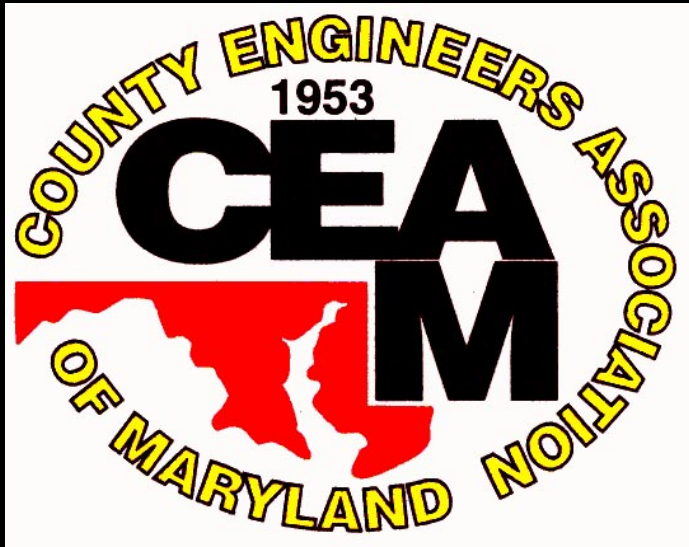




CEAM AWARDS

Fall Conference

2022



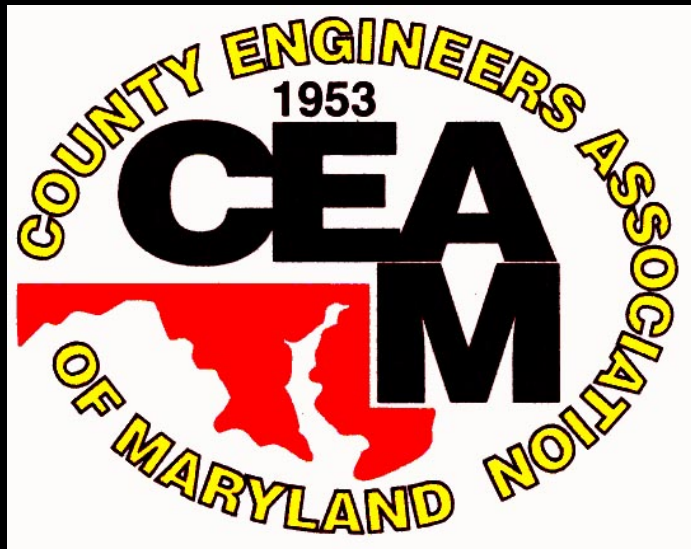
Nominations

Small Projects \$1,000,000 or less

Washington County – Marty's Mythical Woods Natural Playground

Anne Arundel County – B&A Trail Over Joyce Lane

Howard County – National Road Mile Marker 14 Park Enhancement



Marty's Mythical Woods Natural Playground

Washington County

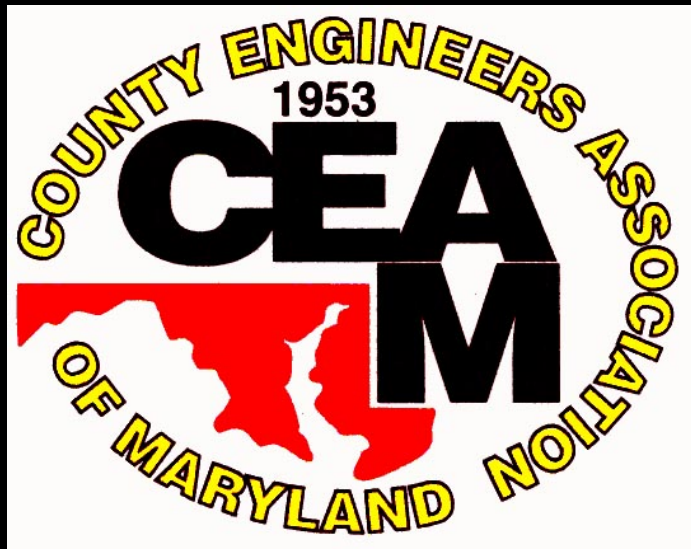












B&A Trail Over Joyce Lane

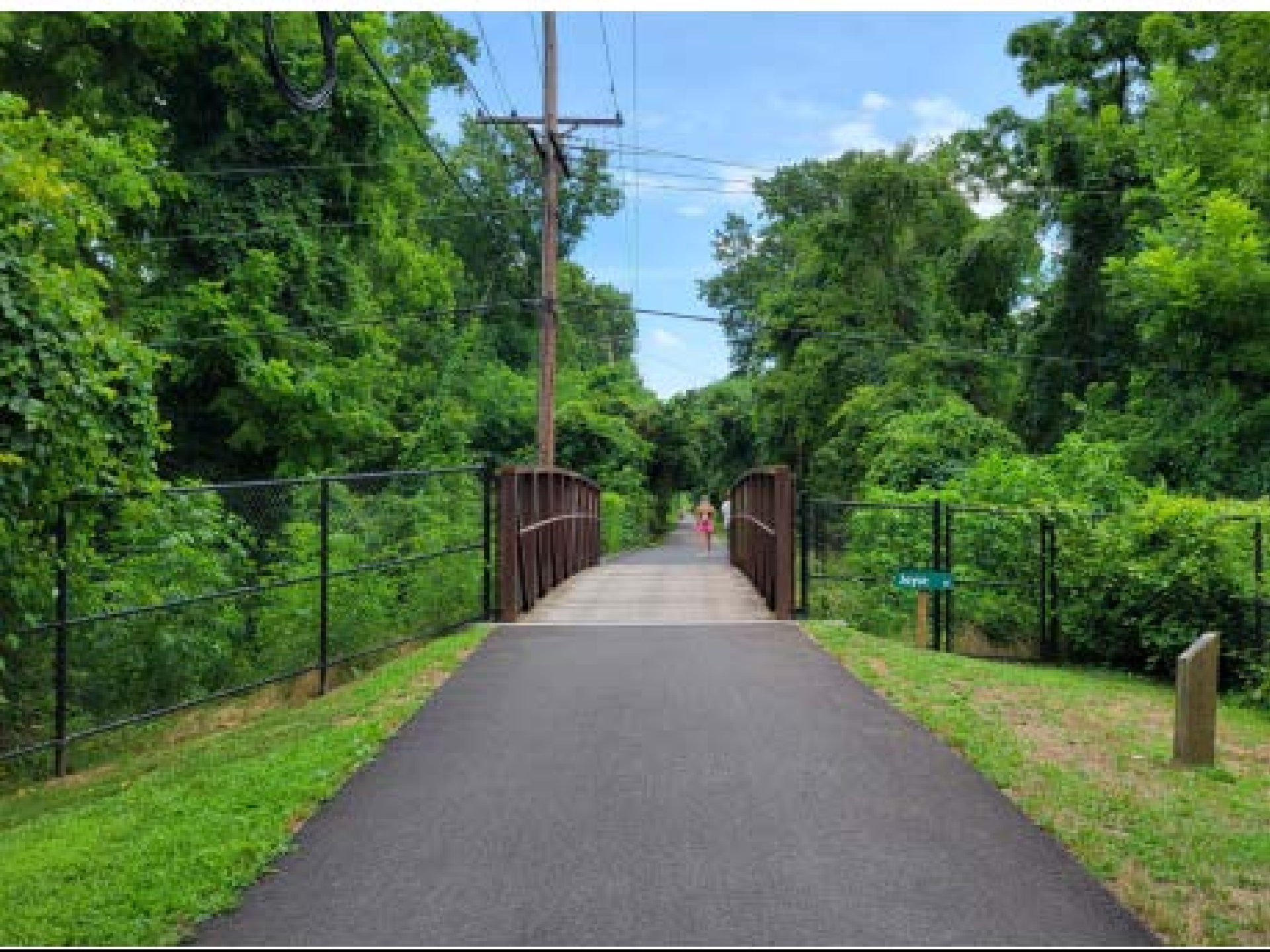
Anne Arundel County

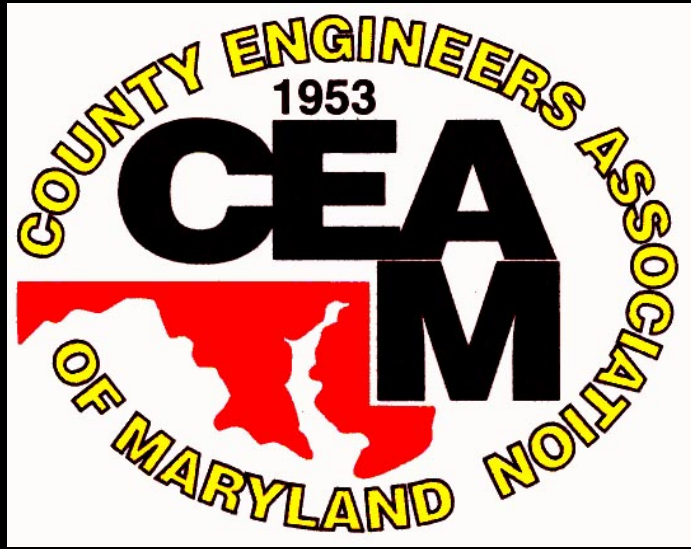












National Road Mile Marker 14 Park Enhancement

Howard County







Near Ellicott City in Howard County, Maryland — The American Northeast (Mid-Atlantic)

Mile Marker 14

Inscription.

You are standing at Mile Marker 14, a historic stone marker located at the intersection of US Route 40 and MD 144, formerly known as the Pine Orchard hamlet. Although it has worn away over time, hand-chiseled letters read 14 M To B, meaning 14 miles to Baltimore. Mile Marker 14 (Historic Site Inventory #595) is one of 34 remaining markers out of the original 45 that denotes the mileage from Frederick to Baltimore and on the Baltimore and Frederick-Town Turnpike (MD 144), also known as the old National Pike. This tradition of stone markers dates back over 2,000 years to the road builders of the Roman Empire, and it continued in 19th century America.

Mile stones were a welcome sign for travelers in horse-drawn carriages or wagons. Overloaded wagons often covered only a few miles a day. Although built to last, the permanency of some mile stones has been usurped by road improvements that accommodated modern travelers. Only a few remain in their original location, primarily installed on the north side of the road.



Photographed By Devry Becker Jones, August 10, 2021

1. Mile Marker 14 Marker

The National Road was the first federally-funded highway in the United States. In the early 1800s, Congress approved funds to

connect the Port of Baltimore with the expanding lands, creating the primary gateway to the Midwest. Cumberland, Maryland was to be the eastern starting point on the National Road. The Baltimore and Frederick Turnpike Company began in 1805, and in 1807 the ten miles that parallel Route 40 (now Frederick Road) were completed. The opening of the National Road saw thousands of travelers in covered wagons heading west over the Allegheny Mountain seeking new settlements. The road also became a corridor of moving goods and supplies. Small towns and hamlets along the National Road's path began to grow and prosper as did the development of roadside taverns, wagon stands, blacksmith shops, and livery stables. Taverns were probably the most important and numerous businesses found on the National Road. It is estimated that there was about one tavern situated on

Click or scan to see
this page online

Photographed By Devry Becker Jones, August 10, 2021

2. Mile Marker 14 Marker roadside display

