Maryland Department of Transportation

State Highway Administration

Hermann K. Intemann
Secretary

M. S. Caltrider
Administrator

December 13, 1978

MEMORANDUM

TO: Messrs. William K. Lee, III
James M. Wright
William L. Shook
Harry J. Pistel
Edward H. Meehan
John D. Bushby
Carl E. Raith

FROM: T.W. Beaulieu, Chief
Bureau of Highway Statistics

Re: Highway Mileage - State

According to our records State Highway Improvement Reports (SHA-51.3-80) for various construction contracts indicated on the attached list have not been submitted to this office.

If any of the noted contracts have been finalized, please submit a completed Improvement Report including the date of completion at your earliest convenience.

Enclosed are sufficient copies of Form SHA 52.3-80 for reporting improvements to any or all contracts listed on the attached.

Your cooperation in this matter will be appreciated.

TWB:gc
Enclosure
cc: Mr. Hal Kassoff
Mr. T.L. Cloonan

My telephone number is 4436

P.O. Box 717 / 300 West Preston Street, Baltimore, Maryland 21203

12-15-S

DEC 11 1978

MEMORANDUM

TO: Mr. Murray F. Anderson
Division of Transportation
Planning and Development

FROM: T.W. Beaulieu, Chief
Bureau of Highway Statistics

SUBJECT: State Highway Road Improvements

In reply to your memorandum of December 4, 1978 we are enclosing a tabulation indicating the capacity changes in the State Highway System in the Baltimore Region.

Should you have any questions regarding this submission, please contact this office.

Original signed by:
By: Clyde P. Hyatt
Clyde P. Hyatt, Chief
Records Statistics Section

CPH:PEB:gc
Enclosures

(301) 383-4437

CAPACITY CHANGES IN THE STATE HIGHWAY SYSTEM

As of December 31, 1978

		New Construction		Reconstruction		
oute	Description	Additional Lanes	Mileage	Additional Lanes	Mileage	Remarks
3 BU	Md. 3 to 0.06 mi. N of Hospital Dr.	2	0.85			Dualization
679 B	Md. 2 to Co. 905	-2	-0.17			Transferred to A.A. Co.
5	Caton Ave. to Russell St.	6	1.88			In Baltimore City
95	S of Dogwood Rd. to N of Milford Mill Rd.	2	3.20			Not Complete
146	Hampton Lane to N of Dulaney Valley Rd.	2	0.50	2	3.84	Not Complete
519	Dover Rd. to Garrison Forest Rd.	2	2.06			Transferred to Baltimore Co.
997	Woodlawn Dr. to Ingleside Ave.	4	1.0			
roll	None					
. 1 BU	In Belair	2	0.50			Dualization
22	Fulford Ave. (Main St. to Md. 22 in Belair)	2	0.341			Dualization not complete
22	Bond St. to Main St. in Belair	2	0.06			Transfer to State was Municipal
24	Kenmore Ave.-U.S. 1 BU to Md. 24	2	0.258			Dualization
24 B	Bond St. to Main St.	-2	-0.06			Now part of U.S. 1 BU
623	Md. 161 to U.S. 1	2	0.18			Transfer to State

CAPACITY CHANGES IN THE STATE HIGHWAY SYSTEM

As of December 31, 1978

		New Construction		Reconstruction		
Route	Description	Additional Lanes	Mileage	Additional Lanes	Mileage	Remarks
Md. 775	Md. 24 to Co. 483	-2	-0.17			Transfer to Co
Md. 922	Md. 152 Northerly ov. I-95 to Md. 152	-2	-0.90			Transfer to Co
Md. 922A	Md. 152 to B&O R.R.	-2	-0.06			Transfer to Co
Md. 922B	Md. 152 @ Green Spring Ave. to Md. 152	-2	-0.54			Transfer to Co
Md. 922C	Md. 922 to B & O R.R.	-2	-0.07			Transfer to Co
Md. 922D	Md. 922 B to Road End	-2	-0.03			Transfer to Co
Md. 99	Md. 144 to U.S. 40	-2	-1.03			Transfer to Co

12-155

Maryland Department of Transportation

The Secretary's Office

Blair Lee III
Acting Governor

Hermann K. Intemann
Secretary

December 4 1978

Bill,
Another annual request for replys
CHH

MEMORANDUM

TO: Clyde P. Hyatt Chief
Records Statistics Section
State Highway Administration

FROM: Murray Anderson
Division of Transportation
Planning and Development

SUBJECT: 1978 State Highway Road Improvements

In compliance with the 1978 Unified Transportation Planning Program's surveillance activities, which includes continuously monitoring development changes on an annual basis, we wish to advise as follows.

The items needed from your Department include all new state highway segments completed or started and any widenings or other major improvements to existing highways (10' or more) for the calendar year of 1978.

Any state highways that were abandoned during this calendar year should also be included with this listing.

This information will be used to update the 3-C network and will also be included in the Unified Transportation Planning Program's Annual Report. See attachments: 1-A1 & 1A2.

Please advise if any additional information is needed.

MA:mm
cc: Tom Keane

My telephone number is (301) - 787-7355

Post Office Box 8755, Baltimore-Washington International Airport, Maryland 21240

11-177S

Hwy Mi - State

December 4, 1978

Weinberg & Green
c/o Mr. T. Rogers Harrison
401 Washington Ave.
Suite 503
Towson, Maryland 21204

Dear Mr. Harrison,

In response to your letter of November 29, 1978 to the writer regarding the ownership and maintenance responsibility for Harford Road in Baltimore County.

Please be advised that Harford Road (Md. Route 147) at the 10000 block in Baltimore county is, according to our records a State owned and State maintained Highway.

If you need any further information pertaining to this matter, please contact this office.

Very Truly yours,

T.W. Beaulieu, Chief
Bureau of Highway Statistics

Original signed by:
By: Clyde P. Hyatt
Clyde P. Hyatt, Chief
Records Statistics Section

CPH:PEB:gc
cc: Mr. Hal Kassoff
Mr. T.W. Beaulieu

Public 383-4437

11-1775

LAW OFFICES
WEINBERG AND GREEN
NINETEENTH FLOOR
10 LIGHT STREET
BALTIMORE, MD. 21202

SUITE 503
401 WASHINGTON AVENUE
TOWSON, MD. 21204

FIRM TEL. (301) 332-8600
TELECOPIER (301) 332-8636

WRITER'S DIRECT DIAL NUMBER
(301) 332-8827

November 29, 1978

Mr. Clyde Hyatt
State Highway Administration
Bureau of Statistics
300 West Preston Street
Baltimore, Maryland 21201

Re: Ronald Haslbeck vs. Douglas Files and Baltimore Co.

Dear Mr. Hyatt:

We have been retained to represent the interest and defense of Baltimore County in the above-referenced matter. This case involves an accident which occurred at 10025 Harford Road in Baltimore County. At this time I am requesting a letter of certification which indicates that Harford Road is a State Road and is maintained by the State.

I would appreciate your compliance with my request and forward same to me at your earliest possible convenience. A self-addressed, stamped envelope is enclosed for your convenience.

Thank you for your attention and cooperation in this matter.

Very truly yours,

T. Rogers Harrison

T. Rogers Harrison

922:ple
Enc.

Hwy. Mileage Stats

BS
BK
Jim Thompson of BHPD

BARTON-ASCHMAN ASSOCIATES, INC.

1730 K Street, Northwest, Washington, D.C. 20006 (202) 466-8230

MEMORANDUM

TO: Garrett County Economic Development Study File

CC: Vernon Fahle
James Heidel
David Slater
Harvey Joyner
T. Wallace Beaulieu

FROM: Marty J. Wells
Barton-Aschman Associates, Inc.

DATE: November 9, 1978

SUBJECT: Garrett County Economic Development Study Data Collection Activities

Today I met with Walter Beaulieu, Bernard Stewart, William Knipple, and James Thompson at the offices of the Bureau of Highway Statistics, State Highway Administration, in Baltimore City. The purpose of this meeting was to determine the availability of various tranpsortation-related data, such as traffic volume counts, volume variation patterns, origin-destination data, etc. I was able to take with me the following items:

1. The Maryland 20-Year Highway Needs Study: 1979 - 1998.

2. The primary and secondary highway improvement program portions of the draft 1979-1984 Consolidated Transportation Program (CTP).

3. A summary table of highway mileage on state, state toll, county, and municipal systems by county as of January 1, 1978 (form SHA-BHS-4).

4. Summary of rural mileage by systems and county rural mileage by county as of December 31, 1977 (form HPS 60-A)

5. Traffic trends at the state's permanent count location on U.S. 219 at McHenry, over the past 10 years, with volume variation pattern information by month, season, and hour for 1977.

6. The most recent State Highway Location Reference File data for Garrett County.

Mr. Stewart will also be forwarding to BAA prints of the Bureau's state highway average daily traffic (ADT) map for the past five years and for 1968. Mr. Stewart also referred me to Mr. Ed Paulis (Bureau of Traffic Engineering) and Mr. Paul Jaworski (Bureau of Accident Studies) at SHA's offices on Hammonds Ferry Road for more detailed traffic volume and highway accident data. I will be scheduling a meeting with these gentlemen early next week.

Mr. Thompson will be contacting SHA's project managers and compiling all available plans, studies, and data regarding past and current highway improvement projects in Garrett County. Projects for which he is sure that some detailed information is available include: (1) U.S. 48 (National Highway), (2) the Deep Creek Lake Bridge project, (3) Md. 560 Relocated, (4) U.S. 219 Bypass, (5) the Md. 546 interchange project, and (6) a special project on Md. 495. Information may also be available for two projects which have dropped out of the planning process; these are: (1) improvements to Md. 42, and (2) the Accident Bypass. Mr. Thompson assures me that this information will be forthcoming next week.

We also discussed the impressive amount of data available from the State Highway Location Reference File. This file reports on the functional, physical, and traffic characteristics of the State, county, and municipal highway systems on a link-by-link basis. Mr. Knipple suggests that we copy the computer tape on which these data are stored and manipulate and print out the data we need for the Garrett County study. We also discussed briefly the relative merits and demerits of using the data contained in the highway adequacy rating data file. It was concluded that this file is most useful for making a first-cut estimate of highway improvement needs on a statewide basis; these data are not sufficiently accurate for detailed planning at the county level.

9-1058

September 20, 1978

Samuel A. Kroll, Inc.
10300 South Dolfield Road
Owings Mills Industrial Park
Owings Mills, Maryland 21117

Attention: Geoffrey D. Kroll

Re: Highway Mileage - State

Dear Mr. Kroll:

The following information is in reference to your letter of August 30, 1978 to Mr. Richard Baker - Records, Research and Plat Coordination Section - State Highway Administration.

Our records indicate the existing surface type and width of Old Annapolis Road between Florida Avenue and Maple Road is 38 feet of Bituminous Concrete, curb to curb.

If we can be of any further assistance regarding this matter, please contact this office.

Very truly yours,

T. W. Beaulieu, Chief
Bureau of Highway Statistics

ORIGINAL SIGNED BY:
CLYDE P. HYATT

By: _____
Clyde P. Hyatt, Chief
Records Statistics Section

TWB:CPH:d

cc: Mr. Richard R. Baker

9-105S

Samuel A. Kroll, Inc.
10300 South Dolfield Road
Owings Mills Industrial Park
Owings Mills, Maryland 21117

Attention: Geoffrey D. Kroll

RE: Md. Rte. 648 & Florida Avenue
Approx. location of 4021
Annapolis Road
Baltimore County

Dear Mr. Kroll:

This information is in reference to your letter received August 31, 1978, regarding the above project.

One (1) copy of right of way plat numbered 8676. For the remainder of this project, records in this office indicate there are no additional right of way plats and/or property transfers available. Accordingly, a minimum width of thirty feet (30'), fifteen feet (15') each side of the centerline of existing surfacing, plus any additional appurtenances which may exist, may be used.

Acquisition references for the properties acquired have been delineated thereon.

By a copy of this letter we are forwarding your request for the width of the current paved highway to Mr. Paul Becker of the Highway Statistics Section.

Billing for the above plat will be forwarded from our Cash, Receipts and Disbursements Control Section.

Kindly contact this office if we can be of any further assistance regarding this matter.

Very truly yours,

Richard R. Baker, Chief
Records, Research and Plat
Coordination Section

RRB:LJ:ew

SAMUEL A. KROLL, INC.
Building Contractors

10300 SOUTH DOLFIELD ROAD
OWINGS MILLS INDUSTRIAL PARK
OWINGS MILLS, MARYLAND 21117
(301) 363-2200

August 30, 1978

Mr. Richard Baker
State Highway Administration
Suite 600
501 St. Paul Place
Baltimore, Maryland 21202

Dear Mr. Baker:

We are in the process of preparing a preliminary investigation of future development for the owners of the property at 4021 Annapolis Road, Baltimore County, Maryland.

It is my understanding that Annapolis Road is a State Highway and would therefore come under your jurisdiction. Would you please furnish us the width of the current paved highway and the right of way, in addition to any information pertaining to the widening of same.

Thank you for your attention to this matter.

Approx Location of 4021 Annapolis Rd
Md Rte 648 from
Florida ave running
Northerly approx 300'

Very truly yours,
Samuel A. Kroll, Inc.

Geoffrey D. Kroll, VP

D583-415
A4395
II 3676

8-1965

August 31, 1978

MEMORANDUM

TO: Mr. William E. Torres, Chief
Management Improvement Unit

FROM: T. W. Beaulieu, Chief
Bureau of Highway Statistics

SUBJECT: Highway Mileage - State

In accordance with your request of August 29, 1978, we are returning herewith the questionnaire from the Mississippi State Highway Department with the State highway mileage noted thereon.

In the event you have any questions regarding this matter, please contact this office.

ORIGINAL SIGNED BY:
CLYDE P. HYATT

By: _____
Clyde P. Hyatt, Chief
Records Statistics Section

CPH:dah

Enclosure
cc: Mr. H. Kassoff
Mr. T. L. Cloonan

MARYLAND DEPARTMENT OF TRANSPORTATION
DIVISION OF TRANSPORTATION PLANNING & DEVELOPMENT

TO: Wally Beaulieu - SHA

Director's Office	Policy & Systems Planning	Program Planning & Rail Systems
____ C. Pyers	____ G. Cichy	____ C. Smith
____ O. Baycu	____ I. Shafran	____ G. Smith
____ ____	____ ____	____ D. Wagner
____ ____	____ ____	____ ____
____ ____	____ ____	____ ____

Research & Development	Baltimore Region	Washington Region
____ D. Atkins	____ L. Saben	____ H. Kassoff
____ P.Farragut	____ M.West	____ T.Frate
____ T. Keane	____ E. Moser	____ W. McDaniel
____ M. Stein	____ ____	____ ____
____ ____	____ ____	____ ____

ACTION:

____ For your approval	____ Discuss with me	____ Note and return
____ For your signature	____ For your reveiw/comment	____ Note and file
____ Please handle	✓ For your information	____ For your direction

REMARKS:

Suspense Date: ____

Date: ____ From: M. West / bc

S-1475

Maryland Department of Transportation
Office of the Assistant Secretary-Administration

Blair Lee III
Acting Governor
Hermann K. Intemann
Secretary

CH
were we ever contacted by E.J. Meehan
WB

August 21, 1978

MEMORANDUM

TO: Mr. E. H. Meehan
Acting Highway District Engineer
State Highway Administration

FROM: Michael C. West, Manager Programs
Division of Transportation
Planning and Development

SUBJECT: Maryland 177 Systems Planning Report

Thank you for the comments contained in your memorandum of August 4, 1978 regarding the Md. 177 Systems Planning Report. The following comments will, hopefully address your stated concerns.

1. The extension and relocation of Md. 100 can be brought up at the August 29 meeting as an alternate solution. The Department will add the relocation if sufficient interest is shown for the project.

2. Actually, Md. 177 lies outside the urbanized boundary, however, for analysis purposes we did calculate the level of service of Md. 177 assuming the project was in the metropolitan area. Using the urban procedures for calculating, Md. 177 still operates at a level of service "C" during the peak hours. The V/C does become more restrictive but the difference is not significant.

3. RPC has assured me that the Pinehurst growth was considered in the traffic projections.

4. The concern you expressed for the socioeconomic review section was changed in the Draft SPR reflecting your comments.

5. The property maps have been removed from the report.

6. The Bureau of Highway Statistics records have been checked and they still feel their roadway data is correct. I expressed

My telephone number is (301) - 787-7343

Post Office Box 8755, Baltimore-Washington International Airport, Maryland 21240

your concern to Mr. Beaulieu and he said he would investigate. Perhaps you should contact Wally and resolve this difference.

Again thank you for your comments and should you have any questions, please contact me.

MCW:jrm

cc: Mr. Hal Kassoff
Mr. William Mangels

8-65

August 2, 1978

Ms. Sandy Huberfeld
510 Powell Drive
Annapolis, Maryland 21401

Re: Highway Mileage - State

Dear Ms. Huberfeld:

Pursuant to our recent telephone conversation, I am enclosing herewith two (2) copies of the State Highway Reference File for Anne Arundel County as requested.

In the event you have any questions regarding this transaction please feel free to contact this office.

Very truly yours,

T. W. Beaulieu, Chief
Bureau of Highway Statistics

Original signed by
Clyde P. Hyatt

By: _____
Clyde P. Hyatt, Chief
Records Statistics Section

CPH:jb

Enclosures

(301) 383-4437

6-38S

Hwy Mi Sta

June 6, 1978

Mr. Merrill Revkin
Walden Division of ABCOR
850 Main Street
Wilmington, Massachusetts 01887

Dear Mr. Revkin:

In response to our telephone conversation of June 6, 1978 we are enclosing a copy of our Bureau of Highway Statistics Form 9, on which is indicated the information pertaining to the Annual Vehicle Miles of Travel you requested. Please note this data is for the calendar year 1977. The figures for calendar year 1978 are not available at this time.

We trust this information will be of value to you.

Very truly yours,

T. W. Beaulieu, Chief
Bureau of Highway Statistics

Original signed by:
Clyde P. Hyatt

By: _____
Clyde P. Hyatt, Chief
Records Statistics Section

CPH:PEB:jb

Enclosure

5-256S

St. Hwy.

JUN 6 1978

Mr. Roman Malach, Chairman
Mohave County Voluntary Action
Commission
P. O. Box 390
Kingman, Arizona 86401

Dear Mr. Malach:

Reference is made to your letter of May 19, 1978 to the Governor of the State of Maryland requesting information pertaining to the shortest State highway within the State, its length and location of same.

Our records indicate that Md. 660, having a length of 0.04 mile, is the shortest main highway within Maryland. It is located in Montgomery County in the vicinity of the Town of Rockville and extends between Md. Rte. 355 and Md. Rte. 28.

Please note that Md. 660 is the shortest highway which carries the classification of "Mainline One". There are shorter sections of highways within the State which carry State Route numbers, but are not classified as "Mainline One" items. These highways would carry a lesser classification such as "Mainline Two, Three or Four" which would indicate a ramp, spur or service road, etc.

If you need any further information regarding our Highway System, please do not hesitate to contact this office.

Very truly yours,

Original signed by
M. S. Caltrider

M. S. Caltrider
State Highway Administrator

MSC:dah
cc: The Honorable Blair Lee, III
bcc: Mr. F. Gottemoeller
Mr. T. W. Beaulieu

Dictated by: Paul E. Becker, Bureau of Highway Statistics, 383-4438

FROM: Office of the State Highway Administrator

DATE: 5/24/78 Action Due by 6/4/78

____Agro, J.	____Hicks, T.	____Lee. W.
____Anderson, C.	____Hughes, I.	____Wright, J.
____Camponeschi, G.	____Lee, C.	____Curtin, D.
____Day, J.	____Lins, W.	____Pistel, H.
____Dionne, P.	____Rogers, N.	____Meehan, E.
____Downs, H.	____Reese, C.	____Bushby, J.
____Freedman, E.	____Sedgwick, B.	____Raith, C.
____Friese, N.	____Sherin, D.	____
____Gardner, A.	____Shook, W.	____
✓ Gottemoeller, F.	____Smith, N.	____
____Hellmann, W.	____Tate, A.	____
____Hester, J.	____	____

✓ Prepare reply for Administrator's Signature w/cc to Gov.

____Prepare reply for Secretary's Signature

____Prepare draft for Governor's Signature

____Prepare memo for Administrator's Signature

____Reply directly with copy to this office

____Investigate

____Take necessary action

____For your information

____Please handle

____Please see me

Comments:

5-37

MOHAVE COUNTY VOLUNTARY ACTION COMMISSION

P.O. BOX 390 • KINGMAN, ARIZONA 86401

ROMAN MALACH, CHAIRMAN
PHONE 757-4457

C H
Please handle

May 19,1978

Dear Governor:

We hope you will not consider our request trivial or unimportant. We are seeking the same information from every State of our Union.

Please let us know the lenght and location of your state shortest highway?

Thank you for your consideration of our request.

Respectfully yours,

Roman Malach

TATE HWY ADM

MAY -- 3: 8

3-1315

March 28, 1978

Mr. Behrooz Mohammadi
University of California, Davis
College of Engineering
Department of Civil Engineering
Davis, California 95616

Re: Highway Mileage - State

Dear Mr. Mohammadi:

In reply to your letter of March 9, 1978, we are attaching copies of our State Highway Location Reference File, Traffic Volume Map and an Official Highway Map of Maryland. We believe these items will provide all the data requested in your letter.

Very truly yours,

Clyde P. Hyatt, Chief
Records Statistics Section
Bureau of Highway Statistics

CPH:dah

Enclosures

Lab. Form 65-K

STATE OF MARYLAND
STATE HIGHWAY ADMINISTRATION
MATERIALS & RESEARCH

FROM: F. STANLEY KINNEY

DATE 3/15/78

_____ MR. N. L. SMITH, JR.
_____ MR. COLEMAN
_____ MR. HESSON
_____ MR. GREENE
_____ MR. STARKEY
_____ MR. PARRISH
_____ MR. KREBS
_____ MR. _____

Mr. T. Beaulieu

_____ DISCUSS WITH ME, PL.

_____ FOR APPROVAL

_____ PREPARE REPLY FOR MY SIGNATURE, PL.

_____ INVESTIGATE AND PREPARE REPORT, PL.

_____ REPLY DIRECTLY, PL.

_____ NOTE AND FILE, PL.

_____ FOLLOW UP, PL.

_____ AS REQUESTED

_____ FOR YOUR INFORMATION

_____ PLEASE HANDLE

_____ FOR RECOMMENDATION

_____ CIRCULATE AS INDICATED, PL.

_____ FOR COMMENT

_____ NOTE AND RETURN, PL.

REMARKS:

_____ AS DISCUSSED

Will you please help supply the requested information as it is not in our backwork.

3-1315

UNIVERSITY OF CALIFORNIA, DAVIS

BERKELEY • DAVIS • IRVINE • LOS ANGELES • RIVERSIDE • SAN DIEGO • SAN FRANCISCO SANTA BARBARA • SANTA CRUZ

COLLEGE OF ENGINEERING
DEPARTMENT OF CIVIL ENGINEERING

DAVIS, CALIFORNIA 95616

March 9, 1978

Maryland Department of Transportation
State Highway Administration
2323 West Joppa Road
Brooklandsville, Maryland 21022

Dear Sir:

I am a graduate student in the Civil Engineering Department of the University of California at Davis. I am doing research on the structure of highway systems in several states. My research requires knowledge of location of freeways, their specifications, number of lanes at each postmile, traffic volume, and other related information.

I would appreciate if you kindly provide me with such information, or advise me how this information may be obtained. Thank you in advance.

Sincerely,

Behrooz Mohammadi

2-1515

February 22, 1978

MEMORANDUM

TO: Messrs. J. D. Bushby
M. S. Caltrider
W. K. Lee III
H. G. Pistel
J. M. Wright
C. E. Raith
E. H. Meehan

FROM: Mr. T. W. Beaulieu, Chief
Bureau of Highway Statistics

SUBJECT: State Highway Mileage

Although projected square yards of surfacing is no longer a factor in the distribution of maintenance funds the Office of Finance has requested this Bureau to continue to collect this data.

It is necessary that we receive the following information from you for projects which you anticipate will be opened to traffic during calendar year 1978:

1. Project contract number
2. Location of project
3. Length of project
4. Additional square yards of surfacing
5. Length and width of any remaining old sections due to a relocation which will be maintained as part of the State Highway System.

In computing item 4 include only additional surfacing resulting from new construction or widening. Do not include such items as cross-overs, channelization, shoulder stabilization, etc.

We would like this data no later than April 15, 1978 because it may be used in preparation of the budget effective July 1, 1978.

ORIGINAL SIGNED BY
CLYDE P. HYATT

By: _____
Clyde P. Hyatt, Chief
Records Statistics Section

CPH:WWK:jb

2-1015

February 15, 1978

Mr. Mark Conway
University of Maryland
Civil Engineer Department
College Park, Maryland 20742

Re: Highway Mileage - State

Dear Mr. Conway:

Pursuant to our recent telephone conversation, I am enclosing copies of the original inventory sheets for the following roads:

1) U.S. 40 between Interstate 695 and Md. 43

2) Md. 150 between Md. 695 and Ebenezer Road

3) Md. 587 from Middle River to Md. 150

4) Md. 700 from Md. 150 to U.S. 40

You will find in the right hand colume the surface widths, shoulder width and number of marked lanes. In the event you are concerned with the surface types, I am also enclosing a copy of our road types and definitions sheet.

If you have any questions regarding this matter, please feel free to call me on 383-4437.

Very truly yours,

Clyde P. Hyatt, Chief
Records Statistics Section
Bureau of Highway Statistics

CPH:dah

Enclosures

File along history (State)

12-2035

January 16, 1978

Mr. Clyde R. Springer
Assistant Superintendent
Springfield Hospital Center
Sykesville, Maryland 21784

Dear Mr. Springer:

Your letter addressed to Mr. Clyde P. Hyatt dated December 21, 1977 requesting assistance from this Administration to maintain the portion of Buttercup Road for which the Springfield Hospital Center is responsible has been referred to this office for reply.

The SHA's district maintenance forces are available and would cooperate in resurfacing the 1800 feet of Buttercup Road on the Center's property on a reimbursable basis. If funds are provided from the Center in the amount of $17,000 which includes overhead charges, our maintenance forces would adjust the existing shoulders and resurface this section of Buttercup Road with 3" bituminous materials. It is to be understood that the work would be performed only with funds transferred from your budget to SHA's budget to cover the cost.

If funds are not provided for in the current fiscal year's budget, perhaps the work can be delayed and included in subsequent fiscal year budgets. Perhaps some arrangements are possible to take care of the Center's road maintenance in future years on the basis outlined above. In the meantime, it is suggested you further review this matter with District Engineer Carl E. Raith to determine interim maintenance measures of patching, surface treatment, etc. until sufficient funds for the 3" resurfacing may be included in the Center's future budget for this needed maintenance work.

If I can be of any further assistance in this matter, please let me know.

Very truly yours,
Original signed by
A. W. Tate

Hugh G. Downs
Chief Engineer

HGD:car
cc: Mr. C. E. Raith-w/encl.
Mr. C. P. Hyatt

12-2035

STATE OF MARYLAND — DEPARTMENT OF HEALTH AND MENTAL HYGIENE

SPRINGFIELD HOSPITAL CENTER

SYKESVILLE MARYLAND 21784

(301) 795-2100 781-4600

FREDERICK P. POKRASS, M.D.
SUPERINTENDENT

CLYDE R. SPRINGER
ASSISTANT SUPERINTENDENT

FRITZ KOBLER, M.D.
DIRECTOR, CLINICAL SERVICES

December 21, 1977

Mr. Clyde P. Hyatt
Chief, Record Statistics
Bureau of Highway Statistics
State Highway Administration
300 West Preston Street
Baltimore, Maryland 21201

Dear Mr. Hyatt:

According to the records at this Hospital and the records of the Carroll County Roads Department, Carroll County is responsible for the maintenance of Buttercup Road for a distance of 2,640 feet from its intersection with Raincliff Road. This means the county's responsibility ends at the northern boundary of the Westinghouse property.

The rest of the road, which is rapidly deteriorating, is the responsibility of Springfield Hospital Center. We have been unable to obtain sufficient funds in our budget for the maintenance of the Hospital roads.

If there is any way that the State Highway Administration could assist this Center in maintaining an adequate roads system, we would be most appreciative.

Very truly yours,

Clyde R Springer

Clyde R. Springer
Assistant Superintendent

bth

cc: Mr. Irvin Klein
Mr. Al Koontz

12-2075

Mary. Mr. Grace

January 3, 1978

MEMORANDUM

TO: Mr. Murray F. Anderson
Division of Transportation
Planning and Development

FROM: Mr. T. W. Beaulieu, Chief
Bureau of Highway Statistics

SUBJECT: State Highway Road Improvements

In reply to your memorandum of December 22, 1977 we are enclosing a tabulation indicating the capacity changes in the State Highway System in the Baltimore Region.

Should you have any questions regarding this submission, please contact this office.

ORIGINAL SIGNED BY:
CLYDE P. HYATT

By: _____
Clyde P. Hyatt, Chief
Records Statistics Section

CPH:PEB:jb

Enclosures

CAPACITY CHANGES IN THE STATE HIGHWAY SYSTEM

As of December 31, 1977

Route	Description	New Construction Additional Lanes	New Construction Mileage	Reconstruction Additional Lanes	Reconstruction Mileage	Remarks
Md. 3	Mays Rd. to Aquahart Rd.			1	0.82	
Md. 10	Pt. south of Md. 648-E to pt. north of Md. 710	4	2.63			
Md. 270	Margate Dr. to Md. 2			2	0.96	
Md. 710		-2	-0.03			Due to re-inventory
Md. 969-A	Md. 168 to Co. 116	4	0.11			Transfer from County
Md. 150	Stevens Rd. to Carroll Island Rd.			2	0.36	
Carroll	None					
Md. 462	North of Md. 22 to Md. 155			2	2.91	
Md. 753	Old Pylesville Rd. to Highland Rd.	-2	~~-2.91~~ -1.05			Transferred to County
Md. 754	Md. 543 to Pt. west of Heaps School Rd.	-2	-0.61			Transferred to County
U.S. 29 Service Rd.-A	Pt. north of Bradley La. to pt. south of Tanager La.	-2	-0.57			Transferred to County

12-2075

Maryland Department of Transportation

Office of the Secretary

Blair Lee III
Acting Governor

Hermann K. Intemann
Secretary

December 22, 1977

MEMORANDUM

TO: Clyde P. Hyatt, Chief
Records Statistics Section
State Highway Administration

FROM: Murray Anderson
Division of Transportation
Planning and Development

SUBJECT: State Highway Road Improvements - Counties - A.A., Balto. City, Harford, Howard

---

In compliance with the 1977 Unified Transportation Planning Program's surveillance activities, which includes continuously monitoring development changes on an annual basis, we wish to advise as follows.

