

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes
no

Property Name: Baltimore-Reisterstown Turnpike Milestone No. 31 Inventory Number: CARR-1734
 Address: Littlestown Pike (MD 97) Historic district: yes no
 City: Westminster Zip Code: 21158 County: Carroll
 USGS Quadrangle(s): Westminster
 Property Owner: Maryland State Highway Administration Tax Account ID Number: _____
 Tax Map Parcel Number(s): _____ Tax Map Number: _____
 Project: MD 97 from Pleasant Valley to Magna Way Agency: MD State Highway Administration
 Agency Prepared By: MD State Highway Administration
 Preparer's Name: SHA Consultant Architectural Historian Rebecca Crew Date Prepared: 10/21/2014

Documentation is presented in: _____

Preparer's Eligibility Recommendation: Eligibility recommended Eligibility not recommended

Criteria: A B C D Considerations: A B C D E F G

Complete if the property is a contributing or non-contributing resource to a NR district/property:

Name of the District/Property: _____

Inventory Number: _____ Eligible: yes no Listed: yes no

Site visit by MHT Staff yes no Name: _____ Date: _____

Description of Property and Justification: *(Please attach map and photo)*

The Baltimore-Reisterstown Turnpike Milestone No. 31 is an object associated with the early nineteenth century turnpike that connected Baltimore with Gettysburg, Pennsylvania. Present-day MD 140, MD 97, and PA97 follow the path of the historic turnpike. Milestones were laid out at one mile intervals along the side of the road. Owned by the State of Maryland and located on the edge of the MD Route 97 right-of-way, Milestone No. 31 remains accessible to the public, north of Westminster in Carroll County. The stone, which dates to the early nineteenth century, is currently surrounded by a low brick wall, 35 inches wide by 25 inches deep. The stone projects about 22 inches above grade. It is 12.5-inches wide and 9.5 inches thick, with a rounded top. The inscription on the stone's front face reads, "31 M to B" meaning 31 miles to Baltimore. The other three faces bear no inscription. The stone's material is a white limestone.

In 1805, the Maryland General Assembly granted charters for several turnpike companies to construct, maintain, and collect tolls. The Baltimore and Reisterstown Turnpike Company was one of these companies, and its route originated at Franklin Street and Pennsylvania Avenue in Baltimore City and routed in a northwesterly direction to Reisterstown, where it split into two branches. The north branch then routed through Spring Garden (now Hampstead) and Manchester en route to Hanover in York County, Pennsylvania. The west branch traveled through Westminster where it then divided again, with one route heading north towards Littlestown, Pennsylvania, and one route heading further west towards Uniontown, Maryland. The turnpike was completed in 1815.

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended Eligibility not recommended
 Criteria: A B C D Considerations: A B C D E F G

MHT Comments:

Jim Ten Amense
 Reviewer, Office of Preservation Services
[Signature]
 Reviewer, National Register Program

4/24/15
 Date
4 | 28 | 15
 Date

As a matter of course, the turnpike company placed milestones to mark the distance to or from a destination for travelers. Milestone No. 31 is located between Westminster and Littlestown, just south of Union Mills. In 1837, the year Carroll County was created from parts of Frederick and Baltimore Counties, the boundaries of the Myers District, or Third District of Carroll County, were described to include reference to the 33rd mile stone of the Littlestown and Westminster turnpike (1).

The selection of a turnpike route between Westminster and Littlestown relates to the influence of the Shriver family of nearby Union Mills, located a few miles north of this location, just west of MD 97. David Shriver, Sr. represented Frederick County in the 1776 Constitutional Convention and represented Frederick County in the Maryland House of Delegates from 1794-96 and 1799-1803. He served as Maryland State Senator from 1804-10 (2). Around 1800, two of his sons, Andrew and David, Jr., purchased an estate on Big Pipe Creek which they renamed Union Mills and built a grist mill, saw mill, and wool-carding factory in addition to the already existing tannery and mercantile store. The location of Union Mills was on an existing stagecoach route between Baltimore and Chambersburg, Pennsylvania, but the prospect of a turnpike that connected Westminster and Littlestown and eventually Baltimore and Pittsburgh (via Gettysburg) made this an important transportation route (3).

