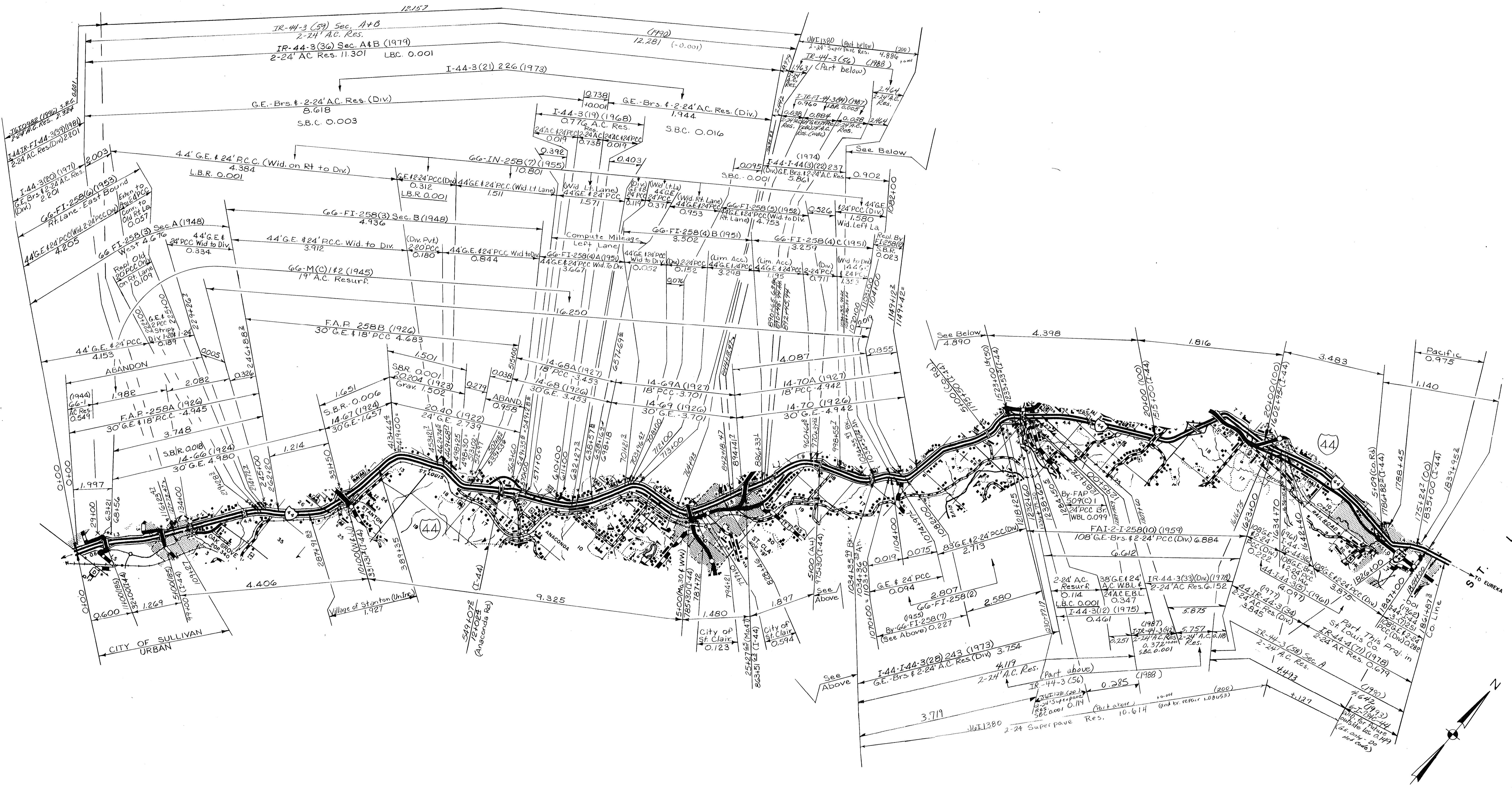
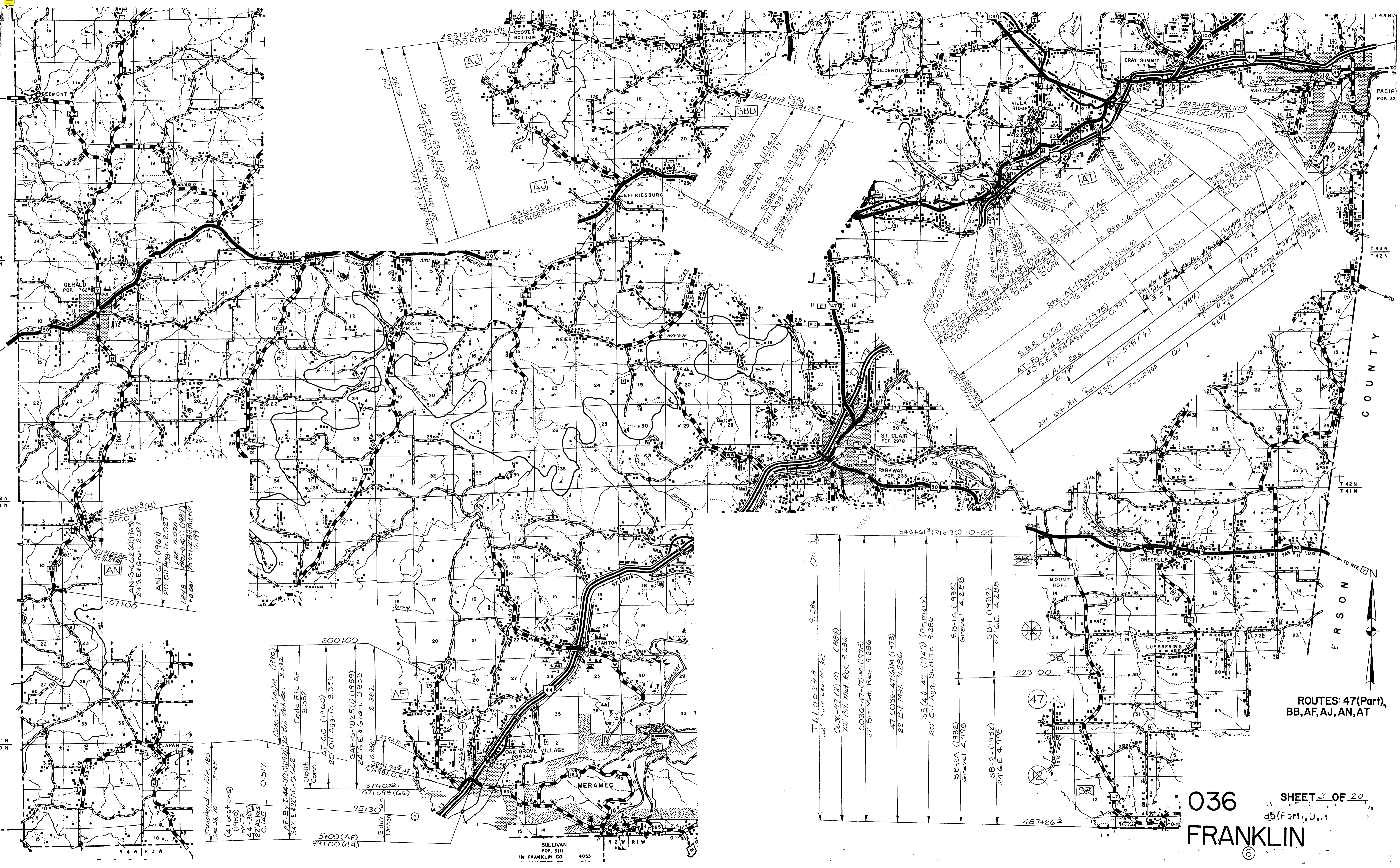


036
FRANKLIN

ROUTES: 30, 47(Part),
185(Part), P, H
SHEET 1 OF 20



036
 FRANKLIN
 ROUTE: 44
 (For Old U.S. 66 See Sht. 5)
 SHEET 2 OF 20



ROUTES: 47(Part),
BB, AF, AJ, AN, AT

036
FRANKLIN

SHEET 3 OF 20

6

Transferred to Rte. 185
See 54, 10
(4 Locations)
(1980)
BY TR.
44-5(97)
22' Ac. Res.
0.145

Code Rte AF
3.332
AF-60 (1960)
20' O.I. Agg. Tr. 3.353
SAF-S-1825(J) (1959)
24' G.E. & Gravel 3.353
2.382
3751945 AF
67+59± (66)
Sully
Urban

5+00 (AF)
99+00 (44)

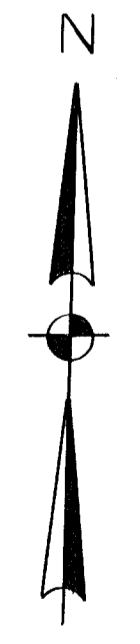
343+61² (Rte 30) = 0+00
J.L.O.O.3.4 A
22' Surf. Lev. Ac. Res.
9.286
CO36-47 (8) M (1984)
22' Bit. Mat. Res. 9.286
CO36-47 (7) M (1978)
22' Bit. Mat. Res. 9.286
47-CO36-47 (6) M (1973)
22' Bit. Mat. 9.286
SB (47-49 (1949) (Primary)
20' O.I. Agg. Surf. Tr. 9.286
SB-2A (1932)
Gravel 4.998
SB-1 (1932)
24' G.E. 4.288
SB-2 (1932)
24' G.E. 4.998