The items needed from your Department include all new state highway segments open to traffic and any widenings or other major improvements to existing highways (10' or more) for the calendar year of 1977.

Any state highways that were abandoned during this calendar year should also be included with this listing.

This information will be used to update the 3-C network and will also be included in the Unified Transportation Planning Program's Annual Report.

Please advise if any additional information is needed.

MA:smi

cc: Tom Keane

My telephone number is (301) - 787-7355

Post Office Box 8755, Baltimore-Washington International Airport, Maryland 21240

January 22, 1976

MEMORANDUM

TO: Mr. Murray F. Anderson
DSPD - Md. DOT

FROM: Clyde P. Hyatt, Chief
Records Statistics Section
Bureau of Highway Statistics

SUBJECT: Highway Mileage - State

In reply to your letter of January 12, 1976, we are enclosing a tabulation indicating the capacity changes in the State Highway System in the Baltimore Region.

I believe the tabulation is self-explanatory. Should you have any questions regarding this submission, please contact this office.

CPH:daw

Enclosure

CAPACITY CHANGES IN THE STATE HIGHWAY SYSTEM

As of December 31, 1975

Route	Description	New Construction Additional Lanes	New Construction Mileage	Reconstruction Additional Lanes	Reconstruction Mileage
Md. 100	From 0.45 mile west of Md. 2 to Md. 2			1 (12')	0.45
Md. 2	At College Parkway (Storage Lane)			1 (12')	0.19
I-95	Gus Ryan St. to Quad Ave.	8 (12')	1.50		
	Quad Ave. to I-895	6 (12')	1.75		
Carroll	None				
Harford	None				
Howard	None				
Baltimore	None				

Maryland Department of Transportation

Office of the Secretary

Marvin Mandel
Governor
Harry R. Hughes
Secretary

January 12, 1976

A. A.
Balto.
Carroll
Harford
Howard

MEMORANDUM

TO: Clyde P. Hyatt, Chief
Records Statistics Section
State Highway Administration

FROM: Murray Anderson

SUBJECT: State Highway Road Improvements

In compliance with the 1975 Unified Transportation Planning Program's surveillance activities, which includes continuously monitoring development changes on an annual basis, we wish to advise as follows.

The items needed from your Department include all new state highway segments open to traffic and any widenings or other major improvements to existing highways (10' or more) for the calendar year of 1975.

Any state highways that were abandoned during this calendar year should also be included with this listing.

This information will be used to update the 3-C network and will also be included in the Unified Transportation Planning Program's Annual Report.

Please advise if any additional information is needed.

MA/lls

cc: Thomas Keane
Peter Liou

Post Office Box 8755, Baltimore-Washington International Airport, Maryland 21240, Telephone: 301 768-9520

CAPACITY CHANGES IN THE STATE HIGHWAY SYSTEM

As of December 31, 1976

Route	Description	New Construction Additional Lanes	New Construction Mileage	Reconstruction Additional Lanes	Reconstruction Mileage
Md. 3 Bu.	Fron 5th Ave. to Aquahart Rd.			2 (12')	0.38
I-695	From Md. 295 to Hollins Ferry Rd.			2 (12')	1.31
I-95	From O'Donnell St. to Gus Ryan St.	8 (12')	0.56		
Md. 175	From Md. 108 to Patuxent Pkwy.	6 (12')	4.43		
Baltimore	None				
Carroll	None				
Harford					

TRANSFERS

Md. 788B (Anne Arundel) - 0.46
Md. 151 (Baltimore) - 0.92
Md. 493 (Baltimore) - 0.22
Md. 599 (Baltimore) - 0.13
Md. 599B (Baltimore) - 0.16
Md. 600A (Baltimore) - 0.16
Md. 600B (Baltimore) - 0.22
Md. 600C (Baltimore) - 0.10
Md. 601 (Baltimore) - 0.16
Md. 644B (Baltimore) - 0.10
Md. 700A (Baltimore) - 0.20
Md. 700B (Baltimore) - 0.16
Md. 886 (Baltimore) - 0.11
Md. 879D (Carroll) - 0.09

Sent to M. Anderson
11/5/76

October 31, 1977

MEMORANDUM

TO: Mr. Edward H. Meehan
Acting District Engineer - District #5

Attention: Mr. Michael L. Moore

FROM: T. W. Beaulieu, Chief
Bureau of Highway Statistics

SUBJECT: Highway Mileage - State (Md. 256)

Confirming our telephone conversation of Wednesday, October 26, 1977, please be advised of the following:

According to our records, the section of road between Tracey's Landing and Deale for a distance of 2.54 miles has been in the State System since 1923 and was 16 feet of gravel. The section between Deale and Oakland for a distance of 2.74 miles has been under the jurisdiction of the State Highway Administration since 1926 and was also 16 feet of gravel. The first section described above was formerly Md. 257 but was changed at a later date to Md. 256, making this a continuous route from Md. 2 to Md. 468.

As requested, we are enclosing a set of plats indicating the prevailing right-of-way along this route.

Should you desire any additional information regarding this matter, please advise.

By: _____
Clyde P. Hyatt, Chief
Records Statistics Section

CPH:dah

Enclosures

10-755

Maryland Department of Transportation

State Highway Administration

Hermann K. Intemann
Secretary
Bernard M. Evans
Administrator

October 7, 1977

MEMORANDUM

TO: District Engineers

FROM: T. W. Beaulieu, Chief
Bureau of Highway Statistics

SUBJECT: Highway Mileage - State

Reference is made to our recent telephone conversation regarding the reporting of improvements to the State Highway System within your respective Districts.

It is requested that you report the Highway Improvements as they are completed on the attached copies of the new State Highway Improvement Report (Form SHA 51.3-80). Please report on this form all projects completed between January 1, 1977 and the present date. Projects completed during the remainder of the year will be reported as they occur.

Additional copies of Form SHA 51.3-80 may be obtained through this Bureau. Your cooperation in this matter will be greatly appreciated.

TWB:CPH:dah

Attachments

P.O. Box 717 / 300 West Preston Street, Baltimore, Maryland 21203

To: Bureau of Highway Statistics
Baltimore, Maryland

State Highway Administration of Maryland

STATE HIGHWAY IMPROVEMENT REPORT

Date _____

County _____

Route No. & Name _____

Contract No. _____

Description: From _____ To _____

_____ _____

Milepoint _____ Milepoint _____

(Use mile points from Highway Location Reference File)

Roadway Statistics

Surface type & Width _____

Shoulder type & Width _____

Median type & Width _____

Type of Construction				Square Yards
New Construction	☐	Add Lane	☐	☐ + ☐ -
Resurface & Widen	☐	Rehabilitate	☐	_____ Amount

Other _____

_____

_____

Completed _____

Submitted By _____

Note: In the event a bridge is located on the subject road, a Bridge Sheet Form HPS-5 should be attached.

SHA 51.3-80

August 10, 1977

MEMORANDUM

TO: Mr. Richard R. Baker
Office of Real Estate
Room 100 Stanbalt Building

FROM: Mr. Clyde P. Hyatt, Acting Chief
Bureau of Highway Statistics

SUBJECT: Highway Mileage - State

Pursuant to your telephone conversation with Mr. Becker of this office we are enclosing herewith a set of the original control section maps for each of the counties in the state.

In as much as this is the only set available we would appreciate your returning same as soon as you have finished with them.

In the event any additional information is required please advise.

CPH:jb

Enclosures

July 13, 1977

MEMORANDUM

TO: Mr. Thomas L. Cloonan, Deputy Director
Office of Planning & Preliminary Engineering

FROM: Clyde P. Hyatt, Acting Chief
Bureau of Highway Statistics

SUBJECT: Highway Mileage - State

In response to our telephone conversation regarding IS-495X, please be advised of the following:

This route is not considered a part of the designated Interstate System; however, it is a State Secondary Route and is on the Federal-aid Urban System (#5003). The route in question begins at the George Washington Memorial Parkway and ends at I-495 (Capital Beltway) for a distance of 1.52 miles. For your further information, this route was not included as a part of the Interstate Cost Estimate Study, nor did it appear on the PR-511 Reports. Due to the continued confusion caused by this route number assignment, we are going to reassign this section of road and it will be reflected in our next publication of the State Highway Reference File.

In the event additional information is required, please advise.

CPH:dah

June 7, 1977

Mr. Adam Att
Walden Research Division
Adcor Incorporated
850 Main Street
Wilmington, Mass. 01887

Re: Highway Mileage - State

Dear Mr. Att:

Pursuant to our telephone conversation of Monday, June 6, 1977 I am enclosing a copy of our BHS-9 Report indicating the mileage and the AVMT for the state highways by County designation.

The estimated annual VMT for all systems of highways in Maryland including the State Highway System is Twenty Six Billion One Hundred Ninety Four Million.

Trusting this is the information you desire I remain.

Very truly yours,

Clyde P. Hyatt, Acting Chief
Bureau of Highway Statistics

CPH:jb

Enclosures

May 6, 1977

Mr. Lawrence Leist
1112 'M' Street, N.W.
Apt. 402
Washington, D. C. 20005

Re: Highway Mileage - State

Dear Mr. Leist:

In response to your letter of April 28, 1977, please be advised of the following:

1. Md. 895A (Old Colesville Road) was transferred to County maintenance and is now assigned County No. 4596. Enclosed you will find a map showing its location.

2. According to our inventory, the WBL of Md. 410 is, in fact, at MP 1.72 as listed. The EBL also is located as listed. According to our field inventory, the EBL of Md. 410 (Montgomery Avenue) is a one-way street eastbound; making it impossible for westbound traffic use. The above explanation should clarify the question concerning the tie of EB & WB Lanes of Md. 410 at MP 0.46.

3-A) Md. 924 at the junction with Md. 355 is a municipal street and, therefore, will not show as a tie.

B) Md. 924A has been added with ties on Md. 355 at MP 14.39 and 14.49.

C) The tie with Md. 124 and Md. 355 has been revised to MP 14.61.

We hope this will answer your questions satisfactorily.

Very truly yours,

Clyde P. Hyatt, Acting Chief
Bureau of Highway Statistics

CPH:WOB:dah
Enclosure

1112 M Street, N. W. Apt. 402
Washington, D. C. 20005
April 28, 1977

Mr. Clyde P. Hyatt, Chief
Records Statistics Section
Bureau of Highway Statistics
State Highway Administration
P. O. Box 717
300 West Preston Street
Baltimore, Md. 21203

Dear Mr. Hyatt:

This time I must ask for your assistance in clarification of two matters:

(1)The first is primarily of historical interest. You told me that MD895A is no longer the responsibility of the state. However, nevertheless, I've been looking for it. None of the maps I have are of any use; neither have I been able to spot it while traveling US29 by bus. Perhaps you have an old, detailed map you could have copied and send to me? I'd be glad to pay for the copying. This is really beginning to intrigue me.

(2)If EBL stands for "east-bound lanes" and WBL stands for "west-bound lanes", then the junction of 410 and 355 is incorrectly reported on page 27 of the Location File. The westbound lanes of 410 meet 355 at MP 1.64, as Montgomery Avenue(not Lane); the eastbound lanes of 410 meet 355 at MP 1.72. Actually, what has been done is that westbound traffic on 410, bound for 355 south, makes a left onto Waverly Street and then a right onto Montgomery Ave; westbound traffic for 355 north or 187 north is kept on the East-West Highway until it reaches Wisconsin Ave(355).

Also, on Page 31 of the Location File, MP 0.46 of 410 is shown as the junction, apparently, of the east and westbound lanes of 410. This would appear to be the junction of East-West Highway and Montgomery Ave, which, upon personal inspection, does not appear to be such; rather, it would seem to be Waverly Street at MP 0.08(approx) on 410.

The above paragraphs are based on observations made within the past week. Are they correct?

It would also appear that the listing for MD 355 omits the mileposts at the junctions with MD 924 and 924A; further, that the junction between MD 124 and MD 355 shown at MP 14.49 is incorrect.

Incidentally, since I last wrote I've walked the entire Montgomery County lengths of 108, and 410, and the entire lengths of 650 and 124, and the rerouted portion of 182 between 108 and Norwood Rd. via Dr. Bird Rd, as described by you in your last letter. I was particularly interested to note the brand new route signs for 650 in Etchison and for 182 at the junction with 108.

Again, my thanks.

Respectfully,
Lawrence Leist
Lawrence Leist
Office:254-3294
Home:332-3878

Mr. Friese
Mr. Downs - For follow-through action. NBF 4/29/77
Mr. Dionne
Mr. Gottemoeller
Mr. M. S. Caltrider

The Rotunda - Suite 220
711 West 40th Street
Baltimore, Maryland 21211

Mr. L. E. McCarl - For your information.
Mr. A. W. Tate- For your review with Mr. Hicks
Mr. T. Hicks-Upon completion of review of proposed Schemes, prepare response advising of acceptability and/or questions with appropriate comments.
HGD 4/29/77

April 26, 1977

FAP No. I-000C(24)
Contract No. AW 296X-000-072
Milepost Numbering I-95 and I-495

Mr. Bernard M. Evans
State Highway Administrator
State Highway Administration
300 West Preston Street
Baltimore, Maryland 21203

Suspense Date- 5/16/77

Dear Mr. Evans:

A meeting was held in our Region 3 office on October 28, 1976, with representatives of our offices, our Region 3 office, and the Virginia Department of Highways and Transportation to discuss three schemes for the milepost numbering on the Capital Beltway.

In all three schemes, the numbering of I-95 is the same with the Virginia zero milepost point at the North Caroline State Line and the Maryland zero milepost at the Potomac River. The basic difference in the three schemes is the treatment of I-495. In Scheme I, the zero milepost for I-495 would be at the I-95 interchange in Virginia, and the numbering would continue clockwise to the I-95 interchange in Maryland, with no change in sequence at the state line. In Schemes II and III, the numbering of I-495 in Maryland would continue from milepost 27 at the I-95 interchange counterclockwise to I-95 in Virginia (Scheme II) or to the state line (Scheme III). In Scheme III, the Virginia portion of I-495 would be numbered as in Scheme I, with the sequence broken and reversed at the state line.

The Virginia Department of Highways and Transportation has advised our office that they prefer Scheme II and that they will retain the current consecutive numbering system for their interchanges on the Capitol Beltway. Although in slight conflict with the MUTCD, we believe that Scheme II is desirable for resolving the unique problems associated with numbering I-495. This letter will supercede the decision outlined in our letter of September 1, 1976.

Please advise if you have any questions.

RECEIVED
APR 29 1977
DIRECTOR, OFFICE OF PLANNING & PRELIMINARY ENGINEERING

Mr. Chronan } info
Mr. Wlate } FG 5/3

Sincerely yours,

Emil Elinsky
Division Administrator
ORIGINAL SIGNED BY
Roy D. Gingrich

By: Roy D. Gingrich
District Engineer

April 25, 1977

MEMORANDUM

TO: Mr. James E. Hawthorne
Bureau of Urban and Regional Liaison

FROM: Thomas L. Cloonan, Chief
Bureau of Highway Statistics

SUBJECT: Highway Mileage - State

As per your request, please find listed below the annual vehicle mile of travel in millions for the State System segregated by Interstate, Primary and Secondary. These figures are as of 1/1/76. Figures through 1/1/77 should be available in about 30 days.

State System	AVM (Millions)
Interstate	5,034.9
Primary	4,139.4
Secondary	7,675.6
Total	16,849.9

For your further information, this AVM includes all toll facilities. It has not been our practice to segregate mileage data by systems in the past. All data is based on county and SHA districts. In event you will continue to require data based on Interstate, Primary and Secondary, we could handle very easily but would have to be advised of your requirements in advance.

TLC:dah

April 4, 1977

MEMORANDUM

TO: Mr. Arnold L. Gardner
District Engineer, District #5

FROM: Mr. Clyde P. Hyatt
Bureau of Highway Statistics

SUBJECT: Highway Mileage - State

In October, 1976 one of our field partys, in the course of verifying the State Highway System in Saint Mary's County, found the following sections of Old Md. Route 234 to be impassable:

Md. 234-B	0.03 miles
Md. 868-E	0.17 miles
Md. 868-J	0.23 miles
Md. 868-K	0.25 miles
Total----	0.68 miles

We are enclosing a map segment of the roads that are in question. Unless we hear something to the contrary we will delete these roads from the inventory and they will not appear in the next addition of the Highway Reference File.

Enclosures

CPH:jb

April 1, 1977

Mr. Robert Lee
Harford County Department of
Parks and Recreation
125 N. Main Street
Bel Air, Maryland 21014

Re: Highway Mileage - State

Dear Mr. Lee:

Pursuant to our telephone conversation of March 31, 1977 I am enclosing the following as requested:

1. One Copy of the Harford County State Highway Location Reference File.
2. One Copy of the State Highway Road Inventory Cross Section File.
3. One copy of a descriptive explanation of the code in the Cross Section File.

In the event you have any questions regarding this submission please feel free to contact me at any time.

Very truly yours,

Clyde P. Hyatt, Chief
Records Statistics Section
Bureau of Highway Statistics

Enclosures

CPH:jb

File
Hwy Milestone Stats

March 18, 1977

MEMORANDUM

TO: Mr. M. S. Caltrider
District Engineer - District #3

FROM: Clyde P. Hyatt, Chief
Records Statistics Section
Bureau of Highway Statistics

SUBJECT: Contract M-230-377
Md. 189 (Falls Rd.) - Base Widening/Resurfacing
from Glen Rd. to I-270

In reply to your request of March 15, 1977 concerning initial construction dates on the subject highway, we are listing below the earliest project numbers and construction dates that are available in this section. These project numbers and dates do not necessarily pertain to the original construction of the subject road but merely dates the conversion from earth-type road to macadam or concrete.

Project No.: M-47 (Md. 28 southwesterly 0.30 miles)
Year - 1923
Improvement - 6" x 15' Macadam
Previous Type - Earth

Project No. - 420 (End of Project M-47 southwesterly 5.38 miles)
Year - 1913 to 1915
Improvement - 6" x 15' Macadam
Previous Type - Earth

Project No. - M-105 (End of Project 420 southwesterly 1.95 miles)
Year - 1928 to 1929
Improvement - 18' P.C. Concrete
Previous Type - Earth

Project No. - Maintenance (Md. 28 to end of Project 420, 5.68 miles)
Year - 1928
Improvement - 16' Mixed Bituminous
Previous Type - Macadam

CPH:PEB:dah

Maryland Department of Transportation

State Highway Administration

Harry R. Hughes
Secretary

Bernard M. Evans
Administrator

M.S. Caltrider
PLEASE REPLY TO:
OFFICE OF DISTRICT ENGINEER
9300 KENILWORTH AVENUE
GREENBELT, MARYLAND 20770

GREENBELT

March 15, 1977

TO: Paul Becker
Highway Statistics Section

FROM: M.S. Caltrider
District Engineer

SUBJECT: Contract M 230-000-377
MD 189 (Falls Road)--Base Widening/Resurfacing Project--
From Glen Road to I-270

Enclosed are copies of the following letters applicable to right-of-way widths and dates of acquisition:

1. Richard R. Baker's letter of February 17, 1977
2. M.S. Caltrider's letter of February 23, 1977
3. Richard Baker's letter of March 10, 1977

In compliance with the last paragraph of Mr. Baker's letter of March 10, 1977, we are requesting that you advise this office of the date of the initial construction by the State Highway Administration along Falls Road between Glen Road and I-270. In accordance with the suggestion of Mr. Baker, we will use the initial construction date of the State Highway Administration in the absence of recorded right-of-way plats to tie down the date of the State Highway Administration's unrecorded thirty-foot right-of-way.

M.S. Caltrider
District Engineer

MBB:jhg
Enclosures
CC: E.C. Chambers
R. Baker

STATE HIGHWAY ADMINISTRATION

P. O. Box 717 / 300 West Preston Street, Baltimore, Maryland 21203

MEMORANDUM

DATE: February 17, 1977

(1)

TO: M.S. Caltrider,
District Engineer

FROM: Richard R. Baker, Chief
Records, Research, and Plat Coordination Section

SUBJECT: Md. Rte. 189 Falls Road from Glen Road to I-270.
Montgomery County

This information is in reference to your memorandum received 2/3/77 regarding the existing right of way on the above project.

One (1) copy each of Right of Way plats numbered 12374, 12375, 12392, 14351, through 14353 inclusive, 42496, and 43161.

For the remainder of Md. Rte. 189, records in this office indicate there are no additional recorded Right of Way plats and/or property transfers available. A minimum width of thirty feet (30'), fifteen feet (15') each side of the center line of existing surfacing plus any appurtenances which may exist my be used.

RRB.

R. R. B.

RRB:LJ:ew

SHA 63.0-381
8/11/76

Maryland Department of Transportation

State Highway Administration

GREENBELT

Harry R. Hughes
Secretary

Bernard M. Evans
Administrator

M.S. Caltrider
PLEASE REPLY TO
OFFICE OF DISTRICT ENGINEER
9300 KENILWORTH AVENUE
GREENBELT, MARYLAND 20770

MEMORANDUM

February 23, 1977

TO: Richard R. Baker
Chief
Plats & Descriptions Section

FROM: M.S. Caltrider
District Engineer

SUBJECT: Contract M 230-000-377
MD 189 (Falls Road)--Base Widening/Resurfacing Project--
From Glen Road to I-270

Acknowledgement is made of your letter of February 17, 1977 (copy attached) wherein you replied to our memorandum of February 3, 1977, in which we requested right-of-way widths and date of acquisition.

You furnished to this office Right-of-Way Plats 12374, 12375, 12392, 14351 through 14353, inclusive, 42496, and 43161, advising that the remainder indicate that there are no additional recorded right-of-way plats, and that the minimum width is thirty feet.

At this time, we are requesting that you furnish this office with four additional copies of the above indicated right-of-way plats, and advise this office of the date of acquisition for the unrecorded thirty-foot right-of-way claimed for the remainder of Falls Road.

This information will allow this office to proceed with completion of final design and the handling of utility relocation work.

Original
M. S. Caltrider

M.S. Caltrider
District Engineer

MBB:jhg
Enc

Maryland Department of Transportation

State Highway Administration

Harry R. Hughes
Secretary

Bernard M. Evans
Administrator

MEMORANDUM

DATE: March 10, 1977

TO: Mr. M. S. Caltrider
District Engineer

FROM: R. R. Baker, Chief
Records, Research, and Plat Coordination Section

SUBJECT: Montgomery County
Md. Rte. 189 (Falls Rd.) from Glen Rd. to I-270

This information is in reference to your memorandum received February 28, 1977 regarding additional copies of right of way plats and the Date of Acquisition for the unrecorded thirty foot right of way claimed for the remainder of Falls Road.

Four (4) copies each of right of way plats numbered 12374, 12375, 12392, 14351 through 14353 inclusive, 42496 and 43161.

As our memorandum dated February 17, 1977 indicated, we had exhausted all available records in this office, therefore, we would advise you to contact Mr. Paul Becker, Highway Statistics Section, for the date of initial construction by this Administration. In the absence of recorded right of way plats and/or property transfers, this would represent the approximate date this State highway came into existance.

RRB.

R. R. B.

RRB:LJ:ew

P.O. Box 717 / 300 West Preston Street, Baltimore, Maryland 21203

I-270

MD 189

Great Falls Rd.

Glen Rd

March 18, 1977

Miss Susan Hahn
1518 Ramblewood Road
Baltimore, Maryland 21239

Re: Highway Mileage - State

Dear Miss Hahn:

Pursuant to our telephone conversation, I am listing the following mileages from Alexandria, Virginia via the Capital Beltway, I-95 and the Baltimore Beltway to Liberty Road as requested.

1) I-95 (Capital Beltway) from Exit #1 in Virginia in a counter clockwise direction to Exit #26 (I-95) for a distance of 26.59 miles.

2) I-95 (Exit #26) on the Capital Beltway to I-695 (Exit #11) on the Baltimore Beltway for a distance of 22.40 miles.

3) I-695 from I-95 (Exit #11) to Liberty Road (Exit #18) for a distance of 8.70 miles.

Total Mileage - 57.69 miles

Trusting this is the information you desire, I remain

Very truly yours,

Clyde P. Hyatt, Chief
Records Statistics Section
Bureau of Highway Statistics

CPH:dah

December 2, 1976

MEMORANDUM

TO: Mr. David A. Halley
Asst. Resident Maintenance Engineer
Bestgate

FROM: Clyde P. Hyatt, Chief
Records Statistics Section

SUBJECT: Highway Mileage - State

In accordance with our telephone conversation, we are enclosing two (2) sets of the Anne Arundel County Metropolitan series maps and numerous copies of the reporting forms as requested.

In the event additional information is required, please advise.

CPH:daw

Enclosures

November 23, 1976

MEMORANDUM

TO: Mr. Edwin S. Crawford
Division of Transportation Planning & Development
Maryland DOT

FROM: Clyde P. Hyatt, Chief
Records Statistics Section
Bureau of Highway Statistics

SUBJECT: Highway Mileage - State

Reference is made to your memorandum of November 18, 1976 and our subsequent telephone conversation regarding Statewide VMT.

As requested, we are enclosing a tabulation of the VMT on the State Highway System from 1948 to 1975.

In the event additional information is required, please advise.

CPH:daw

Enclosures

Maryland Department of Transportation

Office of the Secretary

Marvin Mandel
Governor
Harry R. Hughes
Secretary

November 18, 1976

MEMORANDUM

TO: Clyde Hyatt
State Highway Administration

FROM: Edwin S. Crawford
Division of Transportation Planning
and Development

SUBJECT: Statewide VMT

I would appreciate your help in acquiring a consistent annual VMT series from 1960 to 1975 using the reproting period of June or July. To date, Van Clark supplied me with a series dated in December and the transportation safety group gave me the TA-1 prepared in either March, April, May or June. Is there any series which consistently uses a July 1 to June 30? Do the TA-1's go back to 1960? Does the reporting date differences affect the VMT trend to a noticeable degree, e.g. greater than five percent?

ESC:smi

1967

Post Office Box 8755, Baltimore-Washington International Airport, Maryland 21240, Telephone: 301 768-9520

Mr. John D. Bushby
District Engineer - District #6

November 10, 1976

Clyde P. Hyatt
Bureau of Highway Statistics

Highway Mileage - State

As per your recent telephone conversation with Mr. Bill Burton of this office, please find attached a list of contracts that require completion dates or current status.

CPH:WOB:daw

Attachment

Mr. Royce O. Robertson
District #7

November 3, 1976

Clyde P. Hyatt
Bureau of Highway Statistics

Highway Mileage - State

In response to our recent telephone conversation, please find attached 50, SHA 51.3-80 Forms for reporting State Road improvements after January 1, 1977.

CPH:WOB:daw

Attachments

October 28, 1976

Mr. Arnold Gardner
District Engineer
P.O. Box 160
Prince Frederick, Md. 20678

Re: Highway Mileage-State

Dear Sir,

As per our recent telephone conversation, attached please find a list of contracts that require completion dates or current status.

Sincerely yours,

William Burton
Engineering Associate IV
Bureau of Highway Statistics

WB:ss

MARYLAND
DEPARTMENT OF STATE PLANNING
301 WEST PRESTON STREET
BALTIMORE, MARYLAND 21201
TELEPHONE: 301-383-2451

MARVIN MANDEL
GOVERNOR

VLADIMIR A. WAHBE
SECRETARY OF STATE PLANNING

Hwy H. Cogl State

October 18, 1976

MEMORANDUM

TO: Addressees

FROM: Warren D. Hodges
Chief, State Clearinghouse

Marjorie R. Foley for Warren Hodges

SUBJECT: Concurrent Jurisdiction over Md. Rt. 175 at Intersection with Md. Rt. 713
Fort George G. Meade (Anne Arundel County)
State Clearinghouse Control #77-FSL-2
State Clearinghouse Contact: Marjorie R. Foley (373-2471)

The Board of Public Works approved the Governor's acceptance of above reference on October 8, 1976. See letter, copy attached, of October 11, 1976 which is forwarded for your information.

Encl.
Addressees

Attorney General Francis B. Burch
Secretary Robert J. Lally
Secretary Harry R. Hughes
County Executive Robert Pascal

SW

cc: Thomas Cloonan
Jerry White

State of Maryland

Board of Public Works

Annapolis, Maryland

October 11, 1976

Mr. Vladimir A. Wahbe
Secretary
Department of State Planning
301 West Preston Street
Baltimore, Maryland 21201

Dear Mr. Wahbe:

The Board of Public Works, at its meeting of October 8, 1976, approved a recommendation of the Department of State Planning authorizing the Governor to accept in the name of the State of Maryland the action proposed by the United States in connection with the designated Easement Area Number DACA 31-2-75-300.

The Secretary of the Army gave notice to Governor Mandel that the United States relinquishes and retrocedes to the State of Maryland concurrent legislative jurisdiction over a designated easement area, specifically Easement Number DACA 31-2-75-300 for Maryland Route 175, at Fort George G. Meade beginning at its intersection with Maryland Route 713.

The purpose of the retrocession of the exclusive legislative jurisdiction by the United States is so that the State of Maryland and the United States may exercise concurrent jurisdiction thereover with the State of Maryland sharing the responsibility for traffic control and law enforcement.

Thank you for your cooperation.

Very truly yours,

Andrew Heubeck, Jr.
Secretary

AH:cj

Maryland Department of Transportation

State Highway Administration

Harry R. Hughes
Secretary

Bernard M. Evans
Administrator

October 15, 1976

MEMORANDUM

TO: ALL DISTRICT ENGINEERS

FROM: Thomas L. Cloonan, Chief
Bureau of Highway Statistics

SUBJECT: Highway Mileage - State

We are enclosing the necessary forms, maps and instruction sheets for the purpose of reporting all additions, deletions and improvements to the State Highway System within your District for the calendar year ending December 31, 1976.

These reports are the basis for keeping our records of highway mileages, surface types and surface widths correct. They should include work performed by construction or maintenance, whereby either the type or width of the traffic-bearing surface is changed. The results of road exchanges and abandonments due to relocation should also be included. In addition, it will also be necessary to report shoulder types, widths and locations of any left turn lanes including length, width and type of same that have been constructed. Any road name changes that have occurred during the year should be noted on the improvement forms and on the attached maps. Sample copies of a map and Form HPS 20 are also enclosed for your guidance in supplying this office with the required data.

All forms and maps should be completed in duplicate, one to be sent to us as soon as possible after December 1, 1976; but no later than December 31, 1976, which is the deadline established by law. The duplicates are to be retained by you for your records.

During the month of August, Mr. Hyatt either visited or corresponded with you regarding a new system of reporting improvements within your District as they occurred. However, this will not become effective until January 1, 1977. Copies of the reporting forms are enclosed for this purpose (this will be the last year for reporting highway improvements in this manner). In the event additional forms are required, please contact this office.

Additional maps and forms for reporting improvements to County roads will be sent directly to the County Engineers.

Please return all completed forms and maps directly to this office.

