MARYLAND STATE ROADS COMMISSION

PLANNING AND PROGRAMMING DIVISION CONTROL SECTION LISTINGS FOR

STATE MAINTAINED HIGHWAYS

$$
\text { JULY } 1957 \text { - JULY } 1958
$$

| $\begin{aligned} & \text { Control } \\ & \text { Seotion } \end{aligned}$ | State <br> Route <br> Number | Desoription | $\begin{aligned} & \text { vongth } \\ & \& \\ & \text { Type } \end{aligned}$ |
| :---: | :---: | :---: | :---: |
| 1-1 P | US 40 | Garrett Co. In to W. oorp. 2mts. of Frost | 1.42 I |
| $1-2 \mathrm{P}$ | US 40 | W. oorp. lmts. Frostburg to E. | 1.72 İd |
| 1-3 P | US 40 | E. corp. lmts. Frostburg to Md. 53 at 11 legany Grove | 4.14 |
| $1-4 \mathrm{P}$ | US 40 | Md. 53 at Allegany Grove to Md. 36 at Narrows Park | 3.87 I |
| 1-5 P | US 40 | Md. 36 at Narrows Park to \%. 2mts of Cumberland | 1.05 I |
| $1-6 \mathrm{P}$ | US 40 | N. Meohanic St. to Balto Ave. in Cumberland | 1.12 IfJ |
| 1-7 P | US 40 | E. Imts. Cumberland to Pleasant Valloy Rd. (Co. 78) | $6.12 \mathrm{H} \& \mathrm{JJ}$ |
| 1-8 P | US 40 | Pleasant Valloy Rd. to Flintstone (Co. 97) | 4.99 H |
| 1-9 P | US 40 | Flintetone to Md. 709 (Green Ridge Rd.) | 8.54 H |
| 1-10 P | US 40 | Md. 709 (Green Ridge Rd.) to Washington Co. (Sidling Hill) | 7.61 H\&G |
| 1-11 P | Md. 51 | S.E. Imts. Cumberland to W. Md. R.R. at North Branch | 3.24 I |
| 1-12 P | Md. 51 | W. Md. R.R. at North Branch to Spring Gap (Twiggtown Road) | 2.65 ITJ |
| 1-13 P | Md. 51 | Spring Gap (Twiggtown Rd.) to Oldtow | 6.36 J |
| $1-14$ | Md. 51 | Oldtown to W. Va. line at Paw Paw | 10.89 J |
| 1-15 P | Md. 53 | US 40 at Allegany Grove to US 220 at Cresaptown | 3.35 I |
| 1-16 p | US 220 | Penna. Ine to N.E. Imts. Cumberland (Bedford Rd.) | 3.97 I |
| 1-17 P | US 220 | S.E. Imts. Cumberland to Md. 53 at Cresaptown | . 42 I |
| 1-18 P | US 220 | Md. 53 at Cresaptomn to S. of Rawlings (Co. 56) | 5.01 I |
| 1-19 P | US 220 | S. of Rawlinge to end Potomac River Br , at MoCool | 9.04 IJJ |
| $1-20 \mathrm{~S}$ | Md. 35 | $P$ enne. State line to Md. 36 at Corriganville | 2.35 I |
| $1-215$ | Md. 36 | US 40 at Narrowa Park to Md. 35 at Corriganville | 2.23 I |
| $1-22$ S | Md. 36 | Md. 35 (Corriganvillo) to Mt. Savage (Penna. R.R. oroseing) | 5.35 H\&I |
| $1-23$ S | Md. 36 | Kt. Sarage (Penna. R.R. orossing) to US 40 at Frostbure | 4.60 H\&I |
| $1-24$ s | 11d. 36 | US 40 at Frostburg to Md. 55 at Midland |  |
| $1-25 \mathrm{~S}$ | Md. 36 | Md. 55 at Midland to Barton (Co. Rd. at |  |


| Control <br> Section Number | State Route Number | Description | Length \& Type |
| :---: | :---: | :---: | :---: |
| $1-26$ S | Md. 36 | Barton (Co. Rd, at Bartlett Run) thru Westernport to F. Va. State line | 5.29 If J |
| $1-275$ | Md. 47 | Penna. State line to Md. 36 at Barrelville | 1.66 H |
| $1-28 \mathrm{~S}$ |  | Md. 48 transferred to county. 11/10/55 | - |
| 1-29 S | Md. 49 | Allegany Grove (Md. 53) to W. corp. Imts. Cumberland | 2.68 H\&I |
| $1-30 \mathrm{~S}$ |  | Md. 52 transferred to county. 11/10/55 | - |
| 1-31 S | Md. 55 | US LO (Clarysville) to M M . 36 at Midland | 5.65 Irch |
| $1-32 \mathrm{~S}$ | Md. 135 | Beg. SRC maint: 0.95 mi . from Garrett Co. Line to barricade W.M. RR at McCool | 6.38 IfeJ |
| $1-33 \mathrm{~s}$ | Md. 395 | US 220 N . of Cumberland, pest US 40 to Md. 724 (Wolfe Mill) | 0.78 H |
| $1-345$ | Md. 638 | Md. 36 (Morantown) to US 40 (Eckhart Mines) | 2.37 F |
| $1-35$ s |  | Md. 654 transferred to county. 11/10/55 | - |
| $1-36 \mathrm{~s}$ |  |  | - |
| $1-37 \mathrm{~S}$ |  | M. 656 " " " * " |  |
| $1-38$ s | Md. 657 | Garrett Co. line to corp. 2mts. Lonaconing | 1.77 F |
| $1-39$ S | Md. 658 | US 40 (Allegany Grove) to Md. 53 (Winchester) | 0.82 FleI |
| $1-405$ |  | Md. 709 transferred to county. 11/10/55 | - |
| 1-41 5 |  | M. 45 n $n$ " $n$ n $n$ | - |
| 1-41 5 | O1d. Md. 53 | Old section of Cresaptown Rd. (Md. 53) | 0.23 HKL |
| $1-415$ | Md.135-A | Md. 135 near McCool to US 220 | 0.76 I |
| 1-41 s |  | Md. 135-B transferred to county. 11/10/55 | - |
| $1-415$ | Md. 636 | Md. 53 to US 220 at Cresaptown | 0.29 I |
| $1-415$ |  | Md. 692 transferred to county. 11/10/55 | - |
| $1-415$ |  | Md. 717 п n " ${ }^{\text {n }}$ | - |
| 1-41 s |  | Md. 724 " $\quad$ \% $n$ n | - |
| 1-41 S |  | Md. 726 " " " " ${ }^{\text {\% }}$ | - |
| $1-415$ |  |  | - |



|  | State <br> Route <br> Numbor | Desoription | $\begin{gathered} \text { Length } \\ \& \\ \text { Type } \end{gathered}$ |
| :---: | :---: | :---: | :---: |
| 2-1 $P$ | M. 2 | Balto. Jity line to US 301 | 3.4 I |
| $2-2 p$ | Md. 2 | US 301 to Md. 648 at Glen Burmie | 2.00 I |
| $2-3 P$ | Md. 2 | Md. 648 at Glen Burnie to Md. 177 (Mt. Rd.) | 2.18 I |
| $2-4 \mathrm{P}$ | Md. 2 | Md. 177 (Mountain Rd.) to Md. 648 at Severna Park | 4.85 I |
| $2-5 \mathrm{P}$ | Md. 2 | Md. 648 at Severna Park to Revell Hmy interchange | 5.18 I |
| $2-6 \mathrm{P}$ | $M d \cdot \frac{45}{2}$ | End Revell Hwy , interohange to S.N. end Severn Bridge | 1.62 I \&J |
| 2-7 P | Md. -2 | S.N. end Severn River Bridge to Md. 435 | 0.56 I |
| 2-8 P | Md. $\frac{4}{2}$ | Md. 4335 (Annapolis St.) to end SRC maint. | 0.28 I |
| 2-9 P | Md. 393 | M0 450 at Parole to corp. lmts. Annapolis | 0.48 I |
| 2-10 P | Md. 2 | Corp. lmts. Annapolis to Md. 214 near Steuarts Cor. | 3.97 I\&J |
| 2-11 P | Md. 2 | Md. 2U4 near Steuarts Cor. to Md. 4 at Mt. 21 on | 8.33 I |
| 2-12 P | Md. 2 | Md. 4 at Mt. Zion to Calvert Co. line | 8.75 H |
| 2-13 P | Md. 4 | Prince Georges Co. line to Md. 416 at Drury | 0.57 I |
| 2-14 P | Md. 4 | Md. 416 at Drury to Md. 2 at Mt. 2ion | 5.56 H |
| 2-15 P | Md. 46 | End B/N Expwy . interchange area to Friendship Airport | 1.34 J |
| 2-16 P | US 50 | End of Revell interohange at $M d .648$ to beg. Chesapeake Bay Bridge maint. | 4.15 J |
| $2-17$ S | Md. 450 | Bog. SRC maint. at Division St. to corp. lmts. Annapolis | 1.69 I |
| 2-18 S | Md. 450 | Corp. Imts. Annapolis to beg. A/W Expressway | 0.48 J |
| 2-19 P | US 50 | Beg. A/W Expwy to Prince Georges Co. line | 8.82 I\&J |
| 2-20 P | Md. 375 | End B/W Expwy , interchange area to Howard Co. line at Jessup | $\begin{aligned} & -1.53-I \& J \\ & 1.37 \end{aligned}$ |
| 2-21 P | US 301 | Md. 2 at Ritohie Hwy , to Alt. US 301 in Glen Burnie | $1.82 \mathrm{H} \mathrm{\& I}$ |
| 2-22 P | US 301 | Alt. US 301 in Glen Burnie to md. 178 (Dorrs Corner) | $6.88^{3} I$ |
| 2-23 P | US 301 | Md. 178 to Md. 175 near Millersville | 1.78 I |
| 2-24 P | US 301 | Md. 175 near Millersville to Prinoe Georges Co. line | 5.68 I |
| 2-25 P | Md. 416 | Md. 4 at Drury to Calvert Co. line | 4.33 I8G |
| $2-26 \mathrm{P}$ | B/W Exp. | Balto. Co. line to beg. interchange area | 0.40 J |



| Control Section filumber | State <br> Route <br> Number | Description | Length $\&$ Typo |
| :---: | :---: | :---: | :---: |
| $2-50 \mathrm{~S}$ | Md. 174 | US 301 at Glen Burnie to end-SRG maint. | 1.03 J |
| $2-51$ S | Md. 175 | End of B/N Exp. interchange to Md. 170 at Odenton | $-4.75=$ |
| $2-52 \mathrm{~S}$ | Md. 175 | Md. 170 at Odenton to US 301 at Millersville | 3.28 I \&J |
| $2-53 \mathrm{~S}$ | Md. . 176 | Anne Arundel Co. line at Dorsey to bog. B/W Exp. | 0.97 I\&J |
| 2-54 S | Md. 176 | End B/W Exp. to Md. 170 at Twin Oaks | 2.83 I\&J |
| $2-55 \mathrm{~S}$ | Md. 176 | Md. 170 \& Md. 652 at Iwin Oaks to US 301 at Glen Burnie | 2.96 I |
| $2-56$ S | Md. 177 | Md. 2 at Brookwood Farms to Md. 607 at Jacobsville | $\begin{array}{r} 4.26 \mathrm{H} . \mathrm{I} \\ \& \mathrm{~J} \end{array}$ |
| $2-57$ S | Md. 177 | Md. 607 at Jacobsville to end SRC maint. at Gibson Is land | 6.77 J |
| 2-58 S | Md. 178 | US 301 at Dorrs Cor. to Old US 50 at Carrs Cor. | $8.00 \mathrm{I} \& \mathrm{~J}$ |
| $2-59$ S | Md. 179 | Md. 648 thru St. Margarets to US 50 (Revell Hwy.) | 2.77 FkJ |
| $2-60 \mathrm{~S}$ | Md. 181 | North end Spa Creek Eridge to end SRC maint. S. of Eastport | 1.27 J\&I |
| $\begin{array}{r} 2-61 \mathrm{~S} \\ \mathrm{Spu} \end{array}$ | $\begin{array}{ll} \mathrm{Md} \cdot & 214 \\ \operatorname{Fs} \mathrm{~A} & -\mathrm{B} \end{array}$ | Spurs at, Stouarts Cor. | 0.78 X4I |
| 2-61 S | Md. $2 \mathrm{U}_{4}$ | Prince Georges County line to Md. 2 at Steuarts Cor. | 6.05 I |
| 2-62 S | Md. 214 | Md. 2 at Steuarts Jor, to and SRC maint. at Eeverly Beach | 5.55 H\&工 |
| $2-63 \mathrm{~S}$ | Md. 216 | Md. 602 Laurel-Ft. Meade Rd. to Md. 602 | 2.69 EdF |
| $2-64$ S | Md. 253 | Md. 2 thru Woodland Beach to Md. 24 | 1.63 Fs I |
| $2-65$ S | Md. 255 | Md. 2 N . of Mt. Zion to end SRC maint. at Galesville | 4.23 H\&G |
| $2-66$ S | Md. 2,56 | Md. 468 thru Deale to Md. 2 | $5.20 \mathrm{G} \mathrm{\& F}$ |
| $2-67 \mathrm{~S}$ | Md. 258 | Md. 416 at Bristol to Md. 2 | 4.11 F |
| $2-68$ S | Md. 259 | Md. 4 at Greenock to Md. 416 at Eristol | 2.69 F |
| 2-69 S | Md. 270 | US 301 at Furnace Branch to 648 at Marley | 2.14 J |
| $2-70^{\circ} \mathrm{Al}$ | .US 301 | Balto. Co. In to US 301 in Glen Eurnie | 4.641 |
| $2-71$ S | Md. 386 | Md. 648 at Severna Park to end SRC maint. | 1.03 J |
| $2-72 \mathrm{~S}$ | Md. 387 | US-50 in Annapolis to end SRC maint. | 1.76 J |



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Number $2-73 \mathrm{~S}$ $2-74 \quad S$ 2-75 S $2-76 \mathrm{~S}$ 2-77 S $2-78 \quad S$ 2-79 S $2-80 \mathrm{~S}$ 2-81 S 2-82 S Md. 468
Md. 554
Md. 602 Md. 607 Md. 613
Md. 648 Md. 648 Md. 648 Md. 648 Md. 648
Md. 648 Md. 665 Md. 672
Md. 648 at Ferry Farms to end SRC maint. at U.S. Naval Exp. Sta.
$2-95 \mathrm{~S}$ $2-96 \mathrm{~S}$ $2-96 \mathrm{~S}$

2-97 S
State
Rcute
Number

| Length |
| :---: | :---: | :---: |
| Desoription |
| Tyne |

Md. 422 Md. 4 and Md. 2 at Mt. Zion to end SRC maint.
Md. 423 Md. 2 to end SRJ maint. at Fairhavon
Md. 21 at Davidsonville to Md. 450

Md L 450 to Little Patuxent River
Md. 436 (Annapolis St.) to Md.Lju in Annapolis
ind SRC maint. to Md.450 in Annapolis
Md. 435 (Taylor Ave.) to Nd. 436 in Annapolis
Md. 436 (Annapolis St.) to end SRC maint.
Md. 178 to end SRC maint. (Herald Harbor)
Md. 214 at Collinson Cor. to end SFC maint. at Shadyside
Md. 170 at Severn to end SRC maint. at Fort Meade

Prinoe Ceorges Co. Line to end SRC maint. at Ft. Meade 3.87 I
Md. 173 to Ma. 177 at Joobsvil1e
Md. 2 to end SRC maint. at North Beach

US 301 in Glen Burnie to Md. 177 (Lipins Cor.)
Md. 177 (Lipins Cior.) to Md. 2 at Robinson
Md. 2 at Robinson to Md. 2 at Joyoe
Md. 2 (Joyoe) to Md. 2
Md. 2 at Arnold to Mid. 2
Md. 2 to MB 50 at Sevorn River Bridge

2
Md. 393. at Parole to end SRC maint. S. of Eastport
Md. $67^{7}$ Md. 175 at Sappington to end SRC Maint. at Odenton Md. 679 Md. 2 in Glen Burnio to Md. 685 in Glen Burnie Md. -635 US 301 in Glen Eurnie to Md. 2 in Glon Bumio Md. 686 Edis on St. in Brooklyn Park from Md. 2 to Jask St. at Balto. City line

Length
Tyne
3.09 F
2.53 F
5.98 F
2.83 G
0.69 J
1.36 IfJ
0.20 J
0.37 J
1.40 F
11.61 F\&G
2.53 J
0.76 J
4.16 F
$3.30 \mathrm{H} \& \mathrm{I}$
4.47 H
4.22 H
0.53 H
$0.32 \mathrm{II} \& I$
2.48 Fal:
$3.24 G$
$-3.14 \mathrm{C}$
0.21 I
1.29 J
0.14 J
0.09 J
0.17 F
4.

| Control <br> Section <br> Number | State <br> Route <br> Number | Description | $\begin{gathered} \text { Length } \\ \& \\ \text { Type } \end{gathered}$ |
| :---: | :---: | :---: | :---: |
| 2-98 S | Md. 706 | Md. 177 E . of Lipins Cor. to Md. 648 | 1.09 F |
| 2-99 S | Md. 710 | Md. 2 to Balto. City line at Curtis Bay | $\begin{aligned} & 1.77 \mathrm{~J} \\ & 2.95 \mathrm{IvJ} \end{aligned}$ |
| 2-100 S | Md. 713 | Md. 176 at Harmans to Md. 175 at Fort Meade | 2-485 |
| 2-101 S | Md. 483 | Two sections at Severn (Penna. R.R.) | 0.50 J |
| 2-101 S | Md. 553 | Two sections at South River Bridge | $0 . d_{4}$ F\&I |
| 2-101 S | Md. 642 | Two sections at Old Stoney Croek Bridge | 0.26 HeJ |
| 2-101 S | Md. 645 | Two sestions at Harmans | 0.61 J |
| 2-101 S | Md. 32 | B | 0.13 F |
| 2-101 S | Md. 723 | Md. 175 at Jossup to end SRC maint, at Jessup | 0.19 H |
| $2-101^{S}$ | सd. 2- | Two sections of Md. 2 at Birdsuille | 0.85 H |
| 2-101 S | Md. 652 | md. 176 at Twin Oaks to end SRC maint. at Friendship Cemetery | 0.90 I |
| $2-101^{S} \text { O1d-Md. } 167$ |  | Two soctions of old Md. 167 at B/W Expwy. | $0.29 \mathrm{~F} \& \mathrm{I}$ |
| $2-101^{5} 01$ |  | Sandy Point ferry entrance | $0.88 \mathrm{H}, \mathrm{I}$, |
| 2-101 S old-Md.J |  | 75 Old section Md. 175 at B/W Exp. (not included in 1/1/56 total) | 0.10 H |
| 2-101-01 | Md-6416 | Md. 416 to north end old Lyons Creok Bridge | 0.42 I |
| 2-102 P | Md. 2 <br> Md. 450 | Ritchio Hwy . northbound (Manresa to Md. 648) | 0.66 J |
|  | $\text { US } 50$ | Revell Hwy - orossover to Winchester Rd. to Md. 64 | 0.61 J |
| 2-103 P |  <br> US 50 | Annapolis By-pass from Revell interohange to Parole | 3.39 J |
| 2-104 P | Md. 70 | US 50 to Northwest St. in Annapolis | 1.48 İ8J |
| 2-105 P | Md. 2 | Annapolis By-pass to Md. 393 | 0.89 J |
| 2-106 |  | 3.75 mi . of service road along US 50 (Revell $\mathrm{Hwy}$. ) |  |
| $\begin{aligned} & 2-107 \mathrm{P} \\ & 2-108 \mathrm{~S} \end{aligned}$ | US 50 | Chesapeake Bay Bridge maint, along US 50 (not included in State system) | १.82 I\&J |
|  | Md. 260 | Calvert Co. Iine near Owings to Calvert Co. Iine (not included in 1/1/56 total) | 1.25 I |
| $\left\lvert\, \begin{aligned} & 2-875 \\ & 2-109 \end{aligned}\right.$ | MD648- <br> iv 301 <br> cten inen <br> dypites | ```Total Mileage \[ \text { -less } 7.82 \mathrm{mi} \cdot \text { on } 6.5 \text {. } 2-107 \] \[ \text { uileage } 1 / 1 / 56 \] \[ \text { -plus } 0.10 \mathrm{mi} \text { on-C.S. } 2-101 \text { (Old } M \mathrm{~d} \text {. 175) } \] \[ \text { plus } 1.25 \text { mi. on } 6.5 .2-108 \]``` | $\begin{gathered} -303.95 \\ 7.82 \\ \hline 296.13 \\ 0.10 \\ 1.25 \end{gathered}$ |
|  |  | $\text { T+ } 1.29 \text { MI ERROR ONIBM Tatal Mileage July I, } 1956$ | $2.97 .48$ |


| Control <br> Section <br> Number | State <br> Route <br> Number | Description | $\begin{gathered} \text { Leng th } \\ \text { K } \\ \text { Type } \\ \hline \end{gathered}$ |
| :---: | :---: | :---: | :---: |
| 3-1 P | Hd. 10 | B/W Expwy. from Balto. City line to Anne Arundel Co. line | 1.38 JaH |
| 3-2 P | US 1 | Washington Blvd. from Howard Co. line to Southwestern Blvd. | 0.91お1 |
| 3-3 P | US 1 | Southwestern Blvd. from Washington Blvd. to Balto. City line | 2.86 J |
| $3-4 P$ | US 1 | Belair Rd. from Balto. City line to Md. 48 (Joppa | 4.04 I |
| $3-5 \mathrm{P}$ | US 1 | Belair Rd. from Joppa Rd. to Harford Co. Ine | 6.87 I |
| 3-6 P | US 1 | Wash. Blvd. from Balto. City line to Southwestern Blvd. | 2.74 I |
| 3-7 P | Md. 26 | Liberty Rd. from Balto. City line to McDonog | $5.06 \mathrm{I}+\mathrm{H}$ |
| 3-8 P | Md. 2 | MoDonogh Lane to | 5.13 HR I |
| 3-9 p | Md. 30 | Hanover Pike from US $\chi_{4} 0$ in Reisterstown to Butle | 0.38.I |
| $3-10$ P | Md. 30 | Hanover Pike from Butler Rd. to Jessup Mill Rd. at Montrose School | $1.52 \mathrm{~J}+1$ |
| 3-11 P | Md. 30 | Hanover Pike from Jessup Mill Rd. at Montrose School to Carroll Co. line | 5.53 I |
| 3-12 P | US 40 | Edmondson Ave. Ext. from Balto. City line to Rolling Rd. | 2.38 J |
| 3-13 | US 40 | Edmondson Ave. Ext. from Rolling Rd. to Howard Co. line | 1.64 J |
| $3-14$. | US 40 | Pulaski Hwy. from Balto. City line to beg. Martin Blvd. interchange | 3.89 |
| 3-15 | $\begin{aligned} & \text { US } 40 \\ & \text { \& } \\ & \text { M. } 700 \end{aligned}$ | Pulaski Hwy. from beg, to end of interchange area <br> Kartin Blvd. from beg, to end of interchange area | 0.32 J 0.16 J |
| 3-16 P | US 40 | Pulaski Hwy. from US 40 and Md. 700 interchange to Harford Co. Iine | 7.42 |
| 3-17 P | US 111 | York Rd. from Balto. City line to Md. $\Psi_{4} 8$ Joppa Rd. in Towson | 2.10 Jr |
| 3-18 P | $\text { MO } 112$ |  <br> York Rd. from Md, I48-joppe-Fd. to beg. Cockeysville R.R. underpass | $\begin{array}{r} 497 \text { I } \\ -6 .{ }^{-17} \mathrm{I} \end{array}$ |
| 3-19 P | - MS 1715 | York Rd. from beg. Cockeysville R.R. underpass to north side of Beaver Datm Riun | $\begin{aligned} & 0.36 \mathrm{H}-\mathrm{J} \\ & 0.3 \mathrm{~J} \mathrm{~J} \end{aligned}$ |