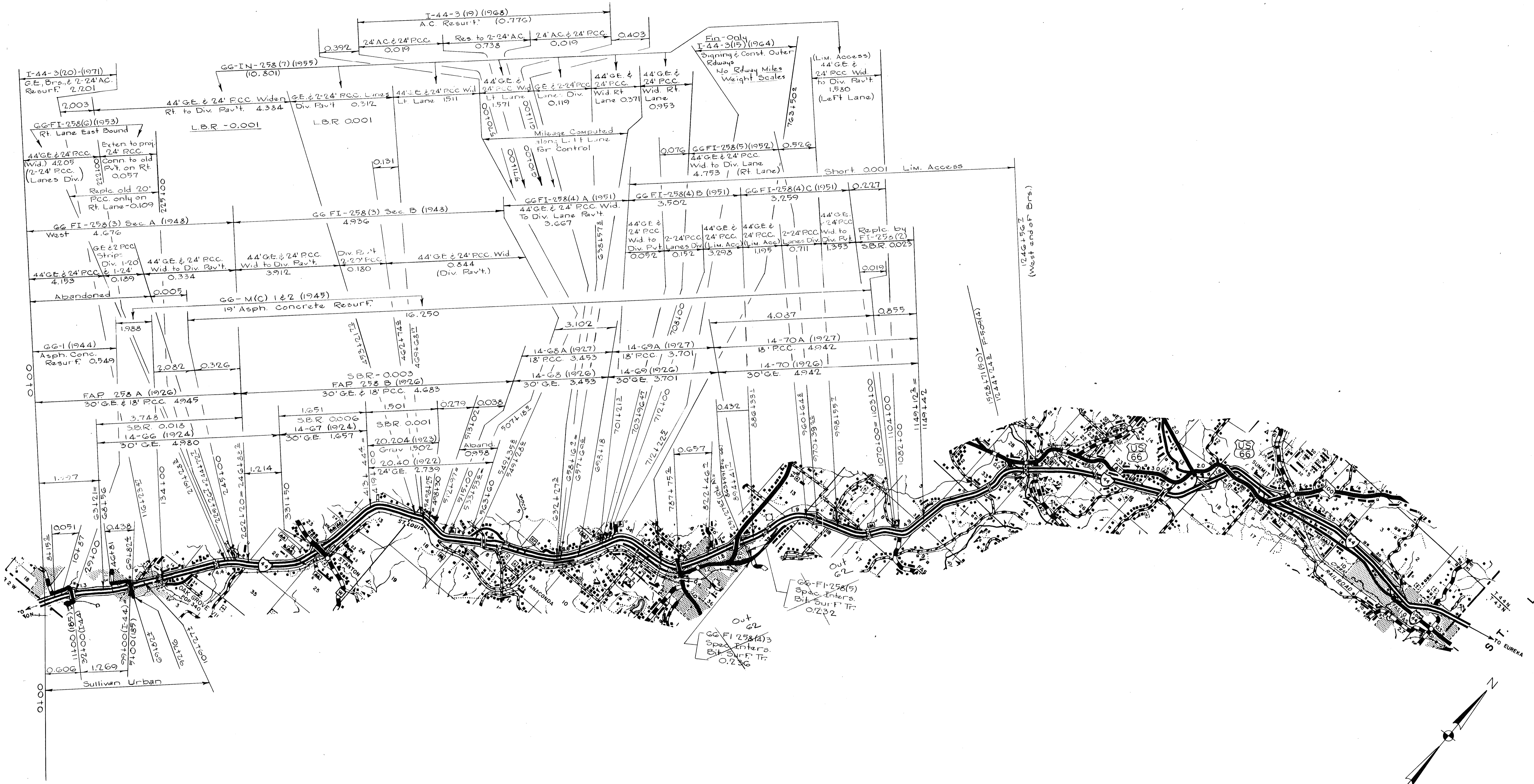
1511+00 (Rte 50)
20' O.I. Conn.
(1959) by
146± 124± PCC
0.095
15100 Conn.
(1958) by
188± 19± (10± 6)
152± 21± (150± 4)
152± 21± (150± 4)
24' PCC
0.044
Rte. AT (Purchase) (1962)
(Orig. Rte. 66 & 150) - 4.646
SBR 0.017
AT-BY-T-44-3(12) (1975)
20' G.E. & 24' Asph. Conc. 0.799
24' Ac. Res.
0.799
Shoulder Widening
24' Ac. Res.
0.208
4.687
Rte. 66 Sec. 71-B (1949)
29 AC
3.631
1507+41±
1507+57
1510+00
1511+00
1743+15± 39 (Rel. 100)
1515+00± (AT)
569+31± (100)
1507+41±
1510+00
1511+00
Transf. To
Rte. AT From
Rte. 100 24' Ac. Res.
AC 0.029
PCC 0.095
Shoulder Widening
24' Ac. Res.
0.154
Gravel
24' Ac. Res.
0.076
0.076
4.773
24' O.I. Mat. Res.
0.773

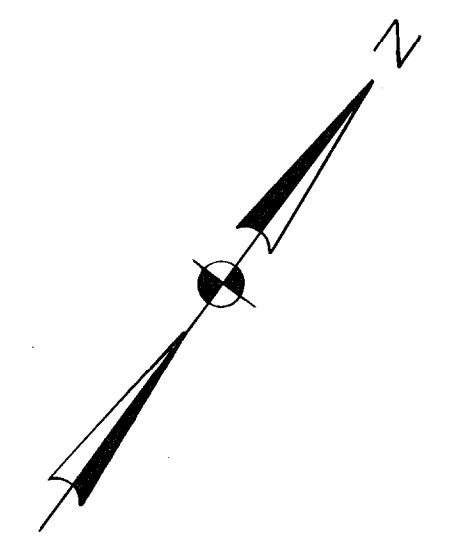
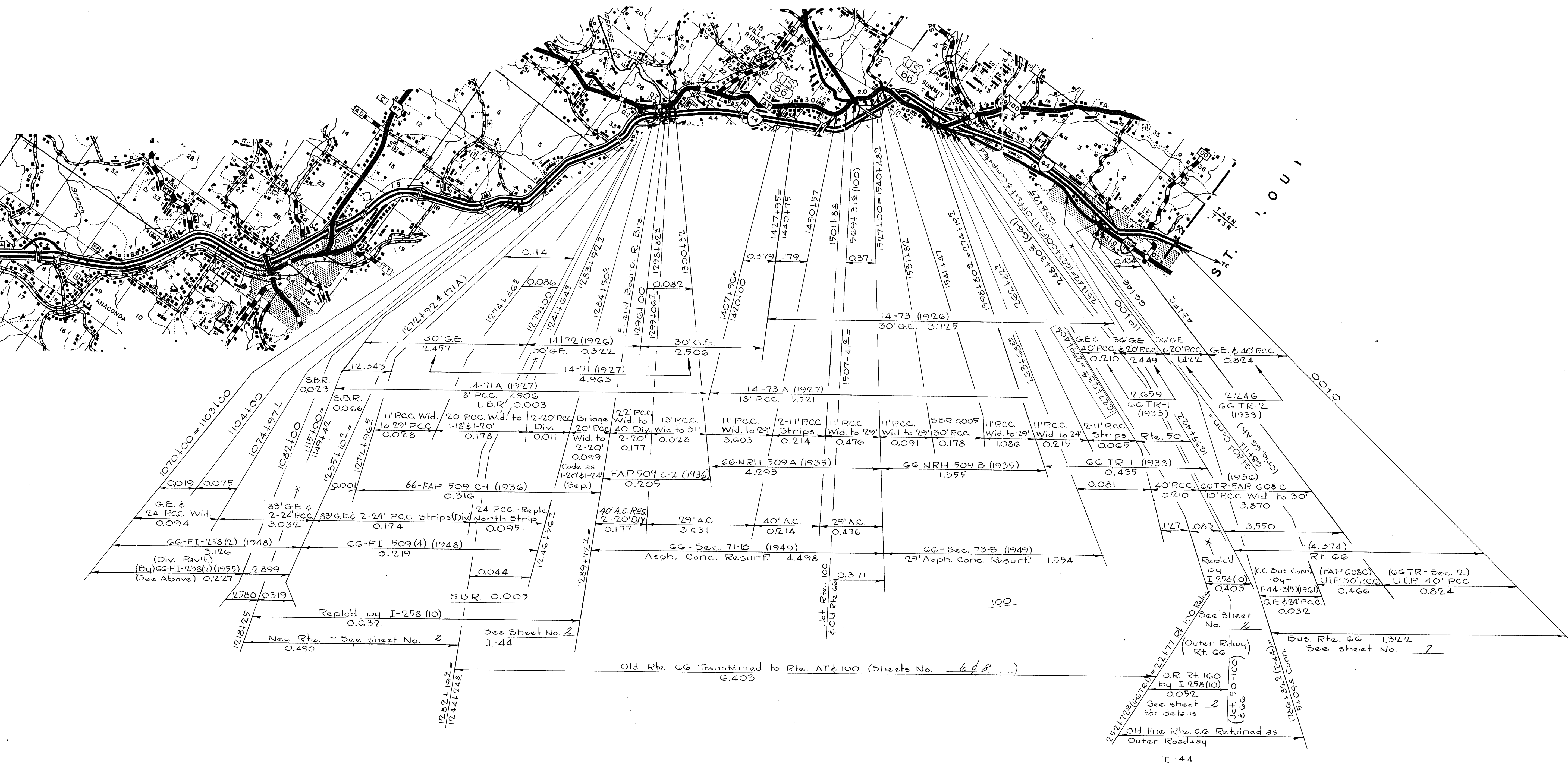
SULLIVAN
POP. 5111
IN FRANKLIN CO.
4053