TLC:CPH:daw
Enclosures

P.O. Box 717 / 300 West Preston Street, Baltimore, Maryland 21203

October 4, 1976

Mr. Slade Caltrider
District Engineer
Greenbelt Office

Re: Highway Mileage-State

Dear Sir,

As per our recent telephone conversation, attached please find a list of contracts that require completion dates or current status.

Sincerely yours,

William Burton
Engineering Associate
Bureau of Highway Statistics

WB:ss

September 10,1976

Mr. James P. Mason
Systems Director
Red Star Express Lines of Auburn, Inc.
24-50 Wright Avenue
Auburn, New York 13021

Re: Highway Mileage - State

Dear Mr. Mason:

In reply to your letter of September 2, 1976, we are enclosing the following mileage as requested.

1 - I-95 - from I-695 to Delaware State Line - 43.82 miles

2 - I-83 - from I-695 to Pennsylvania State Line - 23.34 miles

3 - I-695 - from I-95 to I-83 - 10.35 miles

In the event you have any other questions pertaining to this matter, please contact this office.

Very truly yours,

Clyde P. Hyatt
Chief, Records Statistics Section
Bureau of Highway Statistics

CPH:vh

RED STAR EXPRESS LINES
OF AUBURN, INC.

24-50 WRIGHT AVENUE
AUBURN, N. Y. 13021

TELEPHONE:
AREA CODE 315
AUBURN 253-2721

September 2, 1976

Mr. Clyde Pyers, Director
Division of Systems Planning
Maryland Dept. of Transportation
P. O. Box 8755, Balt, Int'l. Airport
Baltimore, Md. 21240

Dear Mr. Pyers:

We are validating some route mileages and ask for the help of your planning staff. Conventional road maps tend to get so "busy" that mileage points and figures become obscured, and secondly, lack authenticity.

Since individual states do inventory mileages, we will appreciate either the mileages (in tenths or hundredths) for the following junction to junction distances, or reference data which we can use to accurately calculate these distances:

	From Junction	On Route	To Junction
1.	DEL-MD Border	95-S	Jct 95 & 695
2.	MD-PENN Border	83 to 695-E	Jct 695 & 95

Thank you for your help, and a reply to my attention will be most appreciated.

Yours very truly,

RED STAR EXPRESS LINES

James P. Mason
Systems Director

JPM:mb

STATE HIGHWAY ADMINISTRATION

DISTRICT 6 OFFICE
LaVale, Maryland

August 20, 1976

MEMORANDUM

TO: Mr. Clyde P. Hyatt
Bureau of Highway Statistics

FROM: J. D. Bushby
District Engineer

SUBJECT: Highway Mileage - State

This office has reviewed the 'State Highway Improvement Report' which is now proposed to replace the HPS-20 report.

The report as presented should improve the present reporting system as improvements would be recorded as completed, providing an up-to-date inventory at all times.

It may be necessary at a later date to revise the proposed form to collect additional information. However, the present form should be sufficient to inaugurate the new system of reporting road improvements.

JDB:mef

DISTRICT 6 OFFICE
LaVale, Maryland

August 20, 1976

MEMORANDUM

TO: Mr. Clyde P. Hyatt
Bureau of Highway Statistics

FROM: J. D. Bushby
District Engineer

SUBJECT: Highway Mileage - State

This office has reviewed the 'State Highway Improvement Report' which is now proposed to replace the HPS-20 report.

The report as presented should improve the present reporting system as improvements would be recorded as completed, providing an up-to-date inventory at all times.

It may be necessary at a later date to revise the proposed form to collect additional information. However, the present form should be sufficient to inaugurate the new system of reporting road improvements.

JDB:mef

August 18, 1976

Mr. Donald R. Shapiro, President
Logistics Systems
60 William Street
Wellesley, Massachusetts 02181

Re: Highway Mileage - State

Dear Mr. Shapiro:

Reference is made to your correspondence of August 5, 1976 requesting highway mileage and specific route information for a Data Base of mileage used by trucking operators.

The figures that are indicated below represent the exact mileage from Exit 14 on the Harbor Tunnel Thruway to designated exits and/or route junctions but do not include interchange mileage on ramps.

TRIP 1 -

Harbor Tunnel Thruway Exit 14 to Exit 16		- 2.33 miles
Exit 16 to Exit 17		- 2.45 miles
Exit 17 to Exit 18		- 1.04 miles
On I-95 - Exit 18 to I-495		- 19.37 miles
On I-495 - I-95 to U.S. 50		- 8.01 miles
	Total	33.20 miles

TRIP 2 -

Harbor Tunnel Thruway Exit 14 to Md. 3		- 2.06 miles
On Md. 3 - I-895 to I-695		- 0.18 miles
On Md. 3 - I-695 to U.S. 50		- 19.39 miles
On U.S. 50 - U.S. 50 to I-495		- 7.77 miles
	Total	29.40 miles

Md. Route 3 is a good route for truck traffic, currently 17% of the traffic volumes are trucks. Prior to the opening of the connection from the Harbor Tunnel Thruway to I-95 south of Baltimore, 30% of the traffic volumes on Md. 3 were trucks. Although the improvement connecting to the Interstate resulted in a considerable diversion of truck traffic to I-95, we still consider 17 % a high volume of trucks on Md. 3.

The average driving speed on Md. 3 is approximately 53 MPH but certain sections within the Baltimore Urban area have restricted speed limits.

For your further information and use, we are attaching a highway distance map made specifically to compute mileage over the shortest or most direct Interstate, U.S. and State highway.

We hope the aforementioned is of some value to your project and if this Administration can be of further service, please do not hesitate to contact this office.

Very truly yours,

Thomas L. Cloonan, Chief
Bureau of Highway Statistics

TLC:daw
Attachment
cc: Mr. Bernard M. Evans

LOGISTICS SYSTEMS

August 5, 1976

Mr. Bernard Evans
Highway Administrator
Maryland Department of Transportation
State Highway Administration
Baltimore, MD 21201

Dear Mr. Evans:

We maintain a data base of highway mileages for use by trucking operators in finding the shortest routes and also for calculating their highway fuel use taxes. We have your 1976 Official Highway Map, and would like verification of the following mileages which seem to be in error.

TRIP I - Origin: Harbor Tunnel Thruway, Exit 14, east of Baltimore Highlands

On HTT	3 miles	to Exit 16
On HTT	2 miles	to Exit 17
On HTT	1 mile	to Exit 18
On I95	21 miles	to Jct. I95 & I495, north of College Pk.
On I495	8 miles	to Jct. I495 & U.S.50, south of New Carrollton
Total	35 miles	

TRIP 2 - Origin: Harbor Tunnel Thruway, Exit 14, east of Baltimore Highlands

On S.R.3	2 miles	to I695
On S.R.3	18 miles	to U.S.50
On U.S.50	8 miles	to Jct. I495 & U.S.50
Total	28 miles	

STATE HWY ADM

10 AUG 10: 47

60 WILLIAM ST., WELLESLEY, MASS. 02181, TELEPHONE 617-235-8620

-Are these mileages correct? Is it really much shorter to take S.R.3 ?

-Is S.R.3 a good road for tractor trailer trucks?

-What is the average driving speed on S.R.3?

Your attention to this matter will be greatly appreciated.

Sincerely,

Donald R. Shapiro
President

DRS:bb

Maryland Department of Transportation

State Highway Administration

Harry R. Hughes
Secretary

Bernard M. Evans
Administrator

PLEASE REPLY TO:
OFFICE OF DISTRICT ENGINEER
P. O. BOX 160
PRINCE FREDERICK, MARYLAND 20678

August 5, 1976

M E M O R A N D U M

TO: Mr. Clyde P. Hyatt
Bureau of Highway Statistics

FROM: Arnold L. Gardner
Highway District Engineer

SUBJECT: Highway Mileage - State

This is in reply to your memo dated August 3, 1976 concerning the above noted subject. Please be advised that this office is favorable to the new forms with only one comment. We would like to suggest that should changing the surface of shoulder areas from gravel to surface treatment be reported there should be a place on this form for shoulders.

If we can be of further assistance please advise.

ALG:JND:oek Arnold L. Gardner for

T[illegible] Bureau of Highway Statistics
Baltimore, Maryland

State Highway Administration of Maryland

STATE HIGHWAY IMPROVEMENT REPORT

Date 6/25/75

Co. Worcester

Route No. & Name Reloc. U.S. 113 (Snow Hill By-Pass)

Contract No. Wo-425-10-170

Description: From Md. 12 To Northeast of Snow Hill

Milepoint 11.82 Milepoint 14.30

(Use mile points from Highway Location Reference File)

Roadway Statistics

Surface type & Width 24' Bituminous Concrete

Shoulder type & Width 2-8' Mixed Bituminous

Median type & Width None

DRAFT COPY

Type of Construction				Square Yards
New Construction	☒	Add lane	☐	☒ + ☐ -
Resurface & Widen	☐	Rehabilitate	☐	34,918 Amount

Other

Abandoned sect of Road.

Completed 6/11/75

Submitted By J Doe

Note: In the event a bridge is located on the subject road, a Bridge Sheet Form HPS-5 should be attached.

Mr. William K. Lee, III
District Engineer - District #1

August 3, 1976

Clyde P. Hyatt
Bureau of Highway Statistics

Highway Mileage - State

Attached is a draft copy of a form for reporting improvements to the State Highway System that may occur in your District. This form is to replace the Annual Road Improvement Report (HPS-20) that you normally submit to this office at the end of the calendar year. It is the intent for all Districts to report their improvements when completed to this office so that a new inventory may be obtained and the corrected data input for computer update.

I believe you will find the draft self-explanatory and request that you review same and submit all comments and/or suggestions to the writer. If the comments are favorable, sufficient forms will be supplied and the procedure will go into effect January 1, 1977.

In the event you have any questions regardingthis matter, please contact this office. Your attention to the proposal at your earliest convenience will be appreciated.

CPH:daw

Attachment

Mr. John D. Bushby
District Engineer - District #6

August 3, 1976

Clyde P. Hyatt
Bureau of Highway Statistics

Highway Mileage - State

Attached is a draft copy of a form for reporting improvements to the State Highway System that may occur in your District. This form is to replace the Annual Road Improvement Report (HPS-20) that you normally submit to this office at the end of the calendar year. It is the intent for all Districts to report their improvements when completed to this office so that a new inventory may be obtained and the corrected data input for computer update.

I believe you will find the draft self-explanatory and request that you review same and submit all comments and/or suggestions to the writer. If the comments are favorable, sufficient forms will be supplied and the procedure will go into effect January 1, 1977.

In the event you have any questions regarding this matter, please contact this office. Your attention to the proposal at your earliest convenience will be appreciated.

CPH:daw

Attachment

Mr. Arnold L. Gardner
District Engineer - District #5

August 3, 1976

Clyde P. Hyatt
Bureau of Highway Statistics

Highway Mileage - State

Attached is a draft copy of a form for reporting improvements to the State Highway System that may occur in your District. This form is to replace the Annual Road Improvement Report (HPS-20) that you normally submit to this office at the end of the calendar year. It is the intent for all Districts to report their improvements when completed to this office so that a new inventory may be obtained and the corrected data input for computer update.

I believe you will find the draft self-explanatory and request that you review same and submit all comments and/or suggestions to the writer. If the comments are favorable, sufficient forms will be supplied and the procedure will go into effect January 1, 1977.

In the event you have any questions regarding this matter, please contact this office. Your attention to the proposal at your earliest convenience will be appreciated.

CPH:daw

Attachment

Hwy. Mi - Ac

January 16, 1976

Captain John Kaiser
Maryland State Police
3500 Forestville Road
Forestville, Maryland 20028

Dear Captain Kaiser:

In reply to your telephone request, this date, we are enclosing one copy of the BHS-9 Report as of January 1, 1975.

Should you require additional information, please contact us.

Very truly yours,

Clyde P. Hyatt, Chief
Records Statistics Section
Bureau of Highway Statistics

CPH:mt

Enclosure

December 10, 1975

Mr. John W. Erdman
Assistant Commissioner
Department of Transit and Traffic
City of Baltimore
414 N. Calvert St.,
Baltimore, Md. 21202

Dear Mr. Erdman:

Re: Mile Marker Designations - I-95

We have reviewed with interest your request for information on milepost location designations on I-95. It is felt that with proper co-ordination between the City and the State Highway Systems, a compatible system of location reference files can be achieved.

At this time we can supply you with information that is of somewhat limited nature, however, we will probably use the same information for mileposting the State's segments of I-95. As you may be aware, one of the results of the Western Prince Georges County Transportation Alternatives Study was to remove from consideration the proposed segment of I-95 between the Capital Beltway (I-495) and the District of Columbia Line. As a result of this, the Maryland Department of Transportation recommended that the alignment of I-95 be relocated around I-495. Thus Maryland's portion of I-95 would begin at the Virginia State Line (on the Woodrow Wilson Bridge), travel counterclockwise around the beltway to the junction of I-95 and I-495, and then proceed northerly on existing I-95. Needless to say, I-95 and I-495 will run concurrently along the subject portion of highway, similar to the concurrent portion of I-83 and I-695. At this time, however, we believe the subject portion of highway will remain posted as I-495.

We have petitioned to both the American Association of State Highway and Transportation Officials and the Federal Highway Administration for approval of this realignment of I-95, and feel their approval is imminent.

If it is acceptable to the City then the following information should be used by the City for mile marker designations:

Route I-95	Milepoint	Description	Cumulative
Prince Georges County	0.00	from Md./Va. line	
	26.59	to I-495 & I-95	26.59
	0.00	from I-495 & I-95	
	8.02	to PG/HO Co. line	34.61
Howard County	0.00	from PG/HO Co. line	
	11.58	to HO/BA. Co. line	46.19
Baltimore County	0.00	from HO/BA. Co. line	
	3.65	to Balt. Co/Balt. City line	49.84

Therefore, the beginning milepost in the City would be 50 at 0.16 mi. east of the City/County line. We would appreciate it if you would let us know your ending milepost and its location so that this information can be used for mileposting the rest of I-95.

If any additional information is desired, please advise.

Very truly yours,

GB

Wm. E. Baumgaertner, Chief
Traffic Studies Section
Bureau of Traffic Projects

WEB/wtr

c.c.: Mr. Thomas Nicks
Mr. C. Robert Shinham
Mr. Paul S. Jaworski
Mr. Thomas L. Cloonan

October 15, 1975

MEMORANDUM

TO: Mr. William K. Lee, III
District Engineer - District #1

FROM: Thomas L. Cloonan, Chief
Bureau of Highway Statistics

SUBJECT: Highway Mileage - State

We are enclosing the necessary forms, maps and instruction sheets for the purpose of reporting all additions, deletions and improvements to the State Highway System within your district for the calendar year ending December 31, 1975.

These reports are the basis for keeping our records of highway mileages, surface types and surface widths correct. They are extremely vital and directly affect the allocation of maintenance funds to your district. They should include work performed by construction or maintenance whereby either the type or width of the traffic bearing surface is changed. The results of road exchanges and abandonment due to relocations should also be included. In addition, it will also be necessary to report shoulder types and widths and location of any left turn lanes, including length, width and type of same, that have been constructed. Any road name changes that have occurred during the year should be noted on the improvement forms and on the attached maps. Sample copies of a map and Form HPS-20 are also enclosed for your guidance in supplying this office with the required data. All forms and maps should be completed in duplicate, one to be sent to us as soon as possible after December 1, 1975, but no later than December 31, 1975 which is the deadline established by law, the duplicates are to be retained by you for your records.

Additional maps and forms for reporting improvements to county roads will be sent directly to the County Engineers.

Please return all completed forms and maps directly to this office.

TLC:daw
Enclosures

October 15, 1975

MEMORANDUM

TO: Mr. James M. Wright
District Engineer - District #2

FROM: Thomas L. Cloonan, Chief
Bureau of Highway Statistics

SUBJECT: Highway Mileage - State

We are enclosing the necessary forms, maps and instruction sheets for the purpose of reporting all additions, deletions and improvements to the State Highway System within your district for the calendar year ending December 31, 1975.

These reports are the basis for keeping our records of highway mileages, surface types and surface widths correct. They are extremely vital and directly affect the allocation of maintenance funds to your district. They should include work performed by construction or maintenance whereby either the type or width of the traffic bearing surface is changed. The results of road exchanges and abandonment due to relocations should also be included. In addition, it will also be necessary to report shoulder types and widths and location of any left turn lanes, including length, width and type of same, that have been constructed. Any road name changes that have occurred during the year should be noted on the improvement forms and on the attached maps. Sample copies of a map and Form HPS-20 are also enclosed for your guidance in supplying this office with the required data. All forms and maps should be completed in duplicate, one to be sent to us as soon as possible after December 1, 1975, but no later than December 31, 1975 which is the deadline established by law, the duplicates are to be retained by you for your records.

Additional maps and forms for reporting improvements to county roads will be sent directly to the County Engineers.

Please return all completed forms and maps directly to this office.

TLC:daw
Enclosures

October 15, 1975

MEMORANDUM

TO: Mr. M. Slade Caltrider
District Engineer - District #3

FROM: Thomas L. Cloonan, Chief
Bureau of Highway Statistics

SUBJECT: Highway Mileage - State

We are enclosing the necessary forms, maps and instruction sheets for the purpose of reporting all additions, deletions and improvements to the State Highway System within your district for the calendar year ending December 31, 1975.

These reports are the basis for keeping our records of highway mileages, surface types and surface widths correct. They are extremely vital and directly affect the allocation of maintenance funds to your district. They should include work performed by construction or maintenance whereby either the type or width of the traffic bearing surface is changed. The results of road exchanges and abandonment due to relocations should also be included. In addition, it will also be necessary to report shoulder types and widths and location of any left turn lanes, including length, width and type of same, that have been constructed. Any road name changes that have occurred during the year should be noted on the improvement forms and on the attached maps. Sample copies of a map and Form HPS-20 are also enclosed for your guidance in supplying this office with the required data. All forms and maps should be completed in duplicate, one to be sent to us as soon as possible after December 1, 1975, but no later than December 31, 1975 which is the deadline established by law, the duplicates are to be retained by you for your records.

Additional maps and forms for reporting improvements to county roads will be sent directly to the County Engineers.

Please return all completed forms and maps directly to this office.

TLC:daw
Enclosures

October 15, 1975

MEMORANDUM

TO: Mr. Harry J. Pistel
District Engineer - District #4

FROM: Thomas L. Cloonan, Chief
Bureau of Highway Statistics

SUBJECT: Highway Mileage - State

We are enclosing the necessary forms, maps and instruction sheets for the purpose of reporting all additions, deletions and improvements to the State Highway System within your district for the calendar year ending December 31, 1975.

These reports are the basis for keeping our records of highway mileages, surface types and surface widths correct. They are extremely vital and directly affect the allocation of maintenance funds to your district. They should include work performed by construction or maintenance whereby either the type or width of the traffic bearing surface is changed. The results of road exchanges and abandonment due to relocations should also be included. In addition, it will also be necessary to report shoulder types and widths and location of any left turn lanes, including length, width and type of same, that have been constructed. Any road name changes that have occurred during the year should be noted on the improvement forms and on the attached maps. Sample copies of a map and Form HPS-20 are also enclosed for your guidance in supplying this office with the requested data. All forms and maps should be completed in duplicate, one to be sent to us as soon as possible after December 1, 1975, but no later than December 31, 1975 which is the deadline established by law, the duplicates are to be retained by you for your records.

Additional maps and forms for reporting improvements to county roads will be sent directly to the County Engineers.

Please return all completed forms and maps directly to this office.

TLC:daw
Enclosures

October 15, 1975

MEMORANDUM

TO: Mr. Arnold L. Gardner
District Engineer - District #5

FROM: Thomas L. Cloonan, Chief
Bureau of Highway Statistics

SUBJECT: Highway Mileage - State

We are enclosing the necessary forms, maps and instruction sheets for the purpose of reporting all additions, deletions and improvements to the State Highway System within your district for the calendar year ending December 31, 1975.

These reports are the basis for keeping our records of highway mileages, surface types and surface widths correct. They are extremely vital and directly affect the allocation of maintenance funds to your district. They should include work performed by construction or maintenance whereby either the type or width of the traffic bearing surface is changed. The results of road exchanges and abandonment due to relocations should also be included. In addition, it will also be necessary to report shoulder types and widths and location of any left turn lanes, including length, width and type of same, that have been constructed. Any road name changes that have occurred during the year should be noted on the improvement forms and on the attached maps. Sample copies of a map and Form HPS-20 are also enclosed for your guidance in supplying this office with the required data. All forms and maps should be completed in duplicate, one to be sent to us as soon as possible after December 1, 1975, but no later than December 31, 1975 which is the deadline established by law, the duplicates are to be retained by you for your records.

Additional maps and forms for reporting improvements to county roads will be sent directly to the County Engineers.

Please return all completed forms and maps directly to this office.

TLC:daw
Enclosures

October 15, 1975

MEMORANDUM

TO: Mr. John D. Bushby
District Engineer - District #6

FROM: Thomas L. Cloonan, Chief
Bureau of Highway Statistics

SUBJECT: Highway Mileage - State

We are enclosing the necessary forms, maps and instruction sheets for the purpose of reporting all additions, deletions and improvements to the State Highway System within your district for the calendar year ending December 31, 1975.

These reports are the basis for keeping our records of highway mileages, surface types and surface widths correct. They are extremely vital and directly affect the allocation of maintenance funds to your district. They should include work performed by construction or maintenance whereby either the type or width of the traffic bearing surface is changed. The results of road exchanges and abandonment due to relocations should also be included. In addition, it will also be necessary to report shoulder types and widths and location of any left turn lanes, including length, width and type of same, that have been constructed. Any road name changes that have occurred during the year should be noted on the improvement forms and on the attached maps. Sample copies of a map and Form HPS-20 are also enclosed for your guidance in supplying this office with the required data. All forms and maps should be completed in duplicate, one to be sent to us as soon as possible after December 1, 1975, but no later than December 31, 1975 which is the deadline established by law, the duplicates are to be retained by you for your records.

Additional maps and forms for reporting improvements to county roads will be sent directly to the County Engineers.

Please return all completed forms and maps directly to this office.

TLC:daw
Enclosures

November 4, 1975

1st Lieutenant H. G. Heiger
Commander, Central Accident Records Division
Maryland State Police
Pikesville, Maryland 21208

Dear Lieutenant Heiger: Re: Highway Mileage - State

In reply to your letter of October 31, 1975 to Mr. Thomas Cloonan, we are enclosing a copy of the State Highway Location Reference File as requested.

If we can be of any further service, please do not hesitate to contact us.

Very truly yours,

Clyde P. Hyatt, Chief
Records Statistics Section
Bureau of Highway Statistics

CPH:mt

Enclosure

STATE OF MARYLAND

MARVIN MANDEL
GOVERNOR

ROBERT J. LALLY
SECRETARY
PUBLIC SAFETY AND
CORRECTIONAL SERVICES

DEPARTMENT OF
PUBLIC SAFETY AND CORRECTIONAL SERVICES

MARYLAND STATE POLICE
PIKESVILLE, MARYLAND 21208
AREA CODE 301 486-3101

EDWIN R. TULLY
DEPUTY SECRETARY
FOR PUBLIC SAFETY

COLONEL THOMAS S. SMITH
SUPERINTENDENT
MARYLAND STATE POLICE

October 31, 1975

Mr. Thomas Cloonan, Chief
State Highway Administration
Road Location Division
State Highway Administration
300 W. Preston St.
Baltimore, MD 21201

Dear Mr. Cloonan:

It would be deeply appreciated if you would forward me the latest copy of the State Highway Location Reference File.

There is a definite need for this in my division and particularly in our Fatality Analysis File Section.

Your assistance in this matter would be much appreciated.

Sincerely,

H. J. Heiger

H. J. Heiger, 1st Lieutenant
Commander, Central Accident
Records Division

HJH:pw

September 19, 1975

Mr. Joseph Fanzone, Jr., Evaluator
State Alcohol Highway Safety Project
Department of Health and Mental Hygiene
Division of Alcoholism Control
201 W. Preston Street
Baltimore, Maryland 21201

Dear Mr. Fanzone: Re: Highway Mileage - State

For your information, we are attaching a tabulation showing Annual Vehicle Miles of Travel in Frederick and Prince Georges Counties on the Interstate and State Highway Administration Highway Systems for the years 1970 through 1974. We are also attaching two (2) publications from the Traffic Inventory Section indicating the percent of change for the first six (6) months of 1975 over 1974, and the daily and seasonal variation in traffic counts at selected sites.

We hope this data will be of help to you in your study design. If additional information is required or help in interpreting the attached documents, please contact us.

Very truly yours,

Clyde P. Hyatt, Chief
Records Statistics Section
Bureau of Highway Statistics

CPH;mt

Attachments

State of Maryland

DEPARTMENT OF HEALTH AND MENTAL HYGIENE

MENTAL HEALTH ADMINISTRATION

DIVISION OF ALCOHOLISM CONTROL

201 W. Preston St. 21201
BALTIMORE, MARYLAND - AREA CODE 301 - 383-4081, 4082

NEIL SOLOMON, M.D., PH.D.
SECRETARY

September 11, 1975

Mr. Clyde P. Hyatt
Bureau of Highway Statistics
State Highway Administration
Room 406, Jackson Towers
300 W. Preston Street
Baltimore, Maryland 21201

Dear Mr. Hyatt:

The Maryland Alcohol Highway Safety Project is currently involved in evaluating the effect of its activities upon the overall state traffic safety situation. The projected analysis concentrates on the counties of Frederick and Prince George's over the period June 1970 - June 1975, with a view toward examining the level of Project activity in the light of major measures of traffic and accident rates.

We understand that your Bureau compiles yearly statistics on the number of vehicle miles driven, by interstate and major highway, for each Maryland county. It would be most helpful to our efforts if your Bureau could supply us with figures for calendar years 1970 through 1974, and an estimate for the first half of 1975, for the counties of Frederick and Prince George's.

In prior discussions, you indicated that the annual figures are derived from a series of measurements which fix an average daily rate, which is then multiplied by 365. We would also be concerned with the estimated variability of the average daily rate; that is, how much error from the time value may possibly be involved in this estimate. We would appreciate it if you could include such estimates, when available, in the data you would send us.

As we complete our analysis, we will make available to your Bureau any results that might bear upon your areas of interest. We contemplate doing a bit more analytical work than our project design calls for, and you may find some of the spin-off results helpful.

If any questions or difficulties should arise in your office concerning this request, please do not hesitate to contact the Project. We stand ready to assist in any way we can in this task.

Thanks so much for your time and trouble in this matter of importance to the Project.

Sincerely,

Joseph Fanzone, Jr.

Joseph Fanzone, Jr.
Evaluator
State Alcohol Highway Safety Project

jf
cc: J. McNeal Wheatley

August 26, 1975

Mr. Paul Bertorelli
25 Summit Avenue
Hagerstown, Maryland 21740

Re: Highway Mileage - State

Dear Mr. Bertorelli:

In accordance with our telephone conversation of Monday, August 25, 1975, I am enclosing copies of the annual vehicle miles of travel on State highways for the years 1948 through 1974.

In the event you have any additional questions regarding this matter, please contact this office.

Very truly yours,

Clyde P. Hyatt, Chief
Records Statistics Section
Bureau of Highway Statistics

CPH:daw

Enclosures

August 25, 1975

Professor David Harrison, Jr.
Harvard University
Dept. of City and Regional Planning
Graduate School of Design
208 Gund Hall
Cambridge, Massachusetts 02138

Dear Professor Harrison: Re: Highway Mileage - State

Your letter of August 8, 1975 to Mr. F. Stanley Kinney, Chief, Bureau of Research was forwarded to this Bureau for disposition.

We are enclosing copies of various reports which contain, in part, the information requested on the miles of primary and secondary roads within the State of Maryland.

1. State Mileage Reports for Maryland by County for the years 1938 thru 1971.
2. Highway Mileage on State, County, and Municipal Systems by County and by Districts.for the years 1961 thru 1968. These tables segregate the State Highway System into the primary and secondary categories by rural and urban areas.

We are unable to furnish you with a breakdown of the mileage into the primary and secondary categories prior to the year 1960. If we can be of any further assistance regarding this submission, please contact this office.

Very truly yours,

Thomas L. Cloonan, Chief
Bureau of Highway Statistics

TLC:mt

Enclosures

STATE HIGHWAY ADMINISTRATION
P. O. Box 717 / 300 West Preston Street, Baltimore, Maryland 21203

MEMORANDUM

TO: Mr. Thomas L. Cloonan
Chief, Bureau of Highway Statistics

DATE: August 13, 1975

FROM: F. Stanley Kinney, Chief
Bureau of Research

PLEASE REPLY TO:
MATERIALS & RESEARCH
2323 WEST JOPPA ROAD
BROOKLANDVILLE, MARYLAND 21022

SUBJECT: Information Requested - Harvard University

Attached is copy of letter received from Professor David Harrison, Jr. of the Harvard University relative to information on miles of primary and secondary roads. This information is not available in this office and it is hoped you will be able to supply the necessary information.

If you can, please answer the letter direct with a copy to this office. Thank you for your cooperation.

FSK:ch
Enclosure
cc: Prof. David Harrison, Jr.

F. Stanley Kinney

SHA-20.0-1
9-7-72

HARVARD UNIVERSITY

DEPARTMENT OF CITY AND REGIONAL PLANNING
GRADUATE SCHOOL OF DESIGN

August 8, 1975

Mr. F. Stanley Kinney, Chief
Bureau of Research
Maryland Department of Transportation
Materials & Research
Joppa and Falls Road
Brooklandville, Maryland 21022

Dear Mr. Kinney:

A group of us at Harvard are engaged in an historical study of transportation and urban spatial structure. For this study, we need information on the miles of highway in major urban areas for dates as far back as the data is available. The Federal Highway Administration gave us your name as someone who would be able to help us.

Could you provide us with information on the miles of primary and secondary roads (separate figures if possible) by county for the following years (or as close to these as possible): 1915, 1922, 1927, 1932, 1937, 1942, 1947, 1952, 1957, 1962, 1967. We will be aggregating the county figures to obtain totals for each SMSA in each year. (We are using the 1950 SMSA definition for 1950 and earlier). Ideally, the necessary figures are contained in published reports which would be sent or xeroxed (which we could pay for). If it is easier for you, we could receive loan copies, xerox the pages we need here, and return the reports to you.

Thank you very much for your help, which is crucial for our study. Since we need to begin our empirical work quite soon, we would appreciate it if you could provide us with the data at your earliest convenience -- by August 30, if possible.

Sincerely,

David Harrison Jr.

