Tulls Corner Rd., SE off 413, Somerset Co.
358 was Jacksonville Rd.-Plantation Ave., N off 413 to Janes Island State Park, Somerset Co.
359 Bypass Rd. W of US 113, Pocomoke City, was also in Crisfield

360 so
361 Fairmount Rd., W from 413 to Manokin, Somerset Co.
362 Mt. Vernon Rd., W from US 13, Somerset Co.
363 Deal Island Rd., Princess Anne to Deal Island
364 Dividing Creek Rd., W of Pocomoke St. Forest, Worcester-Somerset Co. (ADC shows bridge out)
365 Public Landing Rd., Worcester Co.
366 Stockton Rd.-George Island Landing Rd., E of US 13 nr. Pocomoke City, Worcester Co.
367 Bishopville Rd.,US 113 to DE line, Worcester Co.
368 Saint Martins Neck Rd., 367 to Ames Rd., Bishopville, Worcester Co. (unsigned)
369 was Old Bachman Valley Rd., Carroll Co. (fr USGS map) typo of 569?
369 was off 113 near Basket Switch, Worcester Co.

370 (I-370)

370 Unionville Rd., N from 33 over Miles River, Talbot Co.
371 Cedar Hall Rd., from Princess Anne off 675 to Pocomoke River, Somerset Co.
372 Wilkens Ave., US 1 to 166, Catonsville
373 Accokeek Rd., 5 to 210, Prince Georges Co.
374 Libertytown Rd.-Burbage Crossing Rd., 354 to 818, Worcester-Wicomico Co.
375 wo (Berlin)
376 Bay St., Assateague Rd., Berlin to 611, Worcester Co.
377 Williams St., Berlin
378 was Baltimore Ave., Ocean City (now northbound 528)
379 sm

380 Byrdtown Rd., S off 413 to Byrdtown, Somerset Co.
381 Brandywine Rd., US 301 to 321, was also old 5, Prince Georges-Charles Co.
382 Croom Rd.,-Davis Shop Rd., US 301 to 381, Prince Georges Co.
383 Broad Run Rd.-Jefferson Rd., 17 to 180, Frederick Co.
384 Colesville Rd. bet US 29 & 16th St. (390), Silver Spring
385 old number for Whithaven Rd. portion of current 352
386 was Benfield Rd., Anne Arundel Co.
387 Spa Rd., Annapolis S of Forest Dr. - was also N of Forest Dr.
388 E. Antioch Ave.-W. Post Office Rd., off US 13 E of Princess Anne
389 pg P.G.?

390 16th St., between 97 & DC line, Silver Spring
391 was Seminary Rd.-Dale Dr., 192 to 320, Silver Spring
392 from 331 nr Hurlock E to DE line, Reliance
393 South River Rd., off 2 bet. 450 & 665, Annapolis (from NGRA & ADC)
394 Market St., loop W of US 113, Snow Hill (signed Business US 113) Worcester
394 qa
394 ga
395 (I-395)
395 was Naves Cross Rd., Cumberland, when US 220 ran through town (now US 220 to I-68)
396 Massachusetts Ave., Bethesda
397 do
398 was parallel W of 63 N of Williamsport, Washington Co.
399 was Howard Chapel Rd.-Long Corner Rd., Montgomery-Howard Co.

400 was Mt. Wilson La. 140 to former Mt. Wilson St. Hosp., Garrison
401 was Stringtown Rd., Butler
402 Dares Beach Rd., E of 2/4 nr. Prince Frederick, Calvert Co.
403 was Level Rd., Harford Co.?
403 old number for 410 bet. 500 & US 1
404 From US 50 E around Denton to DE line, Queen Anne's-Talbot (forms line)-Caroline Co.
404 ALT Queen Anne-Hillsboro
404 BUSINESS Denton
404 was nr. current 8, Kent Island?
405 Price Station Rd., 19 S to 304, Queen Anne's Co.
406 old number for 667 bet Hudsons Corner & US 13
407 Marston Rd., 27 to 31, Carroll Co.
408 Mt. Zion-Marlboro Rd., 2 to 4, Calvert Co.
408 old number for 755 south of 7
409 was Freeland Rd., 45 to NCRR, Maryland Line

410 East-West Hwy., 355 to 450 (proposed to 704) Prince George's-Montgomery Co.
411 was Rhode Island Ave., Bladensburg (co-signed with US 1 in 1940s) P.G.
412 Riverdale Rd. parallel to 410, Riverdale
413 US 13 to Crisfield, Somerset Co.
414 Oxon Hill Rd.-St. Barnabas Rd., 210 to 458, Prince George's Co.
415 was Scotland Beach Rd., E off 5 nr Pt. Lookout ST. Mary's
416 old number for 4 in NW Calvert Co.
417 old number for 669, Garrett Co.
418 Ringgold Pike, 60 NE to PA line, Washington Co.
419 was Martinsburg Rd.-Dickerson Rd., fr 107 to 109, Montgomery Co.

420 was Brink Rd., 27 to 108, Montgomery Co. (fr USGS & Hearne map)
421 was Travilah Rd., bet 28 & 190, Montgomery Co.
422 Bayard Rd., W off 2, Anne Arundel Co.
423 Fairhaven Rd., E off 2 to Fairhaven Cliff, Anne Arundel Co.
424 Davidsonville Rd., 3 SE to 214, Anne Arundel Co.
425 Mason Springs-Ironsides-Riverside Rd., 224 to 6, Charles Co.
426 was Liverpool Pt. Rd., bet 6 & 224, Charles Co.
427 Chapel Pt. Rd., W of US 301 to Chapel Pt. State Park, Charles Co.

428 ch Charles?
429 was Popes Creek Rd., SW off US 301, Charles Co.

430 Metzerott Rd. from US 1 to 193, College Park
431 was Cherryfield Rd., SW off old 244, St. Mary's Co.
431 sm
432 Glen Oak Rd., W off 732 NE of I-95/32 interchange, Howard Co.
432 was Kingsley Rd.-Hawkes Rd., Montgomery Co.
433 was Smithville Rd., Caroline Co.
433 pg (Beltsville)
434 Pontiac St.-57th Ave.-Berwyn Rd., Berwyn Heights
435 Taylor Ave., Annapolis (signed)
436 Ridgely Ave. (Revell St.), W. Annapolis (signed)
436 was Annapolis St., W. Annapolis
437 was Severn Ave., W. Annapolis
438 was Annapolis St.-Melvin Ave., off 435, Annapolis
438 was Revell St., W. Annapolis (current 436)
439 Old York Rd., 45 to 23, Baltimore-Harford Co.

440 Dublin Rd., US 1 W to 543, Harford Co.
441 was Providence Rd., W off 213, Cecil Co.
442 was Stoneton La.-Royal Swan Rd., E off to 292, Kent Co.
443 was Still Pond Neck Rd. off 292, Kent Co.
444 Kentmore Park Rd. N of 213, Kent Co. (was all)
445 Eastern Neck Island Rd., S of 21, Kent Co.
446 Broad Neck Rd., S off 20 (eastern), Kent Co.
447 was Morgnec Rd., Kent Co., also later was through Locust Grove bet 213 & 444
448 was Turners Creek Rd. nr Kennedyville, Kent Co.
449 ce

450 Old US 50, US 1 to Annapolis Rd.-Defense Hwy. through Annapolis to S end of Ritchie Hwy.
451 Old Claiborne Rd., N off 33, Talbot Co.-was all of 33 S to Tilghman
452 Friendship Rd., US 50 to US 113, Berlin
453 was Woodmont Rd., S off Scenic US 40, Washington Co.
454 Crown Stone Rd., Templeville to Marydel, Caroline Co.
455 old number for 54 west portion from 313 to DE line
456 Del Rhodes Ave., Queenstown (signed n-s)
457 was Knife Box Rd., 313 nr Greensboro SE to 317 nr DE line, Caroline Co.
458 Silver Hill Rd., Suitland
459 was Tuxedo Rd.-Cheverly Ave., Cheverly

460 Hall Hwy., W off 358 in Crisfield
461 was Lake Fanny Rd., S off BUS US 1 over Winters Run, Bel Air Harford
462 Paradise Rd. 155 to 132 N of Aberdeen
463 Main St., Parkton - unsigned but "MD RT 463" on green sign
464 Olive School Rd.-Souder Rd., 17 to US 15, Frederick Co.
465 was Herald Harbor Rd. E off 178, Anne Arundel Co.
466 was Old Rolling Rd., Relay
467 old number for 54, Mardela Springs
468 Muddy Creek Rd.-Shady Side Rd., S off 214, Anne Arundel Co.
469 was Chapel Pt. Rd., S off 6, Charles Co.

470 Oakley Rd., loop E of 242, St. Mary's Co.
471 Indian Bridge Rd., 4 to 5, St. Mary's Co.
472 Sandgates Rd., E off 235, St. Mary's Co.
473 was Fairview Rd., N off 273, Cecil Co.
474 was Hobbs Rd.-Andersontown Rd., loop E off 313 nr Denton
475 Main St., Marydel (fr ADC MD/DE Atlas) Wicomico?
475 old number for 460, Somerset Co. (?)
476 ho Howard?
477 was Old Washington Blvd., Elkridge
478 Knoxville Rd., W of Brunswick
478 wa
479 Western Shore Dr. N fr US 50 to Eastern Shore St. Hosp., Cambridge (signed)

480 Hillsboro-Ridgely-Greensboro Rd., Caroline Co.
481 cl
482 Hampstead-Mexico Rd., Carroll Co.
483 Old Camp Meade Rd.-Severn Rd. nr. 174 & Amtrak br. (from 1985 Champion)
484 was Bicknell Rd., bet. 224 & 425, Charles Co.
485 cl

486 do Dorchester?
487 dc
488 La Plata-Bryantown Rd., 6 to 5, Charles Co.
489 Park Hall Rd., Bet. 5 & 235, St. Mary's Co.
489 cl

490 Union St. S of 7, Havre de Grace (unsigned)
491 Raven Rock Rd., 64 to 550, South Mtn., Washington-Frederick Co.
491 old number for 425 S of 6
492 pg PG ?
493 was Old Orems Rd., Middle River
494 Fairview Rd.,63 W to PA line, Washington Co.
495 (I-495)
495 Bittinger Rd.-Swanton Rd. Alt US 40 to 135,Garrett Co.
496 Bachmans Valley Rd., Carroll Co.
497 Cove Point Rd. E from 2/4, Calvert Co.
498 Lighthouse Rd., W off 249, Piney Pt., St. Mary's Co.
499 was Manor Rd., bet 238 & 234, St. Mary's Co.

500 Queens Chapel Rd., Hyattsville
501 Chillum Rd. bet 212 & 500, Hyattsville
502 was Greenbackville Rd., S off 366 to VA line, Worcester Co.
503 old number for current 760, Calvert Co.
504 was Olivet Rd., Calvert Co.
505 was Coster Rd., W fr 765 across 2/4, Calvert Co.
506 Bowens-Sixes rd, 2/4 W to 508, Calvert Co.
507 was Stoakley Rd.-Leitchs Rd., W off 2/4, Calvert Co.
508 Adelina Rd., 231 to 506, Calvert Co.
509 Governors Run Rd., E off 2/4, Calvert Co.

510 was Huntingtown Rd., NW off 524 to 262, Calvert Co.
511 cv Calvert?
512 was Williams Wharf Rd., W off 264, Calvert Co.
513 Cedar La. US 13 to Bus. US 13, Fruitland
513 was Spears Hill Rd., NW off 213, Cecil Co.
513 was Saratoga Ave., now part of 320, Takoma Park
514 Flatland Rd.-Porters Grove-Hanesville Rd., 20 (east) to 298, Kent Co.
515 was Second St., Silver Spring
516 was Franklin Ave. bet. 193 & US 29, Silver Spring
517 old number for 136 W of 24 Harford
518 First St., Queen Anne
519 was Greenspring Rd. N of Dover Rd., Baltimore Co.

520 Whites Neck Rd.-Bailey Rd., S off 239, St. Mary's Co.
521 Huntingtown Rd.-Hunting Creek Rd., W off 2/4, Calvert Co.
522 (US 522)
523 was Chaneyville Rd., W off 2/4, Calvert Co., was also Warfordsburg Rd., N of Hancock
524 loop W off 2/4 nr. Huntingtown, Calvert Co.
524 Old Town Rd., loop W off 2/4, Huntingtown
525 was Ferry Landing Rd., W off 4, Calvert Co.
526 was Penna. Ave., Westminster - was also Old US 140 E of Westminster
528 Coastal Hwy., Ocean City
529 Old Loretto Rd., off US 13 near UMES, Somerset Co. was also Allen Rd. N to Salisbury

530 ke
531 was Reliance-Galestown Rd. 392 to 313 along DE line, Dorchester Co.
531 ho
532 was Watersville Rd., 27 to 144, Carroll-Howard Co.
533 ch
534 pg P.G.?
536 was Cedar Pt. Neck Rd., S off 6, Charles Co.
537 Basil Rd. off 213, S of Chesapeake City
537 was old number for northern part of 495, Garrett Co.
539 was old number for 108 between 104 & 29, Howard Co.

540 was N off 320 to 410, Takoma Park P.G.
541 was Tyaskin Rd., N off 349, Wicomico Co.
542 Loch Raven Blvd.-The Alameda, Baltimore to I-695 & old 567
543 Ady Rd.-Hickory Rd.-Riverside Pkwy., Harford Co.
544 McGinnes Rd., 213 to 313/US 301, Queen Anne's Co.
545 Blue Ball Rd., Cecil Co.

546 Finzel Rd., N off I-68, Garrett Co.
547 Strathmore Ave.-Knowles Ave., 355 to 185, Kensington
548 was Upper Ferry Rd., 349 S to Allen Rd. (was 529) w/ferry across Wicomico, Wicomico Co.
549 was Fort Washington Rd., W off old 224 to Fort Washington, Prince George's Co.

550 fr. 26 NW to PA line, Frederick-Washington Co.
551 was Washington St., Cambridge (old 16) Dorchester
552 Dominion Rd., S of 18 on Kent Island (2.1 mi.)
553 South River Rd. nr South River Bridge off 2, Anne Arundel Co.
554 old number for Old Severn Rd. (now 174) West of 170
555 was Wilson Rd., bet 263 & 402, Calvert Co.
556 pg
557 mo (Gaithersburg)
558 was Bel Alton-Newtown Rd., US 301 NE to 6, Charles Co.
559 was Gorsuch Rd., from 140 NE to WMRR tracks, Carroll Co.

560 Loch Lynn-Gorman Rd., 135 to US 50, Garrett Co.
561 Hassengers Corner Rd., 213 to 298, Kent Co.
562 Troyer Rd. S of 138-Old York Rd., nr Monkton
563 old number for 224 S of 344 along Potomac shore Charles
564 Lanham-Severn Rd. from 450 to 197
565 Old Trappe Rd. loop W of US 50-also S. Washington St., Easton, Talbot Co.
566 Still Pond-Harmony Woods Rd., bet. 292 & 298 - was also east to 213 (now 298)
567 was Cromwell Bridge Rd. from aqueduct to Cub Hill Rd., Towson
568 Hatchery Rd., 367 to DE line nr 368, Bishopville, Worcester Co.
(unsigned)
569 was Old Bachman Valley Rd., 97 to 496 (also 369?) Carroll

570 was O'Brecht Rd., W of Sykesville to 97, also old number for 97 N of same, Carroll Co.
571 was Tracet Rd., Frederick Co.
572 was Gapland Rd., E fr 67, Washington Co.
573 cr Carroll ?
574 was Clarks Landing Rd., NE off 235, St. Mary's Co.
575 was Pond Woods Rd., E off 2/4 to 261, Calvert co.
576 was Dunn Swamp Rd.-Colona Rd., loop off 371, Worcester Co.
577 from 313 to Reliance, forms Caroline-Dorchester Co. line
578 Bethlehem-Harmony Rd., fr 16 to 331, Caroline Co.
579 Bozman-Neavitt Rd., from 33 S to Neavitt, Talbot Co.

580 so Somerset ?
581 was Hughes Shop Rd., Carroll Co.
582 was Zion Rd., old 420 S to 108, Montgomery Co.
583 was Jennings Chapel Rd., 94 to 97, Howard Co.
584 unidentified road loop W off 5 in St. Mary's City
585 was Airport Rd., 12 to 350 E of Salisbury Wicomico
586 Veirs Mill Rd., Montgomery Co.
587 Wilson Point Rd. from 150 to Dogwood Dr. (was all), Middle River
588 Golden Ring Rd.-Kenwood Ave from 7 to Lillian Holt, Rosedale
589 Race Track Rd., US 50 to US 113, Ocean Pines

590 was Forge Hill Rd., loop S off US 1, Harford Co.
591 loop S off US 1, Cecil Co.
592 was Half Mile Loop, (old US 1?), Rising Sun
593 was Brunett Ave., Montgomery Co.
594 was Wayne Ave., Montgomery Co.
595 was Bonifant Ave., Montgomery Co.
597 mo Montgomery ?
597 ho
598 was Old Princess Anne Rd., loop E of US 13 S of Princess Anne
599 was Baker Ave., Old Orems Rd., Middle River

600 was Old Eastern Ave., Essex-Middle River (from old Hearne & USGS map)
601 was Harrison Blvd., Middle River
602 Old number for 198 east of Laurel
604 was Watkins Rd., 27 to 124, Montgomery Co.
605 Albany Ave., Takoma Park
606 Old number for 304 W of Centreville Q.A.
607 Hog Neck Rd. nr end of 100 & 177, Anne Arundel Co.
608 was Arrington Rd.-Raincliffe Rd. E of Sykesville Carroll
609 Old number for 28 E of Norbeck-was E to 182, Montgomery Co. (fr USGS map)

610 Whaleyville Rd., Worcester Co.
611 Stephen Decatur Hwy., Worcester Co.
612 was Harney Rd., PA Line south to Harney, Carroll Co.
613 Old number for 261, Anne Arundel Co.
614 Goldsboro Rd., Bethesda
615 Heavenly Acres Ridge Rd.-also parallel rd. of I-70/US 40, Washington Co.
616 was Broadfording Rd.-Gossard Mill Rd., 58 to 494 Washington Co.
617 was American Corner Rd. bet 621 & 318, Caroline Co.
618 was Detour Rd., fr 77 to 194, Frederick Co.
619 6th St., Denton (old 313 before bypass)

620 was Trevanion Rd., W of 84 to Taneytown Carroll
621 Grove-Agner Rd., 16 to 313, Caroline Co.
622 was Stone Chapel Rd., bet 27 & 31, Carroll Co.
623 Flintville Rd.-Castleton Rd., fr US 1 at 161 jct N to PA line, Harford Co.
624 Constitution Rd.-Graceton Rd., 165 to (forms) PA line, Harford Co.
625 fr Frederick?
626 W. Wharf Rd., West Ocean City, also small road S off east end of 707 (fr 1988 SHA)
627 Oriole Rd., S from 363 to Oriole, Somerset Co.
628 Rice Rd., Western Run Rd. to PA line, Washington Co.
629 Exline Rd., Washington Co.

630 was American Corner Rd., N of 621 to 16, Caroline Co.
630 was Baust Church Rd. S off 140 (now part of 84), Carroll Co.
631 Old Brandywine Rd., parallel E of 5 S off 373 nr. US 301/5 jct, T.B. (fr 1998 SHA)
632 Maryland Ave., Downsville Pike, fr. Hagerstown SW to 63, Washington Co.
633 Unionville Rd., loop S off 26, Unionville, Frederick Co.
634 Reliance Ave., Federalsburg
635 was Oakington Rd., S off 132, Aberdeen Harford
636 al
637 Naylor Rd. bet. 5 & DC line, Suitland
638 Parkersburg Rd., 36 to Alt. US 40 E of Frostburg
639 Willowbrook Rd., Cumberland
639 was White Church-Steyer Rd., from 560 E to Kearney, Garrett Co.

640 off US 13 nr Eastern Correctional Institution, Somerset Co.
640 fr
641 was Middleburg Rd.-Simpsons Mill Rd., 77 to 75 Frederick
643 was Sulphur Spring Rd., Arbutus
644 Ridge Rd. (Francis Ave.), overpass over US 1 & Amtrak, Arbutus
645 Old Dorsey Rd. off 176 nr 170 jct. (from 1985 Champion)
646 Prospect Rd., Harford Co.
646 was Thurston Rd., 80 S to 109, Frederick-Montgomery Co.
647 was Whiskey Bottom Rd., near R/R bridge, Laurel P.G.
648 Old Baltimore-Annapolis Blvd. (old 2), Baltimore to Annapolis

650 New Hampshire Ave., Montgomery Co.
651 was North Bend Rd. W of Rocks St. Park, Harford Co. (fr USGS map)
652 Old Telegraph Rd., Harmans
653 old number for 390 from 410 S to DC line
654 al Allegany?
655 several parallel to 97, Montgomery Co.
655 al
656 Friels Rd., 18 to 456, S of Queenstown (was numbered 456 as well) (signed e-w)
659 mo

660 Dodge St., Rockville
661 (was) Quaker Neck Landing Rd.,from 289 to Quaker Neck Landing, Kent Co.
662 off US 50 (several) from Wye Mills to Easton (old US 213?) Queen Anne's-Talbot Co.
662 was old number for 448 north of 213, Kent Co.
663 was Camden Ave., Salisbury Wicomico
664 (was) Wilkins La., S from 289, Kent Co.
665 Aris T. Allen Blvd.-Forest Dr., Annapolis
665 old number for first parts of new US 40, Ellicott City (1940s)
666 was St. Paul St., Armory Ave., Howard Ave., Kensington
667 US 13 to Crisfield, Somerset Co.
668 was Old Hanover Rd., Boring (from Hearne Bros wall map)
669 Springs Rd., fr Alt. US 40 in Grantsville to PA line, Garrett Co.
669 Benevola Church Rd. fr Alt US 40 to 66, Washington Co. (fr. ADC map)

670 Lillian St. from US 50 to 347, Wicomico Co.

671 was Taylor Landing Rd., E off 12, Worcester Co.
672 Greenbury Point Rd., off 648 east of Naval Academy Bridge, Annapolis
673 was Costen Rd., loop E off US 13, Somerset Co., also between US 13 & 413
674 Sharp St., off 20 (eastern), Rock Hall
675 Old US 13 nr. Delmar & Pocomoke City
675 cr
675 wo
676 mo
677 Odenton Rd., Odenton
678 was Deer Park Rd., bet 32 & 91, Carroll Co.

680 was Gillis Falls Rd., bet. 27 & 94, Carroll Co.
681 was Hughes Shop Rd., N off 140, Carroll Co.
682 was N. Church St., 86 N to PA line, Lineboro
683 was Poole Rd., SE off 140, Westminster Carroll
684 was Broadbranch Rd., 186 S to DC line, Chevy Chase
686 was Hanover St., off 2 near BC-AA line
687 was Gillis Rd., bet. 27 & 94, Carroll Co. (parallel N of 680 above)
688 was Redland Rd. bet. 355 & 115, Montgomery Co.

690 ce
690 al
691 Old number for US 40 SE of Hagerstown, 1946 Washington
692 al Allegany?
693 Old route 5, loop W of 5, Charlotte Hall, St. Mary's Co.
694 pg
695 (I-695)
695 Broening Hwy., Dundalk - was all of Beltway S&E of 95 - N&W was I-695
696 was Perryhawkin Rd., SE fr 388 to Cokesbury, Somerset Co.
698 ke
699 ce

700 Martin Blvd., Middle River
701 Howard Johnson Rd., parallel E of US 301 just N of US 301/291 jct.
701 was Sundown Rd., 108 to 650, Montgomery Co.
702 Southeast Frwy./Blvd., Essex
702 was Jones Bridge Rd., E off 355, Bethesda
703 wo
703 was Race Track Rd., Bowie
704 MLK Blvd., Prince Georges Co.
705 Old Berlin-Lewis Store Rd., Worcester Co.
705 was Croom Airport Rd., E off 382, Prince George's Co.
706 old number for part of 648 between 915 & 177 before 100 built (fr 1970 SRC)
707 Grays Corner Rd.-Old Bridge Rd., W. Ocean City
708 was 1st St., Ocaen City
709 was Green Ridge Rd., N off Scenic US 40 to PA line, Allegany Co.

710 Ordnance Rd., Glen Burnie
711 Arundel Corp Rd. (Old Ordnance Rd.), was also Blades Rd., Glen Burnie
711 ce
712 Hermanville Rd., 235 to Patuxent NAS, Lexington Park
713 Ridge Rd., nr Ft. Meade
714 pg
715 Short Rd., from US 40 to APG, Aberdeen (old name: Boothby Hill Rd.)
716 was Old Landover Rd., loop N of 202 nr US 50, Cheverly P.G.
717 Water St. from 725 south to PG Equestrian Ctr., Upper Marlboro
717 al
718 was Sparrows Point Rd., Edgemere
719 ga Garrett

720 off 818 near northern US 113 jct. at R/R tracks, Berlin Worcester
721 was C St., E off 147 to Joppa Rd. (old 148), Carney
722 sm St. Mary
723 Old Jessup Rd., loop E off 175 nr Howard-AA border, Jessup
724 al Allegany
725 Marlboro Pike, Upper Marlboro P.G.
726 pg P.G.
726 al
727 ce
728 al Allegany
729 al

.730 al allegany
731 Old US 50, Vienna - (only rect. green sign "ROUTE 731" - decommisioned?)
731 al
732 Old Guilford Rd. (old 32)
732 al
733 ga
735 wa (Hancock)
739 al allegany

740 al allegany
741 First Ave.-Maple St., Friendsville (fr 1998 SHA)
742 fr
742 ga
744 was Dorchester Ave., parallel W of US 50, Cambridge Dorchester
746 parallel to Falls Rd. (25) bridge over Jones Falls, Baltimore Co. (fr 1991 SHA)
749 cv

750 Bucktown Rd., loop off US 50 nr SHA, E of Cambridge (from personal obs.)
750 cv
751 old number for Chesapeake Beach Rd. SE of 2 nr. Owings, Calvert Co. (now part of 260)
752 cv
753 was Street Rd.-Davis Rd., 24 to 165, Harford Co.
754 ha
755 Old Emmorton Rd.-Van Bibber Rd., Abingdon
756 Old Snow Hill Rd., Pocomoke City
759 qa
759 B unidentified rd. nr. 18 at Castle Marina Rd., Stevensville (759B) (1998 SHA)

760 Olivet Rd.-Rousby Hall Rd., Chesapeake Ranch Estates
761 cv
761 was Old Crain Hwy. nr Upper Marlboro
762 from 170 to 162 NE of BWI
763 Superior St., off 155 nr US 40, Havre de Grace (signed)
764 cv
765 Multiple rds off 2/4, Calvert Co.
766 was Avenel Rd., loop W of 650, Montgomery Co.
768 Virginia St., off 402, Dares Beach, Calvert co.
769 pg

770 Conley St. between 151 & 20 north of 150, Eastpoint
771 was Nine Mile Loop, 3 sections off 144, east of Ellicott City in Baltimore Co.
772 ta
773 was nr 2/100 jct, N off Kellington Dr. at Hammock La. (rd no longer exists?)
775 was Cox Rd., loop S of 260, Chesapeake Beach
776 Railroad Ave., Ridgely (unsigned exc. on some street name markers)
778 Old Solomons Island Rd. (several), Anne Arundel Co.

781 Delancy Rd., from 281 to 40 nr. Delaware line, Elkton (signed)
783 Riverview Ave., E off 436 S of US 50 overpass, Annapolis
784 Acorn Dr.-Pafel Rd., E off 436 N of US 50 overpass, Annapolis
785 Acorn Dr., E off 784 N of US 50/436 overpass, Annapolis
786 was South Winchester Rd., parallel S of US 50 E of Severn River Bridge
787 Flower Ave. bet. 195 & 516, Takoma Park
788 was Forest Hills Ave., Annapolis

790 Old 4 W of 2/4 split, also Old Muddy Creek Rd. & others off 468, Anne Arundel Co.
793 was Old Davidsonville Rd., parallel N of 424 nr US 50 jct, Anne Arundel Co.
794 SE ramp of 4-258 exit, Anne Arundel Co. (fr ADC map)
795 (I-795)
795 Maryland Ave. (drawbridge only), Cambridge
796 aa
797 State Circle, Annapolis (around State Capitol)
798 Old Generals Hwy. (178), Crownsville

800 Watson La. nr 75, Linwood
802 Batts Neck Rd., loop E of 8, Kent Island, Queen Anne's Co. (signed)
804 Old 64 nr Cavetown & Chewsville, Washington Co.
805 Leiter St., off 60, Leitersburg
806 Old US 15, Frederick Co.
807 Bedford Rd., old US 220 between Naves Cross Rd. and Cumberland city line

808 Main St., Mount Airy - also assorted rds near Westminster
809 ce

810 frontages of MD 210, Prince George's Co.
813 ce
814 Penterra Manor La., parallel E off 550 just S of Creagerstown (bridge out at Monocacy)
815 Old Quantico Rd., loop off 349, Salisbury (signed)
817 Old Federalsburg-Preston Rd. (16/318) SE of Preston
818 Main St., Berlin

820 cl
821 Main St., Marydel
824 Bainbridge Rd., off 222 nr I-95 jct, Perryville (signed)
825 Oakland Dr., loop N off 135 Mountain Lake Park, Garrett Co.
826 old US 219, off 825, Garrett Co. (fr 1988 SHA)
827 nr. I-95/222 exit, Perryville (heard on traffic report c. 1991)
828 ga

830 qa
830 al
831 small road parallel W of 36 nr US 40 jct NW of Cumberland
832 Old Taneytown Pike, Carroll Co.
833 Black Rock Rd. (old 88), Hampstead
835 Love Pt. Rd., Kent Narrows Rd. (old 18), Kent Island
835A Thompson Creek Service Rd., parallel S of US 50/301, E off 8, Kent Island (signed!)
837 S. Church St., 313 to 300, Sudlersville
838 Wye Island Rd., Queen Anne's Co. (fr 1988 SHA)
839 unidentified road off Washington St. nr Easton Pkwy adjacent to cemetery, Easton

840 ta
841 May Port Rd., S. off 579, Talbot Co.
843 wa (Hagerstown)
844 Cavetown Church Rd., Smithsburg
845 Main St., Keedysville, Washington Co.
(old 34)
846 Barkdoll Rd., bet 418 & 847, Ringgold, Washington Co.
847 old 64 (several) Washington Co.
849 Leisters Church Rd. bet. 482 & 852, Mexico (unsigned) (was part of 87)

850 Old Liberty Rd., various along 26
851 Main St. Sykesville, also several rds east of & parallel to 32
852 Old New Windsor Rd. off 31, Old Manchester Rd. off 27, nr Westminster
853 several rds nr & parallel to 194, Carroll Co.
854 Old Washington Rd. & several rds west of & parallel to 97, Carroll Co.
855 ke
856 ke
858 Old 67 (several), Washington Co.
859 was Hadaway Dr., Chestertown

860 Old 235 nr 235/489 jct, St. Mary's Co.
863 sm
864 ke
868 sm
869 small road N off 6 just W of jct with Annapolis Woods Rd., Charles Co.

870 fr
870 was small road S off 383 W of Catoctin Creek Bridge
871 Rosemont Rd., bet. 17 & 79, Rosemont, Frederick Co.
872 fr
872A unknown but should be E of 872 B
872B Brentland Rd., W off Catholic Church Rd., parallel N of US 340
872C small road E off South Mountain Rd., N of & parallel to US 340, Washington Co.
873 fr
874 Loop W off 75 N of New Market, Frederick Co.
875 was Whates La., parallel E of US 15, Frederick Co.
877 W. Baldwin Rd., W off 75, New Market
878 wa (Hagerstown)
879 Cedarhurst & Old Gamber Rds. (several off 91), Finksburg

880 Michaels Mill Rd., bet. 80& 85, Buckeystown
881 wa

887 was off 45 nr old NCRR underpass, Cockeysville (fr 1988 & 1991 SHA)
889 driveway N off 137 to SHA facility, N off 137 near I-83 Exit 27, Hereford

890 was Slade Ave. W of 140 to Milford Mill Metro station, Pikesville
891 Hollins Ferry Rd. nr jct w/I-695 (Exit 9), Lansdowne
894 Limestone Rd., Hancock, nr I-70/I-68/US 40/US 522 jct
895 (I-895)
895 Lockwood Dr. off US 29, White Oak
896 ce
898 was SW off 28 nr Rock Creek Park. (fr 1973)
899 American Way, Montgomery Co.

901 Whelan Dr., N off 109 parallel W of I-270, Montgomery Co.
(signed)
904 several east of & parallel to 97, north of & parallel to Taneytown Pike
908 frontage roads each side of US 50/301 nr 179 W of Bay Bridge (unsigned)
909 service rd., parallel S of 424 nr US 50 jct, Anne Arundel Co.

910 wa (Hagerstown)
911 Norbeck Rd. between 28/586 & 355, Rockville (signed)
914 was Adventist Dr., bet. 355 & New Design Rd., Parallel N of I-70, Frederick
915 Old B&A Rd. nr. 100, also Arcadia Rd., Irene Ave. in same area (unsigned)
917 aa
918 so

920 Edge Hill Terrace, frontage rd. W of US 13, N of 362 nr UMES, Princess Anne
920 so
924 Old 24, Harford Co. (signed)
924 mo
925 off US 301 to 5, Waldorf
927 do
927 mo

931 aa
932 was Charles Hall Rd. & Morris Tongue Dr., nr I-97/3/32 jct, Millersville A.A.
935 Old 36 nr. Pekin, Allegany Co.
936 Old 36, Midland to Frostburg, Allegany Co.
937 Old 36 nr. Westernport, Allegany Co.
939 Laurel Run Cemetery Rd.

940 Owings Mills Blvd. - also small sliver off 30 north of Reisterstown (signed)
942 al
943 Warren Rd. from I-83 ramps to Beaver Dam Rd. (unsigned)
943 was at 243-5 jct W of Leonardtown
944 sm
945 Old MD 235, near MD 245, Hollywood, St. Marys Co.
946 off 546 nr Alt. US 40, Garrett Co.
948 ga-al
949 al

950 Garden City Dr., NW of I-95/495-US 50 jct nr New Carrollton Metro Station, New Carrollton
951 al
952 Frontage road along south side of I-68 at Exit 45 ramps, Cumberland
953 Glenn Dale Rd., Prince Georges Co. typo?
956 E of US 220 S of Pinto to WV line, Allegany Co.
957 Old Waterloo Rd. (108) nr 108-175 jct (from 1985 Champion & ADC) Howard
958 Elibank Rd., E off Montgomery (old 103) N of I-95 (from 1985 Champion)
959 pg PG

963 pg
964 pg
965 pg
967 pg
968 pg
969 Fairview Ave., ramp off Nursery Rd (168) to I-695 (unsigned)

970 ho
972 pg
973 pg
974 pg
975 Montevideo Rd. S off US 1, Howard Co.

976 pg
977 pg
978 pg
979 pg

980 Access Rd., parallel W of 4, Anne Arundel Co.
981 Tricross Dr., nr 100-104 interchange, Howard Co.
982 Old Columbia Pike., west of 29, Columbia (from 1992 state planning map)
983 old 216 E of Leishear Rd. & other E of I-95, Laurel
984 ho
985 Old Rogers Ave., Ellicott City (unsigned)
986 Old Columbia Rd., parallel E of US 29, Columbia
987 Old Columbia Pike, Ellicott City (unsigned)
988 was Milton Ave. off Catherine parallel to & S of 100 (fr 1985 Champion) A.A.
989 was Seaborne Dr., NW off south end of 607, Anne Arundel Co.

990 aa
991 wi (Salisbury)
992 John Deere Rd., service Rd., parallel S of US 50, Wicomico Co.
993B Old Washington Blvd., Lansdowne (unsigned)
995 from 170 to BWI Amtrak Station (unsigned)
996 Eggert Dr. nr 191 & I-495, Carderock (signed) P.G/Mont.?
997D between Morris Tongue Dr. & Jabez Run, passes under I-97 north of Exit 7
997 Parallel Dr.? near SSA Woodlawn (from Hearne Bros wall map)
999 Old Frederick Rd.?, Catonsville (from Hearne Bros wall map) Balto.

Paired parallel old-new or loop/spur routes:

US 1	477 993
US 13	529 598 675
US 15	806 875
US 29	196 895 982 987
US 40	7 99 144 914 985 999
US 50	18 346 450 565 662 707 731 750 835
US 113	394 818
US 301	18 701 835 835A
US 340	872
US 522	894
2	553 648 765 778
3	932
4	725 765 794 980
5	326 584 637
7	490
8	759 802
16	817
18	835
26	850
27	808 852
30	668
32	432 732 851
34	845
36	935 936 937
45	146 439 562
60	805
64	804 844 846 847
67	858
75	800
91	879
97	655 854 904
99	985
135	825
140	526 832 904
144	997 999
166	466
150	600
151	20 718
174	483

175 677 723
194 853
197 953
198 216 602
235 860 944
331 817
367 368 568
383 870
413 667
424 793 909
456 656
464 871
550 814
648 915

Unassigned numbers (I have nothing on these routes):

9

538 596

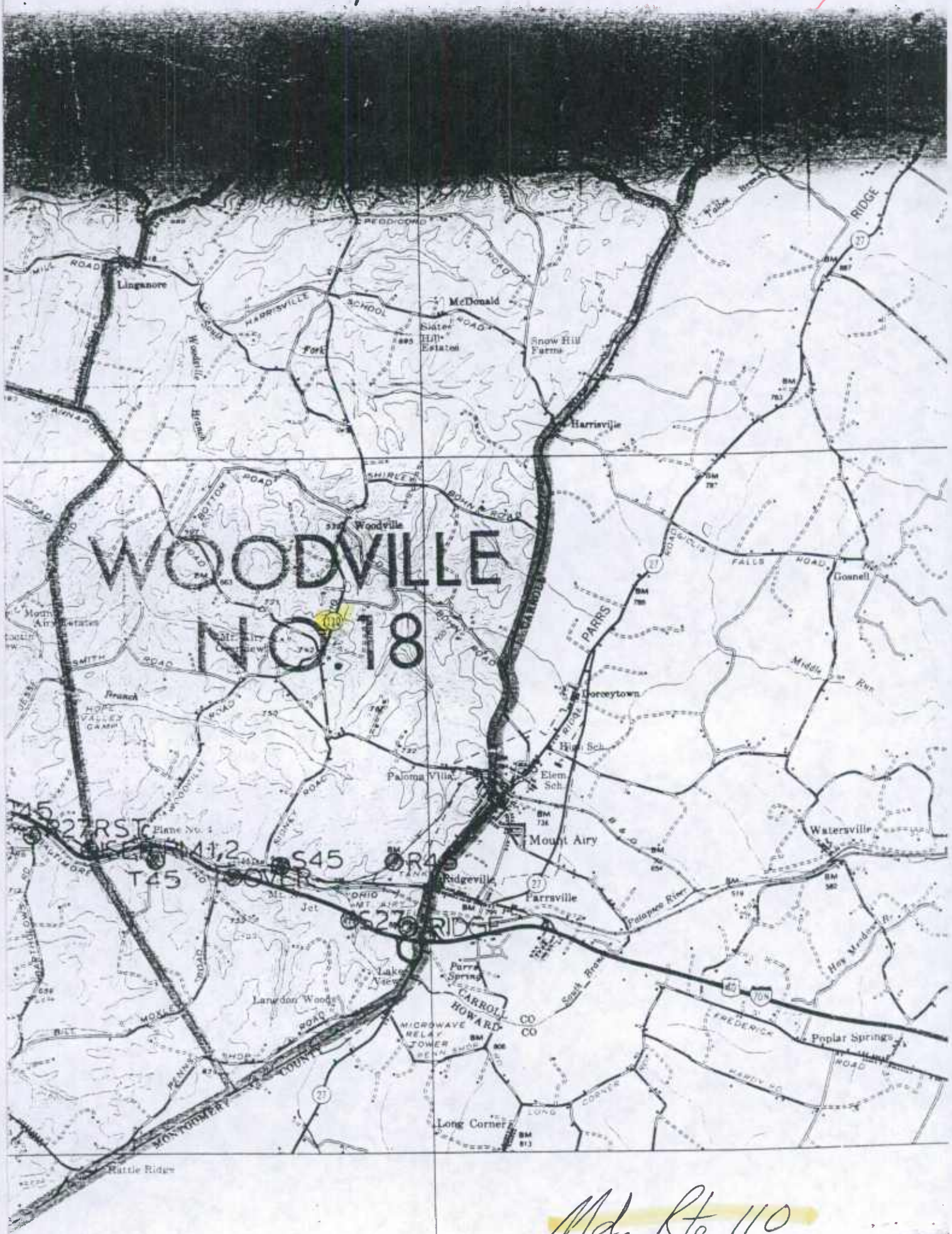
603 642 643 649 657 658 679 685 689 697

734 735 737 738 745 747 748 757 758 767 774 777 780 782 789 791 792 799

801 803 811 812 816 822 823 829 836 842 848 857 861 862 865 866 867 868 876 882 883 884 885
886 888 892 893 897

900 902 905 906 907 912 913 916 919 921 922 923 926 929 930 933 934 938 941 947 954 955 959 960

CO-407 in 1983 Frederick County



Md. Rte 110

Route Number History

Route #	Assigned	Previously Assigned	Available
1	Yes		
2	Yes		
3	Yes		
4	Yes		
5	Yes		
6	Yes		
7	Yes		
8	Yes		
9	No	Allegany Co.	Yes
10	Yes		
11	Yes		
12	Yes		
13	Yes		
14	Yes		
15	Yes		
16	Yes		
17	Yes		
18	Yes		
19	Yes		
20	Yes		
21	Yes		
22	Yes		
23	Yes		
24	Yes		
25	Yes		
26	Yes		
27	Yes		
28	Yes		
29	Yes		
30	Yes		
31	Yes		
32	Yes		
33	Yes		
34	Yes		
35	Yes		
36	Yes		
37	No	Baltimore Co.	Yes
38	Yes		
39	Yes		
40	Yes		
41	Yes		
42	Yes		
43	Yes		
44	No	Washington Co.	Yes
45	Yes		

Route #	Assigned	Previously Assigned	Available
46	No	Anne Arundel Co.	Yes
47	Yes		
48	No	Allegany Co.	Yes
49	Yes		
50	Yes		
51	Yes		
52	**No**	**No**	**Yes**
53	Yes		
54	Yes		
55	Yes		
56	Yes		
57	Yes		
58	Yes		
59	**No**	**No**	**Yes**
60	Yes		
61	**No**	**No**	**Yes**
62	Yes		
63	Yes		
64	Yes		
65	Yes		
66	Yes		
67	Yes		
68	Yes		
69	**No**	**No**	**Yes**
70	Yes		
71	**No**	**No**	**Yes**
72	**No**	**No**	**Yes**
73	No	Frederick Co.	Yes
74	No	Frederick Co.	Yes
75	Yes		
76	Yes		
77	Yes		
78	No	Frederick Co.	Yes
79	Yes		
80	Yes		
81	Yes		
82	No	Montgomery Co.	Yes
83	Yes		
84	Yes		
85	Yes		
86	Yes		
87	**No**	**No**	**Yes**
88	Yes		
89	**No**	**No**	**Yes**
90	Yes		
91	Yes		
92	**No**	**No**	**Yes**
93	**No**	**No**	**Yes**

Route #	Assigned	Previously Assigned	Available
94	Yes		
95	Yes		
96	**No**	**No**	**Yes**
97	Yes		
98	**No**	**No**	**Yes**
99	Yes		
100	Yes		
101	**No**	**No**	**Yes**
102	**No**	**No**	**Yes**
103	Yes		
104	Yes		
105	**No**	**No**	**Yes**
106	**No**	**No**	**Yes**
107	Yes		
108	Yes		
109	Yes		
110	**No**	**No**	**Yes**
111	No	Baltimore Co.	Yes
112	Yes		
113	Yes		
114	No	Montgomery Co.	Yes
115	Yes		
116	**No**	**No**	**Yes**
117	Yes		
118	Yes		
119	Yes		
120	No	Montgomery Co.	Yes
121	Yes		
122	Yes		
123	No	Montgomery Co.	Yes
124	Yes		
125	Yes		
126	Yes		
127	No	Baltimore Co.	Yes
128	Yes		
129	Yes		
130	Yes		
131	Yes		
132	Yes		
133	Yes		
134	Yes		
135	Yes		
136	Yes		
137	Yes		
138	Yes		
139	Yes		
140	Yes		
141	No	Baltimore Co.	Yes

Route #	Assigned	Previously Assigned	Available
142	No	Baltimore Co.	Yes
143	No	Baltimore Co.	Yes
144	Yes		
145	Yes		
146	Yes		
147	Yes		
148	**No**	**No**	**Yes**
149	No	Baltimore Co.	Yes
150	Yes		
151	Yes		
152	Yes		
153	**No**	**No**	**Yes**
154	**No**	**No**	**Yes**
155	Yes		
156	Yes		
157	Yes		
158	Yes		
159	Yes		
160	**No**	**No**	**Yes**
161	Yes		
162	Yes		
163	**No**	**No**	**Yes**
164	**No**	**No**	**Yes**
165	Yes		
166	Yes		
167	No	Baltimore Co.	Yes
168	Yes		
169	Yes		
170	Yes		
171	Yes		
172	Yes		
173	Yes		
174	Yes		
175	Yes		
176	Yes		
177	Yes		
178	Yes		
179	Yes		
180	Yes		
181	No	Anne Arundel Co.	Yes
182	Yes		
183	No	Montgomery Co.	Yes
184	No	Montgomery Co.	Yes
185	Yes		
186	Yes		
187	Yes		
188	Yes		
189	Yes		

Route #	Assigned	Previously Assigned	Available
190	Yes		
191	Yes		
192	Yes		
193	Yes		
194	Yes		
195	Yes		
196	No	Montgomery Co.	Yes
197	Yes		
198	Yes		
199	**No**	**No**	**Yes**
200	No	Baltimore Co.	Yes
201	Yes		
202	Yes		
203	Yes	Montgomery Co.	Yes
204	**No**	**No**	**Yes**
205	Yes	Charles Co.	Yes
206	Yes	Prince George's Co.	Yes
207	**No**	**No**	**Yes**
208	Yes		
209	**No**	**No**	**Yes**
210	Yes		
211	No	Prince George's Co.	Yes
212	Yes		
213	Yes		
214	Yes		
215	**No**	**No**	**Yes**
216	Yes		
217	**No**	**No**	**Yes**
218	Yes		
219	Yes		
220	Yes		
221	NO ~~No~~	PE CO ~~No~~ Yes	**Yes** Limited Trans TO Co 76 Now Co 974
222	Yes		
223	Yes		
224	Yes		
225	Yes		
226	**No**	**No**	**Yes**
227	Yes		
228	Yes		
229	Yes		
230	**No**	**No**	**Yes**
231	Yes		
232	No	Charles Co.	Yes
233	**No**	**No**	**Yes**
234	Yes		
235	Yes		
236	Yes		
237	Yes		

Route #	Assigned	Previously Assigned	Available
238	Yes		
239	Yes		
240	No	Montgomery Co.	Yes
241	**No**	**No**	**Yes**
242	Yes		
243	Yes		
244	Yes		
245	Yes		
246	Yes		
247	Yes		
248	**No**	**No**	**Yes**
249	Yes		
250	Yes		
251	No	Prince George's Co.	Yes
252	No	St. Mary's Co.	Yes
253	Yes		
254	Yes		
255	Yes		
256	Yes		
257	Yes		
258	Yes		
259	Yes		
260	Yes		
261	Yes		
262	Yes		
263	Yes		
264	Yes		
265	Yes		
266	**No**	**No**	**Yes**
267	Yes		
268	Yes		
269	No	Cecil Co.	Yes
270	Yes		
271	No	Cecil Co.	Yes
272	Yes		
273	Yes		
274	Yes		
275	Yes		
276	Yes		
277	Yes		
278	**No**	**No**	**Yes**
279	Yes		
280	No	Cecil Co.	Yes
281	Yes		
282	Yes		
283	No	Cecil Co.	Yes
284	Yes		
285	Yes		

Route #	Assigned	Previously Assigned	Available
286	Yes		
287	Yes		
288	Yes		
289	Yes		
290	Yes		
291	Yes		
292	Yes		
293	No	Kent Co.	Yes
294	**No**	**No**	**Yes**
295	Yes		
296	**No**	**No**	**Yes**
297	Yes		
298	Yes		
299	Yes		
300	Yes		
301	Yes		
302	Yes		
303	Yes		
304	Yes		
305	Yes		
306	Yes		
307	Yes		
308	Yes		
309	Yes		
310	Yes		
311	Yes		
312	Yes		
313	Yes		
314	Yes		
315	Yes		
316	Yes		
317	Yes		
318	Yes		
319	**No**	**No**	**Yes**
320	Yes		
321	**No**	**No**	**Yes**
322	Yes		
323	**No**	**No**	**Yes**
324	Yes		
325	No	Baltimore Co.	Yes
326	No	St. Mary's Co.	Yes
327	Yes		
328	Yes		
329	Yes		
330	Yes		
331	Yes		
332	Yes		
333	Yes		

Route #	Assigned	Previously Assigned	Available
334	Yes		
335	Yes		
336	Yes		
337	Yes		
338	No	Cecil Co.	Yes
339	No	Montgomery Co.	Yes
340	Yes		
341	Yes		
342	Yes		
343	Yes		
344	Yes		
345	No	Dorchester Co.	Yes
346	Yes		
347	Yes		
348	Yes		
349	Yes		
350	Yes		
351	Yes		
352	Yes		
353	Yes		
354	Yes		
355	Yes		
356	No	Somerset Co.	Yes
357	No	Somerset Co.	Yes
358	Yes		
359	Yes		
360	No	Somerset Co.	Yes
361	Yes		
362	Yes		
363	Yes		
364	Yes		
365	Yes		
366	Yes		
367	Yes		
368	Yes		
369	**No**	**No**	**Yes**
370	Yes		
371	Yes		
372	Yes		
373	Yes		
374	Yes		
375	Yes		
376	Yes		
377	Yes		
378	Yes		
379	No	St. Mary's Co.	Yes
380	Yes		
381	Yes		

Route #	Assigned	Previously Assigned	Available
382	Yes		
383	Yes		
384	Yes		
385	No	Wicomico Co.	Yes
386	No	Anne Arundel Co.	Yes
387	Yes		
388	Yes		
389	**No**	**No**	**Yes**
390	Yes		
391	No	Montgomery Co.	Yes
392	Yes		
393	Yes		
394	**No**	**No**	**Yes**
395	Yes		
396	Yes		
397	No	Dorchester Co.	Yes
398	**No**	**No**	**Yes**
399	No	Montgomery Co.	Yes
400	No	Baltimore Co.	Yes
401	No	Baltimore Co.	Yes
402	Yes		
403	**No**	**No**	**Yes**
404	Yes		
405	Yes		
406	No	Somerset Co.	Yes
407	Yes		
408	Yes		
409	No	Baltimore Co.	Yes
410	Yes		
411	**No**	**No**	**Yes**
412	No	Prince George's Co.	Yes
413	Yes		
414	Yes		
415	**No**	**No**	**Yes**
416	No	A.A./Calvert Co.	Yes
417	**No**	**No**	**Yes**
418	Yes		
419	**No**	**No**	**Yes**
420	No	Montgomery Co.	Yes
421	No	Montgomery Co.	Yes
422	Yes		
423	Yes		
424	Yes		
425	Yes		
426	**No**	**No**	**Yes**
427	No	Charles Co.	Yes
428	**No**	**No**	**Yes**
429	**No**	**No**	**Yes**

Route #	Assigned	Previously Assigned	Available
430	Yes		
431	**No**	**No**	**Yes**
432	Yes		
433	**No**	**No**	**Yes**
434	No	Prince George's Co.	Yes
435	Yes		
436	Yes		
437	No	Anne Arundel Co.	Yes
438	No	Anne Arundel Co.	Yes
439	Yes		
440	Yes		
441	No	Cecil Co.	Yes
442	No	Kent Co.	Yes
443	No	Kent Co.	Yes
444	No	Kent Co.	Yes
445	Yes		
446	Yes		
447	**No**	**No**	**Yes**
448	No	Kent Co.	Yes
449	Yes		
450	Yes		
451	No	Talbot Co.	Yes
452	Yes		
453	**No**	**No**	**Yes**
454	Yes		
455	No	Wicomico Co.	Yes
456	Yes		
457	**No**	**No**	**Yes**
458	Yes		
459	Yes		
460	Yes		
461	**No**	**No**	**Yes**
462	Yes		
463	No	Baltimore Co.	Yes
464	Yes	Fred. Co-Now MD 478 (4-1967)	
465	No	Anne Arundel Co.	Yes
466	No	Baltimore Co.	Yes
467	No	Wicomico Co.	Yes
468	Yes		
469	**No**	**No**	**Yes**
470	Yes		
471	Yes		
472	Yes		
473	**No**	**No**	**Yes**
474	No	Caroline Co.	Yes
475	**No**	**No**	**Yes**
476	**No**	**No**	**Yes**
477	No	Howard Co.	Yes

Route #	Assigned	Previously Assigned	Available
478	Yes		
479	No	Dorchester Co.	Yes
480	Yes		
481	Yes		
482	Yes		
483	No	Anne Arundel Co.	Yes
484	No	Charles Co.	Yes
485	Yes		
486	**No**	**No**	**Yes**
487	**No**	**No**	**Yes**
488	Yes		
489	Yes		
490	Yes		
491	Yes		
492	**No**	**No**	**Yes**
493	No	Baltimore Co.	Yes
494	Yes		
495	Yes		
496	Yes		
497	Yes		
498	No	St. Mary's Co.	Yes
499	**No**	**No**	**Yes**
500	Yes		
501	Yes		
502	No	Worcester Co.	Yes
503	**No**	**No**	**Yes**
504	**No**	**No**	**Yes**
505	No	Calvert Co.	Yes
506	Yes		
507	**No**	**No**	**Yes**
508	Yes		
509	Yes		
510	**No**	**No**	**Yes**
511	**No**	**No**	**Yes**
512	**No**	**No**	**Yes**
513	Yes		
514	Yes		
515	No	Montgomery Co.	Yes
516	No	Montgomery Co.	Yes
517	**No**	**No**	**Yes**
518	Yes		
519	No	Baltimore Co.	Yes
520	Yes		
521	Yes		
522	Yes		
523	No	Washington Co.	Yes
524	Yes		
525	**No**	**No**	**Yes**

Route #	Assigned	Previously Assigned	Available
526	No	Carroll Co.	Yes
527	**No**	**No**	**Yes**
528	Yes		
529	Yes		
530	No	Kent Co.	Yes
531	No	Dorchester Co.	Yes
532	**No**	**No**	**Yes**
533	No	Charles Co.	Yes
534	**No**	**No**	**Yes**
535	No	Carroll Co.	Yes
536	**No**	**No**	**Yes**
537	Yes		
538	**No**	**No**	**Yes**
539	No	Howard Co.	Yes
540	**No**	**No**	**Yes**
541	**No**	**No**	**Yes**
542	Yes		
543	Yes		
544	Yes		
545	Yes		
546	Yes		
547	Yes		
548	**No**	**No**	**Yes**
549	**No**	**No**	**Yes**
550	Yes		
551	**No**	**No**	**Yes**
552	Yes		
553	Yes		
554	No	Anne Arundel Co.	Yes
555	**No**	**No**	**Yes**
556	No	Prince George's Co.	Yes
557	No	Montgomery Co.	Yes
558	**No**	**No**	**Yes**
559	**No**	**No**	**Yes**
560	Yes		
561	Yes		
562	Yes		
563	**No**	**No**	**Yes**
564	Yes		
565	Yes		
566	Yes		
567	No	Baltimore Co.	Yes
568	Yes		
569	**No**	**No**	**Yes**
570	**No**	**No**	**Yes**
571	**No**	**No**	**Yes**
572	**No**	**No**	**Yes**
573	**No**	**No**	**Yes**

Route #	Assigned	Previously Assigned	Available
574	No	St. Mary's Co.	Yes
575	**No**	**No**	**Yes**
576	No	Worcester Co.	Yes
577	Yes		
578	Yes		
579	Yes		
580	**No**	**No**	**Yes**
581	**No**	**No**	**Yes**
582	No	Montgomery Co.	Yes
583	**No**	**No**	**Yes**
584	Yes		
585	**No**	**No**	**Yes**
586	Yes		
587	Yes		
588	Yes		
589	Yes		
590	**No**	**No**	**Yes**
591	Yes		
592	No	Cecil Co.	Yes
593	No	Montgomery Co.	Yes
594	No	Montgomery Co.	Yes
595	Yes		
596	No	Montgomery Co.	Yes
597	**No**	**No**	**Yes**
598	No	Somerset Co.	Yes
599	No	Baltimore Co.	Yes
600	No	Baltimore Co.	Yes
601	No	Baltimore Co.	Yes
602	No	P.G./ A.A. Co.	Yes
603	**No**	**No**	**Yes**
604	No	Montgomery Co.	Yes
605	Yes		
606	**No**	**No**	**Yes**
607	Yes		
608	**No**	**No**	**Yes**
609	No	Montgomery Co.	Yes
610	Yes		
611	Yes		
612	**No**	**No**	**Yes**
613	No	Anne Arundel Co.	Yes
614	Yes		
615	Yes		
616	**No**	**No**	**Yes**
617	Yes		
618	**No**	**No**	**Yes**
619	Yes		
620	**No**	**No**	**Yes**
621	No	Caroline Co.	Yes

Route #	Assigned	Previously Assigned	Available
622	**No**	**No**	**Yes**
623	Yes		
624	Yes		
625	**No**	**No**	**Yes**
626	Yes		
627	Yes		
628	**No**	**No**	**Yes**
629	**No**	**No**	**Yes**
630	No	Caroline Co.	Yes
631	Yes		
632	Yes		
633	**No**	**No**	**Yes**
634	No	Caroline Co.	Yes
635	**No**	**No**	**Yes**
636	Yes		
637	Yes		
638	Yes		
639	Yes		
640	Yes		
641	**No**	**No**	**Yes**
642	Yes		
643	No	Baltimore Co.	Yes
644	No	Baltimore Co.	Yes
645	Yes		
646	Yes		
647	**No**	**No**	**Yes**
648	Yes		
649	**No**	**No**	**Yes**
650	Yes		
651	**No**	**No**	**Yes**
652	Yes		
653	No	Montgomery Co.	Yes
654	**No**	**No**	**Yes**
655	Yes		
656	Yes		
657	Yes		
658	Yes		
659	No	Montgomery Co.	Yes
660	Yes		
661	No	Kent Co.	Yes
662	Yes		
663	**No**	**No**	**Yes**
664	No	Kent Co.	Yes
665	Yes		
666	No	Montgomery Co.	Yes
667	Yes		
668	Yes		
669	Yes		

Route #	Assigned	Previously Assigned	Available
670	Yes		
671	No	Worcester Co.	Yes
672	Yes		
673	Yes		
674	Yes		
675	Yes		
676	No	Montgomery Co.	Yes
677	Yes		
678	**No**	**No**	**Yes**
679	No	Anne Arundel Co.	Yes
680	**No**	**No**	**Yes**
681	**No**	**No**	**Yes**
682	**No**	**No**	**Yes**
683	**No**	**No**	**Yes**
684	No	Montgomery Co.	Yes
685	No	Cecil Co.	Yes
686	Yes		
687	**No**	**No**	**Yes**
688	No	Montgomery Co.	Yes
689	**No**	**No**	**Yes**
690	No	Cecil Co.	Yes
691	**No**	**No**	**Yes**
692	**No**	**No**	**Yes**
693	**No**	**No**	**Yes**
694	Yes		
695	Yes		
696	**No**	**No**	**Yes**
697	**No**	**No**	**Yes**
698	No	Kent Co.	Yes
699	No	Cecil Co.	Yes
700	Yes		
701	Yes		
702	Yes		
703	Yes		
704	Yes		
705	No	Worcester Co.	Yes
706	No	Anne Arundel Co.	Yes
707	Yes		
708	No	Worcester Co.	Yes
709	No	Worcester Co.	Yes
710	Yes		
711	Yes		
712	Yes		
713	Yes		
714	No	Prince George's Co.	Yes
715	Yes		
716	**No**	**No**	**Yes**
717	Yes		

Route #	Assigned	Previously Assigned	Available
718	No	Baltimore Co.	Yes
719	**No**	**No**	**Yes**
720	**No**	**No**	**Yes**
721	No	Baltimore Co.	Yes
722	**No**	**No**	**Yes**
723	Yes		
724	**No**	**No**	**Yes**
725	**No**	**No**	**Yes**
726	**No**	**No**	**Yes**
727	Yes		
728	**No**	**No**	**Yes**
729	**No**	**No**	**Yes**
730	**No**	**No**	**Yes**
731	Yes		
732	Yes		
733	Yes		
734	**No**	**No**	**Yes**
735	Yes		
736	Yes		
737	**No**	**No**	**Yes**
738	**No**	**No**	**Yes**
739	**No**	**No**	**Yes**
740	**No**	**No**	**Yes**
741	Yes		
742	Yes		
743	Yes		
744	**No**	**No**	**Yes**
745	**No**	**No**	**Yes**
746	Yes		
747	**No**	**No**	**Yes**
748	**No**	**No**	**Yes**
749	No	Calvert Co.	Yes
750	Yes		
751	**No**	**No**	**Yes**
752	Yes		
753	No	Harford Co.	Yes
754	No	Harford Co.	Yes
755	Yes		
756	Yes		
757	No	Harford Co.	Yes
758	**No**	**No**	**Yes**
759	Yes		
760	Yes		
761	Yes		
762	Yes		
763	Yes		
764	Yes		
765	Yes		

Route #	Assigned	Previously Assigned	Available
766	No	Montgomery Co.	Yes
767	No	Washington Co.	Yes
768	Yes		
769	Yes		
770	No	Baltimore Co.	Yes
771	No	Baltimore Co.	Yes
772	No	Talbot Co.	Yes
773	No	Anne Arundel Co.	Yes
774	No	Anne Arundel Co.	Yes
775	No	Calvert Co.	Yes
776	Yes		
777	No	Anne Arundel Co.	Yes
778	Yes		
779	Yes		
780	No	Allegany Co.	Yes
781	Yes		
782	No	Anne Arundel Co.	Yes
783	Yes		
784	Yes		
785	Yes		
786	No	Anne Arundel Co.	Yes
787	Yes		
788	Yes		
789	No	Anne Arundel Co.	Yes
790	Yes		
791	No	Anne Arundel Co.	Yes
792	No	Anne Arundel Co.	Yes
793	No	Anne Arundel Co.	Yes
794	Yes		
795	Yes		
796	Yes		
797	Yes		
798	Yes		
799	**No**	No	**Yes**
800	Yes		
801	No	Kent Co.	Yes
802	Yes		
803	No	Queen Anne's Co.	Yes
804	Yes		
805	Yes		
806	Yes		
807	Yes		
808	Yes		
809	No	Cecil Co.	Yes
810	Yes		
811	No	Cecil Co.	Yes
812	No	Cecil Co.	Yes
813	Yes		

Route #	Assigned	Previously Assigned	Available
814	Yes		
815	Yes		
816	No	Worcester Co.	Yes
817	Yes		
818	Yes		
819	Yes		
820	Yes		
821	Yes		
822	No	Cecil Co.	Yes
823	No	Cecil Co.	Yes
824	Yes		
825	Yes		
826	Yes		
827	Yes		
828	Yes		
829	No	Caroline Co.	Yes
830	Yes		
831	Yes		
832	Yes		
833	Yes		
834	Yes		
835	Yes		
836	No	Queen Anne's Co.	Yes
837	Yes		
838	No	Queen Anne's Co.	Yes
839	No	Talbot Co.	Yes
840	No	Talbot Co.	Yes
841	No	Talbot Co.	Yes
842	No	Talbot Co.	Yes
843	Yes		
844	Yes		
845	Yes		
846	Yes		
847	Yes		
848	No	Washington Co.	Yes
849	Yes		
850	Yes		
851	Yes		
852	Yes		
853	Yes		
854	Yes		
855	Yes		
856	Yes		
857	No	Kent Co.	Yes
858	No		
859	No	Kent Co.	Yes
860	No	St. Mary's Co.	Yes
861	No	St. Mary's Co.	Yes

Route #	Assigned	Previously Assigned	Available
862	No	Montgomery Co.	Yes
863	Yes		
864	Yes		
865	No	Charles Co.	Yes
866	No	Charles Co.	Yes
867	No	Charles Co.	Yes
868	Yes		
869	No	Charles Co.	Yes
870	Yes		
871	Yes		
872	Yes		
873	Yes		
874	Yes		
875	No	Frederick Co.	Yes
876	**No**	**No**	**Yes**
877	Yes		
878	Yes		
879	Yes		
880	Yes		
881	No	Wash/Harford Co.	Yes
882	No	Harford Co.	Yes
883	No	Baltimore Co.	Yes
884	No	Baltimore Co.	Yes
885	No	Baltimore Co.	Yes
886	No	Baltimore Co.	Yes
887	No	Baltimore Co.	Yes
888	No	Baltimore Co.	Yes
889	Yes		
890	No	Baltimore Co.	Yes
891	No	Baltimore Co.	Yes
892	No	Baltimore Co.	Yes
893	No	Washington Co.	Yes
894	Yes		
895	Yes		
896	Yes		
897	No	Montgomery Co.	Yes
898	No	Montgomery Co.	Yes
899	Yes	Montgomery Co	
900	No	Montgomery Co.	Yes
901	Yes		
902	No	Montgomery Co.	Yes
903	Yes		
904	Yes		
905	No	Montgomery Co.	Yes
906	No	Montgomery Co.	Yes
907	No	Washington Co.	Yes
908	Yes		
909	Yes		

Route #	Assigned	Previously Assigned	Available
910	Yes		
911	Yes		
912	No	Cecil Co.	Yes
913	No	Cecil Co.	Yes
914	**No**	**No**	**Yes**
915	Yes		
916	No	Anne Arundel Co.	Yes
917	Yes		
918	Yes		
919	**No**	**No**	**Yes**
920	Yes		
921	**No**	**No**	**Yes**
922	**No**	**No**	**Yes**
923	**No**	**No**	**Yes**
924	Yes		
925	Yes		
926	**No**	**No**	**Yes**
927	Yes		
928	Yes		
929	**No**	**No**	**Yes**
930	**No**	**No**	**Yes**
931	Yes		
932	**No**	**No**	**Yes**
933	**No**	**No**	**Yes**
934	**No**	**No**	**Yes**
935	Yes		
936	Yes		
937	Yes		
938	**No**	**No**	**Yes**
939	Yes		
940	Yes		
941	**No**	**No**	**Yes**
942	Yes		
943	Yes		
944	Yes		
945	Yes		
946	Yes		
947	**No**	**No**	**Yes**
948	Yes		
949	Yes		
950	Yes		
951	Yes		
952	Yes		
953	Yes		
954	Yes		
955	**No**	**No**	**Yes**
956	Yes		
957	**No**	**No**	**Yes**

Route #	Assigned	Previously Assigned	Available
958	Yes		
959	**No**	**No**	**Yes**
960	**No**	**No**	**Yes**
961	**No**	**No**	**Yes**
962	**No**	**No**	**Yes**
963	Yes		
964	Yes		
965	Yes		
966	No	Prince George's Co.	Yes
967	Yes		
968	Yes		
969	Yes		
970	No	Prince George's Co.	Yes
971	No	Prince George's Co.	Yes
972	Yes		
973	Yes		
974	Yes		
975	No	Prince George's Co.	Yes
976	Yes		
977	Yes		
978	Yes		
979	Yes		
980	Yes		
981	Yes		
982	No	Howard Co.	Yes
983	Yes		
984	Yes		
985	Yes		
986	Yes		
987	No	Howard Co.	Yes
988	**No**	**No**	**Yes**
989	**No**	**No**	**Yes**
990	Yes		
991	Yes		
992	Yes		
993	Yes		
994	**No**	**No**	**Yes**
995	Yes		
996	**No**	**No**	**Yes**
997	Yes		
998	**No**	**No**	**Yes**
999	**No**	**No**	**Yes**

SHA 51.3 - 8 Revised
4.83

MARYLAND STATE HIGHWAY ADMINISTRATION

ROAD INVENTORY SHEET

Party Chief _____ Road No. _____
Recorder _____ Road Name _____
Assistant _____ County _____
Map No./Dir. _____/_____ Date _____
State Coordinates _____ Sheet No. _____ OF _____

SYSTEM				TRAFFIC		LINE DIAGRAM	TRAFFIC			PAVEMENT DATA
FED. AID.	FUNCT CLASS.	HWY. SYS.	HPMS SAMPLE	PRKG. REST.	COM/IND. ACCESS		CONTROL	COM/IND. ACCESS	PRKG. REST.	
						OLD ROUTE NUMBERING POLICY				

TRAFFIC CODES

TRAFFIC CONTROLS: STOP SIGN=S.S., TRAFFIC LIGHT=T.L., FLASHING RED BALL=F.R.

