S.R.C. MINUTES

ANNE ARUNDEL COUNTY

RECEIVED
SEP 29 2009
HIGHWAY INFORMATION
SERVICES DIVISION

September 9,2009

MEMORANDUM OF ACTION OF GREGORY SLATER
DIRECTOR - OFFICE OF PLANNING AND PRELIMINARY ENGINEERING

Gregory Slater, Director, Office of Planning and Preliminary Engineering executed a Road Transfer Agreement dated September 2, 2009 between the State Highway Administration and Anne Arundel County, a Body Corporate and Politic of the State of Maryland, relative to the transfer of the following described section of roadway, designated or known as former MD 70B(Tidewater Colony Drive), and subject to the conditions more fully set forth in the agreement. The effective date of transfer of the former roadbed and roadway to the County shall be upon complete approval and execution of the agreement.

State Highway Administration to Anne Arundel County Maryland:

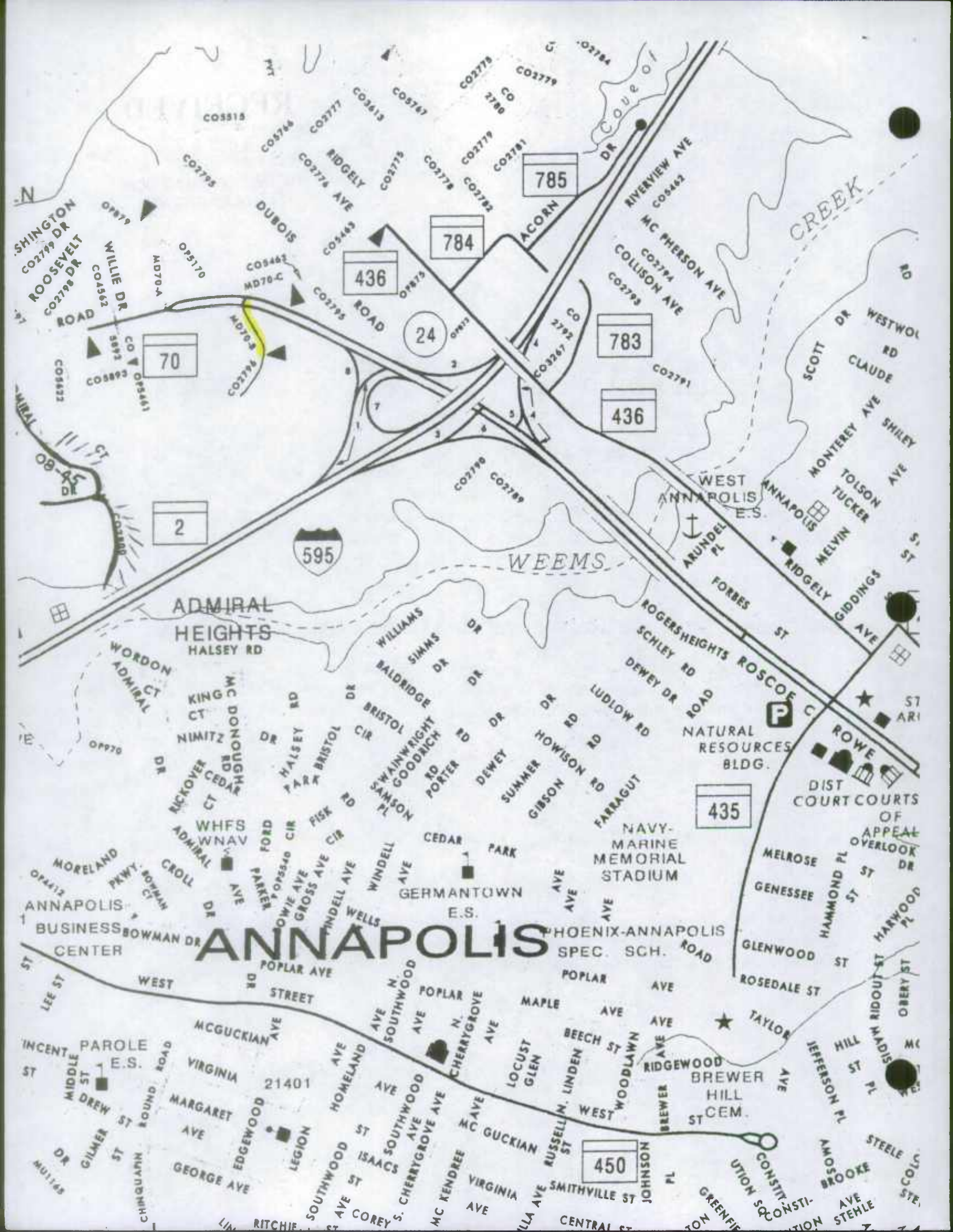
a) MD 70B (Tidewater Colony Drive) from MD 70(Bestgate Road) to the end of State maintenance at Tidewater Colony Drive ahead (County 2796) for a total distance of 0.090 miles(approximately 475 feet),and containing 0.284 acre.

now part
CO 2796

Total mileage to the County **0.090- ± miles**

Item No.: 76615

Said agreement has been previously executed by the appropriate officials of the SHA and Anne Arundel County and approved as to form and legal sufficiency by Assistant Attorney General for the State of Maryland, Michael P Kenney.


ANNAPOLIS
ADMIRAL HEIGHTS
WEEMS CREEK
WEST ANNAPOLIS E.S.
NATURAL RESOURCES BLDG.
DIST COURT
COURTS OF APPEAL
NAVY-MARINE MEMORIAL STADIUM
GERMANTOWN E.S.
PHOENIX-ANNAPOLIS SPEC. SCH.
ANNAPOLIS BUSINESS CENTER
PAROLE E.S.
BREWER HILL CEM.
WHFS WNAV
21401
595
785
784
436
783
435
450
70
2
24
ROOSEVELT DR
WILLIE DR
DUBOIS
RIDGELY
ACORN
RIVERVIEW AVE
MC PHERSON AVE
COLLISON AVE
ROAD
SCOTT DR
CLAUDE
MONTEREY AVE
SHILEY
TOLSON
TUCKER
MELVIN
RIDGELY
GIDDINGS AVE
FORBES ST
ARUNDEL PL
ROGERS HEIGHTS
SCHLEY RD
DEWEY DR
ROSCOE
ROWE
LUDLOW RD
HOWISON RD
FARRAGUT
GIBSON
SUMMER
DEWEY
PORTER
GOODRICH
SWAINWRIGHT
SAMSON PL
FISK RD
BRISTOL
BALDRIDGE
SIMMS DR
WILLIAMS
HALSEY RD
WORDON
ADMIRAL CT
KING CT
NIMITZ
MC DONOUGH RD
RICKOVER
CEDAR
PARK
FORD
CIR
CROLL
MORELAND
PKWY
BOWMAN DR
PARKER
GROSS AVE
WINDELL AVE
WELLS
CEDAR PARK
MELROSE
GENESSEE
OVERLOOK DR
HAMMOND PL
HARWOOD PL
GLENWOOD ST
ROSEDALE ST
POPLAR AVE
WEST STREET
LEE ST
MCGUCKIAN AVE
VIRGINIA
MARGARET AVE
GEORGE AVE
EDGEWOOD
LEGION
HOMELAND AVE
SOUTHWOOD AVE
N. CHERRYGROVE AVE
LOCUST GLEN
BEECH ST
N. LINDEN
WOODLAWN AVE
RIDGEWOOD AVE
BREWER
TAYLOR
JEFFERSON PL
HILL ST
RIDOUT ST
OBERY ST
MAPLE AVE
MC GUCKIAN
RUSSELL ST
JOHNSON PL
SMITHVILLE ST
VIRGINIA AVE
MC KENDREE
S. CHERRYGROVE AVE
ISAACS ST
SOUTHWOOD ST
COREY
RITCHIE
CENTRAL ST
CONSTITUTION
AMOSBROOKE
STEELE
STEHLE AVE
GILMER ST
DREW ST
MIDDLE ST
VINCENT ST
CHINQUARIN
ROUND ROAD

S.H.A

Mr. S. Ade
Mr. M. Baxter
Mr. W. E. Brauer, III
Mr. G. Cooley
Mr. M. Flack
Mr. S. Foster
Mr. E. Freedman
Mr. D. German
Mr. B. Grey
Mr. F. Prochaska

Mr. K. McClelland
Ms. J.Miller
Mr. L. Starkloff
Mr. T. Hicks
Mr. K. Powers
Mr. G. Welker
Ms. R. Rymer
Ms. S.Bauer
Mr. J. Mays
Ms. C.Kennedy
Mr. M. Haley

ANNE ARUNDEL COUNTY, MARYLAND

Mr. Dennis Callahan, Chief Administrative Officer for
John R Leopold, County Executive,
Anne Arundel County, Maryland

Ms.Mettie Smith, Office of Law,
Anne Arundel County, Maryland

Mr. Ronald Bowen, Director, Department of Public Works,
Anne Arundel County, Maryland

Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*

State Highway Administration
Driven to Excel

Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

MARYLAND DEPARTMENT OF TRANSPORTATION

MEMORANDUM OF ACTION OF DOUGLAS SIMMONS
DIRECTOR – OFFICE OF PLANNING AND PRELIMINARY ENGINEERING

January 22, 2004

Douglas Simmons, Director, Office of Planning and Preliminary Engineering executed a road transfer agreement dated December 3, 2003 between the State Highway Administration and Anne Arundel County, Maryland, a Body Corporate and Politic, relative to the transfer of the following described section of road and subject to the conditions more fully set forth in the agreement. The effective date of transfer of the roadway to the County shall be upon complete execution of the road transfer agreement.

State Highway Administration to Anne Arundel County, Maryland:

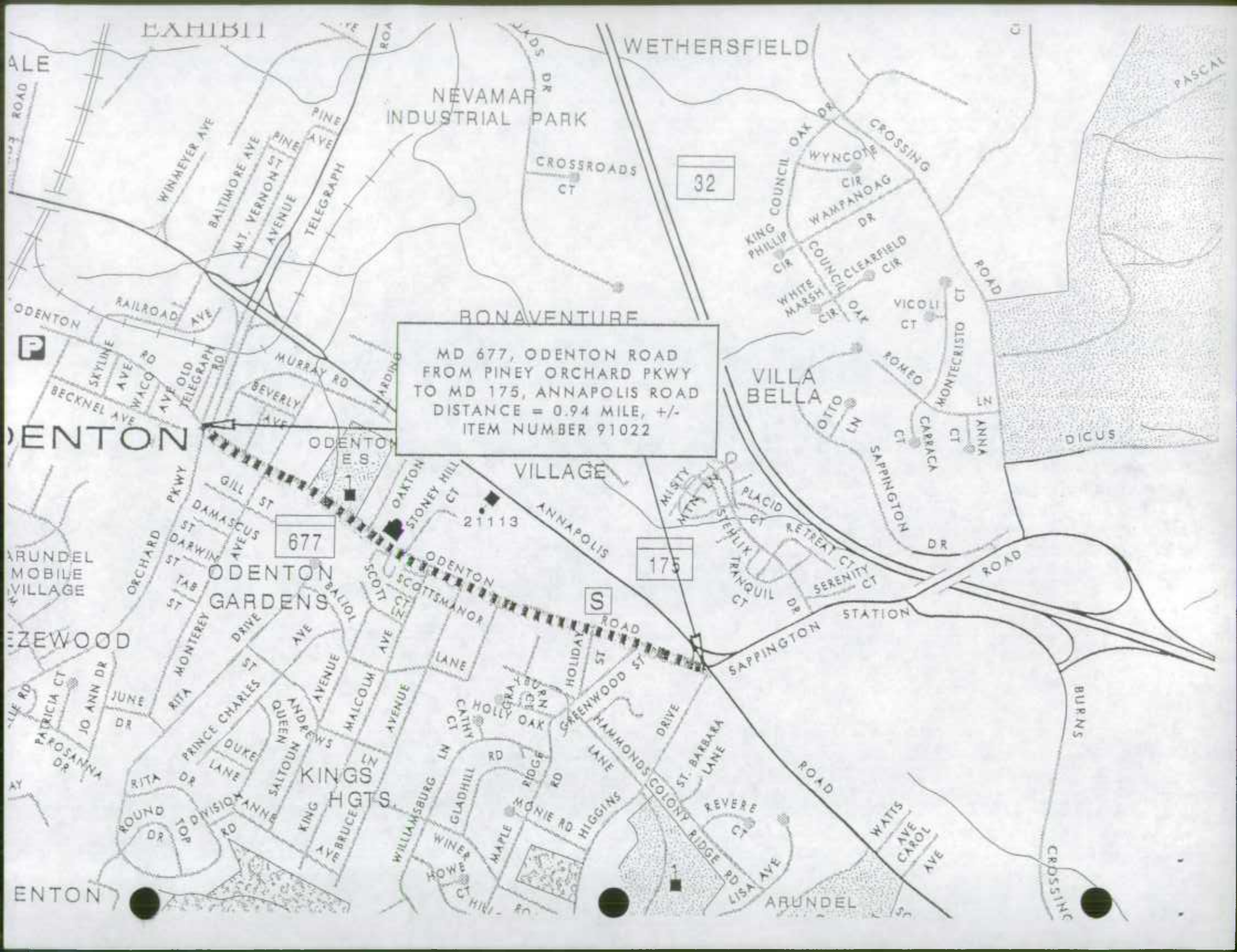
MD 677 (Odenton Road) – From Piney Orchard Parkway to MD 175 (Annapolis Road) a total distance of 0.94± mile – Now part of Co 4645

Total mileage to the County – 0.94± miles

Item No.: 91022

Said agreement has previously been executed by the appropriate officials of the SHA and Anne Arundel County and approved as to form and legal sufficiency by Assistant Attorney General, Richard T. Brice, IV.

SNC:seb


MD 677, ODENTON ROAD
FROM PINEY ORCHARD PKWY
TO MD 175, ANNAPOLIS ROAD
DISTANCE = 0.94 MILE, +/-
ITEM NUMBER 91022
WETHERSFIELD
NEVAMAR INDUSTRIAL PARK
CROSSROADS CT
32
BONAVENTURE
VILLA BELLA
ODENTON
ODENTON E.S.
VILLAGE
677
175
21113
ODENTON GARDENS
KINGS HGTS.
ARUNDEL MOBILE VILLAGE
EZEWOOD
ARUNDEL
ODENTON ROAD
ANNAPOLIS ROAD
SAPPINGTON ROAD
STATION
DICUS
BURNS
CROSSING
PASCAL
WINMEYER AVE
BALTIMORE AVE
MT. VERNON AVENUE
TELEGRAPH
PINE AVE
RAILROAD AVE
SKYLINE AVE
WACO AVE
OLD TELEGRAPH RD
BECKNEL AVE
MURRAY RD
BEVERLY AVE
HARDING
PKWY
GILL ST
DAMASCUS AVE
DARWIN ST
TAB ST
ORCHARD
OAKTON
STONEY HILL CT
SCOTT CT
SCOTTSMANOR
BALIOL
MONTEREY DRIVE
RITA
JUNE DR
JO ANN DR
PATRICIA CT
ROSANNA DR
PRINCE CHARLES
DUKE
QUEEN ANNE
SALTOUN
ANDREWS
MALCOLM AVE
AVENUE
LANE
HOLIDAY ST
GREENWOOD ST
HOLLY OAK
CATHY CT
GRAYBURN CT
HAMMONDS LANE
DRIVE
ST. BARBARA LANE
COLONY RIDGE RD
REVERE CT
LISA AVE
WATTS AVE
CAROL AVE
RITA DR
ROUND TOP DR
DIVISION RD
KING
BRUCE AVE
WILLIAMSBURG LN
GLADHILL RD
WINER
HOWE CT
HILL RD
MAPLE RIDGE RD
MONIE RD
HIGGINS
MISTY MTN LN
PLACID CT
STEHLIK
RETREAT CT
TRANQUIL CT
SERENITY CT
SAPPINGTON DR
OTTO LN
ROMEO
MONTECRISTO CT
VICOLI CT
CARRACA CT
ANNA CT
LN
KING PHILLIP CIR
COUNCIL OAK DR
WYNCOTE CIR
WAMPANOAG DR
CLEARFIELD CIR
WHITE MARSH CIR
CROSSING ROAD

S.H.A.