every mile of the road.

The Pine Orchard hamlet had several businesses built in the mid-nineteenth century, including a blacksmith shop, store and the "Pine Orchard Hotel," a stone building originally constructed c. 1840. The 1878 Atlas also shows an African Methodist

MILE MARKER 14



UNIVERSITY OF CALIFORNIA, LOS ANGELES

INSTALLED AROUND THREE HOURS
THE BALCONY IS OVERHUNG FROM
TEMPERATURE CONTROLLED BALCONY
THE BALCONY IS OVERHUNG FROM

HAND-CHECKED LOCAL CITIES INDEXED
 BY HAND IN THE RECEIPTING
 "LITERATURE"

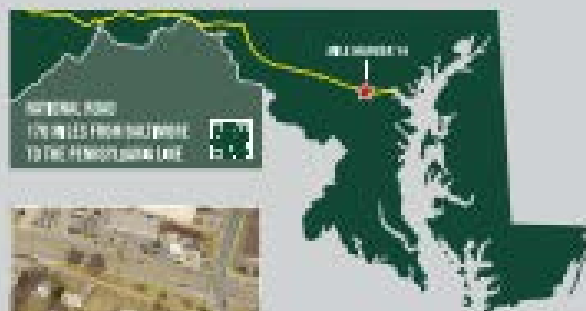
RENT: \$1,500.00. 100% MONTHLY PAYMENT REQUIRED.
THE ABOVE INFORMATION IS SUBJECT TO THE
TERMS AND CONDITIONS OF THE RENTAL AGREEMENT.

MILE MARKER 14

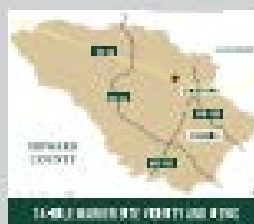
For my study at M3-Marker 14, a historic cross marker located at the site number of 926. Road 4 and M3 141, formerly known as the Fox-Orlando Road, although it has since been overgrown, had white-tiled roots and 34 34 To cross 14 miles in Baltimore. M3 Marker 14 (Historic Site Inventory-1981) is one of 34 remaining markers out of the original 40 that document the migration from Frederick to Baltimore on the Baltimore and Frederick Road (Maple 1981). 141, also known as the old National Pike. This migration of some markers dates back over 2,000 years to the road builders of the Roman Empire, and it continued in 19th-century America.

Male moths were a noticeable sight for visitors in houses. During our stays, we noticed that house moths were present only a few miles from the beach. Although built to fly, the permeability of some bird droppings has been accepted by most homeowners that accommodate modern travelers. Only a few remain in their natural locations, eventually washed on the south side of the road.

The National Road was the first federally-funded highway in the United States. In the early 1800s, Congress approved funds to construct the Port of Baltimore with the expanding harbor, creating the primary gateway to the Midwest. Cumberland, Maryland was to be the eastern starting point on the National Road. The Baltimore and Frederick Turnpike Company began in 1803, and in 1807 the road that paralleled Route 30 from Frederick Road (over completed). The opening of the National Road saw thousands of travelers in covered wagons heading west over the Allegheny Mountains seeking new settlements. The road also became a corridor of moving goods and supplies, local towns and farmers along the National Road's path began to grow and prosper as did the development of nearby taverns, wagon yards, blacksmith shops, and every other business. There was probably the most important and numerous businesses found on the National Road. It is estimated, there just about one tavern situated on every mile of the road.

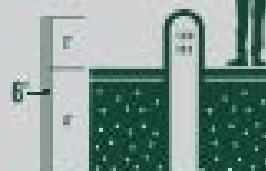


IT'S AN OFFICIAL STATE HIGHWAY
AND WE'VE GOT THE EVIDENCE



MEASURES IT IN A FURNACE OR
WITH A BURNING TOP

© 1998 by The McGraw-Hill Companies, Inc.