TRAFFIC CODES

PARKING RESTRICTIONS: A.M. PEAK, P.M. PEAK, A.M./P.M. PEAK, NO PARKING ANYTIME=N.P., COMM/IND. ACCESS=E

SYSTEM				TRAFFIC		LINE DIAGRAM	TRAFFIC			PAVEMENT DATA
FED. AID.	FUNCT. CLASS.	HWY. SYS.	HPMS SAMPLE	PRKG. REST.	COM/IND ACCESS		CONTROL	COM/IND ACCESS	PRKG. REST.	

INTERDEPARTMENTAL

DEPARTMENT OF PUBLIC WORKS
STATE OF MARYLAND

STATE ROADS COMMISSION

DISTRICT OR
DIVISION_____

August 20, 1946.

To: Mr. Childs

From: Mr. Lewis

Subject: Route and Section Numbers

Mr. T. H. McNulty of the Maintenance Division laid a memo on my desk a few days ago requesting an inventory of John Street from the corporate limits of Westminster to the State Roads Commission Garage, a distance of 0.07 mile. According to Mr. McNulty's memo the road is 8" bituminous penetration and 24' wide. He has assigned it a route and section number - Md. 736, section 1.

When asked under what authority the road had become a State road, Mr. McNulty stated that it was constructed under contract at the time the Westminster Garage was built. He further states that Mr. LaMotte Smith is maintaining it as a State road and charging labor and materials to some other route and section number.

This matter is being brought up not particularly because of this one case but primarily to establish a policy for cases in this and similar categories.

There seems in most quarters to be an impression that because a road is built under our supervision by contract and paid for from State funds that upon completion it automatically becomes a State road and should be assigned a route and section number.

There have been cases where a State highway was constructed and somewhere along the road a county road intersects and because of adjusting the grade on the county road it was necessary to construct several hundred feet of say concrete surfacing on the county road to bring it to grade of the State road. Upon completion of the work the county road section improved to adjust the grade was given a State route and section number.

With regard to John Street in Westminster the Plans and Surveys Division does not have any record of the contract to construct this road. There is no action of the Commission in the excerpts of minutes file dating back to 1939 of its acceptance as a State road.

If the procedure is followed to assign State route and section numbers to roads on the say so of the District Engineers and Resident Maintenance Engineers, it would provide a means of adding to our collection of small sections of State roads which start nowhere and go nowhere.

Carroll County

No. 3.

STATE ROADS COMMISSIO

Mr. W. F. Childs, Jr.

August 20, 1946.

I am of the opinion that no action should be taken in assigning route and section numbers until the Commission by formal action accepts a road for State maintenance.

Geo. N. Lewis Jr.

Geo. N. Lewis, Jr.,
Traffic Manager

jf

Carroll County

Rds. Accepted July State system

File

COMMISSION

ROBERT M. REINDOLLAR, CHAIRMAN
P. WATSON WEBB
RUSSELL H. McCAIN

W. T. BALLARD,
CHIEF ENGINEER

L. H. STEUART,
SECRETARY

DEPARTMENT OF PUBLIC WORKS
STATE OF MARYLAND
STATE ROADS COMMISSION
108 EAST LEXINGTON STREET
BALTIMORE - 3, MD.

RECEIVED
OCT 6 1947
W. F. CHILDS, Jr.

October 1, 1947

Mr. Ralph Townshend, Dist. Engr.
State Roads Commission
Chestertown, Maryland

Dear Mr. Townshend:

This is in reference to your letter of September 16, 1947 incident to your questions as to the acceptance of certain Queen Anne County secondary projects into the State Highway System. Your letter of September 16 was directed to the Chief Engineer and in reply to my letter of inquiry of September 24 as to why questions concerning these highways were again brought up, you reply further on the subject in a letter directed to me under date of September 26.

You state in your letter of September 26 that there seems to be no definite procedure - at least any with which you are acquainted - as to just how roads are accepted for maintenance as a part of the State Highway System.

For your information, I will refer briefly on this subject as follows:

The recommendations presented to this office by most of the County Commissioners throughout the State - which recommendations have to do with the expenditure of Federal Secondary Funds - set up the desires of the County Commissioners as to what projects should in their judgment be made a part of the State Highway System.

This is an excellent procedure and I would suggest that you have the County Commissioners of your district make similar recommendations. It does not mean, however, that their recommendations as to the acceptance of the highways into the system will be complied with. Their desires are usually considered by the several departments. The District Engineer makes certain comments with respect to it. Furthermore, it is given very serious consideration by the Traffic Division, and at the time the Chief Engineer prepares his recommendation to the Commission for the acceptance of the program, he in all probability will comment on the subject, and as a final procedure the Commission, upon the acceptance of the project from the contractor, will consider the merits of having the particular job made a part of the State Highway System for maintenance.

Queen Anne County

I will next refer to the procedure which is followed by this office in the disposition of a contract after the contractor has finished his work.

The final estimate, after all matters incident to the contract have been disposed of, is presented to the Chief Engineer and he in turn presents these papers to the Commission, through the Secretary, with recommendations as to the disposition of the project and at that time he recommends whether or not it should be made a part of the State Highway System and under what conditions.

Upon action by the Commission, the abstracts of the Minutes are presented to all of the interested departments, and as District Engineer you receive copies of these minutes. It is suggested, therefore, that you refer, in the case of the several projects to which you make reference, to the action of the Commission and to any correspondence which you might have incident to the project, and if these minutes do not carry the information that these projects have been accepted as a part of the State Highway System, they are not to be maintained by you as a part of the State Highway System. The fact that you receive, upon request, route and section numbers from this office on several of these projects, does not in any way give you the authority to proceed with the maintenance of these projects as State projects.

Incidentally, and without reviewing the correspondence on the subject, I believe it is understood that the Queen Anne County projects will, after surface treatment the coming year, become a part of the State Highway System, a procedure which you apparently are very much in favor of, as per your letter to the Chief Engineer of September 16, 1947.

I might add that in the future, in the event you request route and section numbers for any particular project, you are going to be questioned as to the justification for such information of this office, if the information is not available to indicate that the particular project is to become a part of the State Highway System.

Certainly, the whole procedure is very simple. You have full access to all the correspondence between this office and the County Commissioners, to action taken by the Commission on matters of this kind, and there certainly should be no confusion with the County Commissioners or others as to the intent in the disposition of any highway constructed out of lateral gas tax monies and federal funds. Furthermore, I believe you are entirely familiar with the fact that all highways constructed from these funds do not make a part of the State Highway System.

Very truly yours,

Austin F. Shure
Asst. to Chief Engineer.

AFS:W
CC: Mr. W. T. Ballard
Mr. L. H. Stewart
Mr. W. F. Childs
Mr. F. P. Scrivener

Queen Anne Co.

SHA 51.3 - 8 Revised
4.83

MARYLAND STATE HIGHWAY ADMINISTRATION

ROAD INVENTORY SHEET

Party Chief _____
Recorder _____
Assistant _____
Map No./Dir. _____ / _____
State Coordinates _____

Road No. _____
Road Name _____
County _____
Date _____
Sheet No. _____ OF _____

SYSTEM				TRAFFIC		LINE DIAGRAM	TRAFFIC			PAVEMENT DATA
FED. AID.	FUNCT CLASS.	HWY. SYS.	HPMS SAMPLE	PK.G. REST.	COM/IND. ACCESS		CONTROL	COM/IND. ACCESS	PK.G. REST.	
						MISCELLANEOUS				

TRAFFIC CODES

TRAFFIC CONTROLS: STOP SIGN=S.S., TRAFFIC LIGHT=T.L., FLASHING RED BALL=F.R.

TRAFFIC CODES

PARKING RESTRICTIONS: A.M. PEAK, P.M. PEAK, A.M./P.M. PEAK, NO PARKING ANYTIME=N.P., COMM/IND. ACCESS=E

SYSTEM				TRAFFIC		LINE DIAGRAM	TRAFFIC				PAVEMENT DATA
FED. AID.	FUNCT. CLASS.	HWY. SYS.	HPMS SAMPLE	PRKG. REST.	COM/IND ACCESS		CONTROL	COM/IND ACCESS	PRKG. REST.		

1971 ROUTE NUMBER & CONTROL SECTION CHANGES

EFFECTIVE DATE 12-31-71 MAP REVISION date 7-7-72

1. ALLEGANY Co Dist. #6

US 48 (Pa. LINE TO Md 53) CS 1-74 PROPOSED Added to Map

Md 936 (Midland TO FROSTBURG) CS 1-24 Route No Change WAS Md 36

Md 831 G (@ US 48 & Md 936) CS-1-77 old sect. Md 36

Md 36 (NEW relocated) CS-1-75 (Sect new, Sect proposed) Added to Map

Md 36 (Midland TO NEW Md 36 & Md 55) Route No. Change WAS Md 55 CS 1-31

Md 955 CS 1-31 old sect. Md 55

US 48 Interchanges CS 1-71 (US 220) CS-1-72 CS 1-73 (Md 51) CS-1-76

2. ANNE ARUNDEL Co Dist #5

Md 32 (Md 178 to Md 175) CS 2-176, CS 2-178 (Int Sp) NEW Const.

Md 778-A (CS 2-119) Combined with Md 778 B

Md 679 A (CS-2-96) Transferred to County

Md 710 CS 2-180 New Const. & Md 711 A SERVICE Rd.

Md 711 CS 2-99 WAS formerly Md 710

Md 695 CS 2-34 (Md 2 TO Md 3) Route No change FORMERLY WAS Md 781

Md 695 (Md 2 TO Balto Co/L) proposed added to map

Arundel Expwy Proposed, added to map.

I 895 A & I 895 B CS 2-168 Route Number assigned *

3. BALTIMORE Co. Dist. #4

Md 643 CS 3-106 TRANSFERRED TO Co.

Md 46 CS 3-193 NEW Construction

I 895 A & I 895 B CS 2-168 Route Number assigned *

TUNNEL SPUR (Exit #1) CS 24-9 MUN Maint Deleted from Map

Md 695 outer belt & Harbor Crossing (Proposed) Added to Map

Md 695 CS 3-192 Route Number Change (WAS Md 781)

Md 695 CS 3-204 & 205 NEW Construction
Md 702 CS 3-202 & 203 NEW CONSTRUCTION
Md 149 Windlass Freeway Proposed added To Map
Md 695 Inter Sp. CS 2-206, 207, 209 (NEW CONST)

4. CALVERT Co Dist #5

NO CHANGE

5. CAROLINE Co Dist. # 2

Md 404 & Md 313 CS 5-55 NEW Const. (DENTON BYPASS)
Md 474 CS 5-52 WAS Md 404 REASSIGNED
Md 619 A CS 5-12 WAS Md 313 REASSIGNED
Md 829 A & Md 829 B CS 5-55 REASSIGNED TO Md 404
Md 619 CS 5-52 & 5-10 REASSIGNED WAS Md 404
Md 619 B CS 5-60 CONNECTION NEW Const OVER Co

6. CARROLL Co. Dist #7

Md 27 CS 6-100 (MT. AIRY BYPASS) NEW Construction
Md 808A CS 6-5 & CS 6-6 (WAS Md 27) REASSIGNED
Md 808B CS 6-90 REASSIGNED WAS Md 808

7. CECIL Co Dist #2

Md 213 CS 7-9, 10, 11, 12, 13 ROUTE NUMBER CHANGE REASSIGNED WAS US 213
Md 213 CS 7-63 ROUTE NUMBER change
Md 273 CS 7-80 NEW Construction at Fairhill

8. CHARLES Co Dist. #5

Md. 926 CS 8-70 ROUTE NUMBER Ch. WAS Md 6
Md 6 CS 8-22 NEW RELOCATION

9. DORCHESTER Co. Dist. #1

No CHANGE

10. FREDERICK Co. Dist #7

US 15 CS-10-131 New Const @ Md 81

Md 806 M Route number Change CS 10-94 WAS US 15 (Relocated)

Md 914-B Deleted from State System Per Mr Mohler (CS 10-96)

11. Garrett Dist #6

Md 826-P CS 11-53 old Section of US. 219 Never Carried In System In Past Per Dist Engr

12 Harford Dist #4

Md 7-A CS 12-22 Formerly Designated Md-7

13. Howard Dist #7

Md 851-F — Formerly Md 851-A
Md 851-H — Formerly Md 851-B } CS 13-24
Md 851-J — Formerly Md 851-C

Md 175 — CS 13-086 Little Patuxent Pkwy. New Constr.

Md 986-A CS 13-87 } Service Rds W. Side U.S. 29
Md 986-B CS 13-87 } New Constr.

Md 986 CS 13-87 Section of old US 29 at Md 32

I-95 Service Rds CS 13-90

Md 32 UL CS 13-91

I-95 Inter. Spurs at Md 216

14. Kent Dist. # 2

Md 213 CS 14-1, 53, 54, 4, 5

Was U.S. 213

15. Montgomery Dist. # 3

Md 582 CS 15-141 Partial trans. to Co

16. Prince Georges Dist. #3

I-95 Wash D.C. Line to I-495 (CS-16-216)

Md 459 CS 16-91 trans to town of Cheverly

17. Queen Annes Dist # 2

Md 213 CS 17-48, 55, 7, 6, 5 Was U.S. 213

Md 213 CS 17-38 Was Md 662

18. St Mary's Dist # 5

Md 868-G, Md 868-H, Md 868-J, Md 868-K } CS 18-15 WAS { A, B, C, D

19. Somerset Dist. # 1

No Change

20. Talbot Dist # 2

No Change

21. Washington Dist # 6

U.S. 11 Extended to Pennsylvania State Line

CS 21-2

Md 907-A & B trans to County 2-17-71

~~Md 911~~

Md 523 Trans. to County 2-17-71

Md 67 CS 21-133
Md 67 CS 21-132
US 340 Int. Spurs CS 21-134
} New Constr

Md 858-I
Md 858-J
} 21-84 old Sections of Md 67

22. Wicomico County

Reloc U.S 13 at Salisbury proposed Added to map.

23. Worcester

U.S. 113 UL proposed Snow Hill By Pass Added to Map

Md 378 Spurs Changed to Md 378 A & B

1970 ROUTE NUMBER & CONTROL SECTION CHANGES

EFFECTIVE date 12-31-70 MAP REVISION date 7-7-71

1. ALLEGANY Co. Dist. #6

US40 (HENDERSON BLvd) CS 1-6 } SRC min 8-30-55
MD 764 (FRONT ST.) CS 1-47

Effective on completion of Cumberland thruway

TRANSFERRED Dec 31, 1970

MD. 144 F CS 1-9 Combined with Md 144 E

2. ANNE ARUNDEL Co. Dist. #5

MD 648 CS 2-92 changed to Md 648 A
MD 648 CS-2-91 " " Md 648 B
MD 648 CS-2-90 " " Md 648 C
MD 648 CS-2-89&88&98 " " Md 648 D
MD 648 CS 2-87, 70 " " Md 648 E
MD 167 (Hammonds Ferry Rd.) CS-2-163 Relocation (New Const.)
Md 999 CS 2-175 old section of Md 167
Md 999 (A-B-C-D) CS2-175 old sections of Md 167
Md 177 CS-2-155 now Md 100 (part new Construction)
Md 177 CS-2-172 now Md 100 (part was on CS2-56)
Md 177 A CS-2-56 now Md 177
Md 774 CS-2-170 TRANSFERRED To Co SRC min. 3-17-71

3. BALTIMORE Co. Dist #4

Md 695 (Windlass Freeway) PROPOSPED Added to Map
Md 695 (Patapsco Freeway) " "
Md 702 (Southeast Expressway) " "

4. CALVERT Co. Dist. # 5

NO CHANGE

5. CAROLINE Co. Dist. # 2

Md. 307 CS-5-59 New CONSTRUCTION

Md. 927 CS-5-59 old sect. Md 307

Md 404 (PROPOSED) CS 5-55

Md. 619 B (PROPOSED CS5-60

6. CARROLL Co. Dist # 7

NO CHANGE

7. CECIL Co. Dist. #2

NO CHANGE

8. CHARLES Co. DIST. #5

NO CHANGE

9. DORCHESTER Co. DIST # 1

Md. 307 CS-9-39 Relocation (New Const)

Md 927 CS-9-14 was old section Md. 307

Md. 816 CS-9-13 (AT MADISON) TRANS. TO Co SRC MIN. 5-7-70

10. FREDERICK Co. Dist. # 7

US 15 CS 10-129 New Construction

Md 806 L CS 10-130 (US15 SERVICE Rd.) New Const.

US15 CS10-9 Now Md 28

US15 CS10-8 & 7 Now Md 85

US 340 CS 10-113 & 127 NOW POSTED US 15
MD. 806 CS 10-5 NOW Md. 85

11. GARRETT CO DIST. #6
US 219 CS 11-52 RELOCATION (NEW CONSTRUCTION)
US 219 CS 11-12 TRANS. TO CO SRC MIN. 10-24-59
EFFECTIVE DEC. 31, 1970 (SEE CO 343)

12. HARFORD CO. DIST. #4
NO CHANGE

13. HOWARD CO. DIST. #7
MD. 986 CS 13-87 OLD SECT. US 29
MD. 100 CS 13-54 new Construction
MD 957 & (A) CS 13-46 old SECT. MD175
MD 983A CS 13-49 OLD SECT. MD216

14. KENT CO. DIST. #2
NO CHANGE

15. MONTGOMERY CO. DIST. #3
MD. 28 CS 15-207 NEW Construction
MD 898 A CS 15-4 old sect. Md 28 (SRC MIN 3-18-70)
SECT. OF Rd IN ROCKVILLE TRANS TO City ↓
MD 928 A CS-15-207 TRANS. TO City SRC MIN 3-18-70
MD 928 B CS-15-207 TRANS TO City SRC MIN 3-4-70

16. PRINCE GEORGES Co. DIST. #3

MD. 977F CS 16-50 old SECT MD. 202

MD 950 CS 16-45 Old SECT MD. 198

MD 198 CS 16-211 NEW CONSTRUCTION

MD 950 (ATHUR Y) CONN. Rds. BUILT under I-95 CONT.

MD 975 CS 16-143 Out due To Const of MD 414

MD 977-G CS 16-213

17. QUEEN ANNES Co. DIST. #2

US 213 CS 17-055 CHURCH HILL By-Pass (New Const)

MD 19 MD 19A CS 17-7&48 old SECT US213

18. ST. MARYS Co. DIST # 5

MD 243 CS 18-61 New Const.

MD. 943 CS 18-29 old SECT MD 243

19. SOMERSET Co. DIST # 1

MD 920I CS 19-40 TRANSFERRED TO COUNTY SRC MIN 4-8-70

20. TALBOT Co. DIST. #2

MD 322 CS 20-35 NEW Cnst.

MD 565 CS 20-16&26 Now MD 565 A

MD 565 CS 20-10 Now MD 565 B

21. WASHINGTON Co. DIST #6

NO CHANGE

22. WICOMICO Co. DIST #1

NO CHANGE

23. WORCESTER CO. DIST. #1

MD 90 23-62 NEW CONSTRUCTION ALSO 23-63 (Spurs)

MD 90 23-61 (PROPOSED)

1969 Route Number & Control Section Changes

Effective date 12-31-69 Map Revision date 7-1-70

1. Alleganey Co. Dist. #6

US 48 (Cumberland Thruway) CS1-64 & CS1-66 New Construction

Md 639 (Willow brook rd & Spur "A" to College) CS1-69 New Construction

2. Anne Arundel Co. Dist #5

Md. 915 CS 2-88 (2 sections) was Md 648 Adjust. due to Const. Md 100

Md 648 CS 2-98 was Md 706 Adjust. due to Const Md 100

Md 177 & Md 648 CS 2-56 (Md 648 added to sect between 2-87 & 2-18)

Md 774 (Tick Neck Rd.) CS 2-170 New Construction

Md 988 (Connection Road) CS-2-169 New Construction

3. Baltimore Co. Dist #4

I-70N CS3-191 (I-695 To Balto. city Ln.) New Construction

4. Calvert Co. Dist #5

Md 2 & Md 4 (Huntingtown Bypass) CS 4-2 New Construction

Md 524 CS4-52 Old Section Md 2 & Md 4 at Huntingtown

5 Caroline Co. Dist # 2

No Changes

6. Carroll Co. Dist # 7

No Changes

7. Cecil Co Dist. # 7

Md. 272 Mauldin Ave (Northeast) CS 7-54 New Construction

Md 272 Mauldin Ave NB La CS 7-62 was Md 272 A

Md 274 CS 7-82 Completion of Bayview Relocation

Md 697 CS 7-87 Old section Md 274 at Bayview

8. CHARLES Co. Dist. #5

No CHANGES

9. DORCHESTER Co. Dist. #1

Md 16 CS 9-38 (Madison Relocation) New Construction

Md 816 CS 9-13 Old section Md 16 at Madison

10. FREDERICK Co. Dist #7

Md 872 E CS 10-110 Transferred to County SRC Min 3-11-69

Md 872 F CS 10-110 Transferred to County SRC Min 3-11-69

Md 180 CS 10-27 error was noted as US180

11. GARRETT Co. Dist. #6

Md 42 CS 11-48 (From Hoyes rd to US219) Transf to County SRC Min 12-3-69

Md 42 CS 11-48 Hoyes rd. (Co 53) Transferred to State

Md 826-F CS 11-10 old sect US219 transferred to County SRC

12. HARFORD Co. Dist. #4

Md. 24 (From I-95 to S. of US 40) CS 12-27 New Construction

Md. 755 CS 12-90 Old Section Md 24

13. HOWARD Co Dist. #7

Md. 32 CS 13-28 Relocation due to Construction I-95

Md. 432 CS 13-28 old Section Md 32

Md. 970 CS 13-85 New Service Rd under I-70N Cont HO 305-5

14. KENT Co. Dist. # 2

Md. 291 CS 14-63 New Construction K 229-15-271

15. MONTGOMERY Co. Dist # 3

Md 185 CS 15-206 part new, part County Rd

Md 928 A CS 15-207 New Service Rd

Md 928 B CS 15-207 (Montgomery Ave) old sect Md 28

16. PRINCE GEORGES Co. Dist. # 3

Md 4 Bus. CS 16-9, 16-10 part 16-11 Transferred to Co SRC 11-20-69

Md 214 CS 16-209 New Construction

Md 332 CS 16-62 old section Md 214

Md 963 CS 16-105 New Service Road

Md 966 CS 16-179 Transferred to Co. Effective 12-1-68

17. QUEEN ANNES Co. Dist. # 2

NO CHANES

18. ST MARYS Co. Dist. #5

NO CHANES

19. SOMERSET Co. Dist. # 1

NO CHANGES

20. TALBOT Co. Dist. # 2

NO CHANGES

21. WASHINGTON Co. Dist. #6
Md 911 CS 21-131 (Industrial Park Rd.) New Construction

22. WICOMICO Co. Dist. # 1
NO CHANGES

23. WORCESTER Co. Dist #1
NO CHANGES

STATE HIGHWAY NAMES IN MARYLAND

The following roads are shown in red on the attached map and have been officially named:

1 - Excerpt From Minutes of Meeting - SRC - 10/7/37

(a) The road (Md. 2) between Baltimore City and Annapolis to be named "The Ritchie Highway".

2 - Excerpt From Minutes of Meeting - SRC 5/20-21/41

(a) The road (Md. 556) from Kolbs Corner on Central Avenue to the Defense Highway (US 50) - "Enterprise Road".

3 - Excerpt From Minutes of Meeting - SRC - 7/3/41

(a) The road (Md. 700) between the Pulaski Highway (US 40) and the Glenn L. Martin plant to be named "Martin Boulevard".

4 - Excerpt From Minutes of Meeting - SRC - 1/27/42

(a) The road (Md. 611 & Co. Rd.) from the Berlin-Ocean City road; in a southerly direction for 9¾ miles to the public landing at the end of said road on Sinepuxent Bay - "Stephen Decatur Memorial Road".

5 - Excerpt From Minutes of Meeting - SRC - 3/2/43

(a) Section of Eastern Avenue (Md. 150) between the Baltimore City line and Bengies - "The Eastern Boulevard".

6 - Excerpt From Minutes of Meeting - SRC - 3/14/44

(a) The road US 40 from the Baltimore City line to the Delaware State line - "Pulaski Highway".

7 - Excerpt From Minutes of Meeting - SRC - 9/28/49

(a) The road (US 1) from Wilkens Avenue to the Baltimore-Washington Boulevard - "Southwestern Boulevard".

8 - Excerpt From Minutes of Meeting - SRC - 10/4/49

(a) The new limited access divided highway between Baltimore and Washington - "Baltimore-Washington Expressway".

*(b) The new limited access highway (Proposed US 50) between Annapolis and Washington - "Annapolis-Washington Expressway". (rescinded 8/11/54)

(c) The new limited access highway (US 111) between Baltimore and the Pennsylvania line - "Baltimore-Harrisburg Expressway".

(d) The highway (US 40) between Baltimore and Frederick - "Baltimore National Pike".

(e) The highway (US 240) between Frederick and Washington - "Washington National Pike".

9 - Excerpt From Minutes of Meeting - SRC - 8/11/54

(a) US route 13 from the Virginia line to the Delaware line - "Ocean Highway".

*(b) New US 50 from Parole to Kenilworth Interchange as the "John Hanson Highway".

10 - Excerpt From Minutes of Meeting - SRC - 9/14/55

(a) US 213 from Elkton to the Chester River to be "Augustine Herman Highway".

11 - Letter (9/20/56) to Maryland National Capital Park & Planning Commission from Mr. Robert O. Bonnel, Chairman SRC

(a) River Road south to the Baltimore-Washington Expressway and relocated Edmonston Road (Md. 201) changed to "Kenilworth Avenue" from the District line to the old Baltimore-Washington Boulevard in Beltsville, the remaining old sections of Edmonston Road to be continued under the name of "Edmonston Road".

(b) River Road and/or Kenilworth Avenue north of the Baltimore-Washington Expressway changed to "52nd Street".

(c) The name "East-West Highway" to be officially adopted for the new link in Md. 410 from Ager Road to Queens Chapel Road.

(d) "University Boulevard", (Md. 193) from Connecticut Avenue in Kensington to Greenbelt Road in College Park.

(e) "Campus Drive" (Md. 770) name of old section of the old University Lane between Adelphia Road and the Baltimore-Washington Boulevard.

12 - Letter (12/3/56) to Hon. Roy W. Eves, Mayor of Cumberland from Mr. Robert O. Bonnell, Chairman, SRC.

(a) "Cumberland Thruway" adopted for the new by-pass route (US 40).

The following list of roads shown in blue on the attached map are questionable.

(1-a) US 301 - From Md. 2 north of Glen Burnie to the Potomac River Bridge. This road or a part of it at one time was called the "Robert Crain Highway".

(1-b) US 50 - From Parole, easterly to the Chesapeake Bay Bridge. This road was named the "Revell Highway" and also the "Blue Star Memorial Highway" at one time.

US 301 - Blue Star Memorial Highway - Resolution #21 - 1949 Session - Page 1912 - Naming of US 301.

(1-c) ~~Md. 71 - From its connection with US 50, thence in a northeasterly direction to the Delaware line. We believe this to be the "Blue Star Memorial Highway" but cannot find anything official on it.~~

(1-d) US 40 - From Frederick, Maryland, westerly to the Pennsylvania line. At one time this road from Baltimore to Cumberland was called the "National Pike".

(1-e) Md. 416 - This road or a part of it was at one time known as "Southern Maryland Boulevard".

(1-f) US 220 - This road was at one time and we believe still is the, "McMullen Highway".

(1-g) Md. 178 - This road from US 50 to US 301 at Dorrs Corner was named at one time "Generals Highway".

(1-h) "Eastern Shore Boulevard" was at one time the road from Queen Anne through Wye Mills to Queentown, thence to Stevensville and finally terminated at Matapeake. The above listing of road names, we believe, was at one time given official names but we cannot find anything documentary to substantiate the names of the roads or the origin and destination points on them.

New Charles St. named Charles St. Old road from New Charles St. to Joppa Road named Charles St. Ave.

Letter 11/8/58 Minutes 11/12/58

Frederick By-pass named "Frederick Freeway". - Letter to Mr. Bonnell 12-17-58

US 15 in area of Cunningham Falls State Park named "Hunting Creek Scenic Way" -- 1 mile +

Md. 70 - From US 50 south into Annapolis - "Roscoe C. Rowe Highway".

br

INTERSTATE NUMBERS * ALSO STATE NUMBERS

70* 70N 70S [redacted] 95* 295 81* [redacted] * 495* 83 270* 695

September 19, 1960

OPEN ROUTE NUMBERS

~~8~~ ASSG TO MD 33 IN Q.A. Co MAR. 1960

~~9~~ Assigned to Pinto Rd in Allegany Co

37 - Formerly Balto Co

~~41~~ ASSG. to PERING PKWY - BALTO Co 1-23-63

~~43~~ ASSG. TO Whitemarsh Blvd - Balto Co 3-13-63

44 Formerly Washington Co

46 - Formerly A.A. Co.

48 Assigned to National Freeway - Formerly

52

~~54~~ Replaced Md 455 & Md 467 (Wicomico Co)

59

61

69

71

72

73 Formerly in Fred Co

74 - Formerly Fred Co

78 - Formerly Fred Co

82 - Formerly Mont. Co.

83 - Assg. Balto Co

~~85~~ Assg. Frederick Co

87

89

~~90~~ Assg. Worcester Co.

92

93

96

98

~~100~~ Assigned to Outer Beltway 1-17-68 A.A. Co.

101

102

~~104~~ ~~Formerly~~ Assg. IN HOWARD Co

105

106

110

111 - FORMERLY in Balto Co. NOW MD 45

114 - Formerly Mont. Co.

116

~~119~~ ~~Formerly~~ Assg. MONT Co C.S 15-70

120 Formerly Mont Co

123 - Formerly Mont. Co

~~132~~ FORMERLY BALTO Co C.S 3-66 ASSG. HARFORD Co 9-7-67

127 - Formerly Balto Co.

141 FORMERLY BALTO Co - ALLEGHANY AVE IN

142 - Formerly Balto Co

143 Form Balt. Towson Co.

~~148~~

~~149~~ Formerly Balto. Co. - Graces Quarter Rd

154

153

157 Balto Co - Merritt Blvd

158 Balto. Co - Bethlehem Blvd.

160

~~162~~ Assg. Anne Arundel Co

163

164

167 - Formerly A.A. Co.

~~180~~ ASSG. TO OLD US 340 (Fred & Wash Co)

181 Formerly A.A. Co

183 - Formerly Mont Co

184 - Formerly Mont. Co.

~~185~~ Assigned to Connect Ave Ext. 7-19-63 Mont Co.

196 - Formerly Montgomery Co.

199

~~200~~ PATUXENT FREEWAY - Former Balto Co.

203 FORMERLY - MONT Co. TRANS TO Co. & COLLEGE PARK

204

205 Formerly Charles Co - Now part of MD 5

206 Formerly P.G. Co

207

209

211 Formerly P.G. Co.

215

217

221

226

~~229~~ Charles Co - Bensville Rd Assg.

230

232 - Formerly Charles Co.

233

~~237~~ - ~~Formerly~~ Assg. in St. Marys Co - Chancellors Run Rd

241 240 - Formerly Mont. Co.

248

Sheet 2 of 8

251- Formerly P.G. Co.
252- Formerly ST. Marys Co.

~~257~~ ASSG - CHARLES Co. TO MD 3

266

~~268~~ ASSG. CECIL Co 269- Formerly Cecil Co.
~~275~~ ASSG. CECIL Co 12/9/66 271- Formerly Cecil Co.
278
280- Formerly Cecil Co.

283 FORMERLY CECIL Co - CHANGED TO [282] 1-20-59
293- Formerly Kent Co.
294

~~295~~ MD 295 - A.A., Balto, P.G., Balto City
IS-295 - P.G. Co.

296

~~303~~ ASSG. TO Q.A. & TALBOT Co

~~308~~ ASSIGNED TO MAIN ST & RIVER RD IN FEDERALSBURG

~~315~~ ASSIGNED TO Federalsburg Caroline Co.

319

321

~~322~~ Assigned to Easton - Talbot Co

323
325 - Formerly in Balto. Co
326 - Formerly in St. Marys Co
~~327~~ - Assg. Cecil Co 2-14-68

~~332~~ ~~FORMERLY~~ Assg IN EASTON Talbot Co C.S. 20-15
338- Formerly Cecil Co. 339- Formerly Mont. Co.
~~341~~ Assg Dorchester Co

345 FORMERLY IN DORCHESTER Co

~~346~~ ASSIGNED TO OLD U.S 50 IN WICOMICO Co

~~351~~ Frederick Co - Ballenger Creek Pike

356 FORMERLY IN SOMERSET Co 357- Formerly in Somerset Co
369 → ~~385~~ Formerly IN WICOMICO Co 360- Formerly in Somerset Co.
379 Formerly in St. Marys 389 326- Formerly A.A. Co.
391- Formerly in Montgomery Co
394
397- Formerly in Dorchester Co
398
399- Formerly in Mont. Co. 401- Formerly in Balto Co.
400- Formerly in Balto Co
403
406 FORMERLY IN SOMERSET Co - NOW MD 667
~~408~~ ASSIGNED TO OLD MD 4 (PR GEO. Co)
409- Formerly in Balto Co
411
412- Formerly in PG Co

415
416 - Formerly in A.A. & Calvert Co.
417
419

421 FORMERLY MONT. Co C.S 15-128

426

428

429

~~430~~ - Assg to old 193 in College Park

431

~~432~~ FORMERLY MONT. Co C.S 15-129
Now in Howard Co

433 437- Formerly in A.A. Co.
438- Formerly in A.A. Co.
441 FORMERLY CECIL Co 442- Formerly Kent Co
443- Formerly Kent Co
447
~~449~~ FORMERLY CECIL Co 448- Formerly Kent Co
Now Kent Co
451 - Formerly Talbot Co
453
455 - Formerly Wicomico Co
457

~~460~~ RE-ASSIGNED TO HALL HWY IN CRISFIELD
TRANS. TO CRISFIELD 6-13-56
TRANS. BACK TO STATE 3-15-61
461 463 A,B, - Formerly Balto. Co 466- Formerly Balto Co
465 - Formerly A.A. Co
467 - Formerly Wicomico Co
469

473
474 - Formerly Caroline Co
475

476
477 - Formerly Howard Co.
~~478~~ Assg Fred Co 4/18/67 to section of MD 464 from MD 180 to Brunswick
486 479- Formerly Dorchester Co. 483 A,B- Formerly A.A. Co.
484- Formerly Charles Co.
487

492
493- Formerly Balto Co.
499 498- Formerly ST. Mary's

502 FORMERLY WORCESTER Co

503

504

505 FORMERLY CALVERT Co

507

510

511

512

~~513~~ FORMERLY MONT. Co/NOW WICOMICO Co

515 FORMERLY MONT. Co.

516 - Formerly Mont Co.

517

519 - Formerly Balto. Co

523 - Assg Wash Co (Section of CW US 522)
Formerly

~~524~~ - Assg - Calvert Co.

525

526 - Formerly Carroll Co.

527

530 FORMERLY - KENT Co

531 FORMERLY - DORCHESTER Co

532

533 NOW MD 254 - CHARLES Co
- Formerly

534

535 FORMERLY IN CARROLL Co

536

538

539 FORMERLY IN HOWARD Co. NOW MD 108

540

541

548

549

551

554 - Formerly A.A. Co.

555 556 - Formerly P.G. Co

557 - Formerly Montgomery Co.

558

559

563

567 - Formerly Balto. Co.

569

570

571

572

573

574 - Formerly ST. Mary's Co.

575

576 FORMERLY IN WORCESTER Co.

580

581

582 - Formerly Montgomery Co.

583

585

590

592 FORMERLY CECIL Co

593 FORMERLY IN MONT. Co.

594 FORMERLY MONT Co. C.S 15-144

595 FORMERLY MONT Co C.S 15-145

596 FORMERLY MONT-Co C.S 15-146

597 598 - Formerly Somerset Co / 599 - Formerly Balto Co

600 & 601: Formerly Balto Co.

602 FORMERLY IN PR. GEO & A.A Co (CHANGED TO MD 198)

603

604 FORMERLY MONT Co C.S 15-147

606

608

609 - Formerly Montgomery Co.

612

613 FORMERLY IN A.A Co (OLD COLONY RD)

616

~~617~~ Assn - Caroline Co

618

~~619~~ Assn - Caroline Co.

620

621 - Formerly Caroline

622

625

628

629
630 - Formerly Caroline Co
633

~~634~~ ASSG CAROLINE Co (Federalsburg)
Formerly

635

~~639~~ ASSG. Allegany Co 2-7-68

~~640~~ Assg. Somerset Co

641
643 - Formerly Balto Co 644 A, B - Formerly Balto Co.
647

649

651

653 FORMERLY MONT Co

654

~~655~~ Assg Mont Co (old Md 97) 4-2-68

~~656~~ Assg. Queen Anne's Co.

659 FORMERLY IN ROCKVILLE
661 Formerly Kent
663
664 Formerly Kent Co 666C - Formerly Mont. Co.
~~669~~ ASSIGNED IN GARRETT Co TO MD 417

671 FORMERLY IN WORCESTER Co

~~675~~ ASSG SOMERSET Co 2-2-59

676 FORMERLY IN ROCKVILLE

678
679 A, B - Formerly Anne Arundel Co
680

681

682

683
684 - Formerly Mont Co 685 - Formerly Cecil Co.
687

688 FORMERLY MONT Co C.S 15-159

689

690 FORMERLY CECIL Co.

691

692

693

Md. IS 695 PATAPSCO FREEWAY 7/9/68

696

697

~~701~~ - Assg. Kent Co

~~702~~ FORMERLY MONT Co C.S 15-160
Now Balto. Co

~~703~~ ASSG. Wo Co (old Md 366) 2-3-67

705 ASSG. Wo Co (old sec MD 376) 1-22-65
706 - Formerly A.A Co. 708 - Formerly Worcester Co.
709 ASSG. Wo. Co. OLD SEC MD 12 2-2-60
- Formerly

~~711~~ FORMERLY CECIL Co - Now A.A. Co
714 Formerly P.G. Co
716

~~717~~ Assg PG. Co (Waters St) 2/9/67
718 - Formerly Balto. Co.
719

720
721 - Formerly Balto. Co.
722

724

725

726

728

729

730

~~731~~ - A, C - Assg Wicomico Co.

~~732~~ Assg Anne Arundel Co.

~~733~~ Assg. Garrett Co.

734

~~736~~ - Assg. Allegany Co.

737

738

739

740

~~742~~ - Assg. Garrett Co.

744

745

747

748

749 ASSG TO CALVERT Co 1-16-64
- Formerly

~~750~~ ASSG TO DORCHESTER Co 12-13-61

751

753 - Formerly Harford Co. 754 - Formerly Harford Co.

~~755~~ Assg. Harford Co

757 Assg Harford Co 3-28-68
- Formerly

758

~~760~~ ASSG CALVERT Co 9-21-61

~~761~~ ASSG Calvert Co 8-31-64

~~762~~ Formerly in Harford County - Assg. A.A. Co

~~768~~ ASSG CALVERT Co 1-20-60

766 - Formerly Montgomery Co 767 - Formerly Wash. Co.

~~769~~ ASSG PR. GEO. Co 2-6-58

770 Formerly Balto Co. 771 - Formerly Balto Co.

772 FORMERLY IN EASTON C S 20-26

773 Assg - A.A. Co Md 2 Serv. Rd 10-5-65
- Formerly

774 Assg A.A. Co (TICK NECK Rd) 5-2-68
- Formerly

~~775~~ ASSG CALVERT Co (OLD MD 260) 1-23-61
- Formerly

777 - Formerly A.A. Co.

~~779~~ ASSG A.A. Co. TO OLD SEC MD 174 9-1-57

780D Formerly Allegany Co

782 Formerly in A.A Co

~~783~~ ASSG A.A. Co

~~784~~ ASSG A.A Co

~~785~~ ASSG A.A. Co

786 ASSG A.A. Co
- Formerly

NOT POSTED
ASSG. BY TRAFFIC
BUREAU

~~788~~ ASSG A.A. Co (OLD MD 665) 12-7-59

789 ASSG A.A. Co (OLD MD 3) 12-10-59
- Formerly

~~790~~ ASSG A.A Co. (OLD MD 468) 10-28-60

791 ASSG A.A Co (OLD MD 648) 11-9-60
- Formerly

792 ASSG A.A Co (OLD MD 648) 4-11-61
- Formerly

793 ASSG A.A Co (OLD MD 424) 4-11-61
- Formerly

~~794~~ ASSG A.A Co (OLD MD 416) 1-23-62

~~796~~ ASSG A.A Co (OLD MD 258) 1-23-62

~~797~~ ASSG A.A Co (STATE CIRCLE ANNAPOLIS 11-5-64

~~798~~ ASSG. A.A. Co (old Md 178) 10-1-65

799

~~800~~ ASSG. CARROLL Co (OLD MD 75) 12-16-60

801 ASSG KENT Co 1957
Formerly

~~802~~ ASSG Q.A. Co (ROMANCOKE FERRY Rd) 1957

803 ASSG CECIL Co 1957
Formerly

~~804~~ ASSG WASH. Co 1957

~~805~~ ASSG WASH Co 1957

~~806~~ ASSG FRED Co 1957

~~807~~ Formerly in Harford Co/ Assg. Allegany Co

~~808~~ ASSG. MONT Co (OLD MD 27) 1957

809 ASSG CECIL Co (OLD MD 273) 1958
- Formerly

~~810~~ Assg. P.G. Co.

~~811~~ ASSG CECIL Co (OLD 274) 1958
- Formerly

~~812~~ ASSG CECIL Co (OLD [illegible]) 11-58
- Formerly

~~813~~ ASSG CECIL Co (OLD MD 276) 2-7-64
- Formerly Now assg. 813F Wicomico Co.

~~814~~ Assg Fred Co (old Md 550) 2-19-68

~~815~~ ASSG WI. Co

816 Formerly in Worcester Co

~~817~~ ASSG. CAROLINE & DORCHESTER Co (OLD MD 331) 1-21-59

~~818~~ ASSG Wo. Co 1957

~~819~~ ASSG DORCHESTER Co. 1956

~~820~~ ASSG CAROLINE Co (OLD MD 313)

~~821~~ ASSG CAROLINE Co. (MARYDEL)

822 ASSG CECIL Co. - Formerly

823 ASSG CECIL Co (OLD MD 279) 12-1-59
- Formerly

~~824~~ ASSG CECIL Co (OLD US 222)

~~825~~ ASSG GARRETT Co (OLD MD 135)

~~826~~ ASSG GARRETT Co (OLD US 219) 11-6-59

~~827~~ ASSG GARRETT Co (OLD MD 39) 11-21-60

~~828~~ ASSG GARRETT Co (OLD MD 42) 10-31-62

829 ASSG CAR. Co (DENTON) 3-1-63
- Formerly

~~830~~ ASSG ALLEGANY Co (OLD US 220) 11-58

~~831~~ ASSG ALLEGANY Co (OLD MD 36) 11-58

~~832~~ Assg. Carroll Co.

833 ~~ASSG~~ Carroll Co (old Md 88) 1-1967

~~834~~ Assg Queen Anne's Co.

~~835~~ Assg Q.A. Co 8-22-67 (US 50 Serv Rd)

836 Formerly Q.A. Co.

~~837~~ ASSG Q.A. Co 8-30-62

838 ASSG Q.A. Co 11-1-62
- Formerly

839 ASSG TALBOT Co (Serv. Rd) 1-29-65
- Formerly

840 ASSG TALBOT Co (OLD MD 33) 11-58
- Formerly

841 ASSG TALBOT Co (OLD MD 579) 2-11-60
- Formerly

842 ASSG TALBOT Co (OLD MD 331) 2-18-60
- Formerly

~~843~~ ASSG WASH. Co (OLD MD 63) 4-19-60

~~844~~ ASSG WASH. Co (OLD MD 77) 4-18-60

~~845~~ ASSG WASH Co (OLD MD 34) 12-58

~~846~~ ASSG WASH Co (OLD MD 418) 6-12-59

~~847~~ ASSG WASH Co (OLD MD 64) 6-15-59

848 ASSG WASH Co (OLD MD 632) 7-16-59
- Formerly

~~849~~ ASSG CARROLL Co (OLD MD 482) 12-13-60

~~850~~ ASSG CARROLL Co (OLD MD 26) 1-19-58
ALSO IN FRED. & BALTO Co

~~851~~ ASSG CARROLL Co (OLD MD 32) 1-20-58
ASSG HOWARD Co (OLD MD 32) 4-20-60

~~852~~ ASSG CARROLL Co (OLD MD 31) 1-20-58

~~853~~ ASSG CARROLL Co (OLD MD 194) 1-13-59

~~854~~ ASSG CARROLL Co (OLD MD 97) 12-13-60

~~855~~ ASSG KENT Co (OLD U.S 213) 2-10-59

~~856~~ ASSG KENT Co (OLD MD 298) 2-19-59

857 ASSG KENT Co (OLD MD 566) 2-24-59
- Formerly

~~858~~ ASSG. WASH Co (OLD MD 67) 3-3-61

859 ASSG KENT Co (OLD MD 447) 2-8-63
- Formerly

860 ASSG ST MARY Co (OLD MD 235) 2-25-59
- Formerly

861 ASSG ST MARY'S Co (OLD MD 249) 1-27-60
- Formerly

862 - Formerly Mont. Co

~~863~~ ASSG ST MARYS Co (OLD MD 5) 7-28-60

~~864~~ ASSG. KENT Co (old Md 292) 9-28-67

865 ASSG CHARLES Co. (OLD MD 224) 3-2-59
- Formerly

866 ASSG CHARLES Co (OLD MD 225) 8-14-59
- Formerly

867 ASSG CHARLES Co (OLD 228) 9-3-59
- Formerly

~~868~~ ASSG CHARLES Co (OLD MD 234) 7-25-60
- Formerly
ASSG ST MARYS Co (OLD MD 237) 7-27-60

869 ASSG CHARLES Co (OLD MD 6) 3-3-64
- Formerly

~~870~~ ASSG FRED Co (OLD MD 283) 9-18-59

~~871~~ ASSG FRED Co (OLD MD 17) 3-17-61

~~872~~ ASSG FRED Co (US 340 Serv. Rd) 2-26-65

873 ASSG FRED Co (U.S 15 SERV. RD) 2-27-63

~~874~~ ASSG FRED Co (OLD 75) 1-14-64

875 ASSG. Fred Co (US 15 Serv. Rd) 1-14-64
- Formerly

876

~~877~~ ASSG Fred Co 1-21-64 (U.S 40 SERV. Rd)

~~878~~ ASSG - WASH Co (OLD MD 58) 11-26-63

879 ASSG CARROLL Co (old Md 91)

~~880~~ Formerly Wash Co (OLD MD 56) / Assg. Fred Co

~~881~~ ~~ASSG - Wash~~ Co (old Md 68) 1-12-66 -- Formerly Harf Co

882 Formerly in Harford Co

883 ASSG BALTO Co (OLD MD 166) 4-4-60 - Formerly

884 ASSG BALTO. Co (OLD MD 439) 3-17-59 - Formerly

~~886~~ Formerly Balto Co

885 ASSG. BALTO. Co (OLD MD 409) 3-17-59 - Formerly

~~887~~ ASSG Balto Co To Md 45 Service Rds - Former

888 ASSG BALTO. Co (OLD U S 1 ALT) 3-12-59 - Formerly

~~889~~ ASSG BALTO Co (OLD MD 137) 3-17-60

890 ASSG BALTO Co - Formerly 5-31-60

891 ASSG BALTO Co (EDNA AVE AT BELT) 3-6-61 - Formerly

892 ASSG BALTO. Co 12-5-63 - Formerly

893 ASSG. Wash Co 11-30-65 - Formerly

~~894~~ ASSG - Wash Co 12-20-65 (Hancock)

~~895~~ ASSG MONT. Co (OLD U S 29 WHITE OAK)
ASSG Balto Co, A A Co

897 ASSG MONT. Co - Formerly

898 ASSG MONT Co (OLD MD 28) 1-31-61 - Formerly

~~899~~ ASSG MONT Co (OLD MD 28) 9-19-62

900 ASSG. MONT Co (OLD MD 112) 10-1-62 - Formerly

~~901~~ ASSG MONT Co 10-2-62

902 ASSG MONT Co 10-2-62 Formerly

~~903~~ ASSG MONT Co 1-25-63

~~904~~ ASSG Carroll Co 9-10-63

905 ASSG MONT Co MD 118 SERVICE RD. - Formerly

906 ASSG MONT Co MD 187 Service Rd. - Formerly

907 ASSG Wash Co (I-70 Serv. Rd) 12/20/65 - Formerly Wash Co

~~908~~ ASSG A-A Co 7/28/66

~~909~~ Assg A-A Co 7/28/66

910 B, C Washington Co.

~~911~~ Formerly Wash Co (MD 68 Serv. Rds)
assg. Montgomery Co.

912 Assg Cecil Co (old Md 82) 3-26-68 - Formerly

913 Assg Cecil Co (old Md 267) 5-27-68 - Formerly

914 Assg.

915 - ~~FORMERLY~~ A A C. TRANS. TO Co 11-16-60

916 - FORMERLY A A Co

~~918~~ - Assg. Somerset Co.

919

~~920~~ - ASSG SOMERSET Co 2-1-63

921

922

923

~~924~~ Assg. Harford Co

926

~~927~~ Assg. Montgomery Co.

~~928~~, 928A Montgomery Co.

929

930

~~931~~ Assg. Anne Arundel Co.

932

933

934

~~935~~ Assg. Allegany Co.

~~936~~ Assg. Allegany Co

~~937~~ Assg Allegany Co.

938

~~939~~ Assg. Allegany Co

940, 940D, 940S Balto Co.

941

~~943~~ Assg. Balto. Co

~~944~~ Assg. ST. Mary's Co

~~945~~ Assg. ST. Mary's Co

~~946~~ Assg. Garrett Co.

947

~~948~~ Assg. Allegany Co., Garrett Co

~~949~~ Assg. Allegany Co

~~950~~ - A, B, C, D P.G. Co.
951 - Assg. Allegany Co
~~952~~ ASSG ALLEGANY Co 11-5-62

~~953~~ Assg Allegany Co 2-7-68

~~954~~ Assg. Talbot Co.

955

956 Assg Allegany Co

957

958 P Assg. Howard Co

959

960

961

962

~~963~~ ASSG PG Co 4/13/67 (Md 210 Serv. Rd)
~~964~~ Assg P.G Co 8/2/66
~~965~~ Assg - PG Co 8/2/66
~~966~~ Assg - P.G Co 8/2/66 - Formerly
~~967~~ Assg - P.G Co 8/1/66
~~968~~ ASSG. P.G Co 8/1/66
~~969~~ Assg - P.G Co 5/9/66
~~970~~ ASSG Md 4 Serv. Rd P.G Co 1-17-65 - Formerly
~~971~~ ASSG PR-GEO Co (OLD MD 714) 12-22-59 - Formerly
~~972~~ ASSG PR GEO. Co (OLD MD 458) 12-22-59
~~973~~ ASSG PR. GEO. Co. (OLD MD 459) 6-6-60
~~974~~ ASSG PR. GEO. Co (OLD MD 556) 6-29-60
~~975~~ ASSG. PR GEO Co (OLD MD 414) 7-13-60 Formerly

~~976~~ ASSG. PR. GEO Co (OLD US 301) 8-9-60
~~977~~ ASSG. PR. GEO Co (OLD MD 202) 4-4-61
~~978~~ ASSG. PR GEO Co (OLD MD 214) 4-5-61
~~979~~ ASSG PR GEO Co (Laurel) 10-29-62
~~980~~ ASSG PR GEO. Co (MD 4 SERV. RD) 3-17-64
~~981~~ ASSG HOWARD Co (OLD MD 175) 12-17-59
982 Formerly Howard Co
~~983~~ ASSG HOWARD Co (OLD MD 216) 3-21-61
~~984~~ ASSG. HOWARD Co (SERV. RD OF U 540) 1-17-62
985 ASSG. Ho. Co 3/11/68 (old Sec Md 99)
~~986~~ Assg. Howard Co
~~987~~ ASSG. Ho. Co. (old US 29) - Formerly
988

989

~~990~~ Assg A.A. Co.
~~991~~ ASSG Wicomico Co 6-14-
~~992~~ Assg Wicomico Co 1/25/66 US 50 Sec
~~993~~ Assg. Balto. Co.
994

~~995~~ Assg. A.A. Co.
996

~~997~~ Assg. A.A. Co
998

999

~~946~~ Assg. Garrett Co.

947

~~948~~ Assg. Allegany Co, Garrett Co

~~949~~ Assg. Allegany Co

~~950~~ - A, B, C, D P.G. Co.
951 - Assg. Allegany Co
~~952~~ ASSG ALLEGANY Co 11-5-62

~~953~~ Assg Allegany Co 2-7-68

~~954~~ Assg.

955

956 Assg

957

958 P As

959

960

961

962

Dave Logan
X 8379

~~[illegible]~~
922
932
954
960
962
or any suffix

~~963~~ ASSG P.G. Co 4/13/67 (Md 210 Serv. Rd)
~~964~~ Assg P.G. Co 8/2/66
~~965~~ Assg - PG Co 8/2/66
~~966~~ Assg - P.G. Co 8/2/66 - Formerly
~~967~~ Assg - P.G. Co 8/1/66
~~968~~ ASSG. P.G. Co 8/1/66
~~969~~ Assg - P.G. Co 5/9/66

~~970~~ ASSG Md 4 Serv. Rd P.G. Co 1-17-65 - Formerly
~~971~~ ASSG PR. GEO Co (OLD MD 714) 12-22-59 - Formerly
~~972~~ ASSG PR. GEO. Co (OLD MD 458) 12-22-59
~~973~~ ASSG PR. GEO. Co. (OLD MD 459) 6-6-60
~~974~~ ASSG PR. GEO. Co (OLD MD 556) 6-29-60
~~975~~ ASSG. PR. GEO Co (OLD MD 414) 7-13-60 Formerly

~~976~~ ASSG - PR. GEO Co (OLD US 301) 8-9-60
~~977~~ ASSG - PR. GEO Co (OLD MD 202) 4-4-61
~~978~~ ASSG. PR. GEO Co (OLD MD 214) 4-5-61
~~979~~ ASSG PR. GEO Co (Laurel) 10-29-62
~~980~~ ASSG PR. GEO. Co (MD 4 SERV. RD) 3-17-64
~~981~~ ASSG HOWARD Co (OLD MD 175) 12-17-59
982 Formerly Howard Co
~~983~~ ASSG HOWARD Co (OLD MD 216) 3-21-61
ASSG. HOWARD Co (SERV. RD OF U 540) 1-17-62
ASSG. Ho. Co 3/11/68 (old Sec Md 99)
Assg. Howard Co
7 ASSG. Ho. Co. (old US 29) - Formerly
8
9
~~90~~ Assg A.A. Co.
~~91~~ ASSG Wicomico Co 6-14-[illegible]
~~92~~ Assg Wicomico Co 1/25/66 US 50 Sec
~~993~~ Assg. Balto Co.
994
~~995~~ Assg. A.A. Co.
996
~~997~~ Assg. A.A. Co.
998
999

ALLEGANY COUNTY

ROUTE NO.	POSTED	NOT POSTED	REMARKS
MD 35	X		PER DISTRICT ENGR. 10-29-59
MD 36	X		" "
U.S. 40	X		" "
MD 47	X		" "
MD 49	X		" "
MD 51	X		" "
MD 55	X		" "
MD 135	X		" "
MD 135 A		X	MARKED AS CONNECTION BETWEEN U.S. 220 & MD 135 PER DISTRICT ENGR 10-29-59
MD 144		X	PER DISTRICT ENGR 10-29-59
U.S. 220	X		" "
MD 395		X	MARKED AS CONNECTION BET. U.S. 40 & U.S. 220 PER DIST. ENGR. 10-29-59
MD 636		X	MARKED AS CONNECTION BET. U.S. 220 & MD 53 PER DIST. ENGR 10-29-59
MD 638	X		PER DIST. ENGR 10-29-59
MD 657	X		" "
MD 658		X	MARKED AS VOCKE RD. PER DIST ENGR. 10-29-59
MD 743		X	PER DIST ENGR 10-29-59
MD 764		X	TRANS. TO CITY CUMBERLAND " 12-31-69
MD 780 D		X	" "
MD 830		X	" "
MD 831		X	" "
MD 942		X	" "
MD 951		X	" "
MD 952		X	ASSIGNED to Service Rds. E. of Cumb. S & B.
MD 9	?		Assigned 7-13-65 S & B
MD 639			Assigned 2-7-68 Prop. Road to Community College S & B
MD 953		X	Assigned 2-7-68 (old see MD 395) S & B
US 48	X		Letter 9-10-69
MD 639			Willow brook Rd Assigned 12-31-69

ANNE ARUNDEL COUNTY

ROUTE NO.	POSTED	NOT POSTED	REMARKS	
MD 2	X		PER. DIST. ENGR.	1-26-60
MD 3	X		"	"
MD 3 Business	X		"	"
MD 4	X		"	"
MD 10 B/W Exp		X	"	"
MD 32	X		TRANS to STATE	5-23-68
MD 46	X		"	"
U.S. 50	X		"	"
MD 70	X		"	"
MD 167	X		"	"
MD 168	X		"	"
MD 169	X		"	"
MD 170	X		"	"
MD 171	X		"	"
MD 172		X	"	"
MD 173	X		"	"
MD 174	X		"	"
MD 175	X		"	"
MD 176	X		"	"
MD 177	X		"	"
MD 178	X		"	"
MD 179	X		"	"
MD 181	X		"	"
MD 214	X	SPUR AT SAW MILL INN TO MD 214 NOT POSTED	"	"
MD 216		X	SIGNS ORDERED "	"
MD 253	X		"	"
MD 255	X		"	"
MD 256	X		"	"
MD 258	X		"	"
MD 259	X		"	"
MD 260	X		"	"
MD 270	X		"	"
U.S. 301	X		"	"
MD 386	X		"	"
MD 387	X		"	"
MD 393	X		"	"
~~MD 416~~	X		Changed to MD 4 SRC MIN.	7-16-64
MD 422	X		"	"

ANNE ARUNDEL COUNTY

ROUTE NO.	POSTED	NOT POSTED	REMARKS
MD 423	X		PER. DIST ENGR. 1-26-60
MD 424	X		" "
MD 435		X	" "
MD 436		X	MORRISONS ORDERS PER DIST. ENGR
MD 437		X	1-26-60
MD 438		X	
MD 450	X		PER DIST ENGR 1-26-60
MD 465	X		TRANS TO " COUNTY 5-23-68 "
MD 468	X		" "
MD 483		X	" "
MD 553		X	" "
MD 554	X		" "
MD 602	X		CHANGED TO MD 198 11-29-62 "
MD 607	X		" "
MD ~~613~~ 261	X		MD 261 " AS OF 12-23-66
MD 642		X	" "
MD 645		X	" "
MD 648	X		" "
MD 652		X	" "
MD 665	X		" "
MD 672	X		" "
MD 677	X		" "
MD 679 A		X	" "
MD 686		X	" "
MD 706	X		" "
MD 710	X		" "
MD 713	X		" "
MD 723		X	" "
MD 777		X	" "
MD 778		X	" "
MD 781		X	" "
~~MD 915~~		~~X~~	TRANS TO COUNTY 11-16-60
~~MD 916~~		X	TRANS. TO COUNTY 6-30-61 (6/1/60)
MD 917		X	PER DIST ENGR 1-26-60
~~MD 685~~ NOT 685 MD 679-B		X	" "
~~MD 679-B~~		X	" "
MD 779		X	ASSG TO OLD SEC MD 174 9-1-59 L.T.B.