Andrew Shriver began advocating for roads servicing his property as early as 1798. That year he wrote Congressman George Baer, Jr. to request a post office road from Littlestown or Hanover through Westminster to Baltimore (4). Baer, who was from Frederick, had been a member of the State House of Delegates in 1794, and served in the U.S House of Representatives from 1797-1801 (5).

Shriver also made repeated requests for a post office at Union Mills and for a post road to Daniel Heister, Baer's successor, who served as Representative of Maryland's Fourth District from 1802-04 (6). As stated above, the Baltimore and Reisterstown Turnpike was approved in 1805, and construction began around 1806. At some point, David Shriver, Jr., who had served in the Maryland militia and was considered a civil engineer, was appointed superintendent of construction of the Baltimore-Reisterstown Turnpike, which was completed in 1815 (7). In 1807, David Shriver, Jr. represented Frederick County in the Maryland House of Delegates in 1807 (just 4 years after his father had left the same office) (8). In January 1810, David Shriver, Jr. was named a commissioner for a turnpike between Westminster and Hagerstown (9). David Shriver, Jr. wrote to his brother Andrew in 1810 regarding supplying stone for turnpike construction (10). In 1811, Andrew advocated for David's appointment as superintendent of the National Road, a post he held from about 1812-20 (11). During this period, Shriver oversaw the design and construction of the Casselman River Bridge in 1813 (12). Under Shriver's direction, the road reached Wheeling, WV, and he was commissioned to make surveys for the road's expansion to St. Louis (13).

The Maryland State Roads Commission purchased the Baltimore and Reisterstown Turnpike in 1915 as the last operating turnpike in Maryland (14). According to State of Maryland State Highway System maps, this section of roadway was assigned the route number Maryland Route 97 in 1979. The Carroll County Regional Airport was constructed in 1966, and the surrounding area is now characterized by warehouse and industrial park development. An adjacent dwelling, the Hipped-Roof House (MIHP # CARR-750) inventoried as abandoned in 1983, is no longer extant. Its MIHP documentation includes no information regarding Turnpike Milestone No. 31. Research revealed no other previous documentation of Turnpike Milestone No. 31.

Other turnpike milestones extant in Maryland include those along the National Pike listed on the National Register of Historic Places in 1975; the Baltimore and York Turnpike Milestone No. 9 (BA-2999, determined eligible for listing under Criterion A in 2002); the Baltimore and Harford Turnpike Milestone No. 14 (BA-3276, determined eligible for listing under Criterion A in 2012); and a Philadelphia Road Milestone No. 22 in Abington (HA-868, unevaluated). Other extant milestones related to the Baltimore-Reisterstown Turnpike include Milestone No. 7 (BA-2999, determined eligible under Criterion A in 2002) and Milestones No. 16 (BA-1333) and 17 (BA-1264) which are included in the NRHP-listed Reisterstown Historic District. These turnpike milestones all share the same shape and measurement format.

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended

Eligibility not recommended

Criteria: A B C D Considerations: A B C D E F G

MHT Comments:

Reviewer, Office of Preservation Services

Date

Reviewer, National Register Program

Date

The Baltimore-Reisterstown Turnpike Milestone No. 31 was relocated to its current location in 1989, according to as-built plans. Thus it no longer maintains its exact historic location, but it does retain important characteristics of its location, on the side of Littlestown Pike visible to the traveling public. The surrounding brick and concrete base dates to 1989 and is not historic (15). The milestone itself retains its overall design and material. The workmanship of the carved inscription retains the appearance of hand carving. The stone's overall feeling and association is of an early nineteenth century turnpike marker and its association with the Baltimore-Reisterstown Turnpike, although the setting has evolved from an agricultural landscape along a busy turnpike to light industry along a busy, modern highway.

The Baltimore-Reisterstown Turnpike Milestone No. 31 is evaluated for the National Register of Historic Places (NRHP) under Criteria A, B, and C. Due to its association with early statehood transportation history, Milestone No. 31 is eligible under Criterion A. Although the Baltimore-Reisterstown Turnpike is associated with David Shriver, Milestone No. 31 is not specifically associated with his work as a civil engineer; therefore the milestone is not eligible under Criterion B. Milestone No. 31 is an example of the turnpike milestone form that is found throughout Maryland, and it is a good example of the form. The hand carving of the inscription is evident, but this is not a particularly significant example of workmanship. The turnpike milestone's overall design is simplistic, and the milestone does not convey its significance from its design. Thus, Milestone No. 31 is not eligible under Criterion C. The Baltimore-Reisterstown Turnpike Milestone No. 31 is not evaluated under Criterion D as part of this assessment.