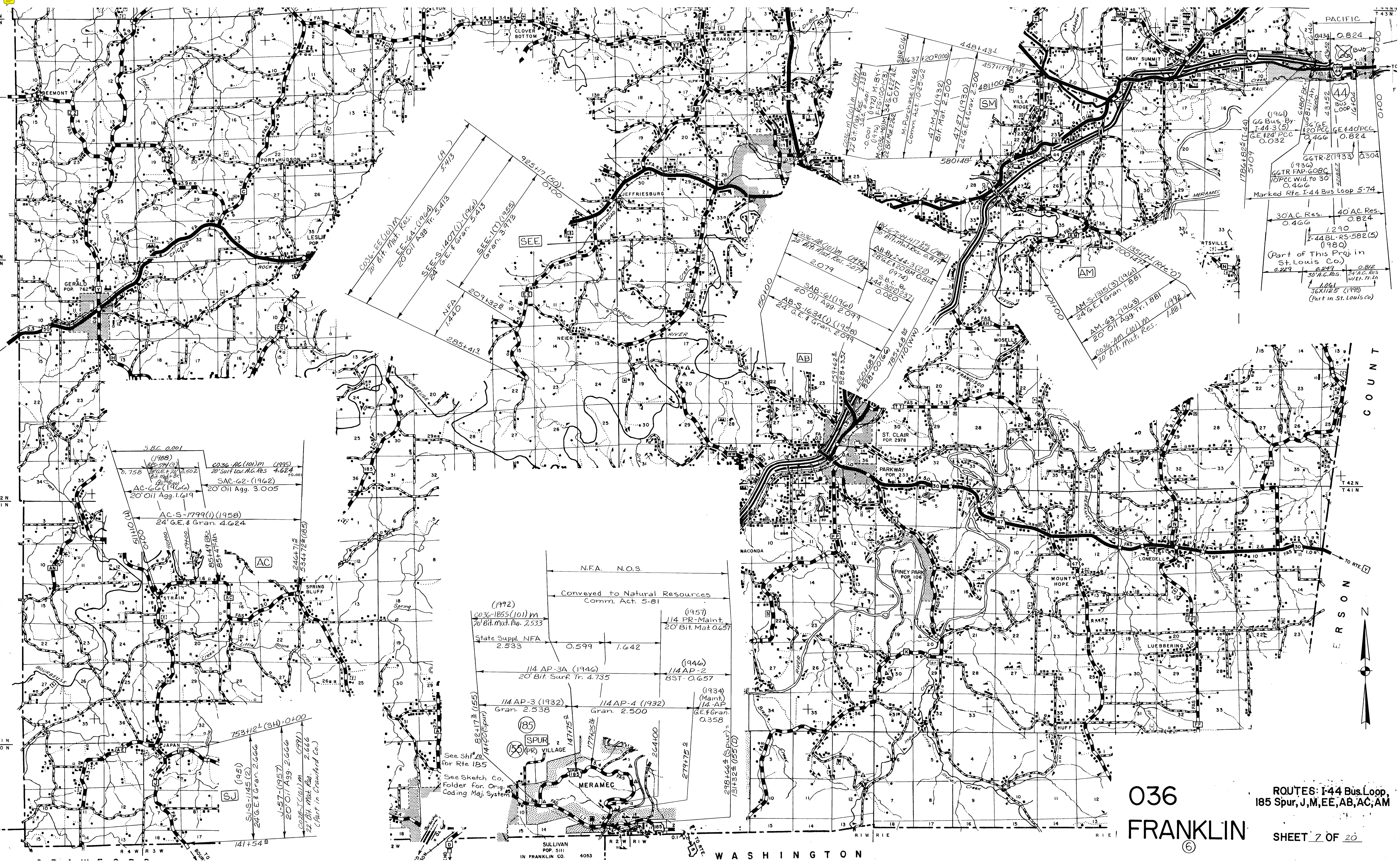


See below
 BY I.R. 44-3(56) (1988)
 0.328
 24' A.C. Res.
 2-18' A.C. Res.
 0.221
 (1975)
 50-BY-4-11-3 (12)
 0.377 L&C 0.001
 0.247
 24' A.C. Res.
 2-18' A.C. Res.
 (1959)
 BY I.R. 2-1-28(10)
 0.097
 0.328
 24' A.C. Res.
 2-18' P.C.C.
 0.308
 0.097
 0.328
 24' P.C.C.
 0.308
 L&C is a contract of error by the sub.









036
FRANKLIN
 ROUTES: I-44 Bus Loop, 185 Spur, J, M, EE, AB, AC, AM
 SHEET 7 OF 20

SEE S-1407(1) (1961)
 24' G.E. & Gran. 5.413
 SEE (C) (1959)
 Gran. 3.972

SAB-6(1) (1966)
 20' Oil Agg. 2.099
 AB-S-1634(1) (1958)
 24' G.E. & Gran. 2.099

AM-S-1315(3) (1966)
 24' G.E. & Gran. 1.881
 AM-63 (1963)
 20' Oil Agg. Tr. 1.881

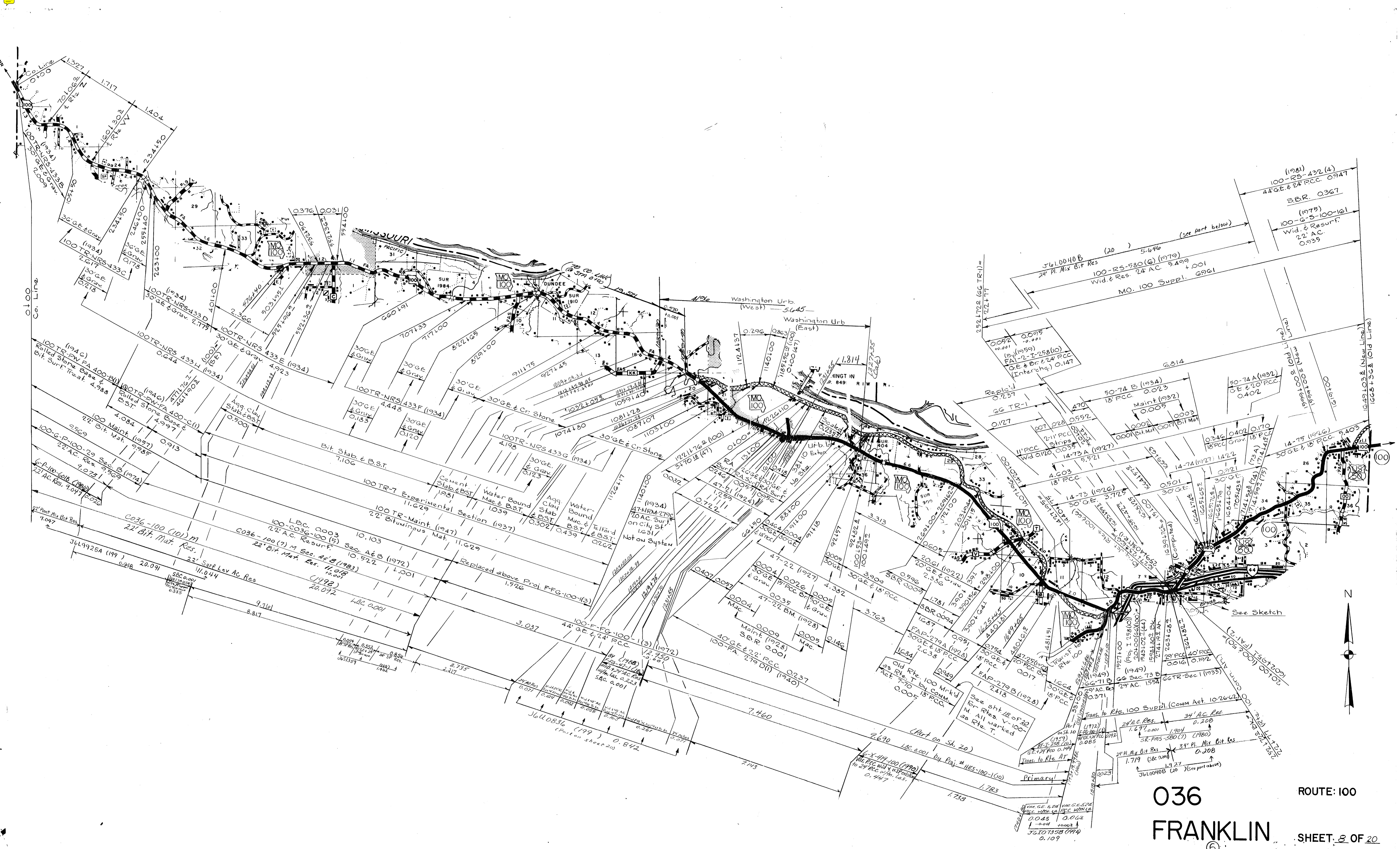
AC-S-1799(1) (1958)
 24' G.E. & Gran. 4.624
 AC-66 (1966)
 20' Oil Agg. 1.619

N.F.A. N.O.S.
 Conveyed to Natural Resources
 Comm. Act. 5-81
 (1992) 036-1855(101) M
 20' Bit. Mat. Res. 2.533
 State Suppl. NFA 2.533
 0.599 1.642
 114 AP-3A (1946)
 20' Bit. Surf. Tr. 4.735
 114 AP-2 (1946)
 BST. 0.657