ANNE ARUNDEL COUNTY

ROUTE NO.	POSTED	NOT POSTED	REMARKS
~~MD 782~~		X	~~Transferred to county 3-18-64 ASSG BY BUREAU OF TRAFFIC~~
MD 783		X	" " " "
MD 784		X	" " " "
MD 785		X	" " " "
MD 786		X	" " " "
MD 788		X	" " " " (OLD MD 665)
MD 789		X	" " " " (OLD MD 3)
MD 790		X	" " " " (OLD MD 468
MD 791		X	" " " " (OLD MD 648)
MD 792		X	ASSG TO OLD SEC MD 648 4-11-61 & 7B.
MD 793		X	" " " " MD 424 4-11-61 & 7B
MD 794		X	" " " " MD 416 1-23-62 & 7B.
MD 796		X	" " " " MD 258 1-23-62 & 7B.
MD 797		X	ASSG TO STATE CIRCLE IN ANNAPOLIS 11-5-64
MD 773		X	Assg. to Md 2 Service Rd 10-5-65
Md 980		X	Assg to Md 4 Serv. Rds 7/27/66
Md 908		X	Assg. to US 50 Serv Rd 7/28/66
Md 909		X	Assg. to Md 424 Serv. Rds 7/28/66
MD 774		X	Assg - Tick Neck Rd. 5-2-68

BALTIMORE COUNTY

ROUTE NO.	POSTED	NOT POSTED	REMARKS
U.S. 1	X		PER. DIST. ENGR. 11-4-59
U.S. 1 Alt	X		" "
MD 3	X		" "
MD 7	X		" "
MD 10 B/W Exp	AS MD 3 & TO US 301		" "
MD 20 A	X		" "
MD 20 B	X		" "
MD 20 C	X		" "
MD 20 D	X		" "
MD 25	X		" "
MD 26	X		" "
MD 30	X		" "
MD 37		X	" "
U.S. 40	X		" "
MD 45	X		" "
MD 88	X		" "
MD 91	X		" "
~~U.S. 111~~	X		Withdrawn from use 1963
MD 125	X		" "
MD 126	X		" "
MD 127	X		" "
MD 128	X		" "
MD 129	X		" "
MD 130	X		" "
MD 131	X		" "
MD 133	X		" "
MD 134	X		" "
MD 137	X		" "
MD 138	X		" "
MD 139	X		" "
U.S. 140	X		" "
MD 141	X		" "
MD 142	X		" "
MD 143	X		" "
MD 144	X		" "
MD 145	X		" "
			" "

BALTIMORE COUNTY

ROUTE NO.	POSTED	NOT POSTED	REMARKS
MD 146	X		PER DIST ENGR 11-4-59
MD 147	X		" "
MD 148	X		" "
~~MD 149~~	~~X~~		~~Trans to County 5-21-65~~
MD 150	X		" "
MD 151	X		" "
MD 165	X		" "
MD 166	X		" "
MD 325	X		" "
MD 330		X	" "
MD 372	X		" "
MD 400	X		" "
MD 401	X		" "
MD 409	X		" "
MD 439	X		" "
MD 463		X	" "
MD 466		X	" "
MD 493		X	" "
MD 519		X	" "
MD 526		X	" "
MD 542	X		" "
MD 562	X		" "
MD 567	X		" "
MD 587	X		" "
MD 588	X		" "
MD 599		X	" "
MD 599 A		X	" "
~~MD 600~~			TRANS TO COUNTY
MD 600 A		X	PER DIST ENGR 11-4-59
MD 600 B		X	" "
MD 601		X	" "
MD 643		X	" "
MD 644		X	" "
MD 648	X		" "
MD 668		X	" "

BALTIMORE COUNTY

ROUTE NO.	POSTED	NOT POSTED	REMARKS
MD 700	X		PER DIST ENGR 11-4-59
MD 718	X		" "
MD 721		X	" "
MD 746		X	" "
MD 770		X	" "
MD 771		X	" "
MD 781 (Belt)	INT. 695		" "
~~MD 839~~		~~X~~	~~TRANS TO COUNTY SRC REGN 8-21-59~~
MD 884		X	" "
MD 885		X	" "
MD 886		X	" "
~~MD 887~~		~~X~~	~~" "~~
MD 888		X	" "
MD 850		X	ASSG 3-10-60 S & B
MD 889		X	ASSG 3-17-60 S & B
MD 883		X	ASSG 4-4-60 S & B
MD 891		X	ASSG 3-6-61 (EDNA AVE AT BELT.) S & B
MD 41			ASSG 1-23-63 (PERRING PKWY) S & B
MD 43			ASSG 3-13-63 (Whitemarsh Blvd) S & B
MD 892		X	ASSG 12-5-63 (MD 7 Serv. Rd.) S & B
MD 887		X	ASSG 7-28-66 (MD 45 Serv. Rds) S & B
MD 890		X	ASSG 5-31-60 (Slade Ave) US 140 westerly S & B

CALVERT COUNTY

ROUTE NO.	POSTED	NOT POSTED	REMARKS
MD 2	X		PER DIST ENGR. 1-26-60
MD 231	X		" "
MD 260	X		" "
MD 261	X		" "
MD 262	X		" "
MD 263	X		" "
MD 264	X		" "
MD 265	X		" "
MD 402	X		" "
MD 416	X		Changed to Md 4 SRC Min 7-16-64
MD 497	X		" "
MD 506	X		" "
MD 508	X		" "
MD 509	X		" "
MD 521	X		" "
MD 752		X	" "
MD 765-A	X		" "
MD 765-B		X	ASSG 1-29-60 S & B
MD 765-C		X	ASSG 1960 S & B
MD 768		X	ASSG 1-21-61 S & B
MD 775		X	ASSG 1-23-61 S & B.
MD 760	X		ASSG 9-21-61 S & B
MD 249			ASSG 1-16-64 S & B.
MD 761		X	ASSG 8-31-64 S & B.

CAROLINE COUNTY

ROUTE NO.	POSTED	NOT POSTED	REMARKS
MD 16	X		PER. DIST. ENGR. 10-23-59
MD 287	X		" "
MD 302	X		" "
MD 306	X		" "
MD 307	X		" "
MD 311	X		" "
MD 312	X		" "
MD 313	X		" "
MD 314	X		" "
MD 317	X		" "
MD 318	X		" "
MD 324		X	" "
MD 328	X		" "
MD 331	X		" "
MD 404	X		" "
MD 404 Alt.		X	" "
MD 405	X		" "
MD 454	X		" "
MD 474	X		" "
MD 480	X		" "
MD 485		X	" "
MD 577	X		" "
MD 578	X		" "
MD 621	X		" "
MD 630		X	" "
MD 776		X	" "
MD 820		X	" "
MD 821		X	" "
MD 817		X	ASSG 1-21-60 S.H.B.
MD 829		X	ASSG 3-1-63 (DENTON) S.H.B.
MD 308	X		ASSG 6-28-63 (Federalsburg) S.H.B.
MD 315	X		ASSG 6-28-63 Federalsburg S.H.B.
MD 634			ASSG 6-28-63 Federalsburg S.H.B.
MD 927			(EFF. 7-1-71) old Sect Md 307

CARROLL COUNTY

ROUTE NO.	POSTED	NOT POSTED	REMARKS
MD 26	X		PER DIST ENGR 11-10-59
MD 27	X		" "
MD 30	X		" "
MD 31	X		" "
MD 32	X		" "
U.S. 40	X		" "
MD 75	X		" "
MD 77	X		" "
MD 84	X		" "
MD 86	X		" "
MD 88	X		" "
MD 91	X		" "
MD 97	X		" "
U.S. 140	X		" "
MD 194	X		" "
MD 407	X		" "
MD 482	X		" "
MD 496	X		" "
MD 526-B		X	" "
~~MD 535~~		~~X~~	~~NOW PART OF NEW MD 97~~ "
MD 850		X	" "
~~MD 851~~		~~X~~	" "
MD 852		X	" "
MD 853		X	ASSG 1-13-59 (OLD MD 194) S & B
MD 854		X	ASSG 12-13-60 (OLD MD 97) S & B
MD 849		X	ASSG 12-13-60 (OLD MD 482) S & B
MD 800		X	ASSG 12-16-60 (OLD MD 75) S & B
MD 904		X	ASSG 9-10-63 S & B
MD 904-A		X	ASSG 10-21-63 S & B
MD 668		X	ASSG 10-21-63 S & B
MD 808		X	ASSG 10-21-63 S & B
MD 879		X	ASSG 2-16-65 S & B
MD 833		X	ASSG 1-19-67 (OLD MD 88) S & B

CECIL COUNTY

ROUTE NO.	POSTED	NOT POSTED	REMARKS	
U.S. 1	X		PER DIST ENGR.	10-23-59
MD 7	X		"	"
U.S. 40	X		"	"
MD 164		X	"	"
U.S. 213	X		"	"
U.S. 222	X		"	"
MD 267	X		"	"
MD 269	X		"	"
MD 271		X	"	"
MD 272	X		"	"
MD 273	X		"	"
MD 274	X		"	"
MD 276	X		"	"
MD 277	X		"	"
MD 279	X		"	"
MD 280	X		"	"
MD 281	X		"	"
MD 282	X		"	"
MD 284	X		"	"
MD 285	X		"	"
MD 286	X		"	"
MD 299	X		"	"
U.S. 301	X		"	"
MD 310	X		"	"
MD 316	X		"	"
MD 338	X		"	"
MD 342	X		"	"
MD 537		X	"	"
MD 545	X		"	"
MD 591		X	"	"
MD 685		X	"	"
MD 699		X	"	"
MD 727		X	"	"
MD 803		X	"	"
MD 809		X	"	"
MD 811		X	"	"
MD 812		X	"	"
MD 822		X	"	"

CECIL COUNTY

ROUTE NO.	POSTED	NOT POSTED	REMARKS
MD 896		X	PER DIST. ENGR. 10-23-59
MD 823		X	ASSG 12-1-59 S.&B
MD 824		X	ASSG TO OLD SEC US 222 S.&B
MD 824-A		X	ASSG TO OLD US 222 12-11-63 S.&B
MD 813		X	ASSG TO OLD MD 276 2-7-64 S.&B.
MD 268			ASSG 7-7-64 S.&B
MD 275	X		ASSG 12-9-66 (Reloc. US 222 from Crainstown Northward)
MD 327			Assg 2-14-68 (Indust. Access Rd, Perryville) S.&B
MD 912		X	Assg 3-26-68 (old Md 82) S.&B
MD 913		X	Assg 3-27-68 (old Md 267) S.&B

CHARLES COUNTY

ROUTE NO.	POSTED	NOT POSTED	REMARKS
MD 5	X		PER. DIST. ENGR. 1-26-60
MD 6	X		" "
MD 210	X		" "
MD 224	X		" "
MD 225	X		" "
MD 227	X		" "
MD 228	X		" "
MD 231	X		" "
MD 232	X		" "
MD 234	X		" "
MD 254	X		" "
U.S. 301	X		" "
MD 344	X		" "
MD 381	X		" "
MD 382	X		" "
MD 425	X		" "
MD 427	X		" "
MD 484	X		" "
MD 488	X		" "
MD 865		X	" "
MD 925	X		LETTER FROM MC CARL 6-29-60
MD 257	X		LETTER FROM MC CARL 6-29-60
MD 866		X	ASSG (OLD SEC MD 225) 8-14-59 J.T.B.
MD 867 A&B		X	ASSG (OLD SEC. MD 228) 9-3-59 J.T.B.
MD 868		X	ASSG (OLD SEC MD 234) 7-25-60 J.T.B.
MD 869		X	ASSG (OLD MD 6) 3-3-64 J.T.B.

DORCHESTER COUNTY

ROUTE NO.	POSTED	NOT POSTED	REMARKS
MD 14	X		PER DIST ENGR 11-16-59
MD 16	X		" "
U.S. 50	X		" "
MD 307	X		" "
MD 313	X		" "
MD 331	X		" "
MD 335	X		" "
MD 336	X		" "
MD 343	X		" "
MD 392	X		" "
MD 397	X		" "
MD 479		X	" "
MD 795		X	" "
MD 819		X	" "
MD 817		X	ASSG 1-21-60 S & B
MD 318	X		
MD 750		X	ASSG 12-13-61 S & B
MD 341			ASSG - 5-10-66 (Sec. of Md 16) S & B.

FREDERICK COUNTY

ROUTE NO.	POSTED	NOT POSTED	REMARKS
U.S. 15	X		PER DIST ENGR 11-10-59
MD 17	X		" "
MD 26	X		" "
MD 28	X		" "
MD 31	X		" "
U.S. 40	X		" "
Alt. U.S. 40	X		" "
~~MD 73~~	~~X~~		Trans to County 3-27-67
MD 74	X		" "
MD 75	X		" "
MD 76	X		" "
MD 77	X		" "
MD 78	X		" "
MD 79	X		" "
MD 80	X		" "
MD 81	X		" "
MD 97	X		" "
MD 144	X		" "
MD 153	X		" "
MD 194	X		" "
U.S. 240	X		" "
U.S. 340	X		" "
MD. 355	X		" "
MD 383	X		" "
MD 464	X		" "
MD 550	X		" "
~~MD 660~~		X	~~ALSO IN MONT. CO. CHANGED TO MD 806-C~~
MD 806	X		" "
MD 850		X	" "
MD 870		X	ASSG 9-18-59 (OLD SEC MD 383) S.T.B.
MD 871		X	ASSG 3-17-11 (OLD MD 17) S.T.B.
MD 872		X	ASSG 2-26-65 (US 340 Serv Rds) S.T.B.
MD 873		X	ASSG 2-27-62 (U.S. 15 Serv. Rd) S.T.B.
MD 874		X	ASSG 1-14-64 (old MD 75) S.T.B.
MD 875		X	ASSG 1-14-64 (U.S. 15 Serv. Rd) S.T.B.
~~MD 876~~		~~X~~	~~ASSG 1-20-64 (Monocacy Rd)~~ TRANS TO COUNTY 3-27-67 S.T.B.
MD 877		X	ASSG. 1-21-64 (U.S. 40 Serv. Rd) S.T.B.

FREDERICK COUNTY

ROUTE NO.	POSTED	NOT POSTED	REMARKS
MD 491	X		Assg 3-30-67 & 7B Trans to State 3-27-67
MD 478	X		Assg 4/18/67 (Was MD 464 from Md 180 to Brunswick)
MD 814		X	Assg 2-[illegible]-B (old Md 550) & 7B

GARRETT COUNTY

ROUTE NO.	POSTED	NOT POSTED	REMARKS
MD 38	X		PER DIST ENGR. 10-29-59
MD 39	X		" "
U.S. 40	X		" "
MD 42	X		" "
U.S. 50	X		" "
MD 135	X		" "
U.S. 219	X		" "
~~MD 417~~	~~X~~		~~CHANGED TO MD 669 2-5-63~~
~~MD 495~~	~~X~~		~~" "~~
~~MD 546~~	~~X~~		~~"~~
MD 560	X		" "
MD 657		X	POSTED IN ALLEGANY Co.
MD 825A-B-C		X	PER DIST ENGR 10-29-59
MD 826		X	ASSG 11-6-59 S.H.B.
MD 827		X	ASSG. 11-21-60 S.H.B.
MD 828		X	ASSG. 10-31-62 (TO OLD MD 42) S.H.B.
MD 669	X		ASSG 2-5-63 (WAS MD 417)

HARFORD COUNTY

ROUTE NO.	POSTED	NOT POSTED	REMARKS
U.S. 1	X		PER DIST ENGR 11-4-59
MD 7	X		" "
MD 22	X		" "
MD 23	X		" "
MD 24	X		" "
U.S. 40	X		" "
MD 136	X		" "
MD 138	X		" "
MD 146	X		" "
MD 147	X		" "
MD 152	X		" "
MD 155	X		" "
MD 156	X		" "
MD 159		X	" "
MD 161	X		" "
MD 165	X		" "
MD 439	X		" "
MD 440	X		" "
MD 462	X		" "
MD 543	X		" "
MD 623	X		" "
MD 624	X		" "
MD 646	X		" "
MD 715	X		" "
MD 753		X	" "
MD 754		X	" "
MD 762		X	" "
MD 807		X	" "
MD 881		X	" "
MD 490		X	" "
MD 763		X	" "
~~MD 882~~		X	TRANS TO COUNTY 8-7-68 ASSG TO OLD SEC. MD 24 S.F.B.
MD 132	X		ASSG TO Md 22 thru Aberdeen 9-7-67 S.F.B.
MD 757		X	Assg to old sections Md 165 3-28-68

OLD MD 144 Trans to How Co 12-13-55

US 29 ALT Fred Rd in Ellicott City 1.6.9mi
(Co 278)
Dropped From C.S. Listing in 1968
No Record of Transfer

Letter 11-22-54

Approval of US29 ALT by US Rte Num. Comm.

1-9-50
Old US 29 to be Known of US 29 ALT

10-11-49
9-22-49

HOWARD COUNTY

ROUTE NO.	POSTED	NOT POSTED	REMARKS
U.S. 1	X		PER DIST ENGR 11-10-59
MD 27	X		MAINT BY CARROLL CO. PER DIST ENGR 11-10-59
U.S. 29	X		PER DIST ENGR 11-10-59
Alt. U.S. 29		X	" "
MD 32	X		" "
U.S. 40	X		" "
MD 94	X		" "
MD 97	X		" "
MD 99	X		" "
MD 103	X		" "
MD 104		X	MAINT " BY BALTO. CO. "
MD 144	X		" "
MD 175	X		" "
MD 176	X		" "
MD 216	X		" "
MD 477	X		" "
MD 539	X		Changed to Md 108 "
MD 982		X	" "
MD 981		X	ASSG 12-17-59 & 7B
MD 108	X		& 7B
MD 983		X	ASSG. 3-21-61 (OLD MD 216) & 7B.
MD 984		X	ASSG. 1-17-62 SERVICE RD-SOUTH SIDE U.S. 40
MD 985		X	Assg 3-11-68 (old Sec. Md 99) & 7B
MD 851		X	Assg 4-20-60 (old Md 32) & 7B.
MD 987			Assg. 3-19-68 (old US 29 ALT.) & 7B.

KENT COUNTY

ROUTE NO.	POSTED	NOT POSTED	REMARKS
MD 20	X		PER DIST. ENGR. 10-23-59
MD 21	X		" "
U.S. 213	X		" "
MD 288	X		" "
MD 289	X		" "
MD 290	X		" "
MD 291	X		" "
MD 292	X		" "
MD 293	X		" "
MD 297	X		" "
MD 298	X		" "
MD 299	X		" "
U.S. 301	X		" "
MD 313	X		" "
MD 442		X	" "
MD 443	X		" "
MD 444	X		" "
MD 445	X		" "
MD 446	X		" "
MD 447	X		" "
MD 448	X		" "
MD 514	X		" "
MD 530	X		TRANS. TO CHESTERTOWN 8-19-60
MD 537		X	" "
MD 561	X		" "
MD 566	X		" "
MD 661	X		" "
MD 664		X	" "
MD 674		X	" "
MD 698		X	" "
MD 801		X	" "
MD 855		X	" "
MD 856		X	" "
MD 857		X	" "
MD 859		X	ASSG. TO OLD SEC. MD 447 AT MORGNEC J.T.B.
MD 864		X	ASSG. 9-28-67 J.T.B.

S.R.C. DISTRICT NO. PAGE ___ OF ___

_____ COUNTY

ROUTE NO.	POSTED	NOT POSTED	REMARKS

MONTGOMERY COUNTY

ROUTE NO.	POSTED	NOT POSTED	REMARKS
MD 27	X		PER DIST ENGR 10-28-59
MD 28	X		" "
MD 28-A		X	TRANS " TO ROCKVILLE "
MD 28-B		X	TRANS " TO ROCKVILLE "
U.S. 29(Colesville Pike)	X		NEW " MD 650 & MD " 28
U.S. 29 New Columbia Pike	X	X	" POSTED 1960 "
MD 80	X		" "
Md 82	X		" "
Md 95	X		" "
MD 97	X		" "
MD 107	X		" "
MD 108	X		" "
MD 109	X		" "
MD 112	X		" "
MD 114	X		" "
MD 115	X		" "
MD 116	X		" "
MD 117	X		" "
MD 118	X		" "
MD 120	X		" "
MD 121	X		" "
MD 122	X		" "
MD 123	X		" "
MD 124	X		" "
MD 182	X		" "
MD 183	X		" "
MD 184	X		" "
MD 186	X		" "
MD 187	X		" "
MD 188	X		" "
MD 189	X		" "
MD 190	X		" "
MD 191	X		" "
MD 192	X		" "
MD 193	X		" "
MD 195	X		" "
MD 196	X		" "

MONTGOMERY COUNTY

ROUTE NO.	POSTED	NOT POSTED	REMARKS
MD 198	X		PER DIST ENGR. 10-28-59
U.S. 240	X		" "
MD 320	X		" "
MD 339	X		" "
MD 355	X		" "
MD 384	X		" "
MD 390	X		" "
MD 391	X		" "
MD 396	X		" "
MD 399	X		" "
MD 410	X		" "
MD 420		X	" "
MD 515	X		" "
MD 516	X		" "
MD 547	X		" "
MD 557	X		" "
MD 582	X		" "
MD 586	X		" "
MD 593	X		TRANS TO COUNTY "
MD 593	X		"
MD 605	X		" "
MD 609	X		" "
MD 614	X		" "
MD 650	X		" "
MD 659			TRANS TO ROCKVILLE 7-28-59 "
MD 660		X	" "
MD 666-C		X	" "
MD 676			TRANS TO ROCKVILLE 7-28-59 "
MD 684	X		" "
MD 766	X		" "
MD 787	X		" "
MD 808		X	" "
MD 810 W/C Highway		X	" "
MD 862		X	" "
MD 895		X	ASSG (OLD SEC U.S. 29) 1-18-60
MD 897		X	ASSG BY L.F.B.
MD 898		X	ASSG. (OLD MD 28) 1-31-61 L.F.B.
MD 899		X	ASSG TO OLD MD 28 W. OF ROCKVILLE 9-19-62 L.F.B.

MONTGOMERY COUNTY

ROUTE NO.	POSTED	NOT POSTED	REMARKS
MD 900		X	ASSG TO OLD MD 112 AT SENECA CR. 10-1-62 L & B
MD 901		X	ASSG 10-2-62 - L & B Off of MD 121 near Clarksburg
MD 902		X	ASSG 10-2-62 L & B
MD 903		X	ASSG 1-25-63 MD 190 Service Rds L & B
MD 185	X		ASSG 7-19-63 (Conn. Av. Ext) L & B
MD 905		X	ASSG 3-20-64 (MD 118 SERV. RD) L & B
MD 906		X	ASSG 3-26-64 (MD 187 Serv. RD) L & B
MD 655		X	ASSG 4-2-68 (old Md 97)

PRINCE GEORGE COUNTY

ROUTE NO.	POSTED	NOT POSTED	REMARKS
U.S. 1	X		PER DIST ENGR 10-28-59.
U.S. 1 Alt.	X		" "
MD 3	X		" "
MD 4	X		" "
MD 4 BUS	X ?		ΔTB " "
MD 5	X		" "
U.S. 50 Defense Hwy	X		" "
U.S. 50 a/w Exp.	X		" "
MD 193	X		" "
MD 197	X		" "
MD 198	X		" "
MD 201	X		" "
MD 202	X		" "
MD 206	X		" "
MD 208	X		" "
MD 210	X		" "
MD 211	X		" "
MD 212	X		" "
MD 214	X		" "
MD 216	X		" "
MD 218	X		" "
MD 223	X		" "
MD 251	X		" "
U.S. 301	X		" "
MD 320	X		" "
MD 337	X		" "
MD 373	X		" "
MD 381	X		" "
MD 382	X		" "
MD 410	X		" "
MD 412	X		" "
MD 414	X		" "
MD 430		X	Per Dist Engr 7-3-63
MD 434	X		PER DIST ENGR 10-28-59
MD 450		X	" "
MD 458	X		" "
MD 459	X		" "
MD 500	X		" "

PRINCE GEORGE COUNTY

ROUTE NO.	POSTED	NOT POSTED	REMARKS
MD 501	X		PER. DIST. ENGR 10-28-59
MD 556	X		" "
MD 564	X		" "
MD 602	X		CHANGED TO MD 198 " 11-29-62
MD 631	T.B X ?		" "
MD 637	X		" "
MD 650	X		" "
MD 694	X ?		" "
MD 704	X		" "
MD 714	X		" "
MD 769		X	" "
MD 215	X		CHANGED TO MD 4 ZUS
MD 970		X	ASSG 12-22-59 TRANS. TO Co 12-15-61
MD 971		X	ASSG 12-22-59 S.T.B.
MD 972		X	ASSG 12-22-59
MD 973		X	ASSG 6-6-60 S.T.B.
MD 974		X	ASSG 6-29-60 S.T.B.
MD 975		X	ASSG. 7-13-60 S.T.B.
MD 976		X	ASSG 8-9-60 S.T.B.
MD 977		X	ASSG TO OLD MD 202 4-4-61 S.T.B.
MD 978		X	ASSG TO OLD MD 214 4-5-61 S.T.B.
MD 979		X	ASSG. TO MAIN ST. BET. US 1 (S.B La.) & Second St in Laurel. Mun. to State 10-4-50 S.T.B.
MD 408	X		ASSG. TO OLD MD 4 AT UPPER MARLBORO 5-15-63 S.T.B.
MD 430		X	Re-assigned to Glendale-Branchville Rd Not Field Posted DIST. ENGR LETTER 2-2-63
MD 980		X	ASSG MD 4 SERV. Rd AT A.A. Line S.T.B.
MD 970		X	Assg. to Md 4 Serv Rd 1-17-65 S.T.B.
MD 969		X	Assg. 5/9/66 S.T.B. Road between MD 210 and Livingston Road
MD 968		X	Assg 8/1/66 (Md 93 Serv Rd) S.T.B.
MD 967		X	Assg 8/1/66 (Md 5 Serv Rds) S.T.B.
MD 966		X	Assg 8/2/66 (US 50 Serv Rds) S.T.B.
MD 965		X	Assg 8/2/66 (Md 201 Serv Rd) S.T.B.
MD 717	?	?	Assg 2/10/67 (Water St) S.T.B.
MD 964		X	Assg 8/2/66 (Md 212 Serv Rd) S.T.B.
MD 963		X	Assg 4/13/67 (Md 210 Serv Rds) S.T.B.

QUEEN ANNES COUNTY

ROUTE NO.	POSTED	NOT POSTED	REMARKS
MD 18	X		PER DIST ENGR 10-23-59
MD 19	X		" "
MD 33	X		CHANGED TO MD 8"
U.S. 50	X		" "
U.S. 213	X		" "
MD 275	X		TRANS TO Co 2-19-62
MD 290	X		" "
MD 300	X		" "
U.S. 301	X		" "
MD 302	X		" "
MD 304	X		" "
MD 305	X		" "
MD 309	X		" "
MD 313	X		" "
MD 404	X		" "
MD 405	X		" "
MD 456	X		" "
MD 481	X		" "
MD 544	X		" "
MD 544 A		X	TRANS TO Co 2-19-62 "
MD 552	X		" "
MD 662	X		" "
MD 759 B & C		X	" "
MD 802		X	" "
MD 836		X	" "
MD 8	X		ASSIGNED TO MD 33 LETTER 3-14-60
MD 837		X	ASS'D 8-30-62 S7B
MD 838		X	ASS'D 11-1-62 Bridge over WYE NARROWS S7B
MD 303	X		
MD 835			ASS'D 8-22-67 (US 50 Serviced) S7B.

SAINT MARYS COUNTY

ROUTE NO.	POSTED	NOT POSTED	REMARKS
MD 5	X		PER ASSIST. DIST. ENGR. 1-7-60
MD 6	X		" "
MD 234	X		" "
MD 235	X		" "
MD 236	X		" "
MD 237	X		" "
MD 238	X		" "
MD 239	X		" "
MD 242	X		" "
MD 243	X		" "
MD 244	X		" "
MD 245	X		" "
MD 246	X		" "
MD 247	X		" "
MD 249	X		" "
MD 252	X		" "
MD 326	X		" "
MD 379	X		TRANS TO LEONARDTOWN 1967 " "
MD 470	X		" "
MD 471	X		" "
MD 472	X		" "
MD 489		X	" "
MD 498	X		" "
MD 520	X		" "
MD 574	X		" "
MD 584	X		" "
MD 712	X		" "
MD 860		X	" "
MD 861		X	ASSG 1-27-60 S.F.B.
MD 863		X	ASSG 7-28-60 S.F.B.
MD 868		X	ASSG 7-27-60 S.F.B.

SOMERSET COUNTY

ROUTE NO.	POSTED	NOT POSTED	REMARKS
U.S. 13	X		PER DIST. ENGR. 11-16-59
MD 356	X		" "
MD 357	X		" "
MD 358	X		" "
MD 359	X		" "
MD 360	X		" "
MD 361	X		" "
MD 362	X		" "
MD 363	X		" "
MD 364	X		" "
MD 380	X		" "
MD 388	X		" "
~~MD 406~~	~~X~~		~~CHANGED TO MD 667 SRC MIN. 9-21-60~~
MD 413	X		" "
MD 529	X		" "
MD 598	X		" "
MD 627	X		" "
MD 667	X		" "
MD 673 A	X		" "
~~MD 673 B~~		~~X~~	~~TRANS. TO CO 12-1-59 " "~~
~~MD 673 C~~		~~X~~	~~TRANS. TO CO 12-11-59~~
MD 675		X	" "
MD 460	X		ASSIGNED TO HALL HWY IN CRISFIELD
MD 920		X	ASSG. TO SERV. Rd. S. of Princess Anne 2-1-63

S.R.C. DISTRICT NO. 2

TALBOT COUNTY

ROUTE NO.	POSTED	NOT POSTED	REMARKS
MD 33	X		PER DIST. ENGR. 10-23-59
U.S. 50	X		" "
MD 309	X		" "
MD 328	X		" "
MD 329	X		" "
MD 331	X		" "
MD 333	X		" "
MD 334		X	" "
MD 370	X		" "
MD 404	X		" "
MD 404 Alt.	X		" "
MD 451		X	" "
MD 518		X	" "
MD 565	X		" "
MD 579	X		" "
MD 662	X		" "
MD 840		X	" "
MD 841		X	ASSG. 2-11-60 S.H.B.
MD 842		X	ASSG. 2-18-60 S.H.B.
MD 303			
MD 839		X	ASSG. 1-29-65 S.H.B.
MD 322	?	?	ASSG. 4-3-65 S.H.B.

WASHINGTON COUNTY

ROUTE NO.	POSTED	NOT POSTED	REMARKS	
U.S. 11	X		PER. DIST ENGR.	10-23-59
MD 34	X		"	"
U.S. 40	X		"	"
U.S.40 Alt.	X		"	"
MD 44	X		TRANS TO DEPT FOREST & PARKS	3-6-68
MD 56	X		"	"
MD 57	X		"	"
MD 58	X		"	"
MD 60	X		"	"
MD 62	X		"	"
MD 63	X		"	"
MD 64	X		"	"
MD 65	X		"	"
MD 66	X		"	"
MD 67	X		"	"
MD 68	X		"	"
MD 77	X		"	"
MD 81	X		"	"
U.S.340	X		"	"
MD 418	X		"	"
MD 491	X		"	"
MD 494	X		"	"
U.S.522	X		"	"
MD 615	X		"	"
MD 632	X		"	"
MD 735		X	"	"
MD 741		X	"	"
MD 767		X	"	"
MD 804		X	"	"
MD 805		X	"	"
MD 845		X	"	"
Spur U.S.340	X		"	"
Interstate 81	X		"	"
MD 846 (Sec.A.B.C)		X	ASSG 8-3-59	S.F.B
MD 847 (Sec.A.B.C.D)		X	ASSG 8-3-59	S.F.B
MD 848		X	ASSIGNED 7-16-59	S.F.B
MD 844		X	ASSIGNED 4-19-60	S.F.B
MD 843		X	ASSIGNED 4-18-60	S.F.B

WASHINGTON COUNTY

ROUTE NO.	POSTED	NOT POSTED	REMARKS
MD 858		X	ASSG TO OLD SECTIONS MD 67 3-3-61 S.H.B.
MD 878		X	ASSG. TO OLD SEC. MD 58 11-26-63 S.H.B.
~~MD 879~~		~~X~~	~~ASSG. TO OLD SEC. MD 144 11-29-63 S.H.B.~~
MD 180	X		ASSG TO OLD US 340 9-1-64 S.H.B.
MD 893		X	ASSG TO I-81 Marginal Rd. 11-30-65 S.H.B.
MD 522	?	?	ASSG. TO OLD US 522 (Hancock) 12-20-65 S.H.B.
~~MD 880~~		X	~~ASSG TO OLD MD 56 12-20-65 S.H.B.~~ TRANS TO COUNTY 4-16-68
MD 894		X	ASSG to US 522 Marginal Rd (Hancock) 12-20-65 S.H.B.
MD 907		X	ASSG to I-70 Serv Rd (Parkhead) 12-20-65 S.H.B.
~~MD 911~~		X	~~ASSG TO MD 68 Serv. Rd 2-16-68 S.H.B.~~ TRANS TO COUNTY 4-16-68
MD 881		X	ASSG. old MD 68 1-12-66
MD 907-A		X	ASSG. Serv. Rds off of Beaver Cr Rd (S of I-70
MD 907-B		X	& US 40) 2-16-68 S.H.B.

WICOMICO COUNTY

ROUTE NO.	POSTED	NOT POSTED	REMARKS
MD 12	X		PER DIST. ENGR. 11-16-59
U.S. 13	X		" "
U.S.13 Alt.	X		"
U.S. 50	X		" "
MD 313	X		" "
MD 347	X		" "
MD 348	X		" "
MD 349	X		" "
MD 350	X		" "
MD 352	X		" "
MD 353	X		" "
MD 354	X		" "
MD 374	X		" "
~~MD 385~~	~~X~~		~~CHANGED TO MD 352~~ ~~"~~
~~MD 455~~	~~X~~		~~CHANGED TO MD 54~~ ~~" "~~
~~MD 467~~	~~X~~		~~CHANGED TO MD 54~~ ~~" "~~
MD 529	X		" "
MD 670	X		" "
MD 815		X	" "
MD 991		X	ASSG TO BRIDGE ON OLD US IN SALISBURY 5-14-62
MD 346			Assg. to old US 50 from Salisbury to Wo. Co. line
MD 992		X	Assg. US 50 Service Rds. 1/25/66
MD 54	X		Assg March 1968 (Effective 7-1-68) S.F.B
MD 675			Assg 4-8-68 (US 13 ALT)

WORCESTER COUNTY

ROUTE NO.	POSTED	NOT POSTED	REMARKS
MD 12	X		PER DIST. ENGR. 11-16-59
U.S. 13	X		" "
U.S. 50	X		" "
U.S. 113	X		" "
MD 250		X	" "
MD 354	X		" "
MD 364	X		" "
MD 365	X		" "
MD 366	X		" "
MD 367	X		ONLY POSTED BETWEEN U S 113 & BISHOPVILLE " "
MD 368	X		" "
MD 369		X	" "
MD 371	X		" "
MD 374	X		" "
MD 375		X	" "
MD 376	X		" "
MD 377		X	" "
MD 378			MARKED AS MD 528 NORTH "
MD 452	X		" "
MD 502	X		TRANS " TO CO 12-2-59 "
MD 528	X		" "
MD 568		X	" "
MD 576		X	TRANSD TO CO 12-2-59 "
MD 589	X		" "
MD 610	X		" "
MD 611	X		" "
MD 626		X	" "
MD 671		X	TRANS " TO CO 12-2-59 "
MD 707-A		X	" "
MD 708		X	" "
MD 720	X		" "
MD 756	X		" "
MD 818	X		" "
MD 707-B	X		" " AT U S 50 INTERSECTION ONLY
MD 707-C		X	" "
MD 816		X	Changed to Md 346 7/1/66
MD 709		X	ASSIGNED 2-2-60 J.F.B.

WORCESTER COUNTY

ROUTE NO.	POSTED	NOT POSTED	REMARKS
~~MD 990 B&C~~		X	~~Assigned to sections of road in Pocomoke City 10-30-62 S.F.B. Trans. to Pocomoke 10-28-64~~
MD 705		X	Assg to old sec of Md 376 1-22-65 S.F.B.
Md 992		X	US 50 Serv. Rd Assg 6-9-66 S.F.B.
MD 703		X	Assg to sec of old Md 366 2-3-67 S.F.B.

MINUTES OF MEETINGS TO REVIEW

STATE PRIMARY HIGHWAY SYSTEM

A series of meetings were held on October 27th and 28th 1964, with the various members of the Commission present to review the state primary highway system.

The following changes to the Primary System were made and approved by the individual members of the Commission.

In addition to the Commission members, the following were present at these meetings: Chief Engineer; Chief of Planning and Programming Division; Chief of Maintenance Division; Chief of Traffic Division.

Allegany County

1. Add Md. 135 from the Allegany - Garrett County Line to U.S. 220 north of McCoole to the primary system.

Anne Arundel County

1. Delete Md. 408 from Md. 2 to Md. 4.
2. Delete Bus. Md. 3 from Md. 3 to Md. 2.
3. Delete Md. 176 ~~from U.S. 1 to~~ from Baltimore-Washington Parkway. to Howard Co. Line

Baltimore County

1. Delete Md. 144 from Baltimore City Line to Baltimore - Howard County Line.

Calvert County

No Changes

Caroline County

1. Delete Md. 315 from Md. 313 to Md. 634.
2. Delete Md. 634 from Md. 315 to Md. 313 and 318.

Above sections are routes thru Federalsburg.

Carroll County

No Change

Cecil County

1. Add Md. 279 from Md. 7 to Delaware Line
2. Add Md. 7 from Md. 279 to Md. 280 } necessary to connect Md. 279 to U.S. 40
3. Add Md. 280 from Md. 7 to U.S. 40 }

HISTORY OF REVISIONS TO RATES

STATE PRIMARY HIGHWAY SYSTEM

A series of meetings were held on October 27th and 28th 1974, with the various members of the Coordination Committee to review the state primary highway system.

The listing be changed to the attached rates were made and approved by the individual members of the Committee.

In addition to the Coordinator, members, the following were present at these meetings: Chief Engineer, Office of Planning and Programming Division, State Highway Commission, Office of Traffic Engineering.

Baltimore County

1. Route No. 113 from the Allegany - Garrett County line to U.S. 40, north of Frederick to Baltimore Beltway (I-695)

Anne Arundel County

1. Delete Rte. 100 from Rte. 2 to Rte. 7.
2. Delete Rte. 24, 3 from Rte. 2 to Rte. 7.
3. Delete Rte. 174 ~~[illegible]~~ Interstate-Chesapeake Beach Parkway to Maryland (2-174) ~~[illegible]~~

Baltimore County

1. Delete Rte. 108 from Baltimore City line to Baltimore - Howard County line.

Calvert County

No changes

Carroline County

1. Delete Rte. 315 from Rte. 313 to Rte. 314.
2. Delete Rte. 314 from Rte. 315 to Rte. 314 and 314.

Above routes are routes than "Secondarily".

Cecil County

No change

Dorchester County

1. Add Rte. 379 from Rte. 7 to Delaware line
2. Add Rte. 7 from Rte. 392 to Rte. 390 } redesign, to connect Rte. 392 to U.S.
3. Add Rte. 390 from Rte. 9 to U.S. 50 }

Charles County

OK 1. Delete Md. 488 from Md. 6 to Md. 5.
2. Add Md. 234 from U.S. 301 to Charles - St. Marys County Line.

Dorchester County

No change

Frederick County

No change

Garrett County

OK 1. Add Md. 135 from U.S. 219 to Garrett - Allegany County Line.

Harford County

To be corrected when 24 Pass is completed

1. Delete section of U.S. 1 from point where Bel Air Bypass begins near Benson to point where Bypass ends south of Hickory.
2. Add Bel Air Bypass and designate same as U.S. 1.
3. Extend Md. 24 to join Bel Air Bypass.

Howard County

OK ~~No change.~~ DELETE Md. 176 from U.S. 1 to A.A. Co. Line

Kent County

No change

Montgomery County

1. Add Md. 185 (Connecticut Ave. Extended) from Md. 193 to Md. 586 (Viers Mill Rd.).

Prince Georges County

OK 1. Extend Md. 410 to U.S. 1
2. Delete Md. 408 from U.S. 301 southeasterly to Md. 4.

Queen Annes County

No change

St. Marys County

OK 1. Add Md. 234 from Charles - St. Marys County Line to Md. 5.

Somerset County

No Change

Talbot County

No change

Clayton County

1. Delano Rd. off Rock Hill, 0 to Rd. 5.
2. Rock Rd. 280 from U.S. 201 to Hickory - Sec. Dairy County line.

Douglas County

No change

Fayette County

No change

Fulton County

1. Ash Rd. 153 from U.S. 278 to Roswell - Milton County line.

Gwinnett County

1. Rules Junction of U.S. 1 from point where Rd. Ala Bypass begins near Buford to point where Bypass ends south of Dacula.
2. Rock Rd. 1.5 from Bypass and Junction near U.S. 1.
3. Harmon Rd. 2.5 to Dacula Rd. - Bypass.

Henry County

No change

Jackson County

No change

Lamar County

No change

Lawrence County

1. Ash Rd. 165 from Bypass Rd. 153 to Rd. 340 (Cross Hill)

Pickens Rocky County

1. Rocky Rd. also known as Rd. 5.
2. Dalton Rd. Ash from U.S. 293 southeastward to Rd. 6.

Rockdale County

No change

St. Johns County

1. Ash Rd. 234 from Jonesboro - St. Johns County line to Rd. 8.

Spalding County

No change

Walton County

No change

Washington County

OK 1. Delete U.S. 11 from Hagerstown to Penna. Line

Wicomico County

No change

Worcester County

OK 1. Delete Md. 12 from U.S. 113 (Snow Hill) to Virginia Line.

November 27, 1957

Mr. W. R. Hicks

Mr. G. W. Cassell

Road Exchanges

Your attention is called to the minutes of the State Roads Commission concerning approval of road exchanges in various counties whereby these exchanges become effective at the beginning of a fiscal year. Our mileage tabulations are as of January 1st of each year and are used as the basis for the distribution of highway funds to the various political sub-divisions effective the following July.

Inasmuch as it is the intent of the Commission (and is so stated in their meeting minutes) to give the counties credit for the mileage involved in these exchanges beginning July, following the date of approval, we will include such mileage in our tabulation provided notice is received by this Division before completion of the annual mileage tabulations.

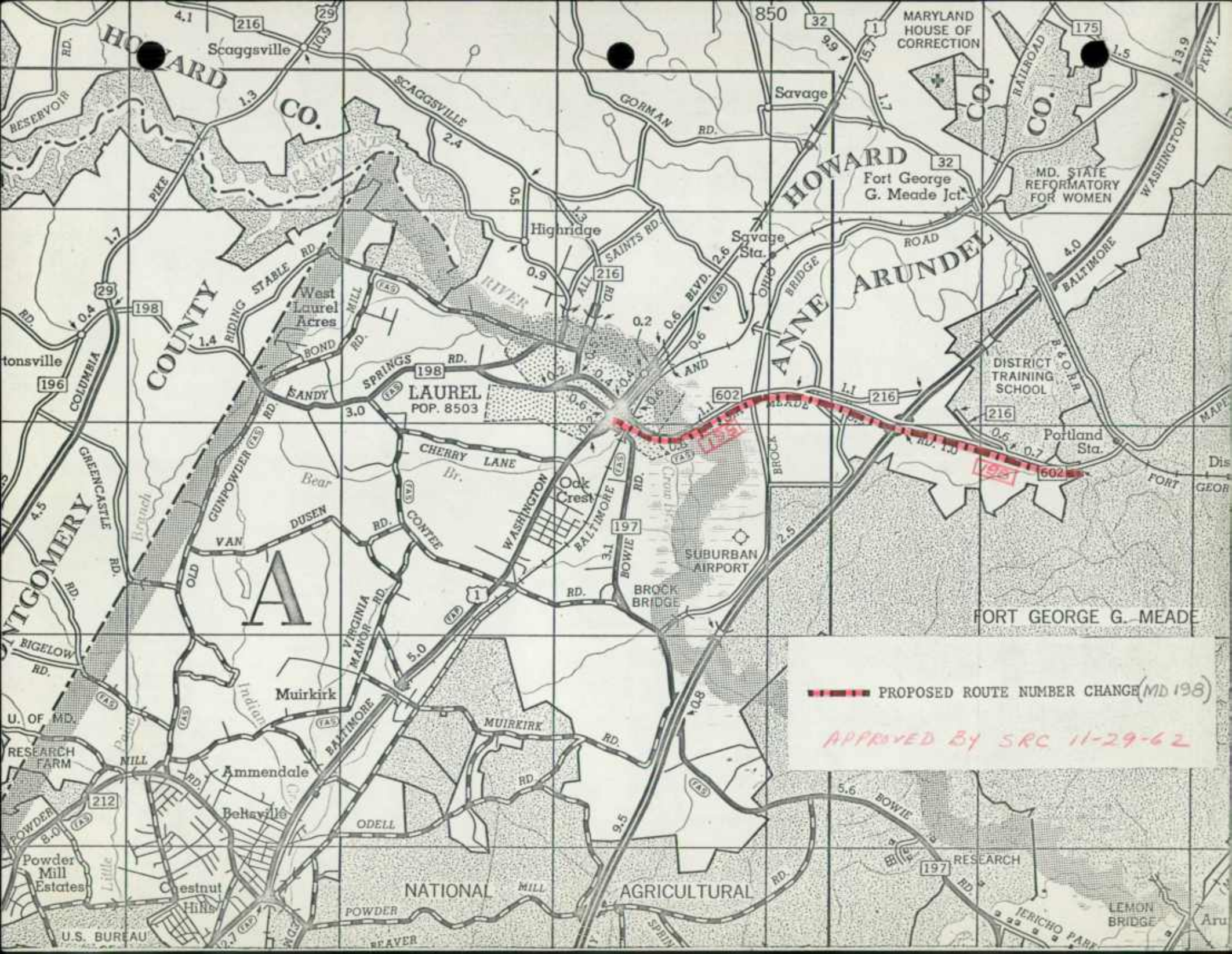
In the event further explanation of the above is desired please see me.

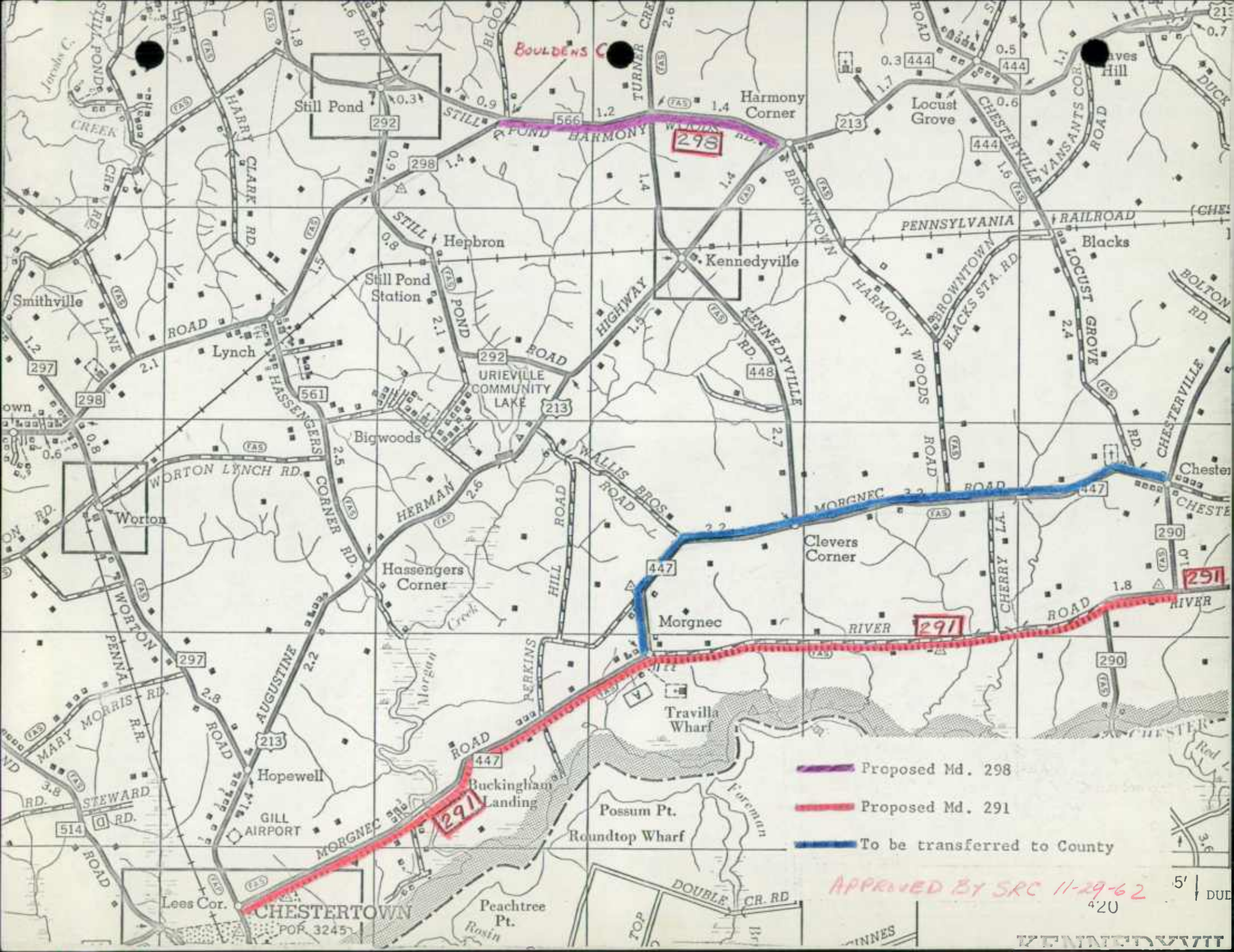
Very truly yours,

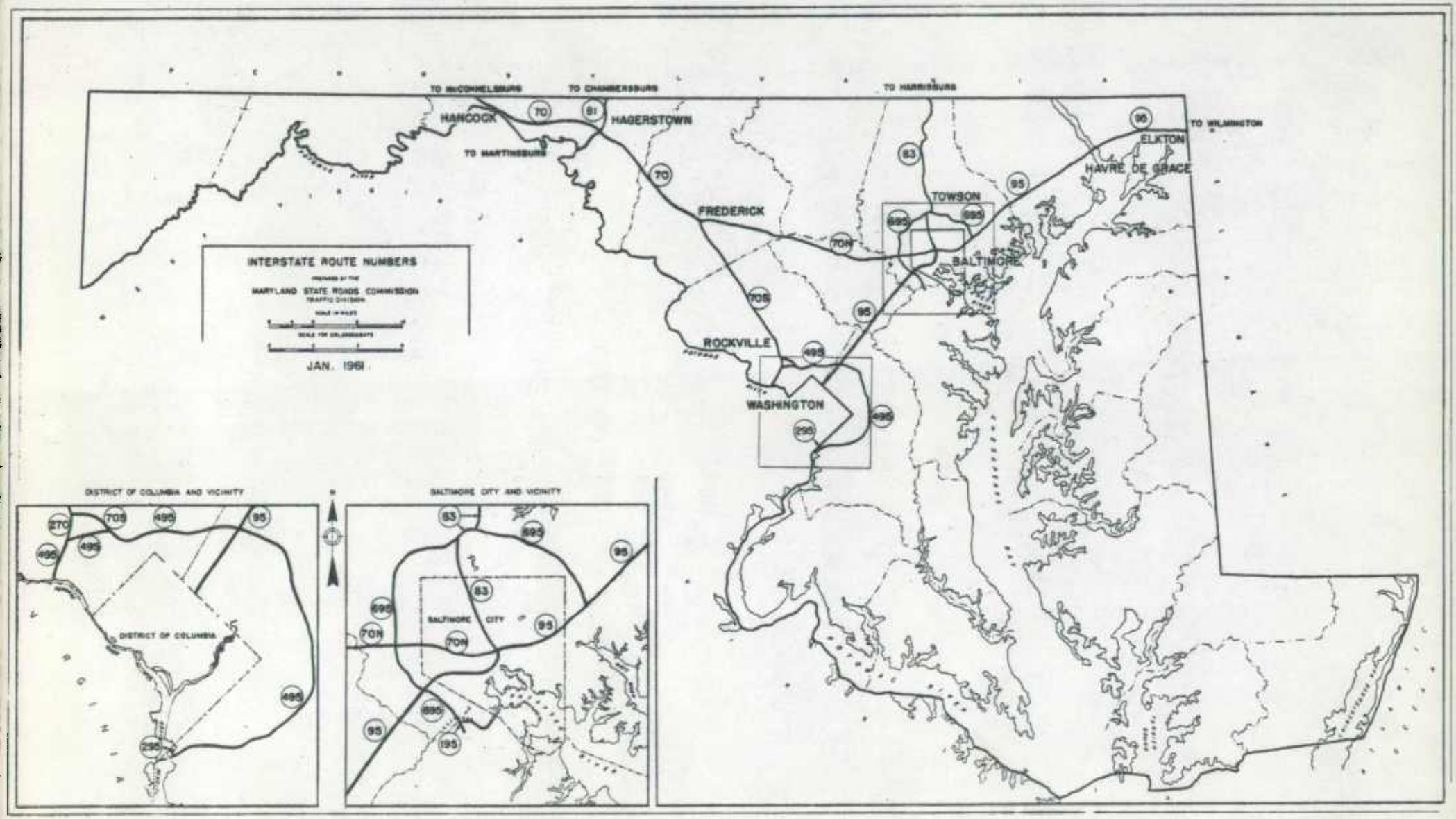
sb

Geo. W. Cassell
Associate Engineer

cc: Mr. J. T. Gorsuch
Mr. W. Knipple
Mr. J. Cowman
Mr. F. Settan


HOWARD CO.
ANNE ARUNDEL COUNTY
MONTGOMERY
Scaggsville
Savage
Highridge
Savage Sta.
Fort George G. Meade Jct.
MARYLAND HOUSE OF CORRECTION
MD. STATE REFORMATORY FOR WOMEN
DISTRICT TRAINING SCHOOL
Portland Sta.
West Laurel Acres
LAUREL
POP. 8503
Oak Crest
SUBURBAN AIRPORT
BROCK BRIDGE
FORT GEORGE G. MEADE
Muirkirk
Ammendale
Beltsville
Powder Mill Estates
Chestnut Hills
U. OF MD. RESEARCH FARM
U.S. BUREAU
NATIONAL AGRICULTURAL
RESEARCH
LEMON BRIDGE
PROPOSED ROUTE NUMBER CHANGE (MD 198)
APPROVED BY SRC 11-29-62


Still Pond
Harmony Corner
Locust Grove
Hepbron
Kennedyville
Still Pond Station
Smithville
Lynch
URIEVILLE COMMUNITY LAKE
Bigwoods
Worton
Hassengers Corner
Clevers Corner
Morgnec
Travilla Wharf
Hopewell
Buckingham Landing
GILL AIRPORT
Possum Pt.
Roundtop Wharf
Lees Cor.
CHESTERTOWN
POP. 3245
Peachtree Pt.
Blacks
Chester
PENNSYLVANIA RAILROAD
Proposed Md. 298
Proposed Md. 291
To be transferred to County
APPROVED BY SRC 11-29-62


INTERSTATE ROUTE NUMBERS
MARYLAND STATE ROADS COMMISSION
JAN. 1961
TO McCONNELSBURG
TO CHAMBERSBURG
TO HARRISBURG
TO WILMINGTON
HANCOCK
TO MARTINSBURG
HAGERSTOWN
FREDERICK
ROCKVILLE
WASHINGTON
TOWSON
BALTIMORE
ELKTON
HAVRE DE GRACE
DISTRICT OF COLUMBIA AND VICINITY
DISTRICT OF COLUMBIA
BALTIMORE CITY AND VICINITY
BALTIMORE CITY

INTERSTATE ROUTE NUMBERS

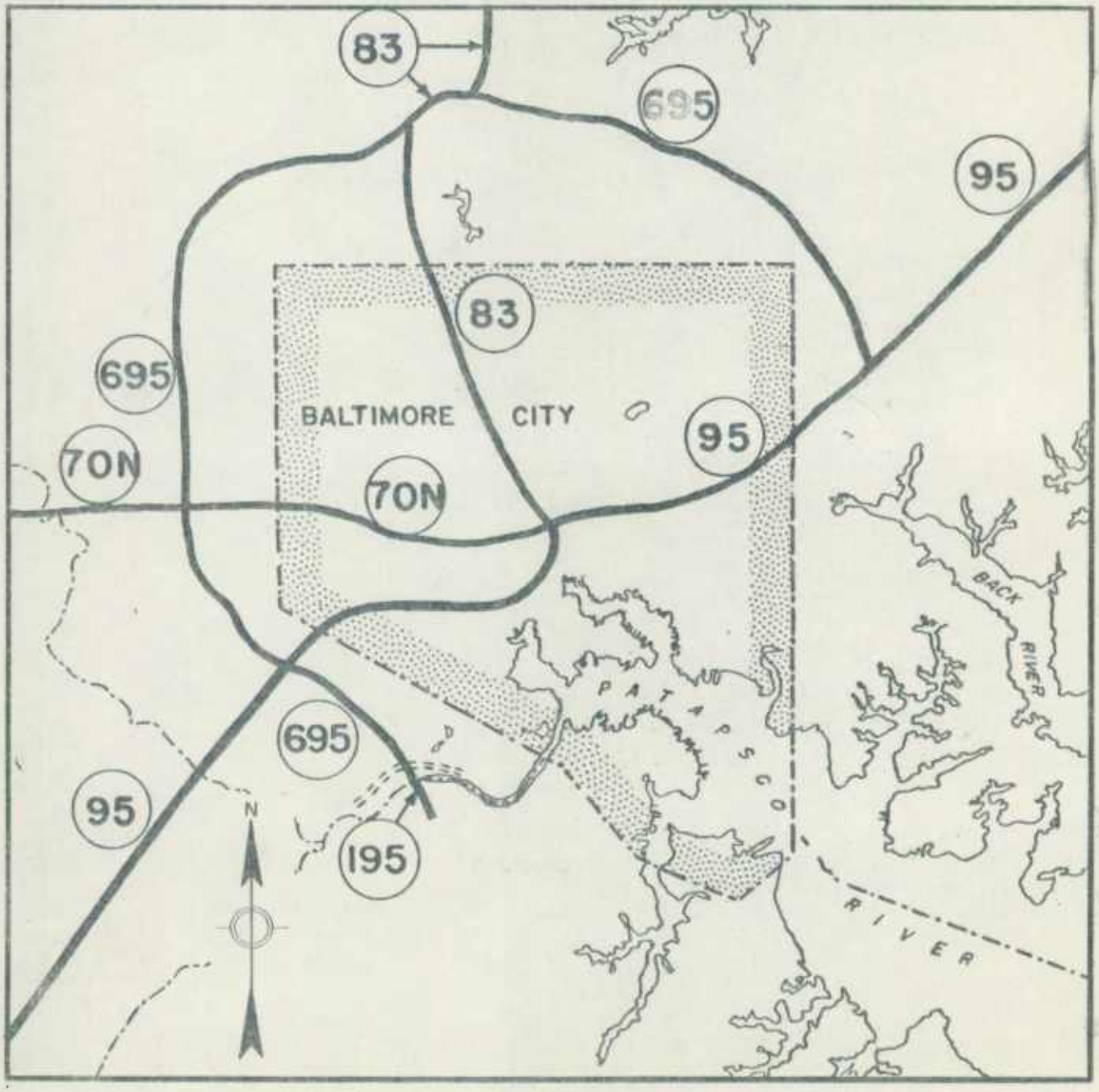
MARYLAND STATE ROADS COMMISSION

SCALE IN MILES

3 0 3 6

JULY, 1959

BALTIMORE CITY AND VICINITY



INTERSTATE ROUTE NUMBERS

MARYLAND STATE ROADS COMMISSION

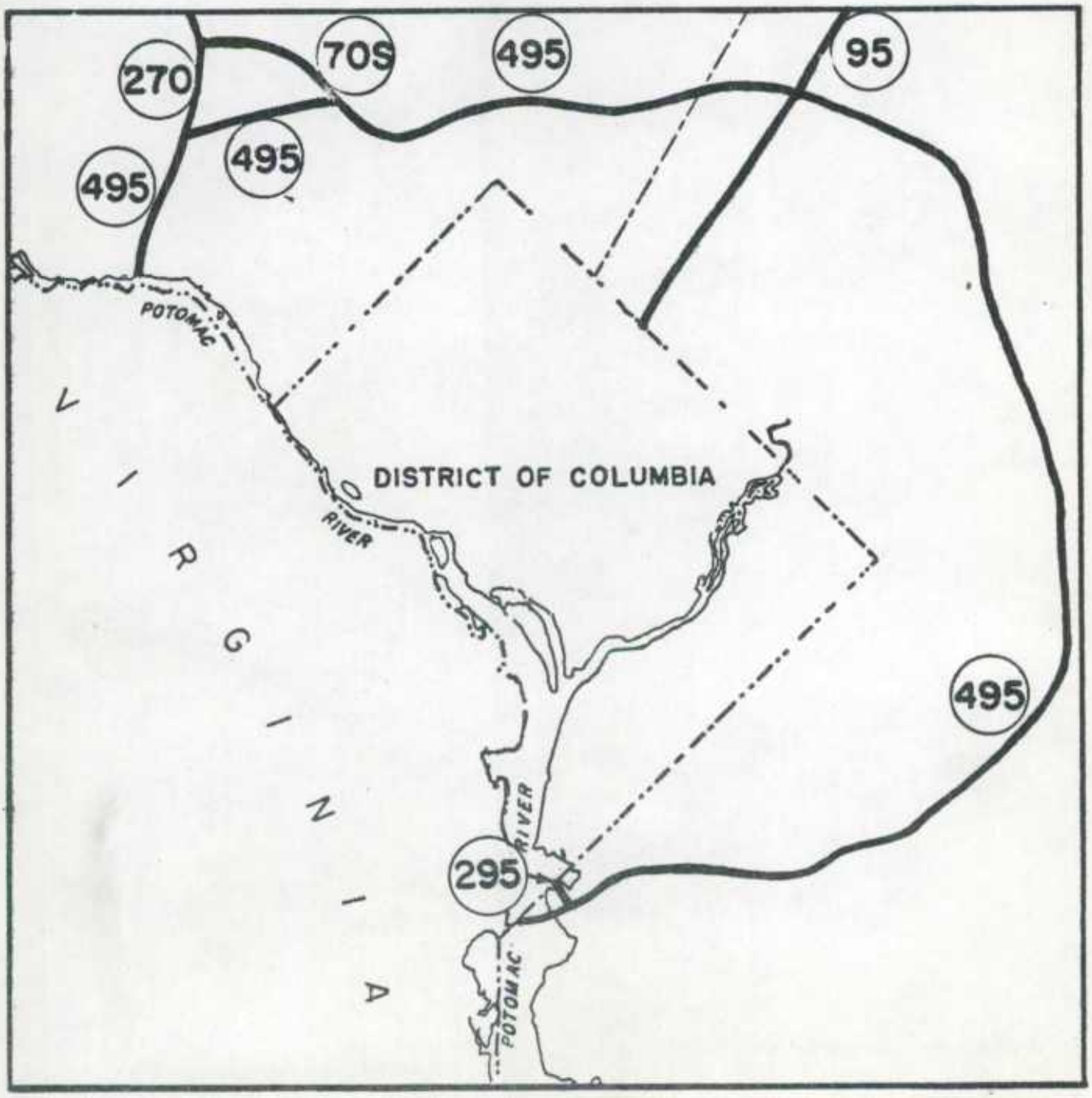
SCALE IN MILES

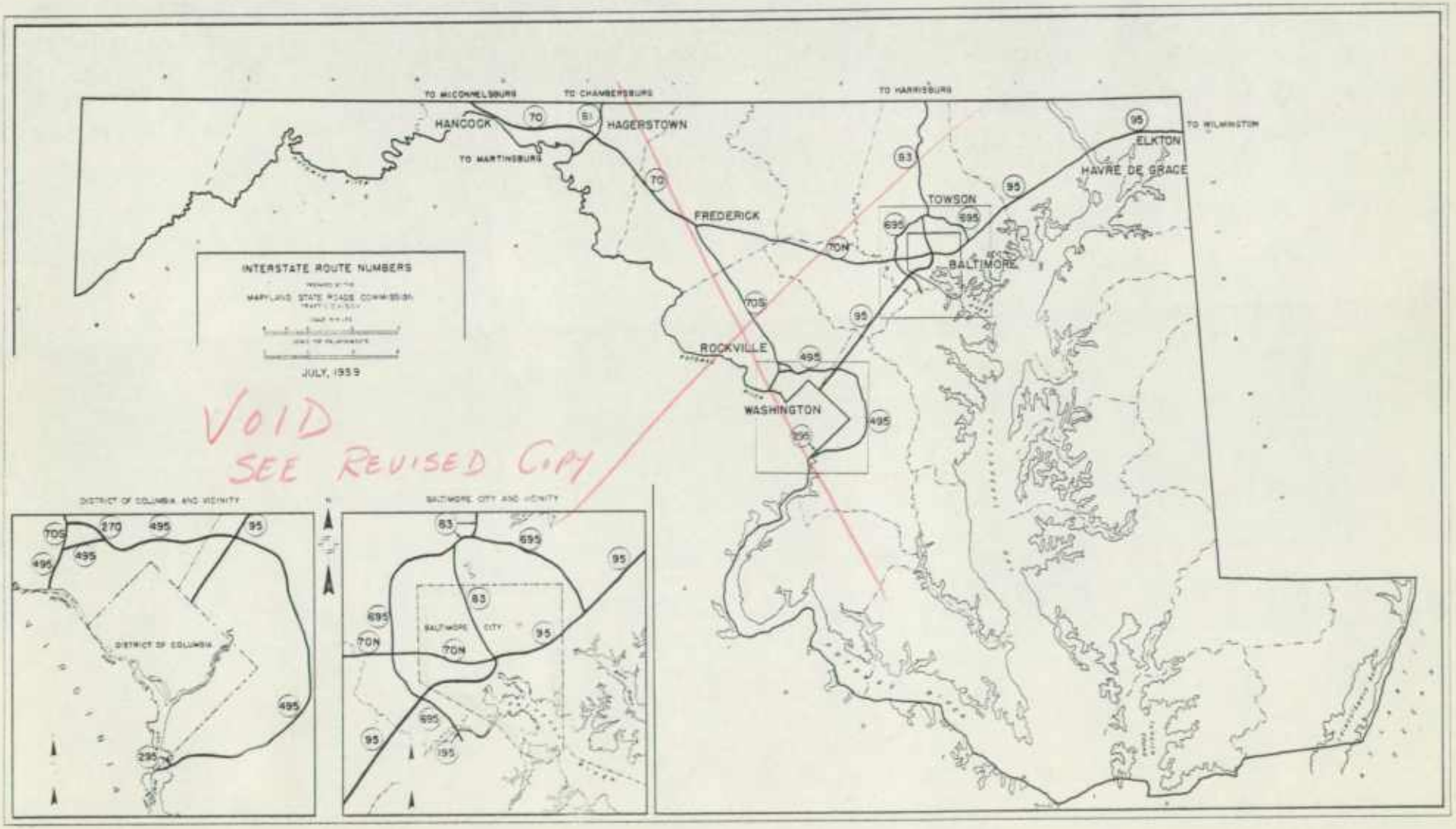
3 0 3 6

JAN. 1961

~~JULY, 1959~~

DISTRICT OF COLUMBIA AND VICINITY




INTERSTATE ROUTE NUMBERS
MARYLAND STATE ROADS COMMISSION
JULY, 1959
VOID
SEE REVISED COPY
TO MCCONNELSBURG
TO CHAMBERSBURG
TO HARRISBURG
TO WILMINGTON
TO MARTINSBURG
HANCOCK
HAGERSTOWN
FREDERICK
ROCKVILLE
WASHINGTON
TOWSON
BALTIMORE
ELKTON
HAVRE DE GRACE
DISTRICT OF COLUMBIA AND VICINITY
DISTRICT OF COLUMBIA
BALTIMORE CITY AND VICINITY
BALTIMORE CITY