David Harrison, Jr.
Assistant Professor

DH/lk

208 Gund Hall Cambridge, Massachusetts 02138 (617) 495-2571

State Mileage Report 1939 to 1971

SRC.	B-T 1	As of	Jan	1961
"	P-P 4	"	"	" 1962
"	" "	"	"	" 1963
"	" "	"	"	" 1964
"	" "	"	"	" 1965
"	" "	"	"	" 1966
"	" "	"	"	" 1967
SRC.	BHS-4	"	"	" 1968

August 14, 1975

Mr. Michael Yuhasz
200 Title Building
Baltimore, Maryland 21202

Dear Mr. Yuhasz: Re: Highway Mileage - State

In accordance with our telephone conversation, this date, we are enclosing a copy of State Roads Minutes under date of March 11, 1920 regarding the disposition of the Sparrows Point Road from the County to the State Roads Commission in accordance with Chapter 536 Acts of 1916.

Should you have any other questions regarding this submission, please do not hesitate to call this office.

Very truly yours,

Clyde P. Hyatt, Chief
Records Statistics Section
Bureau of Highway Statistics

CPH:mt

Enclosures

Mr. William A. Mangels
Room 209 - SHA

July 10, 1975

Mr. Thomas L. Cloonan, Chief
Bureau of Highway Statistics

Highway Mileage - State

In accordance with our telephone conversation of Wednesday, July 9, 1975, I am enclosing three (3) tabulations showing the annual vehicle miles of travel on State roads by county designation from 1948 through 1973.

In the event you have any questions regarding this submission, please advise.

mt

Enclosures

Hwy. Mileage - State

Mr. Clarence W. Taylor
Asst. District Engineer - District 1

April 23, 1975

Thomas L. Cloonan, Chief
Bureau of Highway Statistics

As requested by Tommy O'Neill, Bureau of Maintenance, please find attached a listing by county of the annual square yards of surfacing for District 1 for the past 8 years.

In event you should require additional years and/or information, please do not hesitate to advise.

TLC:daw

Attachment

Annual Square Yards of Surfacing - District #1

1974		1973	
Dorchester	2,073,781	Dorchester	2,077,924
Somerset	1,720,004	Somerset	1,714,349
Wicomico	2,753,675	Wicomico	2,687,119
Worcester	3,338,643	Worcester	3,232,515
Total	9,886,103	Total	9,711,907

1972		1971	
Dorchester	2,083,834	Dorchester	2,082,421
Somerset	1,720,157	Somerset	1,697,542
Wicomico	2,746,903	Wicomico	2,738,739
Worcester	3,298,187	Worcester	3,107,752
Total	9,849,081	Total	9,626,454

1970		1969	
Dorchester	2,045,121	Dorchester	2,017,156
Somerset	1,697,673	Somerset	1,697,699
Wicomico	2,738,739	Wicomico	2,736,891
Worcester	3,128,815	Worcester	3,142,103
Total	9,610,348	Total	9,593.849

1968		1967	
Dorchester	2,004,555	Dorchester	2,001,833
Somerset	1,704,774	Somerset	1,695,376
Wicomico	2,735,485	Wicomico	2,733,630
Worcester	3,142,103	Worcester	3,117,920
Total	9,586,917	Total	9,548,759

Hwy. Mileage - State

Mr. Robert J. Hajzyk, Director
Office of Planning and Preliminary
Engineering

April 21, 1975

Thomas L. Cloonan, Chief
Bureau of Highway Statistics

As per your request, please find attached listings as to the Federal and Off-System mileage separated as to state and county and the 1970 population and area for each of the 23 Maryland counties.

The mileage listed is based on 1973 data. We are currently in the process of tabulating the 1974 improvements and this information will be available by July 1st of this year.

For your information, the mileage listed does not take into consideration the municipal mileage which totals approximately 3,766 miles of which 1,886 are located within Baltimore City. Most of this mileage is Off-System and you may wish to consider same when deriving formulas for the distribution of Off-System funds.

When a final decision is made as to the necessary functions to make up your distribution formula, we could initiate an annual listing as to the mileages you would require.

TLC:daw

Attachments

County	SHA On System	SHA Off System	SHA Sub Total	County On System	County Off System	County Sub Total	Grand Total
Allegany	158.45	25.71	184.16	132.13	407.36	539.49	723.65
A. Arundel	259.79	71.57	331.36	103.82	1,118.74	1,222.56	1,553.92
Baltimore	351.63	25.61	377.24	428.61	1,697.81	2,126.42	2,503.66
Calvert	101.35	12.13	113.48	72.26	152.16	224.42	337.90
Caroline	146.85	8.39	155.24	283.58	176.34	459.92	615.16
Carroll	189.05	30.24	219.29	341.92	462.78	804.70	1,023.99
Cecil	188.02	22.16	210.18	168.00	310.67	478.67	688.85
Charles	219.40	16.23	235.63	139.10	238.22	377.32	612.95
Dorchester	135.28	7.03	142.31	309.26	243.69	552.95	695.26
Frederick	334.37	33.19	367.56	378.08	633.49	1,011.57	1,379.13
Garrett	140.58	24.52	165.10	316.07	374.17	690.24	855.34
Harford	248.48	18.43	266.91	255.37	466.64	722.01	988.92
Howard	163.06	15.78	178.84	131.70	355.56	487.26	666.10
Kent	152.62	21.76	174.38	103.27	129.88	233.15	407.53
Montgomery	349.24	20.23	369.47	294.48	1,249.80	1,544.28	1,913.75
P. Georges	326.08	24.44	350.52	181.13	1,017.25	1,198.38	1,548.90
Q. Annes	189.66	15.94	205.60	287.30	143.54	430.84	636.44
St. Marys	180.59	16.55	197.14	92.79	305.36	398.15	595.29
Somerset	88.68	13.40	102.08	187.98	139.91	327.89	429.97
Talbot	111.75	21.57	133.32	157.27	172.48	329.75	463.07
Washington	263.59	36.15	299.74	174.17	526.20	700.37	1,000.11
Wicomico	147.13	5.95	153.08	331.75	299.10	630.85	783.93
Worcester	172.66	20.91	193.57	221.38	256.84	478.22	671.79
Total	4,618.31	507.89	5,126.20	5,091.42	10,877.99	15,969.41	21,095.61

STATE HIGHWAY ADMINISTRATION
P. O. Box / 300 West Preston Street, Baltimore, Maryl 21203

MEMORANDUM

To: Mr. Thomas L. Cloonan

DATE: April 17, 1975

FROM: Mr. Robert C. Davison

SUBJECT: Maryland

As per your request, please find listed below the counties with the 1970 Census and Land Areas.

County	1970 Census	Land Area (Square Miles)
Allegany County	84,044	425.16
Anne Arundel County	297,539	419.90
Baltimore County	621,077	605.09
Calvert County	20,682	216.65
Caroline County	19,781	322.06
Carroll County	69,006	452.78
Cecil County	53,291	351.22
Charles County	47,678	457.78
Dorchester County	29,405	580.94
Frederick County	84,927	664.74
Garrett County	21,476	658.68
Harford County	115,378	442.75
Howard County	61,911	252.88
Kent County	16,146	283.36
Montgomery County	522,809	497.04
Prince Georges County	660,567	486.17
Queen Annes County	18,422	375.36
Saint Marys County	47,388	365.04
Somerset County	18,924	334.89
Talbot County	23,682	271.82
Washington County	103,829	458.47
Wicomico County	54,236	378.37
Worcester County	24,442	482.54

County	SHA Urban On System	SHA Urban Off System	SHA Sub Total	County Urban On System	County Urban Off System	County Sub Total	Urban Grand Total
Allegany	8.46	0.54	9.00	0.11	1.31	1.42	10.42
Anne Arundel	73.57	21.47	95.04	29.13	309.83	338.96	434.00
Baltimore	205.96	18.72	224.68	279.64	1,223.86	1,503.50	1,728.18
Carroll	2.73	0.35	3.08	---	---	---	3.08
Cecil	4.61	0.52	5.13	---	---	---	5.13
Dorchester	4.43	0.16	4.59	0.12	0.36	0.48	5.07
Frederick	4.42	0.49	4.91	---	---	---	4.91
Harford	8.13	1.21	9.34	---	---	---	9.34
Howard	46.17	4.86	51.03	22.31	86.40	108.71	159.74
Montgomery	268.42	7.39	275.81	212.99	1,068.50	1,281.49	1,557.30
Prince George's	286.86	23.26	310.12	152.93	946.72	1,099.65	1,409.77
Washington	9.53	0.25	9.78	2.47	20.74	23.21	32.99
Wicomico	5.57	0.02	5.59	---	0.11	0.11	5.70
Total	928.86	79.24	1,008.10	699.70	3,657.83	4,357.53	5,365.63

April 1, 1975

Mr. Thomas J. Ward
11411 Ashley Drive
Rockville, Maryland 20852

Re: Highway Mileage - State

Dear Mr. Ward:

Deputy Chief Engineer, Allen W. Tate has asked me to respond to your February 22nd correspondence concerning Md. Route 190, River Road. Please accept my apologies for the delay in responding, but in researching our records, we found that most of the requested information is not available through this Administration. We are, however, listing below all the information concerning dimensions, materials, etc. pertaining to this route that we could find.

9/1914	- D.C. Line to 3.14 west towards Seneca - construct 14' macadam roadway with 8" of material - previous type, earth - total cost $32,663
1915	- 3.14 west of D.C. Line for 1.22 miles toward Seneca - construct 12' macadam roadway with 8" of material - previous type, earth - cost unknown
1927 & 1929	- D.C. Line for 4.36 miles toward Seneca - construct 2-3' P.C. Concrete Headers, widened to 18' & 20', cost $48,403, previous type earth
7/1928	- From 4.36 miles west of D.C. Line for 1.19 miles - construct 18' P.C. concrete roadway - cost $54,510
6/1919	- From 5.55 miles west of D.C. Line for 1.89 miles - construct 14' macadam roadway with 3" materials - previous type earth - cost $17,252
4/1929	- From 7.44 miles west of D.C. Line for 2.01 miles to end of State maintenance - construct various sections 12', 14', 15' & 16' macadam roadway - previous type and cost unknown

7/1947 - North of Potomac towards Seneca for 3.38 miles - grade, drain, pave two lane highway with macadam

9/1949 - Potomac to Plummers Corners for 1.75 miles - widen and pave two lanes with macadam

5/1963 - D.C. Line to Winston Drive for 2.36 miles - grade, drain, rigid pave - 4 lanes highway

4/1963 - West of Winston Drive to Burdett Road for 1.71 miles - grade, drain & pave dual lane with rigid paving

6/1969 - Md. 191 to Md. 189 for 2.00 miles - resurface with bituminous concrete - two lanes

8/1971 - Md. 189 to 500' west of Admiral Way for 2.50 miles - resurface with bituminous concrete - two lanes

Due to the fact that the State Roads Commission was established by the Legislature in 1908, we would have no record prior to that date. We did find, however, that River Road was part of the first paving program which was started in 1912 and completed in 1915 with a total of 190 miles of completed paving. Prior to 1908, the Maryland Geological Survey was responsible for the highway system and it is suggested that you contact that agency located at The Johns Hopkins University, Baltimore, Maryland 21218. They have numerous reports and records concerning early highways. It is also recommended that you contact the Hall of Records in Annapolis and the Maryland Historical Society in Baltimore for information pertaining to associated, historically, significant landmarks near or adjacent to River Road.

We are sorry we are unable to answer all your questions but hope the above mentioned will be of some value to your project.

Very truly yours,

Thomas L. Cloonan, Chief
Bureau of Highway Statistics

TLC:daw

STATE HIGHWAY ADMINISTRATION

P. O. Box [redacted] / 300 West Preston Street, Baltimore, Maryla[redacted]21203

RECEIVED

MAR 11 1975

DEPUTY CHIEF ENGR. DEVELOPMENT

MEMORANDUM

TO: Mr. Allen W. Tate, Deputy Chief
Engineering Development

DATE: March 11, 1975

FROM: C. T. Richardson, Chief
Bureau of R/W Administration

SUBJECT: Maryland Route 190
Montgomery General File No. 60024

RECEIVED
MAR 14 1975
BUREAU OF R/W ADMINISTRATION
OFFICE OF REAL ESTATE

Transmitted herewith please find letter dated February 22, 1975 from Mr. Thomas J. Ward of Rockville, Maryland and memorandum dated February 27, 1975 from Mr. G. Donald Zebrauskas, which are self-explanatory.

We have reviewed Mr. Ward's request and it would appear that Engineering would be the appropriate Division for these inquiries.

With regards to the last question, pertaining to historical land marks, we would suggest that Mr. Ward contact the Hall of Records, St. Johns College, Annapolis, Maryland.

The writer will be available for additional information or your decision, regarding the completion of this request.

C. T. Richardson

C. T. R.

CTR:RRB:nb
cc: Mr. Richard R. Baker
Mr. G. Donald Zebrauskas

March 21, 1975 - Mr. Richardson:

I can't answer the questions. Try Tom Cloonan, Bureau of Highway Statistics.

AWT

RECEIVED
MAR 14 1975
2.35 pm
PLAT SECTION

SHA-20.0-1
9-7-72

STATE HIGHWAY ADMINISTRATION

P. O. Box 717 / 300 West Preston Street, Baltimore, Maryland 21203

MEMORANDUM

DATE February 27, 1975

TO Mr. Carroll T. Richardson, Chief
Bureau of Right of Way Administration

FROM Mr. G. Donald Zebrauskas, Assistant Chief
Right of Way District No. 3

SUBJECT River Road - Maryland Route 190

In accordance with our telephone conversation of February 25, 1975, attached hereto is a letter from Mr. Thomas J. Ward of Rockville, Maryland, which is self-explanatory. As is stated in the attached letter, Mr. Ward is desirous of obtaining historical information about River Road and represents an organization which is funded by the Montgomery County Planning Board and The National Endowment for the Arts.

As per our conversation, it would be appreciated if you would investigate the possibility of supplying the information as is outlined in Mr. Ward's letter. If this organization cannot supply same, please advise Mr. Ward of that situation. If you have any questions, or need additional information, please do not hesitate to contact me.

G. Donald Zebrauskas
Assistant Chief

Enclosure

GDZ:cad

cc: J. Francis Curran

SHA 20 (7)

Thomas J. Ward
11411 Ashley Drive
Rockville, Maryland
20852
February 22, 1975

Mr. Donald Cebrauskas
Office of Real Estate
9300 Kenilworth Avenue
Greenbelt, Maryland 20770

Dear Mr. Cebrauskas:

This letter ia a follow-up on our telephone discussion of February 21, 1975, regarding the voluntary research work I am conducting on River Road.

First, to establish the background of and authority for that task, I have enclosed a brochure, Sugarloaf Regional Trails, which identifies the organization, purpose and scope of the overall project of which my assignment is a small part.

I have been able, using documentation available in the public libraries, Montgomery Historical Society and other sources to obtain much of the collateral historical information with which River Road is associated. This includes pre-Colonial, Colonial and post-Colonial demogra hic, cultural and economic history. In addition, though I am not trained to grasp much of it, some of the geologic data about the area.

The most significant problem I have been unable to resolve relates to the apparant contradictions, bordering on outright dispute, as to when River Road came into existance and its location(s) at different periods of time. For example: one map, dated 1716 , shows it as Tehogee Indian Trail; land patents, such as "Friendship", in 1711, contains the statement that "...river road passes through Rider's farm to near Tennallytown", (note that the name is not capitalized); another map, published by Martinet and Bond's, prepared as a result of a county-wide survery, entered according to the Act of Congress of 1865, shows River Road from Tennallytown to Conrad's Ferry; and, another 4-part mapping effort dated 1833-1838, A New Map Of Maryland And Delaware, With Their Canals, Roads and Districts, shows what appears to be River Road as a stage road extending from White's Ferry easterly to Watts Branch and then northerly, with no indication of any other trail or road east of Watts toward the Georgetown area.

Other more minor questions are:

1) Why the concrete paving ends at Willard Road;

2) Why River Road does not appear from Sheppard Road to Edwards Ferry Road;

3) Why the existing right-of-way bypasses the old one in the vicinity west of Reddick Road to Hughes Road.

As I understand it, the law enacted for the building of River Road was passed by the Assembly in Extra Session in 1774, and that it was one of the first paved roads in the state. I realize, of course, that it could, and probably was in use, before legislation resulted in its official status and possibly name.

In short, what I need to the extent it is available is:

1) Officially recognized information as to the location(s), dimensions and construction methods and materials at key periods of time;

2) Reasons for major changes;

3) The locations, if any, of associated historically significant landmarks near or adjacent to it.

Any assistance you can provide will be appreciated and included in the bibliography forwarded with the study.

Sincerely,

Thomas J. Ward

Thomas J. Ward

March 19, 1975

Mr. Oscar E. Beck, Jr.
Insurance Services Office
of Maryland
First National Bank Bldg.
Light & Redwood Streets
Baltimore, Maryland 21202

Re: Highway Mileage - State

Dear Mr. Beck:

We are attaching a listing for new construction during the past five years for State Highways segregated by county, route and miles.

We hope this along with the other information we have forwarded will be of some assistance to your project.

Very truly yours,

Thomas L. Cloonan, Chief
Bureau of Highway Statistics

TLC:daw

Attachments

MEMORANDUM

TO: Mr. Clarence W. Taylor
Assistant District Engineer
District #1 - Salisbury

DATE: March 11, 1975

FROM: Clyde P. Hyatt, Chief
Records Statistics Section

SUBJECT: Highway Mileage - State

In response to your telephone conversation of Friday, March 7, 1975 regarding the maintenance jurisdiction of Md. Route 54, we wish to advise as follows:

According to our records, the State Highway Administration is responsible for the maintenance of Md. 54 from West Corporate limits of Delmar at the intersection of Waller Road, Easterly to U.S. 13. The section from U.S. 13 Easterly for 4.23 miles to a point .23 mile west of Melson Church Road is under the maintenance jurisdiction of the Delaware Highway Department. From that point easterly for a distance of 4.84 miles is maintained by the SHA of Maryland.

The two sections of road from U.S. 13 Easterly as described above are covered by minutes of the State Roads Commission under date of January 16, 1957. The section of road West of U.S. 13 through the Town of Delmar has been under the jurisdiction of the State Highway Administration for as far back as we can determine. Also, enclosed is a map segment indicating location of the road in question.

In the event you desire any additional information regarding this matter, please advise.

CPH:daw

Enclosure

Mr. L. E. McCarl
Deputy Chief Engineer
Operations

March 10, 1975

Thomas L. Cloonan, Chief
Bureau of Highway Statistics

Highway Mileage - State

As per your request, please find listed below the State highway mileage broken down by divided/non-divided and rural/urban. The urban mileage is based on the approved Federal Urban Areas which includes portions of Baltimore, Howard and Anne Arundel Counties within the Baltimore Urban Areas; Prince George's and Montgomery Counties within the Washington Urban Area and various municipalities such as Annapolis, Cumberland, Hagerstown, etc.

	Divided	Undivided	Total
Rural	650.54	3,516.24	4,166.78
Urban	473.64	556.27	1,029.91
Total	1,124.18	4,072.51	5,196.69

We are also attaching listings of the State of Maryland mileages as of 1/1/74. This data is usually available for each calendar year around July. When the 1975 mileage is completed we will forward a copy for your records.

TLC:daw

Enclosures

MEMORANDUM

TO: Mr. Murray F. Anderson
Highway Engineer - DOT

DATE: February 28, 1975

FROM: Clyde P. Hyatt, Chief
Records Statistics Section

SUBJECT: Highway Mileage - State

In accordance with your request, we are enclosing a tabulation indicating the miles of State highways that have been reconstructed or constructed on new locations in the Regional Planning Area.

You will note that there are no changes in Anne Arundel, Carroll, Harford and Howard Counties.

In the event there should be any additional information required regarding this matter, please advise.

CPH:daw

Enclosure

CAPACITY CHANGES IN THE STATE HIGHWAY SYSTEM
As of December 31, 1974

ROUTE	DESCRIPTION	NEW CONSTRUCTION ADDITIONAL LANES	NEW CONSTRUCTION MILEAGE	RECONSTRUCTION ADDITIONAL LANES	RECONSTRUCTION MILEAGE
Anne Arundel	None				
Md. 702	Md. 695 to Co. 4758 Old Eastern Ave.	4 (12')	1.73		
		3 (12')	0.28		
		2 (12')	0.02		
U.S. 140	Gwynns Falls to Straw Hat Rd.			1 (11')	0.24
Md. 146	Md. 45 York Rd. to Co. 1364 Allegany Ave.			3 (12')	0.03
	Co. 1364 Allegany Ave. to Investment Pl.			2 (12')	0.06
	Investment Pl. to 0.13 Mi. N. of Investment Pl.			2 (12')	0.13
Carroll	None				
Harford	None				
Howard	None				

CAPACITY CHANGES ON THE STATE HIGHWAY SYSTEM
As of December 31, 1974

Route	Description	New Construction: Additional Lanes	New Construction: Mileage	Reconstruction: Additional Lanes	Reconstruction: Mileage
Zone Around:	None				
Rte. 702	Rd. 695 to Co. 4353 Old Beacon Ave.	4 (12')	1.72		
		3 (12')	0.26		
		2 (12')(	0.02		
U.S. 140	Cypress Falls to Stone Mat Rd.			1 (11')	0.74
Rte. 144	Rd. 47 York Rd. to Co. 1354 Allenby Ave.			3 (12')	0.85
	Co. 1354 Allenby Ave. to Invernesse Pl.			2 (12')	0.06
	Invernesse Pl. to 0.12 mi. N. of Invernesse Pl.			2 (12')	0.12
Carroll	None				
Harford	None				
Howard	None				

Figures revised by
Paul Becker.

4/28/75

Highway Mu-State

February 28, 1975

The Honorable R. Clayton Mitchell
House of Delegates
New House Office Building
Annapolis, Maryland 21401

Hwy Mileage - State

Dear Delegate Mitchell:

In reply to your question of February 26, 1975 in the Annapolis House Building, please be advised of the following:

Mileage and Lane Mileage Maintained by the SHA

Mileage	Lane Mileage
5,159	13,974

Under Construction

Mileage	Lane Mileage
141	398

Estimated to be completed by 7/1/75

Mileage	Lane Mileage
70	188

Projected to be awarded by 7/1/75

Mileage	Lane Mileage
48	98

Net projected to be under construction by 7/1/75

Mileage	Lane Mileage
119	308

We hope this information satisfies your inquiry and if we can be of any further service, please do not hesitate to advise.

Very truly yours,

ORIGINAL SIGNED BY
BERNARD M. EVANS

Bernard M. Evans
State Highway Administrator

CC: Thomas L. Cloonan

STATE HIGHWAY ADMINISTRATION
P. O. Box 717 / 300 West Preston Street, Baltimore, Maryland 21203

MEMORANDUM

TO: Mr. Patrick H. Dionne, Director
Office of Administration

DATE: February 27, 1975

FROM: Thomas L. Cloonan, Chief
Bureau of Highway Statistics

SUBJECT: Highway Mileage - State

As requested, please find attached the miles and lane miles maintained by the State Highway Administration. We have taken the liberty of various breakdowns for which you may wish to manipulate as necessary or to best suit your purpose.

You may also be advised that the listed mileage as of 1/1/74 are actual figures verified by plans, field inventory, etc. The projected mileage to 1/1/75 was reported by the various District Engineers in April, 1974. The mileage under construction was extracted from the Monthly Construction Progress Report and the projected mileage to July 1, 1975 was extracted from the Project Status Report-Advertise. Of course, it is strictly a guess on the part of this office that these contracts will be awarded by that date.

I would also like to advise that of the total miles currently under construction, we found that 82 miles, accounting for 175 lane miles, were listed as resurfacing projects only, but this does not mean the districts are not doing additional rehabilitation such as shoulders, widening, etc.

Should you desire additional clarification concerning the attached, please do not hesitate to advise.

TLC:daw

Attachment

Mr. Patrick H. Dionne, Director
Office of Administration

February 27, 1975

Thomas L. Cloonan, Chief
Bureau of Highway Statistics

Highway Mileage - State

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Should you desire additional clarification concerning the attached, please do not hesitate to advise.

TLC:daw

Attachment

Repo[illegible] your [illegible] for 2/24/75 in Annapolis H.B.
letter to Mitchell
Containing info

Mileage and Lane Mileage Maintained by the SHA
(Exclusive of Toll Facilities)

~~As of 1-1-74~~

	Mileage	Lane Mileage
	5,127	13,840
~~Toll Facilities~~	70	322
~~Total~~	5,197	14,162

~~Projected to 1-1-75~~

	Mileage	Lane Mileage
	5,159	13,974
~~Toll Facilities~~	70	322
~~Total~~	5,229	14,296

Under Construction 7-1-75

Mileage	Lane Mileage
182	487

To be completed by 7/1/75

Projected to be Awarded by July 1, 1975

Mileage	Lane Mileage
22	55

Not projected to be under const on 7/1/75

Mr. Patrick H. Dionne, Director
Office of Administration

February 27, 1975

Thomas L. Cloonan, Chief
Bureau of Highway Statistics

Highway Mileage - State

As requested, please find attached the miles and lane miles maintained by the State Highway Administration. We have taken the liberty of various breakdowns for which you may wish to manipulate as necessary or to best suit your purpose.

You may also be advised that the listed mileage as of 1/1/74 are actual figures verified by plans, field inventory, etc. The projected mileage to 1/1/75 was reported by the various District Engineers in April, 1974. The mileage under construction was extracted from the Monthly Construction Progress Report and the projected mileage to July 1, 1975 was extracted from the Project Status Report-Advertise. Of course, it is strictly a guess on the part of this office that these contracts will be awarded by that date.

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Should you desire additional clarification concerning the attached, please do not hesitate to advise.

TLC:daw

Attachment

Mileage and Lane Mileage Maintained by the SHA

As of 1-1-74

	Mileage	Lane Mileage
	5,127	13,840
Toll Facilities	70	322
Total	5,197	14,162

Projected to 1-1-75

	Mileage	Lane Mileage
	5,159	13,974
Toll Facilities	70	322
Total	5,229	14,296

Under Construction

Mileage	Lane Mileage
182	487

Projected to be Awarded by July 1, 1975

Mileage	Lane Mileage
22	55

February 19, 1975

Mr. Nolan Danchik
Centers for Study
354 Hungerford Drive
Rockville, Maryland 20850

Re: Traffic Data
Your Project #AW-074-154-046

Dear Mr. Danchik:

In regard to your recent request for average daily traffic on US 50, I-70, and I-270 for 1969 through 1974 (1974 not available at present), we wish to advise as follows:

	1969	1970	1971	1972	1973
US 50 - Prince George's County line to Md 2	22,200	24,500	26,400	28,000	29,300
I-70 - Howard County line to Baltimore City line	7,800	11,300	15,400	17,400	18,100
I-70 - Washington County line to I-270 & US 40 - Frederick	13,400	16,200	18,200	20,500	22,800
I-270 - I-70 in Frederick to Montgomery County line	18,200	19,400	20,900	21,900	23,100
I-70 - Carroll County line to Baltimore City line	13,400	17,400	19,400	22,400	23,700
US 50 - D.C. line to Anne Arundel County line	50,600	53,300	55,900	58,600	61,300

We trust this is the information desired.

Very truly yours,

Bureau of Traffic Engineering

/s/ B. L. STEWART

Bernard L. Stewart, Chief
Traffic Inventory Section

BLS:cmt
cc: Mr. T. L. Cloonan
Mr. P. S. Jaworski
Mr. E. T. Paulis, Jr.

File
Hwy mileage (State)

centers for study
354 HUNGERFORD DRIVE · ROCKVILLE, MARYLAND 20850 · (301) 762-8593

November 21, 1974

Mr. Tom Cloonan
Chief, Bureau of Highway Statistics
Maryland Department of Transportation
State Highway Administration
1123 North Eutaw Street
Baltimore, Maryland 21201

Dear Mr. Cloonan:

The enclosed list of portions of roads have been selected for initial analysis. As I mentioned in conversation with you, I know the geometric makeup of these roads from the computer printout you gave me when I was in Baltimore. I do not, however, know about any changes in the geometrics of these roads.

We will be examining accident data from 1969-1973 and I will need to know what, if any, changes occurred on these roads in this time frame.

Thank you for your help. If you have any questions please call me.

Sincerely,

Nolan K Danchik

Nolan Danchik

ND/ea
cc: Gene Baumgartner

County	Road	Milepost*	
Anne Arundel	U.S. 50	0 - 12.51	AS TABBED
Baltimore	I70N	0 - 4.70	AS TABBED
Cecil	I95	0 - 18.49	WAS 2-24'I NOW 2-36'I DATE 12-1-72 LET 244'I 1.98-2-36'I
Frederick	I70	0 - 14.68	AS TABBED
	I70S (270)	0 - 10.11	AS TABBED DATE 12-1-72
Harford	I95	0 - 18.34	WAS 2-24'I NOW 2-36'I 17.92 TO 17.34 2-39'I
Howard	I70N	0 - 19.53	AS TABBED
Prince George	U.S.50	0 - 14.37	AS TABBED STARTED 12-1-72 11-2-73
Frederick	I70N	0 - 14.50	6.04 TO 12.58 NOW 2-36 I

14.64
6.04
20.72

* Obtained from milepost data of Bureau of Highway Statistics

12.58
6.04
6.54

12.58 - 9.74 11-27-72
9.74 6.04 6-25-74 - 2-15-74

County	Road	Mile post	1969 TO 1972	12-1-72 To Present
Cecil	I-95	0.00 - 0.55	2-39'I 6 LANES	SAME
		0.55 - 1.89	2-24I 4 LANES	2-36'I 6 LANES
		1.89 - 1.98	162'I C.C 14 Toll Booths	244'I 14 Toll Booths
		1.98 - 18.49	2-24I 4 LANES	2-36'I 6 LANES
Harford	I-95	0.00 - 17.83	2-24'J 4 MK Lanes	2-36'J 6 MK LANES
		17.83 - 17.93	1-31J RT 1-30J LT 2 lanes	2-36'J 6 MK LANES
		17.93 - 18.34	2-39'I 6 MK LANES	SAME

			1969	11-27-72 - 12-1973
Frederick	I-70N*	0.00 - 0.10	34'I RT-24I LT 5 MK Lanes	SAME
		0.10 - 0.29	36I RT-24'I LT 5 MK Lanes	"
		0.29 - 0.45	2-36'I 6 MK Lanes	"
		0.45 - 6.04	2-24'I 4 MK Lanes	"
		6.04 - 9.74	2-24'I 4 MK LANES	2-36'I 6 MK LANES
		9.74 - 12.58	2-24'I 4 MK Lanes	2-36I 6 MK Lane SAME
		12.58 - 14.50	2-24'I 4 MK LANES	SAME

During this time frame no changes have occurred to the following:

U.S. 50 0-12.51 Anne Arundel County
I 70N* 0-4.70 Baltimore County
I 70 0-14.68 Frederick
I 270 0-10.11 Frederick
I 70N* 0-19.53 Howard
US 50 0-14.37 Prince Georges

* I 70N is now labbed as I-70

County	Route	Milepoint	Description	Surface Type & Width	Lanes	Completion Date
Cecil	I-95	0.55 18.49	0.55 Mi. East of Harford Co. Line Delaware State Line	2-36' Bituminous Conc.	6	12-1-72
Harford	I-95	0.00 17.93	Baltimore Co. Line 0.41 Mi. West of Cecil Co. Line	2-36' Portland Cement	6	12-1-72
Frederick	I-70	6.04 9.74	0.50 Mi. East of Ijamsville Rd. 0.58 Mi. East of Md. 75	2-36' Bituminous Conc.	6	12-1-73
	I-70	9.74 12.58	0.58 Mi. East of Md. 75 0.34 Mi. West of B & O R/R	2-36' Bituminous Conc.	6	11-27-72

November 12, 1974

Mr. Philip Felts
Jacob & Goldstein
222 Blaustein Building
Baltimore, Maryland 21201

Re: Highway Mileage - State

Dear Mr. Felts:

In regard to your telephone conversation with Mr. Edward Davis of this office, we wish to advise as follows:

Md. 175, Annapolis Road, through the Town of Odenton is a State highway.