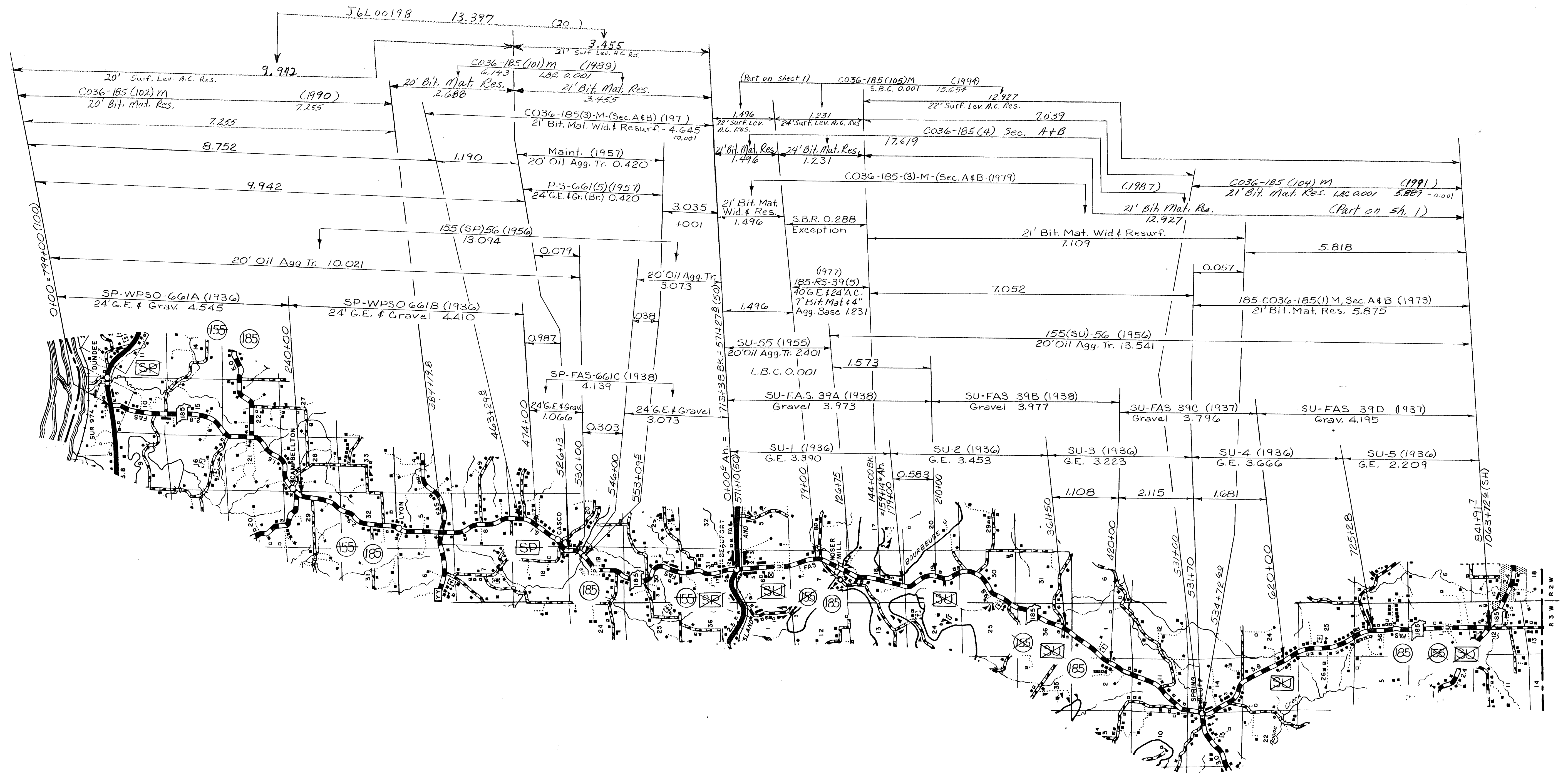
114 AP-3 (1932)
 Gran. 2.538
 114 AP-4 (1932)
 Gran. 2.500
 (1934) (Maint.)
 114 AP
 G.E. & Gran. 0.358
 278+664 (Spur)
 151+324 (55' D)
 279+75 0
 264+100
 177+25 24
 147+75 0
 141+90 (Spur)
 82+17 3/4 (155)
 See Sket. Co. Folder for Orig. Coding Maj. System
 See Sh 20 for Rte 185

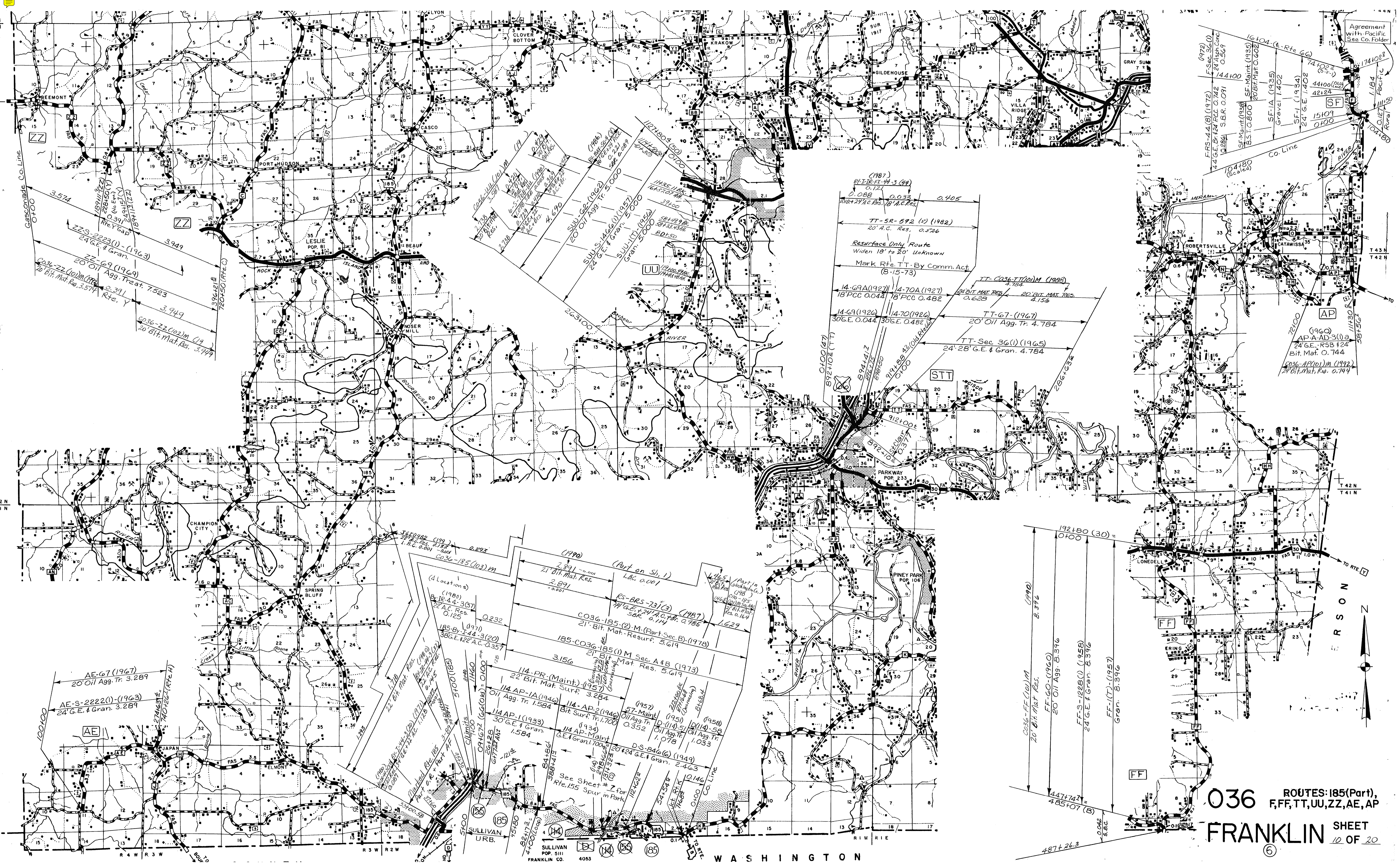
SULLIVAN
 POP. 5111
 IN FRANKLIN CO. 4053

WASHINGTON



036
FRANKLIN
 ROUTE: 100
 SHEET: 8 OF 20
 ⑥





Agreement with Pacific See Co. Folder

F.S. 44 (8) (1972)
 44 G.E. & 1/4" P.C.C. 0.742
 24' Bit. Mat. Res. 0.569
 S.B.R. 0.091

S.F. Maint. (1938)
 B.S.T. 0.800
 S.F. Maint. (1935)
 20' Bit. Mat. 0.602

S.F. 1A (1935)
 Gravel 1.402

S.F. 1 (1934)
 24' G.E. 1.402

44100 (219)
 42124

15109
 0100

174102²
 (S.F.)

174102¹
 (S.F.)

1184 Pacific

11150
 0100

16104 (E-Rte 66)

Co. Line

(1987)
 BY-TT-FL-11-3 (44)
 0.121
 18' P.C.C. 0.088
 18' P.C.C. 0.033
 18' P.C.C. 0.405

TT-SR-592 (5) (1982)
 20' Bit. Mat. Res. 0.526

Resurface Only Route
 Widen 18' to 20' Unknown

Mark Rte. TT-By Comm. Act
 (8-15-73)

14-69A (1927) 14-70A (1927)
 18' P.C.C. 0.044 18' P.C.C. 0.482

14-69 (1926) 14-70 (1926)
 30' G.E. 0.044 30' G.E. 0.482

TT-CO36-TT(10)M (1982)
 24' Bit. Mat. Res. 4.784
 20' Bit. Mat. Res. 4.156

TT-67 (1967)
 20' Oil Agg. Tr. 4.784

TT-Sec 36(1) (1965)
 24' 28" G.E. & Gran. 4.784

(1960)
 AP-A-AD-3(1)a
 24' G.E.-RSB & 24'
 Bit. Mat. 0.744

CO36-AP(10)M (1992)
 24' Bit. Mat. Res. 0.744

(1990)
 2.891 - 0.001
 21' Bit. Mat. Res. 1.800

(Part on Sh. 1)
 L.B.C. 0.001

RS-BRS-731(3) (1987)
 14' G.E. & 24' A.C. Tr. 0.985
 S.B.R. 0.114

CO36-185(2)M (Part Sec. B) (1978)
 21' Bit. Mat. Resurf. 5.619

185-CO36-185(1)M Sec. A4B (1973)
 21' Bit. Mat. Res. 5.619

114-PR (Maint) (1957)
 22' Bit. Mat. Surf. 3.284

114-AP-1A (1942)
 Oil Agg. Tr. 1.584

114-AP-2 (1946)
 Bit. Surf. Tr. 1.700

(1957)
 57' Maint. Oil Agg. Tr. 0.352

(1951)
 D-114-51 Oil Agg. Tr. 1.078

(1958)
 D-114-58 Oil Agg. Tr. 1.033

DS-84(6) (1949)
 20' 1/2" G.E. & Gran. 2.463

(1934)
 114-AP-Maint. G.E. & Gran. 1.700

(1933)
 114-AP-1 (1933)
 30' G.E. & Gran. 1.584

(1957)
 57' Maint. Oil Agg. Tr. 0.352

(1951)
 D-114-51 Oil Agg. Tr. 1.078

(1958)
 D-114-58 Oil Agg. Tr. 1.033

See Sheet # 7 for
 Rte. 155 Spur in Park.