The Pine Orchard house has several landmarks built in the mid-19th-century, including a blacksmith shop and the "Pine Orchard Hotel," a stone building originally constructed in 1816. The 1870s addition shows an African Methodist Episcopal church in the basement and census data reveals large numbers of African American families lived so proximately to the Pine Orchard House. In the 1840s, the stone building was sold and converted into a liquor store which is what stands there today. Pine County on the Pine Orchard Road in the old photo.

With the expansion of railroads and the canal system (the National Road represented a similar system to the Erie), private sources were no longer the Federal Highway Act of 1921 established a program of federal aid to encourage the states to build "an adequate and connected system of highways, necessary to character" (in 1920, the good system of secondary highways was in place), thus creating US Route 40 out of the remains of the National Road. Route 40 served as a major east-west artery and the Federal-Aid Highway Act of 1938 created the Interstate system and much of the health, passenger and cargo (over the old National Road).

The portion of the old National Road is still in use today by a variety of road users including bicyclists. Over the years, spurs have been replaced by modern, multi-lane boulevards. The main-line roadway today is dotted with old inns, taverns, stores, and motels that trace 300 miles of American history.



www.elsevier.com/locate/jmb

PINE ORCHARD HOTEL



THE UNIVERSITY OF CHICAGO

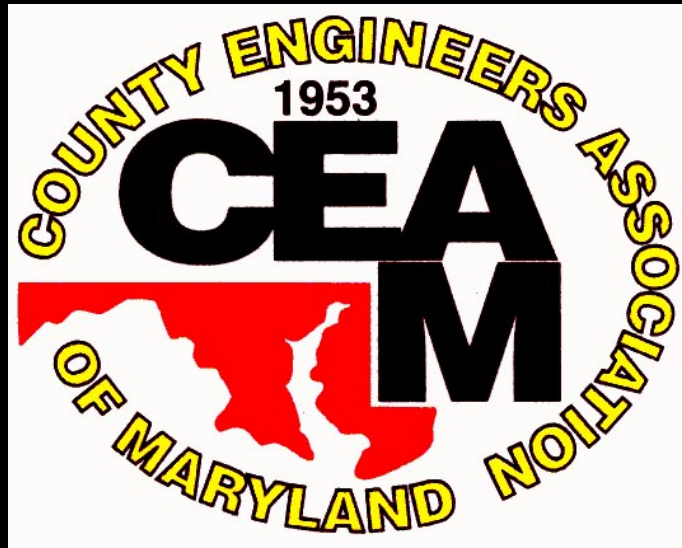
Located on the Maryland Inventors of Patents Properties, the Pine-Claydon Hotel was constructed in 1928. The building, a "Scottish theme" designed by M.D. Misher '24, is located on a small remnant of a large property known during the early nineteenth century as "The Plantation." John M. Hopkins (1794-1844) acquired the property through a lease (pledgment) in 1814. He sold the property west to his brother, who is credited as the "founder" of the present company in 1818. The property is attributed to "John M. Hopkins" in Scott Macintosh' first map of Howard County. His parents were Richard Hopkins and Jane Hopkins and she was a cousin of Baltimore merchant John Hopkins. In 1844 the Hopkins sold the property, then comprising thirty-four acres, to Henry Blinn and his sons, who in turn sold it in 1878 to Edward Clancy, Sr. The Blinns previously were farmers. Henry Blinn immigrated in 1820 and he and wife Joseph, and two African American servants, a male named John McCoy and a female named Richard Clancy. The stone building appears in early maps known as the "Pine-Claydon Hotel," since at least 1860 when the name appeared in Macintosh' county map, drawn under the first actual survey. The hotel was one of several nineteenth century businesses in the Pine-Claydon' hamlet. The Blinns owned the property until after the start of the twentieth century. After several owners purchased the property, the site was sold to Edward F. Brownson. On December 11, 1936, Brownson paid \$1,000 for the "lot containing the stone house and surrounding long known as the Pine-Claydon Hotel." The Maryland State State Commission in 1936 surveyed the Brownson property as part of its "Antiquities Survey Historical property list" (cataloged as "B-1000"). The stone property is 1.62 acres and was sold from its majority owner, Edward Brownson, in the early second century. It is now known as the Pine-Claydon Hotel, closed.

For much of the two-month century, the Bismarcks owned the stone house and operated a portion of the property as a store. In 1908 the Bismarcks sold the store, which became a liquor store by the late 1930s. Since its sale by the family, several partnerships and companies have owned the property, including the Pillsbury Company, which functioned as the grocery store.



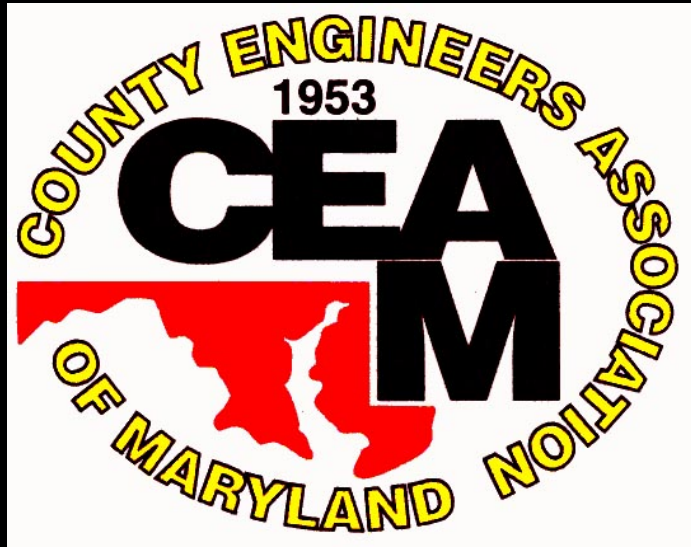
Wagstaff County, Department of Planning and Economic Development
www.wagstaffcounty.org/planninganddevelopment





Award of Merit

Small-Size Projects \$1,000,000 or Less



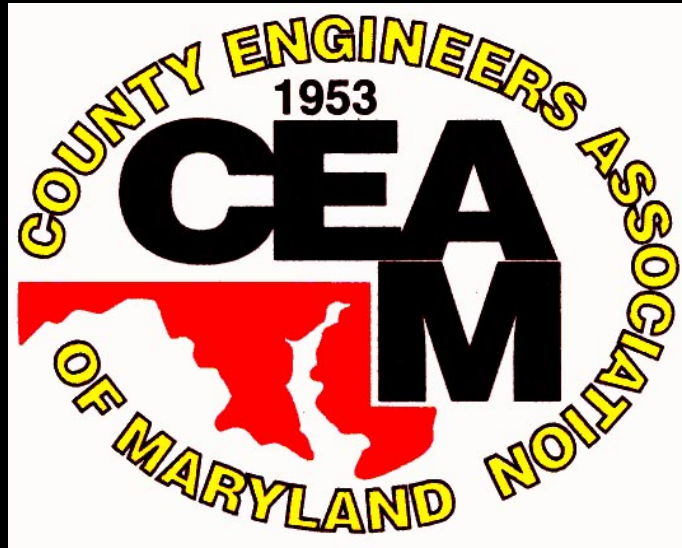
Award of Merit
National Road Mile Marker 14
Park Enhancement