Should there be any additional information required regarding this matter, please advise.

Very truly yours,

Clyde P. Hyatt, Chief
Records Statistics Section

CPH:dn

October 9, 1974

Mr. William K. Lee, III
District Engineer
District #1
P. O. Box 751
Salisbury, Maryland 21801

Dear Mr. Lee: Re: Highway Mileage - State

We are enclosing the necessary forms, maps and instruction sheets for the purpose of reporting all additions, deletions and improvements to the State Highway System within your district for the calendar year ending December 31, 1974.

These reports are the basis for keeping our records of highway mileages, surface types and surface widths correct. They are extremely vital and directly affect the allocation of maintenance funds to your district. They should include work performed by construction or maintenance whereby either the type or width of the traffic bearing surface is changed. The results of road exchanges and abandonment due to relocations should also be included. In addition, it will also be necessary to report shoulder types and widths and location of any left turn lanes, including length, width and type of same, that have been constructed. Any road name changes that have occurred during the year should be noted on the improvement forms and on the attached maps. Sample copies of a map and form H.P.S.-20 are also enclosed for your guidance in supplying this office with the required data. All forms and maps should be completed in duplicate, one to be sent to us as soon as possible after December 1, 1974, but no later than December 31, 1974, which is the deadline established by law, the duplicates are to be retained by you for your records.

Additional maps and forms for reporting improvements to county roads will be sent directly to the County Engineers.

Please return all completed forms and maps directly to this office.

Very truly yours,

Thomas L. Cloonan, Chief
Bureau of Highway Statistics

TLC:mt

Enclosures

October 9, 1974

Mr. James M. Wright
District Engineer
District #2
Chestertown, Maryland 21620

Dear Mr. Wright: Re: Highway Mileage - State

We are enclosing the necessary forms, maps and instruction sheets for the purpose of reporting all additions, deletions and improvements to the State Highway System within your district for the calendar year ending December 31, 1974.

These reports are the basis for keeping our records of highway mileages, surface types and surface widths correct. They are extremely vital and directly affect the allocation of maintenance funds to your district. They should include work performed by construction or maintenance whereby either the type or width of the traffic bearing surface is changed. The results of road exchanges and abandonment due to relocations should also be included. In addition, it will also be necessary to report shoulder types and widths and location of any left turn lanes, including length, width and type of same, that have been constructed. Any road name changes that have occurred during the year should be noted on the improvement forms and on the attached maps. Sample copies of a map and form H.P.S.-20 are also enclosed for your guidance in supplying this office with the required data. All forms and maps should be completed in duplicate, one to be sent to us as soon as possible after December 1, 1974, but no later than December 31, 1974, which is the deadline established by law, the duplicates are to be retained by you for your records.

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Very truly yours,

Thomas L. Cloonan, Chief
Bureau of Highway Statistics

TLC:mt

Enclosures

October 9, 1974

Mr. M. S. Caltrider
District Engineer
District #3
9300 Kenilworth Avenue
Greenbelt, Maryland 20770

Dear Mr. Caltrider: Re: Highway Mileage - State

We are enclosing the necessary forms, maps and instruction sheets for the purpose of reporting all additions, deletions and improvements to the State Highway System within your district for the calendar year ending December 31, 1974.

These reports are the basis for keeping our records of highway mileages, surface types and surface widths correct. They are extremely vital and directly affect the allocation of maintenance funds to your district. They should include work performed by construction or maintenance whereby either the type or width of the traffic bearing surface is changed. The results of road exchanges and abandonment due to relocations should also be included. In addition, it will also be necessary to report shoulder types and widths and location of any left turn lanes, including length, width and type of same, that have been constructed. Any road name changes that have occurred during the year should be noted on the improvement forms and on the attached maps. Sample copies of a map and form H.P.S.-20 are also enclosed for your guidance in supplying this office with the required data. All forms and maps should be completed in duplicate, one to be sent to us as soon as possible after December 1, 1974, but no later than December 31, 1974, which is the deadline established by law, the duplicates are to be retained by you for your records.

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Very truly yours,

Thomas L. Cloonan, Chief
Bureau of Highway Statistics

TLC·mt

Enclosures

October 9, 1974

Mr. Harry J. Pistel
District Engineer
District #4
Brooklandville, Maryland 21022

Dear Mr. Pistel: Re: Highway Mileage - State

We are enclosing the necessary forms, maps and instruction sheets for the purpose of reporting all additions, deletions and improvements to the State Highway System within your district for the calendar year ending December 31, 1974.

These reports are the basis for keeping our records of highway mileages, surface types and surface widths correct. They are extremely vital and directly affect the allocation of maintenance funds to your district. They should include work performed by construction or maintenance whereby either the type or width of the traffic bearing surface is changed. The results of road exchanges and abandonment due to relocations should also be included. In addition, it will also be necessary to report shoulder types and widths and location of any left turn lanes, including length, width and type of same, that have been constructed. Any road name changes that have occurred during the year should be noted on the improvement forms and on the attached maps. Sample copies of a map and form H.P.S.-20 are also enclosed for your guidance in supplying this office with the required data. All forms and maps should be completed in duplicate, one to be sent to us as soon as possible after December 1, 1974, but no later than December 31, 1974, which is the deadline established by law, the duplicates are to be retained by you for your records.

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Please return all completed forms and maps directly to this office.

Very truly yours,

Thomas L. Cloonan, Chief
Bureau of Highway Statistics

TLC:mt

Enclosures

October 9, 1974

Mr. A. L. Gardner
District Engineer
District #5
P. O. Box 160
Prince Frederick, Maryland 20678

Dear Mr. Gardner: Re: Highway Mileage - State

We are enclosing the necessary forms, maps and instruction sheets for the purpose of reporting all additions, deletions and improvements to the State Highway System within your district for the calendar year ending December 31, 1974.

These reports are the basis for keeping our records of highway mileages, surface types and surface widths correct. They are extremely vital and directly affect the allocation of maintenance funds to your district. They should include work performed by construction or maintenance whereby either the type or width of the traffic bearing surface is changed. The results of road exchanges and abandonment due to relocations should also be included. In addition, it will also be necessary to report shoulder types and widths and location of any left turn lanes, including length, width and type of same, that have been constructed. Any road name changes that have occurred during the year should be noted on the improvement forms and on the attached maps. Sample copies of a map and form H.P.S.-20 are also enclosed for your guidance in supplying this office with the required data. All forms and maps should be completed in duplicate, one to be sent to us as soon as possible after December 1, 1974, but no later than December 31, 1974, which is the deadline established by law, the duplicates are to be retained by you for your records.

Additional maps and forms for reporting improvements to county roads will be sent directly to the County Engineers.

Please return all completed forms and maps directly to this office.

Very truly yours,

Thomas L. Cloonan, Chief
Bureau of Highway Statistics

TLC:mt

Enclosures

October 9, 1974

Mr. J. D. Bushby
District Engineer
District #6
Cumberland, Maryland 21502

Dear Mr. Bushby: Re: Highway Mileage - State

We are enclosing the necessary forms, maps and instruction sheets for the purpose of reporting all additions, deletions and improvements to the State Highway System within your district for the calendar year ending December 31, 1974.

These reports are the basis for keeping our records of highway mileages, surface types and surface widths correct. They are extremely vital and directly affect the allocation of maintenance funds to your district. They should include work performed by construction or maintenance whereby either the type or width of the traffic bearing surface is changed. The results of road exchanges and abandonment due to relocations should also be included. In addition, it will also be necessary to report shoulder types and widths and location of any left turn lanes, including length, width and type of same, that have been constructed. Any road name changes that have occurred during the year should be noted on the improvement forms and on the attached maps. Sample copies of a map and form H.P.S.-20 are also enclosed for your guidance in supplying this office with the required data. All forms and maps should be completed in duplicate, one to be sent to us as soon as possible after December 1, 1974, but no later than December 31, 1974, which is the deadline established by law, the duplicates are to be retained by you for your records.

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Please return all completed forms and maps directly to this office.

Very truly yours,

Thomas L. Cloonan, Chief
Bureau of Highway Statistics

TLC:mt

Enclosures

October 9, 1974

Mr. Thomas G. Mohler
District Engineer
District #7
4 Locust Street
Frederick, Maryland 21701

Dear Mr. Mohler: Re: Highway Mileage - State

We are enclosing the necessary forms, maps and instruction sheets for the purpose of reporting all additions, deletions and improvements to the State Highway System within your district for the calendar year ending December 31, 1974.

These reports are the basis for keeping our records of highway mileages, surface types and surface widths correct. They are extremely vital and directly affect the allocation of maintenance funds to your district. They should include work performed by construction or maintenance whereby either the type or width of the traffic bearing surface is changed. The results of road exchanges and abandonment due to relocations should also be included. In addition, it will also be necessary to report shoulder types and widths and location of any left turn lanes, including length, width and type of same, that have been constructed. Any road name changes that have occurred during the year should be noted on the improvement forms and on the attached maps. Sample copies of a map and form H.P.S.-20 are also enclosed for your guidance in supplying this office with the required data. All forms and maps should be completed in duplicate, one to be sent to us as soon as possible after December 1, 1974, but no later than December 31, 1974, which is the deadline established by law, the duplicates are to be retained by you for your records.

Additional maps and forms for reporting improvements to county roads will be sent directly to the County Engineers.

Please return all completed forms and maps directly to this office.

Very truly yours,

Thomas L. Cloonan, Chief
Bureau of Highway Statistics

TLC:mt

Enclosures

September 17, 1974

Mr. Eugene Camponeschi, Chief
Bureau of Project Planning

Mr. Clyde P. Hyatt, Chief
Records Statistics Section

Highway Mileage - State
Baltimore/Washington Parkway

Attention: Mr. S. L. Helwig

As per your memorandum dated September 13, 1974, we are forwarding herewith one copy of the straight line inventory of the above mentioned highway.

CPH:PEB:dn
Enclosure

STATE HIGHWAY ADMINISTRATION

P. O. Box 717 / 300 West Preston Street, Baltimore, Maryland 21203

MEMORANDUM

TO: Mr. Clyde P. Hyatt
Records Statistic Section
Bureau of Highway Statistics

DATE: September 13, 1974

FROM: Eugene T. Camponeschi, Chief
Bureau of Project Planning

SUBJECT: Baltimore/Washington Parkway
Metropolitan Boulevard
Project Study Data

This is a request for straight line inventory data relative to the subject project. The limits of this project are from Monroe Street in Baltimore City to the Washington, D.C. Line. This data was discussed by phone with Paul Becker of your office.

Thank you for your cooperation in this matter.

Dodson
4338

by: S. L. Helwig
S. L. Helwig
Project Manager

ETC:SLH:bh

RECEIVED
SEP 16 19..
BUREAU OF HIGHWAY
STATISTICS

SHA-20.0-1
9-7-72

Mr. Clyde P. Hyatt
Records Statistic Section
Bureau of Highway Statistics

September 13, 1974

Eugene T. Camponeschi, Chief
Bureau of Project Planning

Baltimore/Washington Parkway
Metropolitan Boulevard
Project Study Data

This is a request for straight line inventory data relative to the subject project. The limits of this project are from Monroe Street in Baltimore City to the Washington, D.C. Line. This data was discussed by phone with Paul Becker of your office.

Thank you for your cooperation in this matter.

by: _____
S. L. Helwig
Project Manager

ETC:SLH:bh

August 29, 1974

Mr. John D. Bruck, Project Director
Rockville, Md.

Clyde P. Hyatt, Chief
Records Statistics Section

Highway Mileage - State

In accordance with your request, we are enclosing tabulations of the Master, Administrative, and Cross Section files for the State Highway for the year ended December 31, 1973.

We have also enclosed copies of the printout showing the A. D. T. on the State Highway System for the years 1971 through 1973.

Should you have any questions regarding this submission, please contact this office.

CPH:dn
Enclosures

Mr. George Hermes
Assistant Comptroller
Room 300 - SHA

Mr. Clyde P. Hyatt
Bureau of Highway Statistics

Highway Mileage - State

July 25, 1974

As requested we are attaching, for your information, a tabulation of the lane miles for divided and nondivided State maintained highways for the year ending January 1, 1974.

Should you have any questions regarding this submission, please contact this office.

mt

Attachments

Mr. George Hermes
Assistant Comptroller
Room 300 - SHA

Mr. Clyde P. Hyatt
Bureau of Highway Statistics

Highway Mileage - State

July 25, 1974

As requested we are attaching, for your information, a tabulation of the lane miles for divided and nondivided State maintained highways for the year ending January 1, 1974.

Should you have any questions regarding this submission, please contact this office.

mt

Attachments

Mr. Clarence W. Taylor
Assistant District Engineer
District #1 - Salisbury, Md.

July 12, 1974

Mr. Clyde P. Hyatt
Bureau of Highway Statistics

Highway Mileage - State

Pursuant to our telephone conversation of Tuesday July 9, 1974, we are enclosing a listing of the surface breaks and types on Md. 675 through the town of Princess Anne.

Should there be any questions regarding this submission, please advise.

mt

Enclosure

June 24, 1974

Mrs. Melinda Everett
Stottler Stagy and Associates
5809 Annapolis Road
Hyattsville, Maryland 20784

Re: Highway Mileage - State

Dear Mrs. Everett:

Pursuant to our telephone conversation on Friday, June 21, 1974, I am enclosing a listing of State highways in Queen Anne's County by election district.

Should there be any additional information required, please adivse.

Very truly yours,

Clyde P. Hyatt, Chief
Records Statistics Section

CPH:dn
Enclosures

April 16, 1974

Mr. Lee Dickinson
Department of Civil Engineering
University of Maryland
College Park, Maryland 20742

Dear Mr. Dickinson: Re: Highway Mileage - State

Pursuant to your recent telephone conversation, I am enclosing one copy each of forms SHA-BHA-4, SHA-BHA-4T, SHA-BHA-5, SHA-BHA-6 and SHA-BHS-9. Also enclosed is a copy of our Control Section Listings in sequence by county.

Should there be any questions regarding this submission, please contact this office.

Very truly yours,

Clyde P. Hyatt, Chief
Records Statistics Section
Bureau of Highway Statistics

CPH:mt

Enclosures

Mr. Murray F. Anderson
Highway Engineer
DOT

March 5, 1974

Mr. Clyde P. Hyatt
Bureau of Highway Statistics

Highway Mileage - State

In accordance with your request of February 4, 1974, we are enclosing a tabulation indicating the miles of state roads that have been reconstructed or constructed on new location in the regional planning area.

You will note that there were no changes in Baltimore, Carroll, or Harford County. The two sections of I-70N in Howard County have been completed as far as additional lanes are concerned, however, they have not been accepted for maintenance purposes.

Should there be any additional information required regarding this matter, please advise.

mt

Enclosure

CAPACITY CHANGES IN THE STATE HIGHWAY SYSTEM
As of December 31, 1973

ANNE ARUNDEL

ROUTE	DESCRIPTION	NEW CONSTRUCTION Additional Lanes	NEW CONSTRUCTION Mileage	RECONSTRUCTION Additional Lanes	RECONSTRUCTION Mileage
U.S. 50	Md. 2 to Log Inn Rd.	6	0.14	2 (12')	4.19
Md. 10	Bridge over Furnace Branch River			2 (10')	0.46
Md. 665	Chinquapin Round Rd. to 0.11 W. of Rosecrest			2 (1-10',1-12')	0.66
				2 (12')	0.27

BALTIMORE NONE

CARROLL NONE

HARFORD NONE

HOWARD

I-70N	*Portions of road W. of McKandree Rd. W. to east of Mortan Sta. Rd.			2 (12')	3.11
I-70N	*E. of Sand Hill Rd. westerly			2 (12')	[illegible]4

* REMARKS - Contracts approx. 95% complete, but portions of road open to traffic.

Maryland Department of Transportation

Office of the Secretary

Marvin Mandel
Governor
Harry R. Hughes
Secretary

February 4, 1974

Mr. Clyde P. Hyatt
Bureau of Highway Statistics
State Highway Administration
Jackson Towers, Room 400
1123 North Eutaw Street
Baltimore, Maryland 21201

Dear Clyde:

In compliance with the 1974 Unified Transportation Planning Program's surveillance activities which include continuously monitoring development changes, we wish to advise as follows.

The surveillance program items needed from your Bureau is all new State highway segments open to traffic and any widenings or other major improvements to existing highways for the calendar year of 1973. This includes the Regional Planning Area consisting of Anne Arundel, Baltimore, Carroll, Harford and Howard County.

Any State Highways that were abandoned or turned over to the Counties for maintenance purposes should be included in the above.

Please advise if any additional information is required.

Very truly yours,

Dennis Atkins
Assistant Director
Division of Systems Planning
and Development

Murray F. Anderson

Murray F. Anderson
Highway Engineer

DA/MA/lw

Post Office Box 8755, Baltimore-Washington International Airport, Maryland 21240, Telephone: 301 768-9520

February 11, 1974

Mrs. Lois J. Kenney
Economic Inventory Specialist
Dept. of Economic & Community Development
2525 Riva Road
Annapolis, Maryland 21401

Re: Highway Mileage - State

Dear Mrs. Kenney:

Regarding your correspondence of February 6, 1974, requesting an update as to the highway mileage text used in the Maryland Basic Plant Location Data publication, please be advised that as of January 1, 1974, we have 1,068 miles of primary highways of which 776 miles are divided. This office has no knowledge as to the railroads, airports, etc.

You will note a decrease in the above listed primary highway mileage. This was brought about by the adoption of a new Primary Highway System within Maryland with the formation of the Department of Transportation. May we suggest you use the principal highways shown on your map for the mileage. This would be 1,532 miles of principal highways of which 1,094 are divided.

Your corrected map will be forwarded directly by our Cartographic Section by your suggested date, and should you have any questions concerning this matter please do not hesitate to call.

Very truly yours,

Thomas L. Cloonan, Chief
Bureau of Highway Statistics

TLC:dn
cc: R.C. Davison

State of Maryland
Department of Economic & Community Development

William A. Pate, Director, Division of Economic Development
2525 Riva Road, Annapolis, Maryland 21401 • 301— 267-5514

Marvin Mandel
Governor

Edmond F. Rovner
Secretary

James F. Chmelik
Deputy Secretary

February 6, 1974

Mr. Thomas L. Cloonan
State Highway Administration
Department of Transportation
300 West Preston Street
Baltimore, Maryland 21201

Dear Mr. Cloonan:

In addition to updating the transportation map we discussed by telephone, I also need an update on some text information which is used with the map in our Maryland Basic Plant Location Data publication. This publication is currently being revised.

Please review page 14 of the enclosed publication and provide any corrections or additions that are necessary. In order to maintain a schedule for printing, I need this information by February 20, 1974.

Thank you for your cooperation in this project. If you have any questions, do not hesitate to call.

Sincerely,

Lois J. Kenney

Mrs. Lois J. Kenney
Economic Inventory Specialist

LJK:das
Enclosure

December 11, 1973

Mr. Bernard M. Evans
State Highway Administrator

Thomas L. Cloonan, Chief
Bureau of Highway Statistics

Highway Mileage - State

As per the request of Deputy Administrator, Friese, please find attached the miles and annual vehicle miles for the complete State Highway System broken down by counties and districts. This data is based on highway mileage and traffic as of January 1, 1973.

Data for fiscal year 1973 will be available after June 1, 1974.

TLC:dn
Attachment

COUNTY AND DISTRICT	TOTAL	ANNUAL VEHICLE MILES
Dorchester	143.62	136,418,648
Somerset	103.34	124,204,030
Wicomico	153.08	270,508,329
Worcester	193.57	224,008,857
District No. 1	593.61	755,139,864
Caroline	156.56	113,548,676
Cecil	210.18	297,301,362
Kent	174.38	95,135,501
Queen Annes	203.73	217,588,856
Talbot	133.32	199,639,196
District No. 2	878.17	923,213,591
Montgomery	374.00	2,181,401,926
Prince Georges	351.53	2,680,325,623
District No. 3	725.53	4,861,727,549
Baltimore	376.77	2,564,705,864
Harford	266.91	483,253,420
District No. 4	643.68	3,047,959,284
Anne Arundel	338.41	1,512,946,213
Calvert	113.48	117,336,775
Charles	235.63	286,792,395
Saint Marys	197.14	186,374,083
District No. 5	884.66	2,103,449,466
Allegany	177.78	352,990,093
Garrett	164.06	147,843,626
Washington	299.66	591,377,978
District No. 6	641.50	1,092,211,697
Carroll	233.95	291,711,537
Frederick	366.74	659,126,579
Howard	178.29	658,768,805
District No. 7	778.98	1,609,606,921
Sub-Total	5,146.13	14,393,308,372
Toll Facilities	71.37	859,290,774
Grand Total State-Wide	5,217.50	15,252,599,146

Mr. Thomas Hicks
Asst. Chief Engineer
Division of Traffic

Mr. Thomas Cloonan, Chief
Bureau of Highway Statistics

December 6, 1973

Highway Mileage - State

This Bureau is responsible for preparing a number of statistical tabulations requiring traffic data for the Federal Highway Administration and the State Highway Administration on an annual basis.

Our primary concern at this time is for the reports required by the State Highway Administration, whereby it is necessary that we acquire the average daily traffic for all state highways segregated by control sections and/or subsections in order to compute the vehicle miles of travel on a district basis. The vehicle miles of travel is one of two factors used in a formula for the purpose of determining the allocation of highway maintenance funds to the seven districts for the ensuing fiscal year.

In the past, Mr. Stewart has supplied us with the necessary traffic data in order for us to arrive at the vehicle miles of travel. It is my understanding, in talking with Mr. Stewart, that they are having some problems in getting the field data keypunched and inputed for computer manipulations. If this is the case I can foresee where we would have difficulty in making our suspense date of June 1, 1974 with the Federal and the State Highway Administrations.

My purpose in writing this memorandum is to request that you look into this matter in an effort to furnish us with the required information no later than April 1, 1974. This would then give us ample time to have the ADT coded, edited and tabulated for distribution by June 1, 1974.

Your cooperation in providing the required traffic data by the date mentioned above is imperative, and if this office can be of any assistance, please do not hesitate to advise us.

mt

cc: Mr. R. J. Hajzyk
Mr. B. L. Stewart

November 1, 1973

Mrs. Eileene Staub
Bureau of Highways
111 W. Chesapeake Avenue
Towson, Maryland 21204

Re: Highway Mileage - State

Dear Mrs. Staub:

Pursuant to our telephone conversation today, I am enclosing two copies of our Control Section Listings for the State Highway System. Also enclosed are maps of Baltimore County, which can be used with the Control Section Listings.

The listings for the OP roads are presently out of print, and I would suggest that you give the Health Department a Xerox copy of your listing.

Should there be any questions regarding this submission, please advise.

Very truly yours,

Clyde P. Hyatt, Chief
Records Statistics Section

CPH:dn
Enclosures

October 31, 1973

Dr. James McAslan
Assistant Clinical Director
University Hospital
22 So. Green Street
Baltimore, Maryland 21201

Re: Highway Mileage - State

Dear Dr. McAslan:

Pursuant to our telephone conversation today, I am enclosing a tabulation of the highway mileage on State, county, and municipal systems as of January 1, 1973. Also enclosed is an Official Highway Map of Maryland.

Should there be any questions regarding this submission, please contact us.

Very truly yours,

Clyde P. Hyatt, Chief
Records Statistics Section

CPH:dn
Enclosures

Maryland Department of Transportation

State Highway Administration

Harry R. Hughes
Secretary

Bernard M. Evans
Administrator

October 15, 1973

Letters sent to: See list on other side

Re: Highway Mileage - State

We are enclosing the necessary forms, maps and instruction sheets for the purpose of reporting all additions, deletions and improvements to the State Highway System within your district for the calendar year ending December 31, 1973.

These reports are the basis for keeping our records of highway mileages, surface types and surface widths correct. They are extremely vital and directly affect the allocation of maintenance funds to your district. They should include work performed by construction or maintenance whereby either the type or width of the traffic bearing surface is changed. The results of road exchanges and abandonments due to relocations should also be included. In addition, it will also be necessary to report shoulder types and widths, and locations of any left turn lanes, including length, width and type of same, that have been constructed. Any road name changes that have occurred during the year should be noted on the improvement forms and on the attached maps.

Additional maps and forms for reporting improvements to county roads will be sent directly to the County Engineer.

All forms and maps should be returned, no later than December 31, 1973, to Mr. Thomas L. Cloonan, Chief, Bureau of Highway Statistics, P. O. Box 717, Baltimore, Maryland - 21203.

Very truly yours,

Thomas L. Cloonan, Chief
Bureau of Highway Statistics

TLC:mt

Attachments

P.O. Box 717 / 300 West Preston Street, Baltimore, Maryland 21203

Mr. William K. Lee, III
District Engineer - District #1
P. O. Box 751
Salisbury, Md. 21801

Mr. James M. Wright
District Engineer - District #2
Chestertown, Md. 21620

Mr. M. S. Caltrider
District Engineer - District #3
9300 Kenilworth Avenue
Greenbelt, Md. 20770

Mr. Harry J. Pistel
District Engineer - District #4
Brooklandville, Md. 21022

Mr. Allen W. Tate
District Engineer - District #5
P. O. Box 160
Prince Frederick, Md. 20678

Mr. John D. Bushby
District Engineer - District #6
Cumberland, Md. 21502

Mr. Thomas G. Mohler
District Engineer - District #7
4 Locust Street
Frederick, Md. 21701

Mr. Eugene T. Camponeschi, Chief
Bureau of Project Planning

October 2, 1973

Attn.: Mr. Robert E. Reese

Thomas L. Cloonan, Chief
Bureau of Highway Statistics

Highway Mileage - State

With regard to your memo of September 26, requesting information on the road characteristics for Md. 115 from Md. 97 to Brown Station Road, please be advised that Md. 115 presently runs from Md. 28 to Md. 124 north of Emory Grove for a distance of 5.86 miles. We are attaching a copy of the Highway Data Bank cross section file, page 119, showing the existing conditions as to surface and shoulder width and type.

This office does not evaluate the highways as to conditions of the roadway. We suggest you contact the Bureau of Maintenance to obtain this information.

Should you have any questions concerning this submission, please do not hesitate to advise.

TLC:dn
Attachment

STATE HIGHWAY ADMINISTRATION

P. O. Box 717 / 300 West Preston Street, Baltimore, Maryland 21203

MEMORANDUM

TO: Mr. Thomas L. Cloonan, Chief
Bureau of Highway Statistics

DATE: September 26, 1973

FROM: Eugene T. Camponeschi, Chief
Bureau of Project Planning (per Robert Reese) E.T.C.

SUBJECT: Montgomery County - Maryland Route 115
From Maryland Route 97 to Brown Station Road

This office would appreciate the following information on Maryland Route 115 so that it may be incorporated into our Federal Aid data for preliminary engineering.

Type and width of surfacing
Type and width of shoulder
Overall condition of roadway

Page 119
Road Inventory Cross-Sect. F.6

ETC:RER:bh

RECEIVED
SEP 28 1973
BUREAU OF
HIGHWAY STATISTICS

SHA-20.0-1
9-7-72

September 26, 1973

Mr. Thomas L. Cloonan, Chief
Bureau of Highway Statistics

Eugene T. Camponeschi, Chief
Bureau of Project Planning (per Robert Reese)

Montgomery County - Maryland Route 115
From Maryland Route 97 to Brown Station Road

This office would appreciate the following information on Maryland Route 115 so that it may be incorporated into our Federal Aid data for preliminary engineering.

Type and width of surfacing
Type and width of shoulder
Overall condition of roadway

ETC:RER:bh

Mr. Eugene T. Camponeschi, Chief
Bureau of Project Planning
Room 500 - SHA

August 29, 1973

Mr. Thomas L. Cloonan, Chief
Bureau of Highway Statistics

Input for Federal-aid Programming

Attention: Mr. Foster T. Hoffman

In compliance with your request of August 24, 1973, we are forwarding the type and width of roadways and shoulders on various sections of state highways as outlined in your letter.

TLC:mt

Attachments

Highway Mileage State

STATE HIGHWAY ADMINISTRATION

MEMORANDUM

August 24, 1973

TO: Mr. Thomas Cloonan, Chief
Bureau of Highway Statistics

FROM: Eugene T. Camponeschi, Chief
Bureau of Project Planning

BY: Foster T. Hoffman Foster T. Hoffman

SUBJECT: Input for Federal Aid Programming

In reference to our conversation of August 24, 1973, I am requesting the type and width of roadway and shoulders on the following projects including the adjacent sections at each end of the project.

COUNTY	ROUTE NUMBER	DESCRIPTION
Anne Arundel	Md. 170	Md. Rte. 100 to begin divided highway south of Md. Rte. 3
Baltimore	Md. 146	Pot Spring Road to Mathews Bridge and approaches
Harford	Md. 136	Md. Rte. 624 to Md. Rte. 24
Caroline	Md. 404 (Reloc.)	West of Denton to Md. Rte. 16
Prince Georges	Md. 201	I-495 to U.S. Rte. 1 U.S 201 Terminates at Md 212
Frederick	Md. 75	1.1 mile north of Md. 80 to I-70N
Montgomery	Md. 118	Md. 355 to Clopper Road
Prince Georges	Md. 223	Md. Rte. 4 to Md. Rte. 5
Montgomery	Md. 28	0.2 mile west of I-70S Interchange to Muddy Branch Rd.
Montgomery	Md. 28	Muddy Branch Rd. to Md. Rte. 124
Prince Georges	Md. 381	Eagle Harbor Rd. to Md. Rte. 373 Extended to U.S. 301
Allegany	Md. 53	U.S. 220 south of Cresaptown to U.S. 48

If you have any questions concerning the above, please do not hesitate to call.

ETC:FTH:bh

STATE HIGHWAY ADMINISTRATION

MEMORANDUM

March 6, 1972

To: Mr. Thomas Hooper, Chief
Photogrammetric & Road Inventory Section

Attn: Robert E. Chapman, Chief
Bureau of Project Planning

Mr. Robert C. Holland

SUBJECT: Input for general file reprogramming

In reference to our conversation of March 6, 1972, I am requesting the type and which of roadway and shoulders on the following projects including the adjacent roadway on each end of the project.