The milestone's period of significance is 1805 to 1915, encompassing the existence of the Baltimore-Reisterstown Turnpike. The historic boundary for the milestone is limited to the milestone itself.

- (1) J. Thomas Scharf, "History of Western Maryland" (Philadelphia, 1882, reprinted Baltimore: Regional Publishing Company, 1968), 863-64.
- (2) "David Shriver (1735-1826)" Archives of Maryland (Biographical Series), Maryland State Archives, copyright February 6, 2014. Accessed <http://msa.maryland.gov> 7 October 2014.
- (3) Samuel S. Shriver, "History of the Shriver Family and their Connections: 1684-1888." (Baltimore, Guggenheimer, Weil & Co, 1888), 47. Available online at http://www.unionmills.org/green_book/chapter04.htm. Accessed 7 October, 2014.
- (4) "Shriver Family Papers, 1712-1876, MS 750.1" Maryland Historical Society. Accessed online at <http://www.mdhs.org/findingaid/shriver-family-papers-1712-1876-ms-7501> 7 October 2014.
- (5) "Baer, George, Jr. (1763-1834)." Biographical Directory of the United States Congress, 1774-Present. <http://bioguide.congress.gov/scripts/biodisplay.pl?index=B000026> Accessed 13 October 2014.
- (6) "Hiester, Daniel (1747-1804)." Biographical Directory of the United States Congress, 1774-Present. <http://bioguide.congress.gov/scripts/biodisplay.pl?index=H000570>. Accessed 7 October 2014.
- (7) Jay A. Graybeal, "David Shriver, Jr. Co-founded the Union Mills Homestead," Carroll County Times, 12 January 1997. Available online at <http://hsccmd.org/Documents/Carroll%20County%20Times%20Yesteryears/1997/01-12-1997.pdf>, accessed 7 October 2014.

William Hollifield, "Difficulties Made Easy: History of the Turnpikes of Baltimore City and County." Cockeysville, MD:

MARYLAND HISTORICAL TRUST REVIEW													
Eligibility recommended							Eligibility not recommended						
Criteria:	A	B	C	D	Considerations:	A	B	C	D	E	F	G	
MHT Comments:													
Reviewer, Office of Preservation Services							Date						
Reviewer, National Register Program							Date						

Baltimore County Historical Society, 1978. Available online at http://msa.maryland.gov/megafile/msa/stagser/s1800/s1883/000000/000028/pdf/msa_s1883_000028.pdf, accessed 13 October 2014.

Thomas W. Kemp, "A Trip to Washington in 1811," Maryland Historical Magazine, Vol. 35, No. 4 (December 1940), pp 382-88, available online at http://mdhs.mdsa.net/mhm/dsp_viewer.cfm?id=588100010140&span=1940-1949, accessed 13 October 2014.

(Graybeal writes that David Shriver, Jr. became superintendent of the Baltimore-Reisterstown Turnpike in 1803. Hollifield suggests a year between 1806 and 1812. Kemp makes it clear that David Shriver, Jr. was well-knowledgeable regarding road construction by 1811.)

(8) "David Shriver, Jr. (1769-1852)" Archives of Maryland (Biographical Series), Maryland State Archives, copyright August 2, 2005. Accessed <http://msa.maryland.gov> 7 October 2014.

(9) William Kilty et. al (eds). "An Act to Incorporate a Company to make a turnpike Road from the Town of Westminster, in Frederick County, through Harman's Gap, to Hager's-Town, in Washington County." The Laws of Maryland from the End of the Year 1799, with a Full Index, and the Constitution of This State, as Adopted by the Convention, with the Several Alterations by Acts of Assembly: and an Appendix Containing the Land Laws; with the resolutions Considered Proper to be Published. Vol. 192, Page 941. Available online <http://aomol.msa.maryland.gov/000001/000192/html/am192--941.html>. Accessed 13 October 2014.

(10) "Shriver Family Papers, 1712-1876, MS 750.1"

(11) Kemp.