INTERSTATE ROUTE NUMBERS

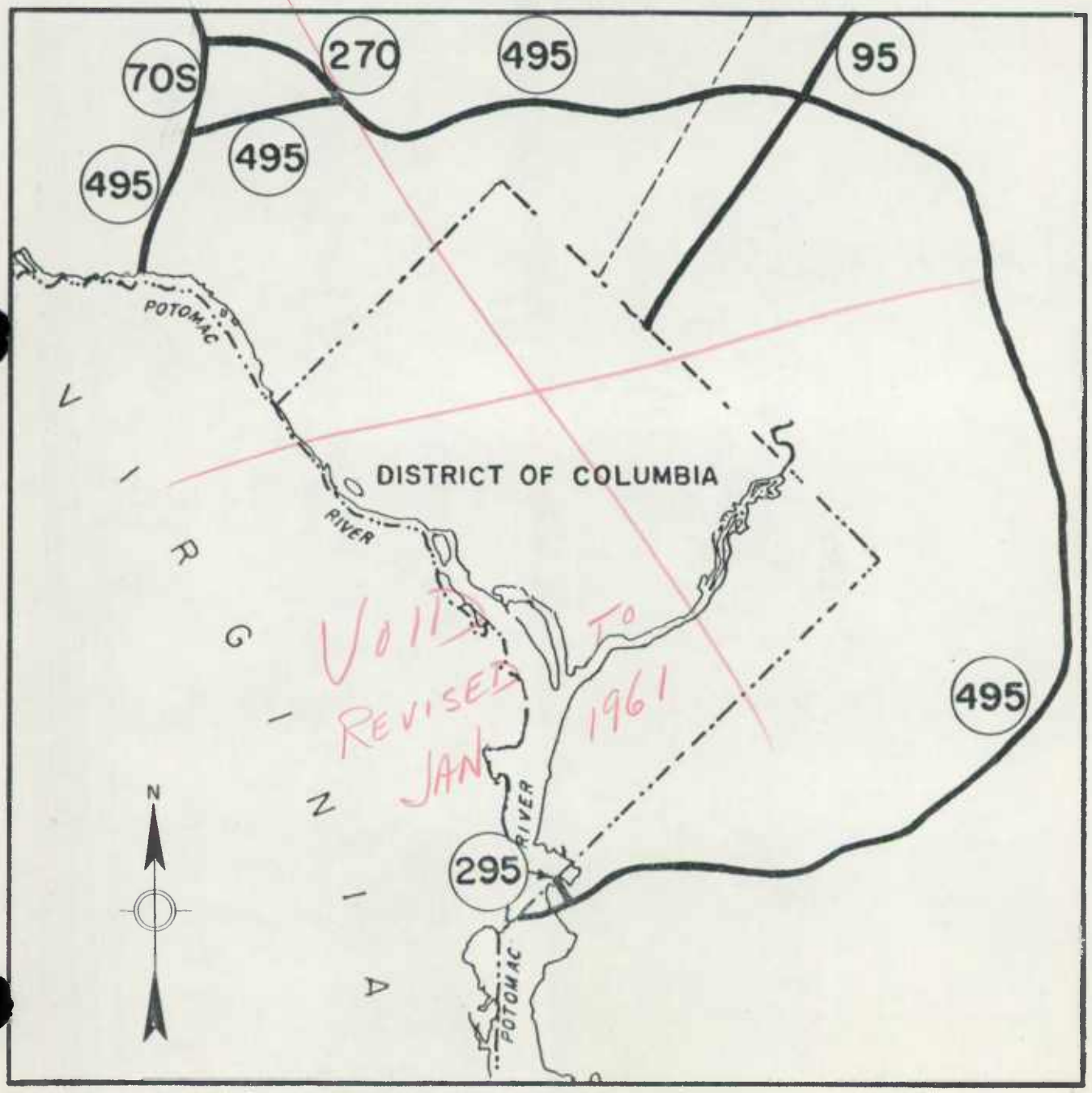
MARYLAND STATE ROADS COMMISSION

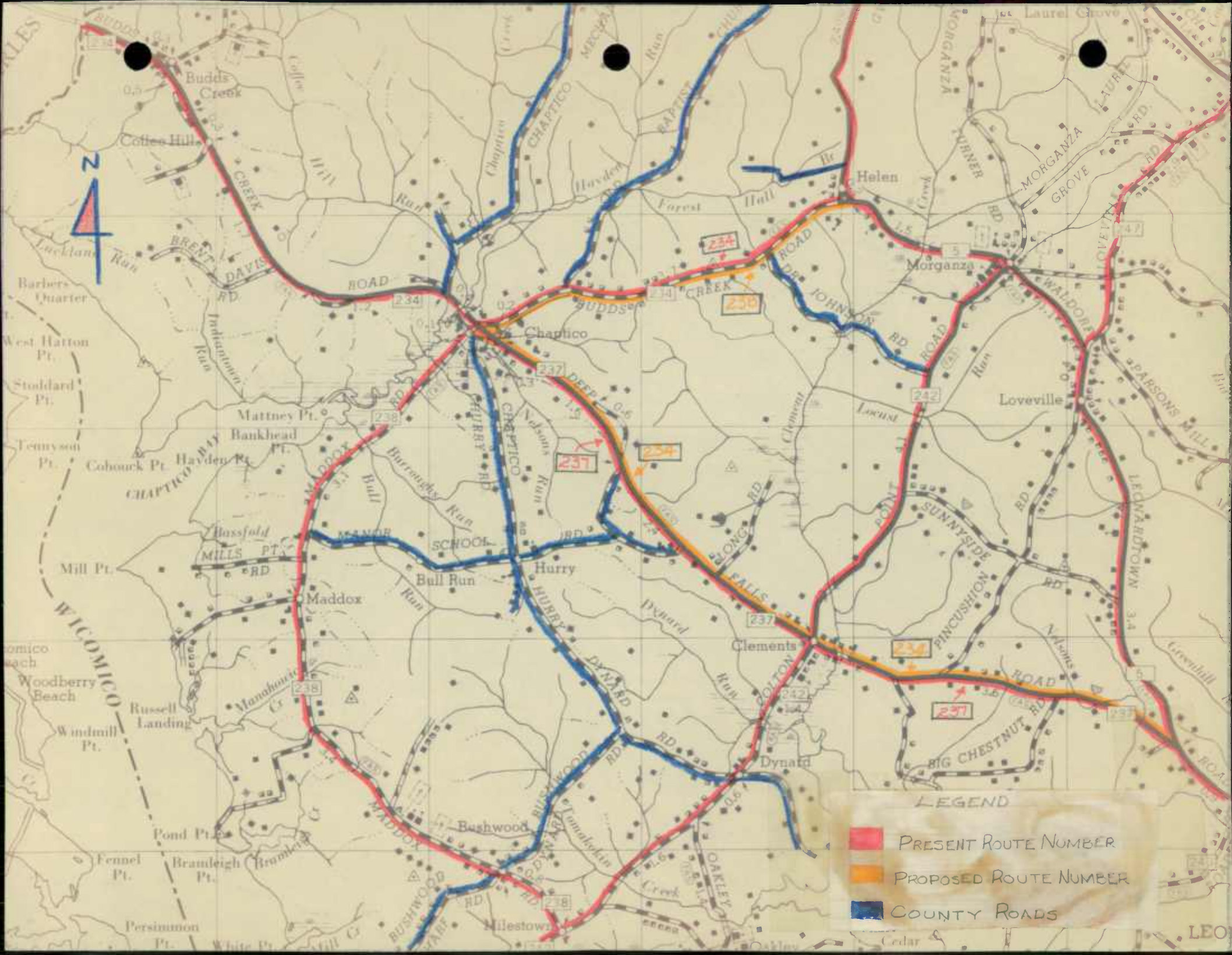
SCALE IN MILES

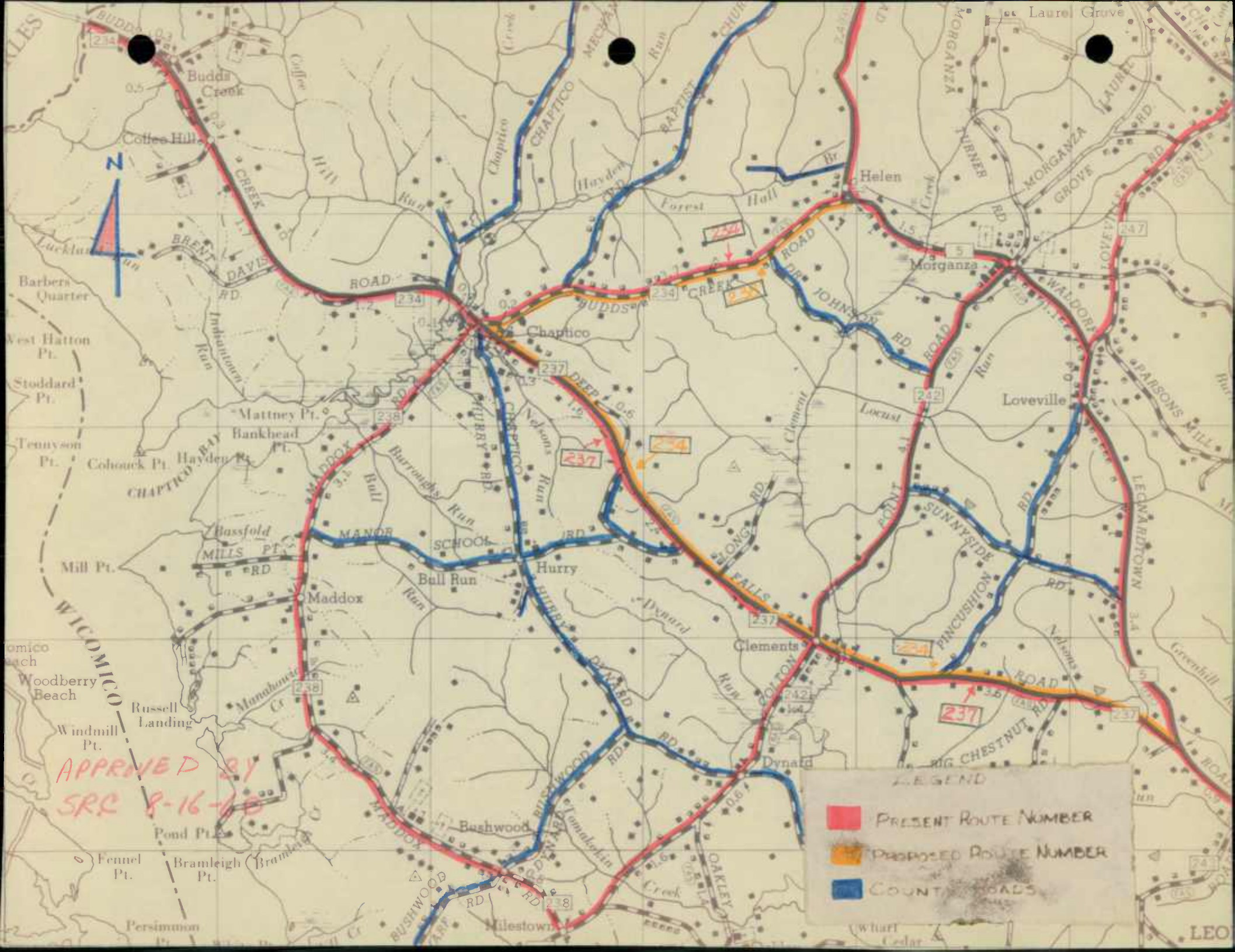
3 0 3 6

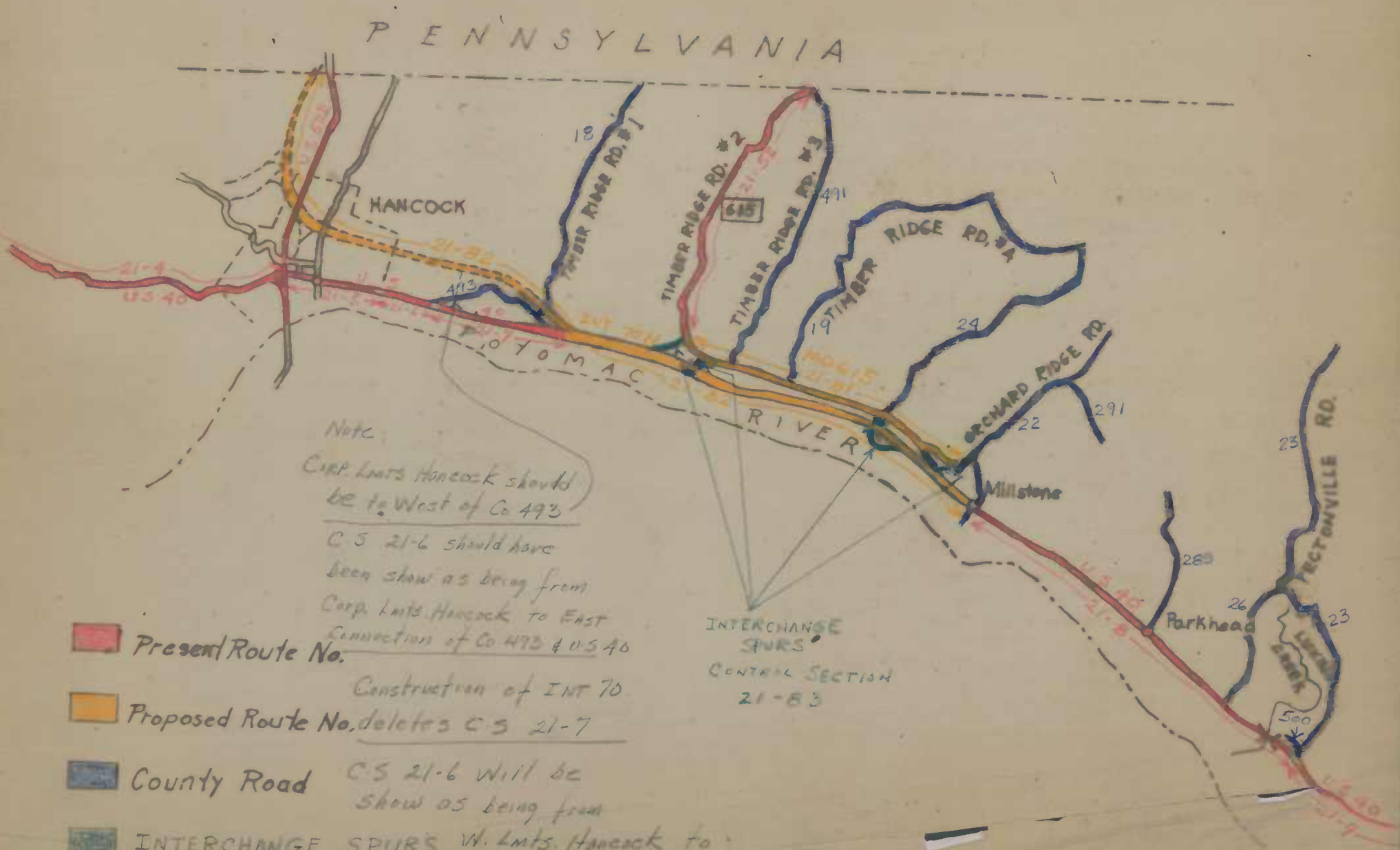
JULY, 1959

DISTRICT OF COLUMBIA AND VICINITY



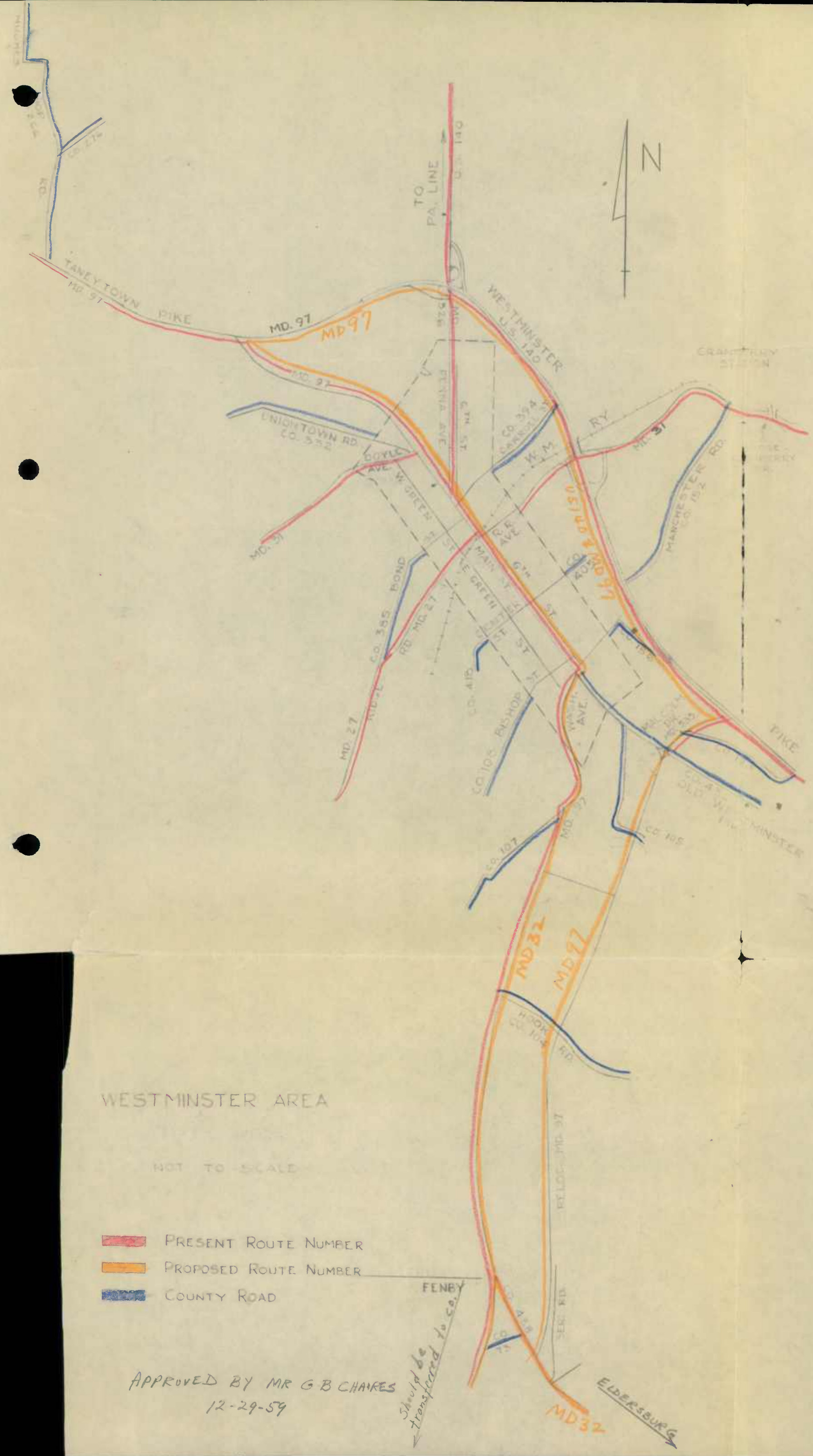

4
N
Budds Creek
Colles Hills
Barbers Quarter
West Hatton Pt.
Stoddard Pt.
Tennyson Pt.
Cobourck Pt.
Hayden Pt.
Mattney Pt.
Bankhead Pt.
Bassfold
Mill Pt.
Woodberry Beach
Windmill Pt.
Russell Landing
Pond Pt.
Fennel Pt.
Bramleigh Pt.
Persimmon Pt.
White Pt.
Maddox
Bull Run
Hurry
Chaptico
Helen
Morganza
Loveville
Clements
Dynard
Bushwood
Milestown
Oakley
Laurel Grove
CHAPTICO BAY
WICOMICO
BRENT DAVIS RD
CHAPTICO ROAD
JOHNSON RD
WALDORF
PARSONS MILL
LEONARDTOWN
SUNNYSIDE
PINCUSHION
BIG CHESTNUT
ZOLTON
DYNARD
BUSHWOOD
OAKLEY
MANOR SCHOOL
MILLS PT RD
HURRY RD
LONG FALLS
POINT
MORGANZA GROVE
LAURE
LEGEND
PRESENT ROUTE NUMBER
PROPOSED ROUTE NUMBER
COUNTY ROADS


N
Budds Creek
Coffee Hill
Barbers Quarter
West Hatton Pt.
Stoddard Pt.
Tennyson Pt.
Cohouck Pt.
Hayden Pt.
Mattney Pt.
Bankhead Pt.
Bassfold Mills Pt.
Mill Pt.
Maddox
Woodberry Beach
Russell Landing
Windmill Pt.
Pond Pt.
Fennel Pt.
Bramleigh Pt.
Persimmon Pt.
Bushwood
Milestown
Bull Run
Hurry
Chaptico
Helen
Morganza
Loveville
Clements
Dynard
Laurel Grove
WICOMICO
CHAPTICO BAY
CHAPTICO CREEK
BUDDS CREEK
BRENT DAVIS RD
ROAD
DR JOHNSON RD
DEEP
MADDOX
MANDE
SCHOOL
HURRY RD
LONG FALLS
SUNNYSIDE
PINCUSHION
BIG CHESTNUT RD
BUSHWOOD
OAKLEY
LEGEND
PRESENT ROUTE NUMBER
PROPOSED ROUTE NUMBER
COUNTY ROADS
APPROVED BY SRC 8-16-68


PENNSYLVANIA
HANCOCK
18
TIMBER RIDGE RD. #1
TIMBER RIDGE RD. #2
615
TIMBER RIDGE RD. #3
491
TIMBER RIDGE RD. #4
19
24
ORCHARD RIDGE RD.
22
291
493
US 40
POTOMAC RIVER
Millstone
23
FECTONVILLE RD.
289
Parkhead
26
23
500
US 40
Note:
Corp. Lmts Hancock should be to West of Co 493
C.S 21-6 should have been show as being from Corp. Lmts. Hancock to East Connection of Co 493 & US 40
Construction of INT 70 deletes C.S 21-7
C.S 21-6 Will be show as being from W. Lmts. Hancock to INT 70
INTERCHANGE SPURS
CONTROL SECTION 21-B3
Present Route No.
Proposed Route No.
County Road
INTERCHANGE SPURS
(Not to Scale)
ORGINAL

APPROVED
MR SHARETTS 1-19-60
MR G B CHARES 1-27-60

PRESENT ROUTE NUMBER
PROPOSED ROUTE NUMBER CHANGE
COUNTY ROAD



WESTMINSTER AREA

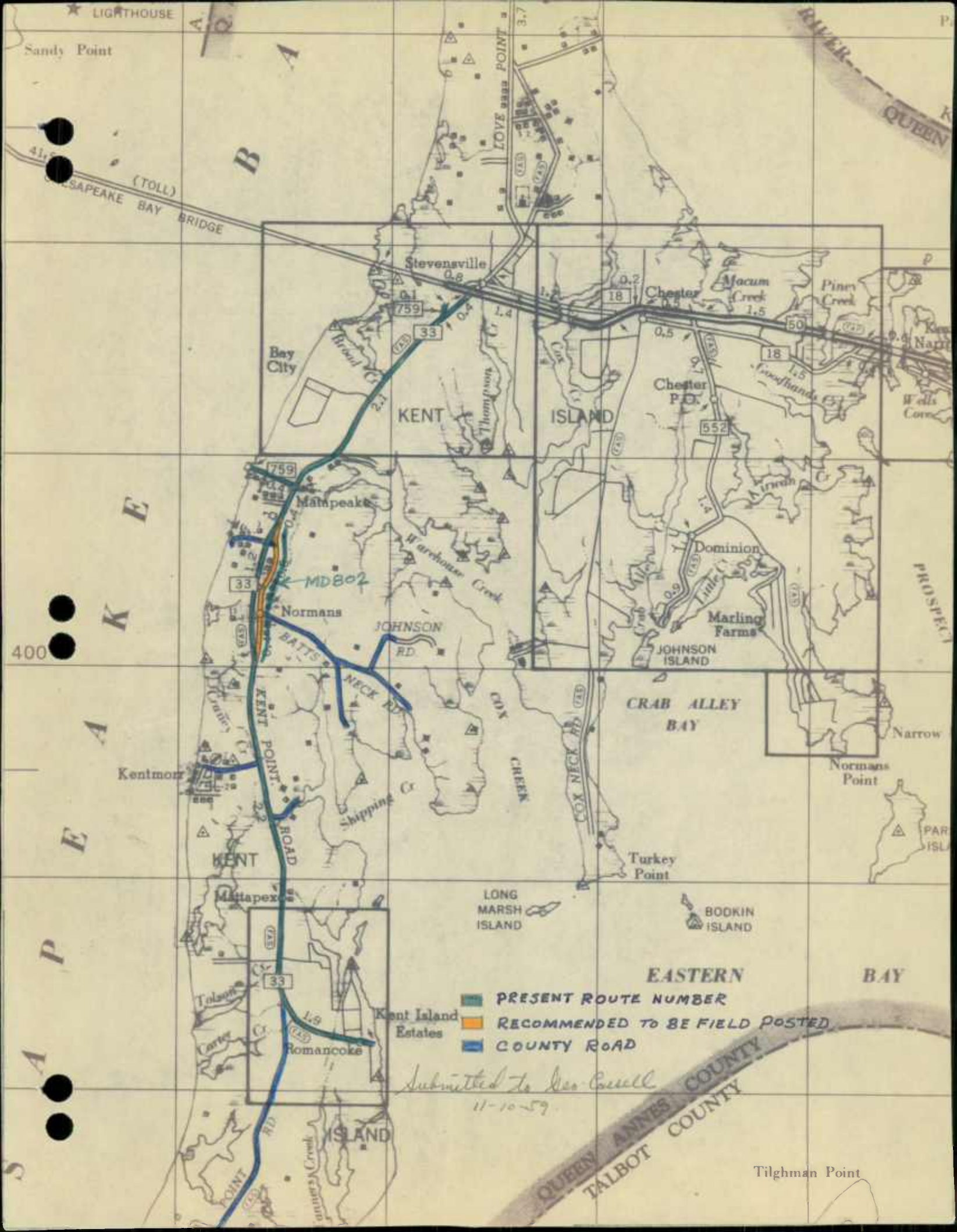
NOT TO SCALE

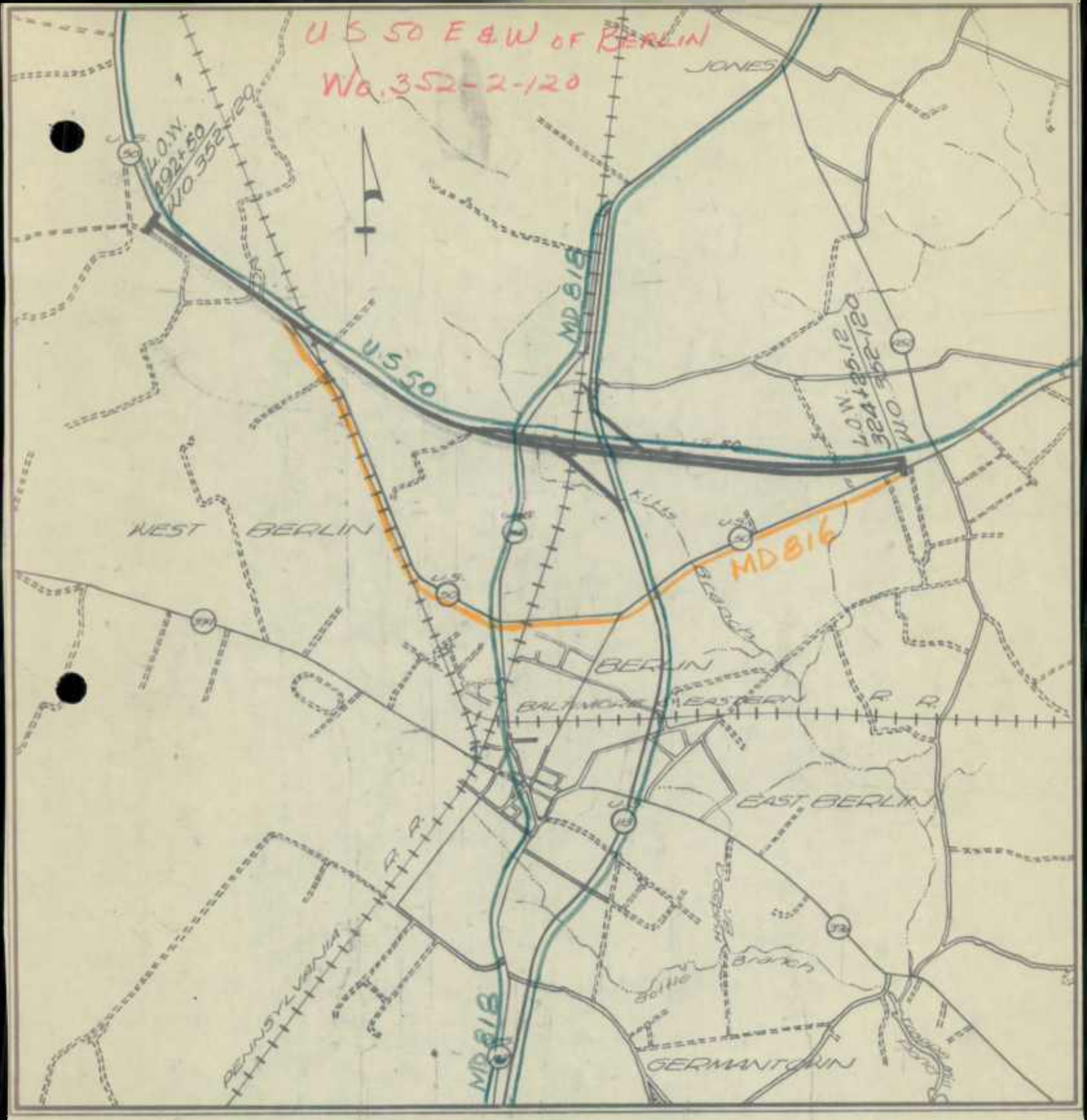
PRESENT ROUTE NUMBER

PROPOSED ROUTE NUMBER

COUNTY ROAD

APPROVED BY MR G B CHAKES
12-29-59


LIGHTHOUSE
Sandy Point
CHESAPEAKE BAY BRIDGE (TOLL)
LOVE POINT
Stevensville
Chester
Macum Creek
Piney Creek
Bay City
Broad Cr.
Thompson Cr.
Cox Cr.
Chester P.O.
KENT ISLAND
Wells Cove
Mainpeake
Warehouse Creek
MD802
Normans
JOHNSON RD.
BATTS NECK RD.
Dominion
Marling Farms
JOHNSON ISLAND
CRAB ALLEY BAY
PROSPECT
Narrow
Normans Point
Kentmore
KENT POINT ROAD
Shipping Cr.
COX CREEK
COX NECK RD.
Turkey Point
KENT
Mattapex
LONG MARSH ISLAND
BODKIN ISLAND
EASTERN BAY
Tolson Cr.
Carter Cr.
Kent Island Estates
Romancoke
PRESENT ROUTE NUMBER
RECOMMENDED TO BE FIELD POSTED
COUNTY ROAD
Submitted to Geo. Cowell
11-10-59
ISLAND
QUEEN ANNES COUNTY
TALBOT COUNTY
Tilghman Point

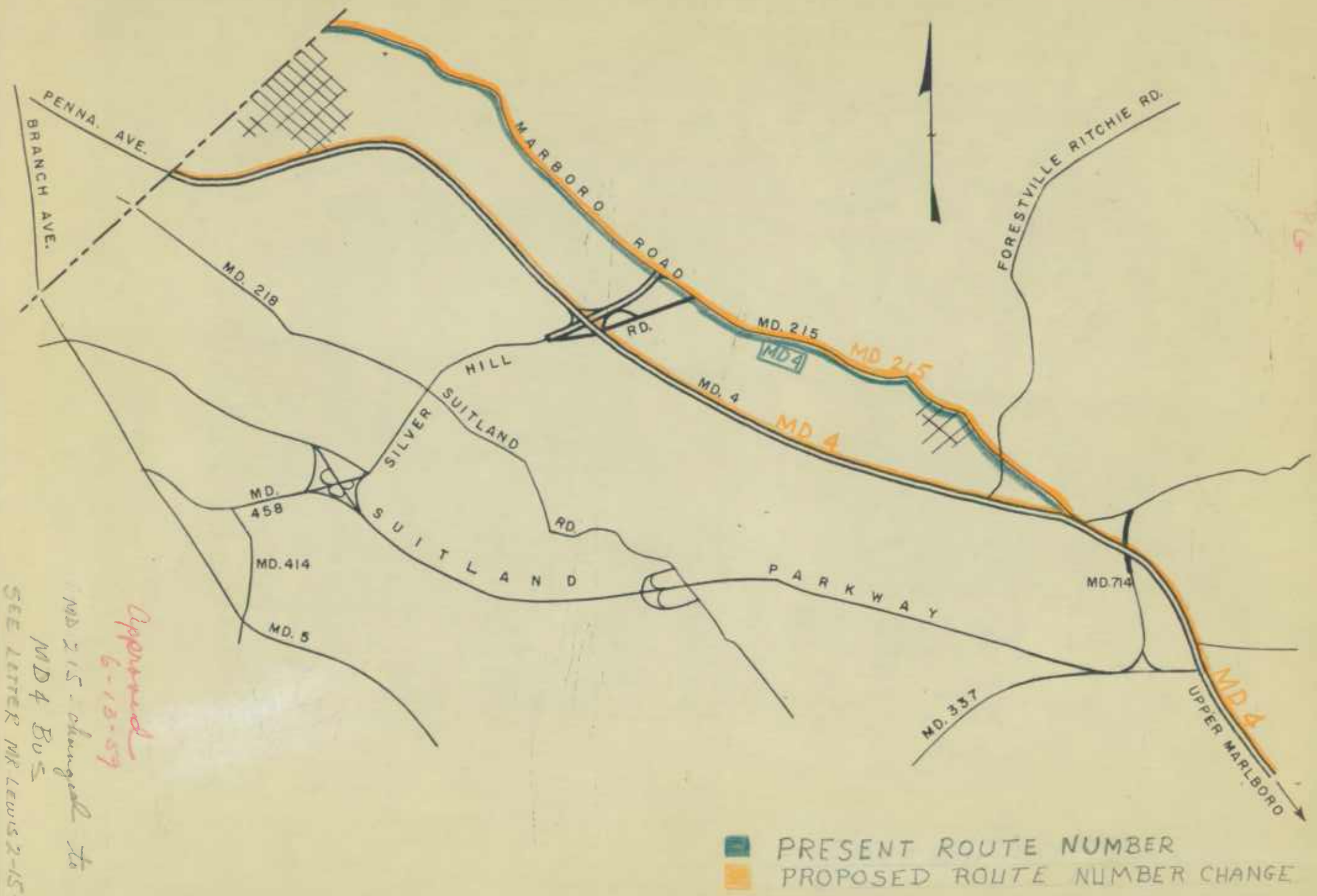


Scale : 1" = 1/2 Mile

LETTERS
8-5-59
8-7-59

PRESENT ROUTE NUMBER

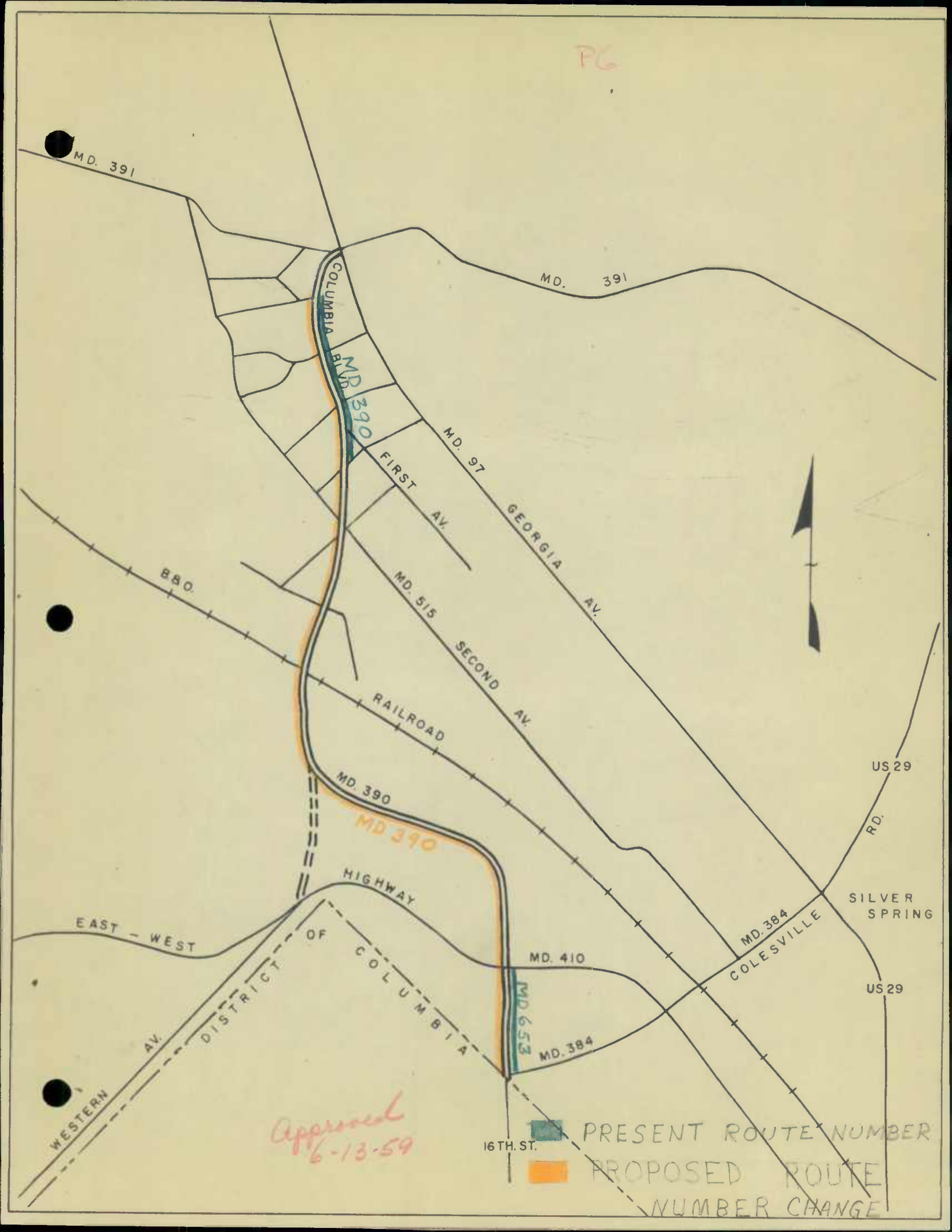
PROPOSED ROUTE NUMBER

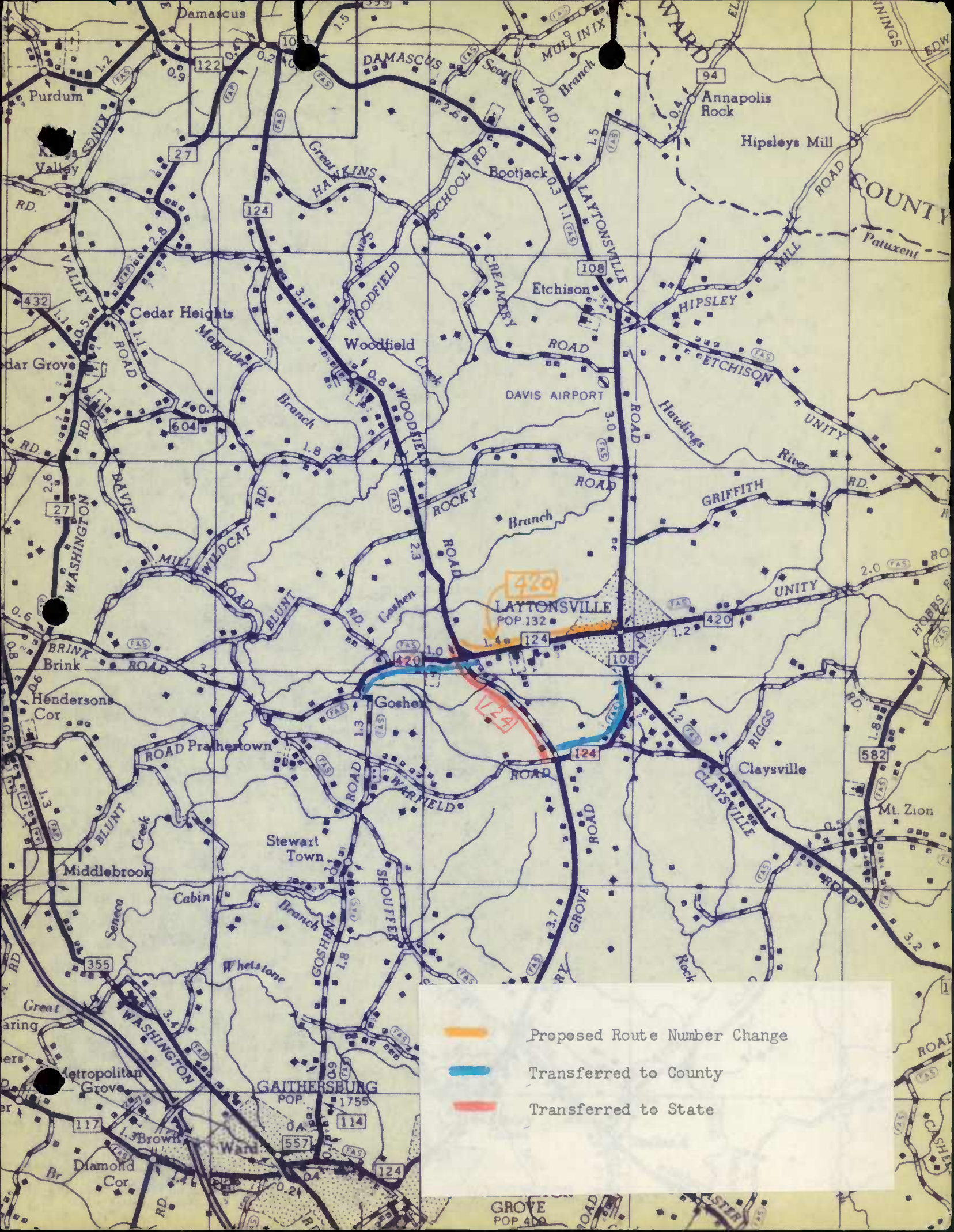


Approved 6-12-57

MD 215 - changed to MD4 Bus

SEE LETTER MR LEWIS 2-15-60


PG
MD. 391
MD. 391
COLUMBIA BLVD.
MD 390
FIRST AV.
MD. 97
GEORGIA AV.
B&O.
MD. 515
SECOND AV.
RAILROAD
MD. 390
MD 390
HIGHWAY
EAST - WEST
DISTRICT OF COLUMBIA
WESTERN AV.
MD. 410
MD 653
MD. 384
MD. 384
COLESVILLE
SILVER SPRING
US 29
RD.
US 29
16TH. ST.
Approved 6-13-59
PRESENT ROUTE NUMBER
PROPOSED ROUTE NUMBER CHANGE


Damascus
Purdum
Valley
Cedar Heights
Woodfield
Bootjack
Etchison
Annapolis Rock
Hipsleys Mill
DAVIS AIRPORT
LAYTONSVILLE
POP. 132
Brink
Hendersons Cor
Goshen
Prathertown
Claysville
Mt. Zion
Stewart Town
Middlebrook
Cabin
Whetstone
GAITHERSBURG
POP. 1755
Metropolitan Grove
Brown
Ward
Diamond Cor
GROVE
POP. 409
Proposed Route Number Change
Transferred to County
Transferred to State

BUREAU OF PUBLIC ROADS
PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION TWO

DISTRICT OFFICE FOR
DELAWARE, MARYLAND,
DISTRICT OF COLUMBIA

WASHINGTON 25, D. C.

313 U.S. Appraisers' Stores
103 South Gay Street
Baltimore 2, Maryland

February 1, 1950

State Roads Commission
TRAFFIC DIVISION
FEB 2 1950
Geo. N. Lewis, Jr.
Director

Mr. George N. Lewis, Jr.
Director, Traffic Division
307 Tower Building
Baltimore 2, Maryland

Dear Mr. Lewis:

Reference is made to your letter dated January 27, 1950, requesting a list of Federal-aid secondary projects completed in the year 1949.

Enclosed you will find a complete list covering all Federal-aid projects completed during 1949, including the secondary projects.

Very truly yours,

E. F. Gleason

E. F. Gleason
Acting District Engineer

Enclosures

Secondary System

1. ~~S-203 (2)~~ - Baltimore County, FAS 20, Butler Rd. from S.R. 30 east for 1.181 mi.
2. S-97 (1) CE-229-1 - Cecil County, FAS 51, on Childs-Pleasant Hill at north end of Little Elk Creek Bridge north to Bayview-Andora Rd.
3. ~~S-230 (4)~~ - Charles County, FAS 55, Int. with road to Clifton Beach to Int. with county road to Nanjimoy.
4. ~~S-142 (1)~~ - Frederick County, FAS 206, Approx. 0.2 mi. north of U.S. 340 in Jefferson extending 2.320 mi. north. REPORTED ON 1948 LM
5. S-404 (1) HO 164-2 - Howard County, FAS 281, Alt. U.S. 40, approx. 0.4 mi. west of Md. 105 south on U.S. 29 to Int. with Columbia Pike 1.5 mi. west of Ellicott City.
6. ~~S-404 (2)~~ HO 164-3 - Howard County, FAS 281, Bridge over Frederick Rd. on St. Johns Lane about 1.5 mi. west of Ellicott City.
7. ~~S-404 (3)~~ HO 164-4 - Howard County, FAS 281, Bridge over U.S. 40 on St. Johns Lane.
8. ~~S-152 (1)~~ - Prince Georges, FAS ~~488~~, Swann Rd. from S.R. 458 at Suitland to S.R. ~~377~~ 337 388 — MAYHEW RD ?
9. ~~S-119 (2)~~ - Prince Georges County, FAS 393, Woodyard Rd. approx. 3.6 mi. southeast of Forestville and Int. FA 60 at Rosaryville.
10. ~~S-156 (1)~~ Q-108-3 - Queen Annes County, FAS-526, Queen Anne-Starr Rd., approx, 3 mi. northwest of Queen Anne to Starr.
11. S-145 (1) W-285-1 - Worcester County, FAS 662, 2.7 mi. southeast of U.S. 113, south to U.S. 213 at Gray's Corner.
12. ~~SG-203 (3)~~ - Baltimore County, FAS 20, Bridge over Western Maryland RR. at Glyndon.
13. S-16 (2) - Allegany County, FAS 154, From Frostburg to Midlothian.
14. S-170 (1) AA-341-2 - Anne Arundel County, FAS 4, Mayo Rd. from 0.2 mi. northwest of S.R. 468 west to Int. with S.R. 214.
15. S-338 (2) AA-242-1 - Anne Arundel, FAS 318, Old Colony Cover Rd. From a point 1.6 mi. southeast of Friendship to approx. 25' west of Spruce Ave. in Rosehaven.
16. ~~S-178 (1)~~ CE-305-1 - Cecil County, FAS 488, Bridge over Little Elk Creek on Landing Lane near Elkton.
17. ~~S-173 (1)~~ - Frederick County, FAS 229, Int. at Bethel north to Int. of County road in Mountaindale.
18. ~~S-102 (2)~~ - Frederick County, FAS 220, McKaig-New London Rd; Int. with FAS 221 at McKaig to 0.75 mi. west of New London.
19. ~~S-174 (1)~~ - Frederick County, FAS 212, From Junction of Alt. U.S. 40 south towards Braddock Heights.
20. ~~S-175 (1)~~ - Frederick County, FAS 221 & 222 from FA 40 east to approx. 1.9 mi. west of Int. of S.R. 75.
21. ~~S-176 (1)~~ - Howard County, FAS 288, Whiskey Bottom Rd. U.S. 1 west to Int. with S.R. 216.
22. S-180 (1) M-398 - Montgomery County, FAS 129, River Rd. from 1.5 mi. west of Potomac to Int. S.R. 421 southwest of Travilah.
23. ~~S-181 (1)~~ CO-198-1 DO-198-1 - Caroline County & Dorchester County - Bridge over Hunting Creek on FAS 606.
24. S-97 (2) CE 229-2 - Cecil County, FAS 51, on Childs-Pleasant Hill at north end of Little Elk Creek Bridge north to Bayview-Andora Rd.

INTERDEPARTMENTAL MEMORANDUM

STATE ROADS COMMISSION
ENGEL BUILDING, 20 HOPKINS PLACE
BALTIMORE 1, MARYLAND

TO Mr J.T.G FROM GWC DATE 4/23/51

Please note and turn attached to T. Keane.

Tom —

Tracing & Quad. O.K.

John.

Mr Cassell

Esbach
Fidelity Onion Skin
MADE IN U.S.A.

April 11, 1951

Mr. D. P. Campbell,
District Engineer
State Roads Commission
Towson, Maryland

Dear Mr. Campbell:

Maintenance cards showing Route 158, Section 1 has been changed to read 1.65 miles instead of 1.54. The reason for this change is that 0.11 of a mile of 16 ft. bituminous penetration between the Pulaski Highway and the east limits of the B. & O. Railroad right of way at Belcamp, has just recently been determined as a part of the State system.

Will you please remove from your maintenance index file, card for Route 159, Section 3, Perryman Road, 2.04 miles. This section is incorporated in Section 2 of the same route.

Very truly yours,

Frank P. Scrivener
Maintenance Engineer

FPS:as

c.c. Mr. Chas. Morris
Mr. Geo. N. Lewis, Jr. ✓

Attach.

January 10, 1950

Mr. Joseph Chaney,
District Engineer
State Roads Commission
Upper Marlboro, Maryland

Dear Mr. Chaney:

I am sending, under seperate cover, two (2) sets of revised route and section index cards which become effective this date.

It is advisable to compare the old cards with the new as a few of the sections have certain surface type and mileage breakdown that should be transferred to the new cards.

Calvert County

No route changes and no section changes.

Charles County

Route Changes

Md. 225, Section 2 changes to Md. 210, Section 1. Inv. Index Map o.k. Tracing o.k.

Old Md. 6, thru Port Tobacco, changes to Md. 639. Need Inv.

Section Changes

Md. 563, Section 2 changes to Section 3 of the same route. Inv. Index Map o.k. Tracing o.k.

New Additions

Md. 210, Section 3 (Inside Reservation at Indian Head). Inv. Index Map o.k. Tracing o.k. Need Inventory.

Md. 563, Section 2 (Riverside Road). Inv. Index Map o.k. Tracing o.k.

Mr. Joseph Chaney January 10, 1950

Prince Georges County

No route changes.

Section Changes

U.S. 301, Section 15 has been added to section 16 of same route. - Inv. Index Map OK Tracing OK

Md. 410, Sections 14, 15 and 16 have been added to Section 13 of the same route. - Inv. Index Mapsok. Tracings o.k.

Connection to Md. 500 (Ager Road Extended) is now Md. 410, Section 14. - Inv. Index Mapsok. Tracings o.k.

Old Md. 500 (East-West Highway toward D. C. Line) is now Md. 410, Section 15. - Inv. Index mapsok. Tracings o.k.

Md. 500, Section 1 starts at D. C. Line. Section 2 is thru relocation and Section 3 terminates at U.S. 1 (Washington Blvd.). - Inv. Index Mapsok. Tracings o.k.

St. Mary's County

No route or section changes.

Very truly yours,

Frank P. Scrivener
Maintenance Engineer

FPS:as

c.c. Mr. Geo. N. Lewis, Jr.
Mr. Chas. Norris

January 10, 1950

Mr. G. Bates Chaires,
District Engineer
State Roads Commission
Cumberland, Maryland

Dear Mr. Chaires:

I am sending, under seperate cover, two (2) sets of revised route and section index cards which become effective this date.

It is advisable to compare the old cards with the new as a few of the sections have certain surface type and mileage breakdown that should be transferred to the new cards.

Allegany County

Route Changes

Old U.S. 40 east of Frostburg (3 sections) is now Md. 743.

Section Changes

Md. 135, Section 3 is added to Section 2 of the same route.

Inv. Index Map o.k. Tracing Being Corrected

Frederick County

No section changes.

Route Changes

Md. 70, Section 1 changes to Md. 464, Section 4. ← Inv. Index Map + Tracing o.k.

Mr. G. Bates Chaires January 10, 1950

Garrett County

Route Changes

Old U.S. 219, north of Oakland, is now Md. 745.

New Additions

Md. 560, Section 4 (Kearney toward Gorman).

Section Changes

Md. 560, Section 4 has been changed to Section 5 to allow for the above new section.

Tracing & Inv. Index Map O.K.

Washington County

Route Changes

Md. 649, Section 1 (temporary number) has changed to U.S. 340, Section 4.

Old U.S. 340, Sections 4, 5 and 6 has been changed to Md. 734, Section 1.

New Additions

U.S. 11, Section 3, Virginia Avenue, Hagerstown (0.41 mi.).

Inv. Index Map & Tracing O.K.

Very truly yours,

Frank P. Scrivener
Maintenance Engineer

FPS:as

c.c. Mr. Geo. N. Lewis, Jr.
Mr. Chas. Norris

Mr. Geo. Lewis

January 9, 1950

Mr. E. G. Duncan,
District Engineer
State Roads Commission
Laurel, Maryland

Dear Mr. Duncan:

I am sending, under seperate cover, two (2) sets of revised route and section index cards which become effective this date.

It is advisable to compare the old cards with the new as a few of the sections have certain surface type and mileage breakdown data that should be transferred to the new cards.

Anne Arundel County

(Route Changes)

Md. 253 (Mayo Road) from Central Ave. Extended to Beverly Beach changes to Md. 214, Section 8.

Md. 393 changes and is added to Section 1 of Md. 255.

Md. 468 continues around to Shadyside absorbing Md. 255 from Quaker Burial Ground to end of route.

(New Route Additions)

Md. 46 has been temporarily assigned to the new Baltimore-Washington Expressway and the connection to the Friendship Airport, for maintenance cost only, a permanent route number will be assigned at some future date.

A.A. Co. Inv. Index Map o.k.
A.A. Co. New Tracing o.k.

Mr. E. G. Duncan January 9, 1950

Md. 613, Section 2, Old Colony Cove Road

Md. 665, Chinquipin Round Road.

(Section Changes)

Md. 2, Section 2, now included in Section 1.

Md. 2, Section 8, now included in Section 7.

U.S. 50, Sections 21 and 22, incorporated in Section 20 of same route (Revell Hwy).

Md. 214, Section 4 (0.04 mile) Central Ave. added to Section 5 of same route.

Sections 7, 8, 13 and 14 of U.S. 301 added to Section 6, making one section from B. & A. Crossing in Glenburnie to Priest Bridge.

Md. 710, Cherry Hill Lane will be Section 1 from Ritchie Highway to Pennington Ave. eliminating Sections 2 and 3.

New sections of Central Ave. Extended have been added to connect with Mayo Road.

R.A. Co. Inv. Index Map ok.
A.A. Co. New Tracing o.k.

Carroll County

(No Route Changes)

(Section Changes)

Md. 75, Section 15 added to Section 14, same route. Inv. Index Map-OK Tracing-OK.

Md. 85, Section 2 added to Section 1, same route. Inv. Index Map-OK Tracing-OK.

Md. 620, Sections 2 and 3, incorporated in Section 1, same route. Inv. Index Map-OK Tracing-OK.

Howard County

(Route Changes)

Old U.S. 29 from Ellicott City to intersection of new road at Montgomery Road to be known as Alternate U.S. 29. Inv. Index Map-OK Tracing-OK.

Mr. E. R. Morgan January 9, 1950

No. 613, Section 2, Oak Colony Community

No. 6[illegible], Jamaqua Road Road.

(Section Changes)

No. 5, Section 3, now includes in Section 1.

No. 2, Section 3, now included in Section 1.

No. 40, Section 21 and 22, incorporated in Section 20 of same route (Route 13[illegible]).

No. 218, Section 8 (4.06 mile) Central Ave. added in Section 9 (7 mile route).

Sections 7, 8, 11 and 18 of No. 301 added to Section 6, making one an item route, a Crossing in Carbondale to Pulaski in 1946.

No. 410, Cherry Hill Road will be Section 1 from Atlantic Ave. to Fairlawn Ave. (Sections 2 and 3).

Any reopening of Central Ave. Carbondale have been added to Cobden with Alpha Road.

Carroll County

(No route changes)

(Section Changes)

No. 19, Section 15 added to Section 16, same route.

No. 87, Section 2 added to Section 1, same route.

No. 520, Sections 2 and 3, incorporated in Section 1, same route.

Douglas County

(Route changes)

No. 1[illegible], 8 from Atlantic City to Intersection of Cape May Bridge, Route 9 to Route 4[illegible].

Mr. E. G. Duncan January 9, 1950

Md. 323, the connecting spur from Washington Blvd. to Main Street, Elkridge on south side of B. & O. R.R. has been added to Md. 321, Section 1. Inv. Index Map - OK Tracing - OK (Enlarge.)

Md. 322 - The corresponding spur on the north side of the B. & O. R.R. has been included in Md. 321, Section 2. Inv. Index Map - OK Tracing - OK (Enlarge.)

(New Route Additions)

U.S. 29 from the Baltimore National Pike to Columbia Pike south of Montgomery Road, Sections 11 and 12. Inv. Index Map - OK Tracing - OK

New extension of Md. 103 to new U.S. 29 is added to Section 1. Inv. Index Map - OK Tracing - OK

(Section Changes)

Sections 37, 38 and 39 of U.S. 40 have been incorporated in Section 36 of the same route. Inv. Index Map - OK Tracing - OK

Alternate U.S. 40, Section 8 has been added to Section 7 of the same route. Inv. Index Map - OK Tracing - OK

Section 2 of Md. 97 is now shown in Section 1 of the same route. Inv. Index Map - OK Tracing - OK

Montgomery County

(Route Changes)

Md. 185 is now incorporated in Md. 184, Section 1. Inv. Index Maps - OK. Tracings - OK.

Md. 514, Md. 538, Md. 539 and Md. 540 are now under the one route of Md. 513, Section 3. Inv. Index Maps - O.K. Tracings - O.K.

(New Route Additions)

Section 7 of Md. 190, River Road to Travilah Road. Inv. Index Maps - OK. Tracings - O.K.

(Section Changes)

Md. 28, Section 4 has been added to Section 3 of the same route. Inv. Index Maps - OK Tracings - OK

U.S. 29, Section 3 is now included in Section 4 of the same route. Inv. Index Maps - OK Tracings - OK

Mr. Rolph Townshend January 9, 1950

Kent County

No route changes.

(Section Changes)

Md. 20, Section 8 changes to Section 5 of the same route. Inv. Index Map - OK Tracing - OK.

Section 2 of Md. 445 has been included in Section 1 of the above route. Inv. Index Map - OK. Tracing - OK

Queen Anne County

No route changes.

(New route additions)

Md. 404, Section 16 (Queen Anne By-pass to Tuckahoe River). Inv. Index Map - OK. Tracing - OK

Md. 303, Section 4, Manor Road, Queen Anne to Starr. Inv. Index Map - OK Tracing

Talbot County

(Route changes)

Old Md. 404, thru Queen Anne, is now Md. 485, Section 1. Inv. Index Map - OK Tracing - OK.

(Route Eliminations)

QUEEN ANNE Co. M.N. 11/1/49

Md. 631, Wye Island Bridge Approaches on the Carmichael Road, will be County maintained. Inv. Index Map - OK Tracing - OK

Very truly yours,

Frank P. Scrivener
Maintenance Engineer

FPS:as

c.c. Mr. Geo. N. Lewis, Jr.
Mr. Chas. Norris

Mr. Rolph Townshend January 9, 1950

(New Route)

Md. 433, Smithville Road. Inv. Index Map - OK Tracing - OK

Old Md. 313 (Railroad Ave. north) changes to Md. 480, Section 3. Inv. Index Map - OK Tracing - OK

(Section changes)

Md. 328, Sections 6 and 7 have been incorporated in Section 5 of Md. 328. Inv. Index Map - OK Tracing - OK

Section 2 of Md. 578 has been included in Section 1. Inv. Index Map - OK Tracing - OK

Cecil County

(Route changes)

Md. 725 (temporary number for new road south of C. & D. Canal) is included in U.S. 213, Section 1. Inv. Index Map - OK Tracing OK

Old U.S. 213 thru Chesapeake City on the north side of canal, changes to Md. 537, Section 2. Inv. Index Map - OK Tracing - OK.

Old U.S. 213, thru Chesapeake City, on south side of Canal, will be Md. 537, Section 3, but no card is included for Section 3 as I do not have a correct inventory. I will send you the card as soon as I obtain same. Inv. Index Map - OK Tracing - OK

(New Route)

Md. 727, Old North Street, Elkton, North and South of R.R. Crossing. Inv. Index Map - OK Tracing - OK (Not Shown)

(Section Change)

Section 3, (0.07 mile) of Md. 286 has been included in Section 2. Inv. Index Map - OK Tracing - OK

(New Section)

Md. 545, Section 2, Childs to Pleasant Hill. Inv. Index Map - OK Tracing - OK

Mr. E. G. Duncan January 9, 1950

Md. 82, Section 1 now includes Sections 2 and 3 of the same route. Inv. Index Maps - O.K. Tracings - O.K.

Section 6 of Md. 124 has been incorporated into Section 5 of Md. 124. Inv. Index Maps - OK Tracings - OK

Md. 191, Section 3 is added to Section 2 of the same route. Inv. Index Maps - OK Tracings - OK

Md. 193, Section 5 is added to Section 4 of the same route. Inv. Index Maps - OK. Tracings - OK.

Section 17 of U.S. 240 has been included in Section 16 of the same route. Inv. Index Maps - OK Tracings - OK.

Sections 2 and 4 are now added to Section 3 of Md. 320. Inv. Index Maps - OK. Tracings - OK.

Md. 410, Section 1 has absorbed Sections 2, 3, 4, 5 and 6, and Section 7 now has been changed to Section 2 and includes Sections 8 and 9. Also Section 10 is changed to Section 3, which includes Section 11. The last section, 12 is now Section 4. Inv. Index Maps - OK Tracings - O.K.

Md. 513, Section 3 is added to Section 2 of the same route. Inv. Index Maps - O.K. Tracings - OK.

Md. 586, Section 4 now includes Section 5 of the same route and Section 6, changes to Section 5. Inv. Index Maps - OK. Tracings - OK

Md. 666, Section 1 now includes Sections 2 and 4 and Section 3 changes to Section 2 of the same route. Inv. Index Maps - OK. Tracings OK.

Md. 676, Section 1 now includes Section 2 of the same route. Inv. Index Maps - OK. Tracings - OK.

Very truly yours,

Frank P. Scrivener
Maintenance Engineer

FPS:as

c.c. Mr. Geo. N. Lewis, Jr. ✓
Mr. Chas. Norris

Ex. - 1. Number January 5, 1949

No. 82. Section 2 now includes Sections 2 and 3 of the same zone.

Section 6 of No. 122 has been incorporated into Section 4 of No. 124.

No. 123. Section 3 is moved to Section 2 of the same zone.

No. 124. Section 5 is added to Section 6 of the same zone.

Sections 37 and 2. 4b has been included in Section 1b of the same zone.

Sections 7 and 8 are now added to section 3 of No. 320.

No. 320. Sections 1 has absorbing Sections 2, 3, 4, 5, and 6, and Section 7 has been changed to Section 2 and includes Sections 8 and 9. Also section 10 is changed to Section 3. Final Sections Section 11 the last section, is now section 4.

No. 321. Section 2 is added to Section 2 of the same zone.

No. 322. Section 3 has absorbed Section 2 of the same zone and Section 4, changed to section 2.

No. 323. Section 4 has absorbed Sections 2 and 3 and Section 5 changed to Section 2 of the same zone.

No. 324. Section 2 has absorbed Section 3 of the same zone.

Very truly yours,

Frank T. McIlwaine
Assistant Engineer

Ptrsa

c.c. Mr. Geo. E. Lewis, Jr.
Mr. Chas. Ferris

Mr. Geo. Lewis

January 9, 1950

Mr. C. A. Skirven,
District Engineer
State Roads Commission
Salisbury, Maryland

Dear Mr. Skirven:

I am sending, under seperate cover, two (2) sets of revised route and section index cards which become effective as of this date.

It is advisable to compare the old cards with the new as a few of the sections have certain surface type and mileage breakdown that should be transferred to the new cards.

Dorchester County

No route or section changes.

Somerset County

Route 757 (connection at Westover) changed to Md. 673. Also remaining sections of old U.S. 13 from Westover to Pokomoke City. Inv. Index Map - OK Tracing - OK

Section changes on Md. 363, Deal Island Road, also Section 2 of Md. 696 (Peterman's Store Road) has been incorporated in Section 1. Inv. Index Map - OK. Tracing - OK.

Wicomico County

No route or section changes.

Mr. C. A. Skirven January 9, 1950

Worcester County

No route changes.

Section 2 of U.S. 113 has been incorporated in Section 1. Inv. Index Map OK Tracing - OK

Very truly yours,

Frank P. Scrivener
Maintenance Engineer

FPS:as

c.c. Mr. Geo. N. Lewis, Jr. ✓
Mr. Chas. Norris

February 4, 1949

Mr. Geo. N. Lewis, Jr., Director
Traffic Department

Dear Mr. Lewis:

I have your letter of February 1 in which you request additional information concerning the Road Improvement Reports for the year 1948.