PROJECT	PROJECT NUMBER	RECONSTRUCTION
Ann Arundel	No. 120	No. 120 to begin at Glen Burnie Parkway north of Md. 100. No. 3 not going west to Baltimore County, Md. approximately
Baltimore	No. 146	
Garrett	No. 15	No. 15 to Md. 135
Howard	No. 32 (Hilton.)	Part of Interchange to Md. 108. No. 32
Prince George	No. 202	I-495 to U.S. 50. I
Somerset	No. 413	I.C. 413 North of Md. 10 to I-95
Washington	No. 340	I-70 to Maryland Line
Prince George	No. 223	Md. 4 to Md. 337.
Anne Arundel	No. 100	0.7 Mile west of I-95 Interchange to Glen Burnie Bypass
Wicomico	No. 12	Salisbury Branch Md. to Md. 349
Prince George	No. 208	Branch Hyattsville Md. to Md. 193
Allegany	No. 53	Extended to U.S. 220 U.S. 220 south of Cresaptown to U.S. 40

If you have any questions concerning the above, please do not hesitate to call.

RCH: vmlsm

Mr. Eric Walbeck, Chief
Contracts and Controls Section
Room 510 - SHA

Mr. Clyde P. Hyatt
Bureau of Highway Statistics

August 22, 1973

Monthly Construction Progress Report

We are requesting that our Bureau remain on the mailing list to receive a copy of the old type Monthly Construction Progress Report.

It is important that we continue to receive this report, as there are a number of items contained therein that do not appear in the existing report, such as:

(1) Date work started
(2) Completed contracts and their dates of completion
(3) Dates projects were opened to traffic
(4) Time allowed for construction (working days)

The above information is presently included in our construction log, and will appear in our computer listings for historical purposes.

Your cooperation in this matter will be appreciated.

mt

April 19, 1973

Mr. Allen W. Tate, Dist. Engineer
District #5

Clyde P. Hyatt, Chief
Records Statistics Section

Highway Mileage - State

Pursuant to our telephone conversation of Wednesday, April 18, 1973, this is to advise that the section of road from the "T" intersection at Md. 2 and 749 running in a northerly direction is, and always has been, maintained by the State Highway Administration. State maintenance ends at approximately 0.10 mile north of Memorial Drive (Md. 749).

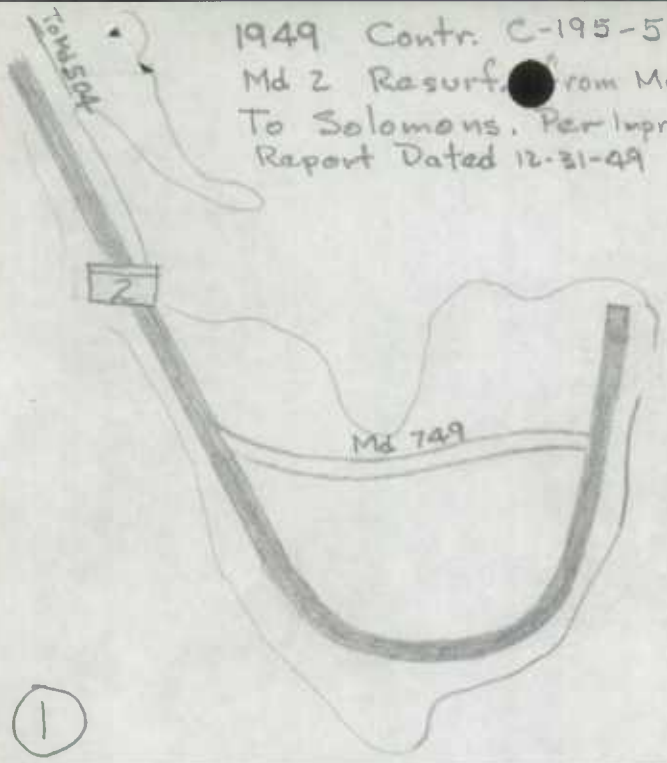
Transfers of roads in and out of the State system have occurred in this area on the old sections of Md. 2 and 749; however, the section in question, according to our records, has never been affected by any type of conveyance.

For your information we are enclosing sketches of the area on Solomons Island indicating the status of all roads from 1947 to date. In sketch #6, the area that is cross hatched (formerly County roads 60 and 132) is now in the State system and is shown on our Control Section listings as Md. 749.

Should there be any questions regarding this submission, please advise.

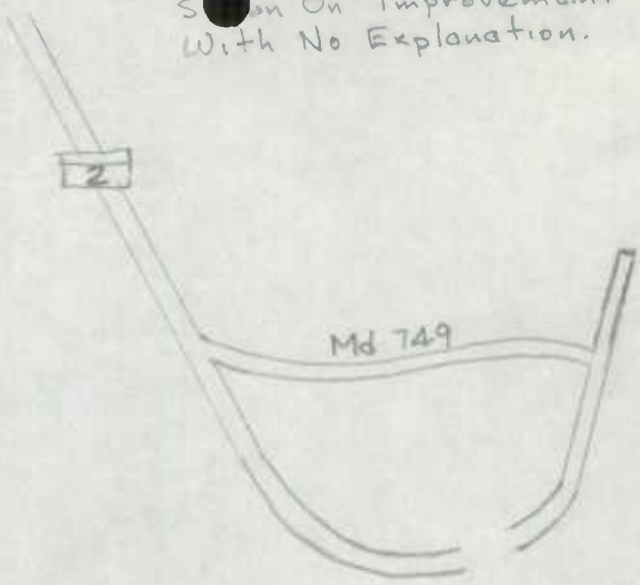
CPH:dn
Enclosures

1949 Contr. C-195-515
Md 2 Resurf[illegible] rom Md 504
To Solomons. Per Improvement
Report Dated 12-31-49



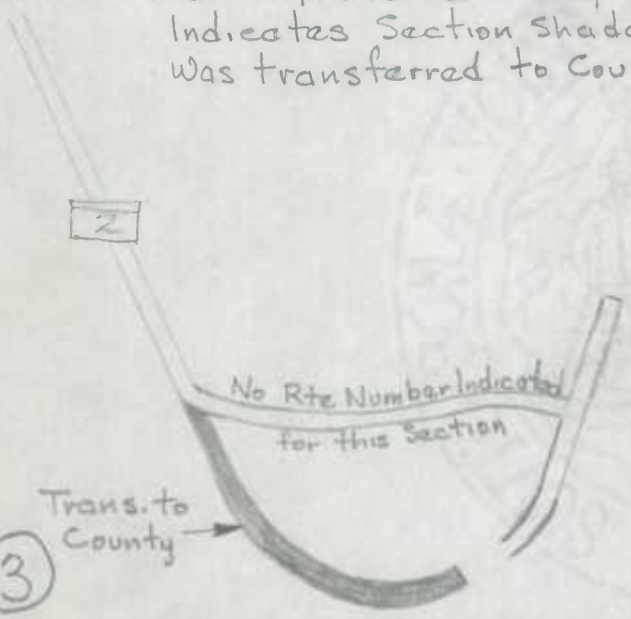
1

1953 A Break on Md 2 was
S[illegible]n On Improvement Map
With No Explanation.



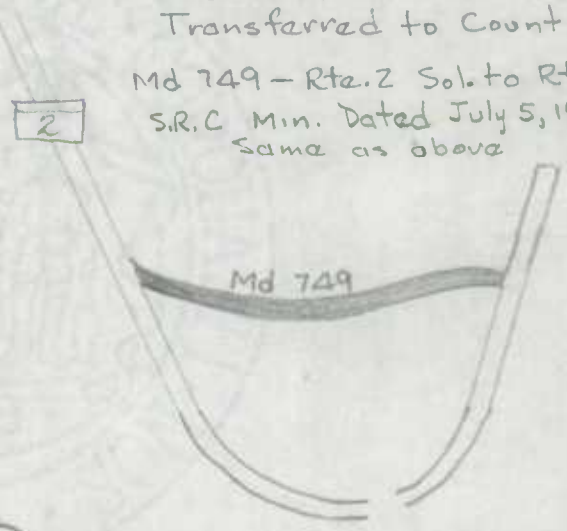
2

1956 Improvement Map
Indicates Section Shaded
Was transferred to County



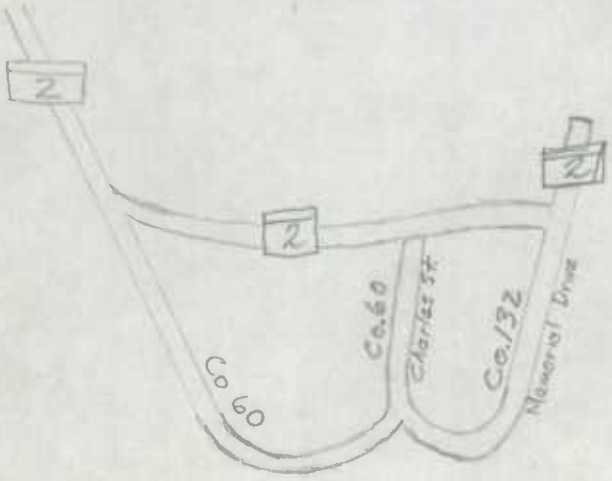
3

1957 Improvement map Shows the
Section of Road Shaded as being
Transferred to County.
Md 749 – Rte. 2 Sol. to Rte 2 (.34 mile)
S.R.C Min. Dated July 5, 1956 Indicates
Same as above



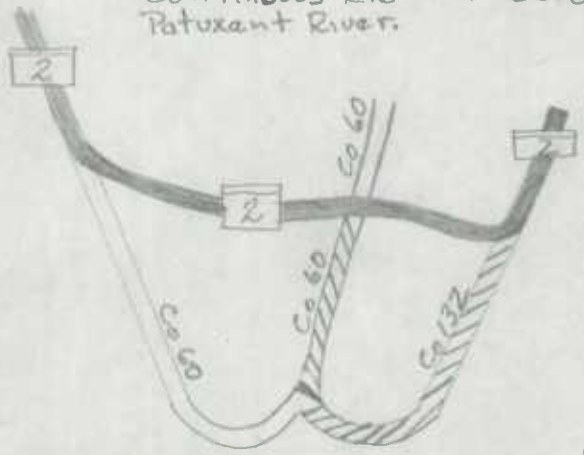
4

1959 State & Co Inventory Books
Show Rds as Shown below



5

1960 Improvement Map Shows Md 2 as A
Continuous Rte to a Rd end at the
Patuxent River.



9-25-1963 S.R.C. Min. Indicate transfer
of Part of Co 60 and All of Co 132 to
State System (Shown on Above diagram as
▨) and Now Called Md 749

6

Mr. Robert J. Hajzyk, Chief
Office of Planning and
Preliminary Engineering

Mr. Clyde P. Hyatt
Bureau of Highway Statistics

August 16, 1973

Highway Mileage - Vehicle Miles of Travel

Enclosed are tabulations of the State Primary and Secondary Highway Systems indicating the mileage by County, annual vehicle miles of travel and the percentage of each County as to the total vehicle miles for each system.

Should there be any questions regarding this submission, please advise.

mt

Enclosures

August 8, 1973

Mr. Robert J. Hajzyk, Chief
Division of Planning and Programming

Thomas L. Cloonan, Chief
Bureau of Highway Statistics

Highway Mileage
Vehicle Miles of Travel

The attached memorandum was forwarded to us today by Tom Hicks for our handling.

I am not entirely sure what Mr. Evans wants, but surmise that there was a misunderstanding concerning the Federal-Aid System and the State System between he and Mr. Hicks. I would imagine that Mr. Evans wants the vehicle miles of travel on the State Secondary System broken down by counties, and a percentage of each county as to the total vehicle miles for the complete Secondary System.

We are attaching a copy of our BHS mileage reports showing the breakdown of total mileage in Maryland by Systems. This report takes into consideration the new State Primary Highway System. You will note that BHS (9) breaks down the vehicle miles and square yards of surfacing by county and district for the combined State Primary-Secondary System. In the past this form was used for the allocation of maintenance funds to the districts.

Please check with Mr. Evans to determine exactly what he requires and explain that this matter was brought to our attention only today, resulting in this delay in action.

You may also wish to advise Mr. Evans that Highway Statistics is a responsibility of the Division of Planning and Programming and not Traffic.

If you would like an explanation of the attached BHS mileage reports, or wish to discuss this matter further, please advise.

TLC:dn
Enclosures

STATE HIGHWAY ADMINISTRATION OF MARYLAND
OFFICE OF PLANNING AND PRELIMINARY ENGINEERING
BUREAU OF HIGHWAY STATISTICS
STATE PRIMARY SYSTEM

As of January 1, 1973

County & District	Total Mileage	Annual Vehicle Miles	% A.V.M.
Dorchester	17.79	66,606,876	0.90
Somerset	20.28	76,398,109	1.03
Wicomico	35.73	134,764,403	1.82
Worcester	60.57	115,887,039	1.57
District No. 1	134.37	393,656,427	5.32
Caroline	16.47	32,685,081	0.44
Cecil	55.21	163,628,080	2.22
Kent	13.07	10,933,062	0.15
Queen Annes	48.02	140,712,913	1.90
Talbot	29.63	116,819,333	1.58
District No. 2	162.40	464,778,469	6.29
Montgomery	49.74	874,312,421	11.83
Prince Georges	104.81	1,558,947,903	21.09
District No. 3	154.55	2,433,260,324	32.92
Baltimore	104.22	1,491,350,632	20.18
Harford	25.70	144,270,612	1.95
District No. 4	129.92	1,635,621,244	22.13
Anne Arundel	86.36	687,317,900	9.30
Calvert	40.36	72,347,954	0.98
Charles	37.04	164,371,149	2.22
Saint Marys	25.82	74,367,906	1.01
District No. 5	189.58	998,404,909	13.51
Allegany	33.25	111,343,699	1.50
Garrett	31.83	56,671,266	0.77
Washington	57.36	332,374,210	4.50
District No. 6	122.44	500,389,175	6.77
Carroll	33.69	106,280,544	1.44
Frederick	88.09	448,121,619	6.06
Howard	52.71	411,354,081	5.56
District No. 7	174.49	965,756,244	13.06
Total	1,067.75	7,391,866,792	100.00

STATE HIGHWAY ADMINISTRATION OF MARYLAND
OFFICE OF PLANNING AND PRELIMINARY ENGINEERING
BUREAU OF HIGHWAY STATISTICS
STATE SECONDARY SYSTEM

As of January 1, 1973

County & District	Total Mileage	Annual Vehicle Miles	% A.V.M.
Dorchester	125.83	69,811,772	1.00
Somerset	83.06	47,805,921	0.68
Wicomico	117.35	135,743,926	1.94
Worcester	133.00	108,121,818	1.54
District No. 1	459.24	361,483,437	5.16
Caroline	140.09	80,863,595	1.16
Cecil	154.97	133,673,282	1.91
Kent	161.31	84,202,439	1.20
Queen Annes	155.71	76,875,943	1.10
Talbot	103.69	82,819,863	1.18
District No. 2	715.77	458,435,122	6.55
Montgomery	324.26	1,307,089,505	18.67
Prince Georges	246.72	1,121,377,720	16.02
District No. 3	570.98	2,428,467,225	34.69
Baltimore	272.55	1,073,355,232	15.33
Harford	241.21	338,982,808	4.84
District No. 4	513.76	1,412,338,040	20.17
Anne Arundel	252.05	825,628,313	11,79
Calvert	73.12	44,988,821	0.64
Charles	198.59	122,421,246	1.75
Saint Marys	171.32	112,006,177	1.60
District No. 5	695.08	1,105,044,557	15.78
Allegany	144.53	241,646,394	3.45
Garrett	132.23	91,172,360	1.30
Washington	242.30	259,003,768	3.70
District No. 6	519.06	591,822,522	8.45
Carroll	200.26	185,430,993	2.65
Frederick	278.65	211,004,960	3.01
Howard	125.58	247,414,724	3.54
District No. 7	604.49	643,850,677	9.20
Total	4,078.38	7,001,441,580	100.00

DEPARTMENT OF TRANSPORTATION
MARYLAND

File Hwy Mileage - State

TO: Sidney Robertson

DATE: July 20, 1973

FROM: Frederick Gottemoeller FG

SUBJECT: Request for breakdown of State Secondary System information by county.

This is to confirm our telephone conversation of July 18. The information requested is an inventory, by county, of the daily capacity-miles for the Secondary Highway System. Capacity-miles may be calculated by multiplying the daily capacity rating for each roadway section by the length of that section. The capacity miles for each section of secondary road may then be summed for each county. We will need to know the basis for the capacity rating (Level of Service C, for example). I assume that this basis is consistent for all secondary road sections.

A listing of each secondary road section and its corresponding capacity-miles is desired for Baltimore County. Listings similar to Baltimore County's for the counties of Montgomery, Prince George's, Anne Arundel, Howard, Harford, Allegany and Carroll would be helpful, if time permits.

Finally, it would be useful to have a section-by-section comparison of vehicle-miles versus capacity-miles. As an experiment, a calculation and display by rank of:

$$\frac{\text{daily vehicle-miles of travel}}{\text{daily capacity-miles}} \geqslant 0.5$$

for Baltimore County would suffice, again if time permits.

FG/kg

c.c. Dennis Atkins

DEPARTMENT OF TRANSPORTATION
MARYLAND

TO: Hugh Conner

DATE: July 23, 1973

FROM: Sydney Robertson
Original signed by
Sydney R. Robertson

SUBJECT: Request for Summary Data on State Secondary System

Enclosed, per our telephone conversation, is a copy of Mr. Frederick Gottemoeller's memorandum specifying the subject data request. I have discussed this proposal with Tom Cloonan, Bureau of Highway Statistics, State Highway Administration, and Mr. Leroy Klein, Bureau of Planning, State Highway Administration, and it appears that we should be able to develop what Mr. Gottemoeller seeks from the road data bank with the utility program. Both Mr. Cloonan and Mr. Klein indicated that they would provide whatever advice we might need in this endeavor.

I have discussed this proposal further with Mr. Gottemoeller and the first step should be to produce the following summaries for him:

1. A tabulation, by county, of the total daily capacity miles on the State Secondary Highway System. The number of road sections comprising the total in each county should be indicated. Daily capacity miles would be calculated as indicated in the enclosed memorandum.

2. Highway section by section comparison, for Baltimore County only, of daily vehicle miles to daily capacity, as indicated in the enclosed memorandum. This would be accomplished by calculating the ratio of vehicle miles to capacity miles, sorting high to low on the ratio, and printing out the following information for each road section in rank order:

    1. section identification
    2. ratio
    3. daily capacity miles
    4. daily vehicle miles

If the data for item 2. for Baltimore County looks good, then we would anticipate doing the same thing for the other counties. However, we feel that we should do only Baltimore County first and then evaluate the output.

If you have any questions, do not hesitate to call.

SRR/slj
Enclosure

cc: T. Cloonan, J. White, F. Gottemoeller, J. Glick, D. Atkins

Mr. Murray Anderson - Hwy. Engineer
Department of Transportation

June 22, 1973

Mr. Clyde P. Hyatt
Bureau of Highway Statistics

Highway Mileage (State)

In reply to your letter of June 14, 1973, we are enclosing a tabulation showing new roads, roads under construction and widenings from 1970 to 1973 in those counties surrounding the BMAT area.

We are also returning your map of the area in question. Should there be any additional information required regarding this submission, please contact this office at your convenience.

mt

Enclosures

ROUTE NUMBER	NEW CONSTRUCTION NON-DUAL 2 LANES	NEW CONSTRUCTION DUAL 4 LANES		RECONSTRUCTION DUAL Add 3rd La	COUNTY	YEAR CONST.
US 50 & 301				4.19	A.A.	AWARDED 1-25-73
I-95 TOLL				14.30	HARFORD	AWARDED 5-25-71
Md 24	1.77				HARFORD	AWARDED 10-12-72
Md 27	2.65				CARROLL	8-26-71
Md. 970-E	0.25				HOWARD	10-24-72
N. FRONTAGE Rd. Md 970-D	2.50				HOWARD	UNDER CONST
S. FRONTAGE Rd.	1.70			-	CARROLL HOWARD	UNDER CONST

DESCRIPTION

ROUTE NUMBER	FROM	TO
US 50 & 301	MD 2	LOG INN Rd.
I-95 (TOLL)	N OF WINTERS RUN	S. END SUSQUEHANNA RIVER BRIDGE
MD 24	S OF US 40	EDGEWOOD ARSENAL
MD 27	MD 144	DORCY TOWN
Md 907 E	Md 144	Co Rd 7 (Watersville Rd)
N. FRONTAGE Rd Md 907 D	Md 144 @ CarrHo Co/L	Old Frederick Rd.
S FRONTAGE Rd.	E. OF RENNETT Rd IN Carroll Co	TO Md 144 IN Howard Co

Maryland Department of Transportation

Office of the Secretary

Marvin Mandel
Governor
Harry R. Hughes
Secretary

June 14, 1973

Mr. Clyde P. Hyatt
Bureau of Highway Statistics
State Highway Administration
Jackson Towers
Room 400
Baltimore, Maryland 21201

Dear Clyde:

In response to our phone conversation on this date, I am enclosing a copy of the Regional Planning Council's data request for new roads, roads under construction and additional lane widenings needed in the Baltimore Region outside of the Transportation study area.

Enclosed is a map showing the Transportation study area colored in solid green and the area where data is needed outlined in a heavy red, which will coincide with the outside boundaries of the five counties. (Anne Arundel, Baltimore, Carroll, Harford and Howard.)

Please schedule this work at your earliest opportunity.

Thank you for your cooperation in this matter.

Very truly yours,

Thomas F. Keane
Manager System Analysis

Murray F. Anderson

Murray F. Anderson
Highway Engineer

TFK/MFA/liw
cc: T. Keane

Post Office Box 8755, Friendship International Airport, Maryland 21240, Telephone: 301 768-9520

June 13, 1973

TO: Murray Anderson

FROM: Gene Bandy

SUBJECT: New Roads, Roads under Construction and Widenings from 1970 to 1973 for Carroll Harford, Southern Anne Arundel, Eastern Howard, and Northern Baltimore Counties

In preparing compilation of state and local CIP programs, we require highway data indicating the following:

(1) New roads open to traffic between 1970 and 1973 for;

a) Harford County
b) Carroll County
c) Eastern Howard County
d) Northern Baltimore County
e) Southern Anne Arundel County

(2) New roads presently under construction for each of the above counties.

(3) Existing roads which have an improvement or widening of at least one lane should be indicated for each of the above counties.

Note that these areas of study were not in the original BMATS transportation networks that were supplied to us earlier.

cc Bill Ockert
Steve Kelsey
Donna Corbin

File Highway Mileage (State

DEPARTMENT OF TRANSPORTATION
MARYLAND

Attention: Clyde Hyatt

TO Tom Cloonan

DATE: March 14, 1973

FROM Murray Anderson

SUBJECT: Data Required for 1980 Network (3-C Program)

In order to produce a 1980 highway network additional data is needed on arterial highway improvements:

The following information is needed:

1. Widenings of arterial roads, shown in the 1970 network, which have been undertaken since 1970 (open or now under construction) involving additional lanes. For this information, the number of additional lanes for each direction and total curb to curb width of street (if available) are needed. (Please note that these widenings do not include widening of intersections, repaving or repair work, but include widenings that allow additional lanes for a substantial distance are important.)

2. Information on all new arterial roads built on new location undertaken during the time period 1970 to 1973 are needed. After the new roads are located, widths and number of lanes will be needed.

Please advise if any additional information is required.

MA:nlf

Attached returned to M. F. Anderson on 3/19/73

C. Hyatt

Route Number	New Construction: Non-Dual 2 Lanes	New Construction: Dual 4 Lanes	New Construction: Dual 8 Lanes	Reconstruction: Make Dual Add 2nd La.	Reconstruction: Dual Add 3rd La	County	Year Const.
Md. 649	2.80					A.A.	1971
Md 100		2.98				A.A	1971
Md 710	1.36	0.59				A.A	1972
Md 32	5.39					A.A	1972
Md. 10		1.65				A.A	1972
I-83					0.02 Bridge	BALTO.	1971
I-95		2.19				BALTO	1971
Md 695		1.22				BALTO	1971
I-695					2.94	BALTO	1971
I-83					2.87	BALTO	1972
I-695					0.78	BALTO.	1972
Md 695		2.45				BALTO.	1972
I-95 (Toll)					8.90	BALTO	Under Const.
Md. 46		0.44				BALTO.	Under Const.
Md. 695		1.59				BALTO.	Under Const.
Md. 702		2.16				BALTO.	Under Const.
US 29				5.29		HOWARD	1971
I-95			7.08			HOWARD	1971
Md 175		2.01				HOWARD	1971
Md 216		1.84				HOWARD	1971
Md. 175 Frontage Rd.	1.07					HOWARD	1972
Total	10.62	19.12	7.08	5.29	15.51		

NOTES, 1. All lanes are 12' wide

2. Reconstruction includes 1 lane in each direction

3. Add Md 45 Reconstruction from 2 Lanes To 5 Lanes, 0.80 mile 1972. (Center lane used as Turning lane)

DESCRIPTION

Route Number	From	To
Md 649	Md 177 Mountain Rd.	Md 648 Balto., Annapolis Rd.
Md 100	Md 2	Old Mill Rd.
Md 710	Md 2	Old Md 710
Md 32	Md 178	Md. 677
Md. 10	Md 695	S. of Md 710
I-83	over Timonium Rd.	
I-95	Balto., City Line	S of Huntsmoor Rd.
Md. 695	Merritt Blvd.	Rosebank Ave.
I-695	Patapsco River	Wilkens Ave
I-83	N. of Seminary Ave Bridge	N. of Padonia Rd.
I-695	E of Thornton Rd. Bridge	Penna. R.R. Bridge
Md 695	Rosebank Ave	Penn. Central R.R.
I-95 (Toll)	White Marsh Blvd.	N. of Winters Run
Md 46	S. of Francis Ave	US 1
Md 695	Md 150	Southeast + Windlass Inter
Md 702	US 40	old Eastern Ave
US 29	Owen Brown Rd.	Md 216
I-95	Md 216	Md 175
Md 175	US 1	I-95
Md 216	N. of All Saint Rd.	Leisherr Rd.
Md 175 Frontage Rd.	Md 175	Snowden River Pkwy
Md 45	Ridgely Rd	Timonium Rd.

Sp[illegible] Hwy's New Construction
1971

1/26/73

Anne Arundel County

AA-507-30-571	Md 100	Md 2 to Old Mill Rd.	2.98 miles
AA-750-1-518	Md 649	Harlem Rd to Md 177	0.28 mi. Reconstr. 1.17 miles
~~AA-698-515~~	~~Md 167~~	~~Elkridge Landing Rd~~ 1970	

Baltimore County

B-811-44-471	Md 695	Merritt Blvd to Rosebank Ave	1.14 miles
B-725-4-472	I-95	Baltimore Cty. Line to Huntsmoor Rd	2.10 miles

Howard County

Ho-307-25-772	I-95	N. of Md 216 to Patuxent River	1.37 miles
	Md 216	All St. Rd to Leishaar Rd	1.89 miles
Ho-307-22-772	I-95	S. Bank Little Patuxent River to 0.42 N. of Md 216	2.16 miles
Ho-307-19-20-772	I-95	0.78 mi. N. of Md 32 to North Bank Little Patux. Ri.	1.18 miles
Ho 307-5,8-772	I-95	0.45 mi. N. of Md ~~216~~ 175 to 0.76 mi. N. of Md 32	2.20 miles
	Md 175	East. of I-95 to West. of I-95	2.01 miles

1820?

January 15, 1973

Mr. Roger Quane, Project Coordinator
Highway Safety Training Specialist
Department of Public Safety and
Correctional Services
Room 16, Seven Church Lane
Pikesville Professional Building
Pikesville, Maryland 21208

Dear Mr. Quane:

Re: Highway Mileage - State System

In reply to your letter of January 12, 1973 we would like to furnish you with the following information pertaining to the State Highway System.

The average width of a state highway based on a two lane facility is approximately twenty two feet, and the average shoulder width is approximately eight feet. Of the 5221.90 miles on the State system, 350.82 miles is within the State Urban Area and 4871.08 miles is in the Rural Area.

Enclosed is a tabulation of the mileage on all systems of highways in the State, broken down into various categories which may be of some interest to you.

Should there be any questions regarding the enclosed, please feel free to contact us at your convenience.

Very truly yours,

Clyde P. Hyatt, Chief
Records Statistics Section
Bureau of Highway Statistics

CPH/mt

Enclosure

STATE OF MARYLAND
DEPARTMENT OF PUBLIC SAFETY
AND CORRECTIONAL SERVICES
COLONEL ROBERT J. LALLY, SECRETARY
POLICE AND CORRECTIONAL TRAINING COMMISSIONS
ROOM 16, 7 CHURCH LANE
PIKESVILLE PROFESSIONAL BUILDING
PIKESVILLE, MARYLAND 21208
AREA CODE 301-484-6464

EDWIN R. TULLY
CHAIRMAN
POLICE TRAINING COMMISSION

LEIGHTON W. DUDLEY
CHAIRMAN
CORRECTIONAL TRAINING COMMISSION

ROBERT L. VAN WAGONER
EXECUTIVE SECRETARY

ASSISTANT EXECUTIVE SECRETARIES

JOHN A. SCHUYLER
ADMINSTRATION

J. GORDON HOLMES
POLICE TRAINING

THOMAS A. ROSAZZA
CORRECTIONAL TRAINING

January 12, 1973

Mr. Clyde Hyatt
Records Statistics Section
Bureau of Highway Statistics
300 West Preston Street
Baltimore, Maryland 21201

Dear Mr. Hyatt:

As per our conversation on Thursday, January 11, the following is the information which I would like to obtain:

1) The average width of a state highway which presently exists in the State of Maryland; based on two lane shoulder 22'

2) The percentage of the different types of roadways which exist in Maryland (interstate, state, rural); and

3) The average width of a shoulder on a state highway in the State of Maryland. 8'

If you could obtain this information for me, it would be greatly appreciated.

Thank you for your time in this matter.

Sincerely,

Roger Quane

Roger Quane
Project Coordinator
Highway Safety Training Specialist

RPQ/fiw

file

October 16, 1972

Mr. William K. Lee, III
District Engineer - District #1
P. O. Box 751
Salisbury, Maryland 21801

Dear Mr. Lee: Re: Highway Mileage - State

We are requesting a report on the additions, deletions, and improvements to the State Highway System for the calendar year ending December 31, 1972.

These reports are the basis for keeping our records of highway mileages, surface types and surface widths up to date. They are extremely vital and directly affect the allocation of maintenance funds to the districts.

