

March 19, 1968

Present: Mr. F. Elliott Burch
 Mr. J. Wilmer Bowles
 Mr. George R. Aud

Meeting convened at 10:00 a.m.

Patuxent Beach Road

Mr. Pantaleo reviewed letter he received from Mr. A. Tate regarding a revised State-Aid Program Data sheet for this road, the Force Account part of the project. The shoulder widths were originally programmed for 10 feet and have been altered to an 8 foot width. Mr. Tate requests that Mr. Burch sign the sheet and return it to him as soon as possible.

The commissioners adjourned to keep an 11:00 a.m. appointment with Capt. O'Neil, at NATC, and a 1:30 p.m. appointment with Mr. Tate for a physical inspection of the Patuxent Beach Road.

Mr. Pantaleo and Mr. P. Raley. Mr. Pantaleo reported he had asked Mr. Tate about paying the bill submitted by the SRC in the amount of \$6,922, which is the county share of the cost for the road, and the latter advised the commissioners to pay it. After some discussion, the commissioners agreed and Mr. Burch approved payment.

Town Creek Traffic Control

Mr. Pantaleo, Mr. P. Raley, Corporal W. Meidzinski of the Maryland State Police. Corporal Meidzinski reported on his findings relative to the commissioners request last week regarding the traffic situation in the Town Creek area. There was a study made about one year ago, and at no time was there more than a five car back-up at the intersection of Town Creek Drive and Route 235. It was their feeling at that time, that no action should be taken until the matter of the dual highway was settled. Sgt. Muchow has suggested that if the commissioners want to pursue this, that they get the minutes from the SRC pertaining to the problem and study them.

So far as placing a trooper at the intersection at peak hours, this would be practically impossible as there is a shortage of men, and Sgt. Muchow does not feel there is enough of a problem to warrant this. Mr. Burch said that if the state police would go down to the intersection and observe the traffic, they might possibly make recommendations to the commissioners or state flatly that there is no problem at all. Corporal Meidzinski said that if a concentrated study is made, they would rather have the SRC do this as they will ultimately have to take the action.

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Sanitary Fills

Mr. Pantaleo reported that Mr. Wise informed him that entrance roads to the fills need gravel, and the latter is asking permission to do this work. The commissioners agreed that gravel should be placed on the fill entrance roads in the minimum amounts needed.

Beavin Company

Mr. Pantaleo reported that this firm has requested copies of the latest tax maps, the entire 74 sheets, together with other various maps. He will write to the State Department of Assessments and Taxation and find out if these can be gotten at no cost to the county.

Drumcliffs Traffic Control

The commissioners approved Resolution R68-22, designating Drumcliffs Road as a stop street at its intersection with the Jones Wharf Road, 6th District, as requested by the Drumcliffs Association.

SMECO Easement

After discussion, the commissioners approved an easement to be sent to SMECO regarding their right of way along the railroad. A covering letter will be sent asking that the easement be presented to the Board of Directors at their meeting this evening, and the commissioners advised immediately of their decision.

Metropolitan Commission

Mr. David Gruber, Auditor, discussed finances of this agency, stating that Mr. Beavin has prepared a 30 year amortization fperiod for operation of the plant and retirement of the bonds. He stated he had met with Adm. Clark today and they had discussed apparent problems. There are two types of charges for the use of the service: 1) Service charge to run the plant which will be billed to the occupant; and 2) Front foot benefit charge will be billed to the owner of the property. If these do not yield enough money to pay the bond indebtedness, the Metropolitan Commission would have to come to the commissioners and request a special levy.

Mr. Gruber cited example of a trailer park with a 100 foot frontage with 300 trailers. A layout of this type should pay charges equal to the town houses with the same number of occupants. It is imperative that the rates be set as soon as possible, and be such that one group cannot complain that the cost is much higher than they are presently paying. If the line is in operation after the first of July 1969, then the Commission cannot impose the front foot benefit for a period of one year. However, if the line is in by June 28, it can be imposed by July 1 of that same year.

Meeting adjourned at 6:10 p.m.

Approved,

F. Elliott Burch

F. Elliott Burch, President