Caroline County

#1-A Improvement to Md. R. 313 from Queen Anne's County line to Dover. This road was widened in 1947 with mixed in place shoulders, by the prison labor forces. At this time it is under contract for reconstruction under Co-206-215:Q-218-215. The reconstruction contract has not been completed. I would suggest that you get the information for the widening from the prison labor forces which are under the direction of Mr. F. P. Scrivener.

Kent County

#2-A Chestertown-Rock Hall road. This road is being black-topped under Cont. # K-164 but it has not been completed. You will get the report for this completion in the 1949 year.

#2-B Still Pond-Harmony Grove. I am attaching hereto an improvement report for the year 1946 which was an extension of the improvement made on this road in 1945. In 1945 you did receive a report from this office for 3.45 miles and this report for 1946 completes the improvement on this road.

Queen Anne's County

#3-A Wye Island Bridge and Approaches. This bridge built under Cont. Q-199-211 and under the direction of the Bridge Department. Suggest that you get your report from the Bridge Department for this improvement.

#3-B Md. R. 313, Ingleside-Caroline County Line. This is in the same category as #1-A spoken of above.

Talbot County

#4-A Md. R. 33 and R. 332 to U.S. R. 213. I think that you mean the intersection of R. 33 and R. 332, North Washington Street, in the

town of Easton to the By-pass (R. 50) at the Airport. This road was widened last year with prison labor forces. You should get your report for this improvement from Mr. Scrivener's office.

B Md. R. 332 and Md. R. # 33 to north limits of Easton. There has not been any improvement made on this road. This extends back from the intersection of these two roads in a southerly direction to the town limits.

Very truly yours,

Signed - Ralph Townshend

District Engineer

LBE:B

SHA 51.3 - 8 Revised
4.83

MARYLAND STATE HIGHWAY ADMINISTRATION

ROAD INVENTORY SHEET

Party Chief _____
Recorder _____
Assistant _____
Map No./Dir. _____ / _____
State Coordinates _____

Road No. _____
Road Name _____
County _____
Date _____
Sheet No. _____ OF _____

SYSTEM				TRAFFIC		LINE DIAGRAM	TRAFFIC			PAVEMENT DATA
FED. AID.	FUNCT CLASS.	HWY. SYS.	HPMS SAMPLE	PRKG. REST.	COM/IND. ACCESS		CONTROL	COM/IND. ACCESS	PRKG. REST.	

ALLEGANY

TRAFFIC CODES

TRAFFIC CONTROLS: STOP SIGN=SS, TRAFFIC LIGHT=T.L., FLASHING RED BALL=F.R.

TRAFFIC CODES

PARKING RESTRICTIONS: A.M. PEAK, P.M. PEAK, A.M./P.M. PEAK, NO PARKING ANYTIME=N.P., COMM/IND. ACCESS=E

SYSTEM				TRAFFIC		LINE DIAGRAM	TRAFFIC			PAVEMENT DATA
FED. AID.	FUNCT. CLASS.	HWY. SYS.	HPMS SAMPLE	PRKG. REST.	COM/IND ACCESS		CONTROL	COM/IND ACCESS	PRKG. REST.	

AN ORDINANCE granting to the State of Maryland, to the use of the State Roads Commission of Maryland, the public easement in the bed of Washington Street, one of the streets in the Town of Westernport, Maryland, extending for a width of twenty-six (26) feet and beginning on said street at the present Maryland Route #36, within the corporate limits of the Town of Westernport, and extending to the bridge over Georges Creek, to the full extent of the rights, powers and title thereto now vested in The Mayor and Council of Westernport, a municipal corporation of the State of Maryland, insofar as may be necessary for public thoroughfares over said streets, and relinquishing to the State of Maryland, to the use of the State Roads Commission of Maryland, the jurisdiction and control over said streets to the full extent provided in the Acts of the General Assembly of Maryland, under which the State Roads Commission is now constructing, reconstructing, and maintaining public roads and highways.

WHEREAS, it is the desire of the State Roads Commission of Maryland to include said Washington Street in the Town of Westernport, in its network of State highways, and to incorporate same into the State System of Roads and Bridges, over which it has jurisdiction and control; and

WHEREAS, the said State Roads Commission of Maryland has requested that for the purposes aforesaid, the public easement in the bed of said street, to the full extent of the rights, powers and title thereto which is now vested in The Mayor and Council of Westernport, so far as the same may be necessary for the purpose of State highways, be granted to the State of Maryland, to the use of the State Roads Commission of Maryland pursuant to the provisions of the several Acts of the General Assembly of Maryland under which the said State Roads Commission is constructing, reconstructing and maintaining public roads and highways; and furthermore that the said The Mayor and Council of Westernport shall relinquish to the State of Maryland to the use of the State Roads Commission of Maryland, jurisdiction and control over the said bed of said Washington Street, as a public highway, to

AN ORDINANCE granting to the State of Maryland, to the use of the State Roads Commission of Maryland, the public easement in the bed of Washington Street, one of the streets in the Town of Leonardtown, Maryland, extending for a distance of twenty-six (26) feet and beginning on said street at the present Maryland State Route #5, within the corporate limits of the Town of Leonardtown, and extending to the bridge over Cedar Creek, to the full extent of the rights, powers and title thereto now vested in the Mayor and Commissioners, a municipal corporation of the State of Maryland, insofar as may be necessary for public thoroughfare over said street, and relinquishing to the State of Maryland, for the use of the State Roads Commission of Maryland, the jurisdiction and control over said streets to the full extent provided in the Code of the General Assembly of Maryland, under which the State Roads Commission is now constructing, reconstructing, and maintaining public roads and highways.

WHEREAS, it is the desire of the State Roads Commission of Maryland to construct, reconstruct and maintain a street in the Town of Leonardtown, in the vicinity of Cedar Creek, and to accomplish the same by the use of State funds and equipment, over which it has jurisdiction and control; and

WHEREAS, the State Roads Commission of Maryland has requested that, for the purposes aforesaid, the public easement in the bed of said street, to the full extent of the rights, powers and title thereto which is now vested in the Mayor and Commissioners, be granted to the State of Maryland, for the use of the State Roads Commission of Maryland pursuant to the provisions of the General Code of the General Assembly of Maryland under which the said State Roads Commission is constructing, reconstructing and maintaining public roads and highways; and furthermore that the said State Roads Commission of Maryland will construct and maintain the street in question to the use of the State Roads Commission of Maryland, jurisdiction and control over said bed of said Washington Street, as a public highway, to

the extent provided in the above mentioned Acts of Assembly, so that the same may be hereafter under the jurisdiction and control as aforesaid, of the State Roads Commission of Maryland, its successors or assigns, and nay other official or agent, who may hereafter be assigned by the State of Maryland for the performance of such duties; and

WHEREAS, all public utilities having franchise rights over, on and under said Washington Street, have consented to the granting of said public easement by the Mayor and Council of Westernport to the State of Maryland, to the use of the said State Roads Commission of Maryland, and

WHEREAS, The Mayor and Council of Westernport have agreed to comply in full with the requests aforesaid and deem the same desirable.

SECTION 1. NOW, THEREFORE, BE IT ENACTED AND ORDAINED BY THE MAYOR ANDCOUNCIL OF WESTERNPORT, That the public easement in the bed of Washington Street, one of the streets in Westernport, Maryland, extending for s width of twenty-six (26) feet, and beginning at the present Maryland Route #36 within the corporate limits of the Town of Westernport, on said street, and extending to the bridge over Georges Creek, to the full extent of the rights, powers and title thereto now vested in The Mayor and Council of Westernport, be and the same is hereby granted to the State of Mayland, to the use of the State Roads Commission of Maryland, its successors or assigns, so far as the same may be necessary for the construction, reconstruction and maintenance of the same as a public highway of the State of Maryland.

AND The Mayor and Council of Westernport do hereby transfer to the State of Maryland, to the use of the State Roads Commission of Maryland, jurisdiction and control over the bed of said Washington Street, for a width of twenty-six (26) feet to the extent provided in the Acts of the General Assembly of Maryland, relating to the State Roads, so that such jurisdiction and control may be hereafter exercised by the State Roads Commission of Maryland or any official or officials , agent or agents of the State of Maryland to whom the same may be delegated or committed.

the extent provided in the above mentioned acts of Assembly, so much the same may be thereafter under the jurisdiction and control as aforesaid, of the State Roads Commission of Maryland, the successors or assigns, and/or other city or county, who may hereafter be assigned by the State of Maryland for the performance of such duties; and

Whereas, all public utilities having franchises rights over, and under said Washington street, have consented to the erection of said public easement by the Mayor and Council of Westernport to the State of Maryland, for the use of the said State Roads Commission of Maryland, and

Whereas, the Mayor and Council of Westernport have agreed to cooperate in full with the Commission aforesaid and make the same determined.

SECTION 2. BE IT FURTHER RESOLVED AND ORDAINED BY THE MAYOR AND COUNCIL OF WESTERNPORT, that the public easement on the bed of Washington Street, one of the streets in Westernport, Maryland, extending for a width of twenty-six (26) feet, and beginning at the present Maryland State Roads within the corporate limits of the Town of Westernport, on said street, and extending to the bridge over Georges Creek, to the full extent of the rights, powers and title thereto now vested in the Mayor and Council of Westernport, as and the easement herein granted to the State of Maryland, to the use of the State Roads Commission of Maryland, its successors or assigns, as far as the same may be necessary for the construction, reconstruction and maintenance of the same as a public highway of the State of Maryland.

AND THE MAYOR AND COUNCIL OF WESTERNPORT do hereby transfer to the State of Maryland, to the use of the State Roads Commission of Maryland, jurisdiction and control over the bed of said Washington Street, for a width of twenty-six (26) feet to the extent provided in the Acts of the General Assembly of Maryland, relating to the State Roads, so that such jurisdiction and control may be interpreted exercised by the State Roads Commission of Maryland or any officers or officials, agent or agents of the State of Maryland to whom the same may be delegated or committed.

Sec. 2. Nothing in this Ordinance contained shall be taken or construed to deprive the Mayor and Council of Westernport of the right to exercise police powers over said streets within the corporate limits of the Town of Westernport to the same extent as the same has heretofore been exercised, or to permit such work thereon or therein in the construction and maintenance of such public improvements as may from time to time, in the judgement of said Mayor and Council and the Chief Engineer of the State Roads Commission, be necessary and proper. Such work, however, to be done under the supervision and to the satisfaction of the State Roads Commission and without any expense to the said State Roads Commission upon the giving of at least ten (10) days written notice to said State Roads Commission prior to the commencement of such work, except that emergency repairs may be made at any time without notice, provided notice is given immediately to said State Roads Commission, so that it shall have the opportunity to inspect and approve said work.

IT is understood that The Mayor and C ouncil of Westernport shall reserve the right to install, maintain and use parking meters on said streets, in manner so that through traffic will not be endangered, delayed or interfered with. It is further understood that special parking privileges for physicians and for other similar emergency purposes will be reserved to the said The Mayor and Council of Westernport. The Mayor and Council of Westernport shall retain the duties and be solely responsible for the cleaning of said streets, the removal of snow and debris therefrom, and the maintenance and provision of proper drainage facilities thereon.

Sec. 3. ALL Ordinances or parts of Ordinances inconsistent with the provisions of this Ordinance are hereby repealed to the extent of such inconsistency.

Sec. 4. THAT this Ordinance shall not take effect until there has been filed with The Mayor and Council of Westernport, Maryland, by the said State Roads Commission of Maryland, a written acceptance of the terms of this Ordinance within ninety (90) days from the date of the passage

Sec. 2. Nothing in this Ordinance contained shall be taken or construed to deprive the Town and Council of Waterford of the right to exercise jurisdiction towards over said streets within the corporate limits of the Town of Waterford to the same extent as the same has heretofore been exercised, so as to permit such work thereon or therein in the construction and maintenance of such public improvements as may from time to time, in the judgment of said Town Council and the Chief Engineer of the Town, be deemed necessary and proper. Such work, however, is to be done under the supervision of the Chief Engineer of said Town.

Without restriction to the foregoing, upon the giving of ten days notice in the said State Gazette, upon the giving of ten (10) days notice notice to said State Gazette, upon the giving of the designated ordinance, whose this assessment, repairs may be made at any time without notice, provided notice is given immediately to said State Gazette thereafter, so that it shall have the opportunity to interest and approve said work.

It is understood that the Town and Council of Waterford shall reserve the right to install, maintain and use parking meters on said streets, in manner so that thereon, traffic will not be endangered, delayed or interfered with. It is further understood that special parking privileges for physicians and for other similar emergency purposes will be granted by the said Town Council of Waterford. The cost and expense of assessment shall remain the duties and responsibilities of the clearing of said streets, the removal of snow and ice, repairs, and the maintenance and provision of proper drainage facilities thereon.

Sec. 3. All ordinances or parts of ordinances inconsistent with the provisions of this ordinance are hereby repealed to the extent of such inconsistency.

Sec. 4. That this Ordinance shall not take effect until after the same shall have been filed with the Town Council of Waterford, Maryland, by the Chief State Bank Commissioner of Maryland, a written acceptance of the terms of this Ordinance which shall be dated from the date of the passage

of same. In the event said State Roads Commission of Maryland shall fail to file said notice of acceptance as aforesaid within ninety (90) days from the date of Passage of same by the Mayor and Council of Westernport, Maryland, then this Ordinance shall be null and void, and of no effect, and all rights and privileges hereby granted shall cease and determine. Upon the adoption of the said Ordinance and the acceptance as aforesaid, it is understood and agreed that the terms of this Ordinance shall constitute a valid contract between the Town of Westernport and the State Roads Commission of Maryland.

ORDAINED and enacted into an Ordinance this 31 day of May 1950.

Attest:

Katherine G. Dailey
Clerk

THE MAYOR AND COUNCIL OF WESTERNPORT
MARYLAND

By George Kight
Mayor

Accepted this 8th day of June, 1950.

STATE ROADS COMMISSION

By Joseph M. George /s/

Attest:

C. R. Pease /s/

Recommended for Approval

6/8/50 Wm. F. Childs, Jr. /s/
Chief Engineer

Approved as to form and
Legal sufficiency:

June 8, 1950

Clarke Murphy, Jr. /s/
Special Attorney

of same. In the event said State Coastal Commission or Trustees shall fail to file said notice of acceptance as aforesaid within thirty (30) days from the date of Passage of same by the Mayor and Council of Waterproof, Louisiana, then this Ordinance shall be null and void, and of no effect, and all rights and property rea hereby granted shall cease and determine. Upon the adoption of the said Ordinance and the acceptance as aforesaid, it is understood and agreed that the terms of this Ordinance shall constitute a valid contract between the Town of Waterproof and the State Coastal Commission of Louisiana.

ORDAINED and enacted into an Ordinance this 3. day of May 1950.

Attest:

Catherine G. Dailey
Clerk

APPROVED:

By George Elliott
Mayor

Accepted this 6th day of June, 1950.

State Coastal Commission

By Joseph H. Carter /s/

Attest:

C. T. Pace /s/

Recommended for Approval

5/2/50 Wm. F. Christy, Jr. /s/
Chief Engineer

Approved as to form and legal sufficiency:

Wm. H. 1950

Charles Torres, Jr. /s/
Asst. Attorney

October 11, 1949

C
O
P
Y

US 40 + Md. 743.
Inv Index Map o.k.
To be put on Rd Impr. Index
To be filed in inv. book
Tracing o.k.
SM + LM to be checked.
Tab Sheets " " "
Rd. Life " " "
SLD " " "
Bunting to check area in Frostburg for manic. inv.

Mr. G. Bates Chaires,
District Engineer
State Roads Commission
Cumberland, Maryland

Dear Mr. Chaires:

Answering your letter of October 6, the following route number assignments and changes will be effective.

The Old National Pike (U.S. 40) between Frostburg and Allegany Grove will change to Md. 743, Sections 1, 2 and 3.

The New National Pike constructed under Contract A-254-1 will replace Section 7 and part of Section 8 on U.S. 40.

Destroy existing card for U.S. 40, Section 7.

Replace existing card for U.S. 40, Section 8 with new revised card.

Very truly yours,

Frank P. Scrivener
Maintenance Engineer

FPS:as

cc: Mr. G. N. Lewis, Jr.
Mr. Chas. Norris

attach.

C
O
P
Y

December 2, 1949

Mr. G. Bates Chaires
District Engineer
State Roads Commission
Office

Dear Sir:

In reply to yours of November 7, 1949, also copy of letter from Mr. Scrivener of November 3rd which has to do with two attached map sections which show sections of U.S. Route 40 and U.S. Route 219, all of which will be maintained.

I have gone over these two sections of maps and have marked the sections that will be maintained by us or held by us for storage purposes.

These maps have been marked showing the length of each section that we wish to maintain or hold as storage.

Very truly yours,

Signed - R. E. L. Putman

Dist. Maint. Engr.

December 2, 1949

Mr. Frank P. Scrivener,
Maintenance Engineer,
State Roads Commission,
Baltimore 3, Maryland.

Dear Sir:

In accordance with your letter dated November 3, we are returning to you map sketches showing the sections of U. S. Route 40 and U. S. 219 which will be maintained, or retained, by us for storage purposes.

We are also attaching a copy of a letter from Mr. Putman dated December 2, who took care of this for us.

Very truly yours,

District Engineer

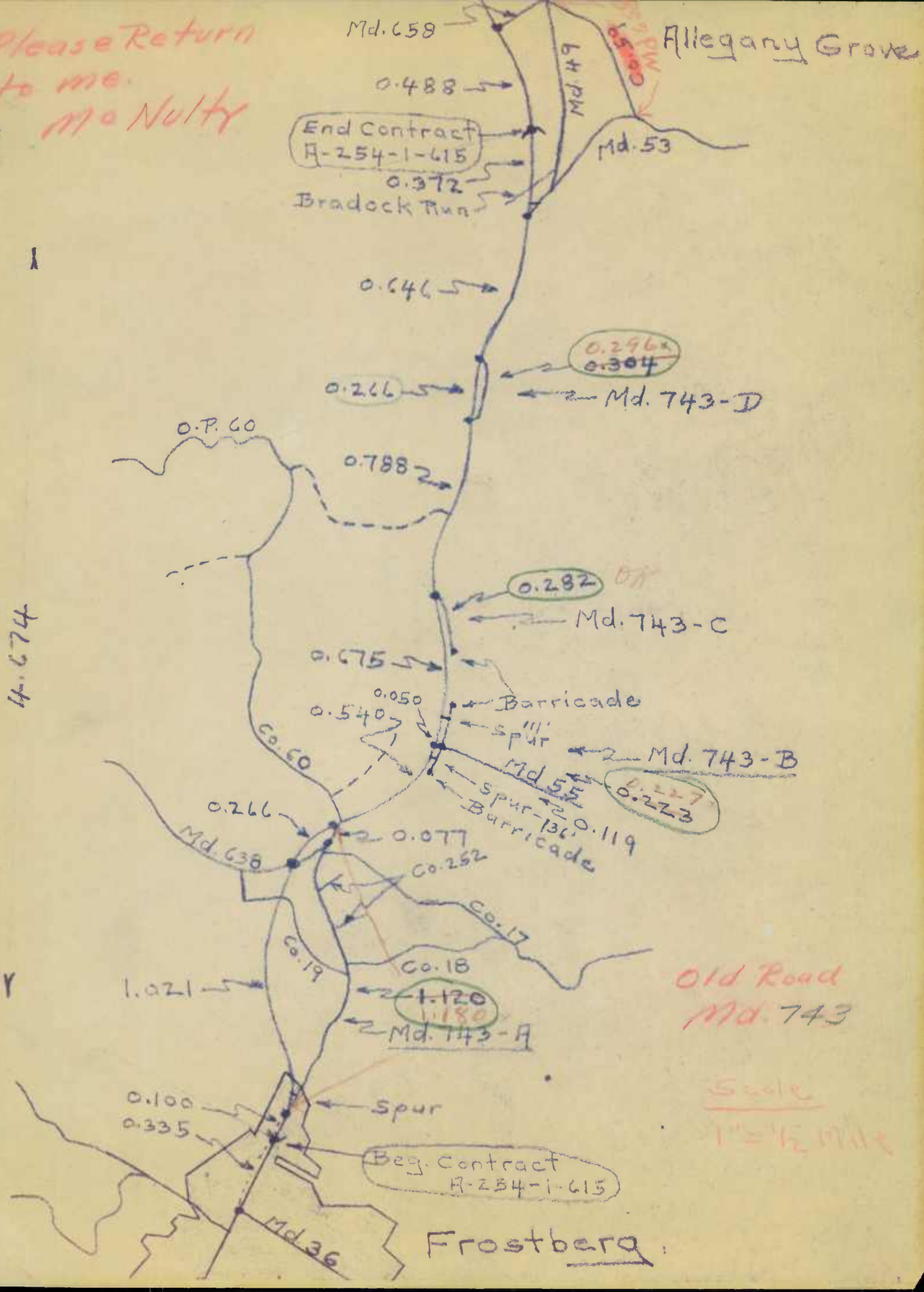
GBC:djt
Attachments

Esleeck

Fidelity Onion Skin

MADE IN U.S.A.

Please Return to me. McNulty



4.674

cc: Mr. G.N.Lewis,Jr.
Mr. F.P.Scrivener
Mr. C.Norris
Mr. L. Pfarr

ALLEGANY Co

Mr Cancill

State Roads Commission
TRAFFIC DIVISION
FEB 15 1956
Geo. N. Lewis, Jr.
Director

February 10, 1956

Mr. G. B. Chaires, District Engineer
Cumberland, Md.

Re: Road Exchange - Allegany County

Dear Mr. Chaires:

The following State routesin their entirety will be transferred to the county on July 1st, 1956, and their route numbers withdrawn from use:

Map No.	Route No.	Control Section No.
2	692	1-41
3	731	1-41
4	730	1-41
5	729	1-41
7	656	1-37
8	728	1-41
9	726	1-41
10	655	1-36
11	654	1-35
12	45	1-41
13	717	1-41
16	724	1-41
17	732	1-41
18	52	1-30
19	48	1-28
20	775	1-41
21	709	1-40

In addition, portions of the following routes will be transferred to the county at the same time:

A section of route 135A - 0.43 miles from U.S. #220 channelization to U.S. #220 is transferred to the county, leaving 0.76 miles in State System. All of Route 135 B is transferred to county.

Route #743 B&D is transferred to county, leaving 743 A in the State System.

Please note that items 3, 4, 5, 7, 11, 12, and 15 carry separate provisions, as outlined in road exchange agreement.

Very truly yours,

PAM/blg

P. A. Morison
Director of Highway Maintenance

allegany

cc: Mr. G.E.Lewis,Jr.
Mr. F.E.Dorriscoe
Mr. O.Morris
Mr. L. Ferry

Allegany

December 29, 1958

Mr. G. Bates Chaires
District Engineer
Cumberland, Md.

Re: Control Sections
and Route Numbers

Dear Mr. Chaires:

Due to newly completed relocations of Md. 36 and U.S. 40 in Allegany County, the following changes in control sections and route numbers have been made:

Md. 36

C.S. 1-44 Md. 631 - 3 Old Sections of Md. 36 1.91 mi.
C.S. 1-51 Md. 36 (New) From U.S. 40 at Narrows to Md. 35 (Extended) at Corriganville 2.13 mi.

U.S. 40

C.S. 1-9 Md. 144 Old U.S. 40 at Polish Mt. 2.50 mi.
C.S. 1-53 U.S. 40 (New) From Co. Rd. 83 at Flintstone to Green Ridge Rd. (Co. Rd. 493) 8.19 mi.

We are submitting three control section maps revised to January 1, 1959 showing the revisions listed above.

Very truly yours,

Geo. W. Lewis, Jr.
Director-Traffic Division

By:
Geo. W. Cassell
Highway Engineer

GWC:bfr

cc: Mr. F.P. Schrivener
Mr. W. Friend
Mr. C. L. Morris

Allegany

COPY

STATE ROADS COMMISSION
DISTRICT NO. 6
P. O. BOX 450
CUMBERLAND, MARYLAND 21502

February 9, 1967

RE: Changes to Maryland
Route Designations

MD 799
Changed to MD 51

Mr. G. Ray Light
Commissioner
Streets and Public Property
City Hall
City Hall Plaza
Cumberland, Maryland

Dear Mr. Light:

A proposal to change the Industrial Boulevard and the South Approach of the Cumberland Thruway, from the southeast corporate limits of Cumberland to the Cumberland Viaduct, from Maryland Route 799 to Maryland Route 51, has been reviewed and approved by the cognizant bureaus of the Maryland State Roads Commission.

The above change will eliminate the present designated Maryland Route 51 on Oldtown Road, Louisiana Avenue, Williams Street, and Park Street, all municipal maintained streets within the city limits of Cumberland.

In line with this change, we will be removing the Maryland Route 51 designations from the streets noted above.

Very truly yours,
ORIGINAL SIGNED BY
JOHN D. BUSHBY
John D. Bushby
District Engineer

JDB:LDM:ps
CC:-Mr. C. R. Nuzum
Mr. George W. Cassell

Allegany County

MD 639

February 8, 1968

Mr. Malcolm Philpot, Chief
Bureau of Special Services
Room 305

Dear Mr. Philpot:

Re: Route & Control Section Numbers

Please be advised that the proposed road, to serve the community college, from the Willow Brook interchange to Williams Road in Allegany County has been assigned Maryland Route 639.

Very truly yours,

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

GWC/eb

cc: Mr. John D. Bushby
Mr. Jerry White
Mr. Geo. H. Lewis, Jr.
Mr. Frank Scrivener
Mr. Donald Reilly
Mr. William Foy

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

November 27, 1967

To: Mr. W. J. Addison
Deputy Chief Engineer - Planning and Safety

From: A. W. Smith
Secretary

At the Commission Meeting November 22, 1967, the matter of the correct name of the Appalachia Thruway was discussed in connection with its appearance on the 1968 Official Highway Map.

Both you and Mr. Woodford seem to recall Commission Action designating this as The National Freeway, however, I can find no record of it, nor does Mr. Cassell recall or have record of it.

I do have a resolution of January 1966 that the Maryland portion of the Appalachia Developmental Highway System will be designed to Freeway Standards, but no name designation.

A. W. Smith
Secretary

AWS:lmb

c.c. Mr. G. W. Cassell ✓

original copy sent to Tom Cloonan
11/28/67
MHH

SHA 51.3 - 8 Revised
4.83

MARYLAND STATE HIGHWAY ADMINISTRATION

ROAD INVENTORY SHEET

Party Chief _____ Road No. _____
Recorder _____ Road Name _____
Assistant _____ County _____
Map No./Dir. _____ / _____ Date _____
State Coordinates _____ Sheet No. _____ OF _____

SYSTEM				TRAFFIC		LINE DIAGRAM	TRAFFIC			PAVEMENT DATA
FED. AID.	FUNCT CLASS.	HWY. SYS.	HPMS SAMPLE	PK.G. REST.	COM/IND. ACCESS		CONTROL	COM/IND. ACCESS	PK.G. REST.	
						ANNE ARUNDEL				

TRAFFIC CODES

TRAFFIC CONTROLS: STOP SIGN=S.S., TRAFFIC LIGHT=T.L., FLASHING RED BALL=F.R.

TRAFFIC CODES

PARKING RESTRICTIONS: A.M. PEAK, P.M. PEAK, A.M./P.M. PEAK, NO PARKING ANYTIME=N.P., COMM/IND. ACCESS=E

SYSTEM				TRAFFIC		LINE DIAGRAM	TRAFFIC			PAVEMENT DATA
FED. AID.	FUNCT. CLASS.	HWY. SYS.	HPMS SAMPLE	PRK.G. REST.	COM/IND ACCESS		CONTROL	COM/IND ACCESS	PRK.G. REST.	

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
TUESDAY, APRIL 18, 1944.

Anne Arundel

Present: Mr. Ezra B. Whitman, Chairman, Messrs. P. Watson Webb and W. Frank Thomas.

CHANGE IN ROUTE NUMBER:

The Commission authorized change in Route No. 712 (District #3), Sandy Point Ferry Terminal Road, from Ritchie Highway to Sandy Point Terminal, to 404, the effect being that Route 404, which now runs from the Delaware State line through Denton and Wye Mills, to Matapeake, will form a direct connection with the Ritchie Highway by way of the ferry operating between Sandy Point and Matapeake.

Copies: Mr. R. M. Reindollar
Mr. L. A. Kahn
Mr. W. F. Childs, Jr.
Mr. E. G. Duncan

(COPY)

Anne Arundel

STATE OF MARYLAND
STATE ROADS COMMISSION
108 EAST LEXINGTON STREET
BALTIMORE -3, MD.

December 10, 1948

State Roads Commission
TRAFFIC DIVISION
DEC 13 1948
Geo. N. Lewis, Jr.
Director

Re: Bartgis Store Road

Mr. E. G. Duncan,
District Engineer
State Roads Commission
Laurel, Maryland

Dear Mr. Duncan:

The route number assigned to the above road is Maryland Route 424, Section 2.

The attached cards are to be added to your index, one to be forwarded to your Resident Maintenance Engineer for his index.

Very truly yours,

Frank P. Scrivener
Maintenance Engineer

TDM*as

c.c. Mr. Carl Wannen
Mr. Geo. N. Lewis, Jr.

Attach.

Anne Arundel County
Rd. 424 — See Minutes 11/17/48
Bartgis Store Rd. from U.S. 50 to Little Patuxent River

Anne Arundel

STATE OF MARYLAND
STATE ROADS COMMISSION
108 EAST LEXINGTON STREET
BALTIMORE -3, MD.

December 10, 1948

Geo. N. Lewis, Jr.
Director

Mr. E. G. Duncan,
District Engineer
State Roads Commission
Laurel, Maryland

Dear Mr. Duncan:

The new relocation around the Friendship Airport is Maryland Route 170, Section 4. Section 5 has been eliminated. ← See Min. 11/17/48

The section of the old Camp Meade Road north, ~~1.00~~ mile, from Dorsey Road, passing Friendship Church, is Maryland Route 652, Section 1. ← O.K. on Ent. Index Map

You have received section cards for the above changes which will be found in your index.

0.903 To Barricade By Recent Inv.

Very truly yours,

Frank P. Scrivener
Maintenance Engineer

THM*as

c.c. Mr. Carl Wannen
Mr. Geo. N. Lewis, Jr.

Anne Arundel

November 25, 1949

Mr. E. G. Duncan,
District Engineer
State Roads Commission
Laurel, Maryland

Dear Mr. Duncan:

A temporary number is hereby assigned to the Baltimore-Washington Expressway so that maintenance can be properly charged. The following will prevail:

Md. 46 - Baltimore-Friendship Airport Road
Sec. 1 - From Baltimore-Washington Expressway to Airport Entrance

Md. 46 - Baltimore-Washington Expressway
Sec. 2 - Baltimore County Line to Jessup

When this road is completed for a sufficient distance so that it can be used by through traffic, it will be given a permanent number.

Very truly yours,

Not to be designated as such on any maps. Gwel

Frank P. Scrivener
Maintenance Engineer

FPS:as

c.c. Mr. Geo. N. Lewis, Jr.
Mr. Chas. Norris

Attach.

Patte

November 25, 1949

Mr. D. P. Campbell,
District Engineer
State Roads Commission
Towson, Maryland

Dear Mr. Campbell:

A temporary number is hereby assigned to the Baltimore-Washington Expressway so that maintenance can be properly charged. The following will prevail:

Md. 46 - Baltimore-Washington Expressway
Sec. 3 - Baltimore City Line to Anne Arundel County Line

When this road is completed for a sufficient distance so that it can be used by through traffic, it will be given a permanent number.

Very truly yours,

Frank P. Scrivener
Maintenance Engineer

FPS:as

c.c. Mr. Geo. N. Lewis, Jr. ✓
Mr. Chas. Norris

Attach.

Anne Arundel County

Mr Carrell

December 19, 1950

Contract AA-392-3
Airport Road

Mr. E. G. Duncan,
District Engineer
State Roads Commission
Laurel, Maryland

Dear Mr. Duncan:

This section of highway, which is on Baltimore City property, upon completion, will be maintained by State forces (Agreement dated February 2, 1950).

At present the above section is about 85% complete and will be Maryland Route 46, Section 2.

Very truly yours,

Frank P. Scrivener
Maintenance Engineer

FPS:as

c.c. Mr. Geo. N. Lewis, Jr.
Mr. Chas. Norris

Attach.

Anne Arundel

August 18, 1954

C
O
P
Y

Mr. Blanchard Randall
Administrative Assistant
Annapolis, Maryland

Dear Blanchard:

In regard to your letter of August 11, I can advise that at the meeting of the Commission last week, the new Annapolis-Washington highway was, by official action, named the "John Hanson Boulevard."

Concurrently, the Commission designated US 13 from the Virginia line to the Dela ware line as the "Ocean Highway."

A copy of this letter is going to our traffic division and to our Assistant Chief Engineer in charge of maintenance, so that they may be advised of this action and that they can properly designate these two highways in accordance with the action of the Commission.

In regard to the spur lines from the Annapolis by-pass down into College Circle, it is the feeling of the Commission at present that this matter should be held in abeyance, and we will do so unless we receive either a request or instructions otherwise from your office.

Very truly yours,

Chairman

RHMc-jc
cc: Mr. Pease
Mr. Morison
Mr. Lewis

August 15, 1951

Mr. Blanchard Cockell
Industrialwerke Ludwigsee,
Annapolis, Maryland

Dear Blanchard:

In regard to your letter of August 11, I can advise that at the meeting of the Executive Committee, the new Annapolis-Washington Highway was, by official action, named the "John Barton Boulevard".

Concurrently, the Commission designated it as from the Ft. Lots Line to the Dale Area line as the "Ocean Highway".

A copy of this letter is going to our traffic division and to our Assistant Chief Engineer in charge of maintenance, so that they may be advised of this action and that they can properly determine those matters in accordance with our normal procedure.

In regard to the open lines from the Annapolis by-pass down into Joppa Circle, it is the feeling of the Commission members that this matter should be held in abeyance, and we will be so advised on receipt either of request or inquiry from interested from our office.

Very truly yours,

Chairman

Distr:
Mr. Lemon
Mr. Burton
Mr. Lewis

COPY

HOWARD Co. & A.A. Co.

May 21, 1956

Mr. E. G. Duncan, District Engineer
Upper Marlboro, Md.

Re: Route Number Changes
Md. 647 changed to Md. #32
Anne Arundel County

Dear Mr. Duncan:-

In the road exchange in Howard County, effective July 1st, 1956, a section of county road from U.S. #1 to Md. #647 will be taken into the State System, and will be numbered Md. #32 of which it is a normal extension.

Md. #647 in Howard County is to be re-numbered Md. #32 at the same time.

Md. #647 in Anne Arundel County has been re-numbered Md. #32, effective same date, and Md. #647 will be withdrawn from use at that time.

See letter Sept. 11, 56 AAC.

Very truly yours,

P. A. Morison
Director of Highway Maintenance

PAM/blg
cc: Mr. C.N.Lewis,
Mr. F.Scrivener
Mr. C. Morris
Mr. L. Pfarr

ANNE ARUNDEL Co.

COPY

cc: MESSRS:
MINTIENS
BUNTING
GORSUCH
HICKS

STATE ROADS COMMISSION
108 EAST LEXINGTON STREET
BALTIMORE 3, MD.

October 16, 1956

Mr. E. G. Duncan, District Engineer
Upper Marlboro, Md.

Dear Mr. Duncan:

Re: Md. 647 (Md. 32)
Transferred to
Anne Arundel County

The section of Md. #647 which had been renumbered Md. #32 in Anne Arundel was transferred to Anne Arundel County by Minutes of the Commission dated September 11, 1956. This section of road was formerly included in Control Section 2-101.

Very truly yours,

P. A. Morison
Director of Highway Maintenance

PAM/blg

cc: Mr. C. Morris
Mr. G. N. Lewis, Jr.
Mr. F. P. Scrivener

ANNE ARUNDEL Co.

COPY

STATE ROADS COMMISSION
108 EAST LEXINGTON STREET
BALTIMORE 3, MD.

cc: Messrs:
Mr. Mintiens
Mr. Bunting
Mr. Gorsuch
Mr. Hicks

October 16, 1956

Mr. E. G. Duncan, District Engineer
Upper Marlboro, Md.

Dear Mr. Duncan:

Re: Md. 685 in Glen Burnie
Renumbered Md. 679
Anne Arundel County

Md. 685 in Glen Burnie has been renumbered Md. 679 with which it connects. Control Section 2-96 covers both sections of Md. 679.

The number is for record purposes only and not to be posted on road or shown on tourist map.

Very truly yours,

P. A. Morison
Director of Highway Maintenance

PAM/ulj
cc: Mr. G. N. Lewis, Jr.,
Mr. C. Morris
Mr. F. P. Scrivener

Anne Arundel

April 25, 1958

Mr. Henry A. Barnes, Commissioner
Department of Transit and Traffic
City of Baltimore,
Baltimore 2, Md.

Route and Section Numbers

Dear Mr. Barnes:

In conformity with our agreement of approximately a year ago, we refrained from marking US Route 301 via the Glen Burnie Bypass, the Baltimore Beltway and the Baltimore-Washington Expressway into Baltimore, pending completion of the revision of the channelization at the intersection of Russell Street and Waterview Avenue in Baltimore City.

Since the new ramp connection at Russell Street and Waterview Avenue has been completed and opened to traffic, we plan to bring the US 301 markings along the route described above within the next two weeks.

At the same time in conformity with the approval of the American Association of State Highway Officials, mark the Crain Highway from the south end of the Glen Burnie Bypass to the City line, via the Ritchie Highway as Business Route US 301.

Since the construction of the Glen Burnie Bypass and designation of the Crain Highway both as US Route 301 we do not feel there is any necessity to continue the marking of the Old Annapolis Road as Alternate US 301 from Glen Burnie to Baltimore City, therefore, we will carry the number of the Old Annapolis Boulevard along the Old Annapolis Road from Glen Burnie to the Baltimore City line. This is Md. 648.

We would appreciate your carrying these new route numbers into Baltimore City connecting with the other U. S. numbered highways through the City. This, of course, would not apply to Md. 648 which in all probability could, and should be terminated at Russell Street just inside of Baltimore City.

Thanking you for your cooperation, kind personal regards,

Sincerely,

Geo. N. Lewis, Jr.,
Director

GNLjr-d
cc: Mr. Robt. O. Bonnell
Mr. Norman M. Pritchett
Mr. J. L. Mintiens
Mr. G. W. Cassell

Anne Arundel Mr Carroll

May 7, 1958

Mr. Louis S. Pfarr,
Supervisor of Highway Markings
State Roads Commission

Dear Mr. Pfarr: Route and Section Numbers

We have received approval from the Chairman for the marking of existing US 301 from the beginning of the south end of the Glen Burnie By-pass northward to the Baltimore City line, the Glen Burnie By-pass, and existing Alt. US 301 from Glen Burnie, through Ferndale, to the Baltimore City line.

Attached are two sets of prints showing all of the signs required for the proper marking of some of these routes and, as you know, some of these signs are now existing but the others are to be erected just as soon as possible. While some of these signs are now at the Glen Burnie shop, it will be necessary to prepare the large signs for northbound traffic approaching the junction of the By-pass and the old road through Glen Burnie.

Existing US 301 through Glen Burnie will be marked as Business US 301. This means that on all existing US 301 markers along this route and on any of the intersecting roads, a panel reading "Business" will have to be placed on top of the marker. It is important that the word "Business" be placed over the top of the route marker.

Under no conditions are any directions to be given to Baltimore or the Harbor Tunnel by way of existing US 301. Therefore, it would be most important that any signs now giving directions to these two locations by way of the old road be removed during this re-marking program.

The Glen Burnie By-pass will be shown as US 301 through its entire length and thence along the Beltway to the Parkway, and then via the Parkway to the Baltimore City line. We realize that some of this route is now marked with US 301 route markers, but it is most important that a careful check be made to see that this road, and any intersecting road, is properly marked to show this route as US 301.

The present marking of Alt. US 301 from Glen Burnie, through Ferndale, to the Baltimore City line, is to be removed and this route will be clearly

marked as Md. 648. It will also be most important to check any side roads now having a route marker showing this route as US 301 to be sure they are changed to Md. 648 markers.

It will be noted that there are some route markers shown on the print. However, it was not the intent to attempt to show a complete layout for the standard route marker. These, of course, should be properly placed showing the intersection of any State routes involved.

In reiteration, it is most desirable to have the changes described above made just as soon as possible.

Very truly yours,

Geo. N. Lewis, Jr.,
Director - Traffic Div.

J. L. Mintiens

By: J. L. Mintiens,
Highway Engineer

JLM-h

cc: Mr. Z. S. Duncan

SHA 51.3 - 8 Revised
4.83

MARYLAND STATE HIGHWAY ADMINISTRATION

ROAD INVENTORY SHEET

Party Chief _____ Road No. _____
Recorder _____ Road Name _____
Assistant _____ County _____
Map No./Dir. _____/_____ Date _____
State Coordinates _____ Sheet No. _____ OF _____

SYSTEM				TRAFFIC		LINE DIAGRAM	TRAFFIC			PAVEMENT DATA
FED. AID.	FUNCT CLASS.	HWY. SYS.	HPMS SAMPLE	PRKG. REST.	COM/IND. ACCESS		CONTROL	COM/IND. ACCESS	PRKG. REST.	
						BALTIMORE				

TRAFFIC CODES

TRAFFIC CONTROLS: STOP SIGN=S.S., TRAFFIC LIGHT=T.L., FLASHING RED BALL=F.R.

TRAFFIC CODES

PARKING RESTRICTIONS: A.M. PEAK, P.M. PEAK, A.M./P.M. PEAK, NO PARKING ANYTIME=N.P., COMM/IND. ACCESS=E

SYSTEM				TRAFFIC		LINE DIAGRAM	TRAFFIC			PAVEMENT DATA
FED. AID.	FUNCT. CLASS.	HWY. SYS.	HPMS SAMPLE	PRKG. REST.	COM/IND ACCESS		CONTROL	COM/IND ACCESS	PRKG. REST.	

Baltimore

October 18, 1949

C
O
P
Y

Mr. C. P. Campbell
District Engineer
State Roads Commission
Towson, Maryland

Dear Mr. Campbell:

The new extension to Dover Road from the Hanover Pike will be State Route 128, Section 2 and will be posted accordingly.

Very truly yours,

Frank P. Scrivener
Maintenance Engineer

FPS:as

cc: Mr. Geo. N. Lewis, Jr.,
Mr. Chas. Norris
Mr. Louis Pfarr

Mr. Geo. Lewis

January 9, 1950

Mr. D. P. Campbell,
District Engineer
State Roads Commission
Towson, Maryland

Dear Mr. Campbell:

I am sending you, under seperate cover, two (2) sets of revised route and section index cards which become effective this date.

It is advisable to compare the old cards with the new as a few of the sections have certain surface type and mileage breakdown data that should be transferred to the new cards.

Baltimore County

U. S. 1, Section 15 has been added to Section 16 of the same route.

The Washington Blvd. from Southwestern Blvd. to Baltimore City Line will now be Section 1 of Alternate U.S. 1.

The Southwestern Blvd. from Washington Blvd. to Baltimore City Line will be known as U.S. 1, Section 15.

U.S. 40, Section 40 will now include sections 41, 42 and 43 of the same route.

Dover Road (new section to Hanover Pike) is Md. 128, Section 2.

Sulphur Springs Rd. (Md. 643) and Francis Ave. (Md. 644) - Maintenance on the above two roads will be charged accordingly upon acceptance by the Commission.

All these sections are ok. on Balto + Howard Co Inventory maps
Howard Co Tracing is ok.
Balto Co. Tracings will not be corrected. All revisions will be put on the new tracings, now being redrawn

Mr. D. P. Campbell January 9, 1950

U.S. 29 will not be carried through Baltimore County to the City Line as it now terminates at U.S. 40 (Baltimore National Pike) also Alternate U.S. 29 will terminate at Ellicott City and neither of these routes will be marked or posted from their point of present termination. Frederick Road will be Alternate U.S. 40 and the Baltimore National Pike will be U.S. 40.

Very truly yours,

Frank P. Scrivener
Maintenance Engineer

FPS:as

c.c. Mr. Geo. N. Lewis, Jr. ✓
Mr. Chas. Norris

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, JUNE 13, 1951
***

Present: Mr. Russell H. McCain, Chairman, Messrs. Avery W. Hall and David M. Nichols.

The Commission approved recommendation of the Traffic Division outlined in letter of May 9 from Director George N. Lewis, Jr., to Chief Engineer W. F. Childs, Jr., concurred in by the latter in letter dated May 18, that present Alternate Route U.S. 40, which is Old Frederick Road, through Catonsville and Ellicott City, be designated as Md. Route 144 from the West Baltimore City Line to West Friendship, and further, that when construction of New sections of the Baltimore National Pike (U.S. 40) is completed westward, the Md. Route 144 designation shall be continued westward along the Old Frederick Road.

CopY; Mr. W. F. Childs, Jr.
Mr. W. C. Hopkins
Mr. P. A. Morison(2)
Mr. C. A. Goldeisen
Mr. Enoch Chaney
Mr. E. G. Duncan
Mr. A. F. Shure
Mr. F. P. Scrivener
Mr. A. F. DiDomenico
Mr. G. N. Lewis, Jr.
Mr. Allan Lee
Mr. A. L. Grubb
Mr. C. L. Wannen
Mr. L. W. Kern
Major R. M. Ridgely (2)

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, JUNE 13, 1951

Present: Mr. Russell H. McCain, Chairman, Messrs. Avery W. Hall and David M. Nichols.

The Commission approved recommendation of the Traffic Division outlined in letter of May 9 from Director George H. Lewis, Jr., to Chief Engineer W. P. Childs, Jr., concurred in by the latter in letter dated May 18, that present Alternate Route U.S. 40, which is Old Frederick Road, through Ellicott City and Ellicott City, be designated as Md. Route 144 from the Baltimore City line to West Friendship, and further, that when construction of the sections of the Baltimore National Pike (U.S. 40) is completed westward, the Md. Route 144 designation shall be continued westward along the Old Frederick Road.

Copy: Mr. W. P. Childs, Jr.
Mr. M. C. Hopkins
Mr. F. A. Horlson(2)
Mr. C. A. Goldsten
Mr. Enoch Chaney
Mr. E. G. Duncan
Mr. A. F. Shure
Mr. F. P. Scrivener
Mr. A. F. DiDomenico
Mr. G. H. Lewis, Jr.
Mr. Allan Lee
Mr. A. L. Grubb
Mr. G. L. Wagman
Mr. L. W. Kern
Major H. H. Fidgety (2)

Lewis

For Council

June 21, 1951

Mr. Enoch E. Chaney,
Acting District Engineer
State Roads Commission
Towson, Maryland

Dear Mr. Chaney:

In accordance with the Commission minutes of June 13, 1951, the following route and section numbers will be effective July 1, 1951 and will be posted accordingly.

Md. 144	Frederick Road		
1	City Line to		1931
4	Catonsville		
B	44' Concrete		1.10

This section replaces Alternate U. S. 40, Section 13.

Md. 144	Frederick Road		
2	Thru Catonsville		1921-25
4			
B	44' Asphalt		0.80

This section replaces Alternate U. S. 40, Section 12.

Md. 144	Frederick Road		
3	Catonsville twd. Ellicott City		1915-25
4			
B	16' Bit. Pen.-2.3.0' Conc. Shou.		2.23

This section replaces Alternate U. S. 40, Section 11.

Md. 144	Frederick Road		
4	Catonsville to River Road		1932
4			
B	30' Concrete		0.61

This section replaces Alternate U. S. 40, Section 10.

Cumberland County

Public Notice

Mr. Bruce E. Conway,
Water Resources Engineer
Pine Ridge Commission
Harbor, Arcadia

Dear Mr. Conway:

In accordance with the Cumberland Statutes of June 12, 1923, the Pine Ridge Water and Sewerage Commission will be effective July 1, 1923 and will be posted accordingly.

71. The Commission shall
1 City, town or 1923
2 Cumberville
3 Mr. Carpenter 1.10

This section requires Alternate 6, 8, 10, above on 12.

72. The Commission shall
1 Cumberville 1923-27
2
3 Mr. Lumbert 0.85

This section requires Alternate 5, 8, 10, section 12.

74. The Commission shall
1 Cumberville and Elliston City 1925-27
2
3 Mr. Mr. van-Ki.0' Cumb. Lum. 2.00

This section requires Alternate 6, 8, 10, Section 12.

76. The Commission shall
1 Cumberville or River Town 1927
2
3 Mr. Mr. Cumberse 1.25

This section requires Alternate 4, 8, 10, Section 12.

Mr. E. C. Chaney June 21, 1951

Md. 144	Frederick Road	1925-40	
5	River Road to Patapsco River		
4	14' Bit. Pen. 2-3.0' Conc. Shou.		0.44
B	32' Concrete		0.10

This section replaces Alternate U. S. 40, Section 9.

Attached are two index cards for each change, one of which is to be sent to the Resident Engineer.

Please notify this office when the above signs are changed.

Very truly yours,

Frank P. Scrivener
Maintenance Engineer

Attach.

c.c. Mr. G. N. Lewis, Jr. ✓
Mr. Chas. Norris
Mr. Louis Pfarr
Lt. Cushwa

Mr. T. O. Cherry June 23, 1971

Ms. Ida Pedersen Road 1972-10
2 Silver Road to Pyramid River
3 Jr. Wat. Pen. 8-1½" conc. Stow. 0.40
4 32' Gazebo 0.10

This section replaces Alternate U, 8, 40, section 9.

Attached are two index cards for each camera, one at which is to be sent to our Technical Engineer.

Please notify this office when the above items are shipped.

Very truly yours,

Frank T. Dontwater
Entertainment Engineer

Attach.

cc: Mr. R. E. Lewis, Jr.
Mr. Chas. Herrin
Mr. Linda Starr
Mr. Clarke

BALTO. Co

COPY

Route Number Change

STATE ROADS COMMISSION
108 East Lexington Street
Baltimore 3, Md

cc:Messrs. Mintiens
Bunting
Gorsuch

October 11, 1956

(PLEASE SEE ME ABOUT THIS)

GNL jr.

Mr. Enoch C. Chaney,
District Engineer
Reisterstown, Md.

Dear Mr. Chaney:

Re: US #111 & Md. #45
Baltimore County

The Baltimore-Harrisburg Expressway from Baltimore County Beltway to the Junction with Old US #111, north of Hereford, has been numbered US #111.

US #111 will start at Baltimore City line via present US #111 as far as the Beltway and then over the Beltway to the Baltimore-Harrisburg Expressway, connecting with US #111, north of Hereford. US #111 route markers will be required on that portion of the Beltway traversed by this route.

The portion of Old US #111 between Baltimore County Beltway and the Junction with the new Baltimore-Harrisburg Expressway north of Hereford has been re-numbered Md. #45.

Very truly yours,

P. A. Morison
Director of Highway Maintenance

PAM/blg

cc: Mr. G. N. Lewis, Jr.,
Mr. F. P. Scrivener
Mr. C. Norris

Baltimore

Mr. Gorrell

BALTIMORE

October 15, 1956

Mr. Louis S. Pfarr,
Supervisor of Highway Maintenance
State Roads Commission

Dear Mr. Pfarr: Special Studies- 715

The writer discussed with Mr. F. A. Morison by telephone on the morning of October 12 the proposed opening of an additional section of the new Baltimore-Harrisburg Expressway from the Mt. Carmel Road northward to a connection to the old road just north of Hereford.

It was definitely decided that Route US 111 will follow existing Greenmount Avenue and York Road from North Avenue northward to the connection to the Beltway north of Towson, at which point this route will follow the new Beltway to its connection with the new Baltimore-Harrisburg Expressway, following this new road to its new connection with the York Road north of Hereford.

The old York Road will be assigned Maryland Route 45 extending from the Beltway just north of Towson to the new connection north of Hereford. When the new highway is extended beyond this point, it will, of course, assume the marking of US 111 and the marking for the old road naturally will be Md. 45.

For clarification, the new highway is now to the west of the existing road and will cross at a point north of Parkton and will then continue to the east of the existing road to Pennsylvania.

In the route marking of the new road it will be most desirable to use the 24-inch size signs and to have them properly placed for the benefit of the approaching motorists.

For northbound traffic on US 111 at the connection to the present Beltway it is most desirous to have two panels having 8-inch letters and vertical arrows showing "Timonium" and "Cockeysville" straight ahead. These over-size panels will, of course, serve as follow-up signs.

It is also deemed advisable for north and southbound traffic on the new Expressway at the Shawan Road to erect a panel showing "Cockeysville" to the east. A panel should also be erected on the Shawan Road near its contact with the old York Road showing that Cockeysville is in a southerly direction.

At the Mt. Carmel Road connection on the new road a panel should also be added to the same post now showing "Mt. Carmel Road" to show "Hereford" to the east. It would also be desirable on the Mt. Carmel Road near its intersection with the existing York Road to show that Hereford is both to the north and south of this intersection.

It will be appreciated if you could have the necessary signs, markers and arrows prepared so that they can be placed when this extension of the new road is opened to traffic.

It is understood of course that the above is in addition to those signs, markers, etc. which were determined at the time of our investigation last Tuesday.

Very truly yours,

Geo. W. Lewis, Jr.,
Director - Traffic Div.

J. L. Mintiens

By: J. L. Mintiens,
Associate Engineer

JLM-h

cc: Mr. P. A. Merison
Mr. E. C. Chaney
Mr. G. W. Cassell

Mr. Cassell
Please handle
4/12/57

BALTIMORE COUNTY

State Roads Commission
TRAFFIC DIVISION

APR 12 1957

Geo. N. Lewis, Jr.
Director

ROUTE & CONTROL SECTIONS

April 11, 1957

Mr. Enoch C. Chaney, District Engineer
Reisterstown, Maryland

Dear Mr. Chaney:-

Re: Connection between
Baltimore Beltway
and Md. #25

The completed connecting road, as above, has been assigned the temporary route number Md. #687 for maintenance record purposes only, and the number is not to be posted on road or shown on map.

Control Section Number will be assigned by the Traffic Division.

3-116

Very truly yours,

P. A. Morison
Director of Highway Maintenance

PAM/gs/g
cc:
Mr. C. Norris
Mr. F. P. Scrivener
Mr. G. N. Lewis, Jr.
Mr. Louis Pfarr
Lt. J. Cuchwa

Will:
Please have Joe assign control section number and advise all interested parties as usual.
Geo

C O P Y

C O P Y

Hyatt ✓
Bloomam ✓
Hicks ✓
Phillips ✓
Please note and file
Funk

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
1114 Cathedral Street
Baltimore, Maryland 21201

Rec'd 1-29-64

January 28, 1964

In reply refer to

Interstate Routes
Baltimore Area

RECEIVED
JAN 29 1964
PLANNING & PROGRAMING

Mr. John B. Funk
Chairman-Director
Maryland State Roads Commission
Baltimore, Maryland 21201

Dear Mr. Funk:

This is to advise you that the Federal Highway Administrator has upheld our action of October 7, 1963, in approving revisions of Interstate Routes 70N, 83 and 95 in the Baltimore urban area. I understand that Regional Engineer Schofer informed you of this action by telephone on January 22.

You are further advised that it is still the position of the Bureau of Public Roads that the Baltimore Harbor Tunnel Route is the location of I-895.

Authorization to proceed with detailed location studies for I-70N will be covered in a separate letter.

Sincerely yours,

(signed)

John W. Courter
Division Engineer

SHA 51.3 - 8 Revised
4.83

MARYLAND STATE HIGHWAY ADMINISTRATION

ROAD INVENTORY SHEET

Party Chief _____ Road No. _____
Recorder _____ Road Name _____
Assistant _____ County _____
Map No./Dir. _____ / _____ Date _____
State Coordinates _____ Sheet No. _____ OF _____

SYSTEM				TRAFFIC		LINE DIAGRAM	TRAFFIC			PAVEMENT DATA
FED. AID.	FUNCT CLASS.	HWY. SYS.	HPMS SAMPLE	PRKG. REST.	COM/IND. ACCESS		CONTROL	COM/IND. ACCESS	PRKG. REST.	
						CALVERT				

TRAFFIC CODES

TRAFFIC CONTROLS: STOP SIGN=SS, TRAFFIC LIGHT=T.L., FLASHING RED BALL=F.R.

TRAFFIC CODES

PARKING RESTRICTIONS: A.M. PEAK, P.M. PEAK, A.M./P.M. PEAK, NO PARKING ANYTIME=N.P., COMM/IND. ACCESS=E

SYSTEM				TRAFFIC		LINE DIAGRAM	TRAFFIC			PAVEMENT DATA
FED. AID.	FUNCT. CLASS.	HWY. SYS.	HPMS SAMPLE	PRKG. REST.	COM/IND ACCESS		CONTROL	COM/IND ACCESS	PRKG. REST.	

Mr. Cuell

Calvert

State Roads Commission
TRAFFIC DIVISION

JAN 18 1952

Geo. N. Lewis, Jr.
Director

January 17, 1952

Mr. Joseph Chaney,
District Engineer
State Roads Commission
Upper Marlboro, Maryland

Dear Mr. Chaney:

Replying to your letters of December 29, 1951 and January 3, 1952, the following route numbers have been assigned:

Md. 751, Sec. 1 - Calvert County. From Paris to Owings at Anne Arundel County Line.

Md. 765, Sec. 1 - Calvert County. Old Md. 2 thru Prince Frederick twd. Port Republic.

Md. 2, Sec. 20 - Calvert County. New By-Pass at Prince Frederick.

Revised index cards will follow.

Very truly yours,

Frank P. Scrivener
Maintenance Engineer

c.c. Mr. Geo. N. Lewis, Jr. ✓
Mr. Chas. Norris
Lt. Cushwa

John
Please see that Keane reads and notes the above
Joe

CALVERT

January 4, 1957

Mr. E. G. Duncan, District Engineer
Upper Marlboro, Md.

Dear Mr. Duncan:-

In accordance with the road exchange agreement dated July 5, 1956, the following routes in their entirety will be transferred to Calvert County on July 1st, 1957.

They are [illegible] routes 524, 524, 523, 510, 575, 555, 507, 512, 511, 266, 505, 503, 504 and 749. These numbers will be withdrawn from use.

At the same time that portion of Md. #402 covered by control section 4-19 will be returned to the county, as will also that portion of Md. #508, control section 4-27 between Bowens and the end of SHC maintenance near Adelina.

At the same time the following county roads will be accepted into the State System. These are normal extensions of the existing state routes shown, and the extensions will be so numbered:

Map No. 19	Md. 262	extension	northerly to A.A. Co. Line
20	Md. 261	"	southerly to Md. #263
21	Md. 402	"	Dare's P.O. to Dare's Beach
22	Md. 506	"	Westward to Md. #508 at Bowen's

Very truly yours,

P. A. Morison
Director of Highway Maintenance

PAM/s/s
cc: Mr. G.N.Lewis, Jr.
Mr. F. Scrivener
Mr. L. Pfarr
Mr. C. Morris
Lt. J. Bishop

SYSTEM				TRAFFIC		LINE DIAGRAM	TRAFFIC			PAVEMENT DATA
FED. AID.	FUNCT. CLASS.	HWY. SYS.	HPMS SAMPLE	PRKG. REST.	COM/IND ACCESS		CONTROL	COM/IND ACCESS	PRKG. REST.	

SHA 51.3 - 8 Revised
4.83

MARYLAND STATE HIGHWAY ADMINISTRATION

ROAD INVENTORY SHEET

Party Chief _____ Road No. _____
Recorder _____ Road Name _____
Assistant _____ County _____
Map No./Dir. _____ / _____ Date _____
State Coordinates _____ Sheet No. _____ OF _____

SYSTEM				TRAFFIC		LINE DIAGRAM	TRAFFIC			PAVEMENT DATA
FED. AID.	FUNCT CLASS.	HWY. SYS.	HPMS SAMPLE	PK.G. REST.	COM/IND. ACCESS		CONTROL	COM/IND. ACCESS	PK.G. REST.	
						CAROLINE				

TRAFFIC CODES

TRAFFIC CONTROLS: STOP SIGN=SS, TRAFFIC LIGHT=T.L., FLASHING RED BALL=F.R.

TRAFFIC CODES

PARKING RESTRICTIONS: A.M. PEAK, P.M. PEAK, A.M./P.M. PEAK, NO PARKING ANYTIME=N.P., COMM/IND. ACCESS=E

Mr. Lewis

November 9, 1949

Mr. Rolph Townshend,
District Engineer
State Roads Commission
Chestertown, Maryland

Dear Mr. Townshend:

The following additions and changes in route and section numbers will be noted for your index file.

Additions

486	Old Md. 313 between	G
1	Goldsboro and Balto. Corner	1915-48
2	At Hollingsworth Cross Roads	
Co	22' Bitum. Road Mix	0.65
545	From Childs to	E
2	Pleasant Hill	1949
2		
Ce	16' Cal. Clo. Treated Gravel	2.96 2.956
433	Smithville toward	G
1	Federalsburg	1949
2		
Co	20' Bitum. Base Course	2.72
485	Old Md. 404 to and thru	J
1	Queen Anne	1915-41
2	16' Conc. 2-3.0' S.A. Shou.	1.23
	18' Spec. "B"	0.18
T	22' Spec. "B"	0.29
485	Old Md. 404 thru	J
2	Hillsboro twd. Denton	1923-41
2	22'-27' Concrete	0.53
Co	15' Conc. 2-3.5' S.A. Shou.	0.92

was Md 404 Sch 12-14

Mr. Rolph Townshend November 9, 1949

404	Eastern Shore Blvd.	J
13	Tuckahoe Creek twd. Denton	1949
2	Hillsboro By-pass	
Co	24' Concrete	2.16
404	Eastern Shore Blvd.	J
16	Queen Anne By-pass	1949
2	To Tuckahoe Creek	
Q	24' Concrete	1.70

The following are changes and will replace existing cards:

404	Eastern Shore Blvd.	J
12	Wye Mills twd.	1915-41
2	Queen Anne	
T	16' Conc. 2-3.0' S.A. Shou.	5.94
404	Eastern Shore Blvd.	J
14	Hillsboro By-pass to and	
2	Thru Denton	
Co	Concrete	5.51

Destroy existing cards for Md. 404, Sections 12, 13 and 14.

Very truly yours,

Frank P. Scrivener
Maintenance Engineer

FPS:as

c.c. Mr. Geo. N. Lewis, Jr.
Mr. Chas. Norris

Attach.

Inventory Requested.

Mr. Ralph Tornabene November 5, 1949

4th	Eastern Shore Blvd.	1
12	Tuscaloosa Creek and Bankhead	1949
2	Hillsboro Sq-Lynn	
5a	24' Concrete	2.16

4th	Eastern Shore Blvd.	1
12	Queen Anne Sq-Lynn	1949
2	Tuscaloosa Creek	
5	24' Concrete	1.70

The following are complete and will replace existing series:

4th	Eastern Shore Blvd.	1
12	Eva Gilla Rd.	1915-40
2	Queen Anne	
7	16' Conc. 2-3x10' s.s. 80cm.	5.25

4th	Eastern Shore Blvd.	1
12	Hillsboro Sq-Lynn to end	
2	Plum Dreton	
6a	Concrete	5.34

Remove existing series for 4th, Southern 12, 12 and 2a.

Very truly yours,

Frank C. Gardner
Engineer

Copies

c.c. Mr. Geo. H. Lewis, Jr.
Mr. Chas. Morris

Ribbon.

Inventory Papers Rad.

December 5, 1949

Mr. Rolph Townshend,
District Engineer
State Roads Commission
Chestertown, Maryland

Dear Mr. Townshend:

Please be advised that effective January 1, 1950, the following changes will be made in routes and sections:

1. The new 24 ft. concrete road by-passing Greensboro will be State Route 313, Section 5.
2. That section of road formerly State Route 313, Section 5, between Railroad Avenue and the north end of the relocation, will become State Route 480, Section 3.
3. That section of road formerly State Route 313, Section 5, between Main Street in Greensboro and the south end of the by-pass, will be changed to State Route 314, Section 3.
4. That section of road formerly State Route 315, Section 1 (Railroad Avenue), extending between Main Street and the railroad crossing, will be known as State Route 314, Section 4.

Attached is a sketch showing the layout as described above. Index cards will follow.