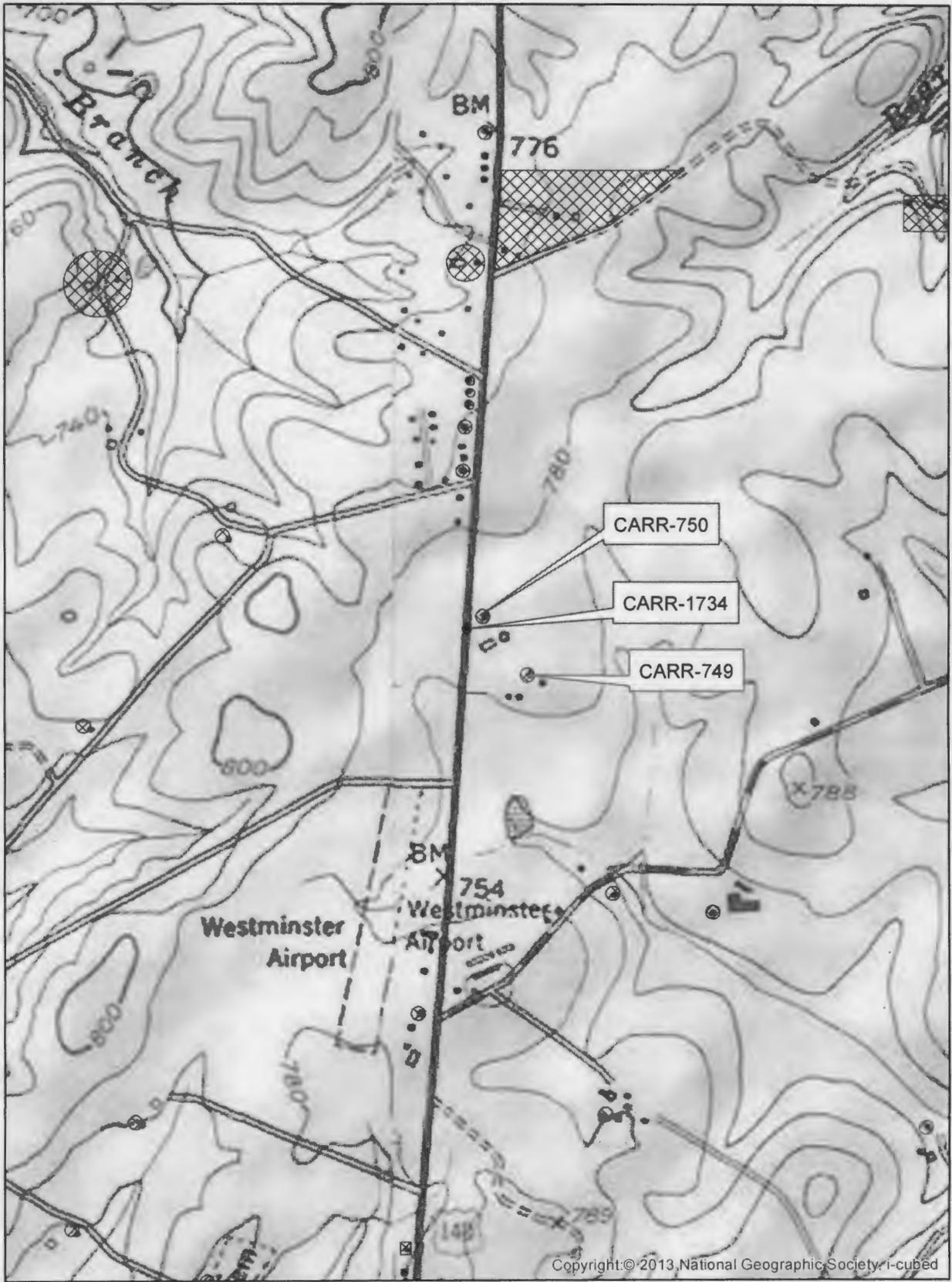
(12) "A Bridge Built To Last." "Directions", Maryland Department of Transportation, Vol. 21, No. 3 (Fall 1991), p. 6.

(13) Samuel S. Shriver, "History of the Shriver Family and their Connections: 1684-1888." (Baltimore, Guggenheimer, Weil & Co, 1888), 110. Available online at http://www.unionmills.org/green_book/chapter16.htm. Accessed 7 October, 2014.

(14) "Last Toll Road to Go: Commission Decides to Buy Reisterstown Turnpike." The Baltimore Sun, April 29, 1915, pg. 10 accessed via ProQuest Historical Newspapers.