These reports should include work performed by Construction or Maintenance whereby either the type or width of the traffic bearing surface is changed. The results of road exchanges and abandonments due to relocations should also be included. In addition, it will also be necessary to report shoulder types and widths and locations of any left turn lanes, including the length, width, and type of same, that have been constructed.

We would also appreciate your reporting any road name changes that have occurred during the year on the improvement forms and on the attached maps, which should be returned to this office by December 31, 1972.

Additional maps and forms for reporting improvements to county roads will be sent directly to the County Engineer.

All forms and maps should be returned to Mr. Thomas L. Cloonan, Chief, Bureau of Highway Statistics, State Highway Administration, P. O. Box 717, Baltimore, Maryland 21203.

Very truly yours,

Thomas L. Cloonan, Chief
Bureau of Highway Statistics
Division of Planning

TLC/mt

Attachments

October 16, 1972

Mr. James M. Wright
District Engineer - District #2
Chestertown, Maryland 21620

Dear Mr. Wright: Re: Highway Mileage - State

We are requesting a report on the additions, deletions, and improvements to the State Highway System for the calendar year ending December 31, 1972.

These reports are the basis for keeping our records of highway mileages, surface types and surface widths up to date. They are extremely vital and directly affect the allocation of maintenance funds to the districts.

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Very truly yours,

Thomas L. Cloonan, Chief
Bureau of Highway Statistics
Division of Planning

TLC/mt

Attachments

October 16, 1972

Mr. M. S. Caltrider
District Engineer - District #3
9300 Kenilworth Avenue
Greenbelt, Maryland 20770

Dear Mr. Caltrider: Re: Highway Mileage - State

We are requesting a report on the additions, deletions, and improvements to the State Highway System for the calendar year ending December 31, 1972.

These reports are the basis for keeping our records of highway mileages, surface types and surface widths up to date. They are extremely vital and directly affect the allocation of maintenance funds to the districts.

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Additional maps and forms for reporting improvements to county roads will be sent directly to the County Engineer.

All forms and maps should be returned to Mr. Thomas L. Cloonan, Chief, Bureau of Highway Statistics, State Highway Administration, P. O. Box 717, Baltimore, Maryland 21203.

Very truly yours,

Thomas L. Cloonan, Chief
Bureau of Highway Statistics
Division of Planning

TLC/mt

Attachments

October 16, 1972

Mr. Harry J. Pistel
District Engineer - District #4
Joppa & Falls Roads
Brooklandville, Maryland 21022

Dear Mr. Pistel: Re: Highway Mileage - State

We are requesting a report on the additions, deletions, and improvements to the State Highway System for the calendar year ending December 31, 1972.

These reports are the basis for keeping our records of highway mileages, surface types and surface widths up to date. They are extremely vital and directly affect the allocation of maintenance funds to the districts.

These reports should include work performed by Construction or Maintenance whereby either the type or width of the traffic bearing surface is changed. The results of road exchanges and abandonments due to relocations should also be included. In addition, it will also be necessary to report shoulder types and widths and locations of any left turn lanes, including the length, width, and type of same, that have been constructed.

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Additional maps and forms for reporting improvements to county roads will be sent directly to the County Engineer.

All forms and maps should be returned to Mr. Thomas L. Cloonan, Chief, Bureau of Highway Statistics, State Highway Administration, P. O. Box 717, Baltimore, Maryland 21203.

Very truly yours,

Thomas L. Cloonan, Chief
Bureau of Highway Statistics
Division of Planning

TLC/mt

Attachments

October 16, 1972

Mr. Allen W. Tate
District Engineer - District #5
P. O. Box 160
Prince Frederick, Maryland 20678

Dear Mr. Tate: Re: Highway Mileage - State

We are requesting a report on the additions, deletions, and improvements to the State Highway System for the calendar year ending December 31, 1972.

These reports are the basis for keeping our records of highway mileages, surface types and surface widths up to date. They are extremely vital and directly affect the allocation of maintenance funds to the districts.

These reports should include work performed by Construction or Maintenance whereby either the type or width of the traffic bearing surface is changed. The results of road exchanges and abandonments due to relocations should also be included. In addition, it will also be necessary to report shoulder types and widths and locations of any left turn lanes, including the length, width, and type of same, that have been constructed.

We would also appreciate your reporting any road name changes that have occurred during the year on the improvement forms and on the attached maps, which should be returned to this office by December 31, 1972.

Additional maps and froms for reporting improvements to county roads will be sent directly to the County Engineer.

All forms and maps should be returned to Mr. Thomas L. Cloonan, Chief, Bureau fo Highway Statistics, State Highway Administration, P. O. Box 717, Baltimore, Maryland 21203.

Very truly yours,

Thomas L. Cloonan, Chief
Bureau of Highway Statistics
Division of Planning

TLC/mt

Attachments

October 17, 1972

Mr. John D. Bushby
District Engineer - District #6
Braddock Road (Md. 49)
Cumberland, Maryland 21502

Dear Mr. Bushby: Re: Highway Mileage - State

We are requesting a report on the additions, deletions, and improvements to the State Highway System for the calendar year ending December 31, 1972.

These reports are the basis for keeping our records of highway mileages, surface types and surface widths up to date. They are extrememly vital and directly affect the allocation of maintenance funds to the districts.

These reports should include work performed by Construction or Maintenance whereby either the type or width of the traffic bearing surface is changed. The results of road exchanges and abandonments due to relocations should also be included. In addition, it will also be necessary to report shoulder types and widths and locations of any left turn lanes, including the length, width, and type of same, that have been constructed.

We would also appreciate your reporting any road name changes that have occurred during the year on the improvement forms and on the attached maps, which should be returned to this office by December 31, 1972.

Additional maps and forms for reporting improvements to county roads will be sent directly to the County Engineer.

All forms and maps should be returned to Mr. Thomas L. Cloonan, Chief, Bureau of Highway Statistics, State Highway Administration, P. O. Box 717, Baltimore, Maryland 21203.

Very truly yours,

Thomas L. Cloonan, Chief
Bureau of Highway Statistics
Division of Planning

TLC/mt

Attachments

October 16, 1972

Mr. Thomas G. Mohler
District Engineer - District #7
4 Locust Street
Frederick, Maryland 21701

Dear Mr. Mohler: Re: Highway Mileage - State

We are requesting a report on the additions, deletions, and improvements to the State Highway System for the calendar year ending December 31, 1972.

These reports are the basis for keeping our records of highway mileages, surface types and surface widths up to date. They are extremely vital and directly affect the allocation of maintenance funds to the districts.

These reports should include work performed by Construction or Maintenance whereby either the type or width of the traffic bearing surface is changed. The results of road exchanges and abandonments due to relocations should also be included. In addition, it will also be necessary to report shoulder types and widths and locations of any left turn lanes, including the length, width, and type of same, that have been constructed.

We would also appreciate your reporting any road name changes that have occurred during the year on the improvement forms and on the attached maps, which should be returned to this office by December 31, 1972.

Additional maps and forms for reporting improvements to county roads will be sent directly to the County Engineer.

All forms and maps should be returned to Mr. Thomas L. Cloonan, Chief, Bureau of Highway Statistics, State Highway Administration, P. O. Box 717, Baltimore, Maryland 21203.

Very truly yours,

Thomas L. Cloonan, Chief
Bureau of Highway Statistics
Division of Planning

TLC/mt

Attachments

Mr. Byron M. Sedgwick, Chief
Bureau of Highway Information

September 26, 1972

Thomas L. Cloonan
Acting Chief
Bureau of Highway Statistics

State Highway Mileage
Construction - 1972

As per the request of your office, please find attached a list of mileages broken down into the required categories for fiscal 1972. You will also note we have listed the cost as per the contract awards. These monies may not necessarily be correct due to increases which occur during construction. You may wish to check with the Office of Finance for further documentation.

Although your request did not specify a breakdown of construction by system, i.e., interstate, primary and secondary, we find it more convenient to use this form. If you are only interested in totals, you may manipulate the listing to suit your needs.

If we can be of any further service in this matter, please do not hesitate to call upon us.

TLC:dn
attachment

STATE HIGHWAY IMPROVEMENTS

FISCAL YEAR JULY 1, 1971 - JUNE 30, 1972

Interstate		Mileage	Cost
New Construction	Dual	8.03	$23,239,112
Reconstruction	Add 3rd Lane	0.07	1,127,592
	Add 4th Lane	29.67	10,412,041
Resurfacing		3.40	237,692
		41.17	$35,016,437
Primary			
New Construction	Dual	14.38	$24,435,478
	Non-Dual	6.08	3,033,866
Reconstruction	Add 2nd Lane	6.63	1,462,811
	Non-Dual	9.21	2,278,838
Resurfacing		72.91	1,934,528
New Interchange		--	4,271,765
		109.21	$37,417,286
Secondary			
New Construction	Dual	2.01	Money included in I-95
	Non-Dual	3.03	$ 1,543,614
Reconstruction	Add 2nd Lane	0.92	2,005,659
	Non-Dual	17.76	2,902,460
Resurfacing		135.77	2,219,703
		159.49	$ 8,671,436
	Grand Total	309.87	$81,105,159

Mainline Mileage

	Total	Divided	Non-Divided
*July 1, 1971	5,196.42	1,053.23	4,143.19
*June 30, 1972	5,229.95	1,085.20	4,144.75

*Includes 70.20 Toll Miles

Road Program

State Highway Administration

August 8, 1972

To: Mr. David H. Fisher
State Highway Administrator

From: Walter E. Woodford, Jr.
Chief Engineer

Subj: State Primary System

At the meeting on July 27 with Messrs. O'Donnell and Pyers regarding the State Primary System, they requested a summary showing the acceleration of projects on the State Primary System compared with the scheduling of the same projects as covered by the 1973-77 State Highway Construction Program.

The attached list of projects has been developed after detailed review of all the projects and is furnished for your information and for forwarding to DOT. The dates shown thereon indicate the fiscal year during which the project will be advertised for construction. Due consideration has been given to hearing, environmental statements, engineering, and acquisition of rights of way, all as required under FHWA procedures.

Many of the projects have been scheduled by CPM, which has furnished a check on the determination of times developed by Mr. Downs. Accordingly, the established dates have been agreed upon by Engineering, Right of Way, and Programming. Continuous monitoring will be performed to assure adherence to the accelerated schedules as shown.

WEW/ehf
Enclosures (3)

cc: Mr. Clyde Hyatt

File: Road Program

DESCRIPTION OF STATE PRIMARY HIGHWAY SYSTEM

July 1972

ROUTE	FROM	TO	COUNTY	MILEAGE
Appalachia Development Highway System				
US 48 (National Freeway)	W. Va State Line West of Friendsville	I-70 at Hancock	Garrett, Allegany, Washington	78.3
US Rte 219 Relocated	National Freeway 3 miles East of Grantsville	Pennsylvania State Line	Garrett	2.1
US Rte 220 Relocated	National Freeway 2 miles East of Cumberland	Pennsylvania State Line	Allegany	3.8
			Sub-total	84.2
National System of Interstate and Defense Highways				
I-70	Pennsylvania State Line North of Hancock	I-70N and I-70S at Frederick	Washington Frederick	53.5
I-70N	I-70 and I-70S at Frederick	West Baltimore City Line near Cooks Lane	Frederick, Carroll Howard, Baltimore	40.5
I-70S	I-70 and I-70N at Frederick	I-495 (Capital Beltway) at Wisconsin Avenue	Frederick, Montgomery	32.8
I-270	I-495 (Capital Beltway near Bradley Boulevard)	I-70S South of Montrose Road	Montgomery	1.8

ROUTE	FROM	TO	COUNTY	MILEAGE
National System of Interstate & Defense Highways - continued				
I-81	West Virginia State Line near Williamsport	Pennsylvania State Line North of Hagerstown	Washington	12.1
I-495 (Capital Beltway)	Potomac River near Cabin John	Potomac River near Alexandria	Montgomery, Prince George's	42.2
I-295	I-495 West of Oxon Hill	D. C. Line	Prince George's	0.7
I-95	I-495 (Capital Beltway) 4 miles West of US Route 1	South Baltimore City Line near Caton Avenue	Prince George's, Howard, Baltimore	22.9
I-95 (Kennedy Memorial Highway)	East Baltimore City Line at Harbor Tunnel Thruway	Delaware State Line near Elkton	Baltimore, Harford Cecil	48.4
I-83	North Baltimore City Line near Kelly Avenue	I-695 (Baltimore Beltway) near Brook-landville	Baltimore	3.1
I-83	I-695 (Baltimore Beltway) near Riderwood	Pennsylvania State Line near North of Parkton	Baltimore	24.7
I-695 (Baltimore Beltway)	Baltimore-Washington Expressway near Linthicum	I-95 Northeast of Baltimore City near Rosedale	Anne Arundel, Baltimore	28.2
			Sub-total	310.9

U. S. NUMBERED ROUTES

ROUTE	FROM	TO	COUNTY	MILEAGE
US Rte 219	Md. Rte 135 at Oakland	US Rte 40 at Keysers Ridge	Garrett	26.0
US Rte 40	US Rte 219 at Keysers Ridge	Pennsylvania State Line near Oakton	Garrett	3.6
US Rte 220	West Virginia State Line near Keyser	National Freeway 2 miles West of Cumberland	Allegany	17.0
US Rte 15	Virginia State Line at Point of Rocks	Pennsylvania State Line near Emmitsburg	Frederick	38.1
US Rte 340	Virginia State Line at Sandy Hook	US Rte 15 East of Jefferson	Washington, Frederick	12.4
US Rte 140	Northwest Freeway at Reisterstown	Pennsylvania State Line near Littlestown	Baltimore, Carroll	21.9
US Rte 40	East Baltimore City Line near Rosedale	Delaware State Line near Elkton	Baltimore, Harford, Cecil	47.9
US Rte 222	US Rte 40 at Perryville	Pennsylvania State Line North of Oakwood	Cecil	13.1
US Rte 29	D. C. Line near Silver Spring	Northwest Freeway near Owings Mills	Montgomery, Howard, Baltimore	34.7
US Rte 301	Potomac River Bridge at Morgantown	US Rte 50 at Bowie	Charles, Prince George's, Anne Arundel	50.6

U. S. NUMBERED ROUTES - continued

ROUTE	FROM	TO	COUNTY	MILEAGE
US Rte 50	D. C. Line at Kenilworth	US Rte 301 at Bowie	Prince George's	13.1
US Rte 50 - 301	US Rte 301 at Bowie	US Rte 301 at Queenstown	Prince George's, Anne Arundel, Queen Anne's	33.3
US 301	US 50 at Queenstown	Delaware State Line near Warwick	Queen Anne's, Kent, Cecil	39.7
US Rte 50	US 301 at Queenstown	Md. Rte 378 in Ocean City near N. Division Street	Queen Anne's, Talbot, Dorchester, Wicomico, Worcester	95.0
US Rte 13	Virginia State Line South of Pocomoke	Delaware State Line near Delmar (Via Salisbury By-Pass)	Worcester, Somerset, Wicomico	42.8
US Rte 113	US Rte 13 at Pocomoke	Delaware State Line at Selbyville	Worcester	37.4
			Sub-total	525.6

MARYLAND STATE ROUTES

Hagerstown By-Pass	I-70 East of Hagerstown	I-81 North of Hagerstown	Washington	10.5
Md. Rte 30	Northwest Freeway at Reisterstown	Pennsylvania State Line North of Manchester	Baltimore, Carroll	18.6
Northwest Freeway	Baltimore City Line at Wabash Avenue	US Rte 140 and Md. Rte 30 at Reisterstown	Baltimore	11.9

MARYLAND STATE ROUTES - continued

ROUTE	FROM	TO	COUNTY	MILEAGE
Jones Falls Expressway Extended	I-695 (Baltimore Beltway) near Brooklandville	I-83 near Padonia Road	Baltimore	3.4
Md. Rte 41 (Perring Freeway)	North Baltimore City Line	Pennsylvania State Line near Rising Sun	Baltimore, Harford, Cecil	40.4
Md. Rte. 695 (Baltimore Beltway)	Baltimore-Washington Expressway near Linthicum	Md. Rte 2 (Ritchie Highway) at Outer Harbor Crossing	Anne Arundel	2.9
Md. Rte 695 (Outer Harbor Crossing)	Md. Rte 2 (Ritchie Highway)	Patapsco Freeway and Md. Rte 151 at Sparrows Point	Anne Arundel, Baltimore Baltimore City	9.6
Md. Rte 695 (Patapsco Freeway)	Outer Harbor Crossing and Md. Rte 151 at Sparrows Point	Windlass Freeway near Chesaco Park	Baltimore	5.9
Md. Rte 695 (Windlass Freeway)	Patapsco Freeway near Chesaco Park	Interchange with Southeast Freeway	Baltimore	1.4
Md. Rte 695 (Baltimore Beltway)	Windlass Freeway - Southeast Freeway Interchange	I-95 near Rosedale	Baltimore	2.2
Md. Rte 149 (Windlass Freeway)	East Baltimore City Line	Patapsco Freeway near Chesaco Park	Baltimore	1.6

MARYLAND STATE ROUTES - continued

ROUTE	FROM	TO	COUNTY	MILEAGE
Md. Rte 149 (Windlass Freeway)	Interchange with Southeast Freeway	Whitemarsh Boulevard near Middle River	Baltimore	4.3
Md. Rte 702 (Southeast Freeway)	Interchange with Windlass Freeway	Old Eastern Avenue in Essex	Baltimore	1.6
Md. Rte 43 (Whitemarsh Boulevard)	Perring Freeway near Cub Hill	Md. Rte 150 near Middle River	Baltimore	9.4
Harbor Tunnel Thruway	I-95 near Elkridge	I-95 at East Baltimore City Line	Howard, Baltimore Anne Arundel, Baltimore City	14.4
Md. Rte 23 (East-West Freeway)	Perring Freeway North of Bel Air	Aberdeen Proving Ground	Harford	13.9
Md. Rte 46	Friendship Airport	I-95 near Rolling Road	Anne Arundel, Howard, Baltimore	4.8
Md. Rte 100	Arundel Freeway near Mountain Road (Md. 177)	US 29 near Ellicott City	Anne Arundel, Howard	17.3
Arundel Freeway	US Rte 50	Baltimore Beltway	Anne Arundel	16.4

MARYLAND STATE ROUTES - continued

ROUTE	FROM	TO	COUNTY	MILEAGE
Md. Rte 32 (Patuxent Freeway)	Md. Rte 665 (Forest Drive) at Annapolis	I-70N near West Friendship	Anne Arundel, Howard	39.2
Md. Rte 10 (Baltimore-Washington Parkway and Expressway)	US Route 50 near D. C. Line	South Baltimore City Line	Prince George's, Anne Arundel, Baltimore	29.2
Md. Rte 3	US Rte 50 at Bowie	I-695 (Baltimore Beltway) near Linthicum	Anne Arundel	19.5
Outer Beltway	Virginia Line at Potomac River near Seneca	US Rte 50 near Bowie	Montgomery, Prince George's	38.2
Rockville Freeway	Md. Rte 189, Great Falls Road	Outer Beltway near New Hampshire Avenue	Montgomery	10.1
Md. Rte 4	D. C. Line and Pennsylvania Avenue	Md. Rte 2 at Sunderland	Prince George's, Anne Arundel, Calvert	27.5
Md. Rte 2 & 4	Md. Rte 235 near California (via Lower Patuxent River Bridge)	Md. Rte 4 at Sunderland Anne Arundel	St. Mary's, Calvert,	32.3
Md. Rte 2	Md. Rte 4 at Sunderland	US Route 50 at Parole	Calvert, Anne Arundel	25.9

MARYLAND STATE ROUTES - continued

ROUTE	FROM	TO	COUNTY	MILEAGE
Md. Rte 5	Md. Rte 235 South of Mechanicsville	US 301 at Waldorf	St. Mary's, Charles	19.4
Md. Rte 5 - US 301	Waldorf	TB	Charles, Prince George's	____ (mileage included in US 301 description)
Md. Rte 5	US 301 at TB	D. C. Line near Silver Hill	Prince George's	12.8
Md. Rte 235	Md. Rte 246 at Lexington Park	Md. Rte 5 South of Mechanicsville	St. Mary's	18.8
Md. Rte 213	Md. Rte 313 at Galena	Md. Rte 279 at Elkton	Kent, Cecil	21.8
Md. Rte 313	US Rte 301 near Galena	Md. Rte 213	Kent	2.5
Md. Rte 279	Md. Rte 213	Delaware Line	Cecil	3.8
Md. Rte 213	US Rte 50 near Wye Mills	US Rte 301 South of Centreville	Queen Anne's	4.4
Md. Rte 404	US Rte 50 at Wye Mills	Delaware Line	Talbot, Queen Anne's Caroline	22.8
Md. Rte 90	US Rte 50 near St. Martin	Md. Rte 528 at 62nd St. in Ocean City	Worcester	11.4
			Sub total	530.1
			TOTAL	1,450.8

STATE HIGHWAY ADMINISTRATION

MEMORANDUM

To: Mr. M. S. Caltrider
District Engineer

Date: August 24, 1972

From: Thomas L. Cloonan
Acting Chief
Bureau of Highway Statistics

Subject: Control Section Listings

Reference is made to your memorandum of August 22, 1972 concerning the Control Section Listings and, specifically, Md. Routes 582 and 950, 950A, etc. Please be advised of the following:

Md. 582 - Completed 4/1/72 - Effective Transfer Date 12/1/72 (December 1, following completion of the contract).

Md. 950, 950A, etc. - Completed 6/28/72 - Effective Transfer Date 12/1/72 (December 1, of the year following completion of the contract).

Since the transfers were not effective until the last month of 1972, we found it necessary to carry the roads as listed in the 1972 Listing. You may be assured the necessary changes will be taken care of in the 1973 Listing.

Thank you for your interest in this matter.

TLC:dn
cc: C.P. Hyatt

STATE HIGHWAY ADMINISTRATION

TO: Mr. Thomas L. Cloonan
Acting Chief, Bureau
of Highway Statistics

DATE: August 22, 1972

FROM: M. S. Caltrider
District Engineer

SUBJECT: Route and Control Section
Map and Listings

In review of the 1972-73 Control Section Listings, the following roads are incorrect as they have been issued. Please make the necessary corrections in order that these do not reflect in the 1973-74 listings.

Montgomery County (15)
by agreement of transfer should be:

Md. 582	15-141 S	Gregg Road to Riggs Road - 0.53 miles

Prince Georges County (16)
by agreement of transfer these should be deleted:

Md. 950 (Old 198)		
Md. 950-A	16-212 R	Md. 950-I to Md. 950-B
Md. 950-B	16-212 R	Md. 950-Y to Md. 950-A
Md. 950-C	16-212 R	Md. 950 to North of Md. 950
Md. 950-D	16-212 R	East of I-95 to West of I-95
Md. 950-E	16-212 R	Bounds Ave. Co. 3069 to Md. 198
Md. 950-F	16-212 R	Bounds Lane to Road End
Md. 950-G	16-212 R	Contee Rd. to Aitchenson Rd.
Md. 950-H	16-212 R	Contee Rd. Co. 6 to Cherry La. Co. 7
Md. 950-I	16-212 R	Cherry La. Co. 7 to Md. 950
Md. 950-J	16-212 R	East of I-95 to West of I-95
Md. 950-K	16-212 R	Briggs Chaney Rd. to Old Gunpowder Rd.
Md. 950-L	16-212 R	North of I-95 to South of I-95
Md. 950-M	16-212 R	Md. 212 to Beltsville Rd. Co. 13
Md. 950-N	16-212 R	Old Powder Mill Rd. to Beltsville Rd.
Md. 950-P	16-212 R	Briggs Chaney Rd. Co. 12 to Fairland Rd.
Md. 950-R	16-212 R	Md. 950-J to Road End
Md. 950-S	16-212 R	Montgomery Road to 34th Place
Md. 950-T	16-212 R	Kenny St. Co. 2008 to Caverly Ave.
Md. 950-U	16-212 R	Cherry Hill Rd. to W. Cherry Hill Rd.
Md. 950-V	16-212 R	Sellman Rd. to Cherry Hill Rd.
Md. 950-W	16-212 R	South of I-95 to North I-95
Md. 950-Y	16-212 R	Rd. End E. of Md. 950-B tord End of Md. 950-B

M. S. Caltrider

WAH:jas

Mr. Thomas L. Gloonan
Acting Chief, Bureau
of Highway Statistics

August 22, 1972

M. S. Caltrider
District Engineer

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Md. 950-C	16-212 R	Md. 950 to North of Md. 950
Md. 950-D	16-212 R	East of I-95 to West of I-95
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Original signed by
M. S. Caltrider

M. S. Caltrider

WAH:jas

File / Highway Sys Stale

STATE HIGHWAY ADMINISTRATION

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Thank you for your interest in this matter.

TLC:dn

cc: C. P. Hyatt

August 16, 1972

Mr. Richard Ackroyd
Division Engineer
Federal Highway Administration
Baltimore, Maryland 21201

Re: Maryland Highway Mileage
Reports

Dear Mr. Ackroyd:

Enclosed herewith are three (3) copies each of the revised Maryland Highway Mileage Reports, PR 528 and 529, for the year ending December 31, 1971. These revised reports include the Federal Aid Primary Type II (TOPICS) and the new Federal Aid Urban system.

We are also enclosing PR 528M reporting total SMSA mileage in Maryland, as per your correspondence of July 28, 1972.

We are unable to submit PR 502, 505 and 506 reports for the Primary Type II and Federal Aid Urban system mileage, inasmuch as information as to surface types and widths, number of traveled lanes, etc., has not been collected for the City of Baltimore. Since your May 10, directive advising of the requirements for this data, we have made a concerted effort to contact local officials from those subdivisions, including Baltimore City, which are unable to furnish the traffic and other pertinent data necessary for the completion of the reports. It will probably be necessary for our road inventory and traffic personnel to collect this information.

You may be assured that all the required annual mileage reports will be submitted for the year ending December 31, 1972.

Very truly yours,

David H. Fisher
State Highway Administrator

DHF:WEW:dn
Enclosures
cc: Mr. David H. Fisher

By: Walter E. Woodford, Jr.
Chief Engineer

bcc: Mr. Thomas L. Cloonan
Mr. Robert J. Hajzyk

August 16, 1972

Mr. Richard Ackroyd
Division Engineer
Federal Highway Administration
Baltimore, Maryland 21201

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David H. Fisher
State Highway Administrator

By: Walter E. Woodford, Jr.
Chief Engineer

DHF:WEW:dn
Enclosures
cc: Mr. David H. Fisher

bcc: Mr. Thomas L. Cloonan
Mr. Robert J. Hajzyk

206 Federal Building

31 Hopkins Place
Baltimore, Maryland 21201

July 28, 1972

Maryland Highway Mileage
Reports

Mr. David H. Fisher
State Highway Administrator
State Highway Administration
300 W. Preston Street
Baltimore, Maryland 21201

Dear Mr. Fisher:

The Maryland Highway Mileage Reports (PR-528 and PR-529) for the year ended December 31, 1971 and submitted with your letter of June 20, 1972, were not completed on the revised forms. These revised forms (copies attached), include the Federal-Aid primary Type II (TOPICS) and the new Federal-Aid urban systems. Please prepare these reports on the revised forms showing the above system mileages. We also need PR-502, 505 and 506 for each of the two systems as called for in IM 50-1-72.

We also have not received PR-528M reporting total SMSA mileage in Maryland which was requested in the FHWA Notice of May 10, 1972 (copy attached).

We would appreciate receiving these reports as soon as possible.

We are sending a copy of this letter with attachments directly to Mr. T. L. Cloonan. If further assistance is needed, please call us.

Sincerely yours,

Richard R. Ackroyd

Richard Ackroyd
Division Engineer

CC: Mr. Woodford, Jr.
Mr. Hicks
Mr. Cloonan - For immediate follow up. WEW

Enc.

U. DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION

SUBJECT Reporting of Highway Mileage	FHWA NOTICE

May 10, 1972

HP-42

The purpose of this Notice is to interpret IM 50-1-72, request a special effort in submitting 1971 mileage data, describe some urgent new problems related to mileage reporting, and provide information concerning progress on new procedures.

Needs for data

As you know, there have been a number of legislative proposals for changing and redefining highway systems in both rural and urban areas, and for apportioning certain Federal-aid funds based in part on various mileage classifications. For these reasons, the need for data concerning existing systems, in particular the urban type II mileage, and the new Federal-aid urban system is becoming more urgent. It also appears that total public road mileage reported separately for inside and outside of SMSA's will be needed, as discussed in detail subsequently.

While complete reliable data for the new urban categories is not always readily available in the desired form, it would seem that considerable information should be available from the urban planning study inventories, the traffic studies related to the TOPICS program, the needs and functional classification studies, and material used in selecting the new Federal-aid urban system.

In view of the need for data concerning the new categories, we are asking that all States make a special effort to provide mileage data by the June submittal date, using estimates where necessary. Where estimates are used, revised submittals will be accepted through August 15. In the interim, we will have much needed data which will provide some reasonable indication of the characteristics of these new systems and which can be used to judge the consequences of various proposals.

Mileage in Standard Metropolitan Statistical Areas (SMSA's)

As a result of intense interest in metropolitan areas and a variety of proposals for urban highway systems, more detailed information concerning the extent and characteristics of mileage in SMSA's is urgently needed.

Sent to SHA & Cassell 5/17/72

(more)

DISTRIBUTION: Headquarters
Regions
Divisions

To accomplish this expeditiously, a feasible procedure appears to be for each State containing SMSA counties to prepare one PR-528-M for SMSA mileage in the State. The same procedure should be used for identifying "public road" mileage in SMSA's as is described in IM 50-1-72. The attached exhibit F is an example PR-528-M. Form PR-528-M should be included as part of the regular mileage submittal.

1. SMSA's as of January 1, 1972, can be found in appendix C beginning on page 71 of the Highway Finance Manual, transmittal 116, appendix 23 of the Highway Planning Program Manual.

2. "Public Roads Mileage" refers to that mileage designated by 23 USC 402(c) as amended and discussed in IM 50-7-71 and also covered in IM 50-1-72 on page 3.

3. Form PR-528-M - This form provides for reporting all SMSA mileage in a State by local, State, and Federal-aid system categories. See exhibit F. The example form with these instructions is different from previous editions due to the need for reporting total mileage within all SMSA's in a State. All other forms should continue to be used in accordance with IM 50-1-72.

Responses concerning mileage reporting procedures

To determine what the States are doing in computerizing their mileage data, several questions were asked and answers solicited from FHWA field offices and the States in IM 50-1-72. The following is a summary of responses from 46 States. A number of States concurred with the procedures in general and commented specifically on only certain points. The number of States shown as commenting on specific points is therefore substantially less than the 46 total responses.

Of the 21 States that commented on experience with needs study procedures including difficulties, and needs for revision in coding or format, 12 had some problems. Nine of these had problems with cross-referencing functional or administrative systems the States use with those required in the Needs Study.