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| :---: | :---: | :---: | :---: |
| 3-39 P | Md. 151 | North Point Blvd. from Balto. City line to beg. Eastern Ave. Blvd. interchange area | 0.54 I |
| $3-40 \mathrm{P}$ | Md. 151 | North Point Blvd. from Eastern Ave. interchange area to Wise Ave. | 3.97 I |
| $3-41 \mathrm{P}$ | Md. 151 | North Point Blvd. from Wise Ave. to Balto. Transit Co. tracks in Sparrows Point | 3.29 I |
| 3-42P | Md. 700 | Martin Blvd. from Eastern Ave. interchange area to U.S. 40 Pulaski Hwy. interchange | 1.68 J |
| 3-43P |  | B/H Exp. eliminated. See C.S. 3-113 \& 3-44 | - |
| 3-44 P | US 111 $M d .9$ |  | $\begin{array}{r} 5.66 \\ 5.70 \mathrm{~J} \end{array}$ |
| 3-45 P | Md: -9 | Shawan Rd. to $M t$. Carmel Rd. (extended 2.94 mi . | $6.06 \mathrm{~J}$ |
| 3-46 P | ustil | Mt. Carmel Rd. to Penna. line (FART unoce Lincre.) | 1.34 J |
| $3-475$ | Md. 7 | US 40 near Balto. City line to Md. 588 Golden Ring Rd. | 2.44 IRJ |
| $3-48 \mathrm{~s}$ | Md. 7 | Md. 588 Golden Ring Rd. to Harford Co. line | 9.31 IREJ |
| $3-49 \mathrm{~s}$ | Md.20-B | Md. 150 Eastern Ave. to Md. 151 Sparrows Pt. Rd. | 2.75 I |
| $3-50 \mathrm{~s}$ | Md.20-C | Md. 151 Sparrows Pt. Rd. to Md. 151 near Wise Ave. | 1.30 I |
| 3-51 s | Md.20-D | Md. 151 Sparrows Pt. Rd. to Balto. Transit Co.tracks | 2.51 H\&I |
| 3-52 S | Md. 25 | Falls Rd. from Balto. City line to $\mathbf{M d} .131$ Seminary Ave. | $4.14 \begin{gathered} H+\frac{T}{3} \\ 4 \end{gathered}$ |
| $3-53 \mathrm{~S}$ | Md. 25 | Falls Rd. from Md. 131 Seminary Ave. to Md. 128 at Butler | $\begin{array}{r} 8.70 \mathrm{H}, \mathrm{I} \\ \& \mathrm{~J} \end{array}$ |
| $3-54 s$ | Md. 25 | Falls Rd. from Md. 128 at Butler, N. to end SRC maint. | 9.08 J |
| $3-55 \mathrm{~s}$ | Md. 37 | McDonogh Rd. grade elimination at W. M. RR and Gwynns Falls | 0.66 G |
| 3-56 s | Md. 88 | Carroll Co. line to Md. 25 N . of Butler | $6.96 \mathrm{H} \mathrm{\& NJ}$ |
| 3-57 S | Md. 91 | Md. 30 at Fowblesburg, southwest to Carroll Co.line | 1.44 J |
| $3-58 \mathrm{~s}$ | Md. 125 | Old Court Rd. from Howard Co. Iine thru Granite, | 3.83 Hes |
| 3-59 S | \d. 126 | Gwynn Oak Ave. from Balto. City line to Windsor Mill Rd. | 1.08 Hz |




July 1, 1956

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| :---: | :---: | :---: | :---: |
| 3-80 S | Md. 146 | Dulaney Valley Rd. from US 111 in Towson to end SRC maint. | 0.86 I |
| 3-81 S | Md. 146 | Jarrottsville Rd. from Loch Raven to Harford Co.line | 5.83 J |
| 3-82 S | Md. 147 | Harford Rd. from Balto. City line to Md. 148 Joopa Rd. | 1.95 H\&J |
| 3-82 S | Md. 721 | Carney By-pass connecting Md. 148 Joppa Rd. \& Md. 147 <br> (Harford Rd.) | 0.14 H |
| 3-83 s | Md. 14 ? | Harford Rd. from Md. 148 Joppa Rd. to Harford Co.line | 8.83 H |
| 3-84 S | Md. 148 | Joppa Rd. from US 111 in Towson to Md. 542 Loch Raven Blvd. | 2.22 HeI |
| 3-85 S | Md. 148 | Joppa Rd. from Md. 542 Loch Raven Blvd. to Md. 147 <br> Harford Rd. | 2.27 I |
| 3-86 S | Md. 148 | Joppa Rd. from Md. 147 Harford Rd. to US I Belair Rd. | 2.460 - |
| 3-87 S | Md. 149 | Ebenezer Rd. from Md. 150 at Chase to Penna. RR 0.4 mi. west of Penna. RR twd. US 40 Pulaski Hwy. | 2.15 J |
| 3-88 S | Md. 150 | End Md. 700 interchange area to end dual hwy. at Bengies | 1.63 I |
| 3-89 S | M. 150 | End dual hwy. at Bengies to Md. 149 Ebenezer Rd. | 3.02 Hed I |
| $3-90 \mathrm{~S}$ | Md. 165 | Baldwin Mill Rd., Md. \& Penna. RR at Baldwin to Harford Co. line | 1.41 琿J |
| 3-91 S | Md. 166 | Rolling Rd. from US l at Relay, N. to Md. 14L (0.19 Mi. Bloomsbury Rd. not included)Frederick Rd. | $\begin{array}{r} 4.33 \mathrm{H}, \mathrm{I} \\ \& \mathrm{~J} \end{array}$ |
| $3-92^{\text {S }}$ Alt | US 301 | Old Annapolis Rd. from Balto. City line to Anne Arundel Co. line | 1.53 If J |
| 3-93 S | Md. 325 | Wade Ave. from Md. 14山 Frederick Rd. to Spring Grove Hospital gate | 0.49 H |
| 3-94 s | Md. 372 | Wilkens Ave. from Balto. City line to 166 Rolling Rd. | 2.49 HEI |
| 3-95 S | Md. 400 | Mt. Wilson Rd. from US 140 Resiterstown Rd. to W. Md. RR | 1.06 J |
| 3-96 S | Md. 401 | Stringtown Rd. from Md. 25 Falls Rd., N. of Butler to Yeoho Rd. | 2.12 H |
| 3-97 S | Md. 409 | Freeland Rd. from US 111 at Md. Ine S.W. to Penna. RR | 1.80 J |
| 3-98 S | Md. 439 | Old York Rd. from US 111 at Md. line S.E. twd. Samson Rd. | 0.97 H\&J |


| Control <br> Section <br> Number | State Route Number | Description | $\begin{gathered} \text { Length } \\ \text { \& } \\ \text { Type } \end{gathered}$ |
| :---: | :---: | :---: | :---: |
| 3-99 s | Md. 519 | Worthington Ave. from Forest Rd. to Dover Rd. in Green Spring Valley | 2.04 J |
| 3-100 S | Md. 542 | Loch Raven Blvd. from Balto. City line to Taylor Ave. | 1.00 IkJ |
| 3-101 S | Md. 542 | Loch Raven Blvd. from Taylor Ave, to Md. 148 Joppa Rd. | 1.19 j I |
| 3-102 s | Md. 567 | Cromwell Bridge Rd. from near Md. Training School twd. Towson | 1.50 H |
| 3-103 S | Md. 587 | Wilson Pt. Rd. from Md. 150 Eastern Ave. Blvd. to Wilson Point | 2.25 G\& H |
| $3-104 \mathrm{~S}$ | Md. 588 | Kenwood Ave. from Md. 7 at Golden Ring to Trump Mill Road | 1.91 I |
| 3-105 S | Md. 600 | Old Eastern Ave. from Md. 150 in Essex to Md. 150 Middle River | 1.69 H |
| 3-106 S | Md. 643 | Sulphur Spring Rd. and connections to Arbutus | 0.58 H\&J |
| 3-107 S | Md. 64.4 | Frances Ave. and connections at Halethorpe | 0.26 I |
| 3-108 s | Md. 718 | Edgemere Rd. from Md. 20-D North Point Rd. to Md. 151 <br> Sparrows Point Rd. | 1.05 I |
| 3-109 S | Md. 20-A | Barricade at Canton $R R$ to cloverleaf $\mathbf{~} \mathrm{d} .150$ (Eastern Av.) | 0.53 J |
| 3-109 s | Md. 770 | Gough St. ext. Md. 20 Old North Point Rd. to Md. 151 Sparrows Point Rd. | 0.09 J |
| 3-109 s | Md. 330 | Old section Belair Rd. thru Kingsville | 0.14 H |
| 3-109 S | Md. 463 | Old York Rd. thru Parkton from US 111 York Rd. to US 111 | 0.31 HeJ |
| 3-109 S | Md. 466 | Old Rolling Rd. and Sutton Ave, at St. Dennis | 0.56 H |
| 3-109 S | Md. 493 | Stemmers Run Rd. from beg. SRC maint. to Md. 700 Martin Blvd. | 0.23 J |
| 3-109 S | Md. 526 | Old Westminster Pike from US $\mathbb{L}_{\perp} 0$ to Glen Falls Rd. at Carroll Co. Iine | 0.25 H |
| 3-109 S | Md. 599 | Orems Rd., Middle River Rd. \& Railroad Ave, at Middle River | 0.28 GreJ |
| 3-109 S | Md. 600 | Two old sections of Eastern Ave. at Middle River | 0.39 HRJJ |
| 3-109 S | Md. 601 | Harrison Ave, at Uiddle River from Md. 150 Eastern Ave. to Railroad Ave. | 0.14 H |





Jusy 1.18597
EAKT, MORE COUNTY




| Control <br> Section <br> Number | State Route Number | Description | Length \& Type |
| :---: | :---: | :---: | :---: |
| L-1 P | Md. 2 | Anne Arundel Co. line thru Sunderland to Md. 416 | 4.95 F |
| 4-2 P | Md. 2 | Md. 416 S. of Sunderland to Md. 507 at Stoakley | 7.55 I8EJ |
| $4-3$ P | Md. 2 | Md. 507 at Stoakley to Md. 231 in Prince Frederick | $1.64 \quad 0, I$ |
| $4-4 P$ | Md. 2 | Md. 231 in Prince Frederick to Md. 264 E. of Port Republic | 3.86 GkI |
| 4-5 P | Md. 2 | Md. 264 E. of Port Republic to county roadnat St. Leonard | 3.12 CeI |
| $4-6 \mathrm{P}$ | Md. 2 | County roadlat St. Leonard to Md. 497 at Bertha | 7.72 asc |
| $4-7 \mathrm{P}$ | Md. 2 | Md. 497 at Bertha to end SRC maint. at Solomons Is. | 6.050 |
| 4-8 | Md. 231 | E. side of Patuxent River Bridge to Md. 765 in Prince Frederick | $\begin{gathered} 5.57 \mathrm{H}, \mathrm{~F} \\ \mathrm{I} \& \mathrm{~J} \end{gathered}$ |
| $4-9 P$ | Md. 416 | Anne Arundel Co. line at Lyons Creek to Md. 260 S. of Hall Creek | 4.55 OEI |
| 4-10 P | Md. 416 | Md. 260 S. of Hall Creek to Md. 2 S. of Sunderland | 3.77 I |
| 4-11 5 | Md. 2 | Ma 260 at Paris to Md. 261 at Chesapeake Beach | 2.84 FeH |
| 4-12 S | Mc. 261 | N. of 3rd St. in North Beach to end SRC maint. near - Illowe A.A. CO LINE TO MD 263 | $\begin{aligned} & -5.82 \quad F \& G \\ & 7.11 \quad F, G+I \end{aligned}$ |
| $4-13$ S | Md. 262 | Beg. SRC maint. (lower Marlboro) to Md. 2 S. of Sunderland | 4.55 F |
| $4-145$ | Md. 263 | עd. 2 near Hunting Creek N.E. thru Plum Point to end SRC maint. | 6.34 F |
| 4-15 S | Md. 264 | Md. 2 near Port Republic to Md. 265 at Mutual | 2.31 F |
| $4-16$ S | Md. 264 | Md. 265 at Mutual to end SRC maint. at Broome Island | 4.47 F |
| 4-17 S | 4d. 265 | Md. 264 at Mutual thru Wallville to Mackall | 6.51 F |
| 18 S | Md. | Md. 2 at Lusby to Sollers on St. Leonard Greek | 3.45 F |
| -4-19 S | Md. 402 | Md. 2 N. of Prince Frederick to Md. 765 | 1.02 F |
| 4-20 S | Md. 402 | Co.RP 39 AT <br> BEACH <br> Md. 402 N. of Prince Frederick to Dares Post-Office | $-2.72=$ |
| 4-21 S | Md. 497 | Md. 2 at Bertha to Cove Point | 2.47 F |
| 22 S | Mc | Olivet Rd., Md. 2 N.E. of Appeal southward to Olivet | 2.94 F |
| 4-23 S | Md. 504 | Md. 2 at Newton southward to end SRC maint. at Naval Amjilb: Training Base | 1.18 F |

July 1, 1956


March 21, 1956

| Control <br> Section Number | State Route Number | Description | Length \& Type |
| :---: | :---: | :---: | :---: |
| 5-1 P | Md. 313 | Queen Annes Co. to Md. 311 in Goldsboro | 4.75 I |
| 5-2 P | Md. 313 | Md. 311 in Goldsboro to N. corp. Imts. Denton | $10.98 \mathrm{H}, \mathrm{I}$ |
| $5-3 P$ | Md. 313 | Md. 630 American Cor. Rd. to beg. Federalsburg By-pass | 1.58 F 4 H |
| 5-3 | Md. 630 | Old Md. 313 from By-pass to N. corp. Imts. Federalsburg | 1.82 H |
| $5-4 P$ | $\begin{gathered} \mathrm{Md} .313, \\ 318+630 \end{gathered}$ | N. to S.E. corp. Imts. Federalsburg | $1.18 \underset{\&}{\mathrm{H}, \mathrm{I}}$ |
| 5-5 P | Md. 313 | S.E. corp. Imts. Federslsburg to Dorchester Co.line | 1.27 J |
| 5-6 P | Md. 313 | Md. LOL near Andersontown thru Concord to Md. 630 | 6.54 I |
| 5-7 P | Md. 328 | Md. LOL W. of Denton to Talbot Co. Ine | 5.83 ItG |
| 5-8 P | Md. 404 | Queen Annes Co. Iine to Md. 312 near Downes | $3.08 \mathrm{~J}+\mathrm{H}$ |
| 5-9 P | Md. 404 | Md. 312 near Downes to Md. 328 at West Denton | $3.53 \mathrm{~J}+\mathrm{H}$ |
| 5-10 P | Md. 404 | S. corp. Imts. Denton to Md. 313 near Andersontown | $4.51 \underset{\&}{11, I}$ |
| 5-11 P | Md. 404 | Md. 313 near Andersontown to Delaware line | 4.05 J |
| 5-12 P | Md. 313 | N. corp. Imts. Denton to Md. LOL in Denton | 0.54 I |
| 5-12 P | Md. 404 | Ma. 328 W. Denton to S. corp. Imts. | 1.01 I |
| 5-13 S | Md. 16 | Delaware line (Hickman) - Md. 404 S.E. of Andersontom | 2.52 J |
| 5-114 5 | Md. 16 | Md. 630 at Bureau thru Harmony to Md. 331 at Preston | 8.30 I |
| 5-15 s | Md. 287 | Md. 311 N. of Goldsboro to Delaware State line | 2.61 J |
| 5-16 S | Md. 302 | Queen Annes Co. Iine (Cleaves Forks) to Delaware State line | 2.50 Hes |
| 5-17 S | Md. 306 | Md. 318 in Federalsburg, N.E. to Delaware line | 4.49 I + |
| $5-18 \mathrm{~s}$ | Md. 307 | Main St. in Federalsburg to Dorchester Co. Iine | 1.44 G, 7 \& J |
| 5-19 S | Md. 307 | Md. 313 in Federalsburg S. along Marshy Hope Creek | 0.28 J |
| 5-20 S | $\text { Md. } 311$ | Delaware State line at Marydel to Md. 313 in Goldsboro | 6.31 I |
| 5-21 S | Md. 312 | Md. 313 at Baltimore Cor. to Md. Md. 776 (old Md.312) at Ridgely | 8.83 cts |


| Control <br> Section <br> Number | State Route Number | Description | $\begin{aligned} & \text { Length } \\ & \text { \& } \\ & \text { Type } \end{aligned}$ |
| :---: | :---: | :---: | :---: |
| 5-22 S | Md. 312 | Md. 776 (Old Md. 312) to Md. LOL near Downes | 1.75 J ${ }^{\text {a }}$ |
| 5-22 S | Md. 776 | (Old Md. 312 from Centrel Ave. Md. 312 in Ridgeley to Md. 312 W . of Ridgeley | 0.82 ebs |
| 5-23 S | Md. 16 | Md. 404 (near Watts Creek) to Md. 630 and Md. 16 at Bureau | 3.52 H |
| $5-24 S$ | Md. 630 | Md. 16 att Bureau to Md. 313 N. of Federalsburg | 6.55 j |
| $5-25$ s | Md. 314 | Pa. RR west of Greensboro to Delaware State line | $\begin{array}{r} 5.09 \mathrm{H}, \mathrm{I} \\ \mathrm{ke} \mathrm{~J} \end{array}$ |
| $5-26 \mathrm{~S}$ | Md. 317 | Md. 313 N . of Denton to Delaware State line (Burrs- $\begin{gathered}\text { (ille) }\end{gathered}$ | 5.01 J |
| 5-27 S | Md. 318 | Md. 313 in Federalsburg to Delaware State line | 3.34 I\& J |
| 5-28 S | $\begin{aligned} & \text { Md. } 313 \\ & \& \quad 318 \end{aligned}$ | Md. 630 \& M. 313 in Federalsburg to Federals burg By-pass | 0.69 H |
| 5-28 S | Md. 318 | Federalsburg By-pass to Md. 331 near Linchester | 5.80 HLCJ |
| 5-29 S | Md. 324 | Md. 331 in Preston, soutwest to Choptank | 3.24 Fles |
| $5-30 \mathrm{~S}$ | Md. 331 | Talbot Co. Iine eastward to $\mathbf{M d .} 16$ at Preston | $\begin{array}{r} 6.50 \mathrm{H}, \mathrm{I} \\ \text { \&c } \end{array}$ |
| 5-31 s | Md. 331 | Md. 16 at Preston to Dorchester County line | 1.11 I |
| 5-32 s | Yd. 433 | Smithville along Marshyhope Cr. twd. Federalsburg | 2.72 G |
| $5-33 \mathrm{~s}$ | Md. 454 | Md. 302 in Templeville to Md. 311 in Marydel | $2.47 \mathrm{H}+$ I |
| 5-34 s | Md. 457 | Md. 317 at Burrsville northwest twd. Greensboro | 3.92 G |
| $5-35$ S | Md. 474 | Md. LOL at Fifth St. in Denton, east twd. Hobbs. | 2.05 FeI |
| $5-36 \mathrm{~s}$ | Md. 480 | Md. 312 in Ridgely thru Oreensboro to Md. 313 | 5.99 IteJ ith |
| 5-37 s | Md. 485 | Md. 313 \& Md. Lolf at Watts Creek to Md. 313 | 1.11 H |
| $5-38 \mathrm{Alt}$ | . Md .404 | Center of bridge Caroline Co. Iine to Md. 40 L E . of Hillsboro | 1.75 J |
| 5-39 S | Md. 486 | Old Md. 113 at Hollingsworth Crossroads between Goldsboro \& Balto. Cor. | 0.55 J |
| $5-405$ | Md. 577 | Md. 313 S.E. of Federalsburg to Md. 392 at Delaware State line | 3.95 O8H |
| $5-41 \mathrm{~s}$ <br> $5-42 s$ |  | Md. 16 at Harmony to Md. 331 at Bethlehem | $4.30 \mathrm{GBH}$ |



| Control <br> Section <br> Number | State Route Number | Description | Length $\stackrel{\text { \& }}{\text { Type }}$ |
| :---: | :---: | :---: | :---: |
| 6-1 P | Md. 26 | Balto. Co. Iine to Md. 32 at Eldersburg | $3.64 \mathrm{H}, \mathrm{I}$ $\&$ |
| 6-2 P | Md. 26 | Md. 32 at Eldersburg to Md. 27 at Taylorgyille | $8.36 \mathrm{H}, \mathrm{I}_{\mathrm{J}}$ |
| 6-3 P | Md. 26 | Md. 27 at MayIorsvilie to Frederick Co. Iine | $1.77 \mathrm{~J}+I$ |
| 6-4 P | Md. 27 | Carroll, Frederick \& Howard Co. IIne to US LO at Ridgeville | 0.94 I |
| 6-5 P | Md. 27 | US 40 at Ridgeville to N. copr. Imts, of Mt. Airy | 1.89 I\&J |
| 6-6 P | Md. 27 | N. corp. Imts. Yt. Airy to Md. 26 at Taylorsville | 6.10 IteJ |
| 6-7 P | Md. 27 | Md. 26 at Taylorsville to Md. 197 in Westminster | $9.91 \mathrm{H}, \mathrm{I}$ |
| 6-8 P | Md. 30 | Balto. Co. line to S. lmts. Hampstead | 1.78 I |
| 6-9 P | Md. 30 | S. Imts. Hampstead to N. Imts. Hampstead | 1.25 I |
| 6-10 P | Md. 30 | N. Imts. Hampstead to Md. 31 in Manchester | 3.53 I |
| 6-11 P | Md. 30 | Md. 31 in Manchester to Penna. Ine | 4.74 |
| 6-12 P | Md. 31 | Frederick Co. Iine to Md. 75 at New Windsor | 3.34 J\&H |
| $6-13$ P | Md. 31 | Md. 75 at New Windsor to Md. 32 - in Westminster | 6.94. Ied |
| $6-14 \mathrm{P}$ | Md. 97 | Md. 27 in Westminster, N.E. to Westminster By-pass | 1.65 H8.I |
| 6-15 P | Md. 97 | Ma. 681 (Westminster By-pass) to Md. 71 at Taneytown | 9.18 HkI |
| $6-16$ P | Md. 97 | Yd. 71 at Taneytom to Frederick Co. line | 3.50 I\&J |
| 6-17 5 |  | Md. 144 (old US L0) transferred to county. 9/24/55 |  |
| 6-18 P | US 140 | Balto. Co. Iine to Md. 91 at Finksburg | 1.17 H\&J |
| $6-19 \mathrm{P}$ | US 140 | Md. 91 at Finksburg via Westminster By-pass to beg. interchange area of Md. 32 \& US 140 | 9.19 J |
| 6-20 P | OS 1140 | US 140 \& Md. 32 interchange area at Westminster | 0.77 IRUJ |
| 6-21 P | US 140 | End US IHO interchange area to Md. 496. Bachmans Mill Rd. | 2.19 I |
| 6-22 P | US 140 | Md. 496 Bachmans Mill Rd. to Penna. line | 8.09 |
| $6-23$ s | Md. 31 | E. Imts. Westminster to Md. 30 in Manchester | 9.16 HRLS |
| 6-24 S |  | Md. 31 transferred to county. $9 / 4 / 55$ | - |