(15) Maryland Department of Transportation State Highway Administration, "Plans of Proposed Safety & Resurfacing Project on Md. Rte. 97 From Md. Rte. 140 to 2.1 Mi. North of Stone Road (SHA Contract No. CL 731-501-777)", April 1989.

MARYLAND HISTORICAL TRUST REVIEW													
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MHT Comments:													
Reviewer, Office of Preservation Services							Date						
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Baltimore-Reisterstown Turnpike Mileston No. 31 (CARR-1734)
East side, Littlestown Pike (MD 97)
(Carroll County, Westminster Quad)

1:12,000



F.H.W.A. REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	MD.		1	28

INDEX OF SHEETS

- 1. TITLE SHEET
- 2. TYPICAL SECTIONS
- 3.-22. PLAN SHEETS
- 23-27. SOIL EROSION & SEDIMENT CONTROL SHEETS
- 28. SUMMARY SHEET

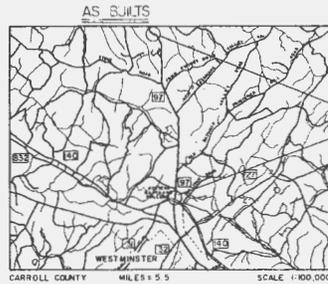


Maryland Department of Transportation

STATE HIGHWAY ADMINISTRATION

PLANS OF PROPOSED SAFETY & RESURFACING PROJECT ON MD. RTE. 97 FROM MD. RTE. 140 TO 2.1 MI. NORTH OF STONE ROAD

FEDERAL AID PROJECT NO.
S.H.A. CONTRACT NO. CL 731-501-777



PROJECT LIMITS

LEGEND

— WIDENING

CONVENTIONAL SIGNS

STATE, COUNTY OR CITY LINES	-----	INTERCEPTOR BERM	-----
PROPOSED GUARD RAIL	-----	TEMPORARY BERM	-----
EXISTING GUARD RAIL	-----	TEMPORARY SLOPE DRAIN	-----
FENCE LINE	-----	CHANNEL SILT FENCE	-----
RIGHT OF WAY LINE	-----	SLOPE SILT FENCE	-----
EXISTING ROADWAY	-----	STRAW BALE STRUCTURE	-----
RAILROAD	-----	PLACED RIPRAP DITCH	-----
BASE OR SURVEY LINE	-----	TEMPORARY STONE OUTLET STRUCTURE	-----
FIRE HYDRANT	-----	GABIONS	-----
PROPOSED CULVERT	-----	TEMPORARY SEDIMENT TRAP WITH SILT FENCE	-----
EXISTING CULVERT	-----	TEMPORARY SEDIMENT TRAP WITH STRAW BALES	-----
EXISTING DROP INLET	-----	TEMPORARY SEDIMENT TRAP WITH STONE	-----
UTILITY POLE	-----	STONE OUTLET STRUCTURE	-----
MARSH	-----		
HEDGE	-----		
INLET SEDIMENT TRAP	-----		
GROUND ELEVATION	-----		
GRADE ELEVATION	-----		

DESIGN DESIGNATION		
CONTROLS/YEARS	1988	1993
AVERAGE DAILY TRAFFIC (A.D.T.)	15,000	20,000
DESIGN HOURLY VOLUME (D.H.V.)	10 %	10 %
DIRECTIONAL DISTRIBUTION	60 %	60 %
% TRUCKS-A.D.T.	12 %	12 %
% TRUCKS-D.H.V.	8 %	8 %
DESIGN SPEED	40/50 MPH	
FUNCTIONAL CLASSIFICATION	RURAL - MINOR ARTERIAL	
CONTROL OF ACCESS	NONE	
INTENSITY OF DEVELOPMENT	RURAL	
TERRAIN	ROLLING	
ANTICIPATED POSTED SPEED	40/50 MPH	

UTILITIES

NOTE: EXISTING UTILITIES SHOWN ON THE DRAWINGS ARE FOR THE CONVENIENCE OF THE CONTRACTOR ONLY. THE S.H.A. DOES NOT WARRANT OR GUARANTEE THE CORRECTNESS OR COMPLETENESS OF THE INFORMATION GIVEN. THE CONTRACTOR MUST VERIFY ALL INFORMATION TO HIS / HER SATISFACTION.