Mr. S. Ade
Mr. M. Baxter
Mr. W.E. Brauer, III
Mr. K. McDonald
Ms. Rose Davis
Mr. Steve Foster
Mr. D. German
Mr. G. Hadel
Mr. R Harrison
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Ms. D. Simpson
Mr. M. Shah
Mr. D. Ward
Mr. D. Weddle
Mr. N.J. Pedersen
Mr. Ed Schmidbauer
Ms. Susan Bauer
Mr. Greg Welker

ANNE ARUNDEL COUNTY, MARYLAND

Mr. Robert L. Walker, Chief Administrative Officer
for Janet Owens, County Executive

Mr. Ronald E. Bowers, Director
Department of Public Works

ROAD TRANSFER AGREEMENT

THIS ROAD TRANSFER AGREEMENT, made this 3RD day of Dec., 2003, by and between the State Highway Administration of the Department of Transportation of Maryland, hereinafter referred to as the "Highway Administration', party of the first part, and Anne Arundel County, Maryland, a body corporate and politic, hereinafter referred to as the "County", party of the second part.

WHEREAS, under authority contained in Transportation Article Title 8-304 of the Annotated Code of Maryland, the State Highway Administration is empowered to agree to transfer title to, jurisdiction over, and responsibility for the maintenance of any State highway, or portion thereof, to the political subdivisions of Maryland, and the political subdivisions of Maryland are empowered to agree to accept title to, jurisdiction over, and responsibility for the maintenance of said State highway, or portion thereof, from the Highway Administration.

WHEREAS, the Highway Administration has agreed to transfer to the County the hereinafter described section of road which heretofore was constructed by the Highway Administration and the County has agreed to accept same as an integral part of the County highway system.

NOW, THEREFORE, THIS AGREEMENT WITNESSETH, that for and in consideration of One Dollar ($1.00) payable by each party unto the other, the receipt and adequacy of which is hereby acknowledged by the parties hereto, and in further consideration of the conditions hereby set forth, the parties hereto agree as follows:

1. The Highway Administration does hereby agree to transfer unto the County and the County does hereby agree to accept from the Highway Administration jurisdiction over and responsibility for the maintenance of the following described section of State highway and mileage as part of the County highway system, (hereinafter referred to as the "Roadway") as shown on the Exhibit attached hereto and incorporated herein:

SHA to Anne Arundel County, Maryland:

MD 677 (Odenton Road) - From Piney Orchard Parkway, to MD 175 (Annapolis Road), a total distance of 0.94± mile

Total Mileage to the County - 0.94± miles

Item No.: 91022

2. Conveyance of the Roadway is subject to the following conditions:

A. The effective date of transfer of the Roadway to the County shall be upon complete execution of this agreement.

B. The Roadway will be included in the County inventory as of December 1st of the year referred to in item A above.

C. The basis for the allocation of funds to the County will include the Roadway (i.e., the additional 0.94± mile) beginning July 1st of the year following the date as set forth in Item B above.

D. The transfer of the Roadway to the County is made on an "as-is" basis, including the existing right of way, the existing condition of the roadway and all appurtenances. There are no major bridge structures more than twenty feet (20') in length located within the termini of the subject road transfer.

E. The County hereby accepts jurisdiction over and responsibility for the maintenance of Roadway as of the effective date of transfer as set forth in Item A above.

F. Finally, the Memorandum of Understanding (MOU) between the County and the Highway Administration dated October 30, 2001 states that" Following completion of construction of the HIKER/BIKER TRAIL, the SIDEWALK and the REHABILITATION PROJECTS, the COUNTY shall own and maintain MD 677 (Odenton Road) from Piney Orchard Parkway to west of MD 175, including the HIKER/BIKER TRAIL, the SIDEWALK and the REHABILITATION."

3. The Highway Administration will hereafter prepare a deed conveying ownership of the Roadway to the County subject to the approval of the Board of Public Works of Maryland. The Highway Administration will execute and record the road conveyance deed within six (6) months of the date of the complete approval and execution of the agreement.

IN WITNESS WHEREOF, the parties hereto have caused these presents to be executed by their proper officers thereunto duly authorized the day and year first written.

RECOMMENDED FOR APPROVAL

THE STATE HIGHWAY ADMINISTRATION OF THE DEPARTMENT OF TRANSPORTATION

WITNESS:

By: _____
Director, Office of Planning and Preliminary Engineering

Approved as to form and legal sufficiency this 29 day of _____, 2003.

_____
Chief, Utility and Road Conveyance Section

_____
Assistant Attorney General

ANNE ARUNDEL COUNTY
SIGNATURE PAGE

RECOMMENDED FOR APPROVAL

ANNE ARUNDEL COUNTY, MARYLAND

WITNESS:

By: 12/29/03
Robert L. Walker
Chief Administrative Officer
for Janet Owens,
County Executive

Approved as to form and legal sufficiency

12/17/03
Ronald E. Bowen, Director
Department of Public Works

12/15/03
Office of Law
Date

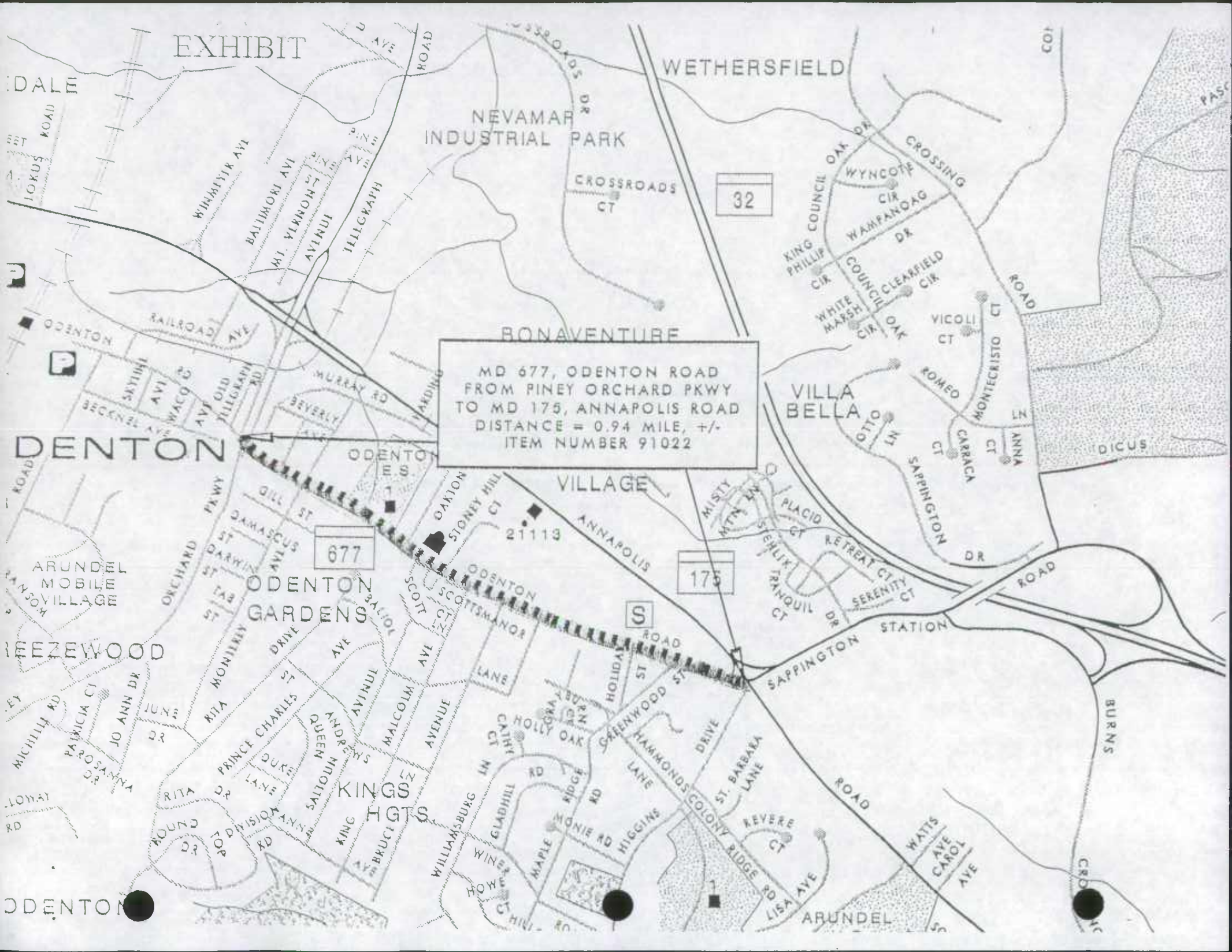
EXHIBIT
WETHERSFIELD
NEVAMAR INDUSTRIAL PARK
CROSSROADS CT
32
BONAVENTURE
MD 677, ODENTON ROAD
FROM PINEY ORCHARD PKWY
TO MD 175, ANNAPOLIS ROAD
DISTANCE = 0.94 MILE, +/-
ITEM NUMBER 91022
VILLA BELLA
DENTON
ODENTON E.S.
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677
21113
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ARUNDEL MOBILE VILLAGE
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ARUNDEL
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SAPPINGTON
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BEVERLY AVE
BECKNEL AVE
WACO AVE
OLD TELEGRAPH RD
WINNEVER AVE
BALTIMORE AVE
MT. VERNON AVENUE
TELEGRAPH
ORCHARD PKWY
GILL ST
DAMASCUS ST
DARWIN AVE
OAKTON
SIDNEY HILL CT
SCOTT CT
SCOTTSMANOR LANE
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GREENWOOD ST
HOLLY OAK
CATHY CT
GLADHILL RD
MONIE RD
HIGGINS LANE
HAMMONDS COLONY DRIVE
ST. BARBARA LANE
REVERE CT
WILLIAMSBURG LN
WINER
HOWE CT
MAPLE RIDGE RD
LISA AVE
WATTS AVE
CAROL AVE
BURNS ROAD
MONTECRISTO
ROMEO
OTTO LN
SAPPINGTON DR
CARRACA CT
ANNA CT
PLACID CT
RETREAT CT
SERENITY CT
TRANQUIL CT
MISTY MTN LN
CLEARFIELD CIR
WHITE MARSH CIR
KING PHILLIP CIR
COUNCIL OAK DR
WYNCOTE CIR
WAMPANOAG DR
CROSSING ROAD
VICOLI CT
PRINCE CHARLES DRIVE
DUKE LANE
QUEEN ANNE
SALTOUN
MALCOLM AVENUE
JO ANN DR
JUNE DR
RITA DR
MONTEREY DRIVE
PATRICIA CT
PAROSANNA DR
MICHELLE RD
DIVISION AVE
KING AVE
BRUCE AVE
TOP RD
ROUND DR
LOWAY RD
PASCO
DICUS

Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*

State Highway Administration
Driven to Excel

Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

MARYLAND DEPARTMENT OF TRANSPORTATION

MEMORANDUM OF ACTION OF DOUGLAS SIMMONS
DEPUTY ADMINISTRATOR FOR PLANNING AND
ENGINEERING

November 4, 2003

Douglas Simmons, Deputy Administrator for Planning and Engineering executed a road transfer agreement dated October 30, 2003 between the State Highway Administration and Anne Arundel County, Maryland relative to the transfer of the following described sections of highway and subject to the conditions more fully set forth in the agreement.

State Highway Administration to Anne Arundel County, Maryland:

Co 3155 Contees Wharf Road – From intersection with MD Rte. 468 (Muddy Creek Road) southeasterly = 0.21± mile

Co 3153 South River Clubhouse Road – From intersection with MD Rte. 468 (Muddy Creek Road) northwesterly = 0.08± mile
Total = 0.29± mile

Item No.: 91059

The effective date of the road transfer shall be the date of the agreement.

Said agreement has previously been executed and approved as to form and legal sufficiency by Assistant Attorney General, Richard T. Brice, IV.

RMP:seb

2811

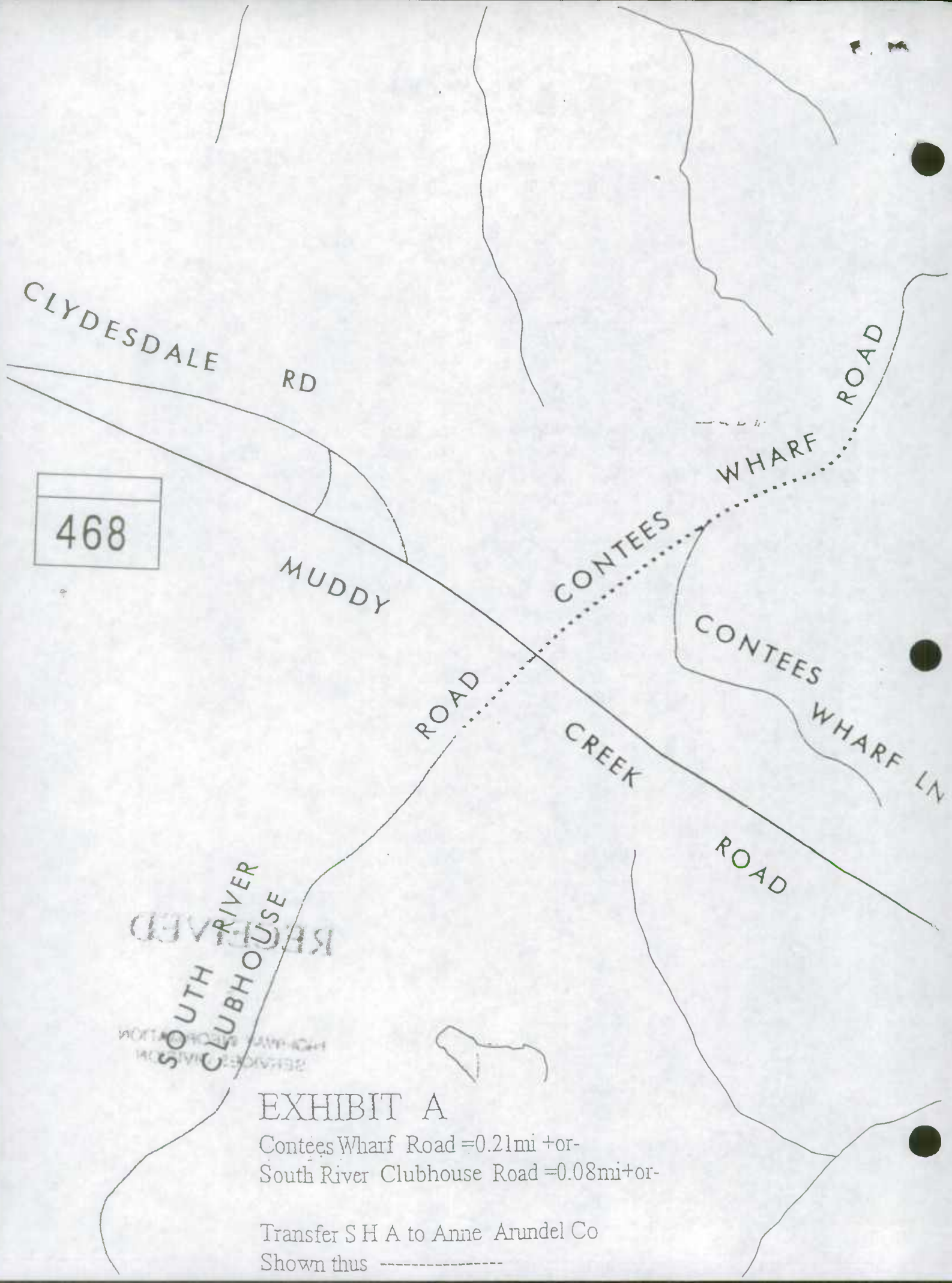

EXHIBIT A

Contees Wharf Road =0.21mi +or-
South River Clubhouse Road =0.08mi+or-

Transfer S H A to Anne Arundel Co
Shown thus ----------

S.H.A.

