

November 26, 1963

Present: All commissioners, Mr. Oliver Guyther.

Assessment Appeal - McKay

Mr. T. McKay, Mr. W. Herbert, Mr. Lawrence, present. Mr. McKay feels his taxes have been increased too much, as they have been raised in 1961, 1962 and 1963. Assessment on land was \$600.00 in 1959 and \$13,760.00 on the buildings, according to Mr. Herbert. There has been no change in this assessment until the notice went out this year. The land is little less than half acre. The new assessment for 1964 is \$1320.00 for the land, which was worked on a front footage basis, and the buildings for \$20,285.00, with the 10% vacancy allowance which would make the assessment on the buildings \$20,285.00. Mr. Herbert stated an assessment of \$12,875.00 was on the main building and \$2,385.00 on a converted garage, which is one apartment. On the building with two apartments, the assessment is \$3705.00, which would leave four apartments in the main building. He stated that the full value of \$2200.00 was on the lot, and all of the other lots in this area carry the same assessment.

Mr. McKay feels that the assessment on his house is also too much. He stated that his assessment was raised from \$600.00 to \$2500.00, and later Mr. Herbert reduced this to \$1500.00. This is about $1\frac{1}{2}$ acres of land, and about 1 acre is cleared land. Mr. McKay said he felt his property was worth \$35,000.00 and he would sell it for that price. Mr. Herbert said his office sets the value of this property at \$33,805.00, which is less than Mr. McKay would take for it.

Mr. Guyther discussed this matter with the commissioners and said he feels these assessments are reasonable. The commissioners agreed to uphold this assessment and Mr. McKay will be so notified.

Assessment Increases

Letter will be written to the State Supv. of Assessments, suggesting that taxes not be raised more than a certain percentage in any one period of assessment. Mr. Guyther feels the commissioners have the authority to do this. Mentioned also that the commissioners have the power to abate taxes.

Pulpwood - EDC

Mr. A. Ryon and Mr. Gladfelter, inquired about using the siding leased from the government for shipping pulpwood. Mr. Gladfelter represents the Gladfelter Pulpwood Company, Fredericksburg, Va., with a mill in Pennsylvania. They have avoided this county to date because of high freight rates, but recently feel they can do business here now. The rate will be \$40.00 per car, per five carloads. Mr. Gladfelter would simply load the wood in the cars in the rough state and debark it at the mill. This would eliminate some of the problem of space at the siding. Their price would be in line with the current rate of \$17.00, approximately, and he is trying to explore the situation to see if his company could fit in. He stated that he felt that the \$40.00 rate was high.

The commissioners will have to investigate this matter and let Mr. Gladfelter know their decision. Do not foresee any problem from the cars sitting on the siding more than one day, as they will only be there one day per week. (The railroad supplies the cars.) Mr. Ryon said he would be willing to pay any cost involved in his using the siding.

Mr. Burch said he would find out what commitments had been made and would write to Mr. Ryon. He stated he understood that this was to be a public siding and others would use it, and this is why the county is leasing it, and not for anyone individual. Mr. Burch will advise Mr. Ryon as to what the situation is and what to expect so that the Gladfelter Company will know how to proceed.

County Roads System

Mr. D. Brinkley, Mr. Hermann of the Griener Company of Baltimore. These men were in to review necessary steps to be taken in the advent that the county would take over their own roads program, under their own system. Mr. Hermann said it would be necessary to know what amount of money would be necessary to initiate such an undertaking, and stated that planning and design ^{might} have an important position in any kind of highway organization. The county ^{want} to maintain its own design department. A study should be made of all problems and recommendations made, then personnel must be gotten to do the work. Better prices might be gotten through bidding if there are people in the county in the road building business. County construction may require a little more money as there may be cases where the soil is bad and must be replaced so that it will hold up and give good service.

Mr. Burch stated that the commissioners realize they need to build some new roads and that there are roads needing attention. There are also some drainage problems, but overall our soil is very good for drainage. Oiling the roads is a great expense and sometimes must be done each year. Mr. Guyther mentioned that he felt that buying gravel locally would be less expensive than buying blue chips elsewhere.

The gentlemen were shown a weekly statement as submitted by Mr. Hall and also the five year proposed program as presented by Mr. Hamilton. Mr. Brinkley stated that one person could be delegated to take care of the roads program for the county. Would also have the knowledge of the firm hired to do the design work for assistance if needed. You might have an engineering firm review your maintenance program. Would have to guard against getting too large an organization. Cost to do the engineering and planning for one mile of road usually runs around 4% of the construction cost. Cost to construct one mile of county road using gravel base would be about \$15 - 20,000. Prices on such work vary.

Mr. Hermann said a proposal could be drafted to determine what is the best course to follow, and would need information on mileage, types of roads, amount of money being spent over a period of time, etc. It would not be difficult to get the answer the commissioners want as to whether it would be practical to set up their own organization. It might be less expensive to hire your own designer or engineer. Could possibly keep a small crew of men busy on the amount of roads in the county. This proposal would be made at no cost to the county. The fee would be mentioned in the proposal after it is made. Suggestions would be given as to what the county needs and the commissioners can change what they desire.