RIGHT OF WAY LINES

NOTE: RIGHT OF WAY LINES SHOWN ON THESE PLANS DO NOT INCLUDE EASEMENTS. THEY ARE FOR ASSISTANCE IN INTERPRETING THE PLANS. THESE LINES DO NOT REPRESENT THE OFFICIAL FEE RIGHT OF WAY AND EASEMENT INFORMATION. SEE APPROPRIATE RIGHT OF WAY PLAT OR PLATS.

WETLANDS

NOTE: IT IS IMPERATE THAT ALL CONSTRUCTION ACTIVITIES REMAIN OUTSIDE ALL WETLANDS AREAS, EVEN THOUGH THEY MAY BE BEYOND THE CONSTRUCTION LIMITS OR OUTSIDE OF THE RIGHT OF WAY. WETLANDS ARE DESIGNATED ON PLANS.

REVIEWED AND APPROVAL RECOMMENDED
G. St. 4/11/89
DISTRICT ENGINEER (ACTING)

APPROVAL RECOMMENDED
John F. Fealy, Jr.
DEPUTY CHIEF ENGINEER-MAINTENANCE

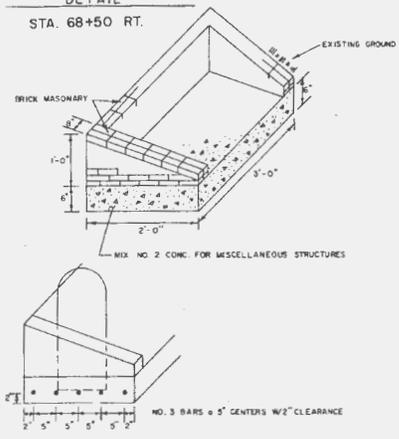
APPROVED
C. B. M. 4/11/89
CHIEF ENGINEER

"I/We hereby certify that any clearing, grading, construction and/or development will be done pursuant to this plan and that any responsible personnel involved in the construction project will have a certificate of attendance at a Department of Natural Resources approved training program for the control of sediment and erosion before beginning the project."

TYPICAL SECTIONS

F. N. No.	STATE	PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	MD.			

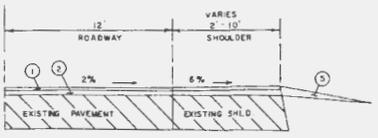
**HISTORICAL MILE MARKER
DETAIL
STA. 68+50 RT.**



- 1 1/2" NOMINAL BITUMINOUS CONCRETE SURFACE BAND SC FINAL
- 1 1/2" NOMINAL BITUMINOUS CONCRETE SURFACE FOR WEDGE AND/OR LEVELING BAND SC FINAL
- 3" NOMINAL BITUMINOUS CONCRETE BASE FOR PATCHING BAND BC
- 4 1/2" NOMINAL BITUMINOUS CONCRETE BASE WIDENING FOR SHOULDERS BAND BC
- VARIABLE DEPTH TOPSOIL AND/OR GRADED AGGREGATE SUBBASE COURSE FOR GRADE ADJUSTMENT AS DIRECTED BY ENGINEER
- 6" BASE COURSE USING GRADED AGGREGATE
- SUBGRADE & LIMIT OF CLASS I EXCAVATION

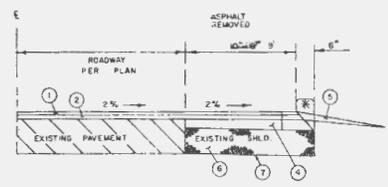
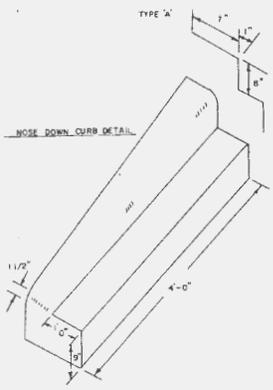
OUTSIDE SHOULDERS IN SUPERELEVATED SECTIONS
 Where S = 6% or less, low side shoulder = -6%
 Where S > 6%, low side shoulder is sloped same as pavement
 Where S = 5% or less, high side shoulder = -2%
 Where S > 5%, high side shoulder is sloped opposite a maximum rollover down break of 7% (Example - 5 + 8%, Shoulder = + 1%)

NOTE: In superelevated sections, match existing, cross-slope.