Very truly yours,

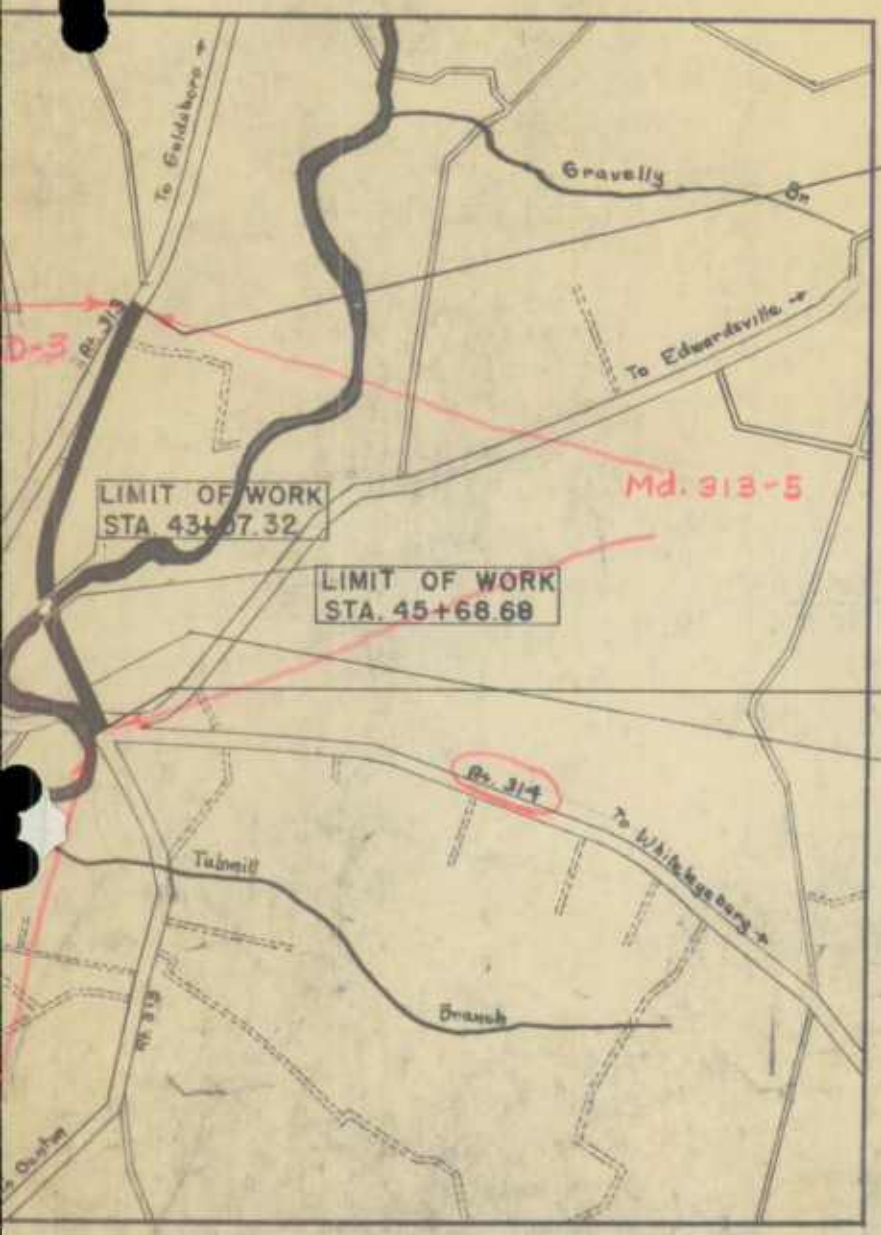
Frank P. Scrivener
Maintenance Engineer

FPS:as

c.c. Mr. Geo. N. Lewis, Jr.
Mr. Chas. Norris
Attach.

3

D SECTION



LIMIT OF WORK: STA. 1+52
UNDER CONT. CO.-195-215

LIMIT OF WORK: STA. 39+50
UNDER CONT. CO.-195-215

Sta. 54+38.57 =
Sta. 33+38.59

REVIS

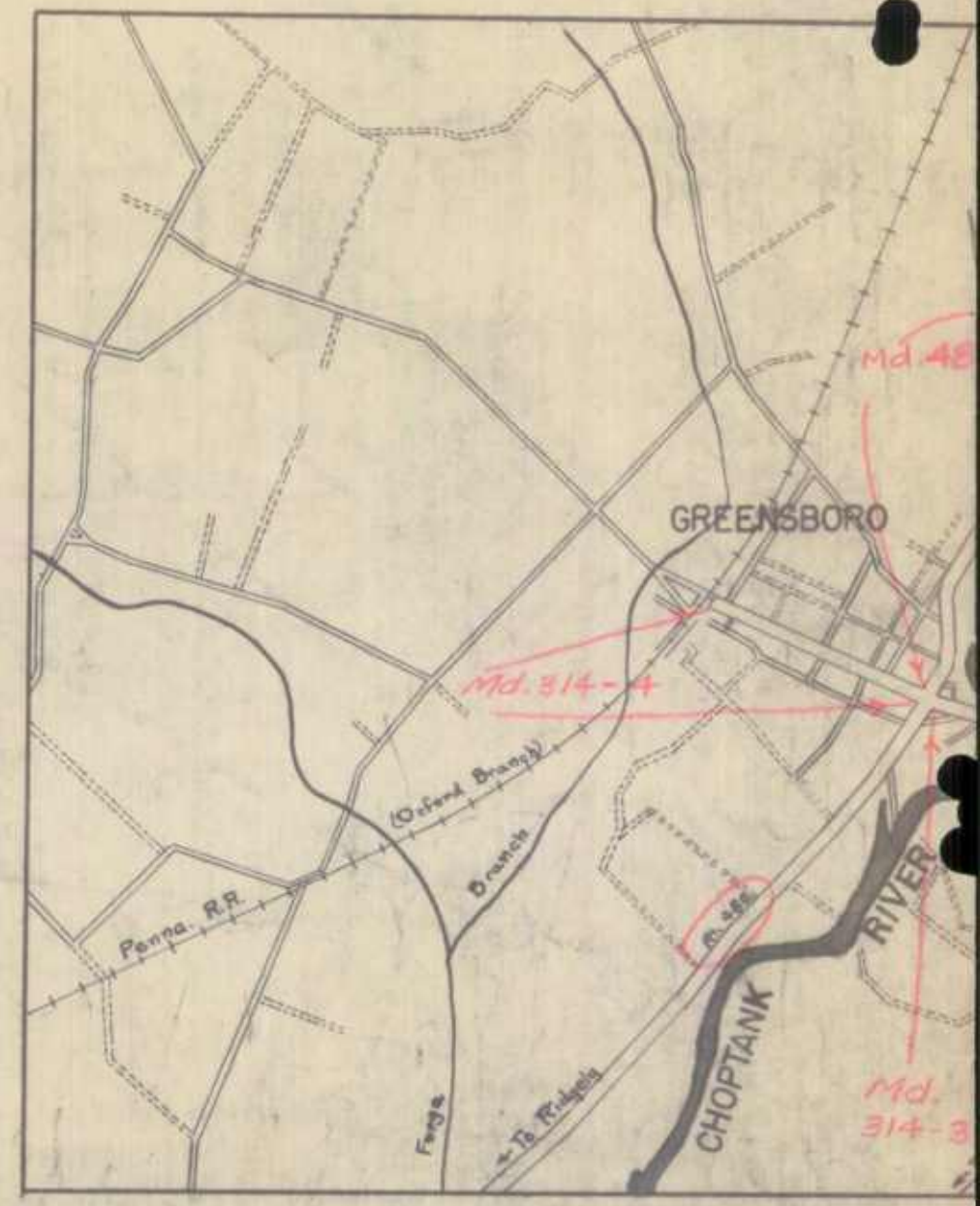
ONE HALF MILE

SUPERELEVATE

Width of Macadam from Edge of Existing Road

Stations	Widths
30+67.08	0'
40+00	5'±
40+50	14'±
41+00	20'±
41+55	15'±
41+75	13'±
42+00	9'±
42+50	4'±
43+00	0'

Mr. Cassell
Traffic



LAYOUT

SCALE: 1 INCH =

SCALE { PLAN: 1 IN. = 50 FT.
PROFILE: HOR. 1 IN. = 50 FT.; VERT. 1 IN. = 10 FT.

Mr. Lewis

January 9, 1950

Mr. Rolph Townshend,
District Engineer
State Roads Commission
Chestertown, Maryland

Dear Mr. Townshend:

I am sending, under seperate cover, two (2) sets of revised route and section index cards which become effective this date.

It is advisable to compare the old cards with the new as a few of the sections have certain surface type and mileage breakdown that should be transferred to the new cards.

Caroline County

(Route changes)

Md. 315, Section 1 has been changed to Md. 314, Section 4. Inv. Index Map - OK Tracing - OK

Md. 489, Section 1 has been changed to Md. 314, Section 2. Inv. Index Map - OK Tracing - OK

Old. Md. 313 at Hollingsworth Cross Roads is now Md. 486, Section 1. Inv. Index Map - OK Tracing - OK

Old Md. 404, thru Hillsboro, changes to Md. 485, Section 2. Inv. Index Map - OK Tracing - OK

Old Md. 313, south of Denton, changes to Md. 485, Section 3. Inv. Index Map - OK Tracing - OK

Old Md. 313 (from Railroad Avenue east) is now Md. 314, Section 3 (in Greensboro). Inv. Index Map - OK Tracing - OK

Queen Anne
Caroline Co.

November 28, 1950

C
O
P
Y

Re: Old Road at Hillsboro By-Pass, Route & Section Number

Mr. Rolph Townshend,
District Engineer
State Roads Commission
Chestertown, Maryland

Dear Mr. Townshend:

After discussing this with Mr. Morison upon receipt of your letter of November 18, please change route Md. 485, Sections 1, 2 and 3 to the following:

Alt. 404		Old Road to and	I
	1	Thru Queen Anne	1915-41
	2	16' Conc. 2-3' S.A. Sho.	1.23
	T	16' Spec. "B"	0.18
		22' Spec. "B"	0.29
Alt. 404		Old Road	J
	2	Thru Hillsboro	1923
	2	22' - 27' Concrete	0.53
	CO	15' Conc. 2-3.5' S.A. Sho.	0.92
485		Old Road Between	H
	1	Denton & Sour Apple Tree	1911-40
	2		
	CO	15' Pen. Mac. 2-3.5' S.A. Sho.	1.12

Very truly yours,

Frank P. Scrivener
Maintenance Engineer

cc: Mr. P.A. Morison
Mr. Geo. N. Lewis, Jr.
Mr. Chas. Norris

Mr Carroll
For your records
fr 1/22/51

Caroline Co.

State Roads Commission
TRAFFIC DIVISION

JAN 22 1951

Geo. N. Lewis, Jr.
Director

January 18, 1951

RECEIVED
CHESTERTOWN, MD.
JAN 19 1951
ROLPH TOWNSHEND
DIST. ENGINEER

Mr. Rolph Townshend,
District Engineer
State Roads Commission
Chestertown, Maryland

Dear Mr. Townshend:

The following number has been assigned to : -

457	Russell's Corner Road	G
1	Burrsville to Russell's	1950
2	Corner	
CO	30' Bit. Road Mix	0.15
	20' Bit. Road Mix	3.77

(Commission minutes January 11, 1951)

Index cards will follow.

Very truly yours,

Frank P. Scrivener
Maintenance Engineer

c.c. Mr. Geo. N. Lewis, Jr.
Mr. Chas. Norris

CAROLINE Co

COPY

RECEIVED BY

F. P. SCRIVENER

May 25, 1956

Mr. Ralph Townshend, District Engineer
Chestertown, Md.

Re: Md. 454 & Md #311
Marydel, Caroline County

Dear Mr. Townshend:-

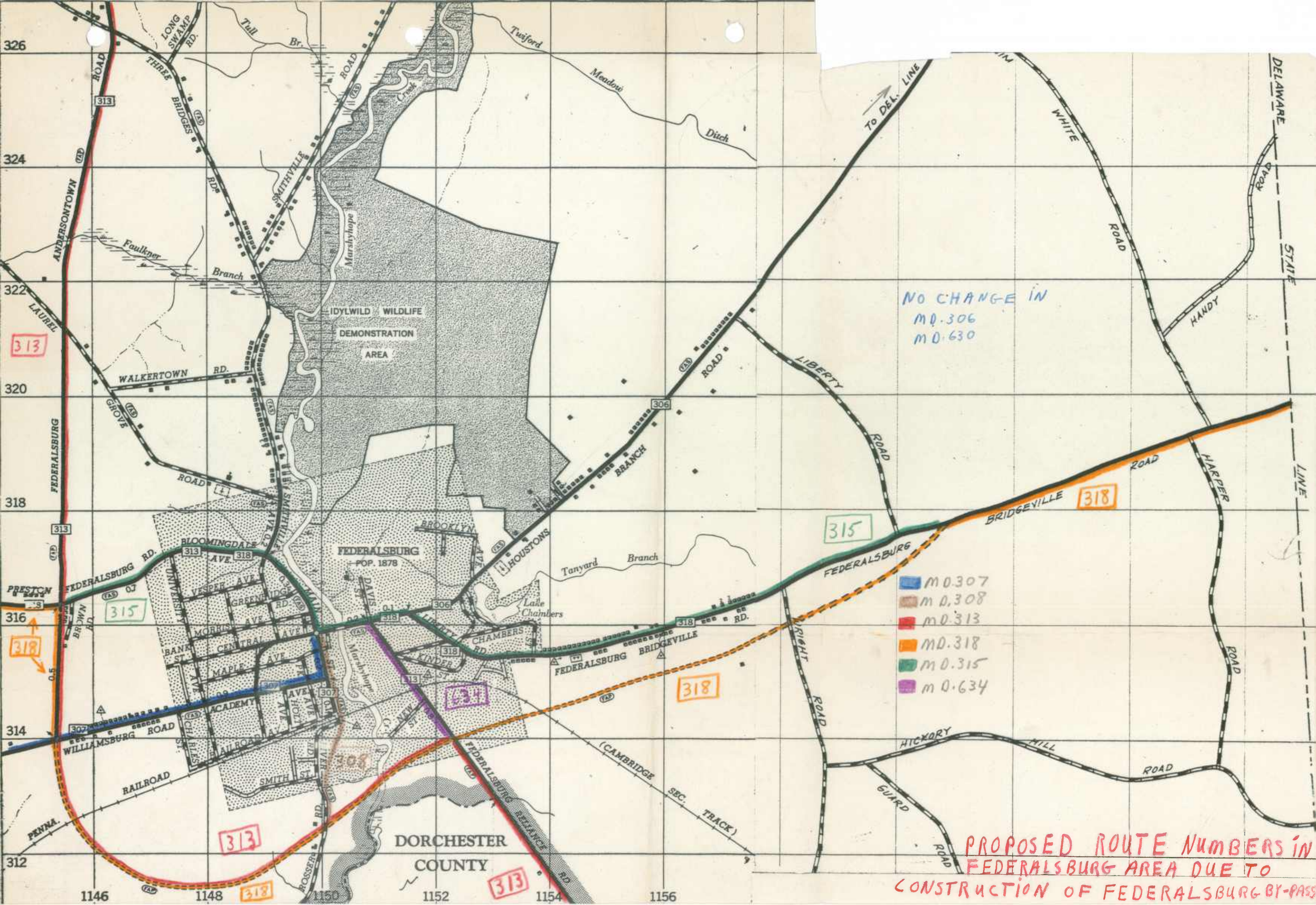
Under contract Co-223-1, Md. #454 in Marydel was relocated north of the old road and at the same time Md. #311 was extended to the relocated Md. #454 in Marydel. The new extensions will carry the numbers indicated.

The by-passed sections of Md. #454 and #311 in Marydel have been re-numbered Md. #821 for record purposes only and not to be posted on roads, or shown on tourist map.

Very truly yours,

P. A. Morison
Director of Highway Maintenance

PAM/blg
cc: Mr. W.N.Lewis, Jr.
Mr. F.P.Scrivener ✓
Mr. C. Morris
Mr. L. Pfarr


326
324
322
320
318
316
314
312
1146
1148
1150
1152
1154
1156
LONG SWAMP RD.
THREE BRIDGES RD.
Tull Br.
Tuxford Meadow Ditch
ROAD
Creek
SMITHVILLE RD.
Marshyhope
Faulkner Branch
ANDERSONTOWN ROAD
LAUREL
FEDERALSBURG
313
IDYLWILD WILDLIFE DEMONSTRATION AREA
WALKERTOWN RD.
GROVE ROAD
SMITHVILLE AVE
BLOOMINGDALE AVE
FEDERALSBURG RD.
PRESTON
BROWN RD.
UNIVERSITY
VESPER AVE
GREENRIDGE RD
MORRIS AVE
CENTRAL AVE
BANK ST
MAPLE AVE
ACADEMY
HOLT AVE
RAILROAD AVE
CHARLES ST
SMITH ST
WILLIAMSBURG ROAD
RAILROAD
PENNA.
ROSSER RD.
DAVIS ST
MAIN ST
FEDERALSBURG
POP. 1878
BROOKLYN AVE
HOUSTONS BRANCH
306
Tanyard Branch
Lake Chambers
CHAMBERS RD
LIBERTY ROAD
FINDER ST
NEW ST
318
315
634
308
307
FEDERALSBURG BRIDGEVILLE RD.
FEDERALSBURG RELIANCE RD.
(CAMBRIDGE SEC. TRACK)
DORCHESTER COUNTY
TO DEL. LINE
WHITE ROAD
LIBERTY ROAD
RIGHT ROAD
HICKORY HILL ROAD
GUARD ROAD
BRIDGEVILLE ROAD
HARPER ROAD
HANDY ROAD
DELAWARE STATE LINE
NO CHANGE IN
MD. 306
MD. 630
M D.307
M D.308
M D.313
MD.318
M D.315
M D.634
PROPOSED ROUTE NUMBERS IN
FEDERALSBURG AREA DUE TO
CONSTRUCTION OF FEDERALSBURG BY-PASS

Caroline

March 31, 1971

Mr. James M. Weight
District Engineer - Dist. #2
Chestertown, Maryland 21620

Dear Mr. Wright: Re: Route & Control Section Numbers

We wish to recommend the following proposed changes in Route and Control Section Numbers due to the construction of Md. 404 from 5th Street in Denton, Maryland to existing Md. 404 south of Denton under contract number Co. 431-12-278.

The section of road under construction between existing Md. 404 south of Denton to its connections with Franklin & Gay Streets in Denton will be assigned as Md. 404 and will be included on control section 5-55.

Franklin Street (formerly Md. 829-A) from Market Street easterly to 5th Street and Gay Street (formerly Md. 829-B)from Market Street easterly to 6th Street has been assigned Md. 404 E.B.L. and W.B.L. respectively and will retain Control Section Number 5-55.

Market Street (formerly Md. 404) from Gay & Franklin Streets to 5th Street will be assigned Md. 474 and will retain control section 5-52.

Fifth Street (formerly Md. 404) from Market Street southerly to Md. 313 (6th Street) will be assigned Md. 619 and will retain control section 5-52.

Old Md. 404 from proposed Md. 619-A to road end south of Legion Road will be assigned Md. 619 and will retain its Control Section Number 5-10.

Md. 313 from Franklin Street to Md. 619 will be assigned Md. 619-A and will retain Control Section Number 5-12.

Legion Road (Co. 114) from Old Md. 404 (Now Md. 619) to new Md. 404 will be designated as Md. 619-B and will be assigned Control Section Number 5-60.

Enclosed please find a sketch indicating the changes as outlined on page 1 and above. Would you please review the proposals and advise the writer if they are acceptable? Should the proposed changes not be acceptable we would appreciate an expression of your views regarding the route numbering within the area.

Thanking you for your cooperation in this matter, I remain

Very truly yours,

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

GWC:PEB/fcy
Enclosure

SHA 51.3 - 8 Revised
4.83

MARYLAND STATE HIGHWAY ADMINISTRATION

ROAD INVENTORY SHEET

Party Chief _____ Road No. _____
Recorder _____ Road Name _____
Assistant _____ County _____
Map No./Dir. _____/_____ Date _____
State Coordinates _____ Sheet No. _____ OF _____

SYSTEM				TRAFFIC		LINE DIAGRAM	TRAFFIC			PAVEMENT DATA
FED. AID.	FUNCT CLASS.	HWY. SYS.	HPMS SAMPLE	PRKG. REST.	COM/IND. ACCESS		CONTROL	COM/IND. ACCESS	PRKG. REST.	
						CARROLL				

TRAFFIC CODES

TRAFFIC CONTROLS: STOP SIGN=S.S., TRAFFIC LIGHT=T.L., FLASHING RED BALL=F.R.

TRAFFIC CODES

PARKING RESTRICTIONS: A.M. PEAK, P.M. PEAK, A.M./P.M. PEAK, NO PARKING ANYTIME=N.P., COMM/IND. ACCESS=E

SYSTEM				TRAFFIC		LINE DIAGRAM	TRAFFIC			PAVEMENT DATA
FED. AID.	FUNCT. CLASS.	HWY. SYS.	HPMS SAMPLE	PRKG. REST.	COM/IND ACCESS		CONTROL	COM/IND ACCESS	PRKG. REST.	

Mr Carroll

State Roads Commission
TRAFFIC DIVISION

APR 11 1951

Geo. N. Lewis, Jr.
Director

April 10, 1951

Mr. G. Bates Chaires,
District Engineer
State Roads Commission
Cumberland, Maryland

Dear Mr. Chaires:

Upon the recent completion of the Liberty Road Relocation at Unionville, the following change is made, which was part of Md. 26, Section 12.

633	OLD LIBERTY ROAD	
2	AT UNIONVILLE	1931
5		
F	18' CONCRETE	1.99

Please adjust your records accordingly.

Very truly yours,

Frank P. Scrivener
Maintenance Engineer

FPS:as

Attach.

c.c. Mr. Chas. Norris
Mr. Geo. N. Lewis, Jr. ✓

State Roads Commission
TRAFFIC DIVISION
AUG 2 1954
Geo. N. Lewis, Jr.
Director

Carroll Co

July 30, 1954.

Mr. P. A. Morison,
Asst. Chief Engineer
State Roads Commission

Dear Mr. Morison: Special Studies 1477

I am enclosing copy of letter of July 27 from Mr. Mohler, District Engineer, in which he advises that the County Commissioners of Carroll County have selected the name of Malcolm Drive to be given the so-called East End Connection a road between the Westminster By-pass and old Westminster Pike, State Route 526.

If Mr. G. W. Cassell has not as yet assigned a control section number to this short section of road, I am requesting that he do so by copy of this letter, directing the matter to his attention.

Very truly yours,

Geo. N. Lewis, Jr.,
Director

GNLjr-d

cc: Mr. Cassell

6-68 Malcolm Drive
6-69 Md 32 Connection to Westminster By-Pass

Tom:
Please assign control number & advise Mr Springer. Return this letter to John Gorsuch for his information
Gus

cl.

CARROLL Co.

January 30, 1956

Mr. Thomas G. Mohler, District Engineer
Frederick, Md.

Re: Route Numer Changes
Carroll County and Frederick County

Dear Mr. Mohler:-

The following route number changes have been made:

Md. #32 between Fenby and Pennsylvania Line to be re-numbered Md. #97.

Md. #570 between Howard County Line and Fenby to be re-numbered Md. #97.

That portion of Md. #67 from junction with Md. #482 to Md. #31 at Mexico has been re-numbered Md. #482.

Very truly yours,

P. A. Morison
Director of Highway Maintenance

PAM/blg
cc: Mr. G.N. Lewis, Jr.
Mr. F. P. Scrivener
Mr. C. Morris
Mr. L. Pfarr

SHA 51.3 - 8 Revised
4.83

MARYLAND STATE HIGHWAY ADMINISTRATION

ROAD INVENTORY SHEET

Party Chief _____ Road No. _____
Recorder _____ Road Name _____
Assistant _____ County _____
Map No./Dir. _____ / _____ Date _____
State Coordinates _____ Sheet No. _____ OF _____

SYSTEM				TRAFFIC		LINE DIAGRAM	TRAFFIC			PAVEMENT DATA
FED. AID.	FUNCT CLASS.	HWY. SYS.	HPMS SAMPLE	PRKG. REST.	COM/IND. ACCESS		CONTROL	COM/IND. ACCESS	PRKG. REST.	
						CECIL				

TRAFFIC CODES

TRAFFIC CONTROLS: STOP SIGN=SS, TRAFFIC LIGHT=T.L., FLASHING RED BALL=F.R.

TRAFFIC CODES

PARKING RESTRICTIONS: A.M. PEAK, P.M. PEAK, A.M./P.M. PEAK, NO PARKING ANYTIME=N.P., COMM/IND. ACCESS=E

SYSTEM				TRAFFIC		LINE DIAGRAM	TRAFFIC			PAVEMENT DATA
FED. AID.	FUNCT. CLASS.	HWY. SYS.	HPMS SAMPLE	PRKG. REST.	COM/IND ACCESS		CONTROL	COM/IND ACCESS	PRKG. REST.	

Dr. Mr. Lewis

October 13, 1949

Mr. Rolph Townshend,
District Engineer
State Roads Commission
Chestertown, Maryland

Dear Mr. Townshend:

Attached are new route and section cards for replacements in your files.

U. S. 213, Section 1 (includes bridge and south approach)
U. S. 213, Section 2 (change in mileage)
Md. 537, Section 2 (replaces U.S. 213, Section 33)
Destroy card for Md. 725, Section 1.

Will you please notify this office as soon as possible whether the temporary Ferry Roads, Md. 761, Sections 1 and 2 on the north and south sides of the canal will continue under State maintenance.

The old road on the south side of the canal will be Md. 537 and changes will be sent to you upon completion of construction.

Very truly yours,

Frank P. Sscrivener
Maintenance Engineer

FPS:as

c.c. Mr. Geo. N. Lewis, Jr.
Mr. Chas. Norris

CECIL

Cecil C. Lewis, Jr.

January 4, 1957

Mr. Rolph Townshend, District Engineer
Chestertown, Md.

Dear Mr. Townshend:-

Re: Control Section 7-55 and 7-56
Cecil County

Under date of November 26, 1956, control sections were assigned to two new roads connecting with Mr. #71.

Route numbers have been assigned for record purposes only, not to be shown on tourist map or posted on highway:

7-55 has been assigned Md. #621
7-56 has been assigned Md. #622

Yours very truly,

P. E. Morrison
Director of Highway Maintenance

P M/S/E

cc: Mr. C. C. Lewis
Mr. F. Scrivener
Mr. C. Morris
Mr. L. Pfarr
Lt. J. Cushwa

Cecil

Mr. Springer

Control Sec. No. ----------

Control Sec. No. ----------

Control Sec. No. ----------

C 359 273 273

C 382

C 6

COPY

January 28, 1957

Mr. Rolph Townshend, District Engineer
Chestertown, Md.

Dear Mr. Townshend:

I have your letter of the 25th in which you advise that the Rising Sun Bypass will be opened to traffic about June of this year.

This road will be given a U.S. #1 number; the signing will be taken care of prior to the opening of the road.

Very truly yours,

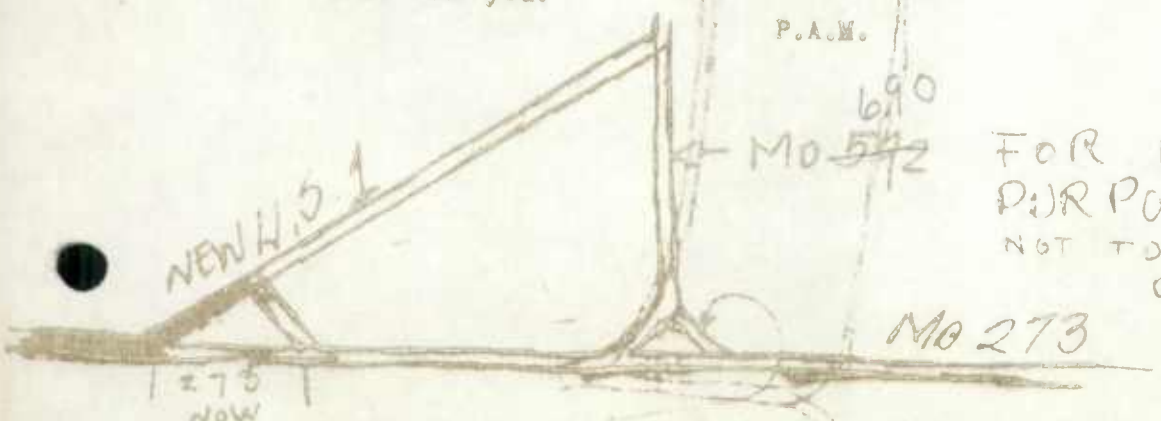
P. A. Morison
Director of Highway Maintenance

PAM/blg
cc:Mr. G.N.Lewis,Jr.

The above letter to Rolph Townshend is self-explanatory. When the new section of U.S. #1 is opened, I think that Route #273 should be extended through Rising Sun and terminated at the southern end of the new section of U.S. #1. That will leave a section of U.S. #1 from the Pennsylvania Line south to #273 unmarked.

It seems to me that the best thing to do in that instance is to erect a route marker at the Pennsylvania Line reading TO #273 EAST. If you have any different thoughts on this, I would like to discuss them with you.

P.A.M.



FOR RECORD PURPOSES ONLY
NOT TO BE POSTED ON ROADS OR SHOWN ON TOURIST MAP

SYLMAR CURVE IS ALREADY NUMBERED 592

Mr Cassell O.K. 1/15/58

Cecil Co.

STATE OF MARYLAND
STATE ROADS COMMISSION
108 EAST LEXINGTON STREET
BALTIMORE 3, MD.

January 15, 1958

To: Mr. G. N. Lewis, Jr.
From: Mr. G. W. Cassell
Subject: Highway Route Numbers

The personnel assigned to the program review has requested an assignment of a route number to the section of road in Cecil County running from Md. 273 north to the Pennsylvania State Line. This section was formerly a part of U.S. 1.

We have assigned Md. 690 to the section of road in question. Md. 690 was formerly assigned to a section of old U.S. 40 at Licking Creek in Washington County which was transferred to the County road system in 1955.

In event the assignment of Md. 690 to the road in Cecil County meets with your approval, please advise.

G W Cassell
G. W. Cassell

cc: Mr. E. W. Bunting

Formerly Assigned Md 592
This section of State Road transferred to County system May 8, 1958

SHA 51.3 - 8 Revised
4.83

MARYLAND STATE HIGHWAY ADMINISTRATION

ROAD INVENTORY SHEET

Party Chief _____ Road No. _____
Recorder _____ Road Name _____
Assistant _____ County _____
Map No./Dir. _____/_____ Date _____
State Coordinates _____ Sheet No. _____ OF _____

SYSTEM				TRAFFIC		LINE DIAGRAM	TRAFFIC			PAVEMENT DATA
FED. AID.	FUNCT CLASS.	HWY. SYS.	HPMS SAMPLE	PRKG. REST.	COM/IND. ACCESS		CONTROL	COM/IND. ACCESS	PRKG. REST.	
						CHARLES				

TRAFFIC CODES

TRAFFIC CONTROLS: STOP SIGN=S.S., TRAFFIC LIGHT=T.L., FLASHING RED BALL=F.R.

TRAFFIC CODES

PARKING RESTRICTIONS: A.M. PEAK, P.M. PEAK, A.M./P.M. PEAK, NO PARKING ANYTIME=N.P., COMM/IND. ACCESS=E

SYSTEM				TRAFFIC		LINE DIAGRAM	TRAFFIC			PAVEMENT DATA
FED. AID.	FUNCT. CLASS.	HWY. SYS.	HPMS SAMPLE	PRKG. REST.	COM/IND ACCESS		CONTROL	COM/IND ACCESS	PRKG. REST.	

Charles

October 11, 1949

C
O
P
Y

Mr. Joseph Chaney
District Engineer
State Roads Commission
Upper Marlboro, Maryland

Dear Mr. Chaney:

The route and section number assigned to the road referred to in the Commission Minutes of September 29, 1949, that is entirely within the reservation limits of Indian Head (0.345 mi.) will be Md. 210, Section 3.

0.345 (?) Inv. Needed.

Attached find new index cards.

Very truly yours,

Frank P. Scrivener
Maintenance Engineer

FPS:as

cc: Mr. G. N. Lewis, Jr.
Mr. Chas. Norris

attach.

Charles

October 18, 1949

C
O
P
Y

Mr. Joseph Chaney
District Engineer
State Roads Commission
Upper Marlboro, Maryland

Dear Mr. Chaney:

The attached index cards are corrected replacements for your route and section file.

The relocation at Port Tobacco will be State Route 6 and the old road, if maintained by the State, will be State Route 760 for maintenance purposes.

Very truly yours,

Frank P. Scrivener
Maintenance Engineer

see transfer 1/30/78

FPS:as

cc: Mr. Geo. N. Lewis
Mr. Chas. Norris
Mr. Louis Pfarr

Attach.

Get Miles from Plans + Field Inv
Correct in Scale Mileage Map

Geo. N. Lewis Jr.

State Roads Commission
TRAFFIC DIVISION
NOV 10 1949
Geo. N. Lewis, Jr.
Director

Charles Gr

November 9, 1949

Mr. Joseph Chaney,
District Engineer
State Roads Commission
Upper Marlboro, Maryland

Dear Mr. Chaney:

The following changes will be made in your index file:

639	Old Road thru	F
1	Port Tobacco	1914-25
5		
CH	16' Bit. Surf. Treated	0.29

6	Hilltop to St. Mary's Co.	F
3	Line	1914-25-49
5	16' Bit. Surf. Treated	7.51
	24' Cal. Clo. Tr. Gravel	0.57
CH	16' Bit. Surf. Treated	15.46

Destroy existing card for Md. 6, Section 3.

Very truly yours,

Frank P. Scrivener
Maintenance Engineer

FPS:as

c.c. Mr. Geo. N. Lewis, Jr.
Mr. Chas. Norris

Inventory Requested

Fidelity Onion Skin

MADE IN U.S.A.

Charles Co.

State Roads Commission
TRAFFIC DIVISION

APR 28 1953

Geo. N. Lewis, Jr.
Director

April 27, 1953

Mr. Joseph Chaney
District Engineer
Upper Marlboro, Maryland

Re: Md.639-Charles County

Dear Mr. Chaney:

Effective July 1, 1953, Route No. Md. 639 is withdrawn from use in Charles County. This Route will be known as Md. 649.

Present Route Section Number 639-1 will apply for maintenance charges up to June 30, 1953, after which Control Section Number is to be used.

Very truly yours,

Frank P. Scrivener
Maintenance Engineer

GES:rk
c.c. Mr. Charles Norris
Mr. George N. Lewis, Jr.

Esleeck

Fidelity Onion Skin

CHARLES

Geo. N. Lewis, Jr.
Director

For Coach

January 5, 1956

Mr. E. G. Duncan, District Engineer
Upper Marlboro, Md.

Re: Route Number Changes
Charles County

Dear Mr. Duncan:-

ITEM

The following route number changes have been made:

Md. 563 in entirety changed to Md. #224
224 Doncaster, west to old 563 only changed to Md. #6
491 in entirety changed to Md. #425
6 Grayton to Riverside changed to Md. #425
224 Between #226 and #227 changed to Md. #227
226 in entirety changed to Md. #227
~~533 in entirety changed to Md. #254~~ DELETE Letter 1/23/56
233 Md. #5 to county road changed to Md. #382
2 mi. west of Malcolm, item 42
233 Md. #232 north to Md. #382 changed to Md. #232
224 Md. #225 north to Md. #225 turn off Md. #225
6 Doncaster to Grayton to Md. #785*
233 Md. #232 to St. Mary's County Line to Md. #786* TOCo. 7/1/56

2

P.G.

* Md. #785 and #786 are temporary numbers, not to be posted on roads, or shown on maps.

Route numbers Md. #226, #233, #491, #533 and #563 are withdrawn from use.

Very truly yours,

P. A. Morison
Director of Highway Maintenance

PAM/blg
cc: Mr. C. Norris
Mr. F. P. Scrivener
Mr. G. N. Lewis, Jr.

Mr. Cowell

Charles Co.

State Roads Commission
TRAFFIC DIVISION
JAN 24 1956
Geo. N. Lewis, Jr.
Director

January 23, 1956

Mr. E. G. Duncan, District Engineer
Upper Marlboro, Md.

Re: Route Number Changes
Charles County

Dear Mr. Duncan:-

Please delete item "533 in entirety to be re-numbered" in letter of January 5th, 1955, as this route is not to be re-numbered.

Very truly yours,

P. A. Morison
Director of Highway Maintenance

PAM/blg
cc:Mr. G. N. Lewis,Jr.
Mr. F. P. Scrivener
Mr. C. Norris
Mr. L. Pfarr

dr
J.K.

January 23, 1956

Mr. L. G. Duncan, District Engineer
Upper Marlboro, Md.

Re: Route Number Changes
Charles County

Dear Mr. Duncan:-

Please delete item "533 in authority to be re-numbered" in letter of January 5th, 1955, as this route is not to be re-numbered.

Very truly yours,

P. A. Fortune
Director of Highway Maintenance

PAF:jlg
cc:Mr. G. H. Lewis, Jr.
Mr. F. P. Gwinner
Mr. C. Harris
Mr. L. Pfarr

CHARLES COUNTY

April 1, 1957

Mr. R. D. Duncan, District Engineer
Upper Marlboro, Md.

Dear Mr. Duncan:-

Re: Charles County Road Exchange
SRC Minutes 3-20-57

In accordance with above minutes, effective on July 1st, 1957, certain road exchanges will become effective.

There are several route number changes involved effective that date:-

Md. #6 will be restored to its old route between Doncaster and Riverside.

Md. #425 will terminate at Grayton.

The section of Md. #224 (renumbered Md. #6 last July) between Doncaster and Md. #224 will be numbered Md. #344.

Route markers along Md. #454 between Pingah and Md. #6 are to be removed on July 1, 1957.

Very truly yours,

. A. Morison
Director of Highway Maintenance

PAM/blg
cc: Mr. C. Morris
Mr. F. P. Scrivener
Mr. G. N. Lewis, Jr.

Charles Co.

TOWN COMMISSIONERS OF LA PLATA

COURT HOUSE

CHARLES STREET - LA PLATA, MARYLAND

TELEPHONE LA PLATA 6741

February 4, 1957

State Roads Commission
TRAFFIC DIVISION
FEB 5 1957
Geo. N. Lewis, Jr.
Director

Mr. Wilbur Hicks,
Traffic Division,
State Roads Commission,
307 Tower Building,
Baltimore 2, Md.

Dear Sir:

We have been advised by Mr. Fowke, Resident Engineer of the State Roads Commission, that old Maryland Route #3, called Washington Avenue and St. Mary's Avenue within the Corporate limits of the Town of La Plata, Charles County, is now designated a County Highway, and maintained by the County.

Very truly yours,

L. G. Heller

L. G. Heller, President,
Town Commissioners of La Plata, Md.

C.

SHA 51.3 - 8 Revised
4.83

MARYLAND STATE HIGHWAY ADMINISTRATION

ROAD INVENTORY SHEET

Party Chief _____ Road No. _____
Recorder _____ Road Name _____
Assistant _____ County _____
Map No./Dir. _____/_____ Date _____
State Coordinates _____ Sheet No. _____ OF _____

SYSTEM				TRAFFIC		LINE DIAGRAM	TRAFFIC			PAVEMENT DATA
FED. AID.	FUNCT CLASS.	HWY. SYS.	HPMS SAMPLE	PRKG. REST.	COM/IND. ACCESS		CONTROL	COM/IND. ACCESS	PRKG. REST.	
						DORCHESTER				

TRAFFIC CODES

TRAFFIC CONTROLS: STOP SIGN=S.S., TRAFFIC LIGHT=T.L., FLASHING RED BALL=F.R.

TRAFFIC CODES

PARKING RESTRICTIONS: A.M. PEAK, P.M. PEAK, A.M./P.M. PEAK, NO PARKING ANYTIME=N.P., COMM/IND. ACCESS=E

SYSTEM				TRAFFIC		LINE DIAGRAM	TRAFFIC			PAVEMENT DATA
FED. AID.	FUNCT. CLASS.	HWY. SYS.	HPMS SAMPLE	PRKG. REST.	COM/IND ACCESS		CONTROL	COM/IND ACCESS	PRKG. REST.	

Carll

Dorchester Co.

November 20, 1950

Mr. C. A. Skirven,
District Engineer
State Roads Commission
Salisbury, Maryland

Dear Mr. Skirven:

Attached find revised index cards for the Taylor's Island Road and the new bridge as follows:

16	Church Creek To	J
8	Taylor Island or	1918-21
1	Slaughter's Creek	
D	14' Concrete	9.44
16	Taylor's Island Rd.	H
9	North Approach & Bridge	1950
1	Over Bridge Timber Deck	0.21
D	18' Bitum. Penet.	0.11

The approach to the old bridge is not to be maintained by the State Roads Commission. This is in accordance with the minutes of October 11, 1950.

Very truly yours,

Frank P. Scrivener
Maintenance Engineer

c.c. Mr. Geo. H. Lewis, Jr.
Mr. Chas. Norris

Attach.

DORCHESTER

Gen. Counsel

4 copies

January 24, 1956

Mr. C. A. Skirven, District Engineer
Salisbury, Maryland

Dear Mr.Skirven:-

Route Number Changes
Road Exchange
Cambridge-Dorchester County

Md. #551, Con. Sec. 9-29 has been re-numbered Md. #343.

Md. #343, Con. Sec. 9-22 in Cambridge has been re-numbered Md. #795 for temporary record purposes only, and not to be posted on roads or shown on maps.

Route number #551 is withdrawn from use.

Upon effective date of road exchange the following State routes will be transferred to the Mayor and City Council of Cambridge and the route numbers withdrawn from use:

Md. #744 - Con. Sec. 9-30

Md. #795 (formerly Md. #343) Con. Sec. 9-22

Very truly yours,

P. A. Morison
Director of Highway Maintenance

PAM/blg
cc:Mr. G.N.Lewis,Jr.
Mr. F.P. Scrivener
Mr.C. Norris
Mr. L. Pfarr

In Council

DORCHESTER Co

State Roads Commission
TRAFFIC DIVISION
FEB 15 1956
Geo. N. Lewis, Jr.
Director

February 10, 1956

See Letter Dated Oct. 15, 1956

Mr. C. A. Skirven, District Engineer
Salisbury, Md.

Re: Md. #14 and #307
Dorchester County

Dear Mr. Skirven:

The Minutes of the State Roads Commission of December 3rd, 1953, provided for the transfer to Dorchester County of that part of Md. #14, west of East New Market (Control Section 9-6) in exchange for the county road from Hurlock to ~~the~~ East New Market, upon completion of improvements by Dorchester County and transfer of same to the State.

The new section or road along the railroad between Hurlock and East New Market when accepted into the State System will be numbered Md. #307. (392) Control Section data will be furnished by the Traffic Division. The extension of Md. #392 to connect with new road will be numbered Md. #392.

Very truly yours,

P. A. Morison
Director of Highway Maintenance

PAM/blg

cc: Mr. G.N.Lewis,Jr.
Mr. F.P.Scrivener
Mr. C.Morris
Mr. L. Pfarr

DORCHESTER

ROUTE CHANGE
Md 307 — Now Md 392
NEW SECTION

October 15, 1956

Mr. C. A. Skirven, District Engineer
Salisbury, Md.

Dear Mr. Skirven:-

In reply to your letter of the 8th in which you recommend the changing of STOP signs at one or two intersections on the East New Market-Hurlock-Finchville Road, I will have the Traffic Division look into your recommendation.

Under date of February 28th, 1956, I advised you that the new State Highway from Hurlock to East New Market had been given the route number of 307 which is a continuation of the number given to the Federalsburg-Hurlock Road.

In view of the fact that Md. #307 terminates at Main Street, Md. #331, in Hurlock, it will leave a gap from that point to the road that is now under construction between Hurlock and Federalsburg, and so it has been decided to number the new highway Md. #392, which will give a continuous route from the Delaware Line at Reliance to where the road now under construction intersects Route #16 south of East New Market.

Very truly yours,

P. A. Morison
Director of Highway Maintenance

PAM/slg
cc:Mr. C. Norris
Mr. C. M. Lewis, Jr.
Mr. F. P. Scrivener

DORCHESTER
ROUTE No. CHANGE

October 25, 1956

Mr. C. A. Skirven, District Engineer
Salisbury, Maryland

Dear Mr. Skirven:-

Please refer to Control Section 9-33 route number Md. #339. This route number had been carried on old route section 331-11 as part of Md. #331.

For record purposes only, this number has been changed to Md. #819, not to be shown on tourist map or posted on highway.

Very truly yours,

P. A. Morrison
Director of Highway Maintenance

PAM/hlg
cc:Mr. G. N.Lewis,
Mr. C. Morris
Mr. F. P. Scrivener

Louchester

STATE OF MARYLAND
STATE ROADS COMMISSION
300 WEST PRESTON STREET
BALTIMORE 1, MD.

(MAILING ADDRESS - P. O. BOX 717, BALTIMORE 3, MD.)

OFFICE OF DISTRICT ENGINEER
BOX 751
SALISBURY, MARYLAND

July 23, 1963

Re: Route & Control Section Number

Mr. Clyde P. Hyatt
Analysis and Records Control Section
Bureau of Highway Statistics
State Roads Commission
Baltimore, Maryland

Attention: Mr. Stephen Bellestri

Dear Sir:

In answer to your letter of July 19, 1963 with a copy of a map section upon which has been shown a proposal to change Maryland Route 385 to Maryland Route 352, this is to inform you that I approve the change.

Very truly yours,

C. Albert Skirven
District Engineer

ma


Penknife Pt.
Chapter Pt.
Chapter Marsh
Bozes Creek
Pound Marsh
Long Pt.
Gum Swamp
Sandy Hill Beach
Runaway Pt.
Hay Pt.
QUANTICO CREEK
Manumsco Creek
NUTTERS NECK RD
CHERRY WALK ROAD
Cherrywalk
Quantico
Quantico
Peters
CATCHPENNY RD
347
349
Catchpenny
WELLS ROAD
352
Quantico Wharf
ROYAL OAK ROAD
Royal Oak
Gum Mill Cr.
Peters Creek
Poplar Hill Swamp
Wetipquin
WETIPQUIN FERRY RD
Hatcrown Pt.
Tyaskin
ELECTION HOUSE RD
Wetipquin Creek
Tyaskin Cr.
NANTICOKE ROAD
SWAMP RD
Head of the Creek
Green Hill
Keroo Landing
Cox Landing
Simms Wharf
Parrott Wharf
RIVER ROAD
DITCH BANK RD
UPPER TREE FERRY
Twigg
Deep Branch
HEAD CREEK RD
Green Hill
WICOMICO
RIVERSIDE
WALNUT
Pea Hill
Collins Wharf
Trinity
CLIFFORD
COOPER RD
Back Cr.
SALISBURY
Coxs Corner
WHITEHAVEN
Martins Corner
Cherrybridge
GREEN HILL CHURCH ROAD
REDDEN FERRY
Wagner Ldg
SOMERSET COUNTY
REDDEN FERRY RD
Wicomico Creek
Polk
Tyaskin
TEXAS RD
TESTERVILLE RD
Jesterville
MUDDY HOLE ROAD
Bread Creek
CAPITOLA RD
Capitola
Trinity
385
Clara
P.O.
MESSICK RD
Whitehaven
Pocomoke
Quantico
Peters

J. L. White for follow up and
report to W. J. A. upon review
5-12-66

May 10, 1966

Mr. Walter J. Addison, Chief
Planning and Programming Division
Room 212

Attn: Mr. J. White

Dear Mr. White:

Re: Route & Control Section Numbers

We are submitting, for your review, the following proposed changes in route numbers and control section numbers in the Cambridge area, due to the construction of relocated Md. Route 16 under contract #D-328-3-141.

1. The new section of highway, from existing Md. Route 16 and Maple Dam Road to U.S. Route 50, to be designated as Md. Route 16 and assigned control section number 9-37.

2. The section of existing Md. Route 16 (Race Street), from the new Md. Route 16 to Washington Street in Cambridge, to be changed to Md. Route 341, and retain the present control section number 9-12.

3. The section of existing Md. Route 16 (Washington Street in Cambridge), from Race Street to U.S. Route 50, to be changed to Md. Route 343 and retain control section number 9-11. This would make Md. Route 343 a continuous route from U.S. Route 50 in Cambridge to the end of State maintenance at Hudson.

4. The section of Sunburst Boulevard, from Washington Street to U.S. Route 50, to be designated as Md. Route 343-A, and retain its present control section number 9-32.

The above changes would be effective upon the completion of the relocated Md. Route 16.

Your approval or any recommendations you may have will be greatly appreciated by this office.

Very truly yours,

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

GWC/eb
encl.

SHA 51.3 - 8 Revised
4.83

MARYLAND STATE HIGHWAY ADMINISTRATION

ROAD INVENTORY SHEET

Party Chief _____ Road No. _____
Recorder _____ Road Name _____
Assistant _____ County _____
Map No./Dir. _____/_____ Date _____
State Coordinates _____ Sheet No. _____ OF _____

SYSTEM				TRAFFIC		LINE DIAGRAM	TRAFFIC			PAVEMENT DATA
FED. AID.	FUNCT CLASS.	HWY. SYS.	HPMS SAMPLE	PRKG. REST.	COM/IND. ACCESS		CONTROL	COM/IND. ACCESS	PRKG. REST.	
						FREDERICK				

TRAFFIC CODES

TRAFFIC CONTROLS: STOP SIGN=S.S., TRAFFIC LIGHT=T.L., FLASHING RED BALL=F.R.

TRAFFIC CODES

PARKING RESTRICTIONS: A.M. PEAK, P.M. PEAK, A.M./P.M. PEAK, NO PARKING ANYTIME=N.P., COMM/IND. ACCESS=E

SYSTEM				TRAFFIC		LINE DIAGRAM	TRAFFIC			PAVEMENT DATA
FED. AID.	FUNCT. CLASS.	HWY. SYS.	HPMS SAMPLE	PRKG. REST.	COM/IND ACCESS		CONTROL	COM/IND ACCESS	PRKG. REST.	

Frederick

November 25, 1949

Mr. G. B. Chaires,
District Engineer
State Roads Commission
Cumberland, Maryland

Dear Mr. Chaires:

In compliance with your letter of November 18, I am changing the number of the road between Knoxville and Brunswick in Frederick County to be Section 4 of Maryland 464 thereby eliminating Maryland 70.

This will allow the carrying of traffic from Knoxville to Point of Rocks thru Brunswick on one route number.

Please replace the index card Maryland 70, Section 1 by the one attached to this letter.

The above has the approval of Mr. P. A. Morison.

Very truly yours,

Frank P. Scrivener
Maintenance Engineer

FPS:as

c.c. Mr. Geo. N. Lewis, Jr. ✓
Mr. Chas. Norris

Attach.

F

Frad. Co.

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
THURSDAY, AUGUST 30, 1951
***

Present: Mr. Russell H. McCain, Chairman, Messrs. Avery W. Hall and David M. Nichols.

The Commission approved recommendation of the Traffic Division, concurred in by Chief Engineer W. F. Childs, Jr., in letter dated August 27, that the new highway from Frederick to Hagerstown be designated as U.S. Route 40, and that the old U.S. Route 40 between these points be designated as U.S. Route 40 Alternate, and directed that the Engineering Department immediately arrange to change route marking accordingly.

Copy: Messrs. Childs, Morison, Chaires, Shure, Lewis, Lee and Major Ridgely.

FREDERICK

State Roads Commission
TRAFFIC DIVISION

Geo. N. Lewis, Jr.
Director

January 10, 1956

Mr. Thomas G. Mohler, District Engineer
Frederick, Md.

Dear Mr. Mohler:

As you know, this Commission is building a highway on a new location from Queenstown in Queen Anne's County to the Delaware Line near Warwick in Cecil County.

This road has been named the Blue Star Memorial Highway, but no route number was assigned to this section of road until recently, as we have been working out with the Delaware Highway Department the adoption of a route number that would be the same in both states. Recently, we have agreed with Delaware to number the Blue Star Memorial Highway, Route #71, starting at U.S. #50 near Queenstown and extending to U.S. #13 in Delaware.

This means that the present #71, which starts at Md. #26 in Frederick County and extends to the Pennsylvania Line north of Taneytown, will be renumbered and as the highway in Pennsylvania from the Maryland Line north is numbered #194, we will renumber the old #71 section, #194.

Will you please order by requisition the necessary #194 route marker signs and upon receipt of them, have them erected and remove the #71 signs and send them to Lolis Pfarr at the Paint Shop so they can be re-conditioned and used on new #71 on the Eastern Shore.

I would like you to erect the #194 markers at your earliest opportunity, so that when the spring tourist traffic starts the new number will be in effect.

Very truly yours,

P. A. Morison
Director of Highway Maintenance

PAM/blg
cc: Mr. G. N. Lewis, Jr.
Mr. F. P. Scrivener

Mr. L. Pfarr
Mr. C. Norris

FREDERICK

Mr. G. N. Lewis, Jr.

State Roads Commission
TRAFFIC DIVISION
JAN 13 1956

STATE ROADS COMMISSION

Baltimore, Md.

January 11, 1956

Geo. N. Lewis, Jr.
Director

Mr. Thomas G. Mohler
Mr. Roland E. Jones

Gentlemen:-

When the first section of the Frederick-Washington Expressway between Frederick and Urbana was opened several years ago, it was given the route number of U.S. 240, and the old road was numbered Md. 355.

The Commission received many complaints about assigning #355 to the old road. These complaints were principally from business establishments who claimed that their stationery and advertising matter had been printed showing their location as being on US. 240. The Commission then instructed me to use Alt 240 for the old road for a period of approximately two years and then remove the Alt 240 signs and re-erect the Md. #355 markers. This was to give the business concerns plenty of time to use up their old stationery and re-arrange the wording of their advertising copy.

Mr. McCain has now advised me that it will be satisfactory to take down the Alt. #240 markers and erect #355 markers.

Since the opening of the original section between Frederick and Urbana, additional sections have been opened to the Germantown Road, Md.#118, in Montgomery County, and it is my understanding that additional sections will be opened in the spring or early summer to Md. #28 at Rockville. This means that #355 will extend from Evergreen Point to Frederick County to the intersection of the Rockville Bypass and U.S. 240 which intersection is near the Viers Mill Road.

Will you, therefore, please have a survey made of the number of route markers that you will need to properly mark the old road #355, together with the number of junction signs, arrows, etc., in your respective counties and let me have requisitions covering these needs.

FREDERICK

Number 355 signs will be erected as soon as possible between Frederick and the Germantown Road, Md. #118, and as soon as the section between the Germantown Road and #28 at Rockville is opened, you will immediately erect #355 route markers there. The existing #240 markers can be used for the new Expressway and those that are not needed now can be used as re-placements.

Very truly yours,

P. A. Morison
Director of Highway Maintenance

PAM/blg

cc:Mr. F. P. Scrivener
Mr. G. N. Lewis, Jr.
Mr. Louis Pfarr
Mr. Charles Norris

FREDERICK

State Roads Commission
TRAFFIC DIVISION

JAN 27 1956

Geo. N. Lewis, Jr.
Director

January 26, 1956

Mr. Thomas G. Mohler, District Engineer
Frederick, Maryland

Re: Road Exchange
Frederick County

Dear Mr. Mohler:-

Under date of July 1st, 1956, certain county roads are to be accepted into the State System. They are normal extensions of existing numbered State routes and will be so marked.

Item 20	- Extension Md. #77	
22	"	550
24	"	363
25	- formerly Md. #17, now re-numbered #153.	

Md. #550 will apply also to the remaining portion of Md. #72 in Creagerstown. Md. #550 markers to be carried along Md. #71 in Woodsboro where required.

On July 1st, 1956, the following routes in their entirety will be transferred to the county and their route numbers withdrawn from use:

Co 492 →	Md. #742	Con. Sec. 10-73	Item 1
Co 493 →	625	10-70	2
Co 494 →	571	10-66	3
Co 466 →	618	10-67	4
Co 436 →	641	10-69	5,6
	54	10-33	8
Co 491+100 →	72 *	10-42	9, 26, 27
Co 178 →	74	10-44	11
Co 496 →	633	10-71, 10-72	12, 13,14
Co 499 →	59	10-38	15
Co 456 →	69	10-39	16
Co 560 →	603	10-73	17
Co 320 →	640	10-68	18

*Only a portion of Md. #72 remains in Creagerstown and has been re-numbered Md. #550.

Portions of the following routes are also transferred to the county:

Co 495 → Md. #17 - Con. Sec. 10-33 Item 7A

Co 349 → Md. #123 -Con. Sec. 10-60 Item 19
Route number still in use in Montgomery County.

FREDERICK Co

That portion of Md. #17, Con. Sec. 10-34, 10-35, 10-36, will remain Md. #17, while the portion of old #17 north of Myersville to Wolfsville and extension (item 25) to Washington County Line will be renumbered Md. #153.

Very truly yours,

P. A. Morison
Director of Highway Maintenance

PAM/gs/g

cc:Mr. G.N.Lewis,Jr.
Mr. F. P. Scrivener
Mr. C. Norris
Mr. L. Pfarr

Frederick

Mr. Carroll

March 5, 1959

Mr. Thomas G. Mohler,
District Engineer
State Roads Commission

Dear Mr. Mohler: Route and Section Numbers

The following is in connection with the marking of the numerous routes around and through Frederick.

You will recall that at the time of our meeting on March 2, 1959 you were advised that the revision of these numerous routes, as shown on the attached prints of a section of the Frederick area, has been approved by our Chief Engineer, Mr. M. M. Pritchett.

It will be noted that U.S. Route 40 will now be shown via the By-pass.

It will also be noted that Md. 355 marking will now be extended northward along Market Street to the Wormans Mill intersection, thence along the old road to its intersection with New US 15. Md. 355 markers will also be used for the southbound route via Route Street including a portion of South Street.

The old route of former US 40 via Patrick Street, etc. will be marked as Md. 144, extending from the easternmost terminus with the new By-pass to the interchange on the west end.

US 240 markings will terminate at New US 40.

From the point where New US 15 junctions with New US 240, US 15 markers will be used to and along US 40 to West Patrick Street where US 40 turns to the west and then continues northward along New US 15.

It will be noted that there is a short section of roadway at the north end of Market Street where a new number is to be assigned. This same thing is true for that section of former US 15 from Evergreen Point southward.

It is most desirable that at least these new facilities be route marked just as soon as possible. Mr. Pfarr advised that he will proceed immediately

with the preparation of these new route markers and also with sufficient markers for the proper numbers for the routes through Frederick.

Very truly yours,

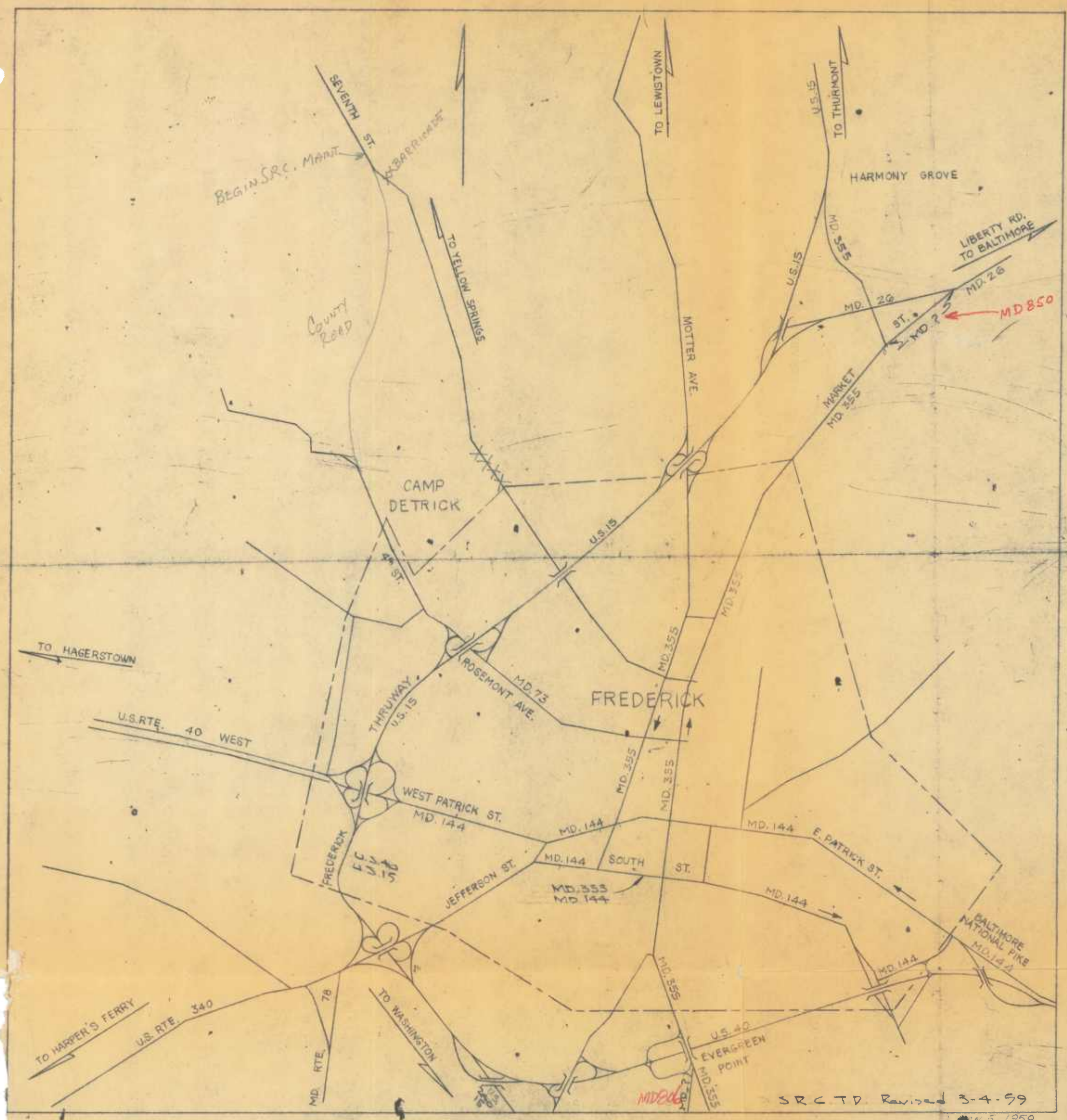
Geo. H. Lewis, Jr.,
Director - Traffic Div.

J. L. Mintiens

By: J. L. Mintiens,
Highway Engineer

JLM-h

cc: Mr. Louis S. Pfarr
Mr. Geo. N. Cassell
Mr. Ernest W. Bunting


SEVENTH ST.
BEGIN S.R.C. MAINT.
BARRICADE
COUNTY ROAD
TO YELLOW SPRINGS
TO LEWISTOWN
U.S. 15
TO THURMONT
HARMONY GROVE
MD. 355
LIBERTY RD. TO BALTIMORE
MD. 26
MD. 26
MD 850
ST.
MD. ?
MOTTER AVE.
MARKET MD. 355
CAMP DETRICK
4th ST.
U.S. 15
MD. 355
MD. 355
TO HAGERSTOWN
ROSEMONT AVE.
MD. 73
FREDERICK
THRUWAY
U.S. 15
U.S. RTE. 40 WEST
MD. 355
MD. 355
WEST PATRICK ST.
MD. 144
MD. 144
MD. 144
E. PATRICK ST.
FREDERICK
F.C. U.S. 15
JEFFERSON ST.
MD. 144
SOUTH ST.
MD. 353
MD. 144
MD. 144
BALTIMORE NATIONAL PIKE
MD. 144
MD. 144
TO HARPER'S FERRY
U.S. RTE. 340
MD. RTE. 78
TO WASHINGTON
MD. 355
U.S. 40
EVERGREEN POINT
MD. 355
MD 850
MD. ?
S R C T D. Revised 3-4-59
JUN 5, 1959

SHA 51.3 - 8 Revised
4.83

MARYLAND STATE HIGHWAY ADMINISTRATION

ROAD INVENTORY SHEET

Party Chief _____ Road No. _____
Recorder _____ Road Name _____
Assistant _____ County _____
Map No./Dir. _____/_____ Date _____
State Coordinates _____ Sheet No. _____ OF _____

SYSTEM				TRAFFIC		LINE DIAGRAM	TRAFFIC			PAVEMENT DATA
FED. AID.	FUNCT CLASS.	HWY. SYS.	HPMS SAMPLE	PRKG. REST.	COM/IND. ACCESS		CONTROL	COM/IND. ACCESS	PRKG. REST.	
						GARRETT				

TRAFFIC CODES

TRAFFIC CONTROLS: STOP SIGN=SS, TRAFFIC LIGHT=T.L., FLASHING RED BALL=F.R.

TRAFFIC CODES

PARKING RESTRICTIONS: A.M. PEAK, P.M. PEAK, A.M./P.M. PEAK, NO PARKING ANYTIME=N.P., COMM/IND. ACCESS=E

SYSTEM				TRAFFIC		LINE DIAGRAM	TRAFFIC			PAVEMENT DATA
FED. AID.	FUNCT. CLASS.	HWY. SYS.	HPMS SAMPLE	PRKG. REST.	COM/IND ACCESS		CONTROL	COM/IND ACCESS	PRKG. REST.	

C
O
P
Y

GARRETT Co.

Oakland Maryland
September 20, 1950

Re: State Route 560
Loch-Lynn-Gorman Rd.

Mr. G. Bates Chaires,
State Roads Commission
Cumberland, Maryland

Dear Sir:

In reply to Mr. Scrivener's letter relative to the names and lengths of the sections.

Section No. 1 - This is correct
Section No. 2 - This is correct
Section No. 3 - This should be changed to 5.27 miles. The length of the Keeley Construction Co., project is 2.763 miles and the length of the Interstate Amiesite Co., project is 2.51 miles.
Section No. 4 - This is correct.

I may add, the length of the section of state road from the intersection of R-560-3, to White Church is .0336 miles and the Route and section number is 639-1-E. This used to be part of Route 560 before contract G-195-1-650 was completed.

The names of the sections are also correct according to the Garrett County Map.

Very truly yours,

Signed - H. E. Rook

Baltimore, Maryland
September 20, 1930

Re: State Roads Commission
Iron-Lynn-Corman Rd.

Mr. G. Bates Clarke,
State Roads Commission
Cumberland, Maryland

Dear Sir:

In reply to Mr. Scrivener's letter relative to the areas and lengths of the sections.

Section No. 1 - This is correct.
Section No. 2 - This is correct.
Section No. 3 - This should be changed to 5.27 miles. The length of the section Corman to Lynn, project in 2.761 miles, and the length of the Lynn-Corman Road Co., project is 2.53 miles.

Section No. 4 - This is correct.

The sum of the lengths of the four sections is 5.3 miles and the Route Designation number is 139-1-4. Intended to be part of Route 139 before contract 139-1-1-55 was consolidated.

The names of the sections are also correct according to the Hancock County Map.