114-PR (Maint) (1957)
 22' Bit. Mat. Surf. 3.284

114-AP-1A (1942)
 Oil Agg. Tr. 1.584

114-AP-2 (1946)
 Bit. Surf. Tr. 1.700

(1957)
 57' Maint. Oil Agg. Tr. 0.352

(1951)
 D-114-51 Oil Agg. Tr. 1.078

(1958)
 D-114-58 Oil Agg. Tr. 1.033

DS-84(6) (1949)
 20' 1/2" G.E. & Gran. 2.463

(1934)
 114-AP-Maint. G.E. & Gran. 1.700

(1933)
 114-AP-1 (1933)
 30' G.E. & Gran. 1.584

192180 (30) =
 0100

CO36-FF (10)M
 20' Bit. Mat. Res.
 8.396

FF-60 (1960)
 20' Oil Agg. 8.396

FF-S-1228(1) (1958)
 24' G.E. & Gran. 8.396

FF-1(T) (1957)
 Gran. 8.396

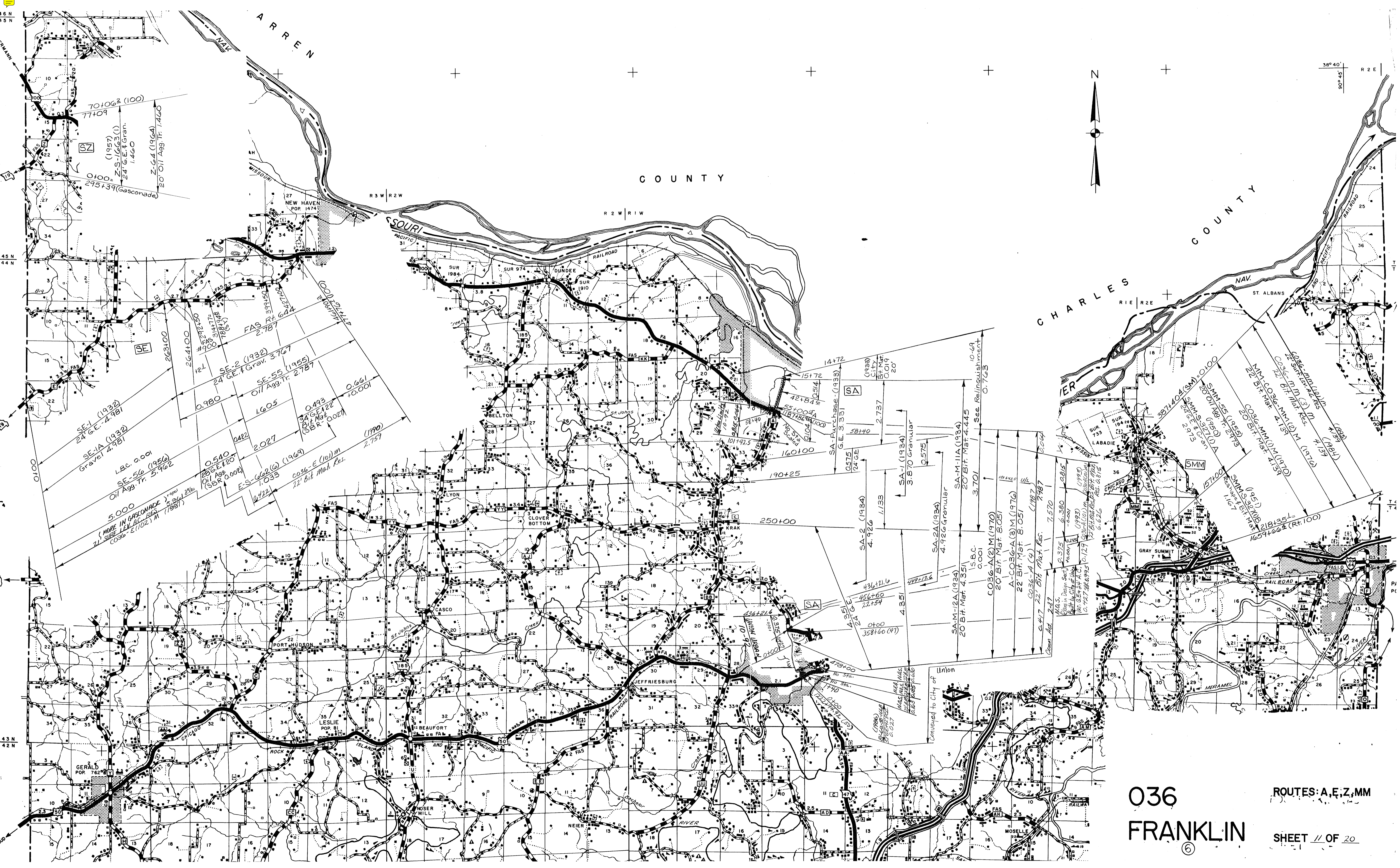
447474
 485+07 (B)

487+26.3

036 ROUTES: 185(Part),
 F, FF, TT, UU, ZZ, AE, AP

FRANKLIN SHEET
 10 OF 20

(6)