| Control <br> Section <br> Number | State Route Number | Description |  |
| :---: | :---: | :---: | :---: |
| $6-25$ S | Md. 32 | Md. 26 at Eldersburg to Howard Co. Inne | 3.37 H |
| 6-26 s | Md. 194 | Penna. State line to Frederick Co. Iine | 11.63 IteJ |
| 6-27 S | Md. 75 | Md. 31 in New Windsor thru Union Bridge to Frederick Co. Iine | $5.83 \mathrm{~J} \mathrm{\& H}$ |
| 6-28 S |  | Md. 83 transferred to county. $9 / 34 / 55$ | - |
| 6-29 S | Md. 84 | Md. 75 N . of New Windsor to Uniontown | $2.60 \mathrm{J6H}$ |
| $6-30 \mathrm{~s}$ | Md. 84 | Uniontom to Md. 32 ? | 2.70 OSH |
| 6-31 S |  | Md. 85 transferred to county. $9 / 14 / 55$ |  |
| 6-32 s | Md. 86 | Penna. State line at Lineboro to Md. 30 | 4.03 J |
| $6-33 \mathrm{~s}$ |  | Yd. 87 trensferred to county. $9 / I_{1} / 55$ |  |
| $6-345$ | Mส. 88 | Md. 30 in Hampsteed to Balto. Co. Ine | 1.21 H |
| $6-35$ s |  | Md. 89 transferred to county. $9 / 4 / 55$ | - |
| $6-36$ s |  | Md. 90 " $\quad$ " n n n n |  |
| $6-37$ S | Md. 91 | Balto. Co. Iine to Mdr 32 at Gamber | 6.58 HKI |
| $6-38$ s |  | U. 93 transferred to county. $9 / \pm / 55$ | - |
| 6-39 S |  | M. $94 \sim n \quad$ |  |
| $6-405$ | Md. 407 | Md. 31 at Marston to Md. 27 | 3.86 JkH |
| $6-415$ | Md. 482 | Md. 30 N . of Hampstead to Md. 31 at Mexico | 5.24 H2J |
| 6-42 5 | Yd. 496 | US 140 to Md. 30 at Melrose | 7.31 0tas |
| $6-43$ s |  | Md. 526-A transferred to county. 9/14/55 | - |
| 6-44 5 |  | Md. 526-B $\quad$ - $\quad$ " ${ }^{\text {n }}$ |  |
| $6-45 \mathrm{~s}$ |  |  |  |
| 6-46 P | Md.526-D | Main St. (Md. 32) N. to Westminster by-pass interchange | 0.85 HeI |
| 6-47 S |  | Md. 532 transferred to county. 9/14/55 |  |
| $6-48$ S |  |  |  |
| $6-49 \mathrm{~s}$ |  | Md. 569 " " ${ }^{\text {n }}$ |  |


| Control <br> Section Number | State <br> Route <br> Number | Description | Length \& Type |
| :---: | :---: | :---: | :---: |
| $6-50 \mathrm{~s}$ | Md. 97 | Howard Co. Iine to Md. 26 Dorsey Corner | $5.62 \mathrm{D}, \mathrm{P}$ \& O |
| 6-51 S | Md. 97 | Md. 27 in Westminster to Md. 26 at Dorsey-Gozner ${ }^{\text {RD. }}$ | $11.20 \mathrm{E}, \mathrm{F}$ $0, \mathrm{H}$ |
| 6-52 S |  | Md. 573 transferred to county. 9/24/55 | - |
| 6-53 S |  | Md. 581 n n n in n | - |
| 6-54 5 |  |  | - |
| $6-55$ s |  | Yd. 612 n n n n $n$ | - |
| 6-56 s |  |  | - |
| 6-57 s |  | Yd. 620 n ${ }^{\text {n }}$ " ${ }^{\text {n n }}$ | - |
| 6-58 s |  |  | - |
| 6-59 s |  | Md. 675 n $n$ n $n$ n | - |
| 6-60 s |  | Md. 678 n n n $n$ n $n$ | - |
| 6-61 s |  |  | - |
| 6-62 s |  |  | - |
| 6-63 s |  | Yd. 681 n $n$ n $n \cdots$. |  |
| 6-64 5 |  |  | - |
| 6-65 s |  | Md. 683 \| - | ${ }^{\text {n }}$ | - |
| 6-66 s |  | Md. 687 " ${ }^{\text {n }}$ " * |  |
| 6-67 s |  |  |  |
| 6-68 P | US 40 | Howard Co. Iine to Frederick Co. Iine at Md. 27 | 1.67 Ized |
| 6-69 P | Md. 97 | Westminster By-pass from Md. 32 \& US LHO interchange to Md. 681 | 1.703 |
| 6-70 s | MD 535 | Malcolm Dr. from new US 40 to Nd. 526-D South of Westminster | 0.37 I |
|  |  | Old Md. 32 transferred to county. $9 / \mathcal{L}_{1} / 55$ |  |
| $6-72$ S | Yd. 77 | Frederick Co. line to Md. 71 at Keymar | 1.94 F |
|  |  | Total Mileage | 176.80 |





March 16, 1956
Cecil County

| Control <br> Section <br> Number | State Route Number | Description | $\begin{aligned} & \text { Length } \\ & \text { \& } \\ & \text { Type } \end{aligned}$ |
| :---: | :---: | :---: | :---: |
| 7-1 P | US 1 | End of Conowingo Dam to US 222 at Kilby Corner | 1.01 I |
| 7-2 P | US 1 | US 222 at Kilby Corner to Md. 274 at Rising Sun | 5.58 I |
| $7-3 \mathrm{P}$ | OS 1 | Md. 274 at Rising Sun to Md. 273 E. of Rising Sun | $1.83 \mathrm{H}, \mathrm{I}$ |
| 7-4 P | US 1 Pand | Md. 273 E. of Rising Sun to Penna. State line s. to Md 620 | 1.46 IkJ |
| 7-5 P | US 40 | US 222 to Md. 272 at North East | 7.35 I J |
| 7-6 P | US 40 | M. 272 at North East to W. corp. Imts. Elkton | 5.21 I + J |
| 7-7 P | US 40 | W. corp. Imts. Elkton to E. corp. Imts. | 0.94 I |
| $7-8 \mathrm{P}$ | US 40 | E. corp. Imts. Elkton to Delaware line | 2.75 I |
| 7-9 P | US 213 | US 40 S . of Elkton to beg. $C$ \& $D$ Canal bridge | 5.03 H\&J |
| 7-10 P | US 213 | Beg. C \& D Canal at Chesapeake City to end bridge | 0.76 J |
| 7-11 P | US 213 | End C \& D Canal at Chesapeake City to Md. 310 at Cayots | 3.15 Ibed |
| 7-12 P | US 213 | Md. 310 at Cayots to Md. 282 at Cecilton | 6.56 JkI |
| 7-13 P | US 213 | Md. 282 at Cecilton to Kent Co. Ilne | 3.09 I |
| 7-14 P | US 222 | Penna. line to US 1 at Kilby Corner | 3.69 I |
| 7-15 P | US 222 | US 1 at Conowingo Bridge to Md. 276 at Port Deposit | 5.51 J |
| 7-16 P | US 222 | Md. 276 at Port Deposit to 0S 40 at Perryville | 5.49 ckJ |
| 7-17 P | Md. 71 | Kent Co. Iine to Delaware Iine ( 3.34 I under con- | $3.16=$ |
| 7-18 S | Md. 7 | Road end at Perryville to US 40 E. of Principio | 3.66 H |
| 7-19 S | Md. 7 | US 40 at Foys Hill thru Charlestown to US 40 W . of <br> Elkton | 9.84 H\&I |
| $7-205$ | Md. 7 | Road end in Elkton to US LOE. of Elkton | 2.54 I\& ${ }^{\text {d }}$ |
| 7-21 S | Md. 164 | Md. 267 W. of Charlestown to end SRC maint. at Carpenter Point | 2.63 G |
| 7-22 S | Md. 267 | Md. 7 thrus Charlestown to Md. 7 | 1.89 H |
| 7-23 S | Md. 269 | Md. 276 S.of Rising Sun to US 222 at Port Deposit | 6.93 HLEJ |
| 7-24 S | Md. 271 | Beg. SRC maint. at Locust St. In Perryville to Md. 7 | 0.26 H |



March 16, 1956
Control State Section Route Number Number 7-25 S Md. 272 $7-26$ S Md. 272 $7-27$ S Md. 272 $7-28 \mathrm{~s} \quad \mathrm{Md}$.
$7-29 \mathrm{~S} \quad \mathrm{Md} .273$
$7-30$ S Md. 273
7-31 S
Md. 274

7-32 S
7-33 S
Md. 277
$7-34 s$
$7-35 \mathrm{~S}$
$7-36 \mathrm{~S}$
Md. 280

7-37 S Md.281
7-38 S Md. 282
7-39 S
Md. 282
$7-40 \mathrm{~S}$
Md. 283
$7-41$ S Md. 285
$7-42 \mathrm{~S}$
Md. 299
$7-43 \mathrm{~s}$
Md. 310
$7-445$
Md. 338
$7-45 S$
7-46 $s$
$7-475$
Md. 545
$7-48$ S Md. 592

Cecil County

Description

Penna. State line to Md. 273 at Calvert
Md. 273 at Calvert to US 40 at North East
Md. LO at North East to Md. 7 in North East
Md. $?$ in North East to end SRC maint. at Elk Neck

End SRC maint. at old Conowingo Rd. to US 1 E . of Conowingo
US I E. of Rising Sun to Delaware Stete line
Md. 272 at Bay View to S. corp. Imts. Rising Sun

US 1 in Rising Sun to US 222 in Port Deposit
Md. 316 to end SRC maint. near Elk M1118

Delaware State Ine to Md. 7 in Elkton

Penna. State Iine to Md. 273 at Fair H111 Md. 273 at Fair Hill to US 40 in Elkton
Md. 7 in Elkton to end SRC maint. in Elkton

Delaware State Ine to US 213 in Cecilton
US 213 in Cecilton to end SRC maint. W. of Earleville Md. 282 W. of Earleville to end SRC maint. at Crystal Beach
Md. 537 in Chesapeake City to Delaware State Iine
Md. 282 S. of Warmick to Kent Co. Iine

US 213 at Cayots to Delaware State Ine \& N. spur
US 1 and US 222 to end SRC maint. at Rowlandsville Md. 537 in Chesapeake City to Md. 310 at St.Augustine Md. 280 S. of Fair Hill to end SRC maint. at Provi-
Md. 280 in Elkton to end SRC maint. at Pleasant Hill Md. 273 to US 1 E. of Rising Sun

Length
\&
Type
1.48 J 7.20 Hks
0.59 HLOJ
6.47 0, H,
4.29 deJ
13.18 HzS
$6.93 \mathrm{H}, \mathrm{I}$ \& J
8.27 H\&J
1.22 J
$4.20 \mathrm{H}, \mathrm{I}$
1.58 J
$7.58 \mathrm{H}, \mathrm{I}$
0.40 HRI
5.83 G
4.04 JBH
4.46 J
1.89 J
2.67 J
4.16 HkI
1.23 KREd
2.84 H
0.50 J
5.93 CseJ
0.23 I

March 16, 1956
Cecil County

| Control <br> Section Number | State <br> Route <br> Number | Description | $\begin{aligned} & \text { Length } \\ & \text { \& } \\ & \text { Type } \end{aligned}$ |
| :---: | :---: | :---: | :---: |
| 7-49 S | Md. 711 | Md. 545 to Md. 280 N . of Elkton | 0.75 G |
| $7-50 \mathrm{~s}$ | Md. 537 | i sections of old US 213 in and around Chesapeake <br> city | 3.91 HeJ |
| $7-51_{0}^{S}$ | 8815 | Old section of US I W, of Rising Sun | 0.19 J |
| 7-51 s | US 222 | US 40 to Md. 7 at Perryville | 0.68 .1 |
| 7-51 S | Md. 284 | Md. 537 at Catholic orphanage entrance to old Pilot Bridge at canal in Chesapeake City | 0.35 J |
| 7-51 s | Md. 4449 | 2 sections of old US 222 at Aiken | 0.53 G |
| $7-51$ s | Md. 473 | Md. 273 to end SRC maint. at Fairview | 1.26 J |
| 7-51 s | Md. 591 | US 1 E. of Conowingo to US 1 at Richardsmere | 1.16 JkH |
| 7-51 s | Md. 685 | Relocation at Bohemia River | 0.16 J |
| 7-51 s | Md. 699 | 2 sections of old Md. 272 at Leslie | 0.57 H |
| 7-51 S | Md. 727 | 2 sections of old Md. 279 at Elkton | 0.16 Heas |
| $7-51$ S | Md. 896 | Penna. State line to Delarare State line | 0.21 J |
| 7-52 s | Md. 286 | Md. 537 S. side of Chesapeake City to Delaware State line; also spur of Bohemia Ave. from 2nd St. to canal | 3.24 J\&-C |
| 7-53 S | 4d. 316 | Beg. SRC maint, at $B$ \& $O R R$ bridge to end SRC maint. near Barksdale | 0.55 H |
| 7-53 S | Md. 316 | Md. 279 N. of Elkton to end SRC maint. at Md. 277 | 1.63 H |
| 7-54 s | Md. 272 | North East relocation | 0.94 I |
| 7.555 | MO82t | Ind 299 TO CO. Rd 202 <br> Total Mileage | $203.68$ |
| 7-56s | MD 822 | MO 82 | $\begin{aligned} & 0.82 \mathrm{~F} \\ & 0.70 \mathrm{~F} \end{aligned}$ |
| $7-579$ | US 1 | RISING SUN BYPASS |  |



| Control <br> Section <br> Number | State Route Number | Description | $\begin{aligned} & \text { Length } \\ & \text { \& } \\ & \text { Type } \end{aligned}$ |
| :---: | :---: | :---: | :---: |
| 8-1 P | Md. 5 | US 301 at Waldorf to Md. 231 at Hughesville | 10.52 J |
| $8-2 p$ | M. 5 | Md. 231 at Hughesville to St. Marys Co. Iine | 1.79 J |
| 8-3 P | M. 6 | US 301 at La Plata to $\mathbf{M d}$. 488 E . of La Plata | 1.37 Gex C |
| 8-4 P | $\mathbf{M}_{\text {d, }} 6$ | Md. 488 E. of La Plata to Newton | 2.49 F |
| $8-5 \mathrm{P}$ | Md. 6 | Newton to St. Marys Co. Ilne | 9.33 F |
| $8-6 \mathrm{P}$ | Md. 210 | Md. 225 at Potomac Heghts. to end SRC maint. in Indian Head | 2.27 MIJ |
| $8-7 \mathrm{P}$ | Md. 225 | US 301 N . of La Plata to Port Tobacco-Pomfret Rd. | $3.33 \mathrm{G}+\mathrm{J}$ |
| 8-8 P | Md. 225 | Port Tobacco-Pomfret Rd. to Md. 224 IN MALIN SPRINGS | $5.930+$ I |
| 8-9 P | Md. 225 | Md. 224 at Mason Springs to $\mathbf{M}$ d. 210 AT Potemac hars | 1.73 $-1.60 I$ |
| 8-10 P | Md. 231 | M. 5 at Hughesville to Patuxent River | 6.86 a |
| 8-11 |  | US 301 transferred to county. 12/13/55 | - |
| $\begin{array}{rl} 8-12 & P \\ \& & S \end{array}$ | US-301 | Md. 5 at Waldorf to Md. 6 at Is Plata |  |
| 8-13 p | US 301 | Md. 6 at La Plata to Md. 427 near Bel Alton | 4.95 J |
| $8-14$ P | US 301 | Md. 427 to beg. Potomac River Bridge | 8.07 J |
| $8-15$ P | US 301 | Beg. Potomac River Bridge to Va. State line | 1.91 J |
| 8-16 |  | Md. 3 transferred to county. 12/13/55 | - |
| $8-17$ |  | " $n$ " " " n " | - |
| $8-18$ |  | " " " 0 " " " n | - |
| 8-19 |  | " " " " \% n " n |  |
| 8-20 S | Md. 3 | US 301 at Newburg to end SRC maint. at Potomac' River | $11.07 \mathrm{~F}, \frac{I}{J}$ |
| 8-21 S | $\text { MD } 6$ $\text { WC. } 425$ | Ber. SRC maint. at Riversice to $\mathbf{M d} .785$ at Grayton | 5.79 F |
| 8-22 S | Ma. 785 | Md. 425 at Grayton to $\mathbf{M}_{\text {d }}$. 6 at Doncaster | 5.63 F |
|  | Md. 6 | Md. 785 at Doncaster to 4.536 S. of McConchie | 9.32 $\mathrm{F}_{4} \mathrm{C}$ |
| $8-245$ | M. 6 | Na. 53GS. of McConchie to US 301 in La Plata | 5.89 F |
| $8-25$ s | Md. 210 | Md. 225 at Potomac Hghts. to Pr. Geo. Co. line | 4.48 I |


| Control <br> Section <br> Number | State <br> Route <br> Number | Description | $\begin{aligned} & \text { Length } \\ & \& \\ & \text { Type } \end{aligned}$ |
| :---: | :---: | :---: | :---: |
| 8-26 S | Md. 227 | Md. 226-at Bryans Rd. to Md. 227 | 1.46 F |
| 8-27 S | $\left\lvert\, \begin{gathered} M+224 \\ 6 \end{gathered}\right.$ | Md. 225 at Mason Springs to d. 6 at Doncaster | 10.80 F |
| 8-28 |  | Md. 691 transferred to county. 12/13/55 | - |
| 8-29 S | Ma. 227 | Old $\underline{M d}_{\text {d. }} 224$ at Bryans Rd. to Harshall Hall Mat- | 4.45 F |
| $8-30 \mathrm{~S}$ | Md. 227 | Old M. 224 at Pomonkey to US 301 at White Plains | 8.22 F |
| 8-31 S | Md. 228 | Md. 227 N . of Pomfret to US 301 at Waldorf | 10.88 F |
| 8-32 |  | Md. 230 transferred to county. 12/13/55 | - |
| $8-33 \mathrm{~S}$ | Md. 231 | Md. 232 at Burnt Store to Md. 5 at Hughesville | 3.45 F |
| $8-345$ | Md. 232 | Md. 5 at Bryantown north tird. Md. 382 | 2.34 F |
| 8-35 S | Md. 232 | M. 5 at Bryantown to Md. 234 E . of Newport | 11.43 F |
| $8-36 \mathrm{~s}$ | $\begin{aligned} & M d .-232 \\ & \text { Moser } 382 \end{aligned}$ | Md. 5 at Beantown to $\mathbf{M d} .232$ s Wi. OF MALCOLM <br>  | 5.31 F |
| $8-37$ |  | M. 233 transferred to county. 12/13/55 | - |
| $8-38 \mathrm{~s}$ | Md. 234 | US 301 at Allens Fresh to St. Marys Co. Ine | 7.33 F |
| 8-39 |  | M. 327 transferred to county. 12/13/55 | - |
| $8-405$ | リส่ 381 | Md. 231 at Patuxent to Prince Geo. Co. line S. end Swanson Creek Bridge | 1.38 F |
| $8-415$ $8-425$ | Md. 425 $\mathbf{M d .} 425$ | Md. 224 at Mason Springs to M. Lesit at Pisgah <br> MOG AT IREASIOES <br> Md. 484 at Piseah to SRG maint. S. of Piseah | $\begin{aligned} & 3.14 \mathrm{~F} \\ & 3.86 \mathrm{FrG} \\ & -2.05-\mathrm{F} \end{aligned}$ |
| 8-43 |  | Md. 426 transferred to county. 12/13/55 | - |
| $8-2.45$ | Md. 427 | US 301 at Bel filton to end SRC maint. at Chapel Pt. | 2.29 F |
| $8-45$ |  | Md. 428 transferred to county. 12/13/55 | - |
| 8-46 |  | M. 429 transferred to county. 12/13/55 | - |
| 8-47 |  | M 4.469 " " " " " |  |
| 8-485 | Md. 484 | Md. 224 at Marbury to $4 d .6-\mathrm{Mp}+25$ | $\begin{aligned} & 3.25 \\ & 9.11 \mathrm{~F} \end{aligned}$ |
| $8-495$ | Md. 488 | Md. 6 at La Plata to Md. 5 | 6.06 F |