Very truly yours,

Signed - R. E. Bond

In Council

GARRETT COUNTY

MAINTENANCE DIVISION

SEP 19 1950

Geo. N. Lewis, Jr.
Director

September 18, 1950

Re: Kelso Gap - Gormania Road

Mr. G. Bates Chaires,
District Engineer
State Roads Commission
Cumberland, Maryland

Dear Mr. Chaires:

In answer to your letter of September 7, please be advised that the following section numbers will supercede the old ones.

Md. 560, Section 1. This section number has been reserved in contemplation of the acceptance of Paul St. Loch Lynn Heights, into the State system.

Section 2. Loch Lynn to Tasker Corners Road, 2.20 miles.

Section 3. Tasker Corners Road to Glade Run Chruch Road and connection to Kearney, 5.69 miles.

Section 4. Glade Run Church Road to Gorman, 1.72 miles.

If any of these roads are named incorrectly, I would like to know it so that I can keep my records straight.

Attached are new route cards.

Very truly yours,

Frank P. Scrivener
Maintenance Engineer

c.c. Mr. Geo. N. Lewis, Jr.
Mr. Chas. Norris

Attach.

September 15, 1950

Mr. Lewis Gap - Governmental Bond

Mr. G. Aaron Phillips,
Attorney
State Public Commission
Cumberland, Maryland

Dear Mr. Phillips:

In answer to your letter of September 7, please be advised that the following action measures will supersede the old ones.

Mr. Roy, Section 1, Title Abstract Company has been received in acceptance of the assignments of Paul et. Lots from Palmer, into the [illegible] Section 2. [illegible] Section 3. Leaser Corporation to Glenn Lyn Lumber Company Mortgage.

Section 4. Glade Run Cemetery to Burgess, 1.17 acres.

If any of these items are wrong (incorrect), I would like to know it so that I may keep my records straight.

Attached are new forms only.

Very truly yours,

Owen L. Schlosser
Subdivision Director

O.L.S. Mr. Geo. E. Lewis, Jr.
Mr. Chas. Corrie

Encls.

STATE OF MARYLAND
STATE ROADS COMMISSION
108 EAST LEXINGTON STREET
BALTIMORE-3, MD.

GARRETT Co

October 2, 1950

Mr. George Cassell
Traffic Division
State Roads Commission

Dear Mr. Cassell:

Attached find copy of letter from H. E. Rook and refer to letter of September 18, 1950.

I have incorporated Md. 639 which is the connection to Kearney into Md. 560, Section 3.

Mr. Rook's allocation of lengths does not coincide with either my cards or the inventory.

My revised rocords follows:

560	Paul St.	H
1	Loch Lynn Heights	1945
6		
G		0.15
560	White Church Rd.	J
2	Loch Lynn to	1930
6	Tasker Corners Rd.	
G	16' Concrete	2.20
560	White Church Rd.	H
3	Tasker Corners Rd.	1936-49
6	To Glade Run Church Rd. & Kearney Conn.	
G	18' Penet. Mac.	5.69
560	Kelso Gap Rd.	J
4	Kearney to Gorman	1932
6		
G	16' Concrete	1.72

Very truly yours,

Frank P. Scrivener

Frank P. Scrivener
Maintenance Engineer

Mr Cassell

GARRETT

State Roads Commission
TRAFFIC DIVISION

JAN 23 1952

Geo. N. Lewis, Jr.
Director

January 22, 1952

Mr. G. Bates Chaires, District Engineer
State Roads Commission
Cumberland, Maryland

Dear Mr. Chaires:

Confirming the State Roads Commission minutes of December 6, 1951, please abandon the section of old U. S. Route 40 west of Grantsville, now known as Md. 733, Section 1 at Shade Run, 0.26 miles.

Very truly yours,

Frank P. Scrivener
Maintenance Engineer

FPS:as

c.c. Mr. G. N. Lewis, Jr.
Mr. Chas. Norris
Lt. Cushwa

John:
Please see that Keane see this
Gill.

K

The Council

State Roads Commission
TRAFFIC DIVISION

APR 28 1953

Geo. N. Lewis, Jr.
Director

April 27, 1953

Mr. G. Bates Chaires
District Engineer
Cumberland, Maryland

Re: Md. 639-Garrett County

Dear Mr. Chaires:

There had been some consideration given to renumbering Md. 639 - spur into Kearney-as Md. 560 because of duplication of Md.639 in Charles County.

Charles County Route Md.639 is being renumbered Md. 649, and spur into Kearney will be continued as Md.639.

Very truly yours,

Frank P. Scrivener
Maintenance Engineer

GES:rk
c.c. Mr. Charles Norris
~~Mr.~~ Geo. N. Lewis, Jr.

Cabinet

Garrett Co.

January 25, 1956

Mr. G. Bates Chaires, District Engineer
Cumberland, Maryland

Re: Road Exchange Agreement
Garrett County

Dear Mr. Chaires:

In accordance with terms of road exchange agreement, the following roads will be accepted into the State System on July 1, 1956.

Item 9 is an extension of Md. #495 and will bear that number.

Item 10 will be numbered Md. #135 .

Control Section data will be furnished by Traffic Division.

On July 1, 1956, the following State routes in their entirety will be transferred to the county and their numbers withdrawn from use:

Route #Md.	719	Con. Sec.	11-36	Item 1
	7454		11-36	" 2
	745		11-36	4
	394		11-29	6
	639	partial	11-35	7
	345		11-28	8

In addition, Route Md. 788, formerly Md. #38, Item No. 3 and Route Md. #789, formerly Md. #135 (last item in Road Exchange Agreement) will be transferred to the county at the same time.

Very truly yours,

P. A. Morison
Director of Highway Maintenance

PAM/blg
cc: Mr. G.N.Lewis, Jr.
Mr. F. P. Scrivener
Mr. C. Norris
Mr. L. Pfarr

Garrett

Mr Cassell

January 25, 1956

Mr. G. Bates Chaires, District Engineer
Cumberland, Md.

Re: Route Number Changes
Garrett County

Dear Mr. Chaires:

The following route number changes have been made:

Md. #135 - Con. Sec. 11-26 Re-numbered Md. #495

Md. #38 - Part of Con. Sec. 11-20 and 11-21 from Md. #41 in Deer Park to junction with county road (Item 10, Road Exchange Agreement) at Potomac State Forest re-numbered Md. #135

Md. #41 - Con. Sec. 11-22 and 11-23 re-numbered Md. #135

Md. #135 will be a continuous route, Allegany County Line to U.S. #219 at Oakland.

? Md. #38 Con. Sec. 11-19 (Item 3, Road Exchange Agreement) re-numbered Md. #788*.

Md. #135 Part of Con. Sec. 11-27 (Last Item Road Exchange Agreement) re-numbered Md. #789*.

*Numbers Md. #788 and #789 are not to be posted on roads or shown on Maps.

The following route number is withdrawn from use, namely: #Md. #41.

These changes have been made prior to effective date of Road Exchange in order to expedite mapping and record procedure.

Very truly yours,

P. A. Morison
Director of Highway Maintenance

PAM/gs/bg
cc:Mr. G.N.Lewis,Jr.
Mr. F. P. Scrivener
Mr. C.Norris
Mr L. Pfarr

January 25, 1956

Mr. O. Bates Chaires, District Engineer
Cumberland, Md.

Re: Route Number Changes
Garrett County

Dear Mr. Chaires:

The following route number changes have been made:

Md. #135 - Con. Sec. 11-26 Re-numbered Md. #495

Md. #39 - Part of Con. Sec. 11-20 and 11-21
From Md. #41 in Deer Park to junction with
county road (Item 10, Road Exchange Agreement)
at Potomac State Forest re-numbered Md. #135

Md. #41 - Con. Sec. 11-22 and 11-23 re-numbered Md. #135

Md. #135 will be a continuous route, Allegany County line
to U.S. #219 at Oakland.

Md. #38 Con. Sec. 11-19 (Item 3, Road Exchange Agreement)
re-numbered Md. #768.

Md. #135 Part of Con. Sec. 11-27 (Item 1 on Road Exchange
Agreement) re-numbered Md. #789.

numbers Md. #768 and #789 are not to be posted on route or
shown on maps.

The following route number is eliminated from use, namely: #Md. #41.

These changes have been made prior to effective date of Road
Exchange in order to expedite signing and record procedure.

Very truly yours,

P. J. Morison
Director of Highway Maintenance

PJM/ge/DN
cc:Mr. G.M.Lewis,Jr.
Mr. F. Z. Sentivener
Mr. O.Portle
Mr. L. Starr

GARRETT Co.

COPY

STATE ROADS COMMISSION
108 EAST LEXINGTON STREET
BALTIMORE 3, MD.

February 23, 1956

Mr. G. Bates Chaires, District Engineer
Cumberland, Md.

Re: Md. #38
New Bridge at Kitzmiller
Garrett County

Dear Mr.Chaires:

The several short sections of Md. #38 cut off by new bridge construction at Kitzmiller have been renumbered Md. #941 for record purposes only, not to be posted on road or shown on tourist map.

Very truly yours,

F. A. Morison
Director of Highway Maintenance

PAM/blg
cc:Mr. C. Morris
Mr. G. N. Lewis,Jr.
Mr. F.P.Scrivener
Mr. L. Pfarr

3 old sections transfered to Municipal maint. by letter dated Aug. 1, 1956.

Garrett

STATE ROADS COMMISSION

February 8, 1963

Mr. Geo. N. Lewis, Jr.

Route and Section Numbers

Mr. G. B. Chaires

We have your letter dated February 6, 1963, and naturally we go along with the change of the route signs on Md. 417 to Md. 669, and have requested Mr. Bushby to follow through with the change.

However, I cannot agree that we should remove Md. Route Signs No. 546 from the Finzel Road, for as I understand it and my remembrance, leads me to believe these signs were put up a long number of years ago and are used extensively by the traveling public and although the road in Pennsylvania to which our road joins is not of a high type, it is still an important road and I believe is also used rather extensively.

2/11/63

Signs are not to be removed from MD 546 (Finzel Road) as per Traffic Div., Dist. Engr. and Ass't Chief Engr. Chaires

Geo. Cassell

GBC/rg

FORM 713A REV 7-62

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF HIGHWAYS

State Roads Commission
TRAFFIC DIVISION
FEB 4 1963
Geo. N. Lewis, Jr.
Director

IN REPLY REFER TO O.R. 161

February 1, 1963

Somerset County
L.R. 993, L.R. 55011, L.R. 979 Spur and L.R. Appl. 178
Traffic Route Changes (T.R. 417)

Mr. George N. Lewis, Jr., Chief
Bureau of Traffic
State Roads Commission
300 West Preston Street
Baltimore 1, Maryland

Dear ~~Mr. Lewis~~ George:

We have received your letter of January 29, 1963, and are pleased to hear that you agree with our suggestions.

We will arrange to use Pennsylvania Traffic Route 669 and this will be shown on our 1963 Tourist Map.

Yours very truly,

Edmund R. Ricker, Director
Bureau of Traffic

GARRETT Co.
MD 417 changed to MD 669
MD 546 Route markers not to be removed
See letter 2-1-63 & 2-8-63

January 29, 1963

Your Reference:
O.R. 161-G

Mr. Edmund R. Ricker, Director,
Traffic Engineering Bureau
Pennsylvania Department of Highways
North Office Building
Harrisburg, Penna.

Dear Mr. Ricker: Route & Section Numbers

Thank you for your letter of January 24th relative to two routes crossing the Maryland-Pennsylvania line between Garrett County, Maryland, and Somerset County, Pennsylvania.

As to the re-numbering of Md. Route 417, we would be very glad to re-number it Md. 669 which is one of the available traffic route numbers attached to your letter of January 4th.

We would also be glad to give consideration to the removal of route markers from Md. Route 546, in view of the fact the roadway in Pennsylvania is not suitable for the establishment of a State traffic route.

We are ready to go to print with our Tourist Map in ten days and if these changes are agreeable, please let me have confirmation immediately so that our map can be changed accordingly.

Very truly yours,

GNLjr-d
cc: Mr. G. W. Cassell

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

SHA 51.3 - 8 Revised
4.83

MARYLAND STATE HIGHWAY ADMINISTRATION

ROAD INVENTORY SHEET

Party Chief _____
Recorder _____
Assistant _____
Map No./Dir. _____/_____
State Coordinates _____

Road No. _____
Road Name _____
County _____
Date _____
Sheet No. _____ OF _____

SYSTEM				TRAFFIC		LINE DIAGRAM	TRAFFIC			PAVEMENT DATA
FED. AID.	FUNCT CLASS.	HWY. SYS.	HPMS SAMPLE	PK.G. REST.	COM/IND. ACCESS		CONTROL	COM/IND. ACCESS	PK.G. REST.	
						HARFORD				

TRAFFIC CODES

TRAFFIC CONTROLS: STOP SIGN=SS, TRAFFIC LIGHT=T.L., FLASHING RED BALL=F.R.

TRAFFIC CODES

PARKING RESTRICTIONS: A.M. PEAK, P.M. PEAK, A.M./P.M. PEAK, NO PARKING ANYTIME=N.P., COMM/IND. ACCESS=E

SYSTEM				TRAFFIC		LINE DIAGRAM	TRAFFIC			PAVEMENT DATA
FED. AID.	FUNCT. CLASS.	HWY. SYS.	HPMS SAMPLE	PRKG. REST.	COM/IND ACCESS		CONTROL	COM/IND ACCESS	PRKG. REST.	

Mr Carroll

State Roads Commission
TRAFFIC DIVISION

JUN 14 1951

Geo. N. Lewis, Jr.
Director

June 13, 1951

Re: Route Markers

Mr. G. Bates Chaires,
District Engineer
State Roads Commission
Cumberland, Maryland

Dear Mr. Chaires:

In reply to your letter of May 18, please be advised of the following route marker data:-

Md. 691 (35), Md. 257 (5), Md. 209 (6), Md. 254 (5), Md. 43 (2), Md. 537 (13), Md. 70 (4), Md. 110 (19), and Md. 153 (8) will be retained by you to be assigned in your District when new roads are constructed.

Md. 154 (2) has been assigned in Harford County since 1940. (These markers to be returned to the Sign Shop).

Md. 54 (2) is assigned to the Myersville-Jerusalem Road, Frederick County.

Md. 456 (7) will also be returned to the Sign Shop as this number is assigned in Queen Anne County.

Please notify this office when the above transfers have been made.

Very truly yours,

Frank P. Scrivener
Maintenance Engineer

c.c. Mr. Geo. N. Lewis, Jr.
Mr. Louis Pfarr

cc: Mr. G.N.Lewis, Jr.
Mr. F.P.Scrivener
Mr. L. Pfarr
Mr. C. Norris

Harford

Maryland Commission
TRANSPORTATION
JAN 24 1956
Geo. N. Lewis, Jr.
Director

Mr. Gaul

January 23, 1956

Mr. Enoch C. Chaney, District Engineer
Reisterstown, Md.

Re: Road Exchange
Harford County

Dear Mr. Chaney:-

Under the terms of the road exchange agreement, the following county roads will be accepted into the State System on July 1st, 1956. They are normal extensions of existing State numbered routes and will be so designated.

Item 20 extension of Md. 517
Item 21 extension of Md. 623
Item 22 extension of Md. 440

On the same date, the following State roads in their entirety will be transferred to the county and their numbers withdrawn from use:

Md. 160	Con. Sec. 12-47	Item 6
590	12-61	7
154	12-43	8
157	12-45	10
635	12-64	15
158	12-68	19

In addition, portions of the following routes will be transferred to the county on the same day:

Md. 142 Con. Sec. 12-36 Item 1

Md. 142 still in use in Baltimore County.

Md. 7 Con. Sec.12-12 Item 17
Portion of this Con. Sec. US 40 to Md. 159 at Stepney remains in State System.

Very truly yours,

P. A. Morison
Director of Highway Maintenance

PAM/blg

Mr Cuell

February 9, 1956

Mr. Enoch C. Chaney, District Engineer
Reisterstown, Md.

Re: Road Exchange - Harford County

Dear Mr. Chaney:

Please refer to my letter of January 23, 1956, on the above subject and make the following correction:

Item (or Map) No. 20 extension of Md. #517 changed to read extension of Md. #136.

Route No. Md. #517 will be withdrawn from use on July 1st, 1956, and Md. #136 will extend from Md. #23 at Morrisville to Md. #7 at Bush.

Very truly yours,

P. A. Morison
Director of Highway Maintenance

PAM/blg
cc:Mr.C.Norris
Mr. F. P. Scrivener
Mr. G.N.Lewis,Jr.
Mr. L. Pfarr

H

EAGLE-A
Aggregate Union
100% Cotton Content
U.S.A.

February 9, 1956

Mr. Amos G. Chaney, District Engineer
Hagerstown, Md.

Re: Road Closure - Garrett County

Dear Mr. Chaney:

Please refer to my letter of January 23, 1956, on the above subject and make the following correction:

Item (or use) No. 20 extension of No. 4517 changed to read extension of No. 4136.

Route No. No. 4517 will be discontinued from use on July 1st, 1956, and No. 4136 will extend from No. 220 at Friendsville to No. 27 as soon.

Very truly yours,

T. A. Harrison
Director of Highway Maintenance

HAW/LJM
cc:Mr. Morris
Mr. J. R. Hardesty
Mr. O. N. Landis, Jr.
Mr. L. Pierr

Re

HARFORD CO

COPY

STATE ROADS COMMISSION
108 EAST LEXINGTON STREET
BALTIMORE 3, MD.

State Roads Commission
TRAFFIC DIVISION
FEB 24 1956
Geo. N. Lewis, Jr.
Director

February 23, 1956

Mr. E. C. Chaney, District Engineer
Reisterstown, Md.

Dear Mr. Chaney:

Re: Bypassed section
Old U.S. #1 at Relocation
east of Poplar Grove, Harford Co.

The by-passed section of old U.S. #1 east of Md. #136 at Poplar Grove has been numbered Md. #881 for record purposes only, not to be posted on road or shown on tourist map.

Very truly yours,

P. A. Morison
Director of Highway Maintenance

PAM/blg
cc: Mr. C. Norris
Mr. G.N.Lewis,Jr.
Mr. F. P. Scrivener
Mr. L. Pfarr

State Roads Commission
TRAFFIC DIVISION

19

Geo. M. Lewis, Jr.
Director

November 19, 1962

Re: Change of Road Name
Harford County, Maryland

MD 543
between
MD 7 & MD 136

Mr. William B. Owings
Commissioner to State
Roads Commission
Glenwood, Maryland

Dear Mr. Owings:

Transmitted herewith is a file relative to a request and petition of local residents for the change of a road name, namely from Creswell Road to Harford Furnace Road, State numbered Route 543 between Md. 136 - Calvary Road and Md. 7 - Philadelphia Road.

Since a change of the existing name of this road to that recommended by the petition from the residents in this area requires official action, approved by the County Commissioners, please review this material and comment on same so this matter can be discussed and resolved at the next Commission Meeting.

Please return the attached file upon consummation of the matter in question.

Very truly yours,

Robert J. Hajzyk, Chief
Division of Planning & Programming

RJH:ag

cc: Mr. George Cassell, Chief
Planning Survey

cc: Mr. M. C. Volker, Asst. Dist. Engr.
Baltimore County District Office

attachments: to be returned to SRC

September 7, 1967

Mr. George W. Cassell

Mr. W. N. Barnes

Route and Control Section Numbers

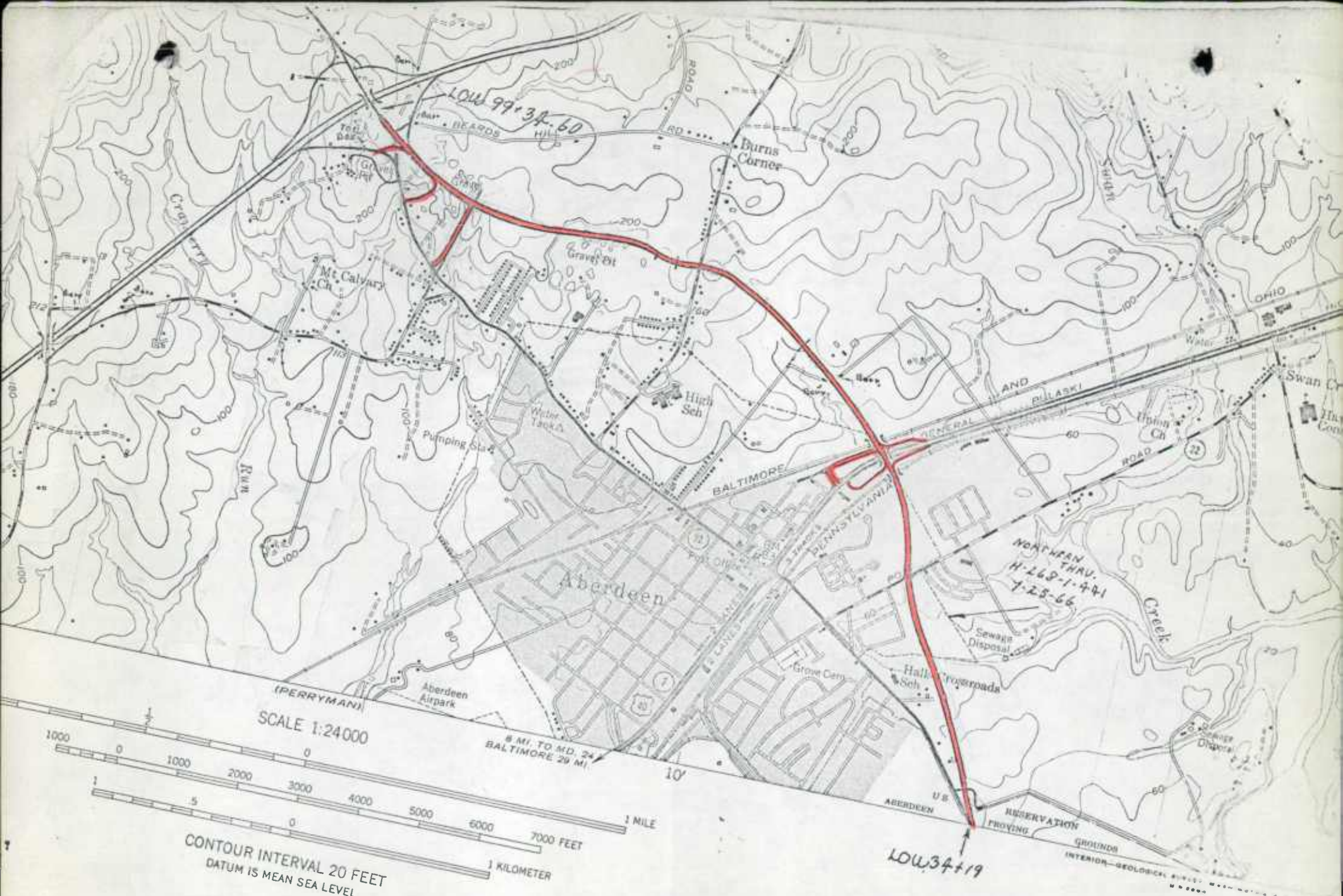
The proposed changes in the route numbers for the Northern Thruway, Contract H-268-1-441, are agreeable to this office.

WNB:aus

Original Signed By
W. N. BARNES

Letter sent to Mr Pistel, Dist. Engr., on 12/26/67 advising of Route & Control Section numbers assigned


CARSINS RUN ESTATES
CARSINS
MD 22
ADAMS HEIGHTS
RAMSGATE
BURNS CORNER
MD 22
GLENN HEIGHTS
SWAN CREEK FARMS
NORTHWOOD
ABERDEEN HILLS
BAR KESS
MD 132
ABERDEEN
MD 132
MD 22
GRAE-MAR MANOR
ABERDEEN AIRPARK
Approved by Mr. Barnes
Act. District Engineer
9-7-67


LOU 99+34.60
BEARDS HILL RD
Burns Corner
Gravel Pit
Mt. Calvary Ch
High Sch
Water Tanks
Pumping Sta
BALTIMORE
PENNSYLVANIA
GENERAL
PULASKI
AND
OHIO
ROAD
Union Ch
Swan Cr
Aberdeen
Grove Cem
Hall Sch
Rogerspads
Sewage Disposal
NORTHERN THRU.
H-268-1-441
7-25-66
Creek
Run
(PERRYMAN)
Aberdeen Airpark
6 MI. TO MD. 24
BALTIMORE 29 MI
10'
U.S.
ABERDEEN PROVING GROUNDS RESERVATION
INTERIOR—GEOLOGICAL SURVEY
LOU 34+19
SCALE 1:24000
1 MILE
7000 FEET
1 KILOMETER
CONTOUR INTERVAL 20 FEET
DATUM IS MEAN SEA LEVEL
THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U.S. GEOLOGICAL SURVEY, WASHINGTON 25, D.C.
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST
MARYLAND
QUADRANGLE LOCATION
ROAD CLASSIFICATION
Heavy-duty
Medium-duty
U.S. Route

SHA 51.3 - 8 Revised
4.83

MARYLAND STATE HIGHWAY ADMINISTRATION

ROAD INVENTORY SHEET

Party Chief _____ Road No. _____
Recorder _____ Road Name _____
Assistant _____ County _____
Map No./Dir. _____ / _____ Date _____
State Coordinates _____ Sheet No. _____ OF _____

SYSTEM				TRAFFIC		LINE DIAGRAM	TRAFFIC			PAVEMENT DATA
FED. AID.	FUNCT CLASS.	HWY. SYS.	HPMS SAMPLE	PK.K.G. REST.	COM/IND. ACCESS		CONTROL	COM/IND. ACCESS	PK.K.G. REST.	
						HOWARD				

TRAFFIC CODES

TRAFFIC CONTROLS: STOP SIGN=SS, TRAFFIC LIGHT=T.L., FLASHING RED BALL=F.R.

TRAFFIC CODES

PARKING RESTRICTIONS: A.M. PEAK, P.M. PEAK, A.M./P.M. PEAK, NO PARKING ANYTIME=N.P., COMM/IND. ACCESS=E

SYSTEM				TRAFFIC		LINE DIAGRAM	TRAFFIC				PAVEMENT DATA
FED. AID.	FUNCT. CLASS.	HWY. SYS.	MPMS SAMPLE	PRK.G. REST.	COM/IND ACCESS		CONTROL	COM/IND ACCESS	PRK.G. REST.		

State Roads Commission
TRAFFIC DIVISION

APR 10 1951

Geo. N. Lewis, Jr.
Director

Mr Cassell

April 9, 1951

Mr. Joseph Chaney,
District Engineer
State Roads Commission
Upper Marlboro, Maryland

Dear Mr. Chaney:

Attached are two index cards for the following:

725	Irving Street, Laurel	
1	Fort Meade Road to	1950
5	Lafayette Avenue	
PG	16' Stab. Gravel	0.27

P 452-7

These cards are to be added to the new set of revised index cards being sent you under seperate cover.

I am also enclosing a sketch and cross-section of the above.

Very truly yours,

Frank P. Scrivener
Maintenance Engineer

Attach.

c.c. Mr. Chas. Norris
Mr. Geo. N. Lewis, Jr.

Forward Co.

September 22, 1949

Mr. E. G. Duncan,
District Engineer
State Roads Commission
Laurel, Maryland

Dear Mr. Duncan:

The recently constructed road from the Baltimore-Washington Expressway to the Friendship Airport will be Md. 46, Section 1.

Columbia Pike will terminate at Edmondson Avenue Extended and will be indexed as U. S. 29, Section 1. The old road into Ellicott City will be Alternate U. S. 29, Section 1.

Very truly yours,

Frank P. Scrivener
Maintenance Engineer

FPS:as

c.c. Mr. Geo. N. Lewis, Jr.
Mr. Charles Norris

Anne Arundel

October 11, 1949

C
O
P
Y

Mr. E.G. Duncan, District Engineer
State Roads Commission
Laurel, Maryland

Dear Mr. Duncan:

Attached find new cards which will be replacements for your files.

U.S. 40, Section 36 will replace Sections 36, 37, 38, 39 of U.S. 40.

Replace the following cards:
U.S. 29, Section 1
Md. 103, Section 1

Add new cards:
U.S. 29, Section 11
U.S. 29, Section 12
Alt. U.S. 29, Section 1

I am enclosing a lay-out sketch of the above changes.

Replace corrected cards for Md. 435 and Md. 438 and also for U.S. 50, Section 1

Please contact this office for further information.

Very truly yours,

Frank P. Scrivener
Maintenance Engineer

FPS:as

cc: Mr. G. N. Lewis, Jr.,
Mr. Chas. Norris

attach.

jr

October 22, 1962

Mr. E. T. Dorman, District Engineer
State Roads Commission
Laurel, Maryland

Dear Mr. Dorman:

Attached plan may cause you to wish to supplement
Ipr. June 1 item.

P.S. No. Section 6 will replace sections 36, 37,
38, 39, 40, 41, 42.

Replace the following orders:
U.S. 29, Section 1
Md. 108, Section 1

Add new orders:
U.S. 29, Section 12
U.S. 29, Section 32
Md. U.S. 29, Section 7

I am enclosing a lay-out sketch of the above sections.

Replace corrected cards for Md. 135 and Md. 136 and
add for U.S. 29, Section 1

Please contact this office for further information.

Very truly yours,

Frank F. Bartlemay
Maintenance Engineer

FFB:mb

cc: Mr. C. M. Lewis, Jr.,
Mr. Chas. Scott

Attach.

Howard
~~Anne Arundel~~

C
O
P
Y

October 11, 1949

Mr. E. G. Duncan
District Engineer
State Roads Commission
Laurel, Maryland

Dear Mr. Duncan:

Attached find new cards which will be replacements for your files.

U.S. 40, Section 36 will replace Sections 36, 37, 38, 39 of U.S. 40.

Replace the following cards:
U.S. 29, Section 1
Md. 103, Section 1

Add new cards:
U.S. 29, Section 11
U.S. 29, Section 12
Alt. U.S. 29, Section 1

I am enclosing a lay-out sketch of the above changes.

Replace corrected cards for Md. 435 and Md. 438 and also for U.S. 50, Section 1.

Please contact this office for further information.

Very truly yours,

Frank P. Scrivener
Maintenance Engineer

FPS:as

cc: Mr. G. N. Lewis, Jr.
Mr. Chas. Norris

Attach.

make 1 more Copy + File

jr

Mr Carroll
For your record
J Ay 5/7/51

State Roads Commission
TRAFFIC DIVISION

MAY 7 1951

Geo. N. Lewis, Jr.
Director

May 3, 1951

Mr. Joseph Chaney,
District Engineer
State Roads Commission
Upper Marlboro, Maryland

Dear Mr. Chaney:

The section of Montgomery Ave., Laurel, which furnishes entry to the northbound lane of U. S. 1 for the traffic approaching from the west on Md. 198, has been assigned the following route and section number.

198 Montgomery Ave., Laurel
4 East from Southbound Lane 1951
5 of U. S. 1 to Northbound Lane
PG 30' Spec. "B" inc. 2-18" C.C. & G. 0.06

Please add the attached card to your file and forward the other to the respective resident engineer.

Very truly yours,

Frank P. Scrivener
Maintenance Engineer

FPS:AS

c.c. Mr. Chas. Norris
Mr. Geo. N. Lewis, Jr. ✓
Mr. Joseph Cushwa

O.K. on Inv. Index Map + Notes Made - J.T.G.

COPY

AMERICAN ASSOCIATION OF STATE HIGHWAY OFFICIALS

Howard

Nov. 22, 1954

Mr. Norman M. Pritchett, Mem. AASHO
Chief Engr., State Roads Commission
108 E. Lexington St.
Baltimore 3, Md.

Dear Mr. Pritchett:

The U.S. Route Numbering Committee, meeting in Seattle on Nov. 6, considered the proposal from your Department for the relocation of U.S. 29 between Baltimore and Washington, more particularly between Columbia and White Oak.

The Committee approved the petition as submitted effective upon completion of the construction work as stipulated in your letter of August 27.

Your letter also requested the designation of the existing route as U.S. 29 Alternate, which was also approved by the U.S. Route Numbering Committee.

The Executive Committee subsequently concurred in the action taken by the Route Numbering Committee.

Very truly yours,

Hal H. Hale
Executive Secretary

JW:ep

Howard of Texas

Law Council
Acme
change of route work

COPY

AMERICAN ASSOCIATION OF STATE HIGHWAY OFFICIALS

TRAFFIC DIVISION

Control Sec. No. 15-5-9-78

file 150

15-23-24
13-9-10-11
13-12

Geo. N. Lewis, jr.
Director

Nov. 22, 1954

Mr. Norman M. Pritchett, Mem. AASHO
Chief Engr., State Roads Commission
108 E. Lexington St.
Baltimore 3, Md.

Dear Mr. Pritchett:

The U.S. Route Numbering Committee, meeting in Seattle on Nov. 6, considered the proposal from your Department for the relocation of U.S. 29 between Baltimore and Washington, more particularly between Columbia and White Oak.

STILL 196

The Committee approved the petition as submitted effective upon completion of the construction work as stipulated in your letter of August 27.

Your letter also requested the designation of the existing route as U.S. 29 Alternate, which was also approved by the U.S. Route Numbering Committee.

STILL U.S. 29

The Executive Committee subsequently concurred in the action taken by the Route Numbering Committee.

Very truly yours,

Hal H. Hale
Executive Secretary

JW:ep

HOWARD Co.
by G. N. Lewis Jr.

Mr Cassidy

January 26, 1956

Mr. Thomas G. Mohler, District Engineer
Frederick, Maryland

Re: Route Number Changes
Road Exchange - Howard County

Dear Mr. Mohler:-

The following route number changes have been made:

Md. #100 between Md. #99 and Md. #105, re-numbered Md. #99.

Md.#105 in entirety, also numbered Md. #99.

Md. #99 will extend from Md. #32 at Slack's Corner to Md. #144 north of Ellicott City.

Route Numbers #100 and #105 are withdrawn from use.

Md.#99 - Con. Sec. #13-36 re-numbered Md. #791*.

Md.#100 - Con. Sec. 13-37, between #105 and Baltimore County Line re-numbered Md. #792*.

* Md. #791 and #792 are temporary numbers for record purposes only, not to be posted on roads or shown on maps.

Route numbers Md. #100 and #105 are withdrawn from use.

On July 1st, 1956, the following county roads will be accepted into the State System.

Item 22 extension to Md. #97

Item 23 " " Md. #94

Item 24 has been numbered Md. #539

Item 25 extension to Md. #32
Md. #647 at end of this extension is re-numbered Md. #32 and route number #647 is withdrawn from use.

Item 26 extension to Md. #176 . This is proposed road to be built. That portion of Md. #103 remaining in the State System will ~~xxxxxxxxx~~ retain number 103 until completion of new road above.

HOWARD Co.

Under date of July 1, 1956, the following State routes will be transferred to the county and their route numbers withdrawn from use:

Md.	#532	Co 7	Con. Sec.	13.52	Item 1
	476	Co 30		13.51	2
	101	Co 269		13-38	3
	792	(formerly 100)	Co 271 partial	13-37	5
	96	Co 24	Con. Sec.	13-31	6
	583			13-32	7
	98	Co 79+80		13-34	8
	791	(formerly 99)	Co 272	13-36	9
	104	Co 273		13-40	12
	217	Co 157		13-50	13
	321	Co 265+Co 267		13-52	15
	597	Co 277		13-52	18
Old	32			-	19
	723	Co 276		13-52	20
	527	Co 149		13-52	21
	215	Co 154		13-48	14

Md. #102 (item 11) is also transferred to county subject to certain provisions of road exchange agreement and route number will be withdrawn from use upon transfer.

Portions of routes Md. #144, Item 10, and Md. #94, item 27, are also transferred to the county on July 1, 1956, subject to special provisions. The route numbers remain in use elsewhere.

Portion of Md. #125, Item 4, is also transferred to county, as is part of Md. #103, item 17, but these route numbers remain in use in the same or adjoining counties.

Very truly yours,

P. A. Morison
Director of Highway Maintenance

P.M/blg
cc:Mr.G.N.Lewis,Jr.
Mr. F. P. Scrivener
Mr. C. Norris
Mr. L. Pfarr

COPY

HOWARD & A.A. Co.

May 21, 1956

Mr. E. G. Duncan, District Engineer
Upper Marlboro, Md.

Dear Mr. Duncan:-

Re: Route Number Changes
Md. 647 changed to Md. #32
Anne Arundel County

In the road exchange in Howard County, effective July 1st, 1956, a section of county road from U.S. #1 to Md. #647 will be taken into the State System, and will be numbered Md. #32 of which it is a normal extension.

Md. #647 in Howard County is to be re-numbered Md. #32 at the same time.

Md. #647 in Anne Arundel County has been re-numbered Md. #32, effective same date, and Md. #647 will be withdrawn from use at that time.

Very truly yours,

P. A. Morison
Director of Highway Maintenance

PAM/bla
cc: Mr. J.N.Lewis,
Mr. F.Scrivener
Mr. C. Norris
Mr. L. Pfarr

May 7, 1959

Mr. Geo. N. Lewis, Jr. — Route Numbering

Mr. Geo. W. Cassell

Dear Mr. Lewis:

We propose the following changes in highway route number designation at such time as the highway between Cedar Croft Sanitarium and Burnt Mills is completed.

1. The new highway from Columbia to point south of White Oak be designated as U.S. 29 in accordance with agreement with A.A.S.H.O. OK

2. Section of Columbia Pike from Ashton to Columbia and extended to Jonestown be designated as Md. 108. OK

   This would be an extension of the now existing Md. 108 between Damascus and Ashton. It would also replace Md. 539 from Columbia to Jonestown.

3. Section of Colesville Pike between Ashton and point south of White Oak to be designated as Md. 116.

   This would be an extension of the now existing Md. 116 between Sunshine and Ashton. CUT

SEE LETTER 5-18-59 MADE MD 650

The attached section of map shows by colors the proposed route number changes.

Your approval is recommended.

Very truly yours,

Geo. W. Cassell
Highway Engineer

GWC/bfr
Attachment

Enclosure

Nov 1, 1957

Mr. Jos. W. Gerrell

MADE IN USA

Dear Mr. Baxter:

We propose the following changes in Highway route number designation as such also as the highway between Grand Coulee Washington and Lower Miles is concerned.

1. The new highway from Columbia to point south of Wells Dam be designated as U.S. 29 in accordance with agreement with A.A.S.H.O.

2. Section of Columbia Pike from Ardyon to Coulee and extended to Junction be designated as Rte. 108.

This would be an extension of the new proposed Rte. 108 between Bonneville and Ardyon. It would also replace Rte. 187 from Coulee to Junction.

3. Section of Coulee-Wells Pike between Ardyon and point north of Wells Dam to be designated as Rte. 110.

This would be an extension of the new existing Rte. 110 between Coulee City and Ardyon.

The attached sketch or map shows the proposed route number changes.

Your support is requested.

Very truly yours,

Geo. W. Gerrell
Highway Engineer

Encl:
Attachment

Howard?

OUTER BELTWAY
MD 100

January 17, 1968

Mr. Donald Honeywell
Special Services
Room 303
Office

Re: Route and Control Section Numbers

Dear Mr. Honeywell:

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 ✓

SHA 51.3 - 8 Revised
4.83

MARYLAND STATE HIGHWAY ADMINISTRATION

ROAD INVENTORY SHEET

Party Chief _____ Road No. _____
Recorder _____ Road Name _____
Assistant _____ County _____
Map No./Dir. _____/_____ Date _____
State Coordinates _____ Sheet No. _____ OF _____

SYSTEM				TRAFFIC		LINE DIAGRAM	TRAFFIC			PAVEMENT DATA
FED. AID.	FUNCT CLASS.	HWY. SYS.	HPMS SAMPLE	PRKG. REST.	COM/IND. ACCESS		CONTROL	COM/IND. ACCESS	PRKG. REST.	
						KENT				

TRAFFIC CODES

TRAFFIC CONTROLS: STOP SIGN=S.S., TRAFFIC LIGHT=T.L., FLASHING RED BALL=F.R.

TRAFFIC CODES

PARKING RESTRICTIONS: A.M. PEAK, P.M. PEAK, A.M./P.M. PEAK, NO PARKING ANYTIME=N.P., COMM/IND. ACCESS=E

SYSTEM				TRAFFIC		LINE DIAGRAM	TRAFFIC			PAVEMENT DATA
FED. AID.	FUNCT. CLASS.	HWY. SYS.	HPMS SAMPLE	PRKG. REST.	COM/IND ACCESS		CONTROL	COM/IND ACCESS	PRKG. REST.	

November 10, 1949

C
O
P
Y

Mr. Rolph Townshend, District Engineer
State Roads Commission
Chestertown, Maryland

Dear Mr. Townshend:

The approaches to the bridge over Wye Narrows on the Carmichael Road willbe maintained under the County system. This will elimiate the use of route number 631.

Destroy card for Md. 489, Section 1 which will be added to Md. 314, Section 2.

Very truly yours,

Frank P. Scrivener
Maintenance Engineer

FPS:as

cc: Mr. Geo. N. Lewis, Jr.,
Mr. Chas. Norris

Attach.

jr

Mr. Lewis

Mr Cassell

State Roads Commission
TRAFFIC DIVISION

APR 20 1951

Geo. N. Lewis, Jr.
Director

April 20, 1951

Mr. Rolph Townshend,
District Engineer
State Roads Commission
Chestertown, Maryland

Dear Mr. Townshend:

Upon the recent construction of U. S. 213 between Galena and Locust Grove, the following two (2) sections of the old road will change to:

Md. 537 Daves Hill Road
5 West of Galena 1930
2 (Old U. S. 213)
K 15' Bit. Pen. 1-3.0' C. Shou. 0.68

Md. 444 Thru Locust Grove
3 (Old U. S. 213) 1930
2
K 15' Bit. Pen. 1-3.0' C. Shou. 0.72

These two (2) sections were part of U. S. 213, Sec. 5.

The following are changes on U. S. 213 between Galena Town Limits and Washington Ave., Chestertown:

U. S. 213 Galena to Chestertown
5 24' Spec. "B" 4.15
20' Spec. "B" 2.90
2 14' Bit. Pen. 2-3.0' C. Shou. 4.95
K 24' Spec. "B" 3.10

Changes to Chester River Bridge:

U. S. 213 Thru Chestertown and Over Bridge 1930-50
6 36' Spec. "B" 0.73
2 20' Spec. "B" 0.10
K 20' Concrete (Bridge) 0.28

Mr. Rolph Townshend April 20, 1951

Changes on Rock Hall Road:

Md. 20		Rock Hall to Chestertown	
	5	and Spring Ave.	1919-48
	2	22' Spec. "B"	13.37
	K	26' Spec. "B"	0.15
Md. 20		Rock Hall Landing	
	6	To Hersberger's STore	1919
	2	15' Concrete	0.90
	K	15' Bit. Penet.	0.40

Please replace the old cards with the above. Also please forward a copy to the Resident Engineer.

Very truly yours,

Frank P. Scrivener
Maintenance Engineer

FPS:as

c.c. Mr. P. A. Morison
Mr. Chas. Morris
Mr. G. N. Lewis, Jr. ✓

Mr Cassell

Kent

State Roads Commission
TRAFFIC DIVISION

MAY 28 1951

Geo. N. Lewis, Jr.
Director

May 28, 1951

Mr. Rolph Townshend,
District Engineer
State Roads Commission
Chestertown, Maryland

Dear Mr. Townshend:

Complying with your letter of April 13, the following route and sections changes will be posted accordingly and effective this date.

Rd.	313	Kent Co. Line	
Sect.	2	To Caroline Co. Line	1915-25-51
Dist.	2	15' Concrete	1.10
County	QA	22' Spec. "B"	13.65

	19	Robert's Station Road	
	1	Church Hill to	1915-49-50
	2	Ingleside	
		22' Spec. "B"	7.74
	QA	15' Concrete (Spur)	0.70 (Old Rd. 313)

Cards attached replace and supercede #19 - 1 & 2 and #313 - 2.

Very truly yours,

P. A. Morison
Assistant Chief Engineer

c.c. Mr. Geo. N. Lewis, Jr.
Mr. Chas. Norris
Mr. Louis Pfarr
Lt. Jos. K. Cushwa, Md. State Police

Mr Cruell

Kent

May 28, 1951

Mr. Rolph Townshend,
District Engineer
State Roads Commission
Chestertown, Maryland

Dear Mr. Townshend:

Upon a recheck by Mr. Lewin Deputy, the following sections will supercede the ones now in your file:

Replace U. S. 213, Section 4 with -

213	From Sassafras River	
4	To Galena	1929
2		
K	17' Concrete	1.85

Replace U. S. 213, Section 5 with -

213	Galena to Chestertown	
5	20' to 24' Spec. "B"	7.05
2	14' Bit. Pen. 2-3.0' C. Sho.	4.95
K	20' to 36' Spec. "B"	3.93

Breakdown of U. S. 213-5

24' Spec. "B" - 4.15 to past Locust Grove
20' Spec. "B" - 2.90 to Railroad Crossing, Kennedyville
20' Bit. Pen. - 2-3.0' C. Shou. - 4.95 to Hicks' Garage
24' Spec. "B" - 3.10 to Washington Avenue
36' Spec. "B" - 0.73 to Queen Street
20' Spec. "B" - 0.10 to Chester River Bridge

Replace U. S. 213, Section 6 with -

213	Over Chester River Bridge	
6		1930
2		
K	20' Concrete	0.28

Mr. Rolph Townshend May 28, 1951

Replace Md. 298, Section 2 with -

298	Butlertown to	
2	Fairlee	1930
2		
K	9' Concrete	6.92

Replace Md. 292, Section 4 with -

292	Stillpond to	
4	Bettertown	1920-49
2		
K	20' Spec. "B"	2.62

Replace Md. 311, Section 1 with -

311	Goldsboro to	
1	Marydel	1922-51
2		
K	24' Spec. "B"	6.31

Replace Md. 33, Section 5 with -

33	North Washington St.,	
3	Easton-Bay St. to Cut Off	1924
2	29' Concrete to Elec. Plant	0.13
	15' Concrete	0.40
T	24' Bitum. Penet.	0.70

This section has been returned to Talbot County for maintenance - S. R. C. Minutes 10-18-50.

33	From Cut Off Road North	
4	of Easton to Bypass	
2		
T	24' Bit. Penet.	1.10

Attached are sketches which will explain the above changes and also revised index cards for replacement.

Very truly yours,

Frank P. Scrivener
Maintenance Engineer

c.c. Mr. Geo. N. Lewis, Jr.
Mr. Chas. Norris
Lt. Cushwa, State Police

Attach.

SHA 51.3 - 8 Revised
4.83

MARYLAND STATE HIGHWAY ADMINISTRATION

ROAD INVENTORY SHEET

Party Chief _____ Road No. _____
Recorder _____ Road Name _____
Assistant _____ County _____
Map No./Dir. _____/_____ Date _____
State Coordinates _____ Sheet No. _____ OF _____

SYSTEM				TRAFFIC		LINE DIAGRAM	TRAFFIC			PAVEMENT DATA
FED. AID.	FUNCT CLASS.	HWY. SYS.	HPMS SAMPLE	PRKG. REST.	COM/IND. ACCESS		CONTROL	COM/IND. ACCESS	PRKG. REST.	
						Montgomery				

TRAFFIC CODES

TRAFFIC CONTROLS: STOP SIGN=S.S., TRAFFIC LIGHT=T.L., FLASHING RED BALL=F.R.

TRAFFIC CODES

PARKING RESTRICTIONS: A.M. PEAK, P.M. PEAK, A.M./P.M. PEAK, NO PARKING ANYTIME=N.P., COMM/IND. ACCESS=E

SYSTEM				TRAFFIC		LINE DIAGRAM	TRAFFIC			PAVEMENT DATA
FED. AID.	FUNCT. CLASS.	HWY. SYS.	HPMS SAMPLE	PRKG. REST.	COM/IND ACCESS		CONTROL	COM/IND ACCESS	PRKG. REST.	

MONTGOMERY COUNTY & PRINCE GEORGE CO.

June 3, 1959

Mr. Geo. N. Lewis, Jr.

Mr. Geo. W. Cassell

Route & Control Section Number

There is attached two copies of two map sketches showing the proposed route markings necessitated by new highway location.

Our District Engineer has requested these designations prior to the opening of the new highway. He also concurs in the numbers assigned.

May we have official approval of the proposed markings.

Geo. W. Cassell
Highway Engineer

16th ST EXTENSION - MONT. CO.

MD 4 & MD 215 - PR GEO. CO.

GWC/bfr
Attachments

APPROVED BY CHIEF ENGR
6-13-59

Mr Cowell
Will this affect Carter customers?
3/19/55

State Roads Commission
TRAFFIC DIVISION
MAR 18 1955
Geo. N. Lewis, Jr.
Director

March 18, 1955

Mr. Roland H. Jones, District Engineer
Laurel, Maryland

Route Number Changes
Montgomery & Prince George's Counties
Md. Rts. 320, 513, 650, 339
New Hampshire Ave., Piney Branch Road
and Sligo Avenue

Dear Mr. Jones:

Please note the following route number changes.

New Hampshire Avenue from Piney Branch Road near Avenel to US #29 at White Oak
(Control Sections 15-38 and 16-37) From Md. 320 to Md. 650

Piney Branch Road from District Line to Sligo Avenue
(Control Section 15-130) From Md. 513 to Md. 320
New Hampshire Avenue will carry number Md. 650 throughout its length, D.C.Line to White Oak.

Piney Branch Road will carry number Md. 320 throughout its length - D.C.Line to Md. 650 near Avenel.

Sligo Avenue from US 29 at Silver Spring to Piney Branch Road (0.93 mile of Control Section 15-114) Will be changed from Md. 320 to Md. 339.

Very truly yours,

F. A. Morison
Asst. Chief Engineer

FAM/blg

cc:Mr. C.Norris
Mr. G.N.Lewis,Jr.
Mr. F.S.Scrivener

Monty

Mr. Connell
Attn: Contract Section
Mr. Ortiz
3/19/65

Mr. Lewis
Mr Carroll

State Roads Commission
TRAFFIC DIVISION

MAR 1 1951

Geo. N. Lewis, Jr.
Director

February 28, 1951

Mr. E. G. Duncan,
District Engineer
State Roads Commission
Laurel, Maryland

Dear Mr. Duncan:

Attached find layouts of certain route changes that I am sending for your study and approval which are self-explanatory.

Upon the completion of Columbia Pike from Atholton (Md. 32) to Burtonsville (Md. 198) U. S. 29 will run from (Brown) the Baltimore-National Pike (U.S. 40) to D. C. Line in Silver Spring.

Old U. S. 29 from intersection of new road at St. John's Lane to Access Road at Columbia will act as service road and will be a section of U. S. 29.

Md. 108 which now runs from Damascus (Md. 27) to Ashton (U. S. 29) will continue, replacing U. S. 29, to Columbia crossing New U. S. 29 on the access road and ending at the Jonestown (County) Road (Green).

Md. 116 which now runs from Brighton to Ashton will continue, replacing U. S. 29, to White Oak intersection of New U. S. 29 (Purple).

Md. 701 from Laytonsville (Md. 108) East toward Unity, 1.23 miles to end of State Maintenance will become Md. 420.

Carry Route Markers Md. 420 thru the section of Md. 124 west of Laytonsville.

Mr. E. G. Duncan February 28, 1951

Until the connecting link of New U. S. 29 between Atholton and Burtonsville is completed, that section between Atholton and the new access road North of Columbia (U. S. 29) will be (for maintenance charges only) Md. 196.

Please let me have your comments as soon as possible.

Very truly yours,

Frank P. Scrivener
Maintenance Engineer

c.c. Mr. Chas. Norris
Mr. Geo. N. Lewis, Jr.

monty

C
O
P
Y

EXCERPT FROM MINUTES OF MEETING OF THE STATE
ROADS COMMISSION - WEDNESDAY, September 26, 1951

Present: Mr. Russell H. McCain, Chairman, Messrs. Avery W. Hall and David M. Nichols.

On recommendation of Mr. George N. Lewis, Jr., Director of the Traffic Division, concurred in by Chief Engineer W. F. Childs, Jr., in letter dated September 25, the Commission designated the Rockville By-pass as U.S. Route 240, and existing U.S. 240 through Rockville as Alternate U.S. Route 240, until such time as the new Frederick-Washington Expressway is completed and authorized the installation of traffic signals at the intersection of Viers Mill Road with the Rockville Pike and Rockville By-pass, as such signalization was planned in connection with the channelization at this intersection.

Copy: Messrs. Childs
Morison
Duncan
Lewis
Lee
Md. Traffic Safety Commission
Maj. R. M. Ridgely

EXCERPT FROM MINUTES OF MEETING OF THE STATE
HOUSE COMMISSION - WEDNESDAY, September 26, 1951

Present: Mr. Russell H. McCain, Chairman, Messrs. Avery
W. Hall and David M. Nicholls.

On recommendation of Mr. George M. Lewis, Jr., Director of the Traffic Division, concurred in by Chief Engineer W. F. Childs, Jr., in letter dated September 25, the Commission designated the Rockville By-pass as U.S. Route 240, and existing U.S. 240 through Rockville as Alternate U.S. Route 240, until such time as the new Frederick-Washington Expressway is completed and authorized the installation of traffic signals at the intersection of Veirs Mill Road with the Rockville Pike and Rockville By-pass, as such signalization was planned in connection with the channelization at this intersection.

Copy: Messrs. Childs
Morgan
Hunter
Lewis
Lee
Mr. Traffic Safety Commission
Mr. H. M. Bridgey

COPY

Rec from Keene
Traffic

Report

May 5, 1953

Mr. George N. Lewis, Jr.
Director, Traffic Division
Tower Building

Dear Mr. Lewis:

In reply to your letter of April 30, 1953, in which you request a new route number for that section of U.S. 240 between Urbana Point and Hyattstown, this is to advise that this section will be known as Md. 355 and as the Frederick-Washington Expressway is constructed in sections and opened, Md. 355 will replace U.S. 240 until eventually it reaches the District line.

Very truly yours,

P. A. Morison
Asst. Chief Engineer

PAM:rk
c.c. Mr. Frank P. Scrivener
Mr. C. Norris
Mr. G. E. Springer

File under Montgomery Co.

Mont.

STATE OF MARYLAND
STATE ROADS COMMISSION
108 EAST LEXINGTON STREET
BALTIMORE-3, MD.

GEO. N. LEWIS, JR
DIRECTOR

TRAFFIC DIVISION
307 TOWER BUILDING
BALTIMORE 2, MD.

September 16, 1954.

To: Mr. Cassell

From: Mr. Lewis

Subject: Route and Section Numbers

As I mentioned to you in the office this morning, I would appreciate it if you would take the steps necessary to change Old US 240 from its present marking of Alt. US 240 between the Germantown Road and US 15 to a State highway number on the 1955 Tourist map and subsequent changes to the Frederick and Montgomery County maps, effective January 1, 1955.

MD 355

Very truly yours,

Geo. N. Lewis, Jr.,
Director

GNLjr-d

cc: Mr. J. L. Mintiens

mont. g. & lewis, jr.

COPY

AMERICAN ASSOCIATION OF STATE HIGHWAY OFFICIALS

Nov. 22, 1954

Mr. Norman M. Pritchett, Mem. AASHO
Chief Engr., State Roads Commission
108 E. Lexington St.
Baltimore 3, Md.

Dear Mr. Pritchett:

The U.S. Route Numbering Committee, meeting in Seattle on Nov. 6, considered the proposal from your Department for the relocation of U.S. 29 between Baltimore and Washington, more particularly between Columbia and White Oak.

The Committee approved the petition as submitted effective upon completion of the construction work as stipulated in your letter of August 27. STILL Md 196

Your letter also requested the designation of the existing route as U.S. 29 Alternate, which was also approved by the U.S. Route Numbering Committee. STILL US 29

The Executive Committee subsequently concurred in the action taken by the Route Numbering Committee.

Very truly yours,

Hal H. Hale
Executive Secretary

JW:ep

prort.

STATE OF MARYLAND
STATE ROADS COMMISSION
108 EAST LEXINGTON STREET
BALTIMORE-3, MD.

March 1, 1955

To: Mr. George W. Cassell

From: Mr. J. L. Mintiens

Subject: Route Numbering

On February 28, while in the company of Mr. P. A. Morison in the Montgomery-Prince Georges County area, the writer's attention was directed to the present marking of Md. 320, which takes in a portion of New Hampshire Avenue, Piney Branch Road and Sligo Avenue. It was Mr. Morison's thought that New Hampshire Avenue very definitely should carry only one route number extending from the D. C. line to U.S. 29. Incidentally, a portion of this route is now Md. 650.

Md. 320 would then be assigned to Piney Branch Road extending from New Hampshire Avenue to the D. C. line, and Sligo Avenue extending from Piney Branch Road to Georgia Avenue to carry another route number.

It would be appreciated if you would give consideration to having these changes made.

Very truly yours,

J. L. Mintiens

J. L. Mintiens,
Sr. Asst. Hwy. Engineer

JLM-h

cc: Mr. P. A. Morison

Mrty Co.

Montgomery County

Route markings

December 11, 1957

Mr. L. E. McCarl,
District Engineer
State Roads Commission
Laurel, Maryland

Dear Mr. McCarl: Special Studies - 1316

The following is in connection with our investigation on December 9, 1957 to determine the necessary signing for the extension of the Frederick-Washington highway and also your telephone conversation with Mr. Lewis this morning.

As New US 240 will be a part of the Interstate Highway System, we will be required to change all of the signing in accordance with the instructions which will ultimately be given by the Bureau of Public Roads. It was decided, therefore, that for the present our existing system of signing will be used for the extension of this highway.

For southbound traffic on the new highway, an advance panel will be given for the Shady Grove Road. For this same traffic a standard size panel will also be provided approaching the connection to Rockville. However, one of these 54" panels will be put in the parkway as well as on the right side of the road.

At Montrose Road the direction to Washington will be shown with the standard size panel, but on Montrose Road at the existing Rockville Pike oversize signs will be provided to insure that traffic will have ample notice of the proper route to follow.

For northbound traffic on the old road the oversize signs will also be used giving directions to Frederick.

It has also been agreed that due to the fact the new highway will now carry traffic beyond Rockville proper, the new road will be marked as US 240. This, of course, will extend from the Shady Grove Road to Montrose Road, thence along Montrose Road to the existing highway.

The existing Rockville Pike will be marked as Md. 355 and the route should follow the Rockville By-pass. It has also been decided that it would not

desirable to mark the old road through Rockville as an alternate route.

If there are any other questions involving this area, please advise. Incidentally, the new signs should be ready this week.

Very truly yours,

Geo. W. Lewis, Jr.,
Director - Traffic Div.

By: J. L. Mintiens,
Associate Engineer

JLM-h

THE MARYLAND - NATIONAL CAPITAL PARK AND PLANNING COMMISSION
REGIONAL AND METROPOLITAN DISTRICTS IN MONTGOMERY AND PRINCE GEORGE'S COUNTIES, MARYLAND

TELEPHONE
JUniper 5-1480

JESSE F. NICHOLSON • Secretary-Treasurer
Regional Headquarters Building
8787 Georgia Avenue
Silver Spring Maryland

HERBERT W. WELLS • Chairman
J. NEWTON BREWER, JR. • Vice-Chairman
Commissioners
JOHN A. FLOYD JOHN B. LAUER
DONALD E. GINGERY JOHN L. PYLES
LOUIS A. GRAVELLE JOHN A. SCHEIBEL
W. LAWSON KING MRS. RUSSELL WILTBANK

June 28, 1960

Towns Excluded from this jurisdiction
1 Rockville
2 Gaithersburg
3 Poolesville
4 Barnesville
5 ?
6 ?

Mr. David H. Fisher, Chief Engineer
State Roads Commission
300 West Preston Street
Baltimore, Maryland

Dear Mr. Fisher:

Pursuant to the authority vested in this Commission by virtue of the provisions of Chapter 780, Laws of Maryland, 1959, this will confirm our conversation today in which I advised you that the Commission recently approved the following changes in the names of highways within the Maryland-Washington Regional District in Montgomery and Prince George's Counties:

(1) Wisconsin Avenue to ROCKVILLE PIKE from Glenbrook Parkway to Grosvenor Lane as shown in blue on the enclosed map.

(2) Washington Circumferential Highway (recently designated Capitol Beltway by your Commission) to CAPITAL BELTWAY as shown in red on the enclosed maps.

In taking this action, the Commission desires to point out that the historical significance attached to the Rockville Pike, formerly known as the Rockville and Bethesda Turnpike, should not be minimized but should be retained for the section of the road from Glenbrook Parkway just north of Bethesda to the City of Rockville.

Likewise, the Commission believes that the name Capital Beltway, rather than Capitol Beltway, is more appropriate since this highway should signify the name of the City of Washington, the Nation's Capital, instead of the U. S. Capitol building.

Kindly take the necessary steps to make these changes on your maps and to install new signs along these highways.

Sincerely yours,

JESSE F. NICHOLSON
Executive Director

JFN/er

THE MARYLAND - NATIONAL CAPITAL PARK AND PLANNING COMMISSION
REGIONAL AND METROPOLITAN DISTRICTS IN MONTGOMERY AND PRINCE GEORGE'S COUNTIES, MARYLAND

HERBERT M. WEILL - Chairman
I. NEWTON BURNES, JR. - Vice Chairman

Commissioners
JOHN A. FLOYD - JOHN E. DAVIS
BONNIE C. GINSBERG - JOHN I. PRATT
LUKE A. BERTELLE - JOHN A. SCHNEIDER
M. LAWRENCE KING - REV. RUSSEL WATKINS

JESSE F. WIGHTSON - Secretary-Treasurer
Planning Headquarters Building
8787 Georgia Avenue
Silver Spring - Maryland

TELEPHONE
Phone: 3-1600

June 23, 1960

Mr. David M. Fisher, Chief Engineer
State Roads Commission
700 West Preston Street
Baltimore, Maryland

Dear Mr. Fisher:

Pursuant to the authority vested in this Commission by virtue of the provisions of Chapter 780, Laws of Maryland, 1959, this will confirm our conversation today in which I advised you that the Commission recently approved the following changes in the names of highways within the Maryland-Washington Regional District in Montgomery and Prince George's Counties:

(1) Wisconsin Avenue to ROCKVILLE PIKE from Glenbrook Parkway to Cordwainer Lane as shown in blue on the enclosed map.

(2) Washington Circumferential Highway (recently designated Capitol Beltway by your Commission) to CAPITAL BELTWAY as shown in red on the enclosed map.

In taking this action, the Commission desires to point out that the historical significance attached to the Rockville Pike, formerly known as the Rockville and Bethesda Turnpike, should not be minimized but should be retained for the section of the road from Glenbrook Parkway just north of Bethesda to the City of Rockville.

Likewise, the Commission believes that the name Capital Beltway, rather than Capitol Beltway, is more appropriate since this highway should signify the name of the City of Washington, the Nation's Capital, instead of the U. S. Capitol building.

Kindly take the necessary steps to make these changes on your maps and to install new signs along these highways.

Sincerely yours,

JESSE F. WIGHTSON
Executive Director

JFW/ar

INTERDEPARTMENTAL MEMORANDUM

STATE ROADS COMMISSION
300 W. PRESTON STREET
BALTIMORE 1, MARYLAND

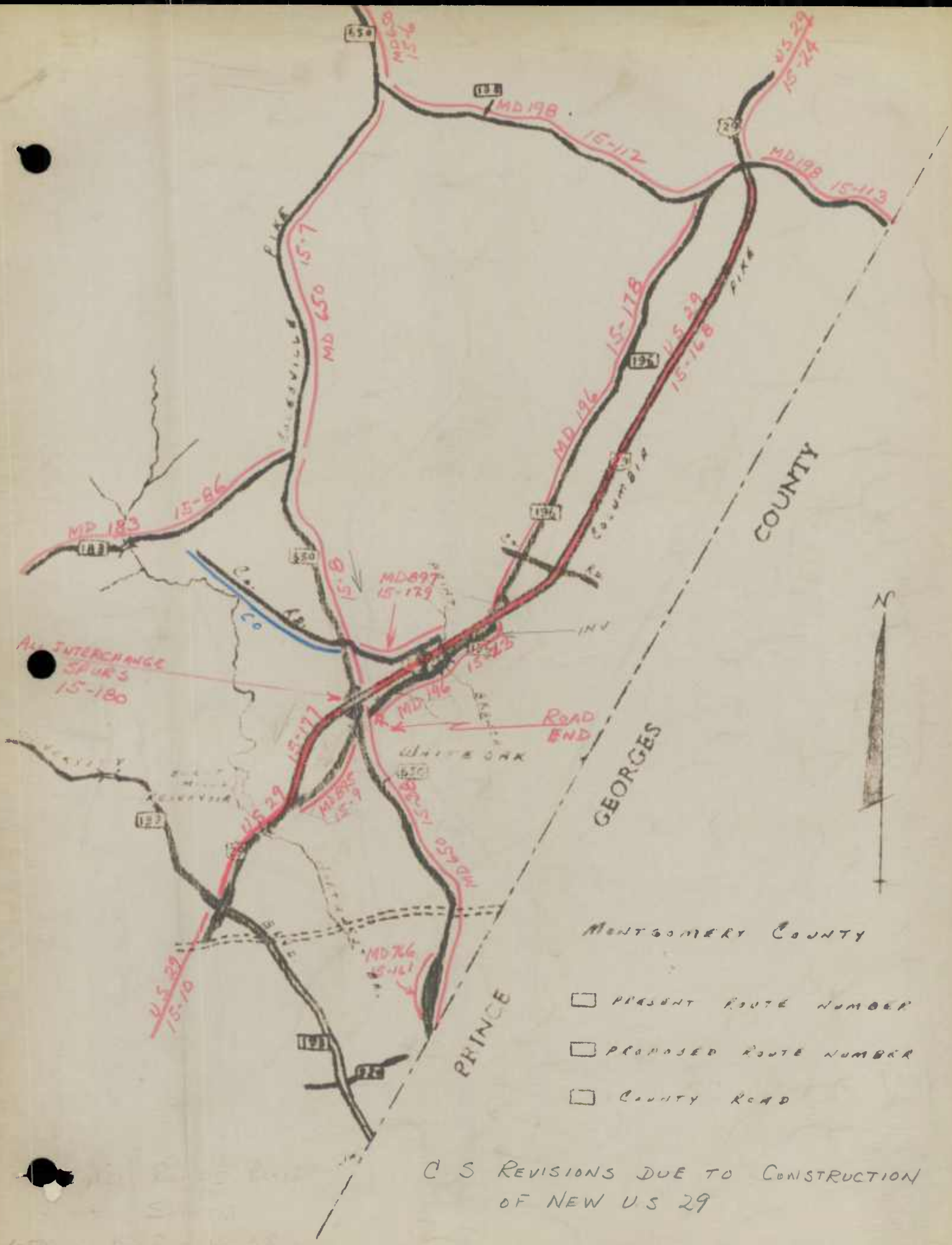
TO Mr. George N. Lewis, Jr. FROM Mr. David H. Fisher DATE July 5, 1960

If the attached letter in reference to Rockville Pike and the Capital Beltway is in order should be submit recommendation to the State Roads Commission for concurrence.