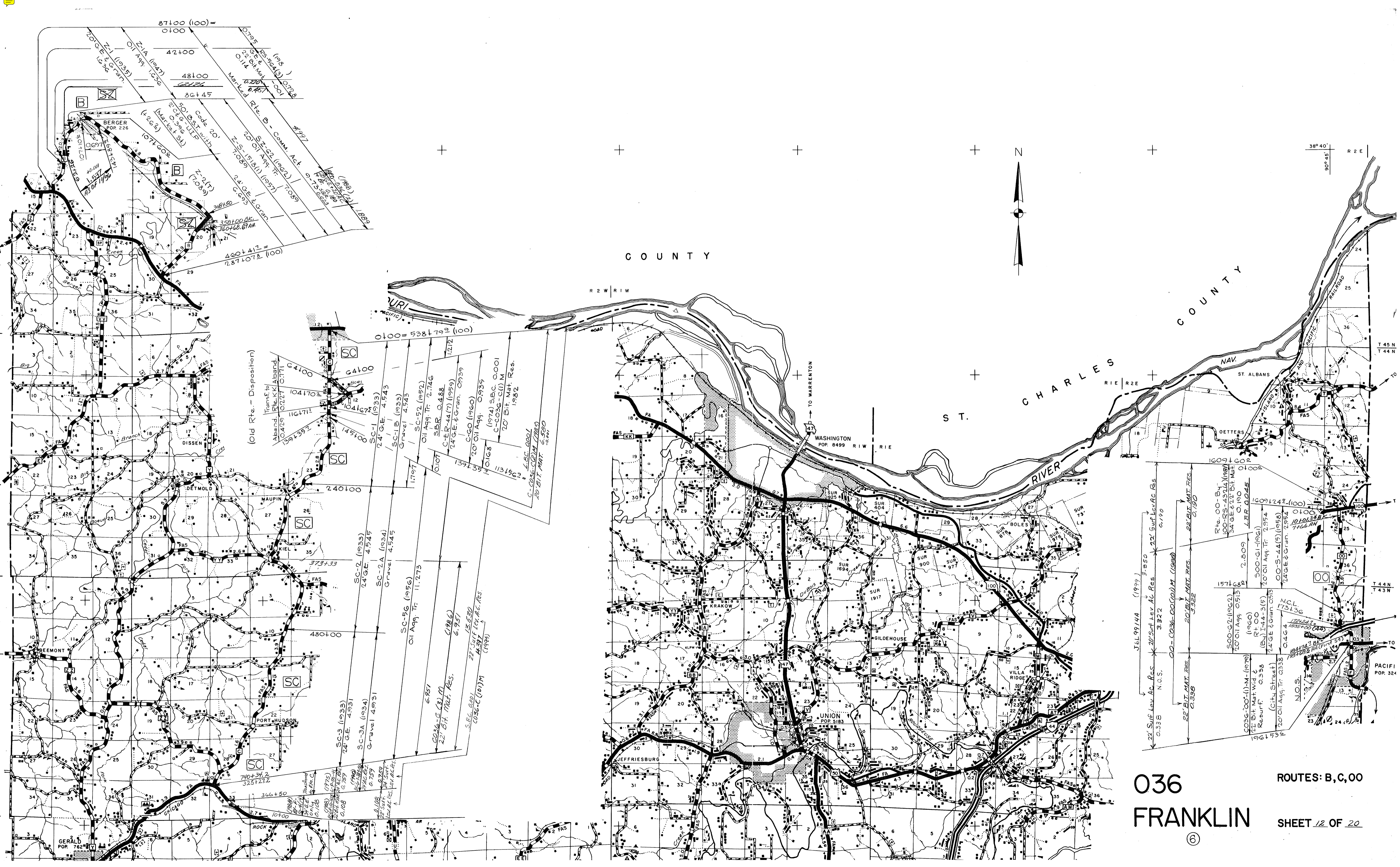


COUNTY

CHARLES COUNTY

036
FRANKLIN
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ROUTES: A, E, Z, MM
SHEET 11 OF 20



C O U N T Y

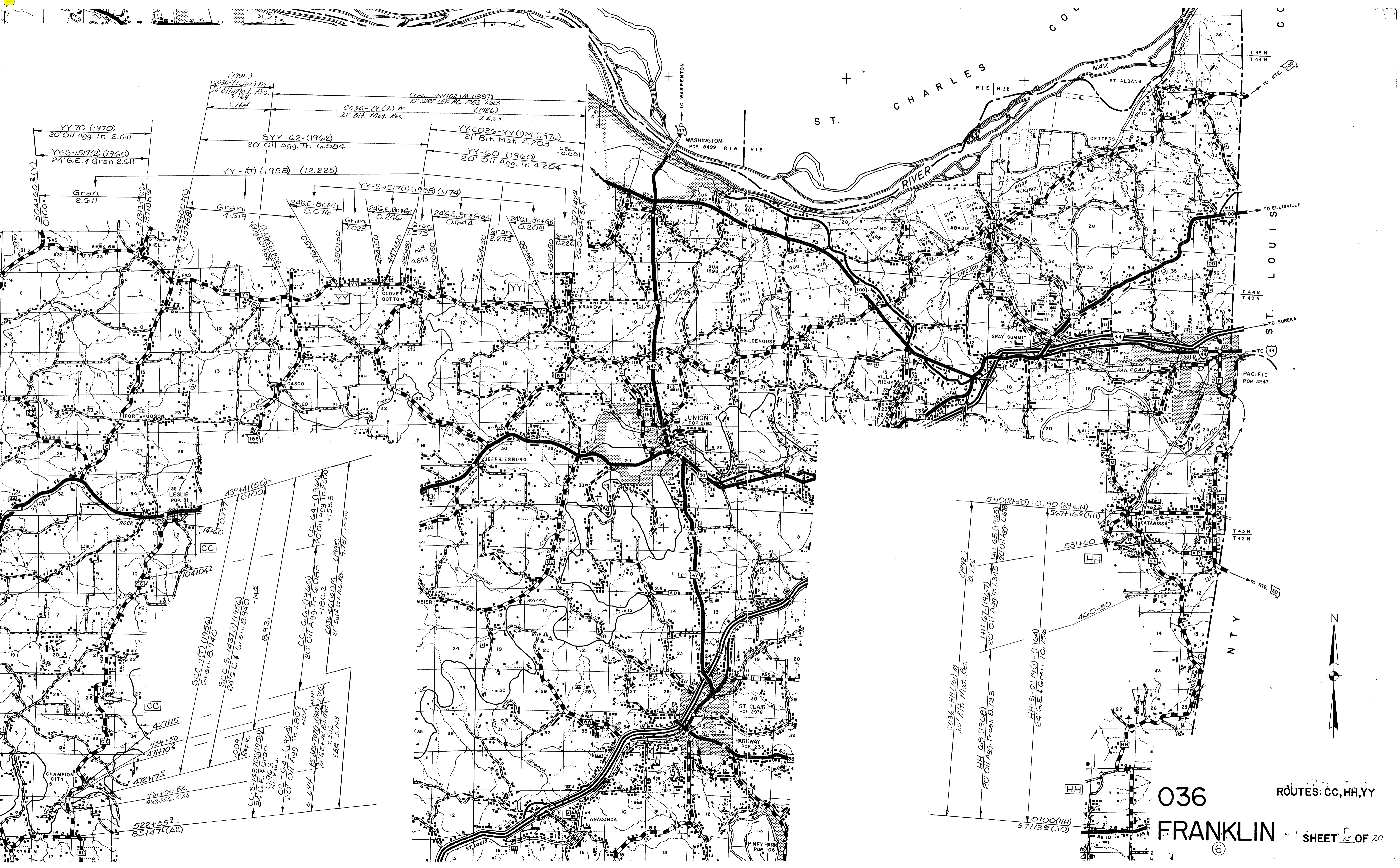
C O U N T Y

S T. C H A R L E S R I V E R

036
FRANKLIN

ROUTES: B, C, 00
SHEET 12 OF 20

(6)



(1992)
 C036-YY(10) M
 20' Bit. Mat. Res.
 3.164

C036-YY(2) M
 21' Bit. Mat. Res.
 7.623

YY-70 (1970)
 20' Oil Agg. Tr. 2.611

YY-S-1517(2) (1960)
 24' G.E. & Gran 2.611

SYY-62 (1962)
 20' Oil Agg. Tr. 6.584

YY-C036-YY(1) M (1976)
 21' Bit. Mat. 4.203

YY-60 (1960)
 20' Oil Agg. Tr. 4.204

YY-(T) (1958) (12,225)

YY-S-1517(1) (1958) (1,174)

439+41(50) = 0100

SCC-1(T) (1956)
 Gran. 8.940

SCC-S-1437(1) (1956)
 24' G.E. & Gran. 8.940

8.931

CC-64 (1964)
 20' Oil Agg. Tr. 6.085

CC-S-1437(2) (1956)
 24' G.E. & Gran. 8.940

CC-64 (1964)
 20' Oil Agg. Tr. 1.809

0.644

481+00 BK.
 488+56.5 AH

522+55.9 = 85+47.1 (AC)

540(Rte 0) = 0+90 (Rte N)

567+165 (HH)

531+60

460+50

0+100 (HH)
 57+13 (30)

HH-68 (1968)
 20' Oil Agg. Tr. 8.733

HH-S-2179(1) (1964)
 24' G.E. & Gran. 10.756

HH-67 (1967)
 20' Oil Agg. Tr. 7.345

HH-65 (1965)
 20' Oil Agg. Tr. 0.618

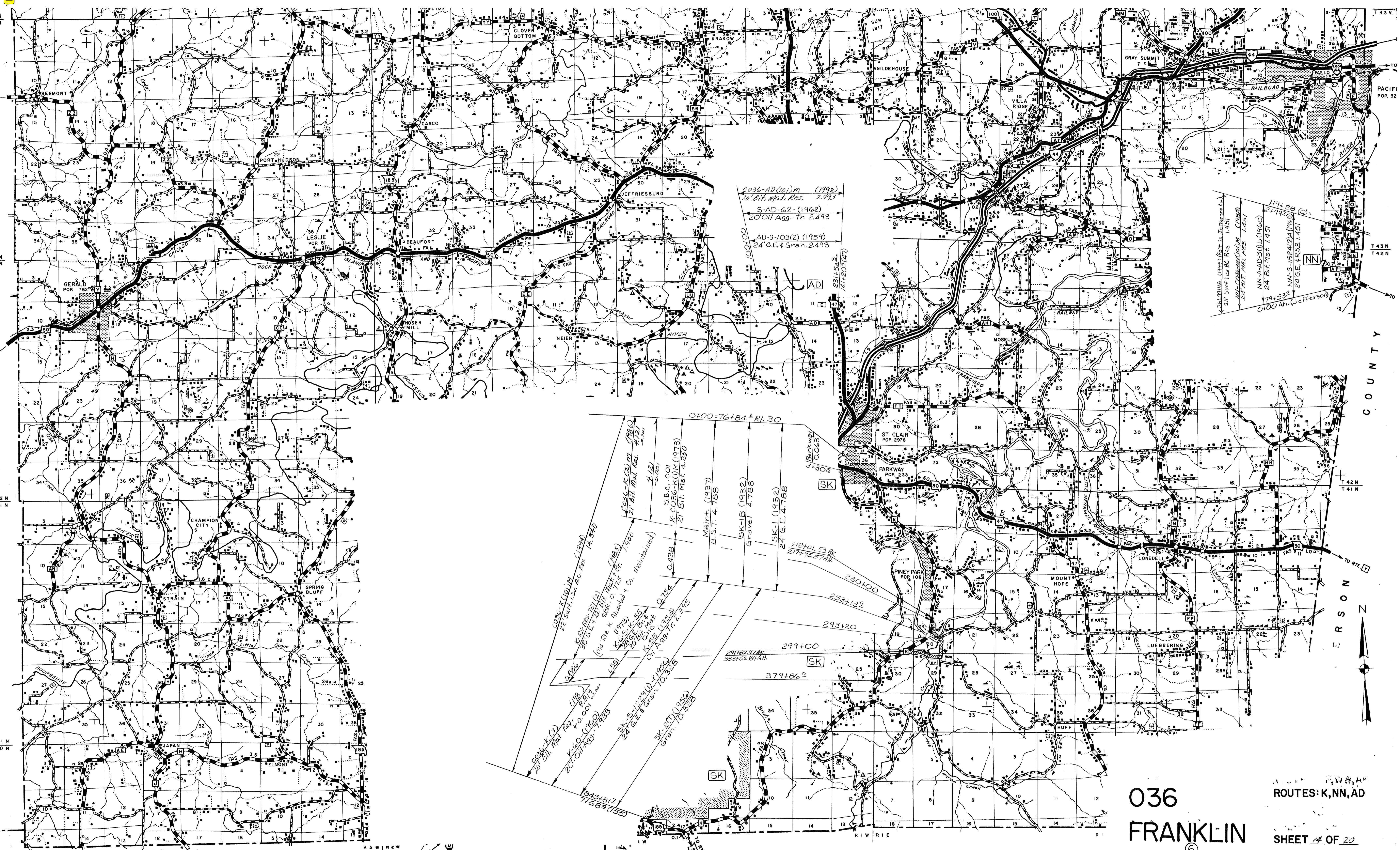
10.756

C036-HH (1992) M
 20' Bit. Mat. Res.