County: Howard County

Engineer: AECOM

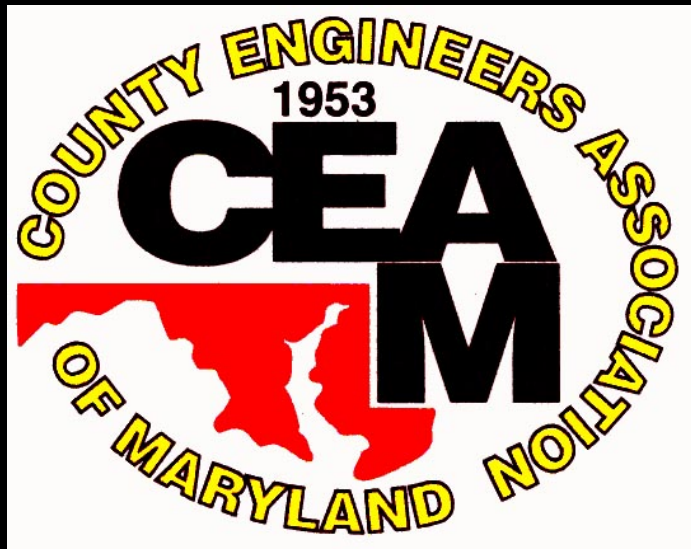
Contractor: General Paving & Contracting





County Project Of The Year

Small Projects \$1,000,000 or less

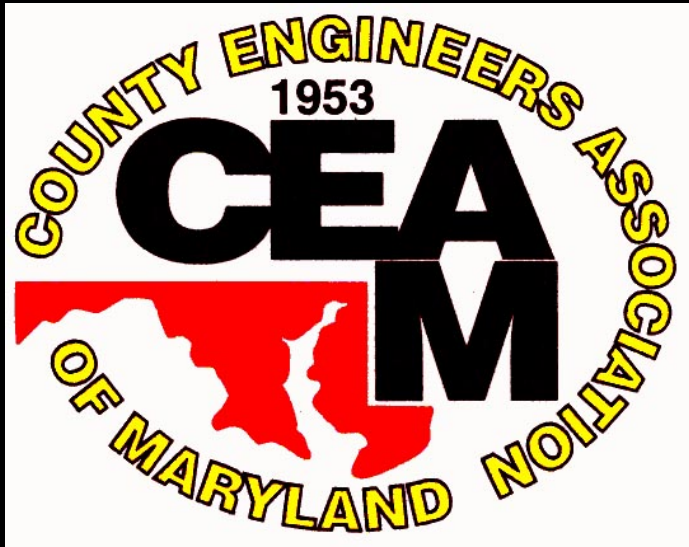


County Project Of The Year

Marty's Mythical Woods Natural Playground

County:	Washington County
Engineer:	Washington County`
Contractor:	ChainEffects
Contractor:	Washington County





Nominations

Mid-Size Projects \$1,000,000 - \$5,000,000

Anne Arundel County – Forked Creek Outfall Retrofit

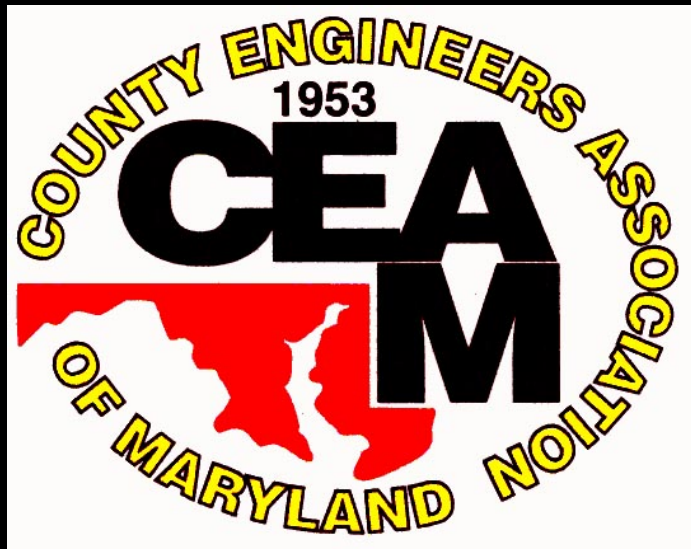
Frederick County – Improvements to Gas House Pike at Linganore Creek