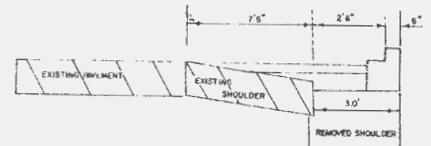


TYPICAL NORMAL HALF SECTION

SCALE {

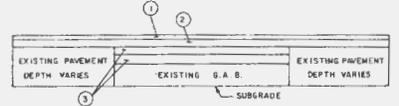


**WIDENING HALF SECTION
 STA 13+00 TO STA 22+00 @ 14:11:12
 * STD. TYPE A CONCRETE CURB & GUTTER (12" GUTTER PAN - 6" DEPTH)
 TO BE INSTALLED FROM STA 13+50 TO STA 16+50**



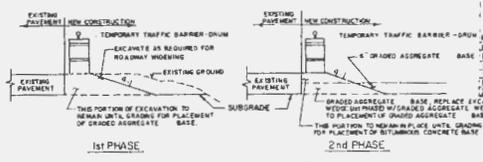
**AS BUILT WIDENING SECTION
 STA 14+11 TO 21+10 MORE CURB & GUTTER ENDS AT STA 17+35
 REASON FOR CHANGE EXISTING SHOULDER 3" THICK AND VERY STABLE.**

BITUMINOUS CONCRETE PATCHING TYPICAL



IF EXISTING AGGREGATE BASE IS UNSUITABLE, REMOVE & REPLACE W/ GRADED AGGREGATE BASE TO A DEPTH AS DIRECTED BY ENGINEER.

NOTE: THESE ARE AREAS TO BE PATCHED AS DIRECTED BY ENGINEER.



**1st PHASE
 STAGED ROADWAY CONSTRUCTION ADJACENT TO EXISTING PAVEMENT**

STA.	108+15	108+25	108+35	108+45	108+55	108+65	108+75	108+85	108+95	109+05	109+15	109+25	109+35	109+45	109+55	109+65	109+75	109+85	109+95
108+15	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"
108+25	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"
108+35	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"
108+45	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"
108+55	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"
108+65	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"
108+75	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"
108+85	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"
108+95	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"
109+05	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"
109+15	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"
109+25	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"
109+35	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"
109+45	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"
109+55	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"
109+65	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"
109+75	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"
109+85	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"
109+95	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"	25' 05"