Mr. S. Ade
Mr. M. Baxter
Ms. Rose Davis
Mr. K. McDonald
Mr. E.S. Freedman
Mr. Steve Foster
Mr. D. German
Mr. G. Hadel
Mr. R Harrison
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Mr. M. Shah
Mr. D. Ward
Mr. D. Weddle
Mr. Ed Schmidbauer
Ms. Susan Bauer
Mr. Chuck George
Mr. Wesley Chan
Ms. Judy Freedman-Breckon

ANNE ARUNDEL COUNTY

Mr. Robert L. Walker
Chief Administrative Officer
for Janet S. Owens
County Executive

Mr. Thomas E. Burke, Chief
Right of Way Division
Department of Public Works

Mr. Scott Donaldson
Property Acquisition Agent

Ms. Patricia Logan
Office of Law

State Highway Administration
Driven to Excel

MARYLAND DEPARTMENT OF TRANSPORTATION
Robert L. Ehrlich, Jr., *Governor* • Michael S. Steele, *Lt. Governor* • Trent M. Kittleman, *Acting Secretary*

MEMORANDUM OF ACTION OF DOUGLAS SIMMONS
DIRECTOR – OFFICE OF PLANNING AND PRELIMINARY ENGINEERING

January 27, 2003

Douglas Simmons, Director, Office of Planning and Preliminary Engineering executed a road transfer agreement dated January 23, 2003 between the State Highway Administration and Anne Arundel County, Maryland, a Body Corporate and Politic, relative to the transfer of the following described section of highway and subject to the conditions more fully set forth in the agreement. The effective date of transfer of the roadway to the County shall be upon the completion of and execution of this agreement.

State Highway Administration to Anne Arundel County, Maryland, a Body Corporate and Politic:

MD 162-A (Cromwell Park Drive) – From Ramp #10 From I-97 S.B. Lane to Road End, Total Mileage 0.40±

Item No.: 91030

Said agreement has previously been executed by the appropriate officials of the SHA and Anne Arundel County, Maryland and approved as to form and legal sufficiency by Assistant Attorney General, Richard Brice.

HTC:seb

S.H.A.

Mr. S. Ade
Mr. M. Baxter
Mr. W.E. Brauer, III
Mr. K. McDonald
Ms. Rose Davis
Mr. Steve Foster
Mr. D. German
Mr. G. Hadel
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Ms. Susan Bauer
Mr. Chuck George
Mr. Wesley Chan
Ms. Judy Freedman-Breckon

ANNE ARUNDEL COUNTY

Mr. John M. Brusnighan, Chief
Administrative Officer fo
Janet Owens, County Executive

Mr. Thomas E. Burke, Chief
Right of Way Division
Department of Public Works

Mr. Scott Donaldson
Property Acquisition Agent

Ms. Patricia A. Logan
Office of Law

Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor

John D. Porcari
Secretary

Parker F. Williams
Administrator

MEMORANDUM OF ACTION OF DOUGLAS SIMMONS
DIRECTOR - OFFICE OF PLANNING AND PRELIMINARY ENGINEERING

November 22, 2002

Douglas Simmons, Director, Office of Planning and Preliminary Engineering, executed a road transfer agreement dated November 21, 2002 between the State Highway Administration and Anne Arundel County relative to the transfer of the following described section of highway and subject to the conditions more fully set forth in the agreement.

State Highway Administration to Anne Arundel County, Maryland

Co 3639 MD Rte. 999-D (Old Hammonds Ferry Road - From Stewart Avenue to Cul-de-sac, a total distance of 0.24± mile

Total mileage to the County 0.24± mile

Item No.: 91023

The effective date of transfer shall be the date of the agreement.

Said agreement has previously been fully executed and approved as to form and legal sufficiency by Assistant Attorney General, Michael Kenney.

RECEIVED

DEC 6 2002

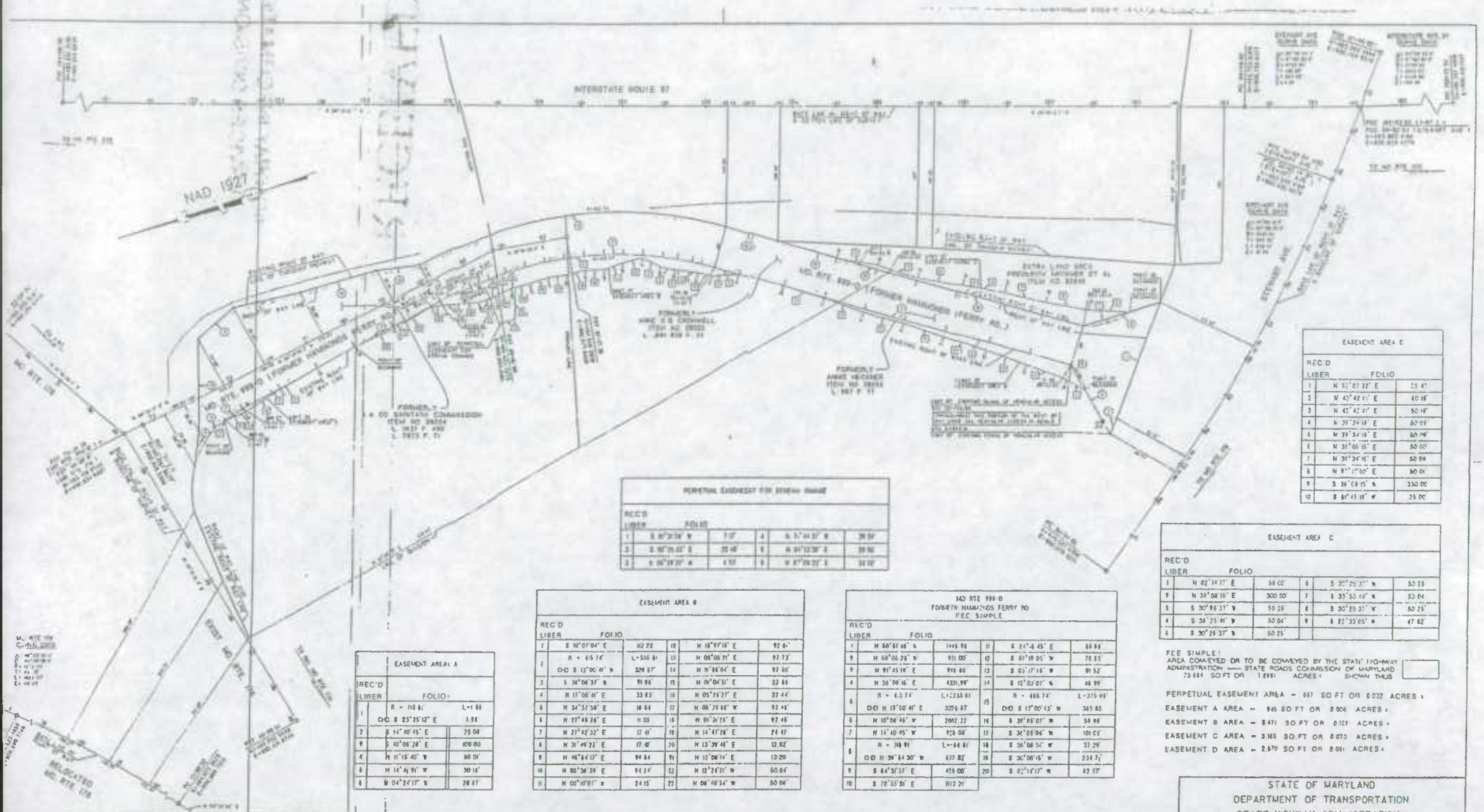
HIGHWAY INFORMATION SERVICES DIVISION

RMP:seb

My telephone number is 2811

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202



EASEMENT AREA C		
REC'D LIBER FOLIO		
1	N 52°07'22" E	25 4'
2	N 43°42'11" E	40 18'
3	N 42°42'41" E	50 16'
4	N 39°34'18" E	50 01
5	N 29°34'18" E	50 09'
6	N 32°06'15" E	50 00'
7	N 35°34'16" E	50 00
8	N 9°°17'00" E	50 01
9	S 36°03'15" W	350 00
10	S 81°45'19" W	35 00'

PERPETUAL EASEMENT FOR [illegible]					
REC'D LIBER FOLIO					
1	[illegible]	[illegible]	4	[illegible]	[illegible]
2	[illegible]	[illegible]	5	[illegible]	[illegible]
3	[illegible]	[illegible]	6	[illegible]	[illegible]

EASEMENT AREA C					
REC'D LIBER FOLIO					
1	N 02°14'17" E	56 00'	6	S 32°25'31" W	50 25
2	N 38°08'16" E	300 00'	7	S 33°50'49" W	50 04
3	S 30°98'37" W	50 28'	8	S 30°25'37" W	50 25'
4	S 34°25'41" W	50 04'	9	S 22°33'05" W	47 82'
5	S 30°28'37" W	50 25'			

FEE SIMPLE:
AREA CONVEYED OR TO BE CONVEYED BY THE STATE HIGHWAY ADMINISTRATION —— STATE ROADS COMMISSION OF MARYLAND
73 484 SQ FT OR 1 [illegible] ACRES ± SHOWN THUS

PERPETUAL EASEMENT AREA – 967 SQ FT OR 0 022 ACRES ±
EASEMENT A AREA – 945 SQ FT OR 0 006 ACRES ±
EASEMENT B AREA – 5 471 SQ FT OR 0 121 ACRES ±
EASEMENT C AREA – 3 165 SQ FT OR 0 073 ACRES ±
EASEMENT D AREA – 2 670 SQ FT OR 0 061 ACRES ±

EASEMENT AREA A		
REC'D LIBER FOLIO		
1	R = 118 61' CHD S 23°25'12" E	L=1 88 1 58
2	S 14°40'45" E	25 00
3	S 10°06'28" E	100 00
4	N 11°15'40" W	60 01'
5	N 14°41'91" W	50 16'
6	N 04°24'17" W	20 87

EASEMENT AREA B					
REC'D LIBER FOLIO					
1	S 10°07'04" E	112 22	12	N 16°97'16" E	92 6'
2	R = 415 74' CHD S 13°00'41" W	L=336 81 328 87'	13	N 08°05'21" E	92 73'
			14	N 11°66'04" E	92 00'
3	S 36°00'37" W	91 96'	15	N 01°04'51" E	23 06
4	N 17°06'41" E	33 83'	16	N 05°26'27" E	22 44'
5	N 34°37'50" E	16 84	17	N 05°25'66" W	92 46'
6	N 27°46'26" E	11 05	18	N 01°34'26" E	92 46'
7	N 27°42'32" E	17 41'	19	N 14°47'26" E	24 47
8	N 31°49'22" E	17 41'	20	N 13°39'46" E	12.82'
9	N 46°64'17" E	94 64	21	N 12°00'14" E	13 20
10	N 05°36'39" E	94 24'	22	N 12°24'21" W	50.06'
11	N 00°10'07" W	24 15'	23	N 06°40'54" W	50 06'

MD RTE 990 D FORMER HAMMONDS FERRY RD FEE SIMPLE					
REC'D LIBER FOLIO					
1	N 60°81'48" W	1446 96	11	S 24°-8 45" E	66 66'
2	N 60°05'26" W	911 00'	12	S 07°19'05" W	78 65
3	N 91°45'16" E	916 66	13	S 03°17'16" W	91 52'
4	N 38°00'16" E	4331.99'	14	S 12°03'07" W	46 99'
5	R = 4-5 74' CHD N 13°00'41" E	L=3335 61 3226 87'	15	R = 466 74' CHD S 13°00'43" W	L=375 66' 365 85
6	N 10°00'46" W	2002.22	16	S 30°06'07" W	58 66'
7	N 14°40'45" W	928 08'	17	S 34°01'06" W	101 02'
8	R = 116 91 CHD N 39°64'30" W	L=-64 61' 077 82'	18	S 36°08'54" W	37 29'
			19	S 30°08'15" W	234 71'
9	S 84°31'57" E	456 00'	20	S 02°14'17" W	62 57'
10	S 78°65'81" E	1112 21			

[illegible] HAS BEEN PREPARED FROM [illegible] STATE HIGHWAY ADMINISTRATION PLATS [illegible] SURVEY NOTES BUT IS NOT THE [illegible] OF A CURRENT FIELD SURVEY. [illegible] IT WAS DEVELOPED TO THE BEST OF MY [illegible] KNOWLEDGE AND JUDGEMENT.
GEORGE A. NAPEL JR.
[illegible] LINE SURVEYOR [illegible] REG. NO. [illegible]
DATE [illegible]

LEGEND
[illegible] SUPPORTING SLOPES.
[illegible] RIGHT FOR SPECIAL PURPOSE AS INDICATED BY NOTATION ON PLAT
[illegible] SPECIAL PURPOSE AS INDICATED ON THIS PLAT
[illegible] DRAINAGE FACILITY AS INDICATED BY NOTATION ON THIS PLAT.
[illegible] DRAINAGE PATTERN
[illegible] DISCHARGE FLOW OF WATER FROM OR INTO EXISTING WATERWAY OF [illegible]
[illegible] DISCHARGE FLOW OF WATER UPON EXISTING GROUND.
[illegible] DRAINAGE FLOW PATTERN [illegible] TO SCALE FOR [illegible] PURPOSE ONLY

A PORTION OF THIS RIGHT OF WAY IS FOR AN EXPRESSWAY AND NO ACCESS EITHER VEHICULAR, PEDESTRIAN AND/OR ANIMAL WILL BE PERMITTED ACROSS THE LINES DESIGNATED RIGHT OF WAY LINE OF THROUGH HIGHWAY EXCEPT BY MEANS OF SUCH PUBLIC ROAD CONNECTIONS AS ARE AUTHORIZED BY LAW.

SENT TO RECORD OFFICE ________ 20 __
APPROVED BY CHAIRMAN ________ 20 __

BOOKS	REVISIONS	PART OF PLATS
[illegible]		[illegible]

LOCATED IN ANNE ARUNDEL COUNTY
PREPARED BY PLATS AND SURVEYS DIVISION
CHIEF PLAT SECTION
CONSTRUCTION PROJECT: INTERSTATE RTE 97
SOUTH OF MD RTE 176 TO SOUTH OF I-895
CONSTRUCTION PROJECT NO: AA 893-504-572

STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
STATE ROADS COMMISSION

RIGHT OF WAY PROJECT: INTERSTATE RTE 97
SOUTH OF MD RTE 176 TO SOUTH OF I-895
RIGHT OF WAY PROJECT NO. AA 893-301-572
FEDERAL AID PROJECT NO. I-97-1 (28) 30
ISSUED Aug 21 20 [illegible]
SCALE 1"=50'
CHIEF, PLATS AND SURVEYS DIVISION
PLAT No. 56038

S.H.A.