Prince George's County – 34th Street Bridge Replacement

Howard County – Howard County LED Street Light Conversion Program

Montgomery County - Glenmont Forest Green Streets

Carroll County – Trevanion Terrace Stormwater Management Facility Retrofit



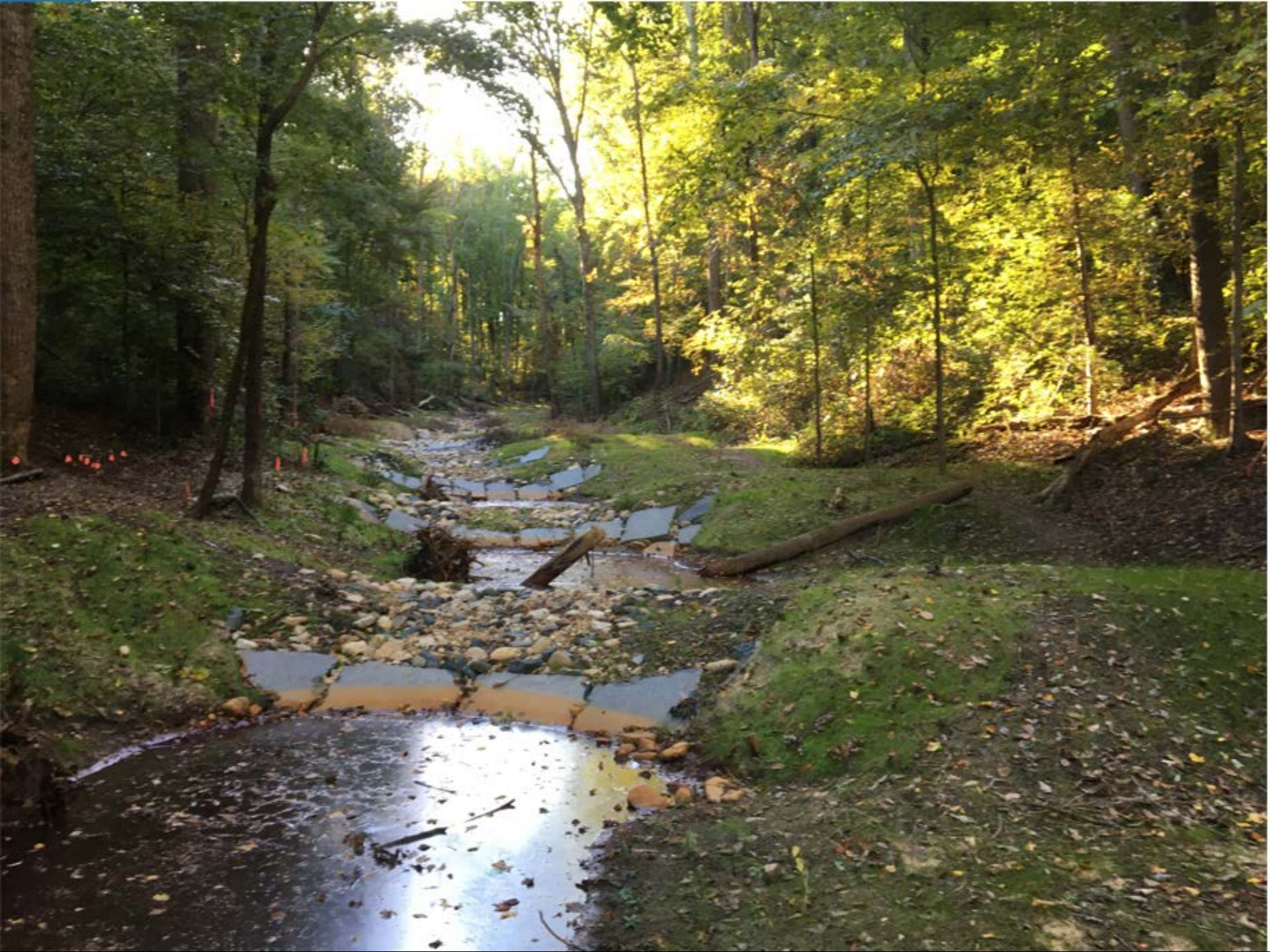
Forked Creek Outfall Retrofit

Anne Arundel County

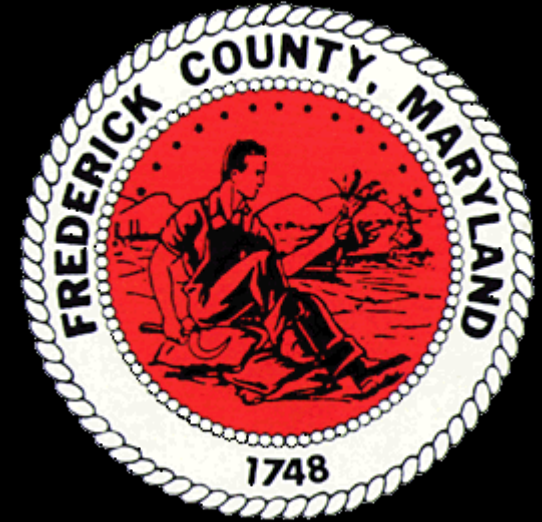
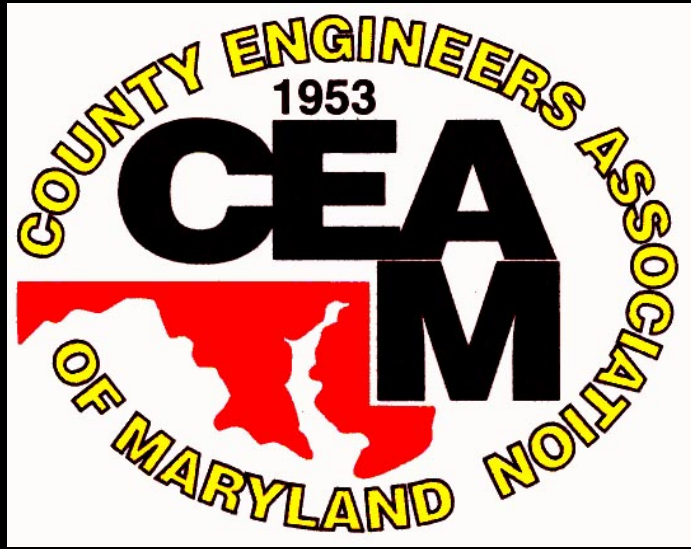












Improvements to Gas House Pike at Linganore Creek

Frederick County



Improvements to Gas House Pike at Linganore Creek



Pre Construction - Structure No. F09-21 Upstream End Blocked with Debris



Improvements to Gas House Pike at Linganore Creek



Pre Construction - Roadway Overtopped by Storm Event at
Structure No. F09-21 and Smaller Structure



Improvements to Gas House Pike at Linganore Creek



During Construction - Storm Event Did Not Overtop Bridge No. F09-21



Improvements to Gas House Pike at Linganore Creek



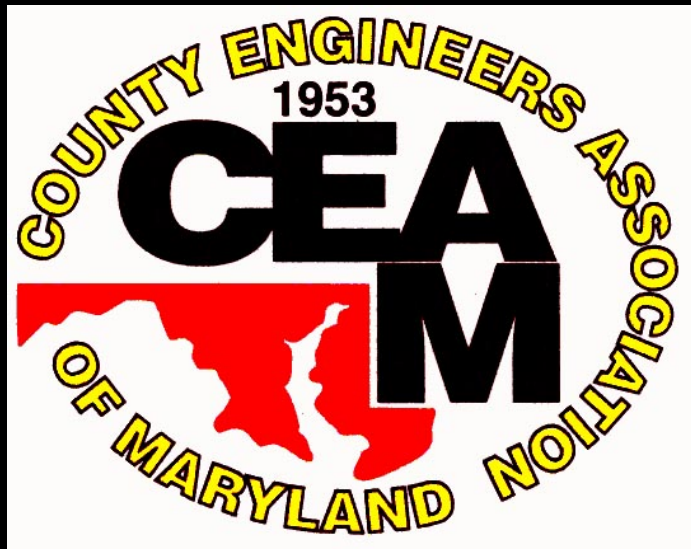
Post Construction - Gas House Pike Roadway and Bridge Nos. F09-21 and F09-25