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| Control <br> Section <br> Number | State Route Number | Description | $\begin{gathered} \text { Length } \\ \& \\ \text { Type } \end{gathered}$ |
| :---: | :---: | :---: | :---: |
| 9-1 P | US 50 | Beg. to end Choptank River if | 1.69 J |
| 9-2 P | US 50 | End Choptank River Bridge to Md. 16 near Mt. Holly | 4.27 Itas |
| 9-3 P | US 50 | Md. 16 near Mt. Holly to Wicomico Co. Iine | 12.06 IseJ |
| 9-4 P | Md. 313 | Caroline Co. Ine to $\mathbf{M d}$. $\mathcal{L}_{4}$ at Eldorado | 6.70 J |
| $9-5 \mathrm{P}$ | Md. 313 | Md. If at Eldorado to Wicomico Co. Inne | 5.05 H |
| $9-6 \mathrm{~s}$ | Md. 14 | Md. If to Man it in mast New Marka | $3.29 \pi$ |
| 9-7 S | Md. 4 | Md. 16 in E. New Market to Md. 331 at Shiloh Church | 3.15 H8\%d |
| $9-8 \mathrm{~s}$ | Md. If | Md. 331 at Rhodesdale to Md. 313 at Eldorado | 3.12 H\&J |
| 9-9 5 | Md. 16 | Md. 331 W. of Hurlock to Md. I4 et E. New Market | $4.01 \mathrm{H}, \mathrm{I}$ |
| 9-10 S | Md. 16 | Md. IL at E. New Market to US 50 at Mt. Holly | 5.65 J8H |
| 9-11 S | Md. 16 | US 50 E. of Cambridge to Md. 551 in Cambridge | 1.08 Hex |
| 9-12 S | Md. 16 | Md. 551 in Cambridge to Md. 335 at Church Creek | 6.36 H\&I |
| $9-13 \mathrm{~S}$ | Md. 16 | Md. 335 at Church Creek to end SRC maint. at Taylors Island | 9.61 JbF |
| 9-14 5 | Md. 307 | Caroline Co. Iine to \d. 331 at Hurlock | $5.65 \mathrm{~J} \mathrm{\& H}$ |
| 9-15 S | Md. 331 | Caroline Co. Ine to Md. 307 in Hurlock | 6.44 I8, ${ }^{\text {d }}$ |
| 9-16 S | Md. 332 | Md. 307 in Hurlock to Md. H at Shiloh Church | 3.46 It |
| 9-17 S | Md. 331 | Md. IL at Shiloh Church to Md. $\mathrm{I}_{4}$ at Rhodesdale | 2.05 I |
| 9-18 S | $\frac{\mathrm{Md} .331}{}$ spur | Md. If at Rhodesdale to US 50 in Vienna | 6.59 I8JJ |
| 9-19 S | Md. 335 | Md. 16 in Church Creek to Md. 336 | $9.92 \mathrm{H,I}$ |
| 9-20 s | Md. 335 | Md. 336 thru Golden Hill to end SRC maint. at Honga |  |
| 9-21 S | Md. 336 | Md. 335 thru-Lakesville of Wingate to Toddville | 08 Fter |
| 9-22 S | Md. 795 | Bridge over Cambridge Creek |  |
| 9-23 S | Md. 343 | Md. 551 in Cambridge to end SRC maint. at Hudson | 10.08 I |
| $9-245$ | Md. 392 | Md. 331 in Hurlock to Md. 313 at Finchville |  |
| $9-25$ S | Md. 392 | ud. 313 at Finchville to Delaware State line | $3.57 \mathrm{~J}$ |

July 1, 1956
Dorchester County
2.



| Control <br> Section <br> Number | State Route Number | Description | Length \& Type |
| :---: | :---: | :---: | :---: |
| 10-24 P | US 240 | Beg. to end of Urbana interchange area | 0.26 I |
| 10-25 p | US 240 | End Urbana interchange area to Nontgomery Co. Inne | 3.37 I |
| 10-26 P | US 340 | Old corp. Imts. Frederick to U8. 340 near Jefferson | 6.29 H |
| 10-27 P | US 340 | US.340 near Jefferson to Md. 79 at Petersville | 5.29 H |
| 10-28 P | US 340 | Md. 79 at Petersville to Md. L6u at Knoxville | 3.41 H |
| 10-29 P | US 340 | Md. 464 at Knoxville to Washington Co. Iine | 0.66 I |
| 10-30 P | Md. 355 | US 15 to Md. 80 | 6.15 H\&I |
| 10-31 P | Md. 355 | M. 80 to Montgomery County line | 3.75 I |
| 10-32 S | Md. 153 | Washington Co. line to US 40 N . of Myersville | 10.11 HREJ |
| $10-33 \mathrm{~s}$ | Md. 17 | In Myersville | 0.55 J |
| 10-33-5 | Md. 54 | In Myersville | 0.38 J |
| 10-34 S | Md. 17 | Alt. US LO at Mddletown to end P.C.C. in Burkittsville | 6.23 JEH |
| 10-35 S | Md. 17 | End P.C.C. in Burkittsville to Md. 79 N. of Brunswick | 5.65 H |
| 10-36S | Md. 17 | Md. 79 thru Brunswick to end Potomac River Bridge | $\begin{gathered} 1.70 \mathrm{H}, \mathrm{I}, \mathrm{~V} \\ \& \mathrm{~J} \end{gathered}$ |
| 10-37 S | Md. 28 | US 15 N. of Potomac River at Licksville S.E. to Montgomery Co. line | 2.78 I |
| $10-38$ $10-39$ |  | Md. 59 - 0.16 mi . trans. to Middletown $7 / 8 . / 55$ 5.92 mi . " " county $9 / 14 / 55$ <br> Md. 69 transferred to county. $9 / 14 / 55$ | - |
| $10-40 \mathrm{~s}$ | Md. 194 | Carroll Co. line S.E. to Md. 550 in Woodsboro | 5.97 I |
| 10-41 S | Md. 194 | Md. 550 in Woodsboro to Md. 26 at Ceresville | 6.48 HEI |
| 10-42 |  | Md. 72 transferred to county. 9/14/55 | - |
| 10-43 s | Md. 73 | 0.62 mi . in Frederick, N.W. to Yellow Springs | 4.30 H |
| 10-44 S | Md. 74 | End-SRC meint. to corp. Imts. Frederick | 0.27 H |
| $10-45 \mathrm{~s}$ | Md. 75 | Md. 355 near Montgomery Co. Inne to Md. H4 at New Market | 7.64 H\&s |
| $10-46$ S | Md. 75 | Md. 344 at New Market to Md. 26 at Libertytown | 7.73 HkJ |
| $10-47 \mathrm{~S}$ | M. 75 | M. 26 et Libertytown to Carroll Co. Iine | 7.58 Hes |


| Control <br> Section Number | State Route Number | Description | $\begin{gathered} \text { Length } \\ \text { \& } \\ \text { Type } \end{gathered}$ |
| :---: | :---: | :---: | :---: |
| $10-48 \mathrm{~s}$ | Md. 76 | US 15 S. of Emmitsburg to Motters | 2.00 J |
| 10-49 5 | Md. 76 | Motters, S. to $\mathbf{M}_{\text {d }}$. 77 at Rocky Ridge | 3.90 H |
| 10-50 s | Md. 77 | Washington Co. Iine to corp. Imts. of Thurmont | 6.63 H |
| $10-51 \mathrm{~s}$ | M ${ }_{\text {d }} 77$ | W. corp. Imts. Thurmont to Md. 550 at corp. Imts. | 1.84 H |
| 10-52 s | Md. 77 | Md. 550 near Thurmont to Md. 76 at Rocky Ridge | 4.55 Cech |
| 10-53 S | Md. 77 | Md. 76 at Rocky Ridge to Carroll Co. line | 2.84 J |
| 10-54 S | Md. 78 | US 340 near Frederick, $S$, to end SRC maint. | 4.98 kg |
| $10-55 \mathrm{~s}$ | Md. 79 | US 340 at Petersville, S. to Md. 17 at Brunswick | 1.57 H |
| 10-56 S | Md. 80 | US 15 at Buckeystown to Md. 355 at Orbana | 5.0618 |
| 10-57 S | Md. 80 | Md. 355 at Urbana to Md. 75 S . of Monrovia | 4.68 I |
| 10-58 S | Md. 80 | Md. 75 S. of Monrovia to Montgomery Co. Iine | 3.21 J\&I |
| 10-59 S | Md. 81 | US 15 in Thurmont thru Sabillasville to Washington Co. line | 8.24 H |
| 10-60 |  | Md. 123 transforred to county. 9/14/55 | - |
| 10-61 S | Md. 383 | Md. 17 thru Broad Run to US 340 at Jefferson | 5.72 H\%J |
| $10-62$ | Md.Lel | Begin. SRC maint. N. of Point of Rocks to end SRC maint. in Brunswick | 7.13 HRJ |
| 10-63 's | Md. 464 | Beg. SRC maint. in Brunswick to US 340 at Knoxville | 1.90 J |
| 10-64 5 | Md. 550 | Md. 77 at Thurmont to Md. 194 at Woodsboro | 7.43 HKI |
| $10-65 \mathrm{~S}$ | Md. 550 | Md. 294 in Woodsboro to Md. 26 at Libertytown | 5.22 OkJ |
| $10-66$ |  | M. 571 transferred to county. 9/14/55 | - |
| 10-67. |  |  | - |
| 10-68: |  | Md. (x) $n$ n $n$ n $n$ n |  |
| 10-69 |  | Md. $\mathrm{L}_{11}$ n $n$ n $n$ n $n$ | - |
| 10-70 |  |  |  |
| 10-71 |  | M. 633 n $n$ n $n$ n $n$ |  |
| 10-72 |  |  |  |


$1$



| Control Section Number | State <br> Route <br> Number | Description | Length Qt Type |
| :---: | :---: | :---: | :---: |
| 11-1 ? | Md. 39 | W. Va. Iine near Hutton thru Crellin to US 219 in Oakland | 6.25 J |
| 11-2 | US 40 | Penna. Iine at Oakton to US 219 at Keyser Ridge | 3.43 I |
| 12-3 P | US 40 | US 219 at Keyser Ridge to Md. 495 at Grantsville | 5.59 I |
| 12-4 ? | US 40 | Md. 495 at Grantsville to US 219 at Little Meadows | 3.12 I |
| $11-5 \mathrm{p}$ | US 140 | US 219 at Little Meadows to Allegany Co. Ine | $\begin{aligned} & 8.71 \mathrm{H}+1 \\ & 8.90 \mathrm{H} \end{aligned}$ |
| 11-0 P | US 50 | W. Va. Ilne at Ireston Co. to US 219 at Red House | 2.08 I |
| $11-7$ ? | US 50 | US 219 at Red House thru Corman to W. Va. Inne | 7.02 I |
| $11-8$ | US 219 | Penna. line south along Chestnut Ridge to US 40 at Little Meadows | $\begin{aligned} & 2.10 \mathrm{~J} \\ & 2.07 \pm \end{aligned}$ |
| 11-9 P | US 219 | US 40 at Keyser Ridje to Md. 42 at Bear Creek | 5.12 H |
| 11-10 P | US 219 | M. 42 at Sear Creek to $\mathbb{N}$. corp. Imts. Accident | 1.74 H |
| 11-11 P | US 219 | N. corp. Imts. of Accident to Sandy Run Road N. of Mcllenry | 6.60 HPJ |
| 11-12 P | US 219 | Sandy Run Fid. N. of McHenry to Thayersville (Co.Rd.) | $5.29 \mathrm{H}+\mathrm{T}$ |
| 11-13 P | US 219 | Thayersville (Co.Rd.) to N. Imts. Oakland | $7.51 \text { HSe }$ |
| $11-14$ | US 219 | Old N. lnts. Oakland to Md. 39 in Oakland | $0.60 \mathrm{H}, \mathrm{I}$ |
| 11-1产 | US 219 | Md. 39 in Oakland to Md. 135 near Mt. Lake Park | $\begin{array}{r} 0.89 \mathrm{H}, \mathrm{I} \\ \& \mathrm{~J} \end{array}$ |
| 11-16 P | US 219 | Md. 135 near Mt. Lake Park to old-Md. 394 at Gortner | 3.94 H |
| 11-17 P | US 219 | Old Md. 394 at Gortner to US 50 at Red House | 4.10 I |
| $11-18 ?$ | US 219 | US 50 at Red House to W. Va. Iine | 3.02 J |
| 11-19 S | - | Formerly Md. 38 - transferred to county $12 / 13 / 55$ | - |
| $11-20$ S | Md. 135 | Deer Park to Md. 495 at Bockman Cemetery | 3.24 J |
| 11-21 S | $\begin{aligned} & M d .38, \\ & 13 ; 941 \end{aligned}$ | $\mathbf{M d .} 495$ (Becknan Cemetery) thru Kitzmiller to w. Va. line \& 3 sections of old Mc. 38 in Kitzmiller | 9.50 JREH |
| 11-22 S | Md. 135 | US 219 thru Mountain Lake Park to Md. 560 | 1.24 HREJ |


| Control <br> Section <br> Number | State Route Namber | Description | $\begin{gathered} \text { Len, th } \\ \& \\ \text { Type } \end{gathered}$ |
| :---: | :---: | :---: | :---: |
| $\begin{aligned} & 11-23 \mathrm{~S} \\ & 11-24 \mathrm{~S} \end{aligned}$ | Md. 135 M. 42 | Md. 5'60 (Mt. Lake Park) to Deer Park <br> Penna. line thri Asher Glade to First ive. (Friends- | $\begin{aligned} & 3.290 . \mathrm{J} \\ & 7.86 \div 12 . \mathrm{J}+4 \end{aligned}$ |
| $11-25 \mathrm{~S}$ | MC. 42 | First tve., (Fricndsville) alone Bear (reek to US 219 | 7.01 H?J.I |
| 11-26 S | Md. 495 | Md. 135 at Wilson to Swarion | $3.22 \mathrm{Hr} \% \mathrm{~J}$ |
| 11-27 S | Md. 135 | Ton Backbone Mt. thru Bloomincton to Allegany Co. line | $\begin{aligned} 8.64 F, G \\ \text { \&. } H \end{aligned}$ |
| 11-28 S | - | Formerly Md. 345 - transferred to county 12/13/55 | - |
| $11-29 \mathrm{~S}$ | - | Formerly Md. 394 - transferred to county $12 / 13 / 55$ | - |
| $11-30 \mathrm{~S}$ | Nid. 417 | Penna. line to US 40 in Grantsville | 1.69 J |
| 11-31 S | Mc. $495^{\circ}$ | US 40 in Grantsviile to 1 mi . south of Bittinger | 2.35 FS H |
| 11-32 S | M. 495 | Thayersville Rd. to Swanton | 5.85 H |
| 11-33 S | Md. 46 | Fenna. line along Little Savage Mt. to US 40 | $\frac{2}{3}+371$ |
| $1.1-3 \downarrow \mathrm{~S}$ | sid. 560 | Md. 235 in Loch Lymn to Kearney Fid. | 5.08 HeJ |
| $11-35$ S | M. 560 | Kearney Rd. to US 50 at Coman | 4.21 HPO |
| $11-365$ | - | Formerly Md. 719 - transferred to county $12 / 13 / 55$ | - |
| $11-36 \mathrm{~S}$ | - | Formerly M. 745 - transferred to county $12 / 13 / 55$ | - |
| $11-36 \mathrm{~S}$ | - | Fommerly Md. 745-A - transferred to county $12 / 13 / 55$ | - |
| $11-37 \mathrm{~S}$ | NC. 135 | E. of Swanton along Packbone Mt. to Mt. 38 | 2.24 E |
| $112-38$ S | MC. 495 | Co. Rd. 103 S. of 3ittingrar along Meadow Mt. to Co. Rd. 121 | $4.74 . \mathrm{H}$ |
|  |  | Total Mileage |  |


| $\begin{aligned} & \text { Control } \\ & \text { Section } \\ & \text { Number } \end{aligned}$ | State Route Number | Description | $\begin{aligned} & \text { Length } \\ & \text { \& } \\ & \text { Type } \end{aligned}$ |
| :---: | :---: | :---: | :---: |
| 12-1 P | US 1 | Belair Rd. from Balto. Co, to Md. $山 47$ Harford Rd. | $\checkmark 2.71$ I |
| 12-2 P | US 1 | Belair Rd. from Md. $山_{4} 7$ to Md. 24 | 2.65 I |
| 12-3 P | US 1 | Conowingo Rd. from Belair Rd. by Bond St. \& Broadway to Md. 543 at Hickory | 2.77 HEI |
| 12-4 P | US 1 | Conowingo Rd. from Md. 543 at Hickory to Md. 136 at Poplar Grove | $\sqrt{6.07 ~ I ~}$ |
| 12-5 P | US 1 | Md. 136 at Poplar Grove to beg. Conowingo Dam | $\sqrt{5.60 \frac{T}{\mathrm{H}, \mathrm{I}} \mathrm{~J} \mathrm{~J}}$ |
| 12-6 P | US 1 | Beg. to end Conowingo Dam | 0.95 I |
| 12-7 P | Md. 22 | Churchville Rd. from Md. 24 (Main St.-Bel Air) to Md. 543 at Fountain Green | $\checkmark 2.06$ I |
| 12-8 P | 4. 22 | Churchville Rd. from Md. 543 at Fountain Green to Md. 136 at Churchville | 3.46 I |
| 12-9 P | Md. 22 | Churchville Rd. from Md. 136 at Churchville to corp. Imts. Aberdeen | -5.31 H\&I |
| 12-10 P | Md. 22 | Belair Ave. from Imts. Aberdeen to US 40 | 07 J ¢a |
| 12-11 P | US 40 | Pulaski Hwy. from Balto. Co. line to Md. 24 | 3.80 J |
| 12-12 P | US 40 | From Md. 24 to Md. 22 (Aberdeen) | 9.411 IkeJ |
| 12-13 P | US 40 | Md. 22 to Otsego St., Havre de Grace | -4.66 Iks |
| 12-14. P | US 40 | From Otsego St., across Susquehanna River Bridge to Aiken Ave. (US 222 - Cecil Co.) | 2.02 IkJ |
| 12-15 P | Md. 155 | Level Rd. from $\underline{U}_{\mathrm{d}}$. 22 at Churchville past Level to Md. 156, Aldino Rd. | 4.63 |
| 12-16 P | M. 155 | Level Rd. from Md. 156, Aldino Rd., to US 40 (Otsego St.) Havre de Grace | $\checkmark 4.66$ 08H |
| 12-17 S | Md. 7 | Balto. Co. line at Gunpowder River to Md. 152 Mountain Rd. N.W. of Joppa | 1.95 |
| 12-18 S | Md. 7 | Md. $152 \mathrm{~N} . \mathrm{W}$. of Joppa to Md. 24 Emmorton Rd. | / 2.12 I |
| 12-19 S | $\underline{W}$ d. 7 | Md. 24 Emmorton Rd. to Md. 236 at Bush | -3.27 I |
| $12-20 \mathrm{~S}$ | Md. 7 | Md. 136 at Bush to US 40 south of Md. 715 | / 3.98 I |
| 12-21 S | - | Md. 7 transferred to county \& C.S. 12-46 11/23/55 | - |


| July 1, |  | Harford County | 2. |
| :---: | :---: | :---: | :---: |
| Control <br> Section Number | State Route Number | Description | Length \& Type |
| 12-22 S | Md. 7 | US 40 thru Havre de Grace | /2.76 I |
| 12-22 S | Md. 490 | Union Ave. in Havre de Grace from Md. 7 to Chesapeake Bay | 人 0.32 H |
| 12-22 S | Md. 763 | Superior St. from Juniata St. to Ohio St., Md. 155 in Havre de Grace | $\checkmark 0.29 \mathrm{H}$ |
| 12-23 S | 4d. 23 | USII south of Hickory to Md. 24 at Forest H111 | $\checkmark 2.06 \mathrm{H}$ |
| 12-24 S | บ. ${ }^{\text {d }} 23$ | Md. 24 at Forest Hill to Md. 165 at Jarrettsville | ك.18 H |
| $12-25$ S | Md. 23 | Md. 165 at Jarrettsville to Md. 439 at Shawsville | $\checkmark 5.85$ H\&SJ |
| 12-26 S | Md. 23 | Md. 439 at Shawsville to Penna. State line | $\checkmark 6.78$ HRS |
| 12-27 S | Md. 24 | Entrance to Edgewood Arsenal to US LO Pulaski Hwy. | /1.96 IfsJ |
| $12-27$ S | Md. 24 | Md. 24 near entrance to Edgewood Arsenal to Penna. RR station | $\checkmark 0.13 \mathrm{~J}$ |
| 12-28 S | Yd. 24 | US 40 (Pulaski Hwy.) to US 1 (Bond St.) in Bel Air | <8.04 H,I |
| 12-29 S | Md. 24 | US 1 in Bel Air to Md. 23 at Forest H111 | $\checkmark 3.79 \mathrm{H}$ |
| $12-30 \mathrm{~S}$ | Md. 24 | Md. 23 at Forest Hill to Md. 165 at Bushs Corner | $\bigcirc 7.23 \mathrm{HzJ}$ |
| 12-31 S | Md. 24 | Md. 165 at Bushs Corner to Penna. State line at Fawn Grove | 4.07 J |
| 12-32 S | Md. 136 | Md. 7 (Phila. Rd.) to Md. 22 at Churchville | $\checkmark 6.20 \mathrm{H}$ |
| 12-33 S | Md. 136 | Md. 22 at Churchville to US 1 at Poplar Grove | 2.67 H |
| 12-34 S | Md. 136 | US 1 at Poplar Grove to Md. 165 at Whiteford | 7.21 akJ |
| $12-35 \mathrm{~S}$ | Md. 136 | Md. 165 at Whiteford to Md. 624 W. of Graceton | 2.78 HRLJ |
| $12-36 \mathrm{~S}$ | Md. 138 | Balto. Co. line to Md. 23 at Blackhorse | 0.93 J |
| $12-37 \mathrm{~S}$ | Md. $山_{6}$ | Jarrettspille Pike from Balto. Co. Iine to Md. 23 at | $\checkmark 5.14 \mathrm{~J}$ |
| $12-38$ S | Md. 147 | Harford Rd. from Balto. Co. Iine to Belair Rd. at | 3.00 I\&J |
| 12-39 S | Md. 152 | Edgewood Arsenal to Md. 7 <br> State Police Barracks | $\begin{gathered} 3.10 @, I \\ H \& J \end{gathered}$ |
| 12-40 s | Md. 152 | Mountain Rd. from Md. 7 N . of Joppa to US 1 at Lynchs Corner | $\checkmark 4.64 \mathrm{H}$ |
| 12-41 s | Md. 152 | US 1 at Lynchs Corner to Md. 165 at Upper Crossroads | 5.88 Hed |


| Control <br> Section <br> Number | State Route Number | Description | Length \& Type |
| :---: | :---: | :---: | :---: |
| $\begin{aligned} & 12-425 \\ & 12-43 \mathrm{~S} \end{aligned}$ | Md. 152 | Md. 155 at Upper Crossroads to Md. 146 S. of Madonna Md. 154 transferred to county $11 / 23 / 55$ | 4.19 H |
| 12-44 s | Md. 156 | Aldino Rd. from Md. 22 S. of Churchville to Md. 155 Level Rd. | $\checkmark 3.94 \mathrm{H}$ |
| $12-45 \mathrm{~s}$ |  | Md. 157 transferred to county $11 / 23 / 55$ | - |
| 12-46 s | Md. 159 | US 40 at Stepney S. along Penna. RR to Bush River | -4.77 Hed |
| $12-47 \mathrm{~s}$ |  | Md. 160 transferred to county $11 / 23 / 55$ | - |
| 12-48 S | Md. 161 | Darlington Rd. from US 1 near Darlington, $S$. to Md. 155 near Level Rd. | $\checkmark 5.35 \mathrm{HLCN}$ |
| 12-49 S | Md. 165 | Balto. Co. line to Md. 152 at Upper Crossroads | $\checkmark 2.07 \mathrm{~J}$ |
| 12-50 S | 피d. 165 | Md. 152 at Upper Crossroads to Md. 23 at Jarrettsvill | 4.67 J |
| 12-51 S | Md. 165 | Md. 23 at Jarrettsville to Md. 24 at Bushs Corner | $\checkmark 7.14 \mathrm{~J}$ |
| 12-52 S | Md. 165 | Md. 24 at Bushs Corner to Md. 543 S. of Pylesville | $\checkmark 2.15$ Hend |
| 12-53 S | Md. 165 | Md. 543 thru Pylesville to Cardiff at Penna. State line | $\checkmark 3.63 \mathrm{H} \mathrm{\& LJ}$ |
| 12-54 S | Md. 439 | Old York Rd. from Balto. Co. Iine to Md. 23 at Shawsville | $\checkmark 1.21 \mathrm{~J}$ |
| $12-55 \mathrm{~S}$ | Md. 440 | Md. 543 at Ady thru Dublin to US 1 at Darlington | /5.67 H +G |
| $12-56$ S | Md. 462 | Paradise Rd. from Md. 155 at Webster to Md. 22 in Aberdeen | $\checkmark 4.16 \mathrm{H}$ |
| $12-57$ S | Md. 136 | Harkins Rd. from Md. 23 thru Harkins to Md. 624 | $\begin{array}{r} 8.47 \mathrm{G}, \mathrm{H} \\ \& \mathrm{~J} \end{array}$ |
| 12-58 S | Md. 543 | Md. 71to Md. 22 at Fountain Green | 6.37 H |
| 12-59 S | Md. 543 | w. 22 at Fountain Green to US 1 at Hickory | $\checkmark 3.07 \mathrm{H}$ |
| 12-60 S | Md. 543 | US 1 at Hickory to Md. 165 S. of Pylesville | $\checkmark 8.58 \mathrm{H}$ |
| 12-61 S | - | Md. 590 transferred to county $11 / 23 / 55$ | - |
| 12-62 S | Md. 623 | Flintrille Rd. from Penna. State line along Susquehanna River to US 1 | $\checkmark 7.12$ F\&H |
| 12-63 S | Md. $62 L_{4}$ | Graceton Rd. from Penna. State line to Md. 165 E. of Bushs Corner | $\sqrt{3.06 ~ H}$ |
| 12-64 s | - | Md. 635 transferred to county 11/23/55 | - |