Mr. S. Ade
Mr. M. Baxter
Mr. W.E. Brauer, III
Mr. M. Knecht
Ms. Rose Davis
Mr. Steve Foster
Mr. K. McClelland
Ms. C. Simpson
Mr. D. German
Mr. G. Hadel
Mr. T. Hicks
Ms. E. Homer
Mr. R Harrison
Mr. E.S. Freedman
Ms. Judy Freedman-Breckon
Mr. A. Lijewski
Mr. K. McClelland
Mr. J. Miller
Mr. K. Powers
Mr. D. Rose
Mr. K.G. Shelton
Mr. D. Simpson
Mr. D. Ward
Mr. D. Weddle
Mr. P.F. Williams
Mr. M. Shah
Mr. Ed Schmidbauer
Ms. Susan Bauer
Mr. Greg Welker

ANNE ARUNDEL COUNTY, MARYLAND

Robert L. Walker
Land Use and Environmental Officer

Thomas E. Burke, Chief
Right of Way Division

Scott Donaldson
Property Acquisition Agent

Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor

John D. Porcari
Secretary

Parker F. Williams
Administrator

December 4, 2002

MEMORANDUM

TO: Kevin Powers, Manager
State and Local Roadway Systems
Highway Information Services Division

FROM: Robert M. Pontier, Sr.
Real Property Specialist IV
Utility and Road Conveyance Section

R M P

SUBJECT: Road Conveyance Agreement with Anne Arundel County, Maryland

MD Rte. 999-D (Old Hammonds Ferry Road)

Item No.: 91023

Attached is a Road Transfer Agreement by which the above captioned road has been transferred from the SHA to Anne Arundel County, Maryland.

Should you need additional information, please contact the writer.

RMP:seb
Attachment: Road Transfer Agreement dated 11-21-02

My telephone number is 2810

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

ROAD TRANSFER AGREEMENT

THIS ROAD TRANSFER AGREEMENT, made this 21 day of November, 2002 by and between the State Highway Administration of the Department of Transportation of Maryland, hereinafter referred to as the "Highway Administration", party of the first part, and Anne Arundel County, a Body Corporate and Politic of the State of Maryland, hereinafter referred to as the "County", party of the second part.

WHEREAS, under authority contained in Transportation Article Title 8-304 of the Annotated Code of Maryland, the State Highway Administration is empowered to agree to transfer title to, jurisdiction over, and responsibility for the maintenance of any State highway, or portion thereof, to the political subdivisions of Maryland, and the political subdivisions of Maryland are empowered to agree to accept title to, jurisdiction over, and responsibility for the maintenance of said State highway, or portion thereof, from the Highway Administration.

WHEREAS, the Highway Administration has agreed to transfer to the County the hereinafter described section of road which heretofore was constructed by the Highway Administration and the County has agreed to accept same as an integral part of the County highway system.

NOW, THEREFORE, THIS AGREEMENT WITNESSETH, that for and in consideration of One Dollar ($1.00) payable by each party unto the other, the receipt and adequacy of which is hereby acknowledged by the parties hereto, and in further consideration of the conditions hereby set forth, the parties hereto agree as follows:

1. The Highway Administration does hereby agree to transfer unto the County and the County does hereby agree to accept from the Highway Administration jurisdiction over and responsibility for the maintenance of the following described section of State highway and mileage as part of the County highway system, as shown and depicted on Exhibit A attached hereto and incorporated hereinafter collectively referred to as "Roadway":

SHA to Anne Arundel County:

MD Rte. 999-D (Old Hammonds Ferry Road) - From Stewart Avenue to cul-de-sac, a total distance of 0.24± mile

Total mileage to the County 0.24± mile

Item No.: 91023

2. Conveyance of the Roadway is subject to the following conditions:

A. The effective date of transfer of the Roadway to the County shall be upon complete approval and execution of this agreement.

B. The Roadway mileage will be included in the County inventory as of December 1st of the year following the date set forth in Item A above.

C. The basis for the allocation of funds to the County will include the Roadway mileage (i.e., the additional 0.24± mile beginning July 1st of the year following the date as set forth in Item A above.

D. The transfer of the Roadway to the County is made on an "as-is" basis, which pertains to the existing condition of the road involved including all appurtenances and bridge structures.

E. The County hereby accepts jurisdiction over and responsibility for the maintenance of the Roadway as of the effective date of transfer as set forth in Item A above.

3. The Highway Administration will hereafter prepare a deed conveying ownership of the Roadway to the County subject to the approval of the Board of Public Works of Maryland. The Highway Administration will execute and record the road conveyance deed within six (6) months of the date of the complete approval and execution of this agreement.

IN WITNESS WHEREOF, the parties hereto have caused these presents to be executed by their proper officers thereunto duly authorized the day and year first written.

RECOMMENDED FOR APPROVAL

STATE HIGHWAY ADMINISTRATION OF THE DEPARTMENT OF TRANSPORTATION

WITNESS:

Tracy L Howard

By: _____
Director, Office of Planning and Preliminary Engineering

Approved as to form and legal sufficiency this 17 day of September, 2002.

RECOMMENDED FOR APPROVAL:

_____
Chief, Utility and Road Conveyance Section

_____
Assistant Attorney General

ANNE ARUNDEL COUNTY, MARYLAND

WITNESS

BY:

John M. Brusnighan (SEAL)
Chief Administrative Officer
For Janet S. Owens
County Executive

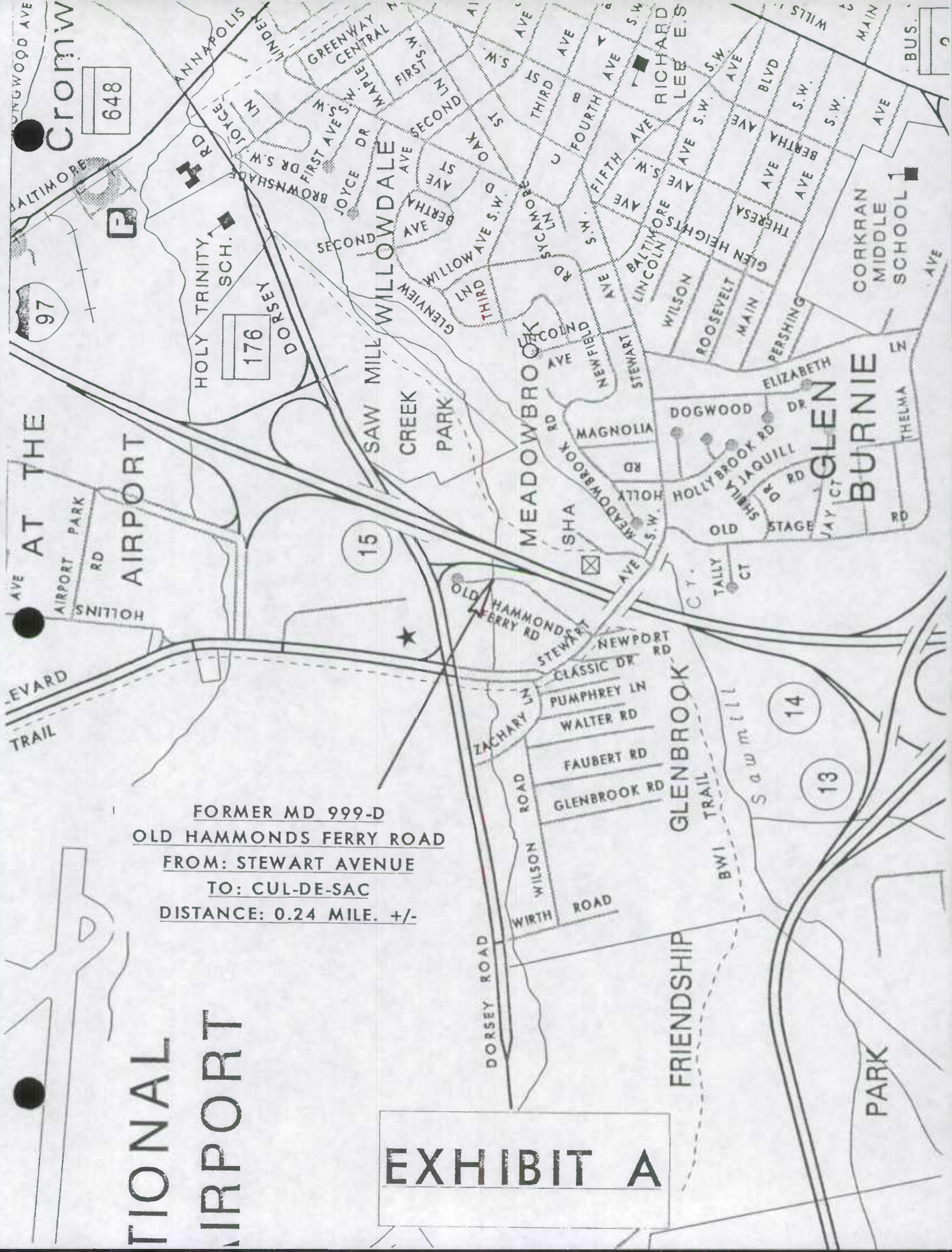
RECOMMENDED FOR APPROVAL:

Thomas E. Burke, Chief
Right of Way Division
Department of Public Works

Approved as to form and Legal sufficiency

Office of Law

11/1/02
Date


FORMER MD 999-D
OLD HAMMONDS FERRY ROAD
FROM: STEWART AVENUE
TO: CUL-DE-SAC
DISTANCE: 0.24 MILE. +/-
EXHIBIT A
Cromw
648
ANNAPOLIS
BALTIMORE
97
176
HOLY TRINITY SCH.
DORSEY
WILLOWDALE
SAW MILL CREEK PARK
MEADOWBROOK
SHA
AT THE AIRPORT
AIRPORT PARK RD
HOLLINS
15
14
13
OLD HAMMONDS FERRY RD
STEWART
NEWPORT RD
CLASSIC DR
PUMPHREY LN
WALTER RD
FAUBERT RD
GLENBROOK RD
ZACHARY LN
GLENBROOK
WILSON ROAD
WIRTH ROAD
DORSEY ROAD
BWI TRAIL
Sawmill
FRIENDSHIP
PARK
GLEN BURNIE
CORKRAN MIDDLE SCHOOL
RICHARD E. LEE
MAGNOLIA
DOGWOOD
HOLLYBROOK RD
JAQUILL
OLD STAGE
TALLY CT
ELIZABETH
THELMA
WILSON
ROOSEVELT
MAIN
PERSHING
GLEN HEIGHTS
THERESA
BERTHA
LINCOLN
BALTIMORE
FIFTH AVE
FOURTH AVE
THIRD AVE
SECOND
FIRST
GREENWAY CENTRAL
JOYCE
BROWNSHAKE
WILLOW AVE S.W.
GLENVIEW
SYCAMORE
NEWFIELD
STEWART
NATIONAL AIRPORT

03/06/2002

Anne Arundel County

MD 173 Fort Smallwood Rd Relocation

MD 173 Fort Smallwood Road, at CO 2043 Edwin Raynor Blvd, was relocated by the county under access permit # AA-7456-00. The relocation takes MD 173 off the original SHA right of way at a point 635' north of the structure (#2046) over Rock Creek (M.P. 3.80) and returns to the original SHA right of way at a point 1100' south of CO 1694 Duvall Hwy (M.P. 3.97).

The old section of MD 173 will be designated MD 173-A; this road is currently unsigned. Also, CO 1691 Hillcreek Road was extended through the original SHA right of way to reconnect this road and MD 173-A with the new alignment of MD 173. The extension was built through the original SHA right of way and will become part of MD 173-A.

MD 173 was widened to the edge of the right of way under this access permit. This improvement extends from a point 1100' south of CO 1694 Duvall Hwy (M.P. 3.97) to a point 420' north of CO 1694 Duvall Hwy (M.P. 4.26).

HISD has contacted the county, the district, and the Management Company to find an agreement as to right of way, easement, or any type of conveyance of the property involving the new alignment of MD 173. On 02/12/02 we contacted:

> Gregory Welker, District Engineer for district 5, see attached.
>
> Ray Streib, of Development Facilitators (410) 647 2727. As of 02/14/02 he was unable to find an agreement.
>
> Ken Fleming the Anne Arundel County project manager. According to Mr. Fleming, it is his understanding that the new section of MD 173 will be taken into the state system for maintenance, however there is no written agreement.

As of 03/06/02 HISD has been unable to locate any written or formal agreement, between the state and the county, as to the disposition of the property involved in the new alignment of MD 173 Fort Smallwood Rd.

KEN FLEMING: AA Co Project Engineer 410 222 7544

WS Talked to him 2-12-02, he is unaware of any written agreement, it is his understanding that Co. maint ends @ the curb, returns of CO 2043 Edwin Raynor Blvd. Relocated MD 173 will be state maintained

possibly call Gary Metzler 410 222 4053

Development Facilitators Inc. Management Co. (410) 647 2727

(got # from sunspot article)

WS Talked to Ray Streib (Project Manager) 2-14-02, he said he felt that there should be an agreement and he would try to track it down.

SHA Headquarters called Rich Zeller of Access Permits

xt 5598 left message 2-12-02

Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor

John D. Porcari
Secretary

Parker F. Williams
Administrator

MEMORANDUM

TO: Werner Schlough
HISD Database Management

FROM: David Ward, Chief
Records and Research Section

DATE: March 27, 2002

SUBJECT: Existing right of way information regarding the relocation of MD Rte 173 at the intersection of MD Rte. 173 (Fort Smallwood Rd.) with Edwin Raynor Blvd. (county road 2043).

LIMITS: The area where the road leaves the original right of way approximately 150' north of the intersection of MD Rte. 173 with Edwin Raynor Blvd. and reconnects to the original right of way 150' east of the intersection.

This information is in response to your memorandum received March 7, 2002, regarding the existing right-of-way along the above location.

After a search of available records maintained in this office, we were unable to locate any SHA plats for this area showing the relocation of MD Rte 173 at Edwin Raynor Blvd.

Since you indicate that this relocation was a county project under Access Permit AA-7456-00, please contact Mr. Richard Zeller, OHD Engineering Access Permits at 410-545-5598. Mr. Zeller may be able to give you additional information regarding any right of way or easement agreement between SHA and Anne Arundel County under which the relocation of MD Rte. 173 was done.

For any additional information regarding this matter, please contact:

Mr. Tom Burke, Chief R/W
Anne Arundel County
Dept. of Public Works
Bureau Of Engineering
2662 Riva Rd.
Annapolis, MD 21401
(410) 222-7543

From: WERNER SCHLOUGH
To: GLENN KLAVERWEIDEN
Subject: MD 173 at Edwin Raynor Blvd

Mr. Klaverweiden,

MD 173 was relocated at the intersection with Edwin Raynor Blvd, by Anne Arundel County under access permit #AA-7456-00, off of the current SHA right of way. I researched this improvement, after its completion in 2002 and could not find any agreements pertaining to this relocation. I checked with: David Ward of Records and Research, Rich Zeller of Access Permits, Gregory Welker of District 5, and Ken Fleming the Anne Arundel project engineer, as well as the contractors management company.

It was brought to my attention that there may be a drainage issue at this relocation and I was wondering if your section has any information about this relocation.

Thank you for your time and attention in this matter,

Werner Schlough

CC: KEVIN POWERS

From: GREGORY WELKER
To: WERNER SCHLOUGH
Date: 3/6/02 7:37AM
Subject: Re: MD 173 at Edwin Raynor Blvd

The district is not aware of an agreement covering this work.

Gregory D. Welker
District Engineer
District 5
Maryland State Highway Administration
138 Defense Highway
Annapolis, MD 21401

410-841-1001
410-841-5309 Fax

>>> WERNER SCHLOUGH 02/21/02 01:51PM >>>
Mr Welker,

I am working on the annual Anne Arundel highway improvement report for the Highway Information Services Division, in particular the improvement at MD 173 and Edwin Raynor Blvd. I am having difficulty finding a maintenance agreement for the section of MD 173-Fort Smallwood Rd that was relocated/rebuilt under Access Permit: AA-7456-00. This county project realigned the intersection of MD 173 at Edwin Raynor Blvd and occurs off the original SHA right of way. The plans do not indicate the boundaries of the new right of way. I have been unable to determine whether SHA has acquired the property or an easement across the property that the new alignment now crosses. I contacted Ray Streib of Development Facilitators (02/14/02) and he is trying to track this information down. I also contacted Ken Fleming the Anne Arundel County project manager; however, he is unaware of any agreements pertaining to this project. It is his understanding that county maintenance ends at the curb returns of Edwin Raynor Blvd and that the state will still maintain Md 173.