Improvements to Gas House Pike at Linganore Creek



Post Construction - Bridge No. F09-25 and Additional Pipes for Overflow



34th Street Bridge Replacement

Prince George's County

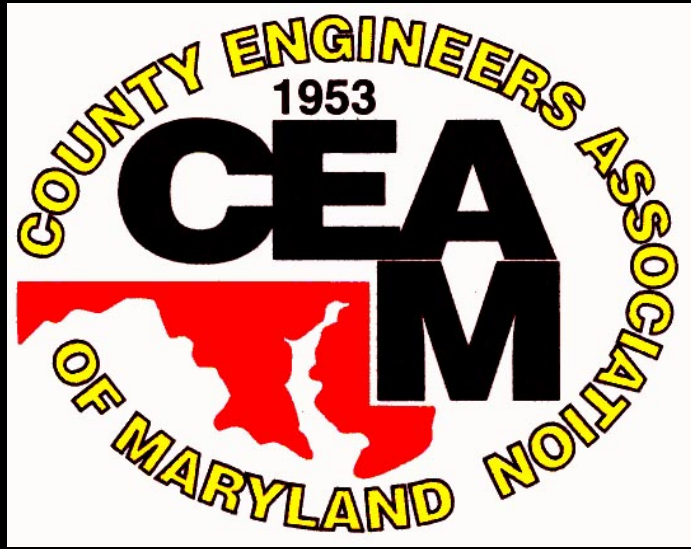










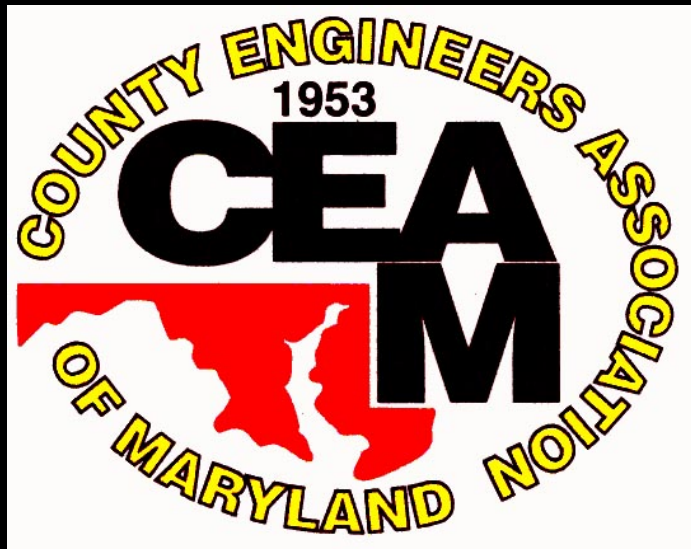


Howard County LED Street Light Conversion Program

Howard County







Glenmont Forest Green Streets

Montgomery County







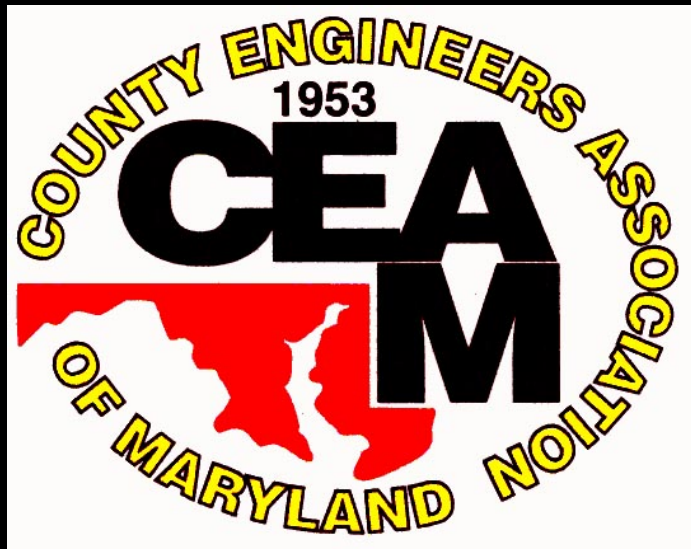
Lindell St
P500
Grantview

STOP

ALL WAY







Trevanion Terrace Stormwater Management Facility Retrofit

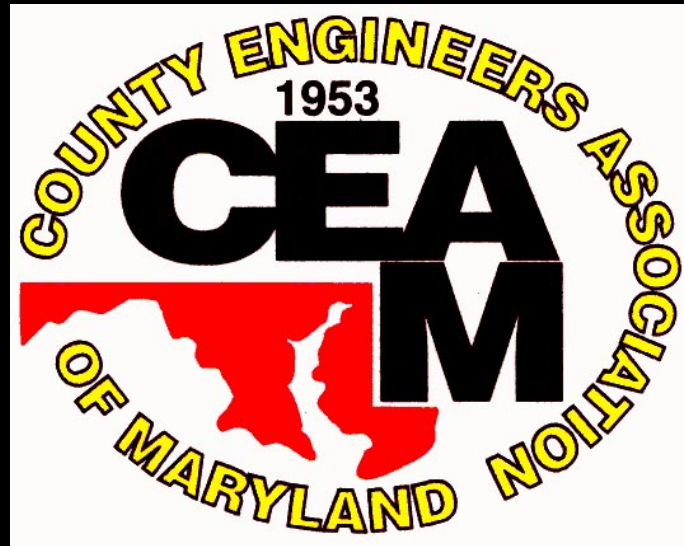
Carroll County





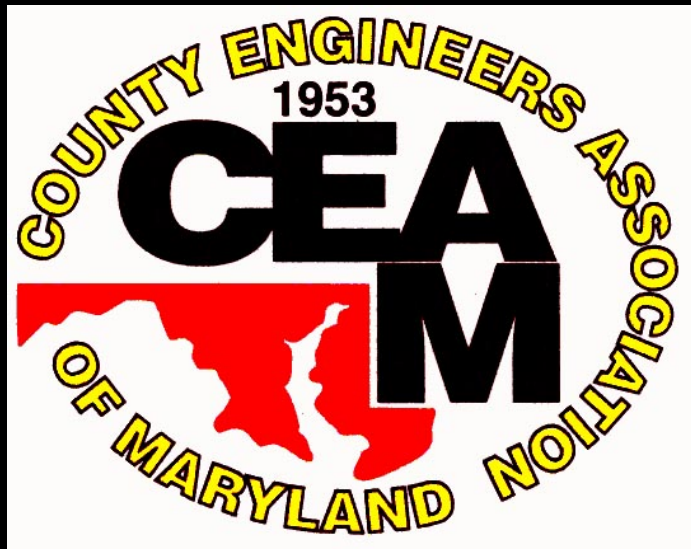






Award of Merit

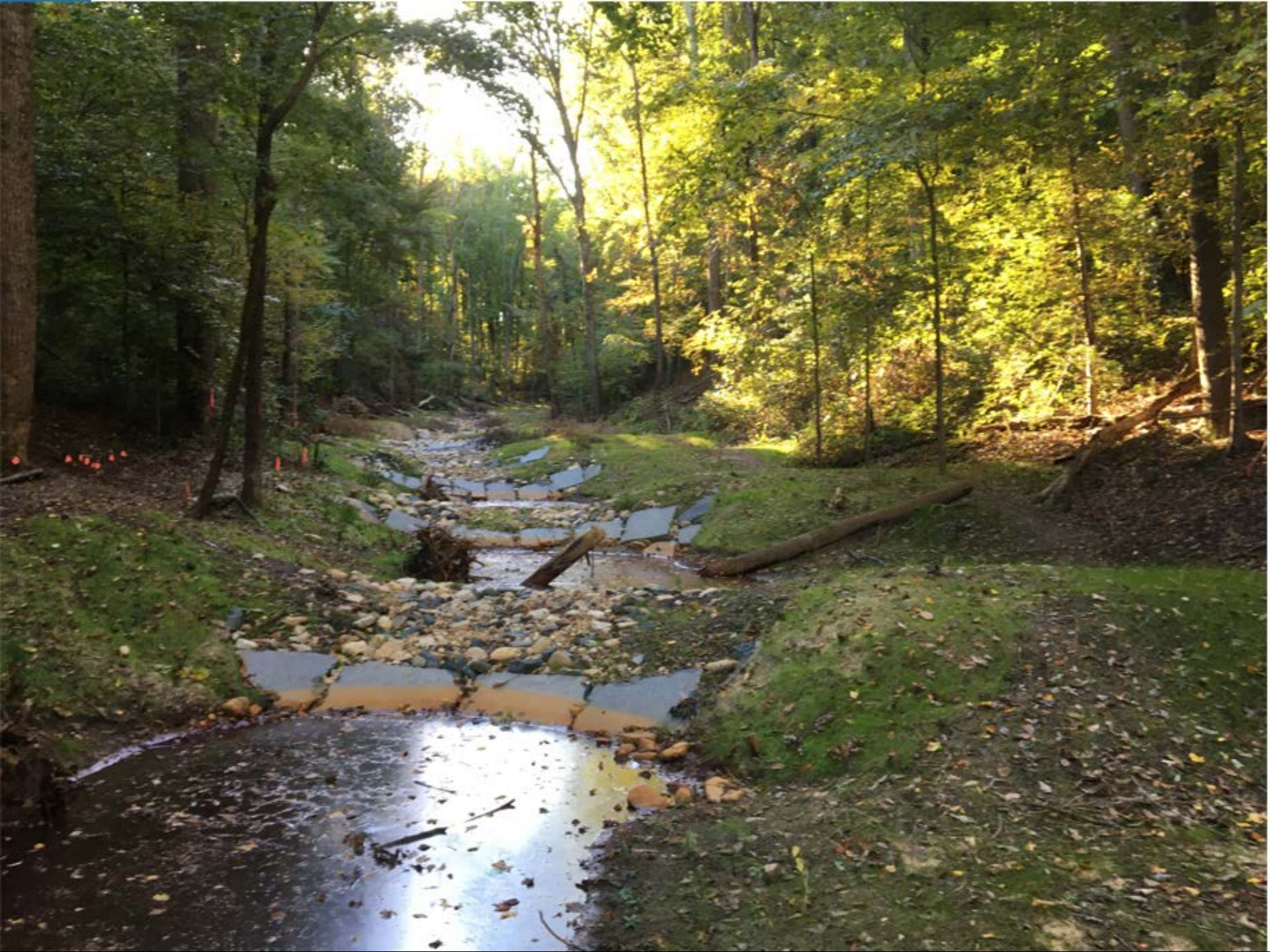
Mid-Size Projects \$1,000,000 - \$5,000,000