July 1, 1956

| Control <br> Section <br> Number | State Route Number | Description | $\begin{aligned} & \text { Length } \\ & \text { \& } \\ & \text { Type } \end{aligned}$ |
| :---: | :---: | :---: | :---: |
| 12-64 S | Md. 22 | US 40 in Aberdeen along Post Rd. to US 40 at Swan Creek | $\checkmark 1.96 \mathrm{~J} \% \mathrm{H}$ |
| $12-65$ S | Md. 646 | Prospect Rd.from Md. 543 N . of Ady to Md. 136 at Pr seect | $\checkmark 3.30 \mathrm{H}$ |
| $12-66$ S | Md. 715 | Entrance to Aberdeen Proving Ground to US 40 (westbound lane)(includes spurs at US 40 \& $M d .7$ ) | 1.82 J |
| 12-67 S | Md. 753 | Street Rd. from Md. 165 S. of Pylesville to Street | $\checkmark 1.06$ I |
| 12-67 S | Md. 754 | Heaps Rd. from Md. 543 (Ady Rd.) to Highland | $\checkmark 0.61 \mathrm{H}$ |
| 12-68 S |  | Md. 158 transferred to county $11 / 23 / 55$ | - |
| 12-69 S | - | Md. 162 transferred to county 5/20/53 |  |
| 12-70 S | - |  |  |
| 12-71 S | - | Md. 461 " ${ }^{\text {n }}$ " ${ }^{\text {a }}$ (20/53 |  |
| 12-72 S | - | Md. 651 n $n$ " 5/20/53 | - |
| $\begin{aligned} & 12-73 \mathrm{~S} \\ & 12-74^{\mathrm{S}}-01 \end{aligned}$ | $\mathrm{d} 1 \mathrm{Nd.736}$ | Md. 760 <br> n <br> n <br> 5/20/53 <br> Section of Md. 136 | - |
| $12-75$ s | 1d. 881 | Old US 1 north of Poplar Grove | $\int 0.63 \mathrm{H}$ |
|  |  | Total Mileage | 263.45 |


| Control <br> Section <br> Number | State Route Number | Description | $\begin{aligned} & \text { Length } \\ & \text { \& } \\ & \text { Type } \end{aligned}$ |
| :---: | :---: | :---: | :---: |
| 13-1 P | US 1 | Prince Georges Co. line to end Laurel By-pass | 0.68 Isat |
| 13-2 P | US 1 | End Laurel By-pass to Md. 32 N . of Savage | 2.53 I |
| 13-3 P | US I | Md. 32 N . of Savage to Md. 175 at Waterloo | 2.39 I |
| 13-4 P | US 1 | Md. 175 at Waterloo to Md. 103 West Elkridge | 3.97 I |
| 13-5 P | US 1 | Ma. 103 W. Elkridge to Balto. Co. line | 1.41 I |
| 13-6 P | Md. 27 | Carroll Co. In ${ }^{\text {a }}$ (o Montgomery Co. Ine | 1.39 IH |
| 13-7 P | US 29 | End US 40 interchange ares to Alt. US 29 and Md. 103 at Columbia Pike | 1.20 H\&\% J |
| 13-8 P | US 29 | Alt. US 29 \& Md. 103 to Md. 196 at Columbia | 1.44 J |
| 13-9 P | Alt. 29 | Md. 196 at Columbia to Manor Lane at Elioak | 2.80 H |
| 13-10 P | ${ }^{\text {Ald }}$ - 29 | Manor Lane at Elioak to Md. 32 at Clarksville | 3.88 J |
| 13-11 P | OS 29 | Md. 32 at Clarksville to Montgomery Co. Iine | 3.67 J |
| 13-12 P | Alt.uS 29 | Md. Hert in Ellicott City to ner US 29 \& Md. 103 | 1.69 H |
| 13-13 P | US 40 | Balto. Co. Iine to Md. 105 beg . of US 29 interchange area | 2.09 J |
| $\underset{13-14}{13-14} P$ | $\begin{aligned} & \text { US } 40 \\ & \text { US } 29 \end{aligned}$ | Interchange area from Md. 105 to Md. 99 <br> " "n US 40 twd. Columbia Pike | 1.37 J |
| 13-15 P | US 40 | Md. 99 end of interchange area to Md. - 44 Pine Orchard | 2.28 J |
| 13-16 P | US 40 | Md.- Uidit Old Frederick Rd. at Pine Orchard to Md. 32 <br> (West Friendship) | 5.08 J |
| 13-17 P | US 40 | Md. 32 (West Friendship) to Md. 97 at Cooksville | 3.76 J |
| 13-18 P | US 40 | Md. 97 at Cooksville to Carroll Co. line | 7.043 |
| 13-19 P | Md. 97 | Roxbury Mills Rd. from US 40 at Cooksville to Montgomery Co. Iine | $6.88 \mathrm{I} \& \mathrm{~J}$ |
| 13-20 |  | Md. 244 transferred to county. 11/29/55 | - |
| 13-21 P | Md. 175 | Jessup Rd. from Anne Arundel Co. line to US 1 at Materloo | 1.57 J |
| 13-22 P | US 29 | US 29 at Columbia to Md. 32 at Atholton | 4.50 J |
| 13-23 P | \|i US 29 | Md. 32 at Atholton to Montgomery Co. line | 4.33 J |


| Control <br> Section <br> Number | State Route Number | Description | $\begin{aligned} & \text { Length } \\ & \text { \& } \\ & \text { Type } \end{aligned}$ |
| :---: | :---: | :---: | :---: |
| $13-24$ S | M. 32 | Carroll Co. Iine to Md. I 44 at West Friendship | 4.68 H |
| $13-25 \mathrm{~S}$ | บ. 32 | Md. Wh at West Friendship to Co. Rd. 49 at Glenelg | 3.80 Hf J |
| $13-26$ S | Md. 32 | Co. Rd. 49 at Glenelg to Alt. US 29 at Clarksville | 5.54 HeJ |
| $13-27$ S | Md. 32 | Alt US 27 at Clarksville to US 29 at Atholton | 4.69 J |
| 13-23 S | Ma. 32 | US 29 at Atholton to US 1 at Savage | 4.85 H |
| $13-29$ S | Ma. 94 | Garroll 60. line at Woodbine to Md. 114 at Lisbon | $0.39 \mathrm{~J}$ |
| 13-30 S | Md. 94 | Md. Il4 at Lisbon to end SRC maint. S. of Florence | $5.52 \mathrm{~J} \times \mathrm{F}$ |
| 13-31 |  | Md. 96 transferred to county. 12/13/55 | - |
| 13-32 |  | $\underline{M}$ d. 583 " " " " " | - |
| $13-33 \mathrm{~S}$ | Md. 97 | Hoods Mill Rd. from US 40 to end SRC maint. | $1.98 \underset{\& c}{\mathrm{E}, I} \mathrm{~J}$ |
| 13-34 |  | Md. 93 transferred to county. 12/13/55 | - |
| 13-35 S | Md. 99 | Md. 32 at Slacks Corner to Md. 700 St Jomuls LANE | 6.31 I |
| 13-36 |  | Md. 99 transferred to county. 12/13/55 | - |
| $13-37$ S | Md. 99 | St. Johns Lane to(Rogers t.ve.) Mo 99 | 2.13 JkH |
| 13-38 |  | Md. 101 transferred to county. 12/13/55 | - |
| 13-39 S | Md. 103 | US 29 to a point N.E. of Pfeiffers Cor. | 3.62 Jx I |
| 13-40 |  | Mc. Ioh transferred to county. 12/13/55 | - |
| 13-41 S | MC. 99 | - Ma. IOesto US 40 | 1.23 J |
| $13-42 \mathrm{~S}$ | Mc. 99 | US 40 to Old Frederick Rd. W. Of Ellicott City | 2.03 I |
| $-23-43 \mathrm{~S}$ | M. 12 | Md. 99 to Balto Co. line at Wood | 1.23 H |
| 13-445 |  | Md. Iil4 transferred to county. | - |
| 13-45 S | MC. 144 | US 40 near Pine Orchard to US 40 near Carroll Co.line | 14.83 H |
| 13-46s | Md. 175 | US 1 to Md. 103 | 5.064 I |
| $13-47 \mathrm{~S}$ | Md. 176 | Anne Arundel Co. line at Dorsey to US 1 | 0.88 Ho |
| 13-48 |  | Md. 215 transferred to county. 12/13/55 | - |
| $13-495$ | \$2.216 | Alt. US 29 at Hichland to Prince Geo. Co. Iine in Laurel | 7.83 F |

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July 1， 1956
Kent County
1.

| Control <br> Section Number | State Route Number | Description | $\begin{aligned} & \text { Length } \\ & \text { \& } \\ & \text { Type } \end{aligned}$ |
| :---: | :---: | :---: | :---: |
| H－1 P | US 213 | Cecil Co．line at Sassafras River Bridge to Md． 313 at Galena | 1.73 J工 |
| 14－2 P | US 213 | Md． 313 at Galena to Md． 448 at Kennedyville | 7.11 H⿺廴 |
| $14-3 \mathrm{P}$ | US 213 | Md． 448 at Kennedyville to Md． 297 at Hopewell | 6.32 HeI |
| $14-4 P$ | US 213 | Md． 297 at Hopewell to Md． 20 （Spring Ave．）in Chestertown | 2.12 I |
| 14.5 P | US 213 | Md． 20 （Spring Ave．）in Chestertown to Queen Annes Co．line | 0.43 İ\＆ |
| 14－6 P | Md． 313 | US 213 at Galena to Md． 290 at Irelands Corner | 0.99 J |
| 14－7 P | Md． 313 | Md． 290 at Irelands Corner to Md． 299 at Massey | 3.25 J |
| 14－8 P | Md． 313 | Md． 299 at Massey thru Millington to Queen Annes Co． line | 3.84 J |
| 14－9 P | Md。 71 | Queen Annes Co．Iine to Cecil Co．Inne（8．69－I under construction） | 8.69 I |
| $14-10 \mathrm{~S}$ | Md． 20 | US 213 in Chestertown to Md． 514 （Flatland Rd．） | 0.89 I |
| 14－11 S | Md． 20 | Md． 514 （Flatland Rd．）to Md． 298 at Fairlee | $\begin{aligned} & 4.74 \text { I } \\ & 5.66 \mathrm{I} \end{aligned}$ |
| $14-12 \mathrm{~S}$ | Md． 20 | Md． 298 at Fairlee to Md． 21 at Sandy Bottom | 1.22 I |
| 14－13 S | $\mathbf{M}_{\mathrm{d}} .20$ | Md． 21 at Sandy Bottom to Md． 288 （N．E．of Rock Hall） | 4.55 I |
| $14_{4}-14.5$ | Md． 20 | Md． 288 thru Rock Hall to end SRC maint． | 2.29 I\＆J ${ }^{\text {d }}$ |
| 14－15 S | Md． 21 | Md． 20 at Sandy Bottom to end SRC maint．at Tolchester Beach | 3.42 J |
| $14-16 \mathrm{~s}$ | 4d． 288 | Md． 20 （E．of Rock Hall）to end SRC maint．at Langford Bay | 3.36 J |
| 14－17 S | Md． 289 | High St．in Chestertown to Md． 664 | 2.10 J |
| $\begin{aligned} & 14-18 \mathrm{~S} \\ & 14-19 \mathrm{~S} \\ & 14-20 \mathrm{~S} \end{aligned}$ | $\begin{aligned} & \text { Md. } 289 \\ & \text { Md. } 290 \\ & \text { Md. } 290 \end{aligned}$ | Md．664 to end SRC maint． <br> Md． 299 at Sassafras to US 213 at Galena <br> Md． 313 S．of Galena to Md． 447 at Chesterville | $\begin{aligned} & 6.06 \mathrm{~J} \\ & 4.39 \mathrm{~g} \\ & 4.23 \mathrm{~J} \end{aligned}$ |
| 14－21 S | Md． 290 | Md． 447 at Chesterville to Queen Annes Co．line | 2.74 J |
| 14－22 S | Md． 291 | Md． 290 S．of Chesterville to Md． 313 at Millington | 4.18 ces |
| 山－23 S | Md． 291 | Md． 313 in Millington to Delaware State line | $4.18 \mathrm{~J}$ |
| 14－24 5 | Md． 292 | Md． 293 and Bayside Ave．in Betterton to Md． 298 south of Stillpond | 4.60 HkJ |


| Control <br> Section <br> Number | State Route Number |  | $\begin{gathered} \text { Length } \\ \text { \& } \\ \text { Type } \end{gathered}$ |
| :---: | :---: | :---: | :---: |
| 14-25 S | Md. 292 | Md. 298 south of Stillpond to US 213 | 2.79 HRJ |
| 14-26 S | Md. 293 | Streets of Betterton: | 1.25 J |
|  |  | Ericson Avenue 0.62 <br> Wheeler Avenue 0.16 <br> School Street 0.13 <br> Bayside Avenue 0.24 |  |
| 14-27 S | Md. 297 | Md. 298 at Butlertown to end SRC maint. at Newton | 3.76 F |
| 14-28 S | Md. 297 | Md. 298 thru Worton to US 213 at Hopewell | 3.57 JkH |
| 14-29 S | Md. 298 | Md. 566 E . of Stillpond to Md. 297 at Butlertown | 4.96 Fer I |
| $14-30 \mathrm{~S}$ | Md. 298 | Md. 297 at Butlertown to Md. 20 at Fairlee | 8.04 Hed |
| $14-315$ | Md. 299 | Cecil Co. Iine thru Sassafras to Md. 313 at Massey | 5.18 J |
| 14-32 S | Md. 442 | $\mathbf{M d}$. 292 S . of Betterton to Royal Swan Golf Course | 0.35 J |
| $14-33 \mathrm{~S}$ | Md. 443 | Md. 292 S. of Betterton to end SRC maint. at Coleman | 0.88 J |
| $14-34 \mathrm{~S}$ | Md. 444 | Beg. SRC maint., Kentmore Park to US 213 By-pass at Locust Grove (includes 0.50 mi . easterly spur to US 213) | 3.73 Ft H |
| 14-35 s | Md. 444 | US 213 By-pass at Locust Grove to end SRC maint. at Blacks (Pa.RR) | 1.54 J |
| $14-36 \mathrm{~S}$ | Md. 445 | Md. 21 east of Tolchester to Md. 20 in Rock Hall | 6.01 J |
| $14-37 \mathrm{~S}$ | Md. 445 | Md. 20 \& Md. 674 in Rock Hall to end SRC maint. at bridge (Eastern Neck Narrows) | 5.91 J |
| $14-385$ | Md. 446 | Md. 20 W . of Chestertow to end SRC maint. (Co. Rd.) | 3.64 J |
| $14-395$ | Md. 447 | US 213 at Chestertown to Md. 290 at Chesterville (includes 0.18 mi . spur at Morgan Creek) | 10.23 Fled |
| H-LOS | Md. 448 | Bec. SRC maint. near Turner Creek thru Kennedyville to Md. 44 ? | 5.90 Fred |
| 14-415 | Md. 514 | Md. 20 N . of Chestertown to end SRC maint. | $3.73 \mathrm{EEG}$ |
| $14-42 \mathrm{~S}$ | M. 537 | US 213 to US 213 (old section US 213 at Daves Hill) | 0.71 Hes |
| $4-435$ | Md. 561 | Md. 298 at Lynch to US 213 | 2.46 I |
| 14-44 S | Md. 566 | Md. 292 at Stillpond to US 213 at Harmony Grove | 3.82 F |
| 14.45 s | Md. 661 | Md. 289 S. of Pomona to end SRC maint. at Quaker Neck | 2.22 F |




| Control <br> Section <br> Number | State <br> Noute |  | Description | Length |
| :--- | :--- | :--- | :--- | :--- |
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| Control <br> Section Number | State Route Number | Description | $\begin{gathered} \text { Length } \\ \& \\ \text { Type } \end{gathered}$ |
| :---: | :---: | :---: | :---: |
| 15-25 S | Ud. 355 | Md. 27 S. of Brink to new Washington National Pike <br> S. of Middlebrook | 2.00 I |
| 15-26 8 | 11d. 355 | New US 240 S. of Middlebrook to Md. 124 in Gaithersburg | $3.29 \mathrm{I}+\mathrm{J}$ |
| 15-27 S | Md. 355 | Md. 124 in Gaithersburg to Md. 28 in Rockville | $5.25 \mathrm{H}, \mathrm{I}$ |
| 15-28 P | US 240 | Md. 28 in Rockville to Md. 187 (Georgetown Rd.) | 2.43 I |
| 15-29 P | US 240 | Md. 187 (Georgetown Rd.) to Cedar Lane at Naval Medical Center | 3.57 I |
| 15-30 P | US 240 | Cedar Lane at Naval Medical Center to Md. 410 in Bethesda | 1.55-J\&I J |
| 15-31 P | US 240 | Wisconsin Ave. from Md. 410 in Bethesda to D.C. Iine | 1.73 I |
| 15-32 P | New OS 21 | Beg. Interchange area at Mont. Co. Iine to end interchange area | 0.39 I |
| 15-33 P | New US | End Hyattstown interchange area to beg. interchange area at Md. 121 (Clarksburg Rd.) | 3.56 I |
| 15-34 P | New US 22 | Beg. to end interchange area at Md. 121 (Clarksburg Rd.) | 0.28 I |
| $\begin{aligned} & 15-35 \\ & 15-36 \end{aligned}$ | New US 24 New US 24 | End of Md. 121 interchange area to Md .118 <br> Md. 118 to end of construction at Sta. 321 | $\begin{aligned} & 3.42 I \\ & 3.57 I \\ & 0.28 I \\ & 6.12 I \end{aligned}$ |
|  | $15240$ | NAMS INTERC, ANGE (GANTHERSBORG) | 2.97 I |
| 15-38 P | Md. 650 | Avenel Rd. from Mont. Co. line to US 29 at White Oak | 2.62 H\&J |
| 15-39 P | Md. 410 | East-West Hwy. from US 240 across Connecticut Ave. to Md. 186 Brookeville Rd. | 1.40 I |
| 15-40 P | Md. 410 | East-West Hwy. from Md. 186 Brookeville Rd. to US 29 in Silver Springs | 2.87 I |
| 15-41 5 | Md. 355 | Md. 27 at Hendersons Corner to Frederick Co. line | 7.42 IRJ + H |
| 15-42 S | Md. 28 | Frederick Co. Iine south thru Dickerson to Md. 419 | 2.11 I |
| 15-43 s | Md. 28 | Md. 419 S. of Dickerson to Md. 109 at Beallsville | 2.26 I |
| 15-44 S | Md. 28 | Md. 109 at Beallsville to Md. 107 at Dawsonville | 5.47 I |
| 15-45 s | Md. 28 | Md. 107 at Dawsonville to Md. 112 at Darnestown | 3.38 I |
| 15-46 S | Md. 28 | Md. 112 at Darnestown to Md. 124 at Quince Orchard | 2.47 H |

July 1, 1956
Control State Section Route Number Number $15-47 \mathrm{~S}$ Md. 28 $15-48 \mathrm{~s}$

쓸. 28
$\left.15-49 \mathrm{~S} \quad \begin{array}{r}\mathrm{Xd} .28 \\ \mathrm{~A} \& \mathrm{~B}\end{array}\right)$
$15-50 \mathrm{~S}$ Md. 80 15-51 S Md. 82

15-61 S Md.114
$15-62 \mathrm{~S}$ Md. 115

| $15-65$ S | Md. 117 | Md. 118 at Old Germantown twd. Boyds |
| :--- | :--- | :--- |
| $15-56 \mathrm{~S}$ | Md. 117 | Co. Rd. 259 at Boyds to Md. 28 at Lees Corner |
| $15-57 \mathrm{~S}$ | Md. 118 | Md. 355 at Neelsville to Washington National Pike |
| $15-68 \mathrm{~S}$ | Md. 118 | Mashington National Pike to Md. 117 at Old Germantown |

Leland St. from Md. 191 Bradley Lane in Chevy Chase to Md. 410 East-West Hiry.
Md. 109 at Comus twd. Sugar Loaf Mt. to end SRC maint. 0.86 J
Md. 28 at Dawsonville to Md. 109 at Poolesville Md. 109 at Poolesville to end SRC maint. at Martinsburg
Md. 27 at Damascus to Md. 124 at south Imts. of Laytonsville
Md. 124 S. Imts. Laytonsville to Md. 97 at Olney
Md. 95 at Comus to Md. 28 at Beallsville
Md. 28 at Beallsville to Md. 107 at Poolesville
S. of Poolesville between Willard Rd. and Edwards Ferry Rd.

Seneca Rd. from Md. 28 at Darnestown thru Seneca to end SRC maint.