I have also called various people at SHA to try to track down information relating to this project. So far I have not been able to find any information at headquarters, I am hoping that someone at District 5 will have, or be able to locate this information for me. I am searching for: an official document that describes the right of way, or the plats for this section of road. Any help you could provide me would be greatly appreciated.

Thank you for your time and attention in this matter,

Werner Schlough

Werner D. Schlough
State Roadway System
Database Management Section
Highway Information Services Division
Maryland State Highway Administration
707 N. Calvert St.
Baltimore, MD 21202
Mailstop C-607
Phone: 410-545-5526
Fax: 410-209-5033
email: Wschlough@sha.state.md.us

http://www.sunspot.net/news/local/annearundel/bal-ar.pasadena18may18.story?coll=bal%2Dlocal%2Darundel

Intersection changes as work begins on Edwin Raynor Blvd.

Pasadena Briefs

May 18, 2001

A new segment of Edwin Raynor Boulevard will be opened this morning, shifting its intersection with Fort Smallwood Road several hundred feet to directly in front of Tick Neck Park, the county Department of Public Works said yesterday. Motorists are urged to use caution in the new traffic patterns.

The change is part of a $1.8 million project to improve traffic flow between the two roads. When complete, the project will allow the heavier volume of north-south traffic to flow between the roads without stopping. The project began in October and is expected to be completed in mid-November.

Motorists who used to turn left from Edwin Raynor Boulevard to northbound Fort Smallwood Road will instead travel straight through the new intersection, where Edwin Raynor becomes Fort Smallwood Road. Likewise, motorists who used to turn right from southbound Fort Smallwood Road to Edwin Raynor will instead travel straight through the new intersection, the department said.

Until completion of a new segment of Fort Smallwood Road in front of Tick Neck Park, motorists continuing on Fort Smallwood Road to or from the Fort Smallwood Park peninsula must turn at a temporary lighted intersection south of Duvall Highway and north of the new intersection with Edwin Raynor Boulevard.

The temporary intersection will be closed when the new segment of Fort Smallwood Road is completed and the new intersection with Edwin Raynor Boulevard is fully operational, the department said.

Questions or concerns: Kibler Construction at 410-833-5345 or the Department of Public Works' on-site construction manager, Development Facilitators Inc., at 410-647-2727.

Downs Park event to offer advice on selecting pets

Information on finding the right pet will be on hand - and leash - tomorrow as Downs Park holds a "Bark in the Park."

From 1 p.m. to 4 p.m., visitors can obtain information on animal rescue and adoption, and on breeds of dog including greyhound, bulldog, boxer, Samoyed, German shepherd and - most appropriate to the park's bayside location - the Chesapeake Bay retriever.

"Many times dogs aren't matched properly with the right owner," said Stacey Bishop, a Downs Park ranger. "By learning about different breeds, they can help choose the right dog for their lifestyle."

Animal adoption agencies and rescue groups, including Glen Burnie-based Heaven's Gate, will have

SEE IMPROVEMENT # 01-20 ST
ACCESS PERMIT # AA-7456-00

Maryland Department of Transportation
State Highway Administration
138 Defense Highway
Annapolis, Maryland 21401

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

RECEIVED
NOV 25 A 10: 15
ENGINEERING ACCESS PERMIT DIVISION

November 18, 1999

AA - 7456-00
01-20 ST
MP: 3.80 - 4.26

MEMORANDUM

TO: Kenneth A. McDonald Jr., Chief
Engineering Access Permits Division

ATTN: Rich Zeller

FROM: Lawrence E. Elliott
Assistant District Engineer - Traffic

SUBJECT: MD 173 @ Edwin Raynor Blvd.
Anne Arundel County

We have reviewed the plans submitted by Anne Arundel County for the noted reconstruction project and recommend approval with the following comments:

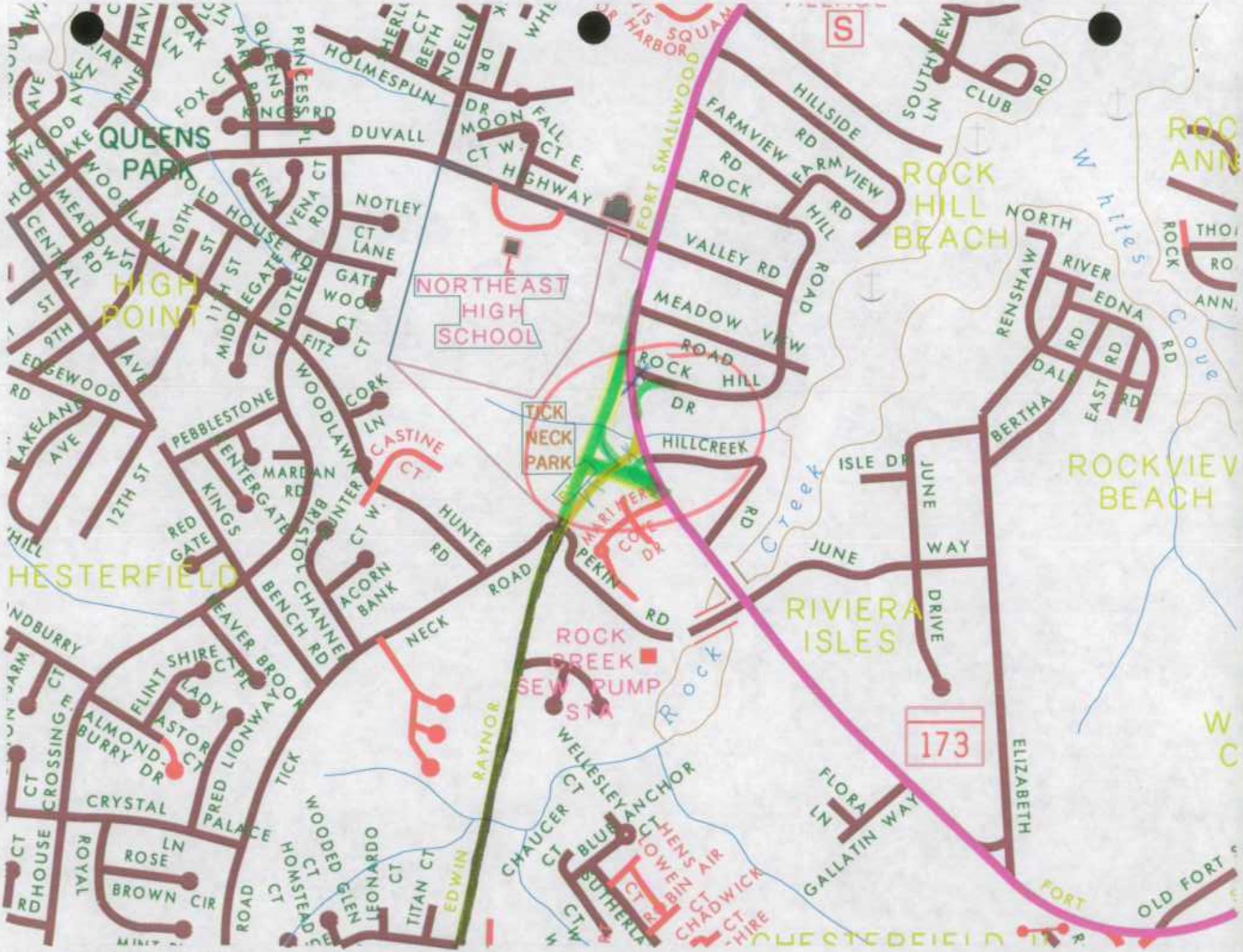
- This project is a major capital project for the county and we have been part of the project team and concur with their submittal;
- The project realigns MD 173 between Duvall Hwy. and Edwin Raynor Blvd., and makes Edwin Raynor Blvd. the thru roadway;
- The project also includes a new traffic signal at MD 173 and Tick Neck Road, removal of the existing signal at MD 173 and Edwin Raynor Blvd., and the modification of the signal at MD 173 and Duvall Highway;
- Design Requests for the signal work have already been submitted and approved as part of the project;

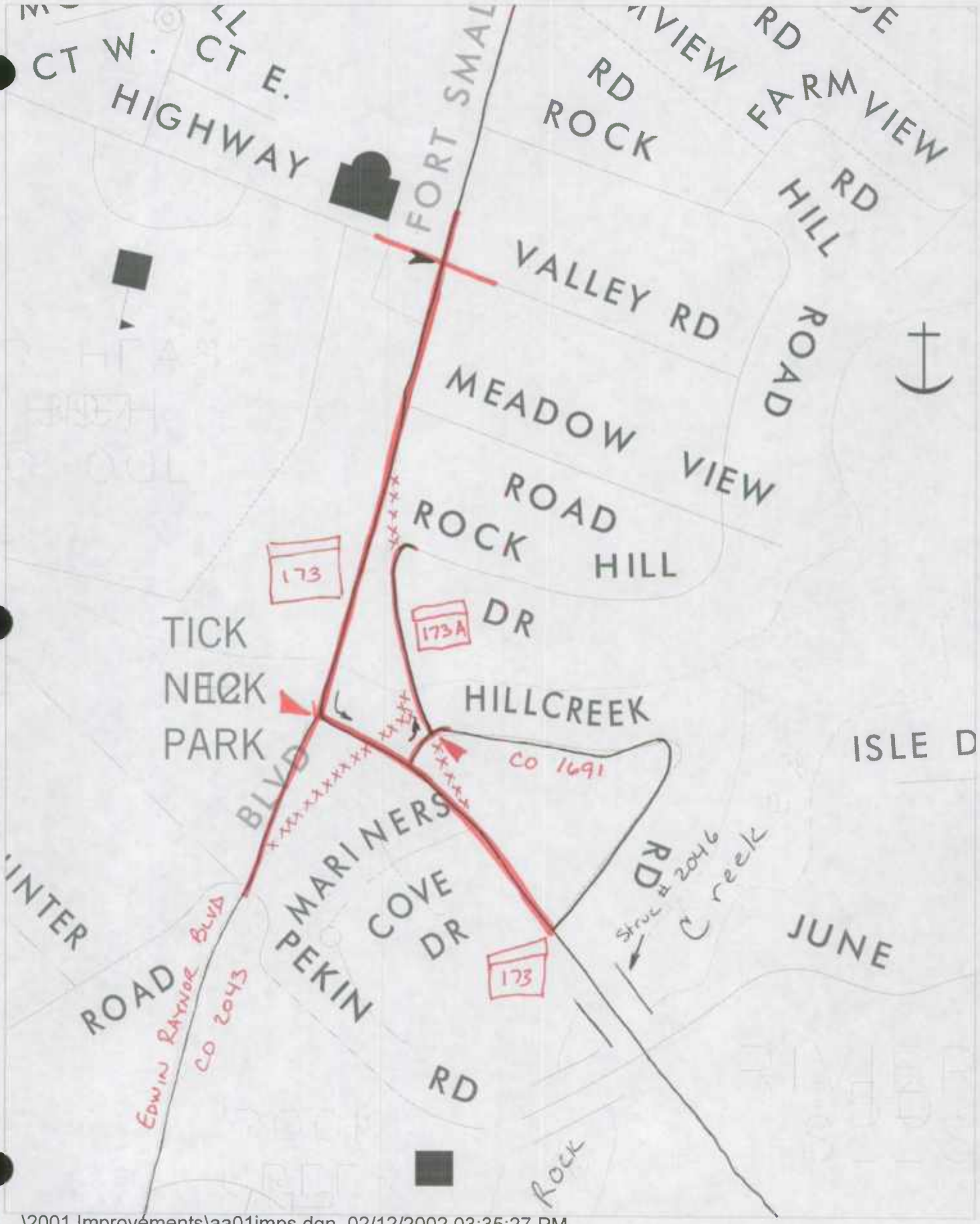
If you have any further questions, please feel free to contact Mike Ulrich or me. Mike can be reached at 410-841-5450 or 1-800-331-5603. - F T SMALLWOOD -

CO MAINT ends @ curb returns

LEE/mu

cc: Paul D. Armstrong
Michael W. Ulrich
Bob French
C. Edward Buck


QUEENS PARK
HIGH POINT
HESTERFIELD
NORTHEAST HIGH SCHOOL
TICK NECK PARK
ROCK HILL BEACH
ROCKVIEW BEACH
RIVIERA ISLES
ROCK CREEK SEW PUMP STA
173
HOLMESPUN
DUVALL
MOON
FALL
HIGHWAY
NOTLEY
LANE
GATE
WOOD
FITZ
CORK
PEBBLESTONE
WOODLAWN
CASTINE
HUNTER
ACORN BANK
NECK
ROAD
PEKIN
HILLCREEK
ROCK HILL
DR
VALLEY RD
MEADOW VIEW
FARMVIEW
HILLSIDE
SOUTHVIEW
CLUB
NORTH
RIVER
EDNA
RENSHAW
BERTHA
JUNE
WAY
DRIVE
ISLE DR
ELIZABETH
FLORA
GALLATIN WAY
FORT
OLD FORT
WELLESLEY
CHAUCER
ANCHOR
BLUE
SUTHERLAND
CHADWICK
RAYNOR
EDWIN
TITAN CT
LEONARDO
WOODED GLEN
HOMSTEAD
ROSE
BROWN CIR
ROYAL
PALACE
CRYSTAL
ALMONDBURY DR
ASTOR
LADY
FLINTSHIRE
BEAVER BROOK
BENCH RD
CHANNEL
BRISTOL
HUNTER
MARDAN RD
ENTERGATE
KINGS
RED GATE
12TH ST
LAKELANE AVE
EDGEWOOD
9TH
CENTRAL
MEADOW
WOODLAWN
HOLLY LAKE
OAK
FOX CT
QUEENS
PRINCESS
HERLE
BETH
NOELLE
FARMVIEW
ROCK
HILL
VENA CT
VENA RD
OLD HOUSE RD
10TH ST
MIDDLEGATE
NOTLEY
Creek
Cove
Whites
Rock
S



...\2001 Improvements\aa01imps.dgn 02/12/2002 03:35:27 PM

75001
9-20-01

ROAD TRANSFER AGREEMENT

THIS ROAD TRANSFER AGREEMENT, made this 5th day of october, 2001, by and between the State Highway Administration of the Department of Transportation of Maryland, hereinafter referred to as the "Highway Administration", party of the first part, and Anne Arundel County, Maryland, hereinafter referred to as the "County", party of the second part.

WHEREAS, under authority contained in Transportation Article Title 8-304 of the Annotated Code of Maryland, the State Highway Administration is empowered to agree to transfer title to, jurisdiction over, and responsibility for the maintenance of any State highway, or portion thereof, to the political subdivisions of Maryland, and the political subdivisions of Maryland are empowered to agree to accept title to, jurisdiction over, and responsibility for the maintenance of said State highway, or portion thereof, from the Highway Administration.

WHEREAS, the Highway Administration has agreed to transfer to the County the hereinafter described section of road which heretofore was constructed by the State and the County has agreed to accept same as an integral part of the County highway system.