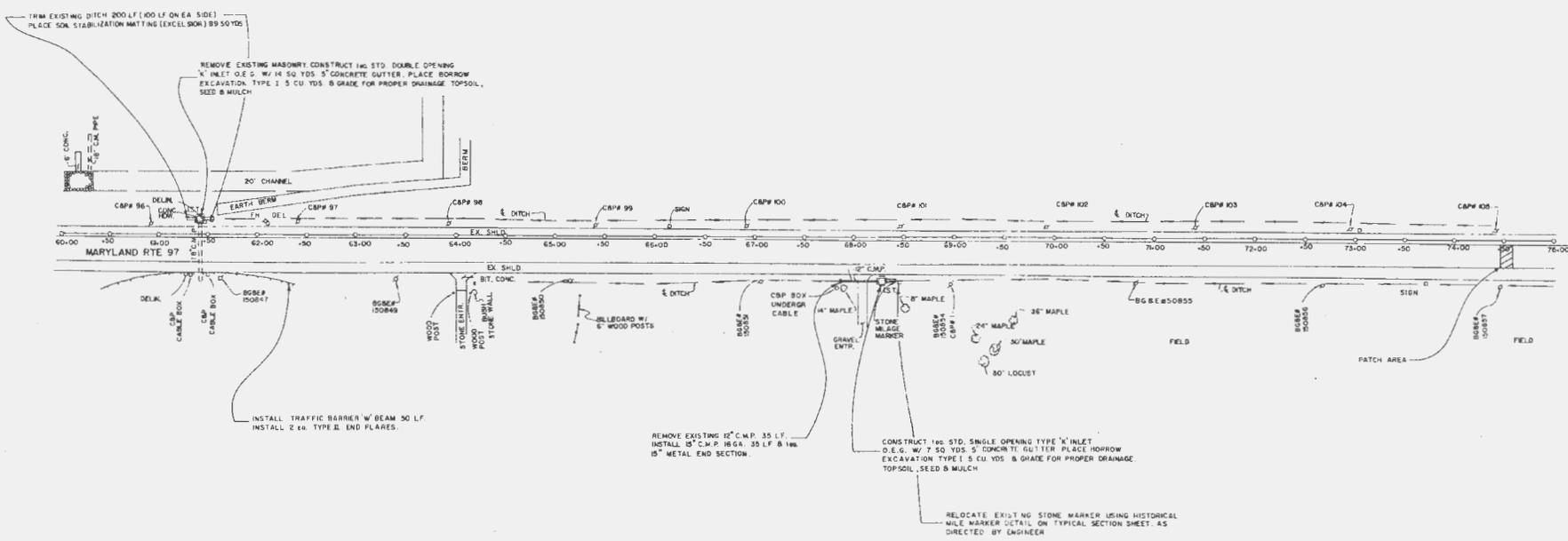
REVISIONS

STATE OF MARYLAND
 DEPARTMENT OF TRANSPORTATION
 STATE HIGHWAY ADMINISTRATION
 DISTRICT 7 SPECIAL PROJECTS

CONT NO. CL 731-501-777 FAP NO. SHEET NO. 2 OF 28
 PREL. TRAC. BY L. DUTROW FINAL TRAC. BY L. DUTROW

F.M. WL. SECTION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	MD.		7	28

INLET SEDIMENT TRAP
 STA. 61+40 LT.
 STA. 68+30 RT.



TRIM EXISTING DITCH 200 LF (100 LF ON EA. SIDE)
 PLACE 50# STABILIZATION MATTING (EXCEL DOK) 89 50 YDS

REMOVE EXISTING MASONRY CONSTRUCT 1# STD. DOUBLE OPENING
 'K' INLET D.E.G. W/ 14 50 YDS 5\"/>

INSTALL TRAFFIC BARRIER W' BEAM 50 LF
 INSTALL 2 ea. TYPE A END PLATES.

REMOVE EXISTING 12\"/>

CONSTRUCT 1# STD. SINGLE OPENING TYPE 'K' INLET
 D.E.G. W/ 7 50 YDS 5\"/>

RELOCATE EXISTING STONE MARKER USING HISTORICAL
 MILE MARKER DETAIL ON TYPICAL SECTION SHEET. AS
 DIRECTED BY ENGINEER

SCALE PLAN 1/4\"/>

REVISIONS	STATE OF MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION MARYLAND ROUTE 97 DISTRICT 7 SPECIAL PROJECTS
	CONTRACT NO. CL 731-501-777 P&P NO. SHEET NO. 7 OF 28 PREL. TRAC BY: FINAL TRAC BY: H.D. [Signature]

**Maryland State Highway Administration
Cultural Resources Section
Photo Log**

Project No.: CL214A21

Project Name: MD 97 from Pleasant Valley Road to Magna Way

MIHP No.: CARR-1734

Property Name: Baltimore-Reisterstown Turnpike Milestone No. 31

County: Carroll County

Photographer: Rebecca Crew

Date: 2 October 2014

Ink and Paper Combination: Epson UltraChrome pigmented ink/Epson Premium Luster Photo Paper

CD/DVD: Verbatim, CD-R, Archival Gold

Image File Name	Description of View
CARR-1734_2014-10-02_01	View facing east towards milestone.
CARR-1734_2014-10-02_02	View facing southeast towards milestone.
CARR-1734_2014-10-02_03	View facing west towards milestone.
CARR-1734_2014-10-02_04	View facing north towards milestone.



CARR-1737

Baltimore-Reisterstown

Turnpike Milestone No. 31

Carroll Co., MD

R. Crew

2 Oct 2014

MD SHPO

New facing north towards
milestone

#4/4

EPSON

Epson
Professional Paper



CARR-F734

Baltimore - Reisterstown

Turnpike Milestone No. 31

Carroll Co, MD

R. Crew

2 Oct 2014

MD SHPO

View facing west towards
milestone

#3/4



CARR-1734

Baltimore-Reisterstown
Turnpike Milestone No. 31

Carroll Co., MD

R. Crew

2 Oct 2014

MD SHPO

View facing east towards milestone.

1/4

Epson
Professional Paper

EPSON



CARR-1734 3/2

Baltimore-Reisterstown

Turnpike Milestone No. 31

Carroll Co., MD

R. Crew

2 Oct 2014

MD SHPO

View facing southeast towards
milestone

#2/4

Epson

Epson
Professional Paper

Epson