Ma. 124 (Diamond Ave.) in Oaithersburg M. to end SRC maint.
Md. 124 near Emory Grove to Md. 28 near Norbeck

US 29 at Ashton to end SRC maint. at Brighton
Md. 124 W. of Gaithersburg to end SRC maint. at Co. Rd. 227

Montgomery County
Md. 124 at Quince Orchard to corp. Imts. Rockville
W. corp. Imts. Rockville to US 240 \& Md. 676 in Rockville

Two sections of old US 240 in Rockville
0.76 HeI
1.46 J
1.16 I
4.80 H
3.23 HRJ
$7.95 \mathrm{H}, \mathrm{I}$
$\&$
5.53 J
6.07 J
2.42 K
1.46 J
3.51 J
1.01 H
5.85 H
3.39 HeJ
2.97 GRH
1.19 H
5.22 HeJ
$0.97=$
1.10 H

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Montgomery County
4.

| Control <br> Section <br> Number | State Route Number | Description | $\begin{aligned} & \text { Length } \\ & \text { \& } \\ & \text { Type } \end{aligned}$ |
| :---: | :---: | :---: | :---: |
| 15-69 s | Md. 118 | Md. 117 at 0ld Germantown to Md. 28 at Browns Corner | 4.00 HkJ |
| 15-70 s | Md. 119 | Md. 117 near 01d Germantown S.W. to end SRC main | 1.78 HRJ |
| 15-71 S | Md. 120 | Neelsville Rd. from $\mathbf{M d}$. 118 at Germantown to end SRC maint. near Washington National Pike | 2.52 Hes F |
| 15-72 S | Md. 121 | Sugarland Rd. from Md. 107 at Dawsonville S. to end SRC maint. | 1.83 J |
| 15-73 s | Md. 121 | White Grounds Rd. from Md. 28 at Dawsonville N. to end SRC maint. | 1.00 J |
| 15-74 S | Md. 121 | Clarksburg Rd. from Md. 117 at Boyds, N. to Wilber | 2.29 H |
| 15-75 s | $\underline{\underline{M}} .121$ | Clarksburg Rd. from Wilber, past Wash. Nat. Pike to US 240 at Clarksburg | 2.20 08I |
| 15-76 s | Md. 121 | Kingslay School Rd. from US 240 at Clarksburg N. to end SRC maint. | 1.78 Ind |
| 15-77 s | Md. 122 | Md. 27 near Damascus, N.W. to end SRC maint. at Browaingsville | 2.61 H8SJ |
| 15-78 S | Md. 123 | Md. 122 W. of Damascus to Lewisdale | 3.00 Hed |
| 15-79 S | Md. 123 | Lewisdale to Frederick Co. Iine N. of US 240 | 2.08 H20 |
| 15-80 S | Md. 124 | Md. 108 in Damascus to Md. 108 \& Md. 420 in Laytonsville | 7.55 3 |
| 15-81 S | Md. 12.4 | Md. 108 S. of Laytonsville to Md. 115 N.E. of Gaithersburg | 3.77 H |
| 15-82 S | Md. 124 | Md. 115 N.E. of Gaithersburg to Md. 355 in Gaithersburg | 2.96 Ibed |
| 15-83 S | Md. 124 | Md. 355 in Gaithersburg, underpass US 240 to Md. 117 at Diamond Corner | 1.34 H |
| 15-84 S | Md. 124 | Md. 117 at Diamond Corner to Md. 28 at Quince Orchard | 2.87 H |
| 15-85 s | M. 182 | Md. 108 at Sandy Springs, south to Md. 97 at Glenmont | 6.72 H |
| 15-86 S | Md. 183 | Glenmont Rd. from Md. 97 at Glenmont to US 29 at Colesville | 3.02 H |
| 15-87 S | Md. 184 | Blair Rd. from US 29 to D.C. Iine near Takome Park | 0.36 I |
| 15-87 S | Md. 184 | From Md. 184 (Blair Rd.) to end SRC maint. at W. end RR overpess | 0.02 J |
| 15-88 S | Md. 186 | Brookeville Rd. from D.C. Iine at Chevy Chase N. to Md. 410 | 1.55 Hes |





| Control Section Number | State Route Number | Description | $\begin{gathered} \text { Length } \\ \& \\ \text { \&ype } \end{gathered}$ |
| :---: | :---: | :---: | :---: |
| 15-89 S | Мd. 187 | Georgetown Rd. from US 240 in Bethesda to Cedar Lane at N. end of National Institute of Health | 1.72 I |
| 15-90 S | Md. 187 | Cedar Lane at N. ond National Insittute of Health to US 240 near Congressional Airport | $\begin{array}{r} 3.80 \mathrm{H}, \mathrm{I} \\ \text { \& } \end{array}$ |
| 15-91 S | Md. 188 | Wilson Lane from McArthur Blvd, to Md. 190 River Rd. | 0.91 H |
| 15-92 S | Md. 188 | Wilson Lane from Md. 190 River Rd. to Md. 191 Bradley Lane | 1.45 H |
| 15-93 s | Md. 188 | Md. 191 Bradley Lane to Md. 187 Georgetown Rd. in Bethesda | 0.91 H |
| 15-94 S | Md. 189 | Falls Rd. from Md. 28 in Rockville to Md. 190 at Potomac | 5.77 H |
| 15-95 s | M. 189 | Md. 190 at Potomac, south to Truxton | 1.99 J |
| 15-96 S | U. d. 190 | River Rd. from D.C. line to Md. 614 Goldsboro Rd. | 2.09 H |
| 15-97 s | Md. 190 | $\underline{\underline{u}}$ d. 614 Goldsboro Rd. to $\mathbf{M d}_{\text {d, }} 188$ Wilson Lane | 1.11 H |
| 15-98 s | पd. 190 | Md. 188 Wilson Lane to Md. 189 at Potomac | 4.63 HKCJ |
| 15-99 S | $\underline{\underline{u}}_{\text {d }} \cdot 190$ | Md. 189 at Potomac to Md. 421 N . of Watts | $\begin{array}{r} 5.15 \mathrm{O}, \mathrm{H} \\ \& \mathrm{~J} \end{array}$ |
| 15-100 S | 4d. 191 | Bradley Lane from McArthur Blvd. at Cabin John to Md. 190 at Campbells Cor. | $2.67 \mathrm{G}_{2} \mathrm{H}$ |
| 15-101 S | Md. 191 | Md. 190 River Rd. to Burdette Rd. near Burning Tree Country Club | 2.65 HKJ |
| 15-102 S | Md. 191 | Bradley Lane from Burdette Rd. to Md. 188 at Bradley Hills | 2.14 H |
| 15-103 S | Md. 191 | Bradley Lane from Md. 188 to Md. 82 Leland St. | 1.36 H |
| 15-104 S | Md. 191 | Bradley Lane from Md. 82 Leland St. past US 240 to Md. 193 Connecticut Ave. | 1.10 Hz |
| 15-105 s | Md. 192 | Forest Glen Rd. from Md. 193 in Kensington to Md. 391 at Forest Glen | 1.76 H |
| 15-106 S | Md. 192 | Md. 391 at Forest Glen to Md. 97 Georgita Ave. | 0.70 H |
| 15-107 S | Md. 192 | Md. 97 Georgia Ave, to end SRC maint. at Sligo Creek Pkwy. |  |
| 15-108 S | Md. 192 | Glen Rd. from Dallas Ave, to US 29 south of Four <br> Corners | 0.41 H |

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| Control <br> Section Number | State Route Number | Description | $\begin{gathered} \text { Length } \\ \text { \& } \\ \text { Type } \end{gathered}$ |
| :---: | :---: | :---: | :---: |
| 15-109 | S Md. 787 | Flower Ave. from Md. 516 Franklin Ave . to Md. 195 Carroll Ave. In Takoma Park | 1.88 I |
| 15-110 | M d .195 | Carroll Ave. from D.C. line to Md. 787 Flower Ave. in Takoma Park | 1.18 I |
| 15-111 5 | Md. 195 | Carroll Ave. from N. lmts. Takoma Park to Md. 193 Old Bladensburg Rd. | 0.55 I |
| 15-112 S | ¢ Md. 198 A | ATUS 29 at Browns Corner twd. Spencerville | 0.95 H |
| 15-113 s | S Md. 198 | Md-196 Columbia Pike at Burtonsville to Mont.Co.lind | 1.85 H |
| $15-114$ $15-1145$ | $\mathbf{M d .} 320$ $\text { Mo. } 320$ | Sligo Ave. from US 29 in Silver Spring to Md. 787 Fincy Bhanch-FRom MO 339 To Mo 797 Flower Avenue | $\begin{array}{r} 0.93 \mathrm{I} \\ -1.55 \mathrm{I} \\ 0.62 \mathrm{I} \end{array}$ |
| 15-115 5 | Md. 320 | Piney Branch from Md. 787 Flower Ave to Prince Geo. Co. line near New Hampshire Ave. | 1.10 I |
| 15-116 s | M $\mathbf{4} .384$ | From intersection of Md. 97 Georgia Ava. \& US 29 in Silver Spring to D.C. line at 16th St. | 0.50 I |
| 15-117 S | Md. 390 | Columbia Blvd. in N. Woodside near intersection of Md. 97 (Georgia Ave.) \& Md. 391 (Seminary Ave.) | 0.19 J |
| 15-118 $\$$ | Md. 391 | Seminary Rd. from Md. 192 at Forest Glen to Md .97 (Georgia Ave.) at Montgomery Hills | 0.94 J |
| 15-119 S | Md. 391 | Dale Drive from Md. 97 (Georgia Ave.) S.E. along Sligo Branch to Md. 320 (Piney Branch Rd.) | 2.33 H |
| 15-120 S | Md. 396 | Massachusetts Ave. from McArthur Blvd. to D.C. line at Westmoreland Circle | 2.73 J |
| 15-121 S | Md. 399 | From Md. 108 near Damascus, N. twd. Howard Co. line to end SRC maint. | 1.54 H |
| 15-122 S | Md. 410 | East-West Hwy. from US 29 at Silver Spring to end SRC maint. near Md. 513 (Chestnut Ave.) | 0.75 I |
| 15-123 S | Md. 410 | Beg. SRC maint. near Cedar Ave, to end SRC maint. near Maple Ave. | 0.13 I |
| 15-124 S | Md. 419 | Md. 28 at Dickerson, N. to end SRC maint. near Frederick Co. line | 2.01 J |
| 15-125 S | Md. 419 | Md. 28 S. of Dickerson, southward to end SRC maint. near Potomac River | 2.22 H\&J |
| 15-126 S | Md. 420 | Md. 124 W. of Laytonsville, westward to end SRC maint. | 1.00 J |
| 15-127 S | Md. 420 | Md. 108 in Laytonsville eastward to end SRC maint. | $1.23 \mathrm{H}$ |

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| Control <br> Section Number | State <br> Route <br> Number | Description | $\begin{aligned} & \text { Length } \\ & \text { \& } \\ & \text { Type } \end{aligned}$ |
| :---: | :---: | :---: | :---: |
| 15-154 S | Md. 666 A | Connecticut Ave. from Md. 193 in Kensington to Md. 666-B (Howard tive.) | 0.26 J |
| 15-155 S | Md. 666 B | Howard Ave. crossing Md. 193 in Kensingto | 0.28 J |
| 15-156 S | Md. 666 C | St. Paul St. from $B \& O R R$ across $M d .192$ in Kensington | 0.60 H |
| 15-157 S | Md. 676 | US 240 thru Rockville to Md. 28 | 0.55 Hed |
| 15-158 S | $\underline{\underline{1}} \mathrm{~d} .684$ | Broad Branch Rd. from D.C. Ilne to Md. 186 at Chevy <br> Chase | 0.18 H |
| 15-159 s | Md. 688 | Derwood Rd. from US 240 N . of Rockville twd. Redland | 1.37 G |
| 15-160 s | Md. 702 | Jones Bridge Rd. from US 240 at Bethesda Naval Hospital to end SRC maint. | 0.64 G |
| 15-161 s | Md. 766 | Avenel Rd. from Prince Geo. Co. Ilne to Md. 320 at Oak View | 0.66 H |
| 15-162 ${ }^{\text {S }}$ | $\text { d-Md. } 121$ | Old Md. 121 at old US 240 | 0.17 J |
| 15-132 S | Md. 513 | Park Valley Rd. from Piney Branch Rd. Takoma Park to end SRC maint. | 0.04 J |
| 15-133 S | Md. 513 | Sunnyside Rd. from Piney Branch Rd. Takome Park to end SRC maint. | 0.05 J |
|  |  | Total Mileage | 352.90 |
| 15.168 | 329 | MD 198 BUATENSULLE TO BEGIN INTERCHANGE AREA AT WHITL OALK (PART UNDER CONST.) | 4.43 J |
| $5.163 P$ | US240 | BEG RROWIN STATION RD INTERLIANGG TO END BROWN STATION RD Interchange (Gaitheas eorg) |  |
| 15-164P | US240 | END BROUN STATION RD INTERCHANGC (GAITHEREBUFG) TO SHADYGROVE RD INTERCHANGE | 2.80 I |
| $15.165 P$ | 15240 | BEG SHADY GROVE RD INTER CWHNGE TO ENIO SHAOY GROVERD INTERCHANGE | 0. |
| 15.166 P | US 240 | ENO SHADY GROVE RD INTERCHANGE TO MD 28 (ROCKUILLE) INTERCHANGE | 1611 |
| 15.167 P | US 240 | BEGMD 28 (ROCKVILGE) INTERCHANGE TO END | 0.301 |
|  |  | TOTAL | 359.96 |


| Control <br> Section <br> Number | State Route Number | Description | $\begin{aligned} & \text { Length } \\ & \& \\ & \text { Type } \end{aligned}$ |
| :---: | :---: | :---: | :---: |
| 16-1 P | US 1 | Howard Co. Iine (Patuxent River) to end Laurel <br> By-pass | 1.00 IEN |
| 16-2 P | US 1 | End Laurel By-pass to Md. 212 at Beltsville | 5.03 I |
| 16-3 P | US 1 | Md. 212 Powder Mill Rd. to Md. 770 University Lane | 3.86 I |
| 16-4 P | US 1 | Md. 770 University Lane to Md. 500 Queens Chapel Rd. | 1.12 I |
| 16-5 P | US 1 | Md. 500 Queens Chapel Rd. to Alt. US 1 in Hyattsville | 1.37 I |
| 16-6 P | US 1 | Alt. US 1 in Hyattsville to D.C. line at Mt. Rainier | 1.81 IRas |
| 16-7 P A | Alt.US 1 | Rhode Island Ave. (Hyattsville) to US 50 at Peace $\begin{aligned} & \text { Cross }\end{aligned}$ | 1.03 I |
| 16-8 P A | Alt. US I | US 50 at Peace Cross to D.C. Iine | 1.05 I |
| 16-9 ? | Md. 4 | D.C. Ilne at Ft. Meigs to 57th Ave. at Hillside | 0.60 I |
| 16-10 P | Md. 4 | 57th Ave. at Hillside to Md. 458 Silver Hill Rd. | 1.70 I |
| 16-11 P | Md. 4 | Md. 458 Silver Hill Rd, to Forestville Ritchie Rd. | 1.42 I |
| 16-12 P | Nd. 4 | Forestville-Ritchie Rd. to Md. 337 Allentown Rd. at Andrews Field | 1.73 Iss3 |
| 16-13 P | M. 4 | Md. 337 Allentown Rd. at Andrews Field to old Crain Hwy. at Upper Marlboro | $\begin{gathered} 46 \mathrm{H}, \mathrm{I} \\ \& \mathrm{~J} \end{gathered}$ |
| 16-14 P | MC. 4 | O1d Crain Hwy. at Upper Marlboro N. to new US 301 | 1.25 I |
| 16-15 P | Mc. 4 | New US $301 /$ Anne Arundel Co. Iine Hills Bridge | 1.75 I |
| 16-16 P | Md. 5 | Interchange area-at Suitland Pkwy. | 0.26 I |
| 16-17 P | Md. 5 | Beg. divided hwy, to Md. 4 ll near Gordons Corner | 1.56 J |
| 16-18 P | Md. 5 | Md. 4IL near Gordons Corner to Woods Corner at Auth Road | 1.33 J |
| 16-19 P | Mci. 381 | Woods Corner at Auth Rd. to Md. 337 at Camp Springs | 1.49 I\& J |
| 16-20 P | - $\underline{\underline{u}}$ d. $381^{\text {d }}$ | Md. 337 at Camp Springs to Md. 223 at Clinton | 2.86 I |
| 16-21 P | 4d. 381 | Md. 223 at Clinton to beg. Interchange area at us 301 | 5.49 I |
| 16-22 P | $\begin{aligned} & \text { ud. } 5 \text { \& } \\ & \text { US } 301 \end{aligned}$ | T.B. interchange area | 1.29 I |
| $16-23 \mathrm{P}$ | P US 50 | US 301 Crain Hwy, to Md. 197 Bowie Rd. | 2.78 I |
| 16-24 P | P US 50 | Md. 197 Bowie Rd. to Md. 704 (Old B \& W RR) | 3.98 I |



| Control <br> Section <br> Number | State Route Number | Description | Length \& Type |
| :---: | :---: | :---: | :---: |
| 16-25 P | US 50 | Md. 704 (old B \& $\bar{\Pi} \mathrm{RR}$ ) to Md. 564 at Lanham | 2.61 I |
| 16-26 P | US 50 | Md. 564 at Lanham to beg. B/W Exp. interchange area | 3.35 I |
| 16-27 P | B/TN Exp. \& US 50 \&. 1 Md .202 | Bladensburg interchange area | 1.26 I |
| 16-28 P | US 50 | Md. 202 Landover Rd. to Alt. US 1 (Bladensbure Rd.) | 0.88 I |
| 16-29 P | Md. 770 | US 1 at College Park to d. 193 | .50 Iks |
|  |  | andumanmema | \% |
| 16-30 P | Md. 193 | Md. 212 Riggs Rd. past Md. 650 to Mont. Co. | 0.97 I |
| 16-31 P | US 301 | Crain Hwry. from Anne Arundel Co. line to beg. $A / W$ Exp. | 2.30 I |
| 16-32 P | $\begin{aligned} & \text { US } 301 \\ & \& A / W \text { Exp. } \end{aligned}$ | Beg. to end US 301 interchange area | 0.62 JkI |
| 16-33 P | US 301 | End $A / W$ interchange area to Md. 214 Central Ave. | 3.65 I |
| 16-34 P | US 301 | Md. 21.4 Central Ave. to Md. 4 Upper Marlboro | 4.91 I |
| 16-35 P | US 301 | Md. 4 at Upper Marlboro to beg. T. B. Interchange area | 12.03 I |
| 16-36 P | US 301 | End T.B. Interchange area to Charles CO. | 2.20 I |
| 16-37 P | Md. 650 | Md. 320 Piney Branch Rd. near Avenel, N. to Mont. Co. | 0.36 J |
| 16-38 P | 4. 500 | Queens Chapel Rd. from US 1 at University Park to Md. 410 Hamilton St. | 1.77 I\&J |
| 16-39 P | Md. 500 | Queens Chapel Rd. from Md. 410 Hamilton St. to D.C. line at Michigan Ave. | 1.15 J |
| 16-40 P | Md. 650 | New Hampshire Ave. from D.C. line to Md. 193 University Lane | 1.85 J |
| 16-41 P | Md. 650 | New Hampshire Ave. from Md. 193 University Lane to Md. 320 near Mont. Co. | $\begin{aligned} & 0.93 \\ & 0.95 \mathrm{~J} \end{aligned}$ |
| 16-42 P | A/W Exp. | Anne Arundel Co. Iine to beg. US 301 \& $A / W$ Exp. interchange area | 1.11 J |
| $16-43$ S | Md. 197 | US 1 at Laurel thru Agricultural Research Center to Md. 564 at Bowle | 8.66 H |
| 16-44 S | Md. 197 | Md. 564 at Bowie to OS 50 Defense Highway | 3.48 H |
| 16-45 S | Md. 198 | US 1 northbound lane in Leurel to Mont. Co. line | 3.85 JkI |
| 16-46 |  | Md. 199 transferred to county. 11/26/54 |  |





| Control <br> Section Number | State Route Number | Description | $\begin{aligned} & \text { Length } \\ & \text { \& } \\ & \text { Type } \end{aligned}$ |
| :---: | :---: | :---: | :---: |
| 16-47 |  | Md. 200 - transferred to county. 11/26/54 | - |
| $16-48 \mathrm{~s}$ | Md. 201 | River Rd. from US 50 at Bladensburg to D.C. Iine | 2.17 J |
| 16-4,9 S | Md. 202 | Landover Rd. from Md. 459 (Cheverly Ave.) to Md.2ILs at Largo | 5.76 I\& J |
| 16-50 S | Md. 202 | Md. 214 at Largo to Md. 4 at Upper Marlboro | 7.66 F |
| 16-51 S | Md. 203 | College Ave. from US 1 in College Park to end SRC | 0.42 J |
| 16-52 |  | Md. 204 - transferred to county. 11/26/54 maint. | - |
| $16-53 \mathrm{~S}$ | Md. 201 | Edmonston Rd. from Md. 430 Greenbelt Rd. to Md. 412 Riverdale Rd. | 2.86 HeJ |
| 16-54 S | Md. 201 | Edmonston Rd. from Md. LI2 Riverdale Rd. to US 50 at Bladensburg | 1.61 J |
| 16-55 s | Md. 206 | 38th St. from US I Rhode Island Ave, to Alt. US I Bladensburg Rd. | 0.41 I8cJ |
| $16-56 \mathrm{~S}$ | Md.207-A | Perry St. from Md. 206 - 38 th St. in Brentwood to end SRC maint. near Bunker Hill Rd. | 0.13 J |
| $16-56 \mathrm{~S}$ | Md.207-B | Terrace St. from Md. 206 - 38th St. in Cottage City to end SRC maint. near Bunker Hill Rd. | 0.12 J |
| $16-575$ | Md. 208 | Md. 410 Hamilton St. thru Hyattsville, Brentwood, Mt. Rainier to US 1 Rhode Island Ave. | $\begin{aligned} & 1.07 I \\ & 1.43 \mathrm{I} \end{aligned}$ |
| $16-58 \mathrm{~S}$ | Md. 211 | Sargent Rd. from Md. 212 Riggs Rd. to D.C. Inne | 1.13 J |
| $16-59 \mathrm{~S}$ | Md. 212 | Beg. SRC maint. near entrance to Agricultural Center to US I Wash. Blvd. at Beltsville | 0.45 J |
| 16-60 S | Md. 212 | US 1 Hash. Blvd. at Beltsville to Md. 193 University Lane | $\begin{array}{r} 7.86 \mathrm{G}, \mathrm{I} \\ \& \mathrm{~J} \end{array}$ |
| 16-61 S | Md. 212 | Md. 193 University Lane to D.C. Iine at Chillum | 2.11 H |
| 16-62 s | Md. 214 | Central Ave. from D.C. Iine at Capitol Heights to Addison Rd. | 1.11 I |
| $16-63 \mathrm{~s}$ | Md. $21 L_{4}$ | Central Ave, from old State road (Addison Rd.) to Md. 202 at Largo | 3.79 I |
| 16-64 S | Md.23 ${ }_{\text {L }}$ | Md. 202 at Largo to US 301 Crain Hwy. | 6.32 I |
| $16-65 \mathrm{~s}$ | Md. 214 | US 301 Crain Hwy. to Anne Arundel Co. line at Patuxent River | 2.59 Cg |
| $16-66 \mathrm{~S}$ | Md. 216 | Main St. in Laurel from southbound lane of Wash. Blvd. to Howard Co. line at Patuxent River | 0.93 H |


| Control <br> Section <br> Number | State Route Number | Description | $\begin{aligned} & \text { Length } \\ & \text { \& } \\ & \text { Type } \end{aligned}$ |
| :---: | :---: | :---: | :---: |
| 16-67 S | 1d. 218 | Suitland Rd. from D.C. line to Md. 458 Silver Hill | 1.64 |
| 16-68 |  | Md. 221 transferred to county. 11/26/54 |  |
| 16-69 5 | Md. 223 | Piscataway Rd, from Md. 381 at Clinton to Livingston Rd. | 6.85 ClH |
| $\begin{aligned} & 16-70 \\ & 16-71 \end{aligned}$ |  | and proposed construction to Indian Head Rd. Md. 224 transforred to county. 11/26/54 | 6.05 |
| 16-72 s | Hd. 373 | Livingston Rd. from Co. Rd: at Bealle to Indian Head Naval Res. Rd. | 0.86 F |
| 16-73 s |  | Md. 224 transferred to county. 11/26/54 |  |
| $16-74 \mathrm{~s}$ | Md. 251 | 58th St. Berwy Hghts. from Md. 430 Greenbelt Rd. to Md. 434 Pontiac St. | 0.39 F |
| 16-75 s | Md. 320 | Piney Branch Rd. (Mont. Co.line) \to Md. 650 (New Hampshire Ave.) | 0.14 I |
| 16-76 S | Yd. 337 | Allentown Rd. from Md. 5 at Camp Springs to Kd . | 2.96 Ied |
| 16-77 S | Md. 387 | New Md. 5 to Horsehead Rd. | 7.32 Feh |
| 16-78 s | Md. 381 | Horsehead Rd. to Charles Co. Iine (Swanson Cr.) | 7.7 |
| 16-79 S | 12. 382 | Croom Rd. from US 301 S . of Upper Marlboro to 0.35 mi. N. of Rock Creek Bridge | 9.35 F |
| 16-80 |  | Md. 389 transferred to county. 11/26/54 |  |
| 16-81 S | Md. 4103 | Colesville Rd. from US 1 (Wash. Blvd.) to Md. 500 (Queens Chapel Rd.) at University Park | 0.51 H |
| 16-82 S | Md. 410 | East-Hest Hry. from beg. SRC maint. at Elm Ave. Takoma Park to Md. 212 Riggs Rd. | 1.02 I |
| 16-83 SP | Md. 410 | Ager Rd. from Md. 212 Riges Rd. to Md. 500 Queens Chapel Rd. \& spur at intersection | 1.72 Ined |
| 16-84 S | Ma. 410 | Hamilton St. In Hyattsville from Md. 500 Queens Chapel Rd. to 4Oth-Ave. MD. 208 | 0.45 IkJ |
| 16-85 S | Md. 412 | Riverdale Rd. from US 1 Wash. Blvd. to barricade B \& 0 RR | 0.19 J |
| 16-86 S | M. 412 | Riverdale Rd. from barricade B \& O RR to Md. 205 Edmonston Rd. | 0.85 H |
| $16-87$ S | Md. 414 | St. Barnabas Rd. from Md. 458 at Silver Hill/to the Indian Head Naval Res. Rd. | 4.67 I |
| 16-88 s | M. 430 | Greenbelt Rd. from US 1 Washington Blvd. to Md. 205 Edmonston Rd. | 1.64 J |