MD 915-D "IRENE AVE" is
Now CO 2093 "IRENE AVE"

NOW, THEREFORE, THIS AGREEMENT WITNESSETH, that for and in consideration of One Dollar ($1.00) payable by each party unto the other, the receipt and adequacy of which is hereby acknowledged by the parties hereto, and in further consideration of the conditions hereby set forth, the parties hereto agree as follows:

1. The Highway Administration does hereby agree to transfer unto the County and the County does hereby agree to accept from the Highway Administration jurisdiction over and responsibility for the maintenance of the following described section of State highway and mileage as part of the County highway system, (hereinafter collectively referred to as the "Roadway") as shown on the Exhibit A attached hereto and incorporated herein:

SHA to Anne Arundel County, Maryland:

MD Route 915 D - Irene Avenue - From Hastings Lane to Arcadia Road, a total distance of 0.13± miles
Total mileage to the County - 0.13± miles
Item No.: 91021

2. Conveyance of the Roadway is subject to the following conditions:

A. The effective date of transfer of the Roadway to the County shall be upon complete approval and execution of this agreement.

B. The Roadway will be included in the County inventory as of December 1st of the year referred to in item A above.

C. The basis for the allocation of funds to the County will include the Roadway (i.e., the additional 0.13+ mile beginning July 1st of the year following the date as set forth in Item B above.

D. The transfer of the Roadway to the County is made on an "as-is" basis, including the existing right of way, the existing condition of the roadway and all appurtenances.

E. The County hereby accepts jurisdiction over and responsibility for the maintenance of Roadway as of the effective date of transfer as set forth in Item A above.

3. The Highway Administration will hereafter prepare a deed conveying ownership of the Roadway to the County subject to the approval of the Board of Public Works of Maryland. A copy of the deed, plats, and Agreement will be presented to the party of the second part for review, with the understanding that the Highway Administration will execute and record the deed unless notified of any error in the deed description by the party of the second part within thirty (30) days of receipt of the deed.

IN WITNESS WHEREOF, the parties hereto have caused these presents to be executed by their proper officers thereunto duly authorized the day and year first written.

RECOMMENDED FOR APPROVAL

THE STATE HIGHWAY ADMINISTRATION OF THE DEPARTMENT OF TRANSPORTATION

WITNESS:

By: _____

Director, Office of Planning and Preliminary Engineering

Approved as to form and legal sufficiency this 8 day of August, 2001.

Stephen N. Clarke, Jr.
Chief, Utility and Road Conveyance Section

Assistant Attorney General

RECOMMENDED FOR APPROVAL

ANNE ARUNDEL COUNTY, MARYLAND

WITNESS:

By: _____

Jerome W.Klasmeier,Chief Admin.Officer for Janet S.Owens, County Executive

Approval as to form and legal sufficiency this 5th day of October, 2001

Patricia A. Ligon
Office of Law

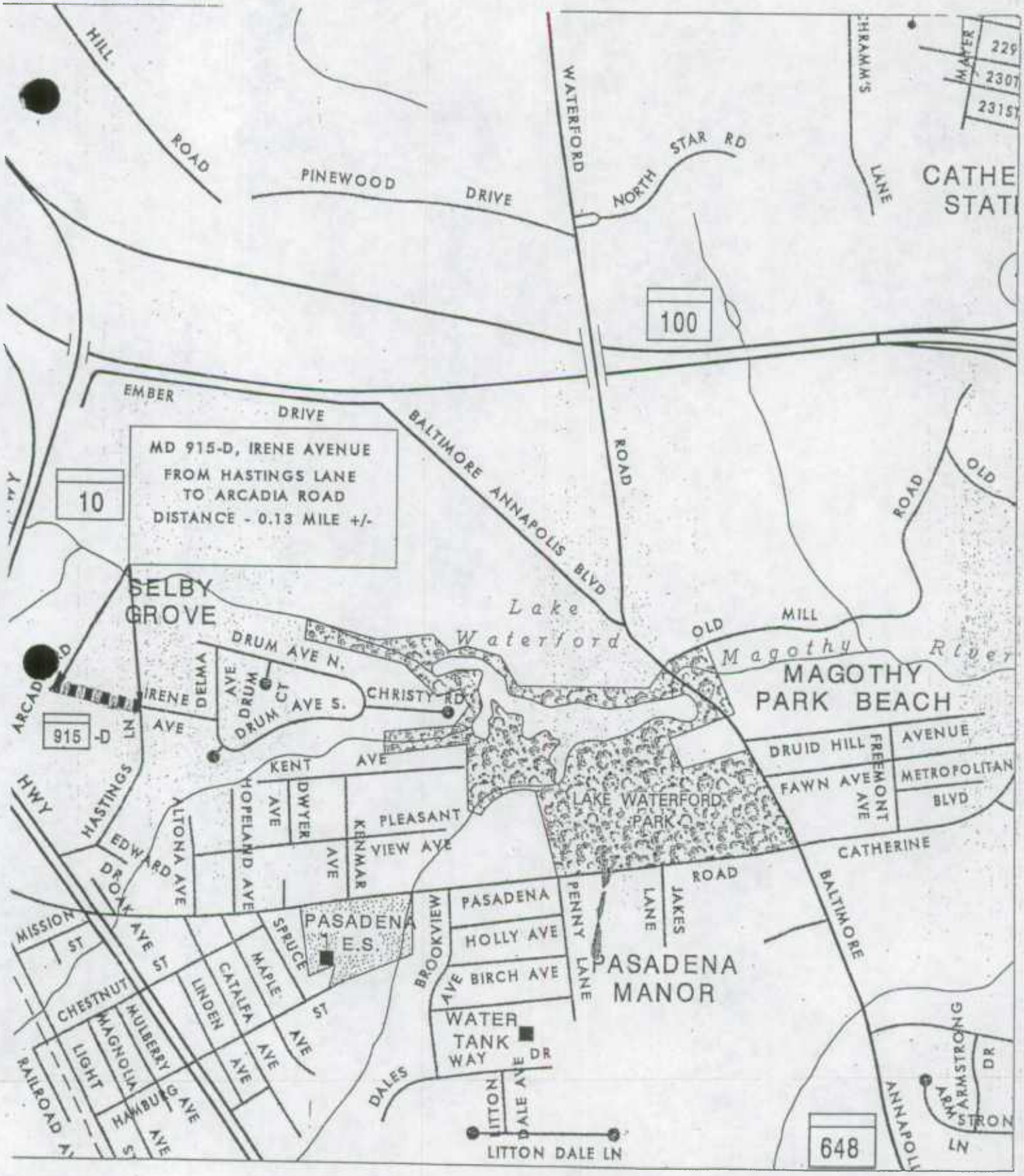


EXHIBIT A

ROAD TRANSFER TO ANNE ARUNDEL COUNTY, MARYLAND

Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor

John D. Porcari
Secretary

Parker F. Williams
Administrator

MEMORANDUM

To: File

SHA Memoranda of Action – Anne Arundel County

2001 Anne Arundel County Road Improvement Report

From: Kevin Powers, Manager, State and Local Roadway Systems

Highway Information Services Division

Date: September 4, 2001

Subject: Road Transfer – MD 32 AB *et al.* – Item 85500

At the time these roads was transferred by agreement to Anne Arundel County, HISD had, to the best of my knowledge, neither received a copy of the agreement nor been verbally informed of the execution of the transfer.

HISD received a copy of the June 22 (23) 1998 road transfer agreement and Memorandum of Action on September 4, 2001. Due to the date on which HISD received this agreement, the road transfers will be effected in the SHA - HISD database for the 2001 calendar year.

My telephone number is (410) 545-5518

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

Maryland Department of Transportation
State Highway Administration

David L. Winstead
Secretary

Parker F. Williams
Administrator

MEMORANDUM OF ACTION OF DIRECTOR NEIL J. PEDERSEN
OFFICE OF PLANNING AND PRELIMINARY ENGINEERING

NJ1
6/23/98

June 22, 1998

Neil J. Pedersen, Director of Office of Planning and Preliminary Engineering executed a road transfer agreement dated June 22, 1998, between the State Highway Administration and Anne Arundel County, MD relative to the transfer of the following described sections of highway and subject to the conditions more fully set forth in the agreement. The road transfer agreement will become effective on the date of the agreement.

State Highway Administration to Anne Arundel County, Maryland

MD 32AJ (Jackson Grove Road) from MD 170 (Telegraph Road) westerly to Jackson Grove Road (Co 1128) ahead for a total distance of 0.25± mile. - Now Co 1128

Lokus Road from cul-de-sac southerly to 0.19± mile north of Mayfield Road (Co 1125) for a total distance of 0.03± mile. - Now Co 1127

MD 32AK (Redmiles Lane) from Old Mill Road (Co 1129) southerly to road end for a total distance of 0.34± mile. - Now Co 6109

MD 32AE (Dicus Mill Road) from Burns Crossing Road (Co 1176) easterly to Dicus Mill Road (Co 1178) ahead for a total distance of 0.15± mile. - Co 1178

MD 32AB (Burns Crossing Road) from MD 32AA (Sappington Station Road) northerly to Dicus Mill Road for a total distance of 0.13± mile. - Now Co 1176

MD 32AD (~~Dicus Mill Road west~~ Sappington Drive) from Dicus Mill Road west (Co 5453) westerly to cul-de-sac for a total distance of 0.07± mile. - Co 5453

Dicus Mill Road Service Road from Md 32AA (Sappington Station Road) to Dicus Mill Road west (Co 5453) for a total distance of 0.02± mile. - Co 6108

MD 32AC (Burns Crossing Road) from MD 32AA (Sappington Station Road) easterly to Burns Crossing Road (Co 5529) ahead for a total distance of 0.41± mile. - Now Co 5529

My telephone number is 545-2815

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

MD 32AF (Gambrills Road) from 0.16± mile north of MD 32 to 0.16± mile south of MD 32 for a total distance of 0.32± mile. - Co 1332

MD 32AG (Tobin Way) from Gambrills Road westerly to cul-de-sac for a total distance of 0.16± mile. - Co 6110
Total mileage to the County - 1.88± miles -

TOTAL MILEAGE: 3.60± MILES

Item Number: 85500

Said agreement has previously been executed by the appropriate officials of the S.H.A. and Anne Arundel County, Maryland, and approved as to form and legal sufficiency by Assistant Attorney General, James R. Avnet.

HTC:seb

S.H.A.

Mr. S. Ade
Mr. M. Baxter
Mr. W.E. Brauer, III
Mr. R. Burns
Ms. Rose Davis
Mr. A.M. Capizzi
Mr. R.L. Daff
Mr. R. D. Douglass
Mr. L. H. Ege, Jr.
Mr. D. German
Mr. G. Hadel
Mr. T. Hicks
Ms. E. Homer
Mr. R Harrison
Mr. B. King
Mr. W. Kowalsky
Mr. E.S. Freedman
Mr. C. Larson
Mr. K. McClelland
Mr. J. Miller
Mr. K. Powers
Mr. D. Rose
Mr. L. Schultz
Mr. K.G. Shelton
Mr. D. Simmons
Ms. D. Strausser
Mr. D.A. Ward
Mr. W. Walsek
Mr. D. Weddle
Mr. P.F. Williams
Mr. P. Armstrong
Ms. S. Bauer

ANNE ARUNDEL COUNTY

Mr. John Gary
County Executive

Mr. John Brusnighan
Director of Public Works of
Anne Arundel County

Mr. Robert Pollock
Senior County Attorney

ROAD TRANSFER AGREEMENT

THIS AGREEMENT, made this 23 day of June, 1998, by and between the State Highway Administration of the Department of Transportation of Maryland, hereinafter referred to as "Highway Administration", party of the first part, and Anne Arundel County, Maryland, hereinafter referred to as "County", party of the second part.

WHEREAS, under authority contained in Transportation Article Section 8-304 of the Annotated Code of Maryland, the Highway Administration is empowered to agree to transfer title to, jurisdiction over, or responsibility for the maintenance of any State highway, or portion thereof, to the political subdivisions of Maryland, and the political subdivisions of Maryland are empowered to agree to accept title to, jurisdiction over, or responsibility for the maintenance of said State highway, or portion thereof, from the Highway Administration.

WHEREAS, the Highway Administration has agreed to transfer to the County the hereinafter described sections of road which heretofore were constructed by the Highway Administration, and the County has agreed to accept same as an integral part of the County highway system.

NOW, THEREFORE, THIS AGREEMENT WITNESSETH, that for and in consideration of One Dollar ($1.00) payable by each party unto the other, the receipt and adequacy of which is hereby acknowledged by the parties hereto, and in further consideration of the conditions hereinafter set forth, the parties hereto do agree as follows:

1. The Highway Administration does hereby transfer unto the County and the County does hereby accept from the Highway Administration, as part of the County's highway system, jurisdiction over and responsibility for the maintenance of the following described sections of the State highway system (hereinafter collectively referred to as "Roadways") as shown on the Exhibits attached hereto and incorporated herein:

   MD 32AJ (Jackson Grove Road) from MD 170 (Telegraph Road) westerly to Jackson Grove Road (Co 1128) ahead for a total distance of 0.25± mile.

   Lokus Road from cul-de-sac southerly to 0.19± mile north of Mayfield Road (Co 1125) for a total distance of 0.03± mile.

   MD 32AK (Redmiles Lane) from Old Mill Road (Co 1129) southerly to road end for a total distance of 0.34± mile.

   MD 32AE (Dicus Mill Road) from Burns Crossing Road (Co 1176) easterly to Dicus Mill Road (Co 1178) ahead for a total distance of 0.15± mile.

   MD 32AB (Burns Crossing Road) from MD 32AA (Sappington Station Road) northerly to Dicus Mill Road for a total distance of 0.13± mile.

   MD 32AD (Dicus Mill Road west) from Dicus Mill Road west (Co 5453) westerly to cul-de-sac for a total distance of 0.07± mile.

Dicus Mill Road Service Road from Md 32AA (Sappington Station Road) to Dicus Mill Road west (Co 5453) for a total distance of 0.02± mile.

MD 32AC (Burns Crossing Road) from MD 32AA (Sappington Station Road) easterly to Burns Crossing Road (Co 5529) ahead for a total distance of 0.41± mile.

MD 32AF (Gambrills Road) from 0.16± mile north of MD 32 to 0.16± mile south of MD 32 for a total distance of 0.32± mile.

MD 32AG (Tobin Way) from Gambrills Road westerly to cul-de-sac for a total distance of 0.16± mile.
Total mileage to the County - 1.88± miles

Item No.: 85500

2. Conveyance of the Roadways are subject to the following conditions:

   a. The effective date of transfer shall be upon complete approval and execution of this Agreement.

   b. The aforegoing mileage will be included in the County inventory as of December 1st of the year referred to in Item a. above.

   c. The basis for the allocation of funds will include the Roadways (i.e., the additional 1.88± mile in the allocation to the County beginning July 1st of the year following the date as set forth in Item b. above.

   d. The transfer of the Roadways is made on an as-is basis including the existing rights-of-way and the existing condition of the Roadways and all appurtenances. All bridge structures are to remain the responsibility of the State Highway Administration, except for snow removal, which will be performed by the County.

   e. The County accepts jurisdiction over and responsibility for the maintenance of the Roadways as of the effective date of transfer as set forth in Item a. above.

3. The Highway Administration will hereafter prepare a deed conveying the Roadways to the County, subject to the approval of the Board of Public Works of Maryland.

IN WITNESS WHEREOF, the parties involved have caused these presents to be executed by their proper officers thereunto duly authorized the day and year first written.

RECOMMENDED FOR APPROVAL

WITNESS:

Gerry Howard

RECOMMENDED FOR APPROVAL:

Judy Needma

for Chief, Easement and Road Conveyance Section

WITNESS:

Sonya E Eadie

RECOMMENDED FOR APPROVAL:

Director, Department of Public Works

THE STATE HIGHWAY ADMINISTRATION OF THE DEPARTMENT OF TRANSPORTATION

BY: Neil J. Pedersen

Neil J. Pedersen, Director
Office of Planning and
Preliminary Engineering

Approved as to form and legal sufficiency this 2nd day of April, 1998.