036
 FRANKLIN

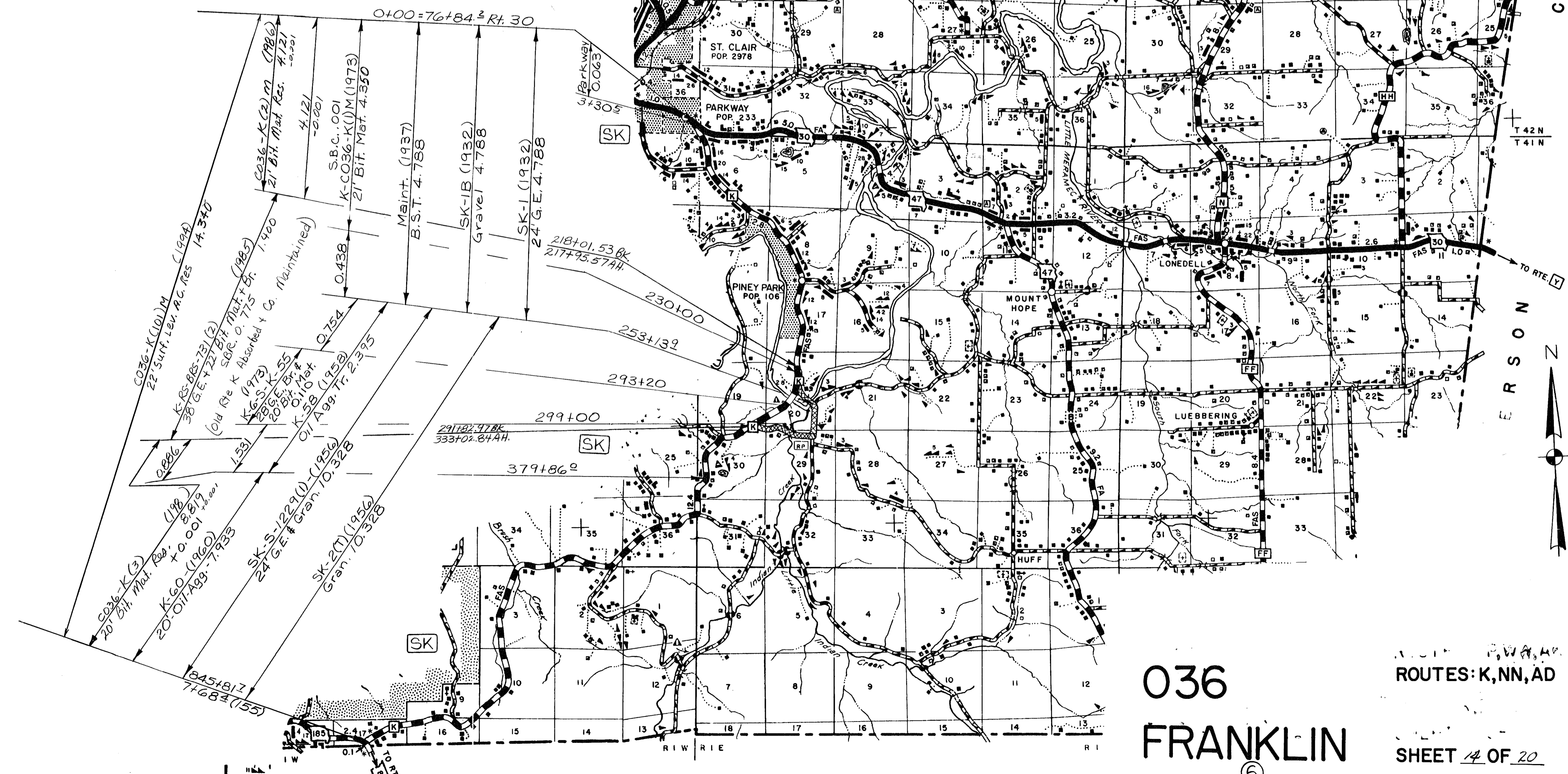
ROUTES: CC, HH, YY

SHEET 13 OF 20



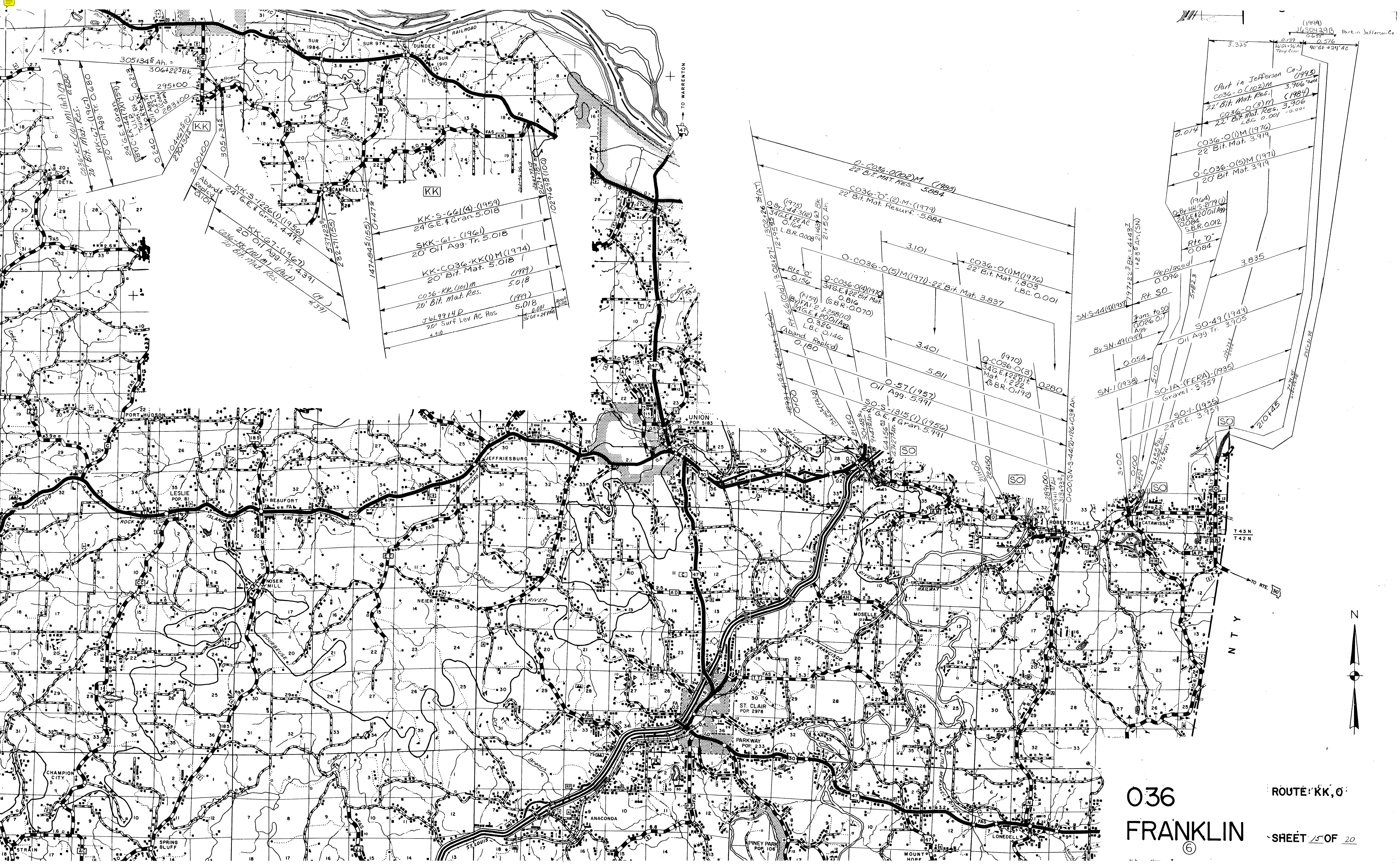
C036-AD(101)M (1992)
 10' Bit. Mat. Res. 2,493
 S-AD-62-(1962)
 20' Oil Agg. Tr. 2,493
 AD-3-103(2) (1959)
 24' G.E. & Gran. 2,493

119488
 219972
 NN-C036-K(101)M (1960)
 24' Bit. Mat. Res. 1,451
 NN-A-AD-3(101)M (1960)
 24' Bit. Mat. Res. 1,451
 NN-S-1624(101)M (1960)
 24' G.E. & RSB 1,451
 791532
 0100 Ah. (Jefferson)