Next meeting is Wednesday, July 6, 1960.

DHF:ak

Attachment



C S REVISIONS DUE TO CONSTRUCTION OF NEW US 29

July 29, 1960

Mr. Jesse F. Nicholson,
Executive Director
The Maryland-National Capital
Park and Planning Commission
8787 Georgia Avenue
Silver Spring, Md.

Dear Mr. Nicholson:

Reference is made to your letter of June 28, 1960 advising of the action of your Commission changing the names of Wisconsin Avenue to Rockville Pike from Glenbrook Parkway to Grosvenor Lane and the Capitol Beltway to Capital Beltway.

We assume your Commission in adopting name changes is cognizant of the expense involved in the changing of signs, and the obsolescence of business and personal letter-head addresses and any literature prepared for the promotion of business, along a highway which is to have its name changed.

Tourists entering the District of Columbia from the North and west via the Washington National Pike (Interstate 70-S) and U.S. 240 know the name of the street to follow, after leaving the Washington National Pike, is Wisconsin Avenue and could very easily be confused by finding the street named Rockville Pike between the Pook's Hill Interchange and Glenbrook Parkway. It would also appear that the Naval Medical Center and the National Institutes of Health are generally known by strangers to be on Wisconsin Avenue.

In the case of the Capitol Beltway, this involves the State of Virginia as well as Maryland, as they concurred in a resolution adopted by this Commission. It appears that some thought will have to be given to this suggested change.

In the future, when your Commission is contemplating recommending the changing of names of state highways, it is suggested that this Commission be given the opportunity to review the proposals before formal action is taken by your Commission.

Very truly yours,

Chief Engineer

copy of memo and attach
to Mr. Cassell 2-23-66

COPY

STATE ROADS COMMISSION
DISTRICT 3
LAUREL, MARYLAND

3

Laurel Office
21 February 66

TO: Mr. Walter J. Addison, Chief
Bureau of Planning and Programming

Md. Route 355
Montgomery County

FROM: W. L. Shook
District Engineer

Enclosed is a copy of a letter from the Maryland-National Capital Park and Planning Commission calling our attention to the recent action of the Montgomery County Planning Board changing the name of Md. Route 355 to FREDERICK ROAD. This road was previously known as Rockville Pike and Urbana Pike.

Please note that the new name applies from the northern limits of Rockville to the Frederick County Line.

This is being supplied for your use when correcting maps of Montgomery County.

WLS/emg
Enclosure

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
8787 Georgia Avenue
Silver Spring, Maryland, 20907

February 4, 1966

Dear Sir:

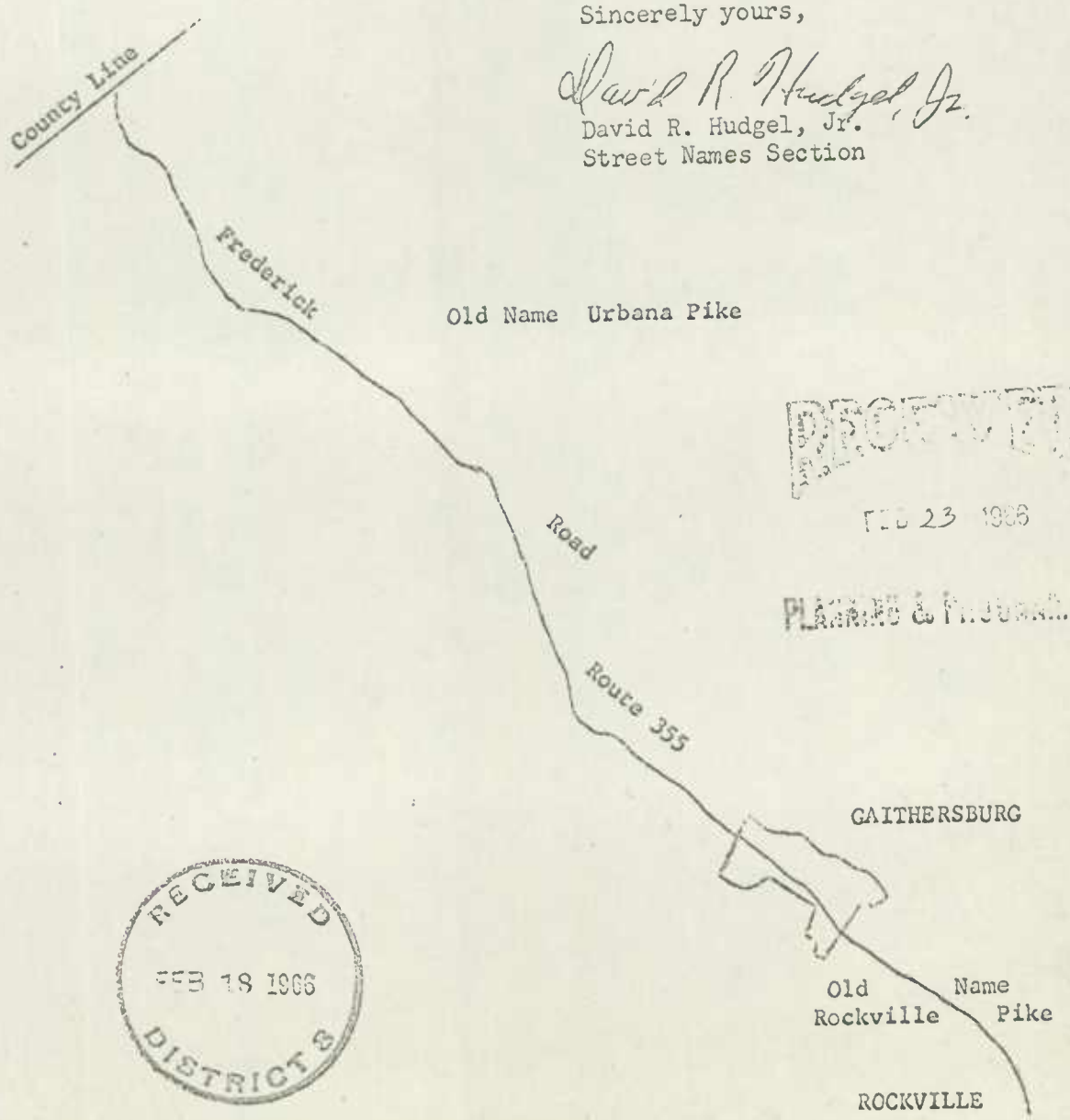
On February 1, 1966, the Montgomery County Planning Board changed the name of Maryland Route 355 from the northern limits of Rockville to the Frederick County line to FREDERICK ROAD. This road was previously known as Rockville Pike and Urbana Pike (see map). The city of Gaithersburg will not be affected by this change.

Any inquiry concerning this change may be directed to the Street Names Section of the Maryland-National Capital Park and Planning Commission.

Sincerely yours,

David R. Hudgel, Jr.

David R. Hudgel, Jr.
Street Names Section



Montgomery

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

SHA 51.3 - 8 Revised
4.83

MARYLAND STATE HIGHWAY ADMINISTRATION

ROAD INVENTORY SHEET

Party Chief _____ Road No. _____
Recorder _____ Road Name _____
Assistant _____ County _____
Map No./Dir. _____ Date _____
State Coordinates _____ Sheet No. _____ OF _____

SYSTEM				TRAFFIC		LINE DIAGRAM	TRAFFIC			PAVEMENT DATA
FED. AID.	FUNCT CLASS.	HWY. SYS.	HPMS SAMPLE	PRK.G. REST.	COM/IND. ACCESS		CONTROL	COM/IND. ACCESS	PRK.G. REST.	
						PRINCE GEORGES				

TRAFFIC CODES

TRAFFIC CONTROLS: STOP SIGN=S.S., TRAFFIC LIGHT=T.L., FLASHING RED BALL=F.R.

TRAFFIC CODES

PARKING RESTRICTIONS: A.M. PEAK, P.M. PEAK, A.M./P.M. PEAK, NO PARKING ANYTIME=N.P., COMM/IND. ACCESS=E

SYSTEM				TRAFFIC		LINE DIAGRAM	TRAFFIC			PAVEMENT DATA
FED. AID.	FUNCT. CLASS.	HWY. SYS.	HPMS SAMPLE	PRKG. REST.	COM/IND ACCESS		CONTROL	COM/IND ACCESS	PRKG. REST.	

Mr. Lewis

File with minutes

December 9, 1949

Mr. Joseph Chaney,
District Engineer
State Roads Commission
Upper Marlboro, Maryland

Dear Mr. Chaney:

The following changes to routes, Md. 410 and Md. 500, will become effective January 1, 1950.

410	East-West Highway	I
13	Elm St. to 42nd Ave.	1935-49
5	Hyattsville	
P	24' Spec. "B"	3.31
410	Connection at	J
14	Queen's Chapel Rd.	1949
5		
P	1-12' & 1-12.5' Conc. Lanes (Dual)	0.12
410	Old Queen's Chapel Rd.	I
15	East-West Hwy. twd.	1930
5	D. C. Line	
P	15' Bit. Conc.-2-2.5' Conc. Shou.	0.16
	12' Concrete (one way)	0.08
500	Queen's Chapel Rd.	I
1	D. C. Line to New	1930
5	Section	
P	15' Bit. C. - 2-2.5' C. Shou.	0.86
500	Queen's Chapel Rd.	J
2	Thru Reloc. twd. Wash. Blvd.	1949
5	24' Concrete	0.26
P	2-27' Conc. Lanes (Dual)	0.10

Gibraltar Onion Skin

MILLERS FALLS

ALL COTTON

Mr. Joseph Chaney December 9, 1949

500 Queen's Chapel Rd. M
3 Ager Road to Wash. Blvd. 1931-40
5
P 16' Conc. - 2-4' Sand Asp. 1.73
Shou.

Index cards will follow.

Very truly yours,

Frank P. Scrivener
Maintenance Engineer

FPS:as

c.c. Mr. Geo. N. Lewis, Jr.
Mr. Chas. Norris

Mr. Lewis

Mr Cassell

PRINCE GEORGES Co.

November 2, 1950

Re-Route & Sections
Marlboro By-Pass

Mr. Joseph Chaney,
District Engineer
State Roads Commission
Upper Marlboro, Maryland

Dear Mr. Chaney:

Attached find two sets of maintenance index cards and a layout sketch for the following changes:

4	Marlboro Pike	J
5	Federal Spring Bridge	1929
5	To Crain Hwy. at Monument	
P	21' Concrete	0.50
4	Main St., Upper Marlboro	I
6	From Monument to	1929-39-48
5	Hill's Bridge & Spur	
	24' Spec. "B" Spur	1.19
P	24' Spec. "B"	2.99
301	Crain Hwy. A. A. Co. Line to	I
16	Beginning of By-Pass	1927-44-48
5		
P	24' Spec. "B"	10.18
301	Marlboro By-Pass	F
17	No. of Well's Corner	1950
5	To Nasaryville	
P	22' Bit. Stab. Gravel	7.25
301	From By-Pass	I
19	To T. B.	1924-30-49
5		
P	22' Spec. "B"	6.56
761	Old Crain Hwy. from	I
1	Monument So. to By-Pass	1924-40
5		
P	22' Spec. "B"	2.82

Mr. Joseph Chaney November 2, 1950

PR. GEO. Co.

761	Old Crain Hwy.	I
2	At Croom Road	1924-40
5		
P	22' Spec. "B"	0.37

Please advise me if this meets with your approval.

Very truly yours,

Frank P. Scrivener
Maintenance Engineer

Attach.

c.c. Mr. Chas. Norris
Mr. Geo. N. Lewis, Jr.

Mr Cowell

State Roads Commission
TRAFFIC DIVISION

JUN 14 1951

Geo. N. Lewis, Jr.
Director

June 13, 1951

Mr. C. A. Skirven,
District Engineer
State Roads Commission
Salisbury, Maryland

Dear Mr. Skirven:

Replying to your letter of May 15, I am requesting you to forward the four (4) luminous route markers for Md. 492 to the Sign Shop or to Mr. Joseph Chaney, Upper Marlboro, Maryland.

Md. 492 has been assigned to the Maryland Park Road adjacent to the District Line since 1939.

You will hold the five (5) luminous Md. 344 markers so that they can be assigned to the next new road that is taken into the system in your District.

Please notify this office when the above transfer has been made.

Very truly yours,

Frank P. Scrivener
Maintenance Engineer

c.c. Mr. P. A. Morison
Mr. Geo. N. Lewis, Jr.
Mr. Louis Pfarr

Pr Ranger Co

State Roads Commission
TRAFFIC DIVISION

JUN 1 1955

Geo. N. Lewis, Jr.
Director

June 1, 1955

Mr. Roland E. Jones, District Engineer
Laurel, Maryland

Re: Relocation of Md. #201 & #205
at US #50 (Bladensburg)
Prince George's County

Dear Mr.Duncan:-

Upon completion and opening to traffic of the above improvement, the following route number changes will be effective:

Md.#201 will apply to entire route from D. C.Line to Md. #430 near Branchville.

Md. #205 will be withdrawn from use.

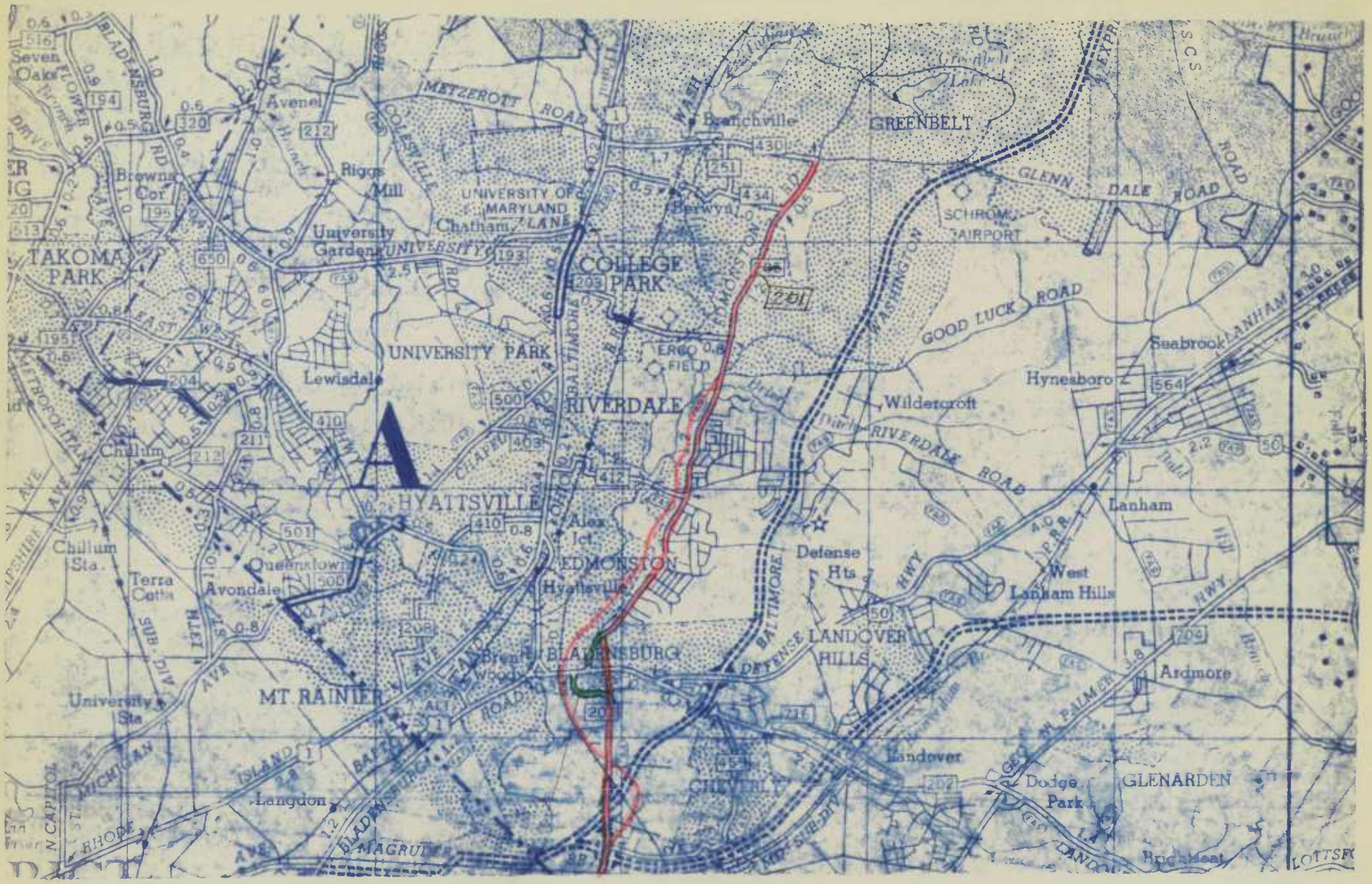
Md. #769 will apply to by-passed portions of old Md.#201 and #205 at Bladensburg. This number is for record purposes only and route markers will not be required.

Very truly yours,

P. A. Morison
Director of Highway Maintenance

PAM/blg
cc:Mr. G.N.Lewis,Jr.
Mr. F.P.Scrivener
Mr. Charles Norris

Prince George's



769

Control Sec. No. 16-48

Mr Cuell

Br. Georgeto.

State Roads Commission
TRAFFIC DIVISION

JUN 16 1955

Geo. N. Lewis, Jr.
Director

June 15, 1955

Mr.Roland E. Jones, District Engineer
Laurel, Maryland

Re: Relocation- Md. #193
through College Park
P 721-2-315

Dear Mr. Jones:-

Upon completion and opening to traffic of above improvement, Md. #193 will apply to the relocation.

Md. #770 is assigned to the by-passed section of Md. #193 from U.S. #1 to the new relocation. This number is assigned for record purposes only and route markers will not be required.

Very truly yours,

P. A. Morison
Director of Highway Maintenance

PAM/s/g

cc: Mr. G.N.Lewis,Jr.
Mr. F.P.Scrivener
Mr. C. Norris

P.P.

MONTGOMERY Co.
PRINCE GEO Co.

Geo. N. Lewis, Jr.
Director

February 10, 1956

Mr. Roland H. Jones, District Engineer
Laurel, Md.

Re: Road Exchange
Route Number Changes
Prince George's County

Dear Mr. Jones:

In accordance with Minutes of the Commission of December 21st, 1955, Route Md. #725 in its entirety is transferred to the Mayor and City Council of Laurel.

Route No. Md. #725 is withdrawn from use.

Md.#194 in Takoma Park has been re-numbered Md. #787 for record purposes only. Route No. Md. #194 has been assigned in another district.

Very truly yours,

P. A. Morison
Director of Highway Maintenance

PAM/blg
cc:Mr. G.N.Lewis,Jr.
Mr. F.P. Scrivener
Mr. C. Norris
Mr. L. Pfarr

Prince George Co
File

February 10, 1956

Mr. Roland E. Jones, District Engineer
Laurel, Md.

Re: Road Exchange
Route Number Changes
Prince George's County

Dear Mr. Jones:

In accordance with Minutes of the Commission of December 21st, 1955, Route Md. #725 in its entirety is transferred to the Mayor and City Council of Laurel.

Route No. Md. #725 is withdrawn from use.

Md.#194 in Takoma Park has been re-numbered Md. #787 for record purposes only. Route No. Md. #194 has been assigned in another district.

Very truly yours,

P. A. Morison
Director of Highway Maintenance

PAM/blg
cc:Mr. G.N.Lewis,Jr.
Mr. F.P. Scrivener
Mr. C. Norris
Mr. L. Pfarr

PRINCE GEORGE

COPY

STATE ROADS COMMISSION
108 EAST LEXINGTON STREET
BALTIMORE-3, MD.

December 14, 1956.

Mr. L. E. McCarl, District Engineer
Laurel, Md.

Dear Mr. McCarl:

re: Md. 410 - Hamilton Street
Hyattsville, Prince George's Co.

The portion of Md. #410, Hamilton Street, in Hyattsville between Md. #500 and Md. #208 has been renumbered Md. #208.

The return of that portion of Hamilton Street between 38th and 40th Streets is covered by S.R.C. acceptance 10-20-55 of the town's resolution.

Very truly yours,

P. A. Morison
Director of Highway Maintenance

PAM/blg

cc: Mr. C. Norris
Mr. G. N. Lewis, Jr.,
Mr. F. P. Scrivener
Lt. J. K. Cushwa

Pr. Geo.

COPY

#410

STATE ROADS COMMISSION
108 EAST LEXINGTON STREET
BALTIMORE 3, MD.

December 13, 1956

Mr. L. E. McCarl, District Engineer
Laurel, Md.

Dear Mr. McCarl:

Re: Route Number Changes
Prince George's County
Md. #410 - East West Highway

Upon completion and acceptance of relocation of Md. #410 between Md. #212 Riggs Road near Lewisdale to junction of Md. #500 and Md. #403, this new highway will carry number Md. #410.

Route number Md. #403 will be withdrawn from use and Md. #410 will be extended to U.S. #1 in Riverdale.

The portion of old Md. #410 from Md. #212 to the Hyattsville town line will be returned to the county as provided in the Minutes of January 21, 1955.

A separate letter covers the transfer of other sections of Md. #410 and the renumbering of such portions thereof that remain in the Hyattsville area.

Very truly yours,

P. A. Morison
Director of Highway Maintenance

PAM/blg
cc: Mr. G. N. Lewis, Jr.
Mr. C. Norris
Mr. F. Scrivener
Lt. Joseph K. Cushwa

INTERDEPARTMENTAL
STATE OF MARYLAND
STATE ROADS COMMISSION

DISTRICT OR
DIVISION 3

Laurel Office
July 3, 1963

TO: Mr. George W. Cassell
Planning and Programming Division

Route 4
Prince George's County

FROM: W. L. Shook
District Engineer

This is to advise we approve the re-numbering of Md. Route 4 as Md. 408, as indicated in your letter of June 26, 1963. However, we do not feel it should be field posted as such from Ritchie Road to Dower House Road until new Route 4 is completed through this area. We will post old Route 4 as Route 408 from Ritchie Road east through the area where new Route 4 is completed and now open to traffic.

We will not post Route 430, Glendale - Branchville Road, from Route US 1 to relocated Route 193.

WES:emg
cc: Mr. J. Paul Smith
Mr. W. H. Miller

SHA 51.3 - 8 Revised
4.83

MARYLAND STATE HIGHWAY ADMINISTRATION

ROAD INVENTORY SHEET

Party Chief _____ Road No. _____
Recorder _____ Road Name _____
Assistant _____ County _____
Map No./Dir. _____/_____ Date _____
State Coordinates _____ Sheet No. _____ OF _____

SYSTEM				TRAFFIC		LINE DIAGRAM	TRAFFIC			PAVEMENT DATA
FED. AID.	FUNCT CLASS.	HWY. SYS.	HPMS SAMPLE	PRKG. REST.	COM/IND. ACCESS		CONTROL	COM/IND. ACCESS	PRKG. REST.	
						QUEEN ANNES				

TRAFFIC CODES

TRAFFIC CONTROLS: STOP SIGN=S.S., TRAFFIC LIGHT=T.L., FLASHING RED BALL=F.R.

TRAFFIC CODES

PARKING RESTRICTIONS: A.M. PEAK, P.M. PEAK, A.M./P.M. PEAK, NO PARKING ANYTIME=N.P., COMM/IND. ACCESS=E

SYSTEM				TRAFFIC		LINE DIAGRAM	TRAFFIC			PAVEMENT DATA
FED. AID.	FUNCT. CLASS.	HWY. SYS.	HPMS SAMPLE	PRKG. REST.	COM/IND ACCESS		CONTROL	COM/IND ACCESS	PRKG. REST.	

Dw Cirell

NOV 28 1950

Geo. Lewis Jr.
Engr

Queen Anne Co.

November 27, 1950

Mr. Rolph Townshend,
District Engineer
State Roads Commission
Chestertown, Maryland

Dear Mr. Townshend:

Please advise if you approve of the inclusion of Md. 518, Section 1 (Road to School House, 0.07 miles) with Md. 303, Section 1 (Moore's Corner Road, 0.12 miles). These two routes are in the town of Queen Anne and runs north from Alternate 404, Section 1.

Very truly yours,

Frank P. Scrivener mdn

Frank P. Scrivener
Maintenance Engineer

c.c. Mr. Geo. N. Lewis, Jr. ✓

Cassell

State Roads Commission
TRAFFIC DIVISION

DEC 1 1950

Geo. N. Le

Queen Anne Co

November 28, 1950

Mr. F. P. Scrivener,
Maintenance Engineer

Dear Mr. Scrivener:

I have your letter of November 27th in which you advise the inclusion of Md. 518, Section 1 (Road to School House, 0.07 miles) with Md. 303, Section 1 (Moore's Corner Road, 0.12 miles). These two routes are in the town of Queen Anne.

I would approve of the inclusion. I would appreciate it if you will send me the proper route cards at which time I shall notify the county engineer of the changes.

Very truly yours,

Signed - Rolph Townshend

District Engineer

LBD:pw

Above Change made
McNulty

Queen Anne's

State Roads Commission
TRAFFIC DIVISION

Geo. N. Lewis, Jr.
Director

January 10, 1956

Mr. Thomas G. Mohler, District Engineer
Frederick, Md.

Dear Mr. Mohler:

As you know, this Commission is building a highway on a new location from Queenstown in Queen Anne's County to the Delaware Line near Warwick in Cecil County.

This road has been named the Blue Star Memorial Highway, but no route number was assigned to this section of road until recently, as we have been working out with the Delaware Highway Department the adoption of a route number that would be the same in both states. Recently, we have agreed with Delaware to number the Blue Star Memorial Highway, Route #71, starting at U.S. #50 near Queenstown and extending to U.S. #13 in Delaware.

This means that the present #71, which starts at Md. #26 in Frederick County and extends to the Pennsylvania Line north of Taneytown, will be renumbered and as the highway in Pennsylvania from the Maryland Line north is numbered #194, we will renumber the old #71 section, #194.

Will you please order by requisition the necessary #194 route marker signs and upon receipt of them, have them erected and remove the #71 signs and send them to Louis Pfarr at the Paint Shop so they can be re-conditioned and used on new #71 on the Eastern Shore.

I would like you to erect the #194 markers at your earliest opportunity, so that when the spring tourist traffic starts the new number will be in effect.

Very truly yours,

P. A. Morison
Director of Highway Maintenance

PAM/blg
cc: Mr. G. N. Lewis, Jr.
Mr. F. P. Scrivener

Mr. L. Pfarr
Mr. C. Norris

QA

SHA 51.3 - 8 Revised
4.83

MARYLAND STATE HIGHWAY ADMINISTRATION

ROAD INVENTORY SHEET

Party Chief _____ Road No. _____
Recorder _____ Road Name _____
Assistant _____ County _____
Map No./Dir. _____/_____ Date _____
State Coordinates _____ Sheet No. _____ OF _____

SYSTEM				TRAFFIC		LINE DIAGRAM	TRAFFIC			PAVEMENT DATA
FED. AID.	FUNCT CLASS.	HWY. SYS.	HPMS SAMPLE	PRKG. REST.	COM/IND. ACCESS		CONTROL	COM/IND. ACCESS	PRKG. REST.	
						ST. Marys				

TRAFFIC CODES

TRAFFIC CONTROLS: STOP SIGN=S.S., TRAFFIC LIGHT=T.L., FLASHING RED BALL=F.R.

TRAFFIC CODES

PARKING RESTRICTIONS: A.M. PEAK, P.M. PEAK, A.M./P.M. PEAK, NO PARKING ANYTIME=N.P., COMM/IND. ACCESS=E

SYSTEM				TRAFFIC		LINE DIAGRAM	TRAFFIC			PAVEMENT DATA
FED. AID.	FUNCT. CLASS.	HWY. SYS.	HPMS SAMPLE	PRKG. REST.	COM/IND ACCESS		CONTROL	COM/IND ACCESS	PRKG. REST.	

Upper Marlboro, Maryland
July 26, 1960

Re: State Mileage

TO - Mr. George W. Cassell, Chief
Mapping & Control Surveys Section
Bureau of Traffic

FROM - L. E. McCarl
District Engineer

In reference to your letter of July 22, 1960, concerning State Mileage, we wish to advise as follows:

(1) On Md. 237 East of Chaptico this is to be deeded to the property owner by right of way agreement.

(2) On Md. 5 southeast of St. Mary's City,

(a) On preliminary plans this road was to be scarified and barricades erected.

(b) Rights of way were acquired according to these tentative plans and the barricades and scarifying were called for on right of way agreement.

(c) Final plans did not show scarifying or barricades.

(d) Supplemental option was acquired giving the property owner a blacktop entrance in lieu of scarifying this old road. Barricades were erected according to the right of way agreement.

HDP:S

SHA 51.3 - 8 Revised
4.83

MARYLAND STATE HIGHWAY ADMINISTRATION

ROAD INVENTORY SHEET

Party Chief _____ Road No. _____
Recorder _____ Road Name _____
Assistant _____ County _____
Map No./Dir. _____ / _____ Date _____
State Coordinates _____ Sheet No. _____ OF _____

SYSTEM				TRAFFIC		LINE DIAGRAM	TRAFFIC			PAVEMENT DATA
FED. AID.	FUNCT CLASS.	HWY. SYS.	HPMS SAMPLE	PRKG. REST.	COM/IND. ACCESS		CONTROL	COM/IND. ACCESS	PRKG. REST.	

Somerset

TRAFFIC CODES

TRAFFIC CONTROLS: STOP SIGN=S.S., TRAFFIC LIGHT=T.L., FLASHING RED BALL=F.R.

TRAFFIC CODES

PARKING RESTRICTIONS: A.M. PEAK, P.M. PEAK, A.M./P.M. PEAK, NO PARKING ANYTIME=N.P., COMM/IND. ACCESS=E

SYSTEM				TRAFFIC		LINE DIAGRAM	TRAFFIC			PAVEMENT DATA
FED. AID.	FUNCT. CLASS.	HWY. SYS.	HPMS SAMPLE	PRKG. REST.	COM/IND ACCESS		CONTROL	COM/IND ACCESS	PRKG. REST.	

SHA 51.3 - 8 Revised
4.83

MARYLAND STATE HIGHWAY ADMINISTRATION

ROAD INVENTORY SHEET

Party Chief _____ Road No. _____
Recorder _____ Road Name _____
Assistant _____ County _____
Map No./Dir. _____/_____ Date _____
State Coordinates _____ Sheet No. _____ OF _____

SYSTEM				TRAFFIC		LINE DIAGRAM	TRAFFIC			PAVEMENT DATA
FED. AID.	FUNCT CLASS.	HWY. SYS.	HPMS SAMPLE	PRKG. REST.	COM/IND. ACCESS		CONTROL	COM/IND. ACCESS	PRKG. REST.	
						TALBOT				

TRAFFIC CODES

TRAFFIC CONTROLS: STOP SIGN=S.S., TRAFFIC LIGHT=T.L., FLASHING RED BALL=F.R.

TRAFFIC CODES

PARKING RESTRICTIONS: A.M. PEAK, P.M. PEAK, A.M./P.M. PEAK, NO PARKING ANYTIME=N.P., COMM/IND. ACCESS=E

SYSTEM				TRAFFIC		LINE DIAGRAM	TRAFFIC			PAVEMENT DATA
FED. AID.	FUNCT. CLASS.	HWY. SYS.	HPMS SAMPLE	PRKG. REST.	COM/IND ACCESS		CONTROL	COM/IND ACCESS	PRKG. REST.	

Talbot

COPY

December 18, 1958

Mr. C. Roland Sharretts
District Engineer
Chestertown, Maryland

Dear Mr. Sharretts:

Re: Control Section
Route Number Changes

Due to the transfer of certain State roads in the town of Easton in accordance with S.R.C. resolution dated November 26, 1958, please be advised that the following route number change has been made.

Md. 772 (S. Washington St.) C S 20-26 from a point south of Brooks Lane to Md. 333 (Peach Blossom Rd.) has been re-numbered Md. 565 C S 20-26.

Md. 772 has been withdrawn from use.

Very truly yours,

Geo. N. Lewis, Jr.
Director-Traffic Division

By:
Geo. W. Cassell
Highway Engineer

GWC:bfr
CC: F.P. Schrivener
W. Friend
C.L. Norris

SHA 51.3 - 8 Revised
4.83

MARYLAND STATE HIGHWAY ADMINISTRATION

ROAD INVENTORY SHEET

Party Chief _____ Road No. _____
Recorder _____ Road Name _____
Assistant _____ County _____
Map No./Dir. _____/_____ Date _____
State Coordinates _____ Sheet No. _____ OF _____

SYSTEM				TRAFFIC		LINE DIAGRAM	TRAFFIC			PAVEMENT DATA
FED. AID.	FUNCT CLASS.	HWY. SYS.	HPMS SAMPLE	PRKG. REST.	COM/IND. ACCESS		CONTROL	COM/IND. ACCESS	PRKG. REST.	
						WASHINGTON				

TRAFFIC CODES

TRAFFIC CONTROLS: STOP SIGN=S.S., TRAFFIC LIGHT=T.L., FLASHING RED BALL=F.R.

TRAFFIC CODES

PARKING RESTRICTIONS: A.M. PEAK, P.M. PEAK, A.M./P.M. PEAK, NO PARKING ANYTIME=N.P., COMM/IND. ACCESS=E

SYSTEM				TRAFFIC		LINE DIAGRAM	TRAFFIC			PAVEMENT DATA
FED. AID.	FUNCT. CLASS.	HWY. SYS.	HPMS SAMPLE	PRKG. REST.	COM/IND ACCESS		CONTROL	COM/IND ACCESS	PRKG. REST.	

Old Road Was U.S. 340 — It Is Now Md. 734
New Road Was Md. 649 — It Is Now U.S. 340.
See Mileage on Mercer's ½ Scale Maps.
Type —
Inv. Index Map o.k.
Rd. Impr. Index Map To Be Checked
Inv. Books ~~To Be Changed (1945)~~ o.k.
G.H. Tracing o.k.
State Base Tracing o.k.
S.M. Forms To Be Checked.
Tab. Sheets To Be Checked
Rd. Life Cards To Be Checked.
SLD To Be Checked

Washington Co.

September 26, 1949

Mr. G. Bates Chaires,
District Engineer
State Roads Commission
Cumberland, Maryland

Dear Mr. Chaires:

The route changes in the vicinity of Sandy Hook Bridge are explained on the attached cards.

Route 649, Section 1 will be replaced by Route U.S. 340, Section 5. The old Harper's Ferry Road will be Md. 734, Section 1. Remove U.S. 340, Section 5 and 6 from your index.

Please note distance changes and replace existing card with new ones.

Very truly yours,

Frank P. Scrivener
Maintenance Engineer

FPS:as

Copy to - Mr. Geo. N. Lewis, Jr.
Mr. Charles Norris

Attach.

Washington

C
O
P
Y

October 18, 1949

Mr. Robert E. Putman
State Roads Commission
Cumberland, Maryland

Dear Mr. Putman:

In answer to your letter of October 17, I am attaching revised route and section cards for U.S. 340 and S.R. 734. These cards will supercede all previous cards.

U.S. 340, Section 3 will read:
22' Spec. "B" - 1.16 miles

U.S. 340, Section 4 is eliminated being added to Sec. 3.

U.S. 340, Section 5 will read:
24' Conc. 2-9.0' Dust Shou. - 0.15 mile
24' Conc. 2-10.0' Pen. Mac. Shou. - 0.55 mile
24' Conc. (Bridge Deck) - 0.35 mile

S.R. 734, Section - Old road will read:
20' Pen. Mac. - 0.09 mile
15' Concrete - 0.36 mile
18' Concrete - 0.61 mile
15' Concrete - 0.55 mile

Very truly yours,

Frank P. Scrivener
Maintenance Engineer

FPS:as

cc: Mr. Geo. N. Lewis, Jr.
Mr. Chas Norris

Attach.

Mr. Cowell

State Roads Commission
TRAFFIC DIVISION
JUN 3 1955
Geo. N. Lewis, Jr.
Director

June 3, 1955

Mr. G. Bates Chaires, District Engineer
Cumberland, Maryland

Re: Exchange of Roads
Washington County

Dear Mr. Chaires:-

There is one new route included in the list of roads transferred to the State as covered in Minutes of the Commission dated May 19,1955.

Md. #315 has been assigned to this route from U.S.#40 at Clear Spring to U.S. #11 at Williamsport.

The other roads accepted into the State System are normal extensions of existing State routes Nos. 56, 63, 64, 67, 398 and 418.

The following State routes: Nos. 768, 628, 629, 453, 737, 478, 690, 740, 739, 616, 669, 92, 689, 572, 734 and 738 are transferred to Washington County in their entirety, and the route numbers are withdrawn from use.

All of Md. 780 in Washington County is transferred to the county, but there still remains a portion of Md. #780 in Allegany County.

A portion of Md. 615, approximately 2.17 miles, known as Timber Ridge Road No. 3, is transferred to the county.

The dead end section of Md. 65 between Sharpsburg and Burnside Bridge is transferred to the county.

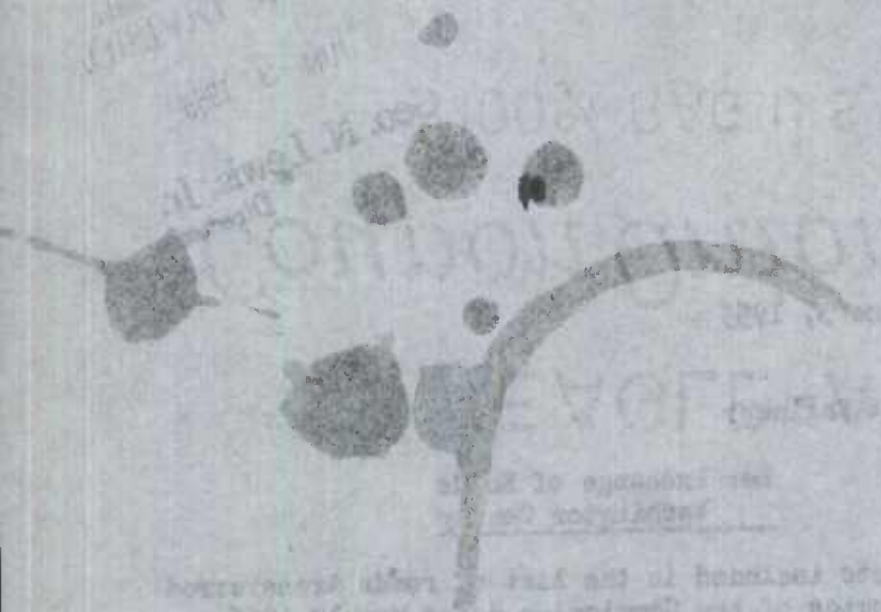
Control Section data will be forwarded by the Traffic Division.

Yours very truly,

P. A. Morison
Director of Highway Maintenance

PAM/blg
cc:Mr.F.P.Scrivener
Mr. G.N.Lewis,Jr.
Mr.C. Norris

Washington



State Roads Commission
TRAFFIC DIVISION

JUN 8 1955

Geo. N. Lewis, Jr.
Director

June 8, 1955

Mr. G. Bates Chaires, District Engineer
Cumberland, Maryland

Re: Exchange of Roads
Washington County

Dear Mr.Chaires:

Please note in my letter of June 3rd on above subject that Md. #315 was assigned to the newly acquired State Road from U.S. #40 at Clearspring to U.S. #11 at Williamsport. This should be Md. #68, and route number Md. #315 is recalled.

Please also note that extension over county road (map No. 23 in Minutes) should read extension of Md. #77.

Very truly yours,

P. A. Morison
Director of Highway Maintenance

PAM/gs/g

cc: Mr. F.P.Scrivener
Mr. G.N.Lewis,Jr.
Mr. C. Norris

WASHINGTON Co.

COPY

MESSRS: MINTIENS
BUNTING
GORSUCH ✓
HICKS

STATE ROADS COMMISSION
108 East Lexington Street
BALTIMORE 3, MD.

21-66

October 16, 1956

Mr. G. Bates Chaires, District Engineer
Cumberland, Maryland.

Dear Mr. Chaires:

Re: W-425-2-620
Frederick County Line
to Appalachian Trail

In response to your letter of August 31st and telephone call today, this section of road has been numbered Md. #491. Traffic Division has assigned Control Section 21-66 and will confirm same.

Very truly yours,

P. A. Morison
Director of Highway Maintenance

PAM/S/blg

cc: Mr. G. N. Lewis, Jr.
Mr. C. Morris
Mr. F. P. Scrivener

WASHINGTON

January 4, 1957

Mr. J. Bates Chaires, District Engineer
Cumberland, Md.

Re: Route Number Changes
Washington County

Dear Mr. Chaires:-

Effective March 15, 1957, Md. #398, from Williamsport to the Pennsylvania Line will be re-numbered Md. #63 and Route #398 will be withdrawn from use.

Md. #63 will extend from Md. #65 at Pilgrimmanton through Williamsport and Cearfoss to the Pennsylvania Line.

Very truly yours,

F. A. Morison
Director of Highway Maintenance

FAM/blg
cc: Mr. [illegible] Lewis, Jr.
Mr. F. P. Scrivener
Mr. J. Morris
Mr. L. Pfarr
Lt. Jos. Cushwa

LETTER 8-10-59

CONTROL SECTION CHANGES IN

WASHINGTON COUNTY DUE TO NEW CONSTRUCTION

RELOCATION, AND ROUTE NUMBER CHANGES

700 & 800 Numbers Not To Be Posted In Field

C. S. No.	Route No.	Description
21-20	Md. 60	No Change.
21-68	Md. 60	No Change.
21-69	Md. 60	No Change.
21-33	Md. 62	Md. 64 at Chewsville to Md. 60 at Leithersburg with spur at Chewsville.
21-67	Md. 64	No Change.
21-76	Md. 64	Wolfsville Rd. (Co. 112) Southeast of Smithsburg to Penna. Line (Section of this road under contract 448-9-620).
21-39	Md. 66	Md. 64 (New) to U.S. 40.
21-77	Md. 66	Md. 64 (New) North of Smithsburg to Md. 64 (New) at Cavetown.
21-43	Md. 77	No Change.
21-74	Md. 418	Md. 60 at Leitersburg to Md. 64 (New)at Ringgold.
21-75	Md. 418	Md. 64 (New) at Ringgold to Penna. State Line.
21-35	Md. 804A	Section of old Md. 64 at Cavetown.
21-35	Md. 804B	Section of old Md. 64 at Chewsville.
21-21	Md. 805A	Section of old Md. 60 at Leitersburg.
21-21	Md. 805B	Section of old Md. 60 near Penna. Line.
21-47	Md. 846A	Section of old Md. 418 at Leitersburg.
21-47	Md. 846 B	Section of old Md. 418 at Ringgold.
21-64	Md. 846C	Section of old Md. 418 at Ringgold.
21-36	Md. 847A	Section of old Md. 64 from South of Penna. Line to Ringgold.
21-36	Md. 847B	Section of old Md. 64 at Ringgold.
21-36	Md. 847C	Section of old Md. 64 south of Ringgold.
21-36	Md. 847D	Section of old Md. 64 between Ringgold and Smithsburg upon completion of contract 448-9-620.

8/10/59

November 10, 1960

Mr. John D. Bushby
S.R.C. District Engineer
P.O. Box 450
Cumberland, Maryland

Dear Mr. Bushby:

Re: Route & Control Section Number

Due to the construction of a section of Int. 70 N east of Hancock (contract W 463-3; 15-623) and proposed construction in the area, it is necessary that certain existing control sections be revised and new control sections set up. The following control section and route numbers will be effective upon the S.R.C. assuming maintenance:

Route No.	C.S. No.	
U.S. 40	21-4-P	No change
U.S. 40	21-5-P	No change
U.S. 40	21-6-P	No change
U.S. 40	21-7-P	County Rd. 493 East of Hancock to Int. 70 N
U.S. 40	21-8-P	No change
U.S. 40	21-9-P	No change
Md. 615	21-52-S	Penna. State Line to west bound connection to Int. 70 N
Md. 615	21-61-S	West bound connection to Int. 70 N to Orchard Ridge Road (Co. 22)
Int. 70 N	21-62-P	Orchard Ridge Road (Co. 22) at Hillstone to Penna. State Line (Includes proposed section)
Int. 70 N Spurs	21-63-P	All connecting spurs of Int. 70 N between Orchard Ridge Road (Co. 22) and Penna. State Line

Attached are sketches of the area showing the control section numbers and route numbers assigned.

Very truly yours,

Geo. W. Cassell, Chief
Mapping & Control Surveys Section
Bureau of Traffic

GWC/eb
cc: G. Bates Chaires
C. I. Morris
E. V. Dunting

Washington

January 5, 1966

Mr. John D. Bushby
District Engineer
Braddock Road, State Route 49
Cumberland, Maryland 21504

Dear Mr. Bushby:

Re: Route & Control Section Numbers

Listed below, in route number sequence, are the additions or revisions in route and control section numbers in Washington County due to construction of the new Interstate Route 70 and new U.S. Route 40:

Route No.	C. S. No.	Description
U.S. 40	21-118	Allegany County Line to I-70 North of Hancock.
U.S. 40	21-9	I-70 East of Parkhead to Md. 56 at Indian Springs.
U.S. 40	21-10	Md. 56 at Indian Springs to Md. 68 at Clear Spring.
U.S. 40	21-11	Md. 68 at Clear Spring to west end Conococheague Creek Bridge at Wilson.
Md. 56	21-119	U.S. 40 at Indian Springs to Md. 880 (Old Md. 56) South of I-70.
Md. 56	21-29	Md. 880 (Old Md. 56) South of I-70 to Md. 68.
I-70	21-82	Control Section Deleted - Now part of C. S. 21-101.
I-70	21-100	Penna. State Line to U.S. 40 North of Hancock.
I-70	21-101	U.S. 40 North of Hancock to U.S. 40 East of Parkhead.
I-70	21-102	U.S. 40 East of Parkhead to Md. 68 South of Clear Spring.
I-70	21-103	Md. 68 South of Clear Spring to I-81.
I-70	21-104	I-81 to Md. 65 South of Hagerstown.
I-70	21-105	Md. 65 South of Hagerstown to U.S. 40 S. E. of Hagerstown.

Route No.	C. S. No.	Description
I-70	21-106	U.S. 40 S. E. of Hagerstown to Md. 66.
I-70	21-107	Md. 66 to Frederick County Line.
I-70	21-108	Interchange Spurs at I-70, U.S. 40 and U.S. 522.
I-70	21-83	All connecting Spurs of I-70 between Tonoloway Creek and Millstone.
I-70	21-109	Interchange Spurs at I-70 and Md. 56.
I-70	21-110	Interchange Spurs at I-70 and Md. 68.
I-70	21-111	Interchange Spurs at I-70 and Md. 63.
I-70	21-112	Interchange Spurs at I-70 and I-81.
I-70	21-113	Interchange Spurs at I-70 and Md. 65.
I-70	21-114	Interchange Spurs at I-70 and U.S. 40 S. E. of Hagerstown.
I-70	21-115	Interchange Spurs at I-70 and Md. 66.
Md. 144-A (Old U.S. 40)	21-4	U.S. 40 West of Woodmont Road to U.S. 522 overpass in Hancock.
Md. 144-A (Old U.S. 40)	21-5	U.S. 522 overpass in Hancock to Terrace St. in Hancock.
Md. 144-A (Old U.S. 40)	21-6	Terrace St. in Hancock to I-70.
Md. 144-B (Old U.S. 40)	21-8	Section of old U.S. 40 from Pecktonville Rd. westerly.
U.S. 522	21-26	South end of Potomac River Bridge to I-70 north of Hancock.
Md. 523 (Old U.S. 522)	21-25	Penna. State Line to Pennsylvania Ave. in Hancock.
Md. 735	21-61	Section of Limestone Road deleted from control section 21-61.
Md. 880 (Old Md. 56)	21-29	Section of old Md. 56 from new Md. 56 south of I-70 to road end.
Md. 894	21-117	U.S. 522 marginal road from Md. 144-A (Old U.S. 40) in Hancock northerly to road end.
Md. 907	21-116	I-70 service road on south side of I-70 at Park Head.

In addition to the above, we have also assigned Md. 893 and control section 21-120 to the service road located on the east side of I-81 that extends from the Pennsylvania State Line southerly for 1.07 miles. This was constructed under contract W 446-3-620 in 1958 but was never reported to this office.

Please advise this office if any additional information is required concerning the above matter.

Very truly yours,

Clyde P. Hyatt, Chief
Analysis and Record Control Section
Bureau of Highway Statistics

CPH/ab
Encl.

cc: Mr. Frank Scrivener
Mr. I. C. Norris
Mr. Don Reilly
Mr. Bruce McCallum

SHA 51.3 - 8 Revised
4.83

MARYLAND STATE HIGHWAY ADMINISTRATION

ROAD INVENTORY SHEET

Party Chief _____ Road No. _____
Recorder _____ Road Name _____
Assistant _____ County _____
Map No./Dir. _____/_____ Date _____
State Coordinates _____ Sheet No. _____ OF _____

SYSTEM				TRAFFIC		LINE DIAGRAM	TRAFFIC			PAVEMENT DATA
FED. AID.	FUNCT CLASS.	HWY. SYS.	HPMS SAMPLE	PRKG. REST.	COM/IND. ACCESS		CONTROL	COM/IND. ACCESS	PRKG. REST.	
						Wicomico				

TRAFFIC CODES

TRAFFIC CONTROLS: STOP SIGN=S.S., TRAFFIC LIGHT=T.L., FLASHING RED BALL=F.R.

TRAFFIC CODES

PARKING RESTRICTIONS: A.M. PEAK, P.M. PEAK, A.M./P.M. PEAK, NO PARKING ANYTIME=N.P., COMM/IND. ACCESS=E

SYSTEM				TRAFFIC		LINE DIAGRAM	TRAFFIC			PAVEMENT DATA
FED. AID.	FUNCT. CLASS.	HWY. SYS.	HPMS SAMPLE	PRKG. REST.	COM/IND ACCESS		CONTROL	COM/IND ACCESS	PRKG. REST.	

For Cancell

June 21, 1951

Mr. C. A. Skirven,
District Engineer
State Roads Commission
Salisbury, Maryland

Dear Mr. Skirven:

The following routes and sections will become effective upon receipt of this letter:-

Md. 369 Newark to
2 Queponca Station
1
WO 18' Bit. Surface Treated 0.09

This road was accepted by former Chairman John N. Mackall because District #1 received maintenance material at this station.

No number was previously assigned.

Md. 589 Gray's Corner Road
1 From Dupont Hwy. to 1934-50
1 Old Ocean City Rd.
WO 20' Bit. Surface Treated 4.99

Please forward one of each of the attached index cards to the shop clerk in Worcester County.

Very truly yours,

Frank P. Scrivener
Maintenance Engineer

FPS:as

Attach.

c.c. Mr. A. F. Shure
Mr. G. N. Lewis, Jr.
Mr. Chas. Morris
Lt. Cushwa

cc: Mr. G.N. Lewis, Jr.
Mr. F.P. Scrivener
Mr. C. Norris
Mr. L. Pfarr

WICOMICO

State Roads Commission
TRAFFIC DIVISION
JAN 26 1956
Geo. N. Lewis, Jr.
Director

January 25, 1956

Mr. C. A. Skirven, District Engineer
Salisbury, Md.

Re: Route Number Changes
Road Exchange-Wicomico County

Dear Mr. Skirven:-

The following route number changes have been made in advance of effective date of road transfer in order to expedite mapping and record procedure:

Md. #663 from Md. #529 to corporate limits of Salisbury - part of Con. Sec. 22-37 has been re-numbered Md. #529.

Md. #663 from Md. #529 to U.S. #13-part of Con. Sec. 22-37 has been re-numbered Md. #790 for temporary record purposes only, and not to be posted on road or shown on map. This is Item 10 in road agreement.

Route number Md.#663 has been withdrawn from use.

Upon effective date of road exchange, the following roads will be accepted into the state system and will be assigned the numbers indicated, as they are normal extensions of such routes:

Item 13	Line Road Md. #455	
Item 14	Extension to Waterview	Md. #349
Item 15	Burbage Crossing Road Md. #374	

On effective date of road exchange the following routes in their entirety will be transferred to the county and their route numbers withdrawn from use:

Md. 758 A & B	Con. Sec.	22-39, 22-40	Item 5, 6
541		22-33	8
790 (formerly 633)		22-37	10
351		22-24, 22-25	11
585		22-35	12

Portions of the following routes are also transferred to the county at the same time:

Md. 467 (formerly 750 A)	Con. Sec.	22-41	Item 1
750 B		22-42	2
750 C		22-43	3
347		22-15	4
354		22-28	7
352		22-26	9

Very truly yours,

P.A. Morison
Director of Hwy. Maintenance

PAM/blg

Wicomico Co

COPY

May 21, 1956

Mr. C. A. Skirven, District Engineer
Salisbury, Md.

Re: Wicomico County
Line Road Md. #455

Dear Mr. Skirven:-

The road exchange agreement effective July 1, 1956, includes the transfer of the unimproved section of the Line Road into the State System.

Since the other portion of the Line Road has been completed jointly by Maryland and Delaware, the entire Maryland portion of the Line Road will be in the State System on July 1st, 1956.

The transfer of Md. #548, Allen to Upper Ferry, to the county as provided in the agreement becomes effective on the above date,

The extension to the Line Road will be Md. #455.

Route Md. #548 will be withdrawn from use.

Very truly yours,

P. A. Morison
Director of Highway Maintenance

PAM/blg
cc: Mr. G.N.Lewis,Jr.
Mr. F. P. Scrivener
Mr. L. Pfarr
Mr. C. Norris

WICOMICO Co.
Md. 349

JAN 8 1957

Geo. H. Lewis, Jr.
Director

January 9, 1957

Mr. C. A. Skirven, District Engineer
Salisbury, Md.

Dear Mr. Skirven:-

Re: Relocation Md. 349
Cont. No. 267-2-120
W. of Salisbury

The above relocation having been numbered Md. #349, the bypassed portions of Md. #349 have been numbered Md. #815 for record purposes only, not to be posted on road or shown on tourist map.

Very truly yours,

P. A. Morison
Director of Highway Maintenance

PAM/blg
cc: Mr. G. H. Lewis, Jr.
Mr. F. Scrivener
Mr. L. Pfarr
Lt. J. Cushwa
Mr. C. Morris

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

C. ALBERT SKIRVEN,
DISTRICT ENGINEER

June 2, 1966

OFFICE OF DISTRICT ENGINEER
BOX 751
SALISBURY, MARYLAND 21801

MD 816
MD 346

Re: Route and Control
Section Numbers

Mr. George W. Cassell, Chief
Bureau of Highway Statistics
Planning and Programming Division
State Roads Commission
Baltimore, Maryland

Dear Sir:

Your May 27 letter recommending extension of Md. Route 346 into Worcester County replacing Md. Route 816 has been received. An appraisal by this office in this regard reveals this in our opinion to be a very good change. The advantages this would naturally give would justify this change, therefore, we agree to this recommendation.

Please advise when this is established officially and we will make the change.

Very truly yours,

Clarence W. Taylor

Clarence W. Taylor
Asst. Dist. Engr.
Maintenance

CWT:jev

6/7/66

Will make change effective July 1, 1966

Geo. W. Cassell

STATE ROADS COMMISSION

March 8, 1968

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

FROM: William K. Lee III
District Engineer

MD 54 Wicomico Co

SUBJECT: Change of Route Numbers to Coincide With the State of Delaware's Route Numbers.

This letter is a follow-up on our recent conversation concerning a possible change of several of our route numbers to coincide with Delaware's proposed route number change.

The State Highway Department for Delaware has passed a resolution establishing the route from the extreme southwest corner of Delaware clear across the State to Fenwick Island, as Delaware Route 32. (See attached map.)

Contact was then made with this office by the Delaware State Highway Department to see if it was feasible to use a joint route number. The idea was thought to be a good one by this office, since the motoring public would encounter less confusion. However, it was pointed out that Maryland State Route 32 was assigned to another section of the State. Your office was contacted for available low numbered State routes, which could be assigned to this route. This was presented to Mr. McWilliams, Assistant Chief Engineer of the Delaware State Highway Department and State Route 54 is unassigned in both States. Mr. McWilliams advises that if the State of Maryland will assign State Route 54 to this section of road, he will get the Delaware Highway Department to change the resolution from Delaware Route 32 to Delaware Route 54.

This office would like to recommend that Maryland Route 467 from the intersection of U. S. Route 50 to the Delaware State Line be changed to Maryland Route 54. This would tie-in with Delaware's proposed Route 54 over to Delmar. From Delmar east to Maryland Route 353 the State line is down the center line of the roadway with the Maryland section being assigned presently Maryland Route 455 and Delaware's assigned 419. It is also the recommendation of this office that Maryland Route 455 be changed to Maryland Route 54, so as to coincide with Delaware's proposed route change through this section.

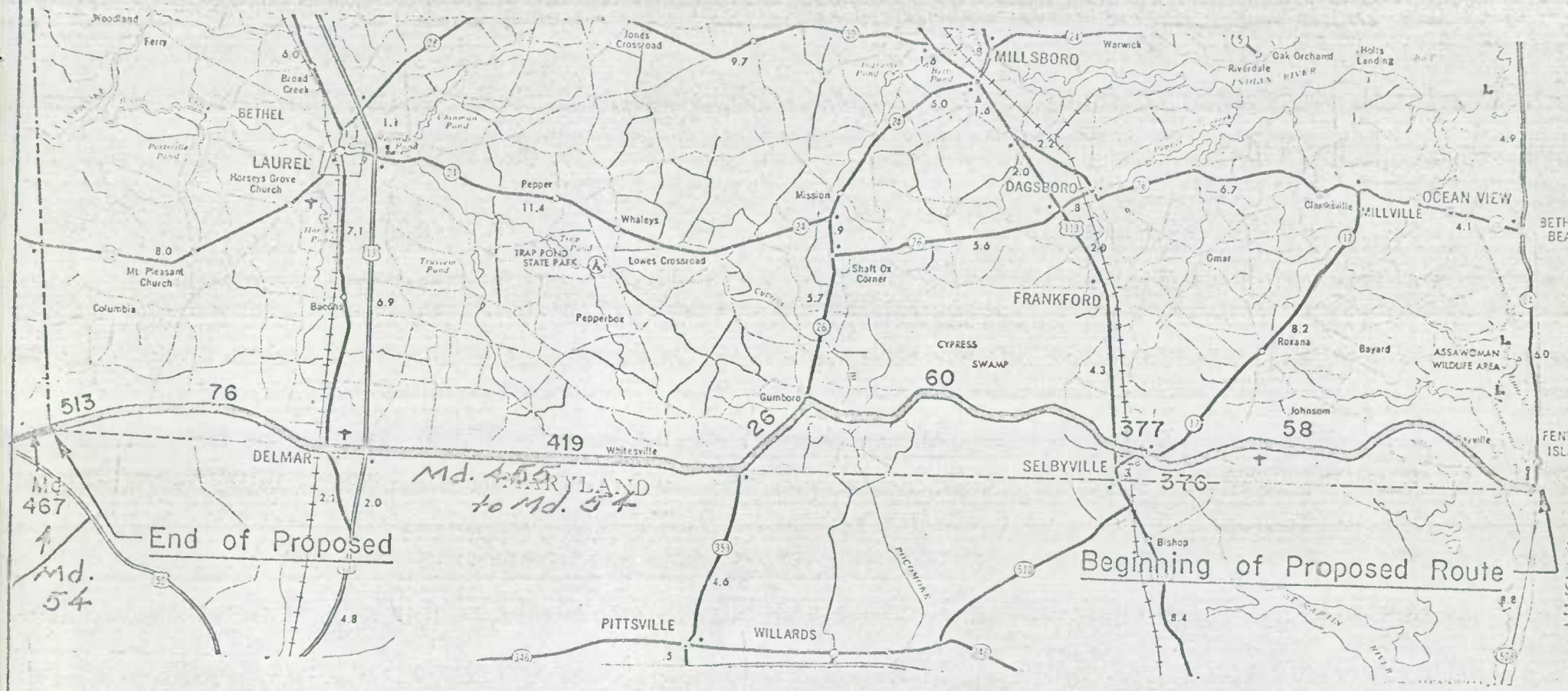
Would your office process this recommendation, if you agree that it is feasible and would be of benefit to the motoring public.

Would you advise this office if you expect the Commission will accept this change so that I may notify the Delaware Department of Highways, so that we may, if possible, have this planned route change into effect simultaneously.

WKL:ma
CC: Mr. McWilliams
Mr. L. H. Evans
Mr. L. E. McCarl

Wm. K. Lee III

PROPOSED ESTABLISHMENT OF DELAWARE ROUTE ~~32~~ 54



LEGEND

Proposed Delaware Route 32

STATE HIGHWAY DEPARTMENT
TRAFFIC DIVISION
DOVER DELAWARE

PROPOSED DELAWARE RTE. ~~32~~ 54
From Del. Rte. 14 to Md. Rte. 467

Scale: None	Katz / MD.	Date: Oct. 19, 1967

SHA 51.3 - 8 Revised
4.83

MARYLAND STATE HIGHWAY ADMINISTRATION

ROAD INVENTORY SHEET

Party Chief _____ Road No. _____
Recorder _____ Road Name _____
Assistant _____ County _____
Map No./Dir. _____/_____ Date _____
State Coordinates _____ Sheet No. _____ OF _____

SYSTEM				TRAFFIC		LINE DIAGRAM	TRAFFIC			PAVEMENT DATA
FED. AID.	FUNCT CLASS.	HWY. SYS.	HPMS SAMPLE	PRKG. REST.	COM/IND. ACCESS		CONTROL	COM/IND. ACCESS	PRKG. REST.	
						Worcester				

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Mr. Lewis

Mr. Carroll

Worcester Co.

November 20, 1950

Mr. C. A. Skirven,
District Engineer
State Roads Commission
Salisbury, Maryland

Dear Mr. Skirven:

Attached find plat of Ocean City, Maryland, showing additional streets to be maintained and route change for Worcester Street.

The following index cards will be effective January 1, 1951:

378	Baltimore Ave.	J	
1	Ocean City	1925-30-50	
1	18' Concrete 2-8' Bit. Sho.		0.15 - 15th St. to 13th St.
1	34' Concrete		1.17 - 13th St. to Worcester
WO	14' Concrete 2-5' Bit. Sho.		0.19 - To Bulkhead
528	Phila. Ave.	J	
1	Ocean City	1932	
1			
WO	16' Concrete 2-16' Bit. Sho.		0.90
528	Phila. Ave. & First St.	F	
3	From Worcester St. to Balto. Ave. Ocean City	1950	
1	40' Bit. Surf. Treated		0.12
WO	20' Bit. Surf. Treated		0.06
707	Worcester St., Ocean City	J	
2	From Baltimore Ave. to Bay		
1			
WO	18' Concrete		0.15

Please remove from your card file Route 378, Section 1 and Route 528, Section 1.

Very truly yours,

Frank P. Scrivener
Maintenance Engineer

Q + Talbot - Dorchester -
Wicomico - Worcester

Mr. Revell C

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, SEPTEMBER 2, 1959

* * *

Upon motion duly made and seconded, the Commission adopted the following resolution:

WHEREAS, the 1959 session of the General Assembly of Maryland requested the State Roads Commission to name U. S. Route 50 "The Ocean Gateway," and

WHEREAS, the State Roads Commission conducted a study to consider the possibility of carrying out the request, and

WHEREAS, parts of Route 50 already are named "The John Hanson Highway," "The Revell Highway," and "The Blue Star Memorial Highway,"

NOW, THEREFORE BE IT RESOLVED that the State Roads Commission hereby designates that portion of U. S. Route 50 from the Queenstown Interchange to Ocean City as "The Ocean Gateway."

Copy:

Mr. N. M. Pritchett	Mr. A. L. Grubb
Mr. W. C. Hopkins	Mr. L. C. Moser
Mr. C. A. Goldeisen	Mr. Rolph Townshend
Mr. G. N. Lewis, Jr. (8)	SRC-Dorchester County
Mr. G. B. Chaires	SRC-Queen Anne's County
Mr. F. P. Scrivener	SRC-Talbot County
Mr. L. S. Pfarr	SRC-Wicomico County
Mr. C. R. Sharretts (2)	SRC-Worcester County
Mr. C. A. Skirven (2)	SRC-Name Designations