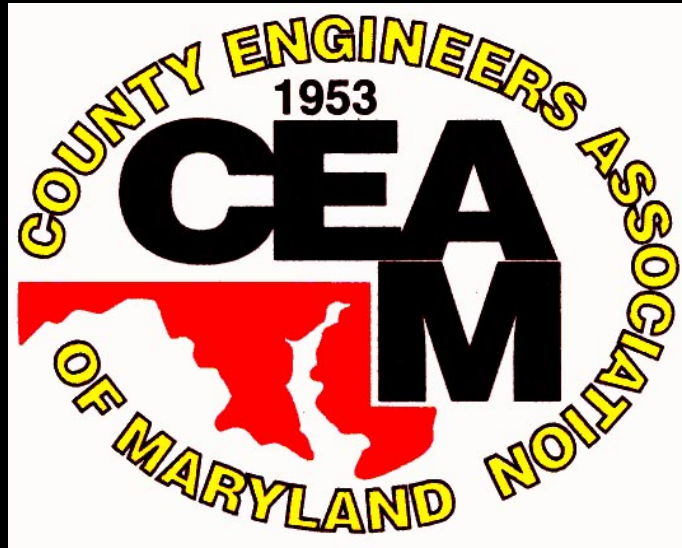


Award of Merit

Forked Creek Outfall Retrofit

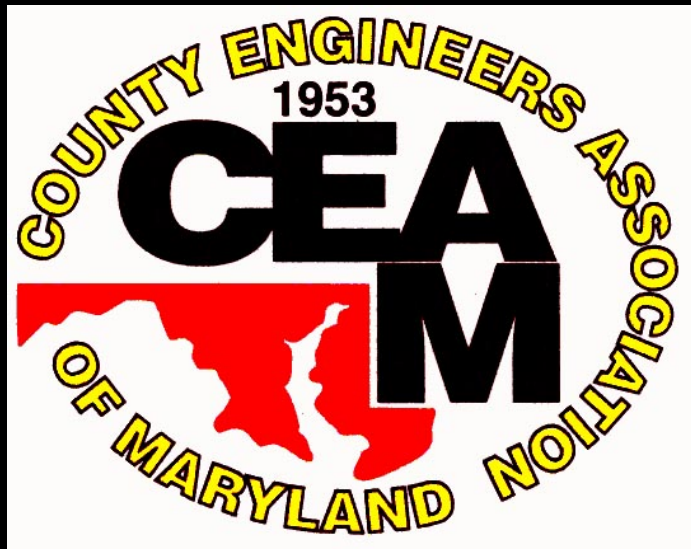
County:	Anne Arundel County
Engineer:	BayLand Consultants & Designers
Contractor:	PayDirt, LLC





County Project Of The Year

Mid-Size Projects \$1,000,000 or \$5,000,000

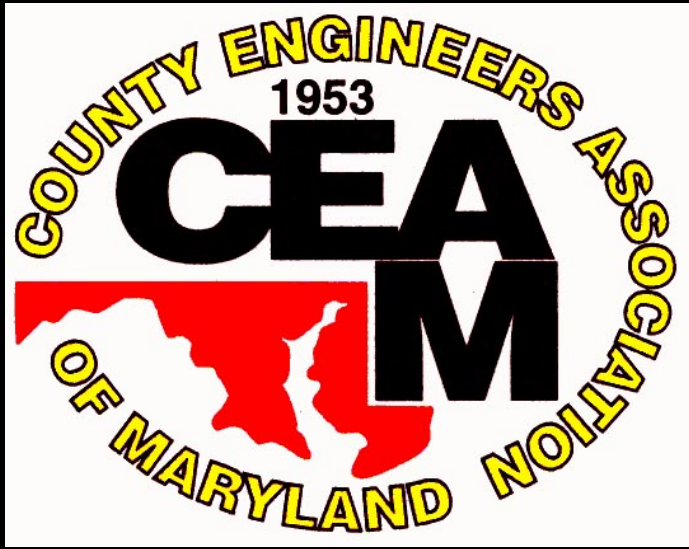


County Project Of The Year

34th Street Bridge Replacement

County:	Prince Georges County
Engineer:	Sheladia Associates, Inc.
Contractor:	Technopref Industries, Inc.





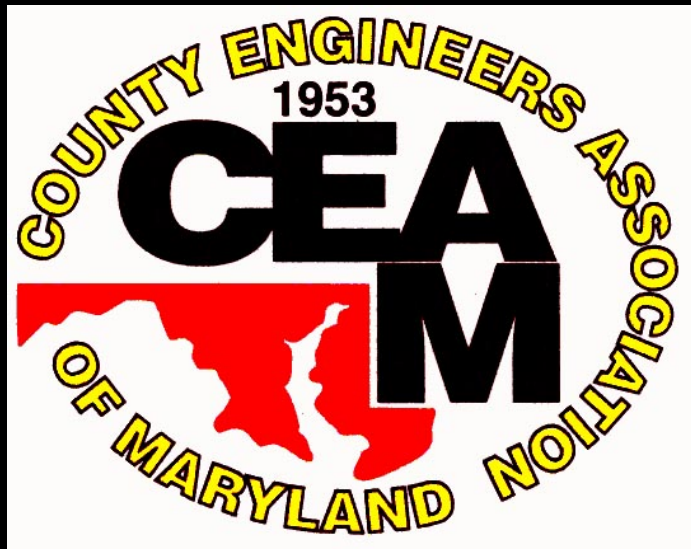
Nominations

Large County Projects \$5,000,000

Anne Arundel County – Michael E. Busch Annapolis Library

Prince George's County – Ager Road Green-Complete Streets Project

Howard County – Howard County Circuit Courthouse



Michael E. Busch Annapolis Library

Anne Arundel County

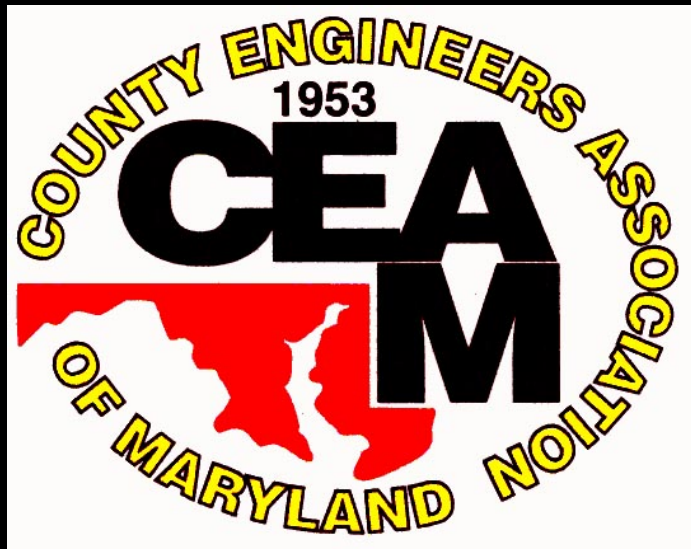








The successful termination of the War has verified the
very reason of the nomination. Countess White & repeat
many of the Southern who have been attracted to me
to command in particular those who have continued
out of my official life by commending the University
and assigned me & since from the great theater
and take my leave of all the employments of