036
 FRANKLIN
 ROUTES: K, NN, AD
 SHEET 14 OF 20

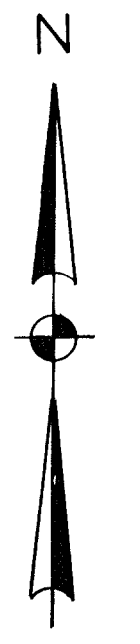
FRANKLIN COUNTY
 WASHINGTON

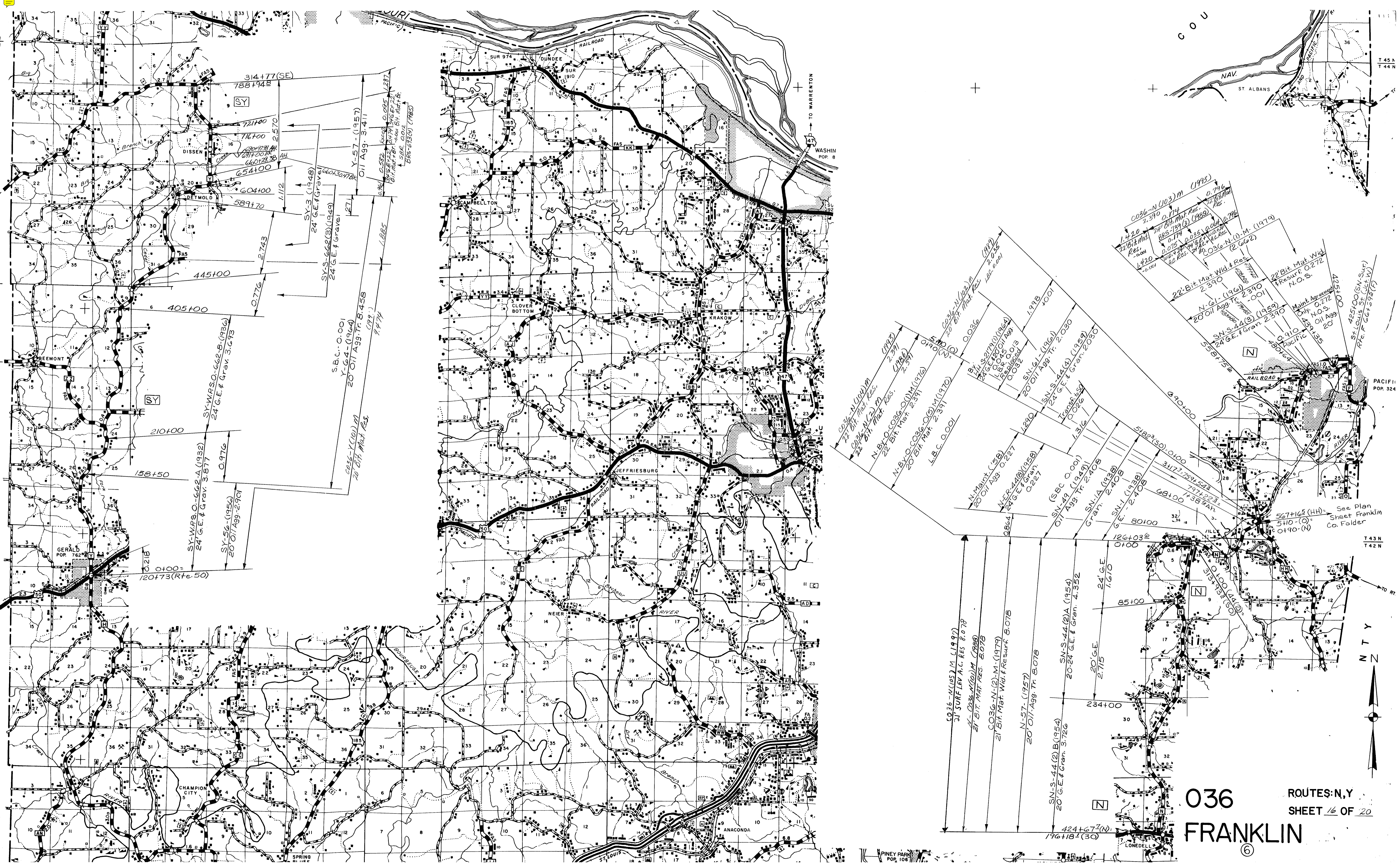


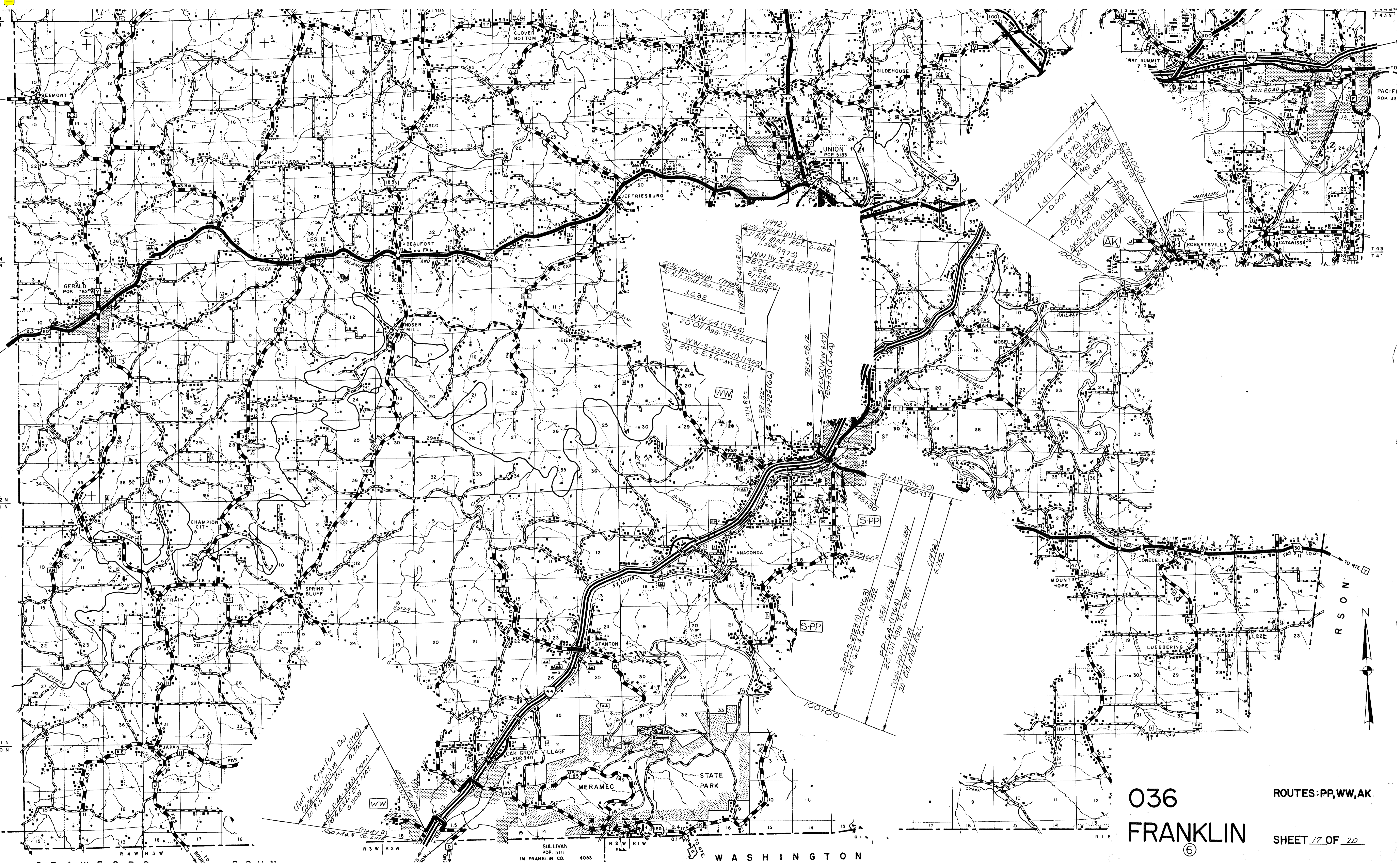
KK-S-66(4) (1959)
 24 G.E. & Gran. 5.018
 SKK-61- (1961)
 20' Oil Agg. Tr. 5.018
 KK-CO36-KK(M) (1974)
 20' Bit. Mat. 5.018
 CO36-KK (M) (1989)
 20' Bit. Mat. Res. 5.018
 J6L9914D (1999)
 20' Surf Lev AC Res. 5.018
 20' GE & GRAN.

O-CO36-O(102)M (1988)
 22' Bit. Mat. Res. 5.884
 CO36-O (2)-M- (1979)
 22' Bit. Mat. Resurf. 5.884
 O-CO36-O(5)M (1976)
 22' Bit. Mat. 3.837
 O-CO36-O(4) (1970)
 34' G.E. & 22' Bit. Mat. 0.816
 (SBR-0.070)
 (1959)
 By FAI-2-1-258(10)
 21' G.E. & 20' Oil Agg. & L.B.R. 0.146
 (Aband. Replcd) 0.180
 O-57 (1957)
 Oil Agg. 5.991
 SO-S-1315(1) (1956)
 24' G.E. & Gran. 5.991
 (21' G.E. & 22' Bit. Mat.)
 O-CO36-O(13) (1970)
 34' G.E. & 22' Bit. Mat. 1.222
 (SBR-0.192) 0.280

(Part in Jefferson Co.) (1993)
 CO36-O(102)M 3.906
 22' Bit. Mat. Res. (1984)
 CO36-O(3)M 3.906
 22' Bit. Mat. Res. 0.001
 CO36-O(1)M (1976)
 22' Bit. Mat. 3.919
 O-CO36-O(5)M (1971)
 20' Bit. Mat. 3.919
 (1964)
 O-By HH'S 2179(1)
 24' G.E. & 20' Oil Agg. 0.084
 Rte "O" 0.084
 Replaced 0.096
 Rt. SO
 SN-S-44(3) (1957)
 1423' AN (SN)
 By SN-49(1949)
 0.054
 SN-1 (1938)
 SO-49 (1949)
 Oil Agg. Tr. 3.905
 SO-1A (FERA) (1935)
 Gravel 3.957
 SO-1 (1935)
 24' G.E. 3.957







(Part in Crawford Co) (1990)
036-WW (101) M
20' Bit. Mat. Res. 0.305
115' 44.8' 20' Bit. Mat.
0.305

(1992)
036-WW (101) M
22' Bit. Mat. Res. 0.086
1,306
WW By I-44 3(21)
SB G.E. 22' B.M. 7452
By I-44
3(21) 24'
0019
036-WW (102) M (1992)
20' Bit. Mat. Res. 3.632
71153 (G-4408 Left)
3.632
WW-GA (1964)
20' Oil Agg. Tr. 3.651
WW-S-2224(0) (1963)
24' G.E. 4 Gran 3.651
231+82 =
292+82 =
712+223 (G)

036-AK (101) M
20' Bit. Mat. Res. 0.000
(1972)
11970 AK-By
0.000
24' G.E. 7001
Agg. 0.085
(LBR 0.024)
1.411
+0.001
AK-GA (1964)
20' Oil Agg. Tr.
1470
AKS-195(2) (1964)
24' G.E. 4 Gran 470
77125
714+00 (Rte 30)
714+00 (Rte 30)
714+00 (Rte 30)

21+41 (Rte 30)
448+80
455+93.1
335+60
S-P-P S-2123(0) (1963)
24' G.E. 4 Gran. G. 752
NFA-4-446
PD-GA (1964)
20' Oil Agg. Tr. G. 752
036-SPP (101) M
20' Bit. Mat. Res.
(1992)
6,752

036
FRANKLIN
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ROUTES: PP, WW, AK
SHEET 17 OF 20