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| Control <br> Section <br> Number | State Route Number | Description | $\begin{aligned} & \text { Length } \\ & \text { \& } \\ & \text { Type } \end{aligned}$ |
| :---: | :---: | :---: | :---: |
| $16-89 \mathrm{~S}$ $16-90 \mathrm{~S}$ | Md. 434 Md. 458 | Berwyn Rd. \& Pontiac St. from US I Wash. Blvd. to Md. 201 Edmonston Rd. Silver Hill Rd. from Md. 4 thru Suitland to Md. Lil4 at Silver Hill | $2.62 \mathrm{~J}$ |
| 16-90 S | M. 4.458 | Old Md. 5 from Md. LIL Silver Hill to Md. 5 at Hillcrest Gardens | 0.40 I |
| 16-91 S | Md. 459 | Cheverly Ave. from Md. 202 Landover Rd. thru Cheverly to Columbia Park Rd. at Cheverly Station | 1.20 I |
| $16-92 \mathrm{~S}$ | 11. 4.459 | Columbia Park Rd. at Cheverly to Md. 201 River Rd. | 0.85 HtI |
| 16-93 |  | Md. 492 transferred to county. | - |
| 16-94 S | צd. 501 | Chillum Rd. from Md. 212 Riggs Rd. to Md. 500 Queens Chapel Rd. | 1.67 J |
| 16-95 |  | Md. 534 transferred to county. 11/26/54 | - |
| 16-96 |  | Md. 549 " " n " |  |
| 16-97 s | Md. 556 | Enterprise Rd. from US 50 Defense Hwy. to Md. 214 Central Ave. at Kolbes Corner | 4.55 680J |
| $16-98 \mathrm{~S}$ | Md. 564 | Lenham-Bowie Rd. from US 50 at Lanham to Md. 197 at Bowie | 5.61 GbI |
| 16-99 S | Md. 602 | Fort Meade Rd. from US 1 Wash. Blvd. to Anne Arundel County line | 0.86 J |
| 16-100 S | Md. 631 | Md. | 0.35 H |
| 16-101 9 | Md. 637 | Naylor Rd. from D.C. line to Md .5 Rrandywine Rd. | 0.58 H |
| 16-102 S | Md. 694 | Old Md. 212 at Beltsville from Md. 212 to Agricultural Research Granary | 0.12 |
| 16-103 |  | Md. 695 transferred to county. 11/26/54 | - |
| 16-104 |  | Md. 703 " 10 n ${ }^{\text {n }}$ | - |
| 16-105 s | Md. 704 | Palmer Hwy. from D.C. line thru Seat Pleasant to Sheriff Rd. at Huntsville | 1.50 G |
| 16-106 s | Md. 704 | Palmer Hwy. from Sheriff Rd. at Huntsville to US 50 near Buena Vista (including 2 spurs at Md. 202 - 0. | $5.290$ |
| 16-107 |  | Md. 705 transferred to county. 11/26/54 | - |
| 16-108 S | Md. $71{ }^{\text {d }}$ | Old Md. 4 at Andrews Field from Md. 4 Meadows Rd. to Suitland Pkwy. | 0.58 I |



| Control <br> Section <br> Number | State Route Nuriber | Description | $\begin{gathered} \text { Length } \\ \text { \& } \\ \text { Type } \end{gathered}$ |
| :---: | :---: | :---: | :---: |
| 16-109 | Md. 755 | Md. 716 transferred to county. 11/26/54 | - |
| 16-110 |  |  | - |
| 16-111 S |  | Entrance to SRC garage at Laurel from Md. 602 Fort Meade Rd. | 0.04 H |
| 16-112 |  | Md. 761 transferred to county. 11/26/54 | - |
| 16-113 |  | n " $\quad$ " $n$ n $n$ " | - |
| 16-114 |  | n " " " n " ${ }^{\text {n n }}$ | - |
| 16-715 S | MN. 197 | Millbranch Rd. from MS 50 to US 301 | $\begin{aligned} & 3.10 \\ & -3.14 \text { G\&E } \end{aligned}$ |
| 16-116 S | M. 556 | Bucheister Rd. from Md. 214 to Md. 202 | 2.21 E\&G |
| 16-117 S | Md. 223 | Woodyard Rd. from Md. 4 to $\mathbf{M d}$. 381 at Clinton | 5.60 okJ |
| 16-118 S | Md. 382 | Davis Shop Rd. from Charles Co. line N. to Md. 382 ( 0.35 mi . N. Rock Creek Bridge) | 6.130 |
| $16-119$ S | Md. 373 | T. $\overline{3} .-$ Accokeek Rd. from old Md. 224 at Beale to Md. 381 at T.B. | 7.40 cta |
| 16-120 P | New Md. | 193 Relocation of Md. 193 from Md. 430 to Md. 770 (ond reloetion) R1G6S RD | $-2.27 \text { IkS }$ |
| 16-121 s | Md. 5 | Woods Corner at Auth Rd. to Md. 223 Piscataway Rd. | 4.24 J |
| 16-122 S | Md. 210 | D.C. Iine to old Md. 224 N . of Piscatamay Creek | 6.65 J |
| $16-123 \mathrm{~S}$ | Md. 210 | Old Md. 224 N. of Piscataway Creek to Charles Co.line | 7.96 H |
| 16-124 | Md. 210 | Service roads (if any) along Md. 210 Indian Head Rd. | - |
| 16-125 P | Md. 5 | Md. 123 Piscataway Rd. to Md. 381 at T.B.(4.70-I | 5.17 İ |
| 16-126 P | A/W Exp. | under construction) <br> US 301 to Md. 704 Geo . Palmer Hwy. | $\begin{gathered} 6.21 \mathrm{~J} \\ -1.65 \mathrm{~J} \end{gathered}$ |
| 16-127 P | Md. 201 | Kenilworth interchange to US 50 Defense Hwy. | 0.49 J |
| 16-128p | MD 410 | Tetaz Mijuarge <br> less $0.42 \mathrm{mi} \cdot-$ on C.S. $16-51$ omitted | $\begin{array}{r} 20.65 \\ 0+12 \\ \hline \end{array}$ |
|  |  | Total M16age vim. 1, 1956 | 204.03 |
|  |  | FROM OLD MD. 410 AGER RD. TO MO500 QUEEN CHAPEL RD. | $1.67 \pm 15$ |
|  |  | TOTAL | 294.31 |


| Control <br> Section <br> Number | State Route Number | Description | $\begin{aligned} & \text { Length } \\ & \text { \& } \\ & \text { Type } \end{aligned}$ |
| :---: | :---: | :---: | :---: |
| 17-1 P | US 50 | End Chesapeake Bay Bridge maint. to beg. of Md. $71+$ Interchange area | 6.80 HkJ |
| 17-2 P | $\begin{aligned} & \text { US } 50 \\ & \mathrm{Md.} 71 \end{aligned}$ | Beg. to end of US 50 \& Md. 71 interchange area Beg. to end of US 50 \& Md. 11 interchange area | $\begin{aligned} & 0.78 \mathrm{~J} \\ & 0.62 \mathrm{~J} \end{aligned}$ |
| $17-3 \mathrm{P}$ | US 50 | End US 50 \& M. 71 interchange to US 213 N . of Wye Mills | 5.23 - E\&a |
| 17-4 P | US 50 | US 213 N . of Wye Mills to Talbot Co. line | 1.52 J |
| 17-5 P | US 213 | OS 50 N . of Wye Mills to S. corp. 1mts. Centreville | 5.66 H |
| 17-6 P | US 213 | S. corp. Imts. Centreville to N. corp. Imts. | 2.09 I |
| 17-7 P | US 213 | N. corp. Ints. Centreville to Md. 300 et N. Church $\begin{gathered}\text { Hill }\end{gathered}$ | 8.38 I |
| 17-8 P | US 213 | Md. 300 at N. Church Hill to Kent Co. line | 6.40 GkJ |
| 17-9 P | Md. 300 | US 213 at N. Church Hill to Delaware line | 13.45 I |
| 17-10 P | Md. 313 | Kent Co. Iine to Md. 300 at Sudlersville | 6.13 IteJ |
| 17-11 P | Md. 313 | Md. 300 at Sudlersville to ${ }_{\text {M }}$ d. 19 at Ingleside | 6.73 I |
| 17-12 P | $\mathbf{M d .} 313$ | Md. 19 at Ingleside to Caroline Co. line | 1.90 I |
| 17-13 p | Md. 404 | W. end Queen Annes-Hillsboro By-pass to Caroline Co. line | 1.71 HeJ |
| 17-14 S | - | Originally assigned to Md. 71 - now eliminated | - |
| 17-15 S | - | " n " n n n n | - |
| 17-16 S | Md. 18 | US 213 in Centreville thru Queenstown to Md. 18 and Md. 456 | $\begin{array}{r} 7.02 \mathrm{G}, \mathrm{H} \\ \& \mathrm{~J} \end{array}$ |
| 17-17 S | Md. 18 | From Md. 18 to Md. 456 to barricade east side of Kent Narrows | $5.69 \mathrm{H}, \mathrm{I}$ |
| 17-18 s | мd. 18 | US 50 w . side of Kent Narrows to US 50 at west end of Chester | 2.50 J |
| 17-19 S | Md. 18 | US 50 W. of Chester to end SRC maint. at Love Point | 4.72 J |
| 17-20 S | Md. 19 | US 213 in Church H111 to Md. 313 at Ingleside | 7.59 I |
| 17-21 S | Md. 19 | Northerly spur from Ingleside to Md. 313 | 0.68 I |
| $17-22 \mathrm{~S}$ | Md. 33 | Beg. SRC maint. at Romancoke Ferry to Md. 759-A entrance to Matapeake Ferry slip | 5.75 F |

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| Control <br> Section <br> Number | State Route Number | Description | $\begin{gathered} \text { Length } \\ \& \\ \text { Type } \end{gathered}$ |
| :---: | :---: | :---: | :---: |
| 17-23 S | Md. 33 | Md. 759-A at Matrpeake to Md. 18 in Stevensville (less 0.33 mi . of Chesapeake Bay Br . maintenance) | 2.27 J |
| 17-24 S | Md. 290 | Kent Co. line to Md. 300 at Dudley Corners | 4.86 J |
| 17-25 S | Md. 302 | Beg. SRC maint. W. of Barclay to Md. 313 in Barclay | 1.77 G |
| 17-26 S | Md. 302 | Md. 313 in Barclay to Caroline Co. Iine | 4.27 ces |
| 17-27 S | Md. 309 | US 213 to end SRC mint. | 1.56 J |
| $17-28 \mathrm{~S}$ | Md. 309 | Beg. SRC maint. at Starr to Talbot Co. Iine at Queen Annes | 5.52 aldJ |
| 17-29 S | Md. 304 | Md. 481 at Ruthsburg to US 213 Liberty St. in Centreville | $\begin{gathered} 6.89 \mathrm{~F}, \mathrm{G} H \\ \&, I \end{gathered}$ |
| 17-29 S | Md. 304 | W. Imts. Centreville to end SRC maint. | 2.63 F |
| $17-30 \mathrm{~S}$ | $\underline{\underline{1}} \mathrm{~d} \cdot 305$ | US 213 at Centreville to end SRC maint. at Hope | $\begin{gathered} 5.17 \mathrm{H}, \mathrm{I} \\ \mathrm{~J} \\ \hline \end{gathered}$ |
| $17-30 \mathrm{~S}$ | Md. 305 | Md. 19 at Ingleside to end SRC maint. | 0.88 G |
| 17-31 S | ㄹ. ${ }^{\text {d }} 404$ | US 50 to Md. 662 et Wye Mills | 1.48 J |
| 17-32 S | Md. 405 | Md. 19 near Church Hill to Caroline Co. Iine | 9.56 Fbd |
| $17-33 \mathrm{~S}$ | Md. 4.56 | Md. 18 in Queenstown to US 50 \& spur to Md. 18 | 1.93 H4. |
| 17-34 S | Md. 481 | Md. 309 to Md. 30 in Ruthsburg | 5.19 J |
| $17-35 \mathrm{~s}$ | Md. 544 | US 213 S. of Chestertown to Md. 290 S . of Crumpton | 6.96 ckeh |
| $17-36 \mathrm{~s}$ | Mc. 544 | From Md. 290 to Md. 313 | 3.00 FleJ |
| 17-37 S | บ. ${ }_{\text {d }} 552$ | US 50 at Chester to end SRC maint. at Dominion | 2.23 cts |
| $17-38 \mathrm{~S}$ | Md. 662 | US 50 to Talbot County line at Wye Mills | 0.98 H |
| 17-39 S | Md. 275 | US 213 S. of Chestertown River Bridge to end SRC maint. | 0.28 H |
| 17-39 S | Mc. 759 | 3 old sections of US 50 | 0.86 HzJ |
| 17-39 S | OLd US-2 | 3 Old sections of US 213 | 0.180 |
| 17-40 P | Md. 71 | End Ma. 71 and US 50 interchange area to US 213 | 5.67 J |
| 17-41 P | Md. 71 | US 213 to 0.09 -mi. N.E. of Md. 305 | $\begin{aligned} & 4.58 \mathrm{~J} \\ & 4.49 \mathrm{~J} \end{aligned}$ |
| 17-42 P | Md. 71 | Md. 305 to Kent Co. Iine funder construction | -17.33 I |
| $\begin{gathered} 17-433^{P} \\ 2-107 \end{gathered}$ | US | For detail see Control Section 2-107 in A.A. Co. | - |
|  |  | Total Mileage | $179.38 / 104$ |



| Control <br> Section <br> Number | State Route Number | Description | Leng th \& Type |
| :---: | :---: | :---: | :---: |
| 18-1 P | Ma. 5 | Charles Co. line to Md. 6 at Charlotte Hall | 2.52 J |
| 18-2 P | Md. 5 | Md. 6 at Charlotte Hall to Md. 235 Three Notch Rd. | 4.57 J |
| 18-3 P | Ma. 5 | Md. 235 Three Notch Rd. to Md. 242 at Morganza | 4.80 I |
| 18-4 P | Md. 5 | Md. 242 at Morganzs to W. corp. Imts. Leonardtown | 6.64 I\&J |
| 18-5 P | Md. 5 | Beg. to end of corp. Imts. Leonardtown | $1.16 \mathrm{H} \mathrm{\& I}$ |
| 18-6 P | Md. 5 | East corp. Imts. Leonardtown to Md. 246 | 9.25 I |
| 18-7 P | Md. 5 | Md. 246 at Great Mills to Md. 235 at Ridge | 12.72 FeI |
| 18-8 P | Md. 6 | Charles Co. line to Md. 5 at Charlotte Hall | 1.21 F |
| 18-9 P | Md. 235 | Md. 5 S.E. of Mechanicsville to Md. 245 at Hollywood | 9.90 I |
| 18-10 P | Md. 235 | Md. 245 at Hollywood to Md. 246 at Paturent Naval Sta | 8.80 I |
| 18-11 P | Md. 246 | Md. 235 at Patuxent Naval Sta. to Md. 5 at Great Mill | 3.40 I |
| 18-12 S | Md. 5 | Md. 235 at Ridge to Md. 5 SCOTLAND BEACN RD | 3.96 F |
| 18-13 S | Md. 5 | M. 5 to end Md. 5 Point Lookout | $2.99 \mathrm{~F}+\mathrm{I}$ |
| 18-14 S | Ma. 6 | Md. 5 Charlotte Hall to Md. 235 at Turner | 8.48 F |
| 18-15 S | Md. 234 | St. Marys-Charles Co. line to Md. 237 in Chaptico | 5.11 F |
| 18-16 S | Wd.234 | M. 237 in Chaptico to $\mathbf{M d}_{\text {d }} 5$ at Helen | 3.84 F |
| 18-16 5 | Md. 234 | Md. 5 to Md. 234 old road at Helen | 0.11 F |
| 18-17 S | Md. 235 | Md. 246 at Lexington Park to Md. 712 at Hermanville | 2.08 I |
| 18-18 S | Md. 235 | Md. 712 at Hermanville to Md. 5 at Ridge | 9.97 F |
| 18-19 S | Ma. 236 | Md. 5 at New Market to end-SRG-mainto | 3.71 FeI |
| 18-20 S | Md. 236 | Md. 234 at Budds Creek to end-SRC-maint. | 2.56 F |
| 18-21 S | Md. 237 | Md. 234 at Chaptico to Md. 242 at Clements | 5.01 F |
| 18-22 S | Md. 237 | Md. 242 st Clements to Md. 5 | 3.59 I |
| $18-23 \mathrm{~S}$ | Md. 238 | Md. 234 at Chaptico to Md. 242 | 7.28 F |
| 18-24 S | Md. 239 | Road end at Wicomico River to Md. 242 | 1.66 F |
| 18-25 |  | Md. 241 transferred to county. 12/21/55 | - |
| 18-26 s | Md. 24.2 | Md. 5 at Morganza to Md. 237 at Clements | 4.09 I |

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| Control Section Number | State Route Number | Description | $\begin{gathered} \text { Length } \\ \& \\ \text { Iype } \end{gathered}$ |
| :---: | :---: | :---: | :---: |
| 18-27 S | Md. 242 | Yd. 237 at Clements to Md. 470 | 1.96 I +F |
| 18-28 S | Md. 242 | Md. 470 to end SRC maint. at Colton | 7.10 F |
| 18-29 S | Md. 243 | Md. 5 to end SRC maint. below Compton | 4.72 F |
| 18-30 S | Md. 244 | Md. 5 to Md. 249 at Valley Lee | 10.61 F |
| 18-31 S | Y¢. 244 | Md. 249 S . of Valley Lee to end SRC maint. at Porto- | 2.91 F |
| 18-32 s | Md. 245 | Md. 5 in Leonardtown to Md. 235 at Hollywood | 5.45 I |
| $18-33 \mathrm{~s}$ | Ma. 245 | Md. 235 at Hollyrood to end SRC maint. | 2.34 F |
| $18-34 \mathrm{~s}$ | Y¢. 247 | Oakville to Md. 5 at Loveville | 2.92 F |
| 18-35 S | M1. 249 | Md. 5 at Calloway to $\mathbf{M d .} 498$ at Piney Point | $\begin{array}{r} 7.62 \mathrm{~F}, \mathrm{G} \\ \& \end{array}$ |
| 18-36 S | Md. 249 | Md. 498 to end SRC maint. St. Georges Island | 2.40 F |
| $18-37 \mathrm{~S}$ | Md. 252 | Md. 5 at Ridge to end SRC maint. | 1.73 F |
| 18-38 S | Md. 326 | Md. 5 in Leonardtown to end SRC maint. | 0.36 I |
| 18-39 S | Md. 379 | Md. 5 in Leonardtown to Md. 326 | 0.60 I |
| 18-40 |  | Md. 415 transferred to county. 12/21/55 | = |
| 18-41 |  | Md. 431 n | - |
| 18-42 s | Md. 470 | Md. 242 to Md. 242 (Oakley Rd.) | 3.84 F |
| 18-43 |  | Yd. 471 transferred to county. 12/21/55 |  |
| $18-44 \mathrm{~s}$ | Md. 471 | Md. 5 at Great Mills to end SRC maint. | 0.93 F |
| $18-45 \mathrm{~s}$ | 1id. 472 | Md. 235 at Oakville to end SRC maint. (Sandgates) | 2.54 F |
| $18-46 \mathrm{~s}$ | Md. 498 | M ${ }^{\text {d. }} 249$ to end SRC maint. | 0.97 F |
| 18-47 |  | M. 499 transferred to county. 12/21/55 | - |
| 18-48 s | Md. 520 | Md. 239 to end SRC maint. Bailey Road | 2.59 F |
| 18-49 S | Md. 574 | Md. 235 to end SRC maint. Clarks Landing | 1.34 F |
| 18-50 S | Md. 584 | Md. 5 to Md. 5 at St. Marys City | 0.38 F |
| 18-51 |  | M. 693 (Sections V, VI, VII, VIII transferred to |  |
| 18-52 S | Md. 712 | Md. 235 to back gate of Naval Air Station | 1.11 I |

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\text { July 1, } 1956
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St. Marys County
3.