Assistant Attorney General

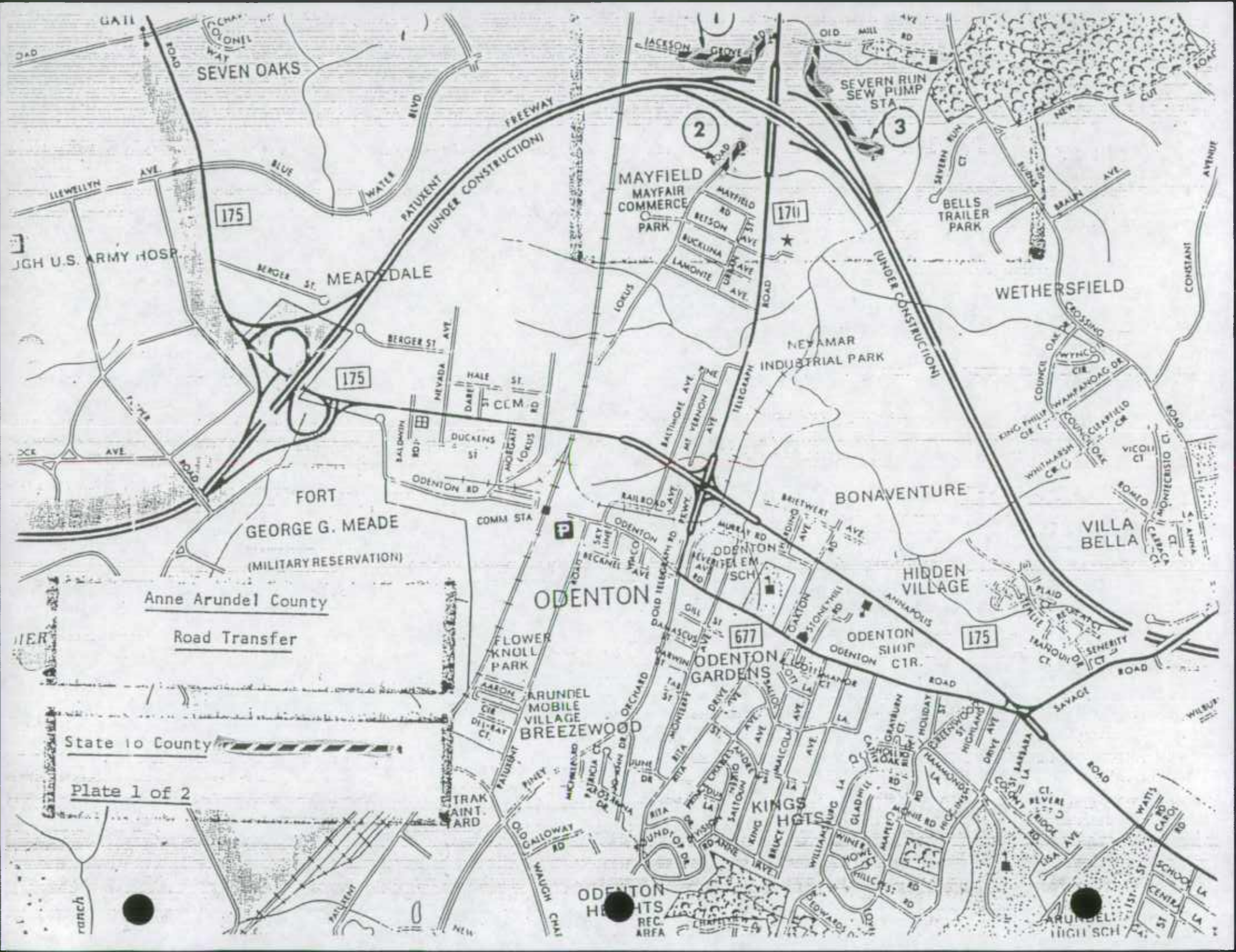
ANNE ARUNDEL COUNTY, MARYLAND

BY:

County Executive

Approved as to form and legal sufficiency by 2nd day of May, 1998

County Attorney

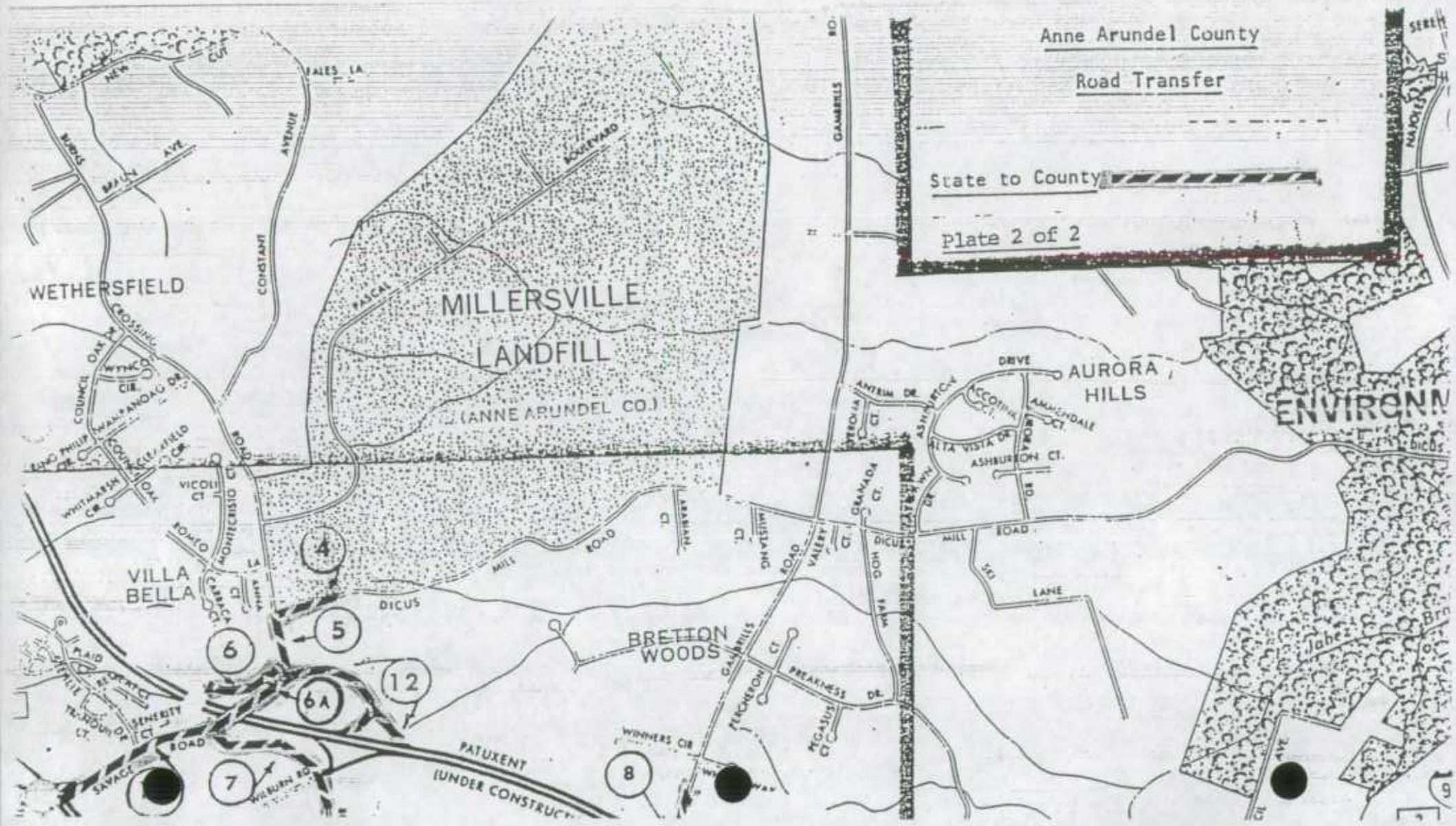


Anne Arundel County

Road Transfer

State to County

Plate 1 of 2


Anne Arundel County
Road Transfer
State to County
Plate 2 of 2
WETHERSFIELD
MILLERSVILLE
LANDFILL
(ANNE ARUNDEL CO.)
AURORA
HILLS
VILLA
BELLA
BRETON
WOODS
PATUXENT
(UNDER CONSTRUCT
ENVIRONM
4
5
6
6A
7
8
9
12

Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor

John D. Porcari
Secretary

Parker F. Williams
Administrator

MEMORANDUM

To: File

SHA Memoranda of Action – Anne Arundel County

2001 Anne Arundel County Road Improvement Report

From: Kevin Powers, Manager, State and Local Roadway Systems

Highway Information Services Division (HISD)

Date: August 9, 2001

Subject: Road Transfer – MD 732, Guilford Road (Old section of MD 32)

At the time this road was transferred by agreement to Anne Arundel County, HISD had neither received a copy of the agreement, nor, to my knowledge, been verbally informed of the execution of the transfer.

HISD received a copy of the March 5, 1999 road transfer agreement on August 9, 2001. Due to the date on which HISD received this agreement, the road transfer will be effected in the SHA – HISD database for the 2001 calendar year.

My telephone number is (410) 545-5518

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

MEMORANDUM OF ACTION OF DIRECTOR NEIL J. PEDERSEN
OFFICE OF PLANNING AND PRELIMINARY ENGINEERING

March 5, 1999

Neil J. Pedersen, Director, Office of Planning and Preliminary Engineering executed a road transfer agreement dated March 5, 1999, between the State Highway Administration and Anne Arundel County, Maryland relative to the transfer of the following described section of highway and subject to the conditions more fully set forth in the agreement. The effective date of transfer of the Roadway to the County shall be upon complete approval and execution of the road transfer agreement.

State Highway Administration to Anne Arundel County, Maryland

MD Route 732 (Guilford Road) - From Hercules Road (Co 3975) at SHA M.P. 0.00 to the Howard County Line at SHA M.P. 0.67 (excluding railroad structure #CSX 140 bridge #13029), a total distance of 0.67± miles

889D

* Now Co 6107

TOTAL MILEAGE: 0.67± MILE

Item Number: **87791**

Said agreement has previously been executed by the appropriate officials of Anne Arundel County, Maryland and approved as to form and legal sufficiency by Assistant Attorney General, Richard Brice.

SNC:seb

S.H.A.

Mr. S. Ade
Mr. M. Baxter
Mr. W.E. Brauer, III
Mr. R. Burns
Ms. Rose Davis
Mr. A.M. Capizzi
Mr. R. D. Douglass
Mr. L. H. Ege, Jr.
Mr. D. German
Mr. G. Hadel
Mr. T. Hicks
Ms. E. Homer
Mr. R Harrison
Mr. W. Kowalsky
Mr. E.S. Freedman
Mr. C. Larson
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Mr. K. Powers
Mr. D. Rose
Mr. K.G. Shelton
Mr. D. Simmons
Mr. D. Ward
Mr. D. Weddle
Mr. P.F. Williams
Mr. Paul Armstrong
Ms. Susan Bauer
Mr. Chuck E. George

ANNE ARUNDEL COUNTY

Ms. Janet S. Owens
County Executive

Mr. Jerome W. Klasmeir
Chief Administrative Officer

Mr. Phillip Scheibe
County Attorney

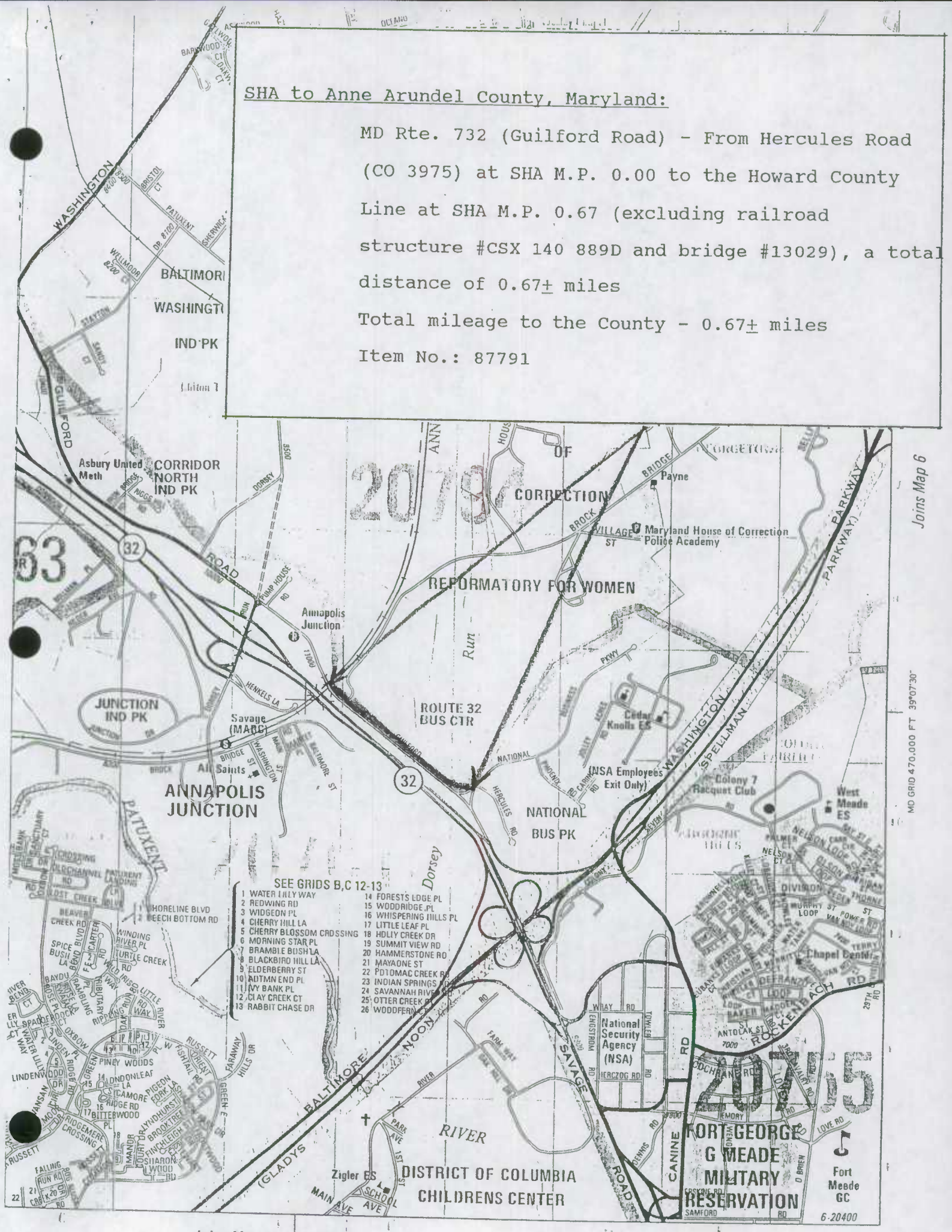
Mr. John N. Brusnighan
Director, Department of
Public Works

SHA to Anne Arundel County, Maryland:

MD Rte. 732 (Guilford Road) - From Hercules Road (CO 3975) at SHA M.P. 0.00 to the Howard County Line at SHA M.P. 0.67 (excluding railroad structure #CSX 140 889D and bridge #13029), a total distance of 0.67± miles

Total mileage to the County - 0.67± miles

Item No.: 87791



ROAD TRANSFER AGREEMENT

THIS ROAD TRANSFER AGREEMENT, made this 5th day of MARCH, 1999, by and between the State Highway Administration of the Department of Transportation of Maryland, hereinafter referred to as the "Highway Administration", party of the first part, and Anne Arundel County, Maryland, hereinafter referred to as the "County", party of the second part.