Only one State indicated significant problems in access time to the computer. Four States are developing new data systems, one of which is being delayed due to lack of funds. The remaining 21 States commenting, reported no problems with computer operations.

A major concern is the status of the State computerized mileage data. Comments were received from 32 States. Only two are using predominantly manual procedures, and those two were developing a computerized system.

(more)

The remainder use computerization to some extent. Typically the Federal-aid systems and State primary systems are on tape or punchcards, and the lower systems are processed on a manual basis, with some sorting and tabulating done by the computer. However, seven indicated having almost total automation, even consisting of computer printouts of mileage tables.

Reporting by 7 population groups, drew specific responses from 25 States. Twenty foresaw no serious difficulty although five indicated additional effort would be required for certain categories. The remaining five expected substantial difficulty or questioned the need for several population groups.

Twenty-six States responded on the question of using a functional classification system. Of these, 12 said they could do it—2 with some difficulty. Fourteen felt that functional classification was not feasible or practical at least until it is adopted by the legislatures or used for funding purposes.

As a result of the responses to IM 50-1-72, two changes are being made in procedures now being drafted.

As now drafted, instead of using seven groups, the procedures in the "Truck Weight Study Manual," for rural-urban category, page 13-C, will be used.

Secondly, the functional classification categories used in the 1970 Needs Study will not be included. There are a number of reasons for this, including preference for different categories in certain States, excessive complexity, and questionable cost effectiveness for annual reporting.

To provide for a summary of information by SMSA's it appears feasible for most States to report mileage data by county. The Federal Information Processing Standards (FIPS) coding system will be used for all States outside of New England. In the New England States, the town is the basic governmental unit used to define SMSA's. Therefore, it will be necessary for the New England States to use a township code in place of a county code. This will allow for combining of townships to make up the SMSA's. Procedures for the New England States will be developed accordingly.

Proposed nationwide roadway sample

From time to time complex questions arise concerning various categories of highways for which no satisfactory data are available. Examples include: How much land area is occupied by highways on each system and of this, how much is permeable, hard surfaced, or supports vegetation? How much mileage on each Federal-aid system has never had

(more)

Federal-aid funds expended on it? How much mileage not now on a Federal-aid system was previously on a Federal-aid system and what amounts of Federal-aid funds were expended on such mileage. On each system what proportion of Federal-aid and nonfederal contracts are on new location compared to existing right-of-way? What municipal funds are expended on Federal-aid systems in urban areas? How do construction costs and other expenditures on each highway system relate to traffic volume, percent trucks, and average speeds on a per-lane-mile basis?

It appears that a careful analysis of a small sample of rural and urban road and street sections on each Federal-aid, State, and local system would provide sufficient data to develop a reliable basis for the necessary judgments, particularly at the national level. Therefore, it has been proposed that the Washington office select a sample averaging perhaps 35-50 road sections of 1 block to 3 miles each per State, on a probability basis. Each State would be asked to provide fairly detailed and comprehensive data for these sections. Each year 10 percent of the sections would be replaced on a probability basis to maintain a representative sample. The detailed data for this nationwide sample of about 2,000 road sections would then make possible analysis to determine complex relationships. Hopefully, the burden of researching historical relationships or obtaining current operational or other characteristics would not be excessive for any State, and relationships could be developed promptly when needed.

Since this proposal is now in the conceptual stage, it would be appreciated if those States and urban study areas where a sampling procedure has been used, such as for local road and street needs, provide comments and identify problem areas which should be considered if a feasibility study were undertaken. Establishment of such a procedure might require several years. These and other comments should be sent to A. French, Chief, Highway Statistics Division, HP-42.

Sidney Goldstein

Sidney Goldstein
Acting Associate Administrator
for Planning

Attachment

EXHIBIT F
EXAMPLE OF FR-528M

RCS HNP-40-11 OMB No. 04-R1764

FORM FR-528M (REV. 12-71)

STANDARD METROPOLITAN STATISTICAL AREAS
SUMMARY OF EXISTING STATE AND LOCAL ROADS AND STREETS
(SEGREGATED ACCORDING TO FEDERAL-AID AND NON-FEDERAL-AID SYSTEM MILEAGE)[1]
(PPM 50-5)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

STATE: Example - SMSA

AS OF DECEMBER 31, 19 ____

LINE NO.	ROAD SYSTEM	INTERSTATE SYSTEM[2] RURAL (1)	INTERSTATE SYSTEM[2] URBAN (2)	TOTAL FEDERAL-AID PRIMARY[2] RURAL (3)	TOTAL FEDERAL-AID PRIMARY URBAN TYPE I (4)	TOTAL FEDERAL-AID PRIMARY URBAN TYPE II (5)	FEDERAL AID URBAN (6)	FEDERAL-AID SECOND. RURAL (7)	FEDERAL-AID SECOND. URBAN (8)	NOT ON FEDERAL-AID SYSTEM (9)	TOTAL (Columns 3 thru 9) (10)
1	STATE PRIMARY HIGHWAY SYSTEM a. RURAL	2	3	5	6	4	4		1	1	20
	b. MUNICIPAL - 5,000 AND OVER		8		12	10	11		6	1	40
	c. MUNICIPAL - UNDER 5,000			1	3	1	4		1		10
2	STATE SECONDARY HIGHWAY SYSTEM a. RURAL							35	5		40
	b. MUNICIPAL - 5,000 AND OVER						30		30	10	70
	c. MUNICIPAL - UNDER 5,000					5			10	5	20
3	LOCAL ROADS UNDER STATE CONTROL a. RURAL						3	2		35	40
	b. MUNICIPAL - 5,000 AND OVER										
	c. MUNICIPAL - UNDER 5,000										
4	COUNTY ROADS - RURAL									90	90
5	TOWN AND TOWNSHIP ROADS - RURAL								10	1/ 50	60
6	LOCAL CITY STREETS		5		5		30		15	550	600
7	MILEAGE NOT INCLUDED WITH THE ROAD AND STREET SYSTEMS CLASSIFIED ABOVE a. STATE PARK, FOREST, AND RESERVATION ROADS									8	8
	b. NATIONAL PARK, FOREST, AND RESERVATION ROADS										
	c. TOLL ROADS, BRIDGES, AND TUNNELS		1		1					1	2
	d. OTHER ROADS										
8	TOTAL EXISTING MILEAGE	2	17	6	27	20	82	37	78	751	1,000

[1] This form does not include proposed or projected route mileage. The entries in Federal-aid columns include only the mileages that serve as the "traveled way" for each Federal-aid system.
[2] Interstate system mileages reported separately in columns 1 and 2 are also in the total Federal-aid primary system mileages in columns 3 and 4 and to that extent are properly included in two places on this form.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

GPO 923-107

1/ Of the 50 miles, 2 miles are not "public roads" in accordance with 23 USC 402(c) as amended by the Highway Safety Act of 1970, Sec. 202(c).

50225

RCS HNP-46-1 OMB No. 04-R1744

FORM PR-528
(REV. 12-71)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

STATE

SUMMARY OF EXISTING STATE AND LOCAL ROADS AND STREETS (SEGREGATED ACCORDING TO FEDERAL-AID AND NON-FEDERAL-AID SYSTEM MILEAGE)[1]

(PPM 50-5)

AS OF DECEMBER 31, 19 _____

LINE NO.	ROAD SYSTEM	INTERSTATE SYSTEM[2]		TOTAL FEDERAL-AID PRIMARY[2]			FEDERAL AID URBAN	FEDERAL-AID SECOND.		NOT ON FEDERAL-AID SYSTEM	TOTAL (Columns 3 thru 9)
		RURAL	URBAN	RURAL	URBAN			RURAL	URBAN		
		(1)	(2)	(3)	TYPE I (4)	TYPE II (5)	(6)	(7)	(8)	(9)	(10)
1	STATE PRIMARY HIGHWAY SYSTEM a. RURAL										
	b. MUNICIPAL - 5,000 AND OVER										
	c. MUNICIPAL - UNDER 5,000										
2	STATE SECONDARY HIGHWAY SYSTEM a. RURAL										
	b. MUNICIPAL - 5,000 AND OVER										
	c. MUNICIPAL - UNDER 5,000										
3	LOCAL ROADS UNDER STATE CONTROL a. RURAL										
	b. MUNICIPAL - 5,000 AND OVER										
	c. MUNICIPAL - UNDER 5,000										
4	COUNTY ROADS - RURAL										
5	TOWN AND TOWNSHIP ROADS - RURAL										
6	LOCAL CITY STREETS										
7	MILEAGE NOT INCLUDED WITH THE ROAD AND STREET SYSTEMS CLASSIFIED ABOVE a. STATE PARK, FOREST, AND RESERVATION ROADS										
	b. NATIONAL PARK, FOREST, AND RESERVATION ROADS										
	c. TOLL ROADS, BRIDGES, AND TUNNELS										
	d. OTHER ROADS										
8	TOTAL EXISTING MILEAGE										

[1] This form does not include proposed or projected route mileage. The entries in Federal-aid columns include only the mileages that serve as the "traveled way" for each Federal-aid system.
[2] Interstate system mileages reported separately in columns 1 and 2 are also in the total Federal-aid primary system mileages in columns 3 and 4 and to that extent are properly included in two places on this form.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

GPO 923-167

FORM PR-529
(REV. 12-71)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Form Approved
OMB NO. 04-R1766

STATE

SUMMARY OF DESIGNATED FEDERAL-AID HIGHWAY SYSTEM MILEAGE

(PPM 50-5)

For instructions refer to the "Manual for the compilation and reporting of highway mileage"

As of December 31, 19

ITEM	FEDERAL-AID PRIMARY HIGHWAY SYSTEM[1] (Including Interstate)				NATIONAL SYSTEM OF INTERSTATE HIGHWAYS[1]			FEDERAL-AID URBAN HIGHWAY SYSTEM	FEDERAL-AID SECONDARY HIGHWAY SYSTEM		
	TOTAL (1)	RURAL (2)	URBAN TYPE I (3)	URBAN TYPE II (4)	TOTAL (5)	RURAL (6)	URBAN (7)	(8)	TOTAL (9)	RURAL (10)	URBAN (11)
1. TOTAL OFFICIALLY DESIGNATED SYSTEM MILEAGE AT BEGINNING OF YEAR											
2. DEDUCT: ALL MILEAGE DELETED OR TRANSFERRED FROM SYSTEM DURING THE YEAR[2]											
3. ADD: ALL MILEAGE APPROVED OR TRANSFERRED INTO SYSTEM DURING THE YEAR[2]											
4. TOTAL OFFICIALLY DESIGNATED SYSTEM MILEAGE AT END OF YEAR *(Line 1 - Line 2 + Line 3)*											
MILEAGE INCLUDED IN PRIMARY SYSTEM WHICH IS NOT CHARGED AGAINST THE PERCENTAGE LIMITATION[3] a. RURAL MILEAGE IN FEDERAL RESERVATIONS											
b. RURAL INTERSTATE MILEAGE NOT IN FEDERAL RESERVATIONS											
c. URBAN MILEAGE											
6. TOTAL NONCHARGEABLE MILEAGE *(Line 5a + Line 5b + Line 5c)*											
7. NET CHARGEABLE MILEAGE *(Line 4 — Line 6)*											
8. ORIGINAL TOTAL MILEAGE *(7% of 1921 total rural mileage)*											
9. 1% MILEAGE INCREMENTS											
10. TOTAL PERCENTAGE MILEAGE *(Line 8 + Line 9)*											

[1] The Interstate mileage is shown separately in Columns 5, 6, and 7 is also included with the primary system mileage in Columns 1, 2, and 3. Although this is a duplication, it greatly facilitates working with the reports.
[2] Include changes that have resulted from systems action, reclassification, realignment, more accurate measurements, etc.
[3] Includes only Interstate and other FAP mileage which is exempt from the percentage limitation per Title 23 United States Code, Section 103, subsections (B) and (D).

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE.

GPO 923-1

Mr. T. L. Cloonan

206 Federal Building

31 Hopkins Place
Baltimore, Maryland 21201

July 28, 1972

Maryland Highway Mileage
Reports

Mr. David H. Fisher
State Highway Administrator
State Highway Administration
300 W. Preston Street
Baltimore, Maryland 21201

Dear Mr. Fisher:

The Maryland Highway Mileage Reports (PR-528 and PR-529) for the year ended December 31, 1971 and submitted with your letter of June 20, 1972, were not completed on the revised forms. These revised forms (copies attached), include the Federal-Aid primary Type II (TOPICS) and the new Federal-Aid urban systems. Please prepare these reports on the revised forms showing the above system mileages. We also need PR-502, 505 and 506 for each of the two systems as called for in IM 50-1-72.

We also have not received PR-528M reporting total SMSA mileage in Maryland which was requested in the FHWA Notice of May 10, 1972 (copy attached).

We would appreciate receiving these reports as soon as possible.

We are sending a copy of this letter with attachments directly to Mr. T. L. Cloonan. If further assistance is needed, please call us.

Sincerely yours,

Sgd. R. Ackroyd

Richard Ackroyd
Division Engineer

Enc.

June 20, 1972

Mr. Richard Ackroyd
Division Engineer
Federal Highway Administration
Room 206 - Federal Building
Baltimore, Maryland 21201

Dear Mr. Ackroyd:

Re: F.H.W.A. Annual Mileage Reports

We are enclosing herewith three(3) sets of the following Annual Mileage Reports for the year ending December 31, 1971.

P.R. 502 System Mileage Report.
P.R. 505 Existing Surfaced Mileage by Type, Width, and Average Daily Traffic.
P.R. 506 Existing Mileage of Surfaced Highways by Traffic Lanes and Access Control.
P.R. 519 Annual Mileage Changes Work Sheet.
P.R. 523 City Street Mileage by Surface and City Size Group.
P.R. 528 Summary of Existing State and Local Roads and Streets.
P.R. 529 Summary of Designated Federal-aid Highway System Mileage.

If we can be of any further assistance concerning the above, please do not hesitate in calling upon us.

Very truly yours,

David H. Fisher
State Highway Administrator

By: Walter E. Woodford, Jr.
Chief Engineer

DHF/WEW/lf

Enclosures

Dictated by Mr. Geo. W. Cassell

cc: Mr. David H. Fisher
bcc: Mr. Geo. W. Cassell
Mr. Thomas Hicks THicks

June 27, 1972

Mr. Richard Ackroyd
Division Engineer
Federal Highway Administration
Room 206, Federal Building
Baltimore, Maryland 21201

Dear Mr. Ackroyd: Re: Highway Mileage Reports

Transmitted herewith are three (3) copies each of the following annual highway mileage reports for the year ending December 31, 1971.

SHA-BHS 4 - Highway Mileage on State, State Toll, and Municipal Systems, by Counties and by Districts
SHA-BHS 4T- Highway Mileage on State Toll Systems, by Counties and by Districts
SHA BHS 5 - State Primary mileage by Types, by Counties and by Districts
SHA-BHS 6 - State Secondary mileage by Types, by Counties and by Districts
SHA-BHS 7 - County Highway mileage by Types, by Counties and by Districts
SHA-BHS 8 - Municipal Highway mileage by Types, by Counties, and by Districts
SHA-BHS 9 - State Highway System mileage, annual vehicle miles of travel and square yards of surfacing for the allocation of maintenance funds 1972-1973

Very truly yours,

David H. Fisher
State Highway Administration

Walter E. Woodford Jr.

by Walter E. Woodford Jr.
Chief Engineer

RJB/WEW/lf

Dictated by Geo. W. Cassell

Attachments
cc: Mr. David H. Fisher
bcc: Mr. Thomas Hicks
bcc: Mr. Geo. W. Cassell

June 26, 1972

Mr. Richard Ackroyd
Division Engineer
Federal Highway Administration
Room 206 Federal Building
31 Hopkins Plaza
Baltimore, Maryland 21201

Dear Mr. Ackroyd,

Re: M.V.A. Studies

Transmitted herewith are three (3) copies each of the reports listed below.

Statement of Actual Gallons of Motor Fuel Sold	(April)
Receipts from Motor Vehicle Fuel Taxes, Fees, and Fines	(May)
Distribution of Refunds by Classification	(May)
Gasoline Tax and Motor Vehicle Cash Distribution	(April)
Transportation Trust Fund Cash Distribution	(April)

Very truly yours,

David H. Fisher
State Highway Administrator

by Walter E. Woodford Jr.
Chief Engineer

Dictated by Geo. W. Cassell

RJB/WEW/lf

Attachments
cc: Mr. David H. Fisher
bcc: Mr. Thomas Hicks
bcc: Mr. Geo. W. Cassell

Mr. Edward T. Paulis, Jr.
Chief, D.C. Metro Planning Section

July 27, 1972

Thomas L. Cloonan, Acting Chief
Bureau of Highway Statistics

Highway Improvements
Prince Georges and
Montgomery Counties

Reference is made to your memorandum of July 19, 1972, requesting a list of State improvements in Montgomery and Prince Georges Counties for COG. Attached please find the requested listing which we hope will be suitable for direct transmittal.

As to a procedure to keep COG continuously advised as to the improvements, we would be happy to discuss, at your convenience, a number of methods which could be utilized.

TLC:dn
Attachment

Date Complete	Rt. Number	Contract Number	Mileage	Description	Type Const.	Width	Lanes	Old Width
6-5-68	Md97	M534-2-341	1.50	500'S Hewitt Rd-1200' N Belpre Rd	Reconst.	2-36J	6	20
6-5-68	Md185	M598-12-341	0.28	Aspen Hill Rd-Md97	Reconst.	2-39J	6	
7-10-68	Md185	M598-13-341	0.06	Over Proposed Outer Belt	New Bridge	2-34J	6	
6-24-68	Md187	M511-7-341	1.41	I-70 S to Md355	Reconst	2-34I	6	20'+2-26'
11-1-68	I-495	M512-137-368	0.36	Ramp R @ Pooks Hill Inter.	New	20'I	2	—
4-29-68	Md650	M522-9-371	1.23	400'N Powder Mill Rd-I-495	Add 2nd La.	2-36	6	24'
5-21-68	Md5	P960-1-326	0.43	Md5 & Md414 Inter.	New	2-16'I	2	—
9-4-68	Md202	P755-16-341	1.18	500' E US50-200' W Md704	Add 2nd La.	2-24'I	4	24'I
5-31-68	Md216	P961-1-375	0.10	Gorman Ave - Talbot Ave.	Reconst.	44'I	4	30'I
5-14-68	Md976-C	P735-39-375	0.15	E US301 - .3 Mile S Md4	new	25'I	2	—
10-23-68	Md410	P891-3-341	1.44	US1 - Riverdale Rd.	Add 2nd La.	2-27'I	4	
6-29-68	Md414	P971-2-378	0.45	Stamp Rd - Temple Hills Rd.	Widening	48'I	4	36'
8-15-68	Md450	P914-1-341	2.02	69th Ave - 85th Ave	Widening	2-36'I	4	28'-2-24'
10-28-68	Md501	P772-4-326	1.45	0.18 E Md212 - Md500	Reconst.	48'I	4	
10-28-68	Md211	P772-4-326	0.41	D.C. Line - N Md501	Reconst.	48'I	4	24'[illegible]'
7-25-69	Md121	M773-1-376	1.70	1 mile N Md.355 - End Maint	Widening	20'	2	15'
7-23-69	Md185	M598-2-341	2.01	Md586 - Aspen Hill Rd.	Add 2nd La.	2-34'	6	2-18'
12-9-69	Md355 Md586	M665-1-371	0.62	Intersection	Reconst.	2-34	6	2-24'
11-21-69	Md355	M733-3-374	0.48	Mont. Villeage Ave. Northerly	Reconst.	68'I	6	24'
5-23-69	US1	P911-1-371	1.71	D.C. Line - US1 Alt.	Reconst.	2-34'I	4	2-24'-34'
11-14-69	Md5	P391-29-371	4.55	.1 S Md223 - Co599	Add 2nd La.	2-24'I	4	2-12'

Date Complete	Rt. Number	Contract Number	Mileage	Description	Type Const	Width	Lanes	Old Width
5-13-69	I-95	P799-7-342	1.47	.5 S I-495 - Cherry Hill Rd.	New Duel	2-48'I	8	—
5-13-69	I-495	"	1.69	E Riggs Rd - E Cherry Hill Rd	Add 4th La	2-48'I	8	2-36'I
5-12-69	Md197	P797-17-371	1.10	SE US50 - NW US301	Reconst.	24'I	2	24'
6-26-69	Md202	P755-22-371	0.26	Over Md704	New Bridge	2-15'I	2	—
11-19-69	Md214	P732-8-371	0.96	D.C. Line - E Addison Rd.	New	2-36'J	6	—
9-2-69	Md223	P959-1-326	2.67	Md5 - Stead Rd.	Reconst.	24'I	2	18'[illegible]
7-6-70	Md28	M523-4-371	2.10	Viers Mill Rd. - E Rock Creek	Add 2nd La	2-36'J	6	2-26'
9-25-70	Md112	M795-1-376	6.05	Md28 - End Maint.	Reconst.	16'J	2	16'J
9-25-70	Md107	"		Poolesville - End Maint.	Reconst.	16'J	2	16'J
7-17-70	Md355	M733-8-376		N Shady Grove Rd. S Brown Sta. Rd.	Reconst.	40'I	4	34'I
9-29-70	US1	P738-4-371	0.04	Sb Road over Patuxent	Bridge	42'I	4	
6-18-70	I-95	P 799-10-11-372	2.00	0.25 NE Old Gunpowder Rd. 0.25 NE Van Dusen Rd.	New Duel	2-48'I	8	—
9-17-70	Md202	P755-20-371	1.22	W Md704 - I495	Reconst.	2-36'	6	2-24
10-5-70	Md202	P755-23-371	2.08	W Loffsford Rd. - S Largo	Reconst.	2-36	6	2-[illegible]
6-19-70	Md410	P891-9-371	0.52	Md500 - US1	Reconst.	2-34'I	6	24'I Rt 36'J Lt
9-23-70	Md5 Md414	P960-3-4-320	2.43	Intersection	New	2-24'I	4	—
5-21-70	Md704	P737-13-326	1.91	69th St. Twd. Md202	Reconst.	2-36'I	6	2-24
6-28-71	Md320	M699-2-371	1.04	Md787 - Md650	Reconst.	62'I	6	40'I
11-9-71	Md650	M522-12-371	1.82	Tanley Rd. - Md183	Reconst.	2-38'I	6	2-20'I
11-26-71	US29	M531-39-371	0.92	Md97 to Sligo Creek	Reconst.	62'I	5	30'J

Date Complete	Rt. Number	Contract Number	Mileage	Description	Type Const	Width	Lanes	Old Width
12-21-71	US1	P738-10-378	0.63	Metzerott Rd. - Paint Branch	Reconst.	53'I+	4	
12-3-71	I-95	P799-9-372	2.32	.25 Mile NE Van Dusen Rd.-Patuxent	New Duel	2-48'I	8	——
12-3-71	Md198	P913-1-371	2.61		Duel	2-36'	6	22
12-3-71	I-95 Md198	"	5.38	Ramps	New	20'I	1	——
6-28-71	I-95	P799-12,13-372	2.74	.12 SW Cherry Hill Rd. - .25 NE of Old Gunpowder Rd.	New Duel	2-48'I	8	——
6-28-71	I-95	P799-12-13	3.43	Ramps	New	20'I	1	——
2-26-71	Md197	P797-13-371	2.12	S Md198 - BW Pkwy.	Reconst.	20'I	2	
4-20-72	I-495	M512-164-372 P722-157-372	5.21	Linden Lane Bridge - W I-95	Add 4th La	2-48'I	8	2-36'I
5-9-72	I-495	P722-158-372	6.21	E I-95 - Md450	Add 4th La	2-48'I	8	2-36'I
6-14-72	I-495	P722-159-372	8.98	.21 S Md450 -.38 S Md4	Add 4th La	2-48'I	8	2-36'I
6-1-72	I-495	P722-160-372	9.27	.38 S Md4 - Wood. Wilson Br.	Add 4th La	2-48'I	8	2-36'I

STATE ROADS COMMISSION
OF MARYLAND

1-c9

TO: Mr. Thomas Cloonan, Acting Chief
Bureau of Highway Statistics

DATE: July 19, 1972

FROM: Edward T. Paulis, Jr.
Chief, D. C. Metro Planning Section
Bureau of Planning

SUBJECT: Highway improvements
Prince George's and
Montgomery counties

On July 12, 1972, a meeting was held with COG to discuss their capabilities in providing us with traffic data.

They presently are working with a base system as of 1968. We were asked if we could provide a listing of all improvements made to the State systems in Montgomery and Prince George's counties that have an effect on capacity. This information is requested for calendar years 1968-1972 inclusive. This information could be sent to me for transmittal to COG.

Your thoughts on a procedure to keep COG continuously up-to-date would be appreciated.

If you have any questions, do not hesitate to contact me.

ETP:rl

cc: Mr. J. L. White

Edward T Paulis Jr

STATE HIGHWAY ADMINISTRATION

June 23, 1972

TO: Mr. J. Vernon Lentz, Chief
Statewide Studies Section
Bureau of Planning

ATTN: Mr. J. A. Fitch, Jr.

FROM: _____
Geo. W. Cassell, Chief
Bureau of Highway Statistics

Per your request we are transmitting herewith one copy of the state highways by access control. Also included is a tab decoder explaining the headings of the printout. This information may not agree with the color coded control section maps supplied by the Right of Way Division of the State Highway Administration.

Should any further assistance be necessary, please contact Mr. J. Craig Forrest of this department.

GWC/JCF/lf

Attachments

STATE HIGHWAY ADMINISTRATION

June 19, 1972

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

ATTN: Mr. William W. Knipple

FROM: J. Vernon Lentz
Mr. J. Vernon Lentz, Chief
Statewide Studies Section
Bureau of Planning

RE: Access Control Listing

Recently, Mr. J. A. Fitch, Jr. of this section discussed a listing of controlled access highways throughout the state on a county-by-county basis. The list would be in numerical order; would give the number of lanes; would tell if the control is partial or full and would list the Control Section Number.

The charge number to be used would be AW-955-02-071N. When the list is complete, we would like to borrow the Control Section Maps which Mr. Hyatt has for comparison purposes.

Thank you for your assistance.

JVL:JAF:rh

Mr. James Crowther

February 10, 1972

Geo. W. Cassell, Chief
Bureau of Highway Statistics

Highway Mileages

Listed below is the data requested by telephone on Wednesday, February 9, 1972.

1. Total mileage - State Highway System - January 1, 1972
   5,198.96 miles

2. Changes in the State Highway System that occurred during the calendar year 1971 - new construction- 44.60 miles; re-construction - 48.65 miles; re-surfacing - 208.21 miles
   total changes made (net) - 301.46 miles

Geo. W. Cassell, Chief

GWC:pv

November 24, 1971

Mr. Thomas F. Keane, Chief
Systems Analysis
Department of Transportation
P.O. Box 8755
Friendship International Airport
Baltimore, Maryland 21240

Re: Highway Mileages

Dear Mr. Keane:

In response to your request, we are attaching one each of our published mileage summaries.

We hope these reports will be applicable to your needs. If you need any assistance in interpreting the tabulations, please give us a call.

We have on file in this office numerous other reports generated from the Road Inventory Data File. These reports are too numerous to itemize here. If you will express a specific area of interest, perhaps we can be of assistance to you.

You may be assured we will cooperate in every way if further processing of the Road Inventory Data File is needed.

Very truly yours,

Clyde P. Hyatt, Chief
Analysis & Records Control Section
Bureau of Highway Statistics

CPH:WWK:pv
attachments

OFFICE OF THE SECRETARY
POST OFFICE BOX 8755
FRIENDSHIP INTERNATIONAL AIRPORT
BALTIMORE, MARYLAND 21240

November 18, 1971

MARVIN MANDEL
GOVERNOR

HARRY R. HUGHES
SECRETARY

Mr. George W. Cassell, Chief
Bureau of Highway Statistics
State Highway Administration
1123 North Eutaw Street
Baltimore, Maryland 21201

Re: Highway Mileage

Dear George:

The Division of Systems Planning and Development has been assigned responsibility for the preparation of certain phases of the transportation program to be submitted to the State Legislature. This work involves the collection and analysis of a considerable amount of data to be obtained from several sources. Included in this data collection are highway mileages classified by systems, types, etc., which will be correlated with other data including costs, population, vehicle registration, etc.

To assist us in this effort, we are requesting a listing of current mileage reports and tabulations, and if possible, copies of these reports generated from the Road Inventory Data file. We will probably require further processing of the Road Inventory file.

The time schedule is critical. Therefore, your assistance in expediting this request will be appreciated.

Sincerely yours,

Thomas F. Keane

Thomas F. Keane
Chief, Systems Analysis

TFK:sc

February 25, 1971

Mr. Thomas M. Clarke, Administrator
Baltimore Alcohol and Highway Safety Project
Department of Health and Mental Hygiene
State Office Building
301 W. Preston Street
Baltimore, Maryland

Dear Mr. Clarke: Re Highway Mileage

In accordance with your verbal request of February 17, 1971 we are enclosing herewith a tabulation by system of the mileage, estimated annual vehicle miles of travel, and the functional classification of those roads within the confines of the Baltimore Beltway.

The mileage figures that appear in your report (Section II - page 1) for the Interstate System, State System and in Baltimore City were changed as they were incorrect. We did not have ample time to verify the county mileage but feel that it is a fairly accurate figure. Our estimates for the Annual Vehicle Miles of Travel on the Interstate and State Highway Systems can be justified whereas the AVM shown on Baltimore City was prepared by the City and incorporated in the attached tabulation. Due to the lack of traffic data on the County Highway System within the area, the AVM as shown is questionable and should be used only as a last resort.

Trusting this information meets with your request, I am

Very truly yours,

Clyde P. Hyatt, Chief
Analysis & Record Control Section
Bureau of Highway Statistics

CPH:fcy

Enclosure

ASAP REGION

System	Miles	AVM (Millions)
Interstate	55	1,055.0
State	71	515.7
County	1,637	866.9
Baltimore City	1,882	2,536.8
Total	3,645	4,974.4

Functional Classification (1968)

System	Principal Arterials	Other Arterials	Collectors	Local
Interstate	55			
State	44	19	6	2
County	6	55	62	1,514
Baltimore City	188	100	118	1,476
Total	293	174	186	2,992

December 22, 1970

Lieutenant John Kaiser
Maryland State Police
Box 1165
Easton, Maryland 21601

Dear Lieutenant Kaiser: Re: Highway Mileage

We are sending you one (1) copy of the State Roads Commission Mileage Report for 1969. As per your telephone conversation with Mr. J. Creig Forrest, we will send you the 1970 issue in May of 1971.

Should any further assistance be necessary please do not hesitate to call on us at anytime.

Very truly yours,

Clyde P. Hyatt, Chief
Analysis and Record Control Section
Bureau of Highway Statistics

CPH/mt
Enc.