Ager Road Green-Complete Streets Project

Prince George's County

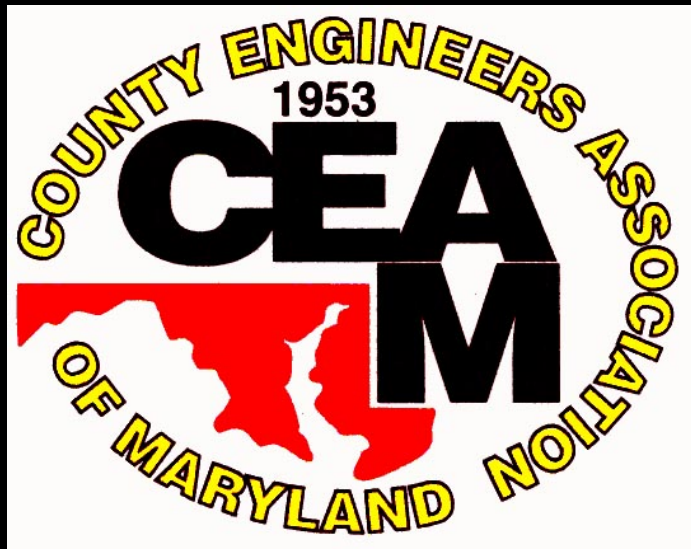












Howard County Circuit Courthouse

Howard County

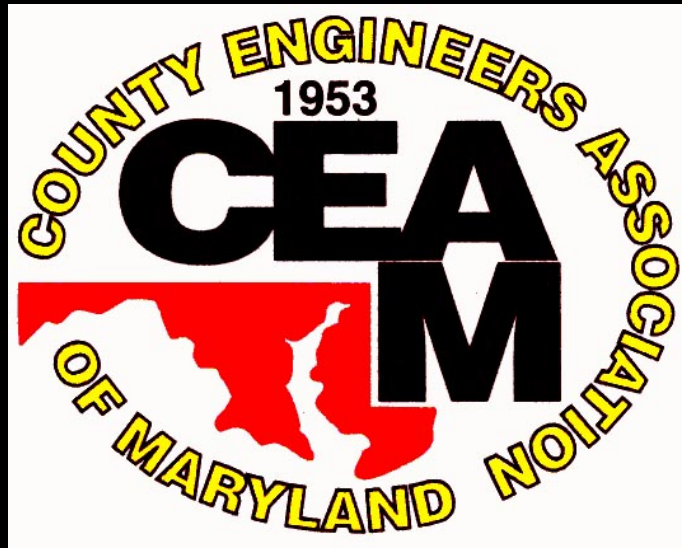






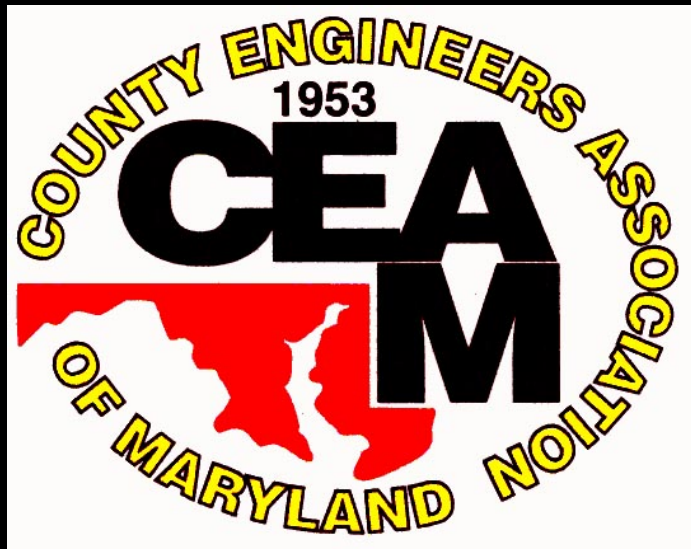






Award of Merit

Large-Size Projects \$1,000,000 - \$5,000,000

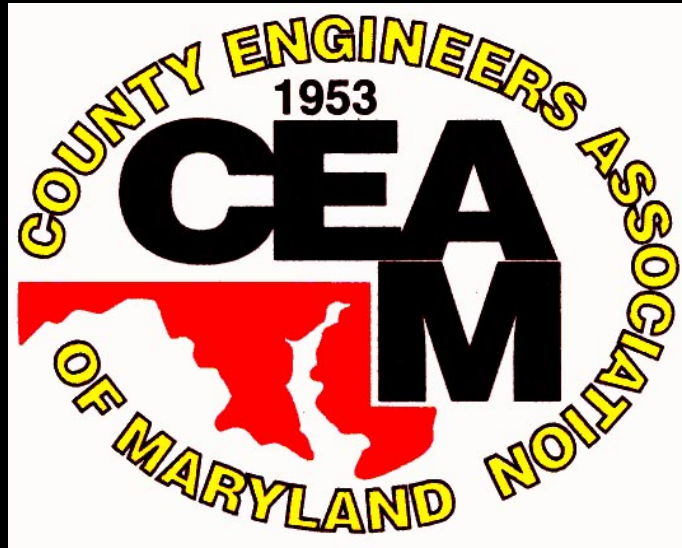


Award of Merit

Howard County Circuit Courthouse

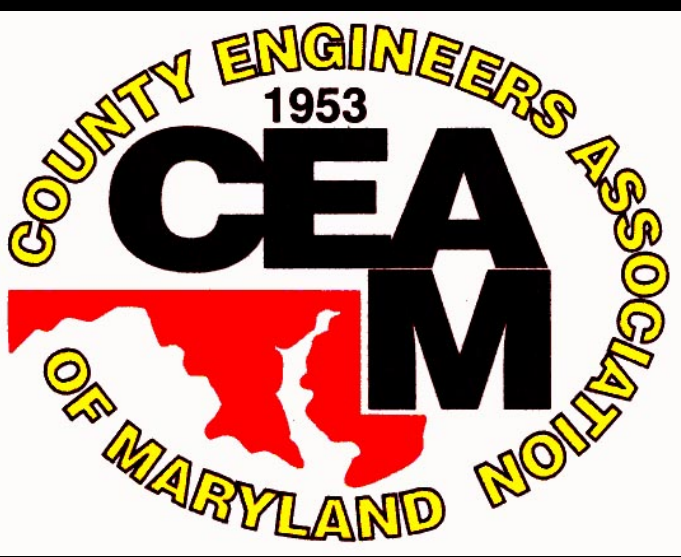
County:	Howard County
Engineer:	Gipe Associates
Contractor:	Clark Construction





County Project Of The Year

Large Projects \$5,000,000 +

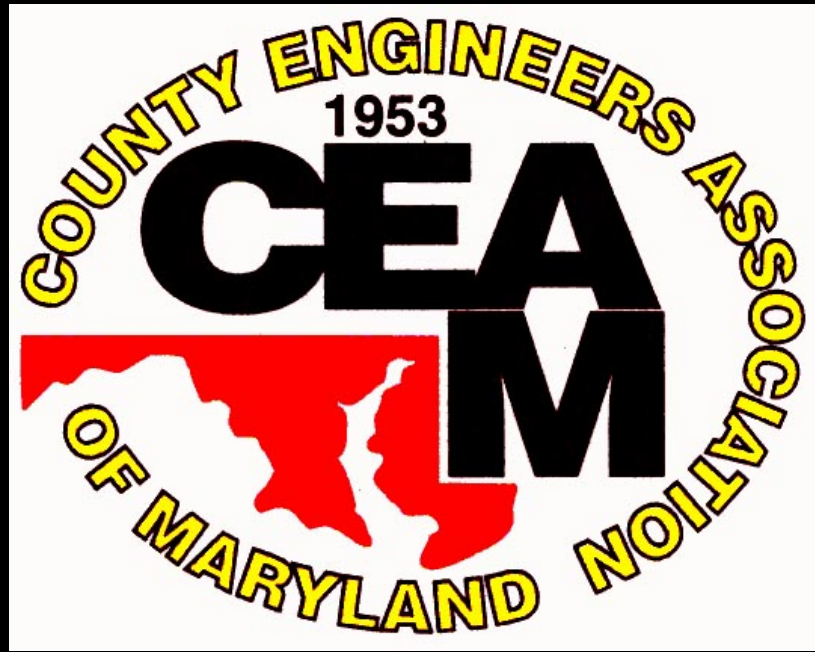


County Project Of The Year

Ager Road Green-Complete Streets Project

County:	Prince Georges County
Engineer:	Wallace Montgomery
Contractor:	E&R Services





CONGRATULATIONS!