WHEREAS, under authority contained in Transportation Article Title 8-304 of the Annotated Code of Maryland, the State Highway Administration is empowered to agree to transfer title to, jurisdiction over, and responsibility for the maintenance of any State highway, or portion thereof, to the political subdivisions of Maryland, and the political subdivisions of Maryland are empowered to agree to accept title to, jurisdiction over, and responsibility for the maintenance of said State highway, or portion thereof, from the Highway Administration.

WHEREAS, the Highway Administration has agreed to transfer to the County hereinafter described section of road which heretofore was constructed by the State and the County has agreed to accept same as an integral part of the County highway system.

NOW, THEREFORE, THIS AGREEMENT WITNESSETH, that for and in consideration of One Dollar ($1.00) payable by each party unto the other, the receipt and adequacy of which is hereby acknowledged by the parties hereto, and in further consideration of the conditions hereby set forth, the parties hereto agree as follows:

1. The Highway Administration does hereby transfer unto the County and the County does hereby accept from the Highway Administration jurisdiction over and responsibility for the maintenance of the following described section of State highway and mileage as part of the County highway system, (hereinafter collectively referred to as the "Roadway") as shown on the Exhibit attached hereto and incorporated herein:

SHA to Anne Arundel County, Maryland:

MD Rte. 732 (Guilford Road) - From Hercules Road (CO 3975) at SHA M.P. 0.00 to the Howard County Line at SHA M.P. 0.67 (excluding railroad structure #CSX 140 889D and bridge #13029), a total distance of 0.67± miles

Total mileage to the County - 0.67± miles

Item No.: 87791

2. Conveyance of the Roadway is subject to the following conditions:

A. The effective date of transfer of the Roadway to the County shall be upon complete approval and execution of this agreement.

B. The Roadway will be included in the County inventory as of December 1st of the year referred to in item A above.

C. The basis for the allocation of funds to the County will include the Roadway (i.e., the additional 0.67± mile beginning July 1st of the year following the date as set forth in Item B above.

D. The transfer of the Roadway to the County is made on an "as-is" basis, including the existing right of way, the existing condition of the roadway and all appurtenances. The bridge structures are excluded from this agreement.

E. The County hereby accepts jurisdiction over and responsibility for the maintenance of Roadway as of the effective date of transfer as set forth in Item A above.

F. This road transfer agreement is not and shall not be interpreted as being part of any negotiation or possible future agreement to modify access to MD Route 32 for National Business Park or otherwise.

3. The Highway Administration will hereafter prepare a deed conveying ownership of the Roadway to the County subject to the approval of the Board of Public Works of Maryland. A copy of the deed, plats, and Agreement will be presented to the party of the second part for review, with the understanding that the Highway Administration will execute and record the deed unless notified of any error in the deed description by the party of the second part within thirty (30) days of receipt of the deed.

IN WITNESS WHEREOF, the parties hereto have caused these presents to be executed by their proper officers thereunto duly authorized the day and year first written.

RECOMMENDED FOR APPROVAL

THE STATE HIGHWAY ADMINISTRATION
OF THE DEPARTMENT OF TRANSPORTATION

WITNESS:

Tracey Howard

By: Neil J. Pedersen
Director, Office of Planning
and Preliminary Engineering

Approved as to form and legal sufficiency this 15th day of January, 1998.

Stephen M. Clarke Jr.
Chief, Utility and Road
Conveyance Section

Assistant Attorney General

RECOMMENDED FOR APPROVAL

ANNE ARUNDEL COUNTY, MARYLAND

WITNESS:

Dorothy A. Frazier

By: Jerome W. Klasmeier
JEROME W. KLASMEIER, CHIEF ADMINISTRATIVE OFFICER
FOR JANET S. OWENS, COUNTY EXECUTIVE

Approval as to form and legal sufficiency this 9th day of July, 1998

J. Phillip Brusnighan
Director, Department of
Public Works

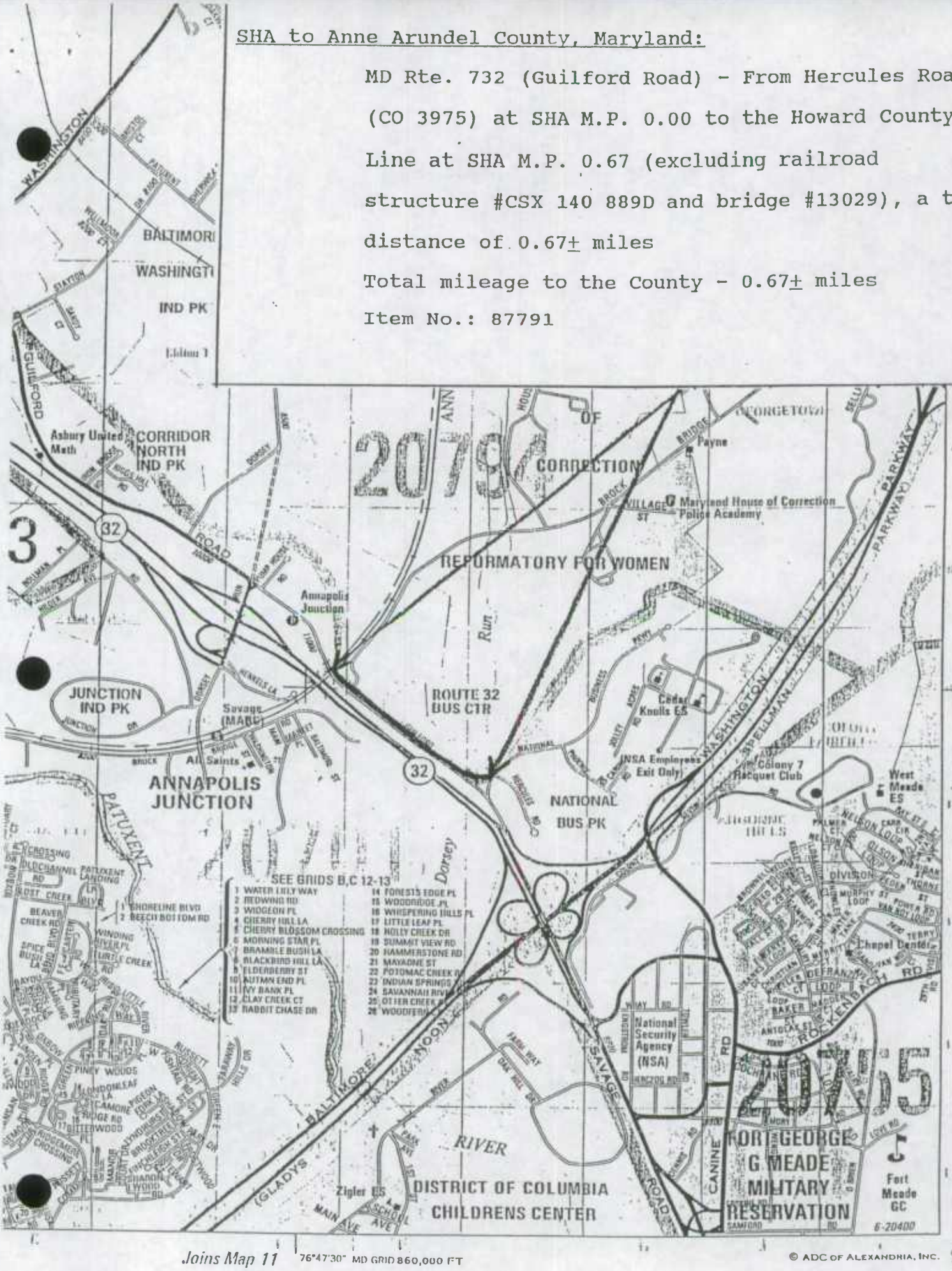
County Attorney
Senior Assistant County Attorney

SHA to Anne Arundel County, Maryland:

MD Rte. 732 (Guilford Road) - From Hercules Road (CO 3975) at SHA M.P. 0.00 to the Howard County Line at SHA M.P. 0.67 (excluding railroad structure #CSX 140 889D and bridge #13029), a total distance of 0.67± miles

Total mileage to the County - 0.67± miles

Item No.: 87791



From: BARRY SCHERER
To: ALAN LIJEWSKI
Date: 11/14/00 7:28AM
Subject: Re: Old Mayo Rd-- MD 253 A

no problem-since property mgt. is handling the entire matter- it is one less headache

>>> ALAN LIJEWSKI 11/09/00 10:57AM >>>
Barry,

OP 5493

Kevin received the deed for the transfer of MD 253 A, Old Mayo Rd, from SHA to the Friendswood Development Company. The road is no longer the responsibility of SHA, so we were going to designate an OP number to it until such time that it is scarified and completely removed from existance. Does your office have any problems with this proposal? Let me know ASAP so I may process this.

Thanks,

Alan

SHA 63.00-26D 3/1/90
Mailing Address:
Records and Research Section
707 North Calvert Street
Baltimore, Maryland 21202

STANDARD DEED

FROM THE STATE HIGHWAY ADMINISTRATION OF THE DEPARTMENT OF TRANSPORTATION AND THE BOARD OF PUBLIC WORKS OF MARYLAND

Right of Way Item No.: 16150

THIS DEED, made this 1st day of MAY in the year 2000, from the STATE HIGHWAY ADMINISTRATION OF THE DEPARTMENT OF TRANSPORTATION, acting for and on behalf of the STATE OF MARYLAND, party of the first part; and the BOARD OF PUBLIC WORKS OF MARYLAND, party of the second part, hereinafter sometimes collectively called the "GRANTORS"; unto **FRIENDSWOOD DEVELOPMENT COMPANY**, an Arizona corporation, hereinafter sometimes called the "GRANTEE."

WHEREAS, the State Highway Administration of the Department of Transportation, acting for and on behalf of the State of Maryland, has heretofore acquired certain property and rights, situate, lying and being in Anne Arundel County, State of Maryland; and

WHEREAS, the State Highway Administration has constructed, or is about to construct a certain State Highway and/or Bridge known and designated as MD 214 from MD 253 to MD 468 (Conveyance & Dedication); and

WHEREAS, the State Highway Administration has prepared, or caused to be prepared a Right of Way Plat designated as State Highway Administration Plats numbered **55367** and **55368** which Plats have been recorded or are intended to be recorded among the Land Records of the aforesaid County in the appropriate Plat Book; and

WHEREAS, the said Plats show the land, easements, rights and controls of access which have been determined by the State Highway Administration as necessary to be retained by the State for the construction, operation, maintenance, use and protection of the highway and/or bridge constructed, or to be constructed, as aforesaid; and

WHEREAS, the State Highway Administration has agreed, for good and valuable consideration to convey unto the GRANTEE herein certain land, hereinafter described, which the State Highway Administration has determined is no longer needed by it in connection with the construction, operation, maintenance, use and protection of the State Highway System; and

WHEREAS, under the provisions of Section 8-309 of the Transportation Article of the Annotated Code of Maryland, it is necessary for the Board of Public Works of Maryland to join in the conveyance of any land by the State Highway Administration of the Department of Transportation.

NOW, THEREFORE, THIS DEED WITNESSETH: That for and in consideration of the sum of One Dollar ($1.00), and other good and valuable consideration, the receipt and adequacy of which is hereby acknowledged, the said parties of the first and second parts do hereby grant, convey and quit claim unto **FRIENDSWOOD DEVELOPMENT COMPANY**, an Arizona corporation, its

successors and assigns, all right, title and interest of the State Highway Administration and the State of Maryland, in and to all of that piece or parcel of land situate, lying and being in Anne Arundel County, State of Maryland, containing 2.472 acres of land, more or less, and shown border shaded thus [ ] on State Highway Administration Plats numbered **55367** and **55368**, reduced copies of which are attached hereto and incorporated herein as Exhibit No. 1 and Exhibit No. 2.

IT BEING a part of the same property conveyed by a Deed dated 11/16/48 and recorded among the Land Records of Anne Arundel County, Maryland, in Liber No. 502, folio 77, from James E. Steuart, Individually and as Trustee, Henrietta Steuart and Mary B. Harlan unto the State of Maryland to the use of the State Roads Commission of Maryland.

RESERVING, HOWEVER, UNTO THE STATE OF MARYLAND TO THE USE OF THE STATE HIGHWAY ADMINISTRATION, its successors and assigns forever, all of the following described land, easements, rights, privileges and controls.

ALL THE LAND AND PREMISES, together with the appurtenances thereto belonging or in anywise appertaining, lying between the outermost lines designated "Right of Way Line," as shown and/or indicated on the hereinbefore mentioned Plats all of which Plats are made a part hereof and which are duly recorded, or intended to be recorded, among the Land Records of the aforesaid County.

The right to create, use and maintain on those certain areas of the land, containing a total of 0.113 of an acre of land, more or less, shown hatched thus on State Highway Administration Plats numbered **55367** and **55368** such slopes as are necessary to retain and support the highway and/or adjacent property; it being agreed between the parties hereto, however, that at such time as the contour of the land over which this slope easement is granted is changed so that the easement required for slopes is no longer necessary to retain, support or protect the highway construction within the area conveyed in fee simple, then said easement for slopes shall cease to exist.

The perpetual right to create, use and maintain on that certain area of the land, containing 0.060 of an acre of land, more or less, identified as Parcel "E" and shown cross-hatched thus on State Highway Administration Plat numbered **55368** such stream changes, side ditches, inlet ditches, outlet ditches, pipes, culverts and all other drainage facilities as are necessary in the opinion of the State Highway Administration to adequately drain the highway or adjacent property and/or control the flow of water through those drainage structures to be built to protect said highway.

SUBJECT TO and excepting from the operation and effect of this deed any and all rights and reservations that may have been granted or reserved by former owners of this property or their predecessors in title and/or covenants or restrictions which may have been established with respect to said land by such former owners or their predecessors in title.

SUBJECT TO and excepting from the operation and effect of this deed any and all existing rights now held or used by any public utility or public utilities across or adjacent to the land herein conveyed.

TOGETHER with the buildings and improvements thereon, and the rights, roads, ways, waters, privileges and appurtenances thereunto belonging or in anywise appertaining.

TO HAVE AND TO HOLD the land and premises, hereinbefore described and mentioned, to the extent of the State's right, title and interest thereto, unto **FRIENDSWOOD DEVELOPMENT COMPANY**, an Arizona corporation, its successors and assigns.

SUBJECT, HOWEVER, TO EACH AND EVERY RESERVATION, RESTRICTION, CONDITION, COVENANT AND CONTROL SET FORTH IN THIS INSTRUMENT OF WRITING.

AND THE GRANTEE HEREIN, by the acceptance of this deed, does hereby covenant and agree, on behalf of itself, its successors and assigns, to abide by and respect each and every reservation, restriction, condition, covenant and control set forth in this instrument of writing, it being the intention hereof to perpetuate all of the rights and privileges retained by the State of Maryland, to the use of the State Highway Administration of the Department of Transportation, by this deed. It is expressly understood and agreed that these covenants shall run with and bind the property hereby conveyed and the remaining property of the GRANTEES and shall be binding upon the GRANTEE, its successors and assigns, forever.

The actual consideration paid by the GRANTEE unto GRANTORS is Eight Thousand Four Hundred Fifty and 00/100 Dollars ($8,450.00).

IN TESTIMONY WHEREOF, Witness the hands and seals of the parties hereto:

WITNESS:

STATE HIGHWAY ADMINISTRATION OF THE MARYLAND DEPARTMENT OF TRANSPORTATION

By: _____ (Seal)
Parker F. Williams
State Highway Administrator

Approved as to Form and Legal Sufficiency

Assistant Attorney General

_____ (Seal)
Parris N. Glendening
Governor of Maryland

Concurred in by:

Christian C. Larson
Director, Office of Real Estate

_____ (Seal)
William Donald Schaefer
Comptroller of Maryland

WITNESS:

Secretary

_____ (Seal)
Richard N. Dixon
Treasurer of Maryland

Constituting the BOARD OF PUBLIC WORKS OF MARYLAND