Mr. Brinkley said that 2 inches of blacktop with a 20 foot pavement would cost about \$12,000.00 per mile, and the cheaper the material is, the less the cost would be. If the sub-base is properly installed, 1 inch of blacktop will hold up just well as 4 inches. The depth of the bituminous covering is determined by the amount of traffic using the particular road. Most road failure can be traced back to the sub-surfaces. Six or eight inches well drained and well compacted is the usual amount needed.

Mr. Hermann will submit a report and make recommendations as to how the county could best operate in maintenance, construction, etc. The commissioners want to give the taxpayers the most for their money. Map of the county given to Mr. Hermann, who stated he would have a report ready in approximately two weeks.

Railroad Siding

Mr. Buck Briscoe was asked about space at the siding for Mr. Ryon and Mr. Gladfelter to use. The siding is approximately 1000 feet and 5 cars will take about 300 feet of space. No plat has ever been obtained for this area. Mr. Briscoe stated that he had received a check from Mr. Matthews for the rental of the siding, but he will send it back and request the money be sent to the commissioners. Mr. Burch said that he was not sure the commissioners should accept any money relative to this from anyone. Hammermill had agreed to pay the \$200 rental plus the insurance as they are going to use the most cars and offered to pay the entire expense, then it would be divided proportionately at the end of the year.

Contract with the navy reviewed with Mr. Guyther and Mr. Briscoe. Mr. Briscoe said he did not mean to imply that no other company could buy the pulpwood and assured the commissioners there was nothing to worry about in this respect. The county is leasing the siding and it will be a public facility. Mr. Guyther suggested that a given amount of space could be allocated for the two companies interested, and perhaps one-fourth of the space would remain for the use of any persons desiring same.

Mr. Briscoe said there will be certain days for delivery. Hammermill would like to have a week's supply of wood at the siding all of the time in case of bad weather in the woods. He further stated that the demurrage is figured in the rating for the pulpwood. Hammermill has been told that the Gladfelter Company has been contacted and is interested in buying pulpwood also. Mr. Briscoe explained that he had promised Hammermill that the committee would not go out and solicit any other company, so long as they took what we had to offer. He has talked with Mr. Ryon who has said he did not know if he could pay more than the \$17.00 per cord for the wood. Mr. Guyther said it would be best to remove the danger of criticism by allowing other people to use the siding, and would prevent the idea from growing that this was set up for just one company. The Bureau of Public Works in Washington will be asked to send a drawing of the siding as mentioned in the contract, and after this plat is obtained, Mr. Guyther suggested having Mr. Matthews come in to discuss this. Mr. Briscoe will be contacted as soon as the plat is received and he will arrange for Mr. Matthews to come in to meet with the commissioners.

Roads

Mr. T. Hall presented plat of the Golden Beach Roads marked as to what roads are paved and which are gravelled. Suggested that the county take over Sky-view Drive from the County Road to Crosswoods Drive, and Crosswoods Drive back to the County Road, and that the Golden Beach Assn. put up a bond rather than the cash. Letter of request will be sent to the SRC to Mr. Thompson, with carbon copy to Mr. Hall. Mr. W. Sterling will also be notified as to the decision of the commissioners.

Letter will be sent to the SRC stating that the county has decided not to ask for federal aid participation for the paving of the Clark's Landing Road.

Mr. Hall will take care of cleaning the area of the Mechanicsville dump. Signs are being made specifying that no loitering or shooting allowed in dump areas. Also changing colors of signs at dump sites to make them more legible. Courtney's Wharf being taken care of, also doing patchwork on the deck.

The commissioners agreed to the purchase of signs for Patuxent Park.

Mr. Hall reported he met with Mr. Brodsky concerning budget matters. Mr. Brodsky is going to send Mr. Hall a system of working the budget and Mr. Hall will compare it with his method. Anticipated revenue for last month was \$22,000.00. According to Mr. Hall's records we spent about \$8,000, which should have left us \$15,000.00 in the "red" instead of \$25,000.00. Mr. Thompson is familiar with the method Mr. Hall uses and it seems that if something had been wrong with the method, Mr. Thompson would have been aware of this. Mr. Hall is working on this in an effort to find out where the trouble is. Previous commissioners have put up money in the past to get the county out of "red" according to Mr. Hall. Mr. Hall said he is using the same method of computation as was used when he came here, with a few minor changes. The payroll is being checked, as well as materials, and the shop will be reviewed as to parts for the equipment, in an effort to find out what the trouble is.

Camp Saysf Road - gravel placed here this week and this road is in good condition. Would cost about \$21,000.00 to build this road. Seven Gables Road - right of way would have to be obtained here.

School Bus Driver Tests

Board of Education is having tests for school bus drivers, and the county can have this done if they so desire. Have had a complaint about qualifications of women drivers from a Mrs. Lopitz. The commissioners agreed that the parochial bus drivers would have the tests under the public school program.

Meeting ajourned.

Approved,

F. Elliott Burch
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 President