May 9, 1956

| Control <br> Section Number | State Route Number | Description | Length \& Type |
| :---: | :---: | :---: | :---: |
| 19-1 P | US 13 | Wicomico Co. Line S. to Md. 363 at Princess Anne | 6.77 I |
| 19-2 P | US 13 | $\underline{\underline{u} d .} 363$ in Princess Anne to $\mathbf{M}_{\text {d }} .413$ at Westover | 4.97 İd |
| 19-3 P | US 13 | Md. 413 at Westover to Worcester Co. Iine | 8.54 IRJ |
| 19-4 P | M2. 413 | US 13 N. of Westover, S.E. to Md. 358 in Crisfield | 13.41 H\&J |
| 19.5 S | Md. 356 | Crisfield branch Penna. RR at Kingston to Md. 667 | 0.97 H |
| 19-6 S | Md. 357 | Beg. SRC maint. S.E. thru Marion to Tulls Corner | 1.60 J |
| 19-7 5 | Md. 358 | Beg. SRC maint. N. of Crisfield to N. corp. Imts. | 0.79 J |
| -19-8-s | Md. 358 | N. corp. Imts. Crisfield to S.-corp.-Imts. | 1.10 I8.J |
| 19-9 S | Md. 358 | S. corp. Imts. Crisfield to Md. 380 Lawsonia | 0.57 I |
| 19-10 S | Md. 359 | Md. 380 at Lawsonia S. twd. Birdtown | 0.51 I |
| 19-11 S | Md. 360 | Md. 358 at Lawsonia S. twd. Sackertown | 0.70 I |
| 19-12 S | Md. 361 | Md. 413 S. of Festover, westerly twd. Landonville | 5.73 J |
| 19-13 S | Md. 362 | US 13 N. of Princess Anne N.E. twd. Mt. Vernon | 6.26 F8SJ |
| 19-14 5 | Md. 363 | US 13 in Princess Anne to Md. 627 (Oriole Rd.) | 5.52 If J J |
| 19-15 S | Md. 363 | Md. 627 (Oriole Rd.) to Dames Quarter (Long Gut Rd.) | 6.30 I |
| 19-16 s | H. 363 | Dames Quarter (Long Gut Rd.) to Wenona on Deal Is. ( 4.14 mi. added to State hwys. per SRC Minutes 5/9/56) | $6)^{7.78 I}$ |
| 19-17 S | Md. 364 | US 13 N.W. of Pocomoke to Worcester Co. Iine | $2.84 J$ |
| 19-18 S | Md. 380 | Md. 358 Somerset Ave., Crisfield S.E. thru Lawsonia | 1.75 I |
| 19-19 S | Md. 388 | US 13 in Princess Anne E.twd. Worcester Co. Iine | 2.40 J |
| $19-20 \mathrm{~S}$ | Md. 406 <br> MD. 460 | Md. 667 at Harolds P.O. eastward to US 13 | 7.20 I |
| -19-21 S | Md. 460 | Md. Aver-in-Grisfield, N. to Annemessex River DeAns to Ceisfield - MuN 195 | $\begin{gathered} 0.05 \\ 0.57 \mathrm{H} \end{gathered}$ |
| 19-22 S | Md. 529 | Wicomico Co. Iine near Allen S. to US 13 | 2.76 I |
| 19-23 5 | Md. 529 | US 13 near Loretto S. to US 13 Near Princess Anne | 2.62 J |
| $19-24$ S |  | Ud. 580 transferred to county. 6/25/53 | - |
| 19-25 S | Md. 598 | US 13 (Princess Anne) southvard to US 13 (Westover) | 5.29 HRJ |
| $19-26$ S | Md. 627 | Md. 363 W. of Princess Anne twd. Oriole | 2.49 I |






March 20, 1956



Washington County

| Control Section Number | State Route Number | Description | $\begin{gathered} \text { Length } \\ \text { \& } \\ \text { Type } \end{gathered}$ |
| :---: | :---: | :---: | :---: |
| 21-1 P | US 11 | Potomac River toll bridge in Williamsport to Norfolk and Western RR in Hagerstown | 4.85 I |
| 21-2 P | US 11 | N. corp. Imts. Hagerstown to Fairchild Aircraft Factory | $\begin{aligned} & 2.49 I \\ & 2.58 \mathrm{I} \end{aligned}$ |
| 21-3 P | US 11 | Fairchild Aircraft Factory to Penna. line | 1.28 I |
| 21-4 P | US 40 | Allegany Co. line to W. corp. Imts. Hancock | 10.43 H |
| $21-5 \mathrm{P}$ | US 40 | W. corp. Imts. to E. corp. Imts. Hancock | $1.01 \mathrm{H}, \mathrm{I}$ |
| 21-6 P | US 40 | E. corp. Imts. Hancock to Tonoloway Creek | 2.36 J |
| 21-7 P | US 40 | Tonoloway Creek to surface change W. of Parkhead | 3.69 H |
| 21-8 P | US 40 | W. of Parkhead to end Licking Creek relocatio | 2.86 J |
| 21-9 P | US 40 | End Licking Creek relocation to $\mathbf{M d} .56$ at Indian Spring | 2.10 HRLI |
| 21-10 P | US 40 | Md. 56 at Indian Spring to Clear Spring | 4.05 H |
| 21-11 P | US 40 | Clear Spring to old State road at Conococheague Creek | $\begin{array}{r} 4.52 \mathrm{H}, \mathrm{I} \\ \& \& 5 \end{array}$ |
| 21-12 P | US 40 | Old State road at Conococheague Creek past Huyetts Cross Roads to end P.C. Conc. pavement | 4.13 J |
| 21-13 P | US 40 | E. of Huyetts Cross Roads to W. corp. Imts. Hagerstown | 1.91 I |
| 21-74 P | US 40 | Beg. US 40 at Cannon Ave. in Hagerstown to end of divided hwy. near Antietam Creek | 0.92 J |
| 21-15 P | US 40 | End of divided hwy e to Landis Spring Branch | 3.11 J |
| 21-16 P | US 40 | Landis Spring Branch to Frederick County line | 5.55 I |
| 21-17 P | $\text { Alt.US } 40$ | S. corp. Ints. Hagerstown to S. corp. Imts. Funkstown | 1.17 I $/$ H |
| 21-18 P | A | S. corp. Imts. Funkstown to Md. 34 in Boonsboro | 7.50 I |
| 21-19 P | AIt.US 40 | Md. 34 in Boonsboro to Frederick Co. line | 2.46 HeI |
| 21-20 P | Md. 60 | N. corp. Ints. Hagerstown to beg. Antietem Crk. Br. | 4.16 IncJ |
| 21-21 P | $\text { Md. } 60$ | Beg. Antietam Crk Br. to Md. 418 at Leitersburg | $1.22 \text { HPJ }$ |
| 21-22 P | Md. 60 | M. 418 at Leitersburg to Penna. Iine | 1.98 H |

Washington County

| Control <br> Section <br> Number | State Route Number | Description | $\begin{aligned} & \text { Length } \\ & \text { \& } \\ & \text { Type } \end{aligned}$ |
| :---: | :---: | :---: | :---: |
| 21-23 P | US 340 | Frederick Co. Iine to Sandy Hook Bridge | 1.82-18J |
| 21-24 P | US 340 | Sandy Hook Bridge | 0.43 J |
| 21-25 P | US 522 | Penna. Iine to Potomac River Bridge at Hancock and approaches | 2.10 J |
| 21-26 P | US 522- | Hancock Bridge over Potomac River | 0.37 J |
| 21-27 S | Md. 34 | Alt. US 40 in Boonsboro to beg. Potomac River Bridge | $\begin{gathered} 9.96 \mathrm{G}, \mathrm{I} \\ \& \mathrm{~J} \end{gathered}$ |
| $21-28$ S | Md. 44 | Md. 56 at Fort Frederick to end SRC maint. | 0.63 R |
| 21-29 S | ud. 56 | US 40 at Indian Springs to $\mathbf{M}$. 68 Williamsport-Clear Spring Rd. | $\begin{gathered} 9.66 \underset{H, J}{\mathrm{E}, \mathrm{G},} \mathbf{r} \end{gathered}$ |
| 21-30 S | Md. 57 | US 40 at St. Pauls Church to Penna. State line | 4.91 JKH |
| 21-31 S | Md. 58 | Md. 398 at Cearfoss to corp. Imts. Hagerstown | 3.50 H |
| 21-32 s |  | Md. 61 transferred to county. SRC min. 12/10/53 | - |
| $21-33 \mathrm{~S}$ | Md. 62 | Md. 60 at Leitersburg to Md. 64 at Chewsville | 3.90 H |
| $21-34 \mathrm{~s}$ | $\mathbf{M}_{\text {d }} \cdot 63$ | Corp. Imts. of Williamsport to $\mathbf{M d .} 65 \mathrm{~N}$. of Tilghmanton | 7.37 HeG |
| 21-35 S | Md. 64 | E. corp. Imts. Hagerstow to Md. 66 at Cavetown | $6.29-\mathrm{Hes}$ |
| 21-36 S | $\underline{\underline{1}}$ d. 64 | Md. 66 at Cavetown to Penna. State line | 6.04 H |
| 21-37 S | Md. 65 | Corp. Imts. Hagerstown to Md. 68 at Lappans | 5.051 |
| 21-38 S | Md. 65 | Md. 68 at Leppans to Md. 34 at Sharpsburg | 6.77 I |
| 21-39 S | $\underline{\underline{u}}_{\text {d. }} 66$ | Md. 64 at Cavetown to US 40 | 6.19 J |
| $21-40 \mathrm{~S}$ | Md. 66 | US 40 to Alt. US 40 at Boonsboro | 4.30 Hes |
| 21-41 S | M. 67 | Alt. US 40 at Boonsboro to US 340 at Weaverton | $\begin{gathered} 12.81 \quad G, H \\ \text { \& J } \end{gathered}$ |
| $21-425$ | Md. 68 | Alt. US 40 at Boonsboro to corp. Imts. of Williamsport | 10.49 HLSJ |
| $21-43 \mathrm{~s}$ | мd. 77 | Frederick Co. line to Md. 64 at Cavetown | 3.94 OLH |
| 21-4山 S | M. 81 | Frederick Co. line to end SRC maint. at Pen Mar | 2.00 H |
| $21-45 \mathrm{~s}$ |  | Md. 92 transferred to county. Resolution 5/19/55 | - |
| 21-46 S | Md. 398 | Kd. 58 at Cearfoss to corp. Imts. Williamsport | 7.31 H |


| Control Section Number | State <br> Route <br> Number | Description | Length \& Tvoe |
| :---: | :---: | :---: | :---: |
| $21-47 \mathrm{~S}$ | Md. 418 | Md. 60 at Leitersburg to Md. 64 at Ringgold | 3.09 H |
| $21-485$ |  | Md. 453 transferred to county. Resolution 5/19/55 | - |
| $21-49 \mathrm{~S}$ |  | Md. 478 n n n n n n | - |
| $21-50 \mathrm{~S}$ | Md. 494 | Md. 57 to Md. 398 at Cearfoss | 6.05 H |
| 21-51 S |  | M. 572 transferred to county. Resolution 5/19/55 | - |
| $21-52 \mathrm{~S}$ | Md. 615 | US 40 E . of Hancock to Penns. Iine | 2.64 H |
| $21-53 \mathrm{~S}$ |  | Md. 616 transferred to county. Resolution 5/19/55 | - |
| $21-545$ |  | Md. 628 " " " " " " | - |
| 21-55 S |  | Md. 629 " " " $\quad$ " ${ }^{\text {n }}$ | - |
| $21-56 \mathrm{~S}$ | Md. 632 | Corp. Ints. Hagerstown to Md. 63 at Downsville | 6.77 H |
| $21-57 \mathrm{~S}$ |  | Md. 669 transferred to county. Resolution 5/19/55 | - |
| $21-58 \mathrm{~S}$ |  | Md. 734 " " " \% " " | - |
| $21-59 \mathrm{~S}$ |  |  | - |
| $21-60 \mathrm{~s}$ |  | Md. 738 " " \% \% " | - |
| 21-61 S |  | Md. 689 n " \% \% " | - |
| 21-61 S |  |  | - |
| $21-61$ S | Md. 735 | Two old sections in Hancock | 0.18 J |
| 21-6. S |  | Md. 739 transferred to county. Resolation 5/19/55 | - |
| 21-61 S |  | Md. 740 " " " " " n | - |
| 21-61 S | Md. 741 | Alt. US 40 to road end rear Antietam Creek | 0.16 H |
| 21-61 S | Md. 767 | Md. 62 N . of Chewsville to Co. Rd. 102 | 0.21 H |
| 21-61 S |  | Yd. 768 transferred to county. Resolution 5/19/55 | - |
| 21-61 S |  | Yd. 780 " " " | - |
| 21-62 P | US 11 | Potomac River Bridge at Williamsport | 0.37 J |
| $21-63 \mathrm{~S}$ | Md. 398 | Md. 58 at Cearfoss to Penna. Iine | 1.58 H |
| 21-64 S | Yd. 418 | Md. G4 at Ringgold to Penna. In | 1.49 H |
| 21-65S | Md. 68 | Corp. Imts. Williamsport to corp. Imts. Clear Spring | 7.11 H |
| $21-665$ | MD 491 | Total Mileage | 218.33 22 |


| Control <br> Section <br> Number | State Route Number | Description | Length \& Type |
| :---: | :---: | :---: | :---: |
| 22-1 P | - | Md. 12 transforred to Salisbury. 6/29/54 | - |
| 22-2 ? | Md. 12 | S.E. corp. lmts. Salisbury to Worcester Co. | 6.59 I |
| $22-3 \mathrm{~S}$ | ${ }_{\text {AJ }}{ }^{\text {L }}{ }_{13}$ | Delaware line to new US 13 | 2.09 I |
| $22-4 \mathrm{P}$ | US 13 | Beg. divided hwy, at State Police barracks to N. Imts. Salisbury | 2.60 IESJ |
| 22-5 P | US 13 | N. corp. Imts. Salisbury to S. corp. Imts. | $2.93 \mathrm{~J}+\mathrm{I}$ |
| 22-6 P | US 13 | S. corn. Imts. Salisbury to Main St. in Fruitland | 2.02 I |
| 22-7 P | US 13 | Main St. in Fruitland to Somerset Co. Ine | 2.68 Ibed - |
| 22-8 P | US 50 | Dorchester Co. line past Mardela Springs to Md. 670 near Hebron | 10.43 I |
| 22-9 P | US 50 | Md. 670 near Hebron to W. Imts. Salisbury | 4.38 IzJ |
| 22-10 s | - | US 50 transferred to Salisbury. 6/29/54 | - |
| 22-11 P | US 50 | E. Imts. Sallsbury to Md. 353 at Pittsville | 9.06 I |
| 22-12 P | US 50 | Md. 353 at Pittsville to Worcester Co. Iine | 5.17 I |
| 22-13 P | Md. 313 | Dorchester Co. Ine to US 50 at Mardela Springs | $6.58 \mathrm{H,I}$ \& J |
| $22-14 \mathrm{~S}$ | - | Md. 346 transferred to Salisbury. 6/29/54 | - |
| 22-15 s | - | Md. 347 \% $n$ n county $11 / 23 / 55$ | - |
| 22-16 S | Md. 347 | US 50 (E. of Hebron) to Md. 349 (S. of Quantico) | 6.85 Hise |
| 22-17 S | Md. 348 | Md. 313 in Sharptown to Delaware State line | 1.73 Hes |
| 22-18 S | - | Md. 349 transferred to Salisbury. 6/29/54 | - |
| 22-19 S | Md. 349 | W. Imts. of Sallsbury to Md. 34 ? | 7.12 I |
| 22-20 S | Md. 349 | Md. 347 at Quantico to old State road at Tyaskin | $\begin{gathered} 9.06 \mathrm{H}, \mathrm{I} \\ \& \mathrm{~J} \end{gathered}$ |
| 22-21 S | Md. 349 | Old State road at Tyaskin to end SRC maint. (road end) | $\begin{array}{r} 6.00 \mathrm{~F}, \mathrm{G} \\ \mathrm{\&} I \end{array}$ |
| 22-22 S | Md. 350 | E. Imts. Salisbury to (Airport Rd.) | 3.22 H\& J |
| 22-23 S | Md. 350 | Old State-road (Alrport Rd.) to Md. 354 (Powellville) | 8.59 J |
| 22-24 S | - | Md. 351 transferred to county. 11/23/55 | - |
| $22-25$ s | - | Md. 351 " ${ }^{\text {n }}$. $11 / 23 / 55$ | - |

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| Control <br> Section <br> Number | State Route Number | Description | $\begin{gathered} \text { Length } \\ \& \\ \text { Type } \\ \hline \end{gathered}$ |
| :---: | :---: | :---: | :---: |
| 22-26 S | Md. 352 | Md. 349 at Quantico to Md. 385 | 6.68 Gas |
| 22-27 S | Md. 353 | Delaware State line to US 50 in Pittsville | 4.61 J |
| 22-28 S | Md. 354 | OS 50 Willards to Wicomico-Forcester Co. Iine | 7.38 cts |
| 22-29 S | Md. 385 | Md. 349 to Whitehaven Rd. (Capitola to Cox Corner) | 3.43 FreG |
| 22-30 S | Md. 455 | W. Imts. Delmar to E. Imts. Delmar | 0.92 J |
| 22-31 S | Md. 467 | Md. 313 at Mardela Springs to Delaware State line | 3.27 CokH |
| 22-32 S | Md. 529 | (Camden Ave.) to Somerset Co. Iine | 4.29 HRJ |
| 22-33 S | - | Md. 541 transferred to county. 11/23/55 | - |
| $22-345$ | Md. 548 | Md. 529 at Allen to end SRC maint. (transferred to | -3.86-Fry |
| 22-35 S | - | Md. 585 transferred to county. 11/28/55 | - |
| $22-36$ S | - | Md. 663 " $\quad$ ( Salisbury. 6/29/54 | - |
| 22-37 S | Md. 529 | S. Imts. Salisbury to Md. 529 | 2.41 HRJ |
| 22-38 S | Sd. 670 | Md. 347 in Hebron to US 50 | 1.51 J |
| 22-39 S | - | Md. 758-A transferred to county. 11/23/55 | - |
| $22-40 \mathrm{~S}$ | - |  | - |
| 22-41 S | - | Md. 467 n n n $11 / 23 / 55$ | - |
| 22-42 5 | - |  | - |
| $22-43$ s | - | Md. $750-\mathrm{C}$ " ${ }^{\text {c }}$ ( $11 / 23 / 55$ | - |
| $22-44 \mathrm{P}$ | New US 13 | Md. State Police Barracks to Delaware line | 2.58 J |
| $22-45 \mathrm{~s}$ | Md. 374 | Md. 354 to Worcester Co. Iine | 1.30 H |
| $22-46$ s | Md. 455 | Md. 353 west to east city Imts. Delmar . 4.77 mi . added to State hwys. per P.A. Morison letter 5/21/56 | $9.38 \underset{\&}{\mathrm{E}, \mathrm{~F}}$ |
|  |  | Total Mileage <br> less 4.77 mi . on C.S. $22-46$ | $\begin{array}{r} 148.72 \\ 4.77 \end{array}$ |
|  |  | Jan. 1, 1956 mileage | 143.95 |
|  |  |  | 140.01 |

Worcester County

| Control <br> Section <br> Number | State Route Number | Description | $\begin{gathered} \text { Length } \\ \text { \& } \\ \text { Type } \\ \hline \end{gathered}$ |
| :---: | :---: | :---: | :---: |
| 23-1 P | Md. 12 | Wicomico Co. line to end SKC maint, at Snow Hill | 10.57 If.J |
| 23-2 p | US 13 | Somerset Co. Ine thru Pocomoke City to US 113 | 1.57 IRJ |
| 23-3 P | US 13 | US 113 (S. Imts. Pocomoke City) to Virginia line | 4.27 J |
| 23-4 P | US 50 | Wicomico Co. line to OS 113 at Berlin | 7.93 IES |
| 23-5 P | US 50 | US 113 N . of Berlin to Md. 452 | 1.87 IEsJ |
| 23-6 P | US 50 | Md. 452 to Md. 378 in Ocean City | $6.11 \mathrm{~J}+\mathrm{F}$ |
| 23-7 P | US 113 | Delaware line to Md. 452 at Jones | 6.56 I |
| 23-8 P | US 113 | Md. 452 at Jones to US 50 near Berlin | 2.62 I |
| 23-9 P | US 113 | US 50 thru Berlin to S. corp. Imts. | 1.43 I |
| 23-10 P | US 113 | S. corp. Imts. Berlin to N.NImts. Snow Hill | $\text { I4. } 51 \text { H月I }$ |
| 23-11 P | US 113 | N. corp. Imts. Snow Hill to S. corp. Imts. | $1.22 \mathrm{H}, \mathrm{I}$ |
| 23-12 P | US 113 | S. corp. Imts. Snow Hill to US 13 | 11.92 If.J |
| 23-13 S | Md. 12 | US 113 in Snow Hill to S. corp. Imts. Snow Hill | 0.91 HRSJ |
| 23-14 S | Md. 12 | S. Imts. Snow Hill to Md. 366 at Stockton | 8.40 H\%J |
| 23-15 S | Md. 12 | Md. 366 at Stockton to Md.-Va. State line | 3.32 HkJ |
| $23-16 \mathrm{~s}$ | Md. 250 | US 13 to US 13 (two sections between Pocomoke City and Va . State line) | 2.69 J |
| 23-17 S | Md. 354 | Wicomico-Norcester Co. Iine to Md. 12 | 7.72 J |
| $23-18 \mathrm{~s}$ | Md. 364 | Somerset-forcester Co. Ine to end SRC maint. | 2.76 J H |
| 23-19 S | M. 365 | Beg. SRC maint. in Snow Hill to end SRC maint. near Public Landing | 6.04 J |
| 23-20 S | Md. 366 | US 13 (E. of Pocomoke City) to Md. 12 | 8.40 Hs J |
| 23-21 S | M 4.366 | Md. 12 to end SRC maint. at Georges Island Landing | 2.85 FeH |
| 23-22 S | Md. 367 | Md.-Del. State line to end SRC maint. near Bishop | 2.60 H\& ${ }^{\text {d }}$ |
| 23-23 S | Md. 368 | Md. 367 to end SRC maint. | 0.30 H |
| $23-245$ | Md. 369 | Beg. SRC maint. to end SRC maint. in Newark | 0.58 HR J |
| 23-25 S | Md. 371 | Beg. SRC maint. in Pocomoke City to end SRC maint. | 4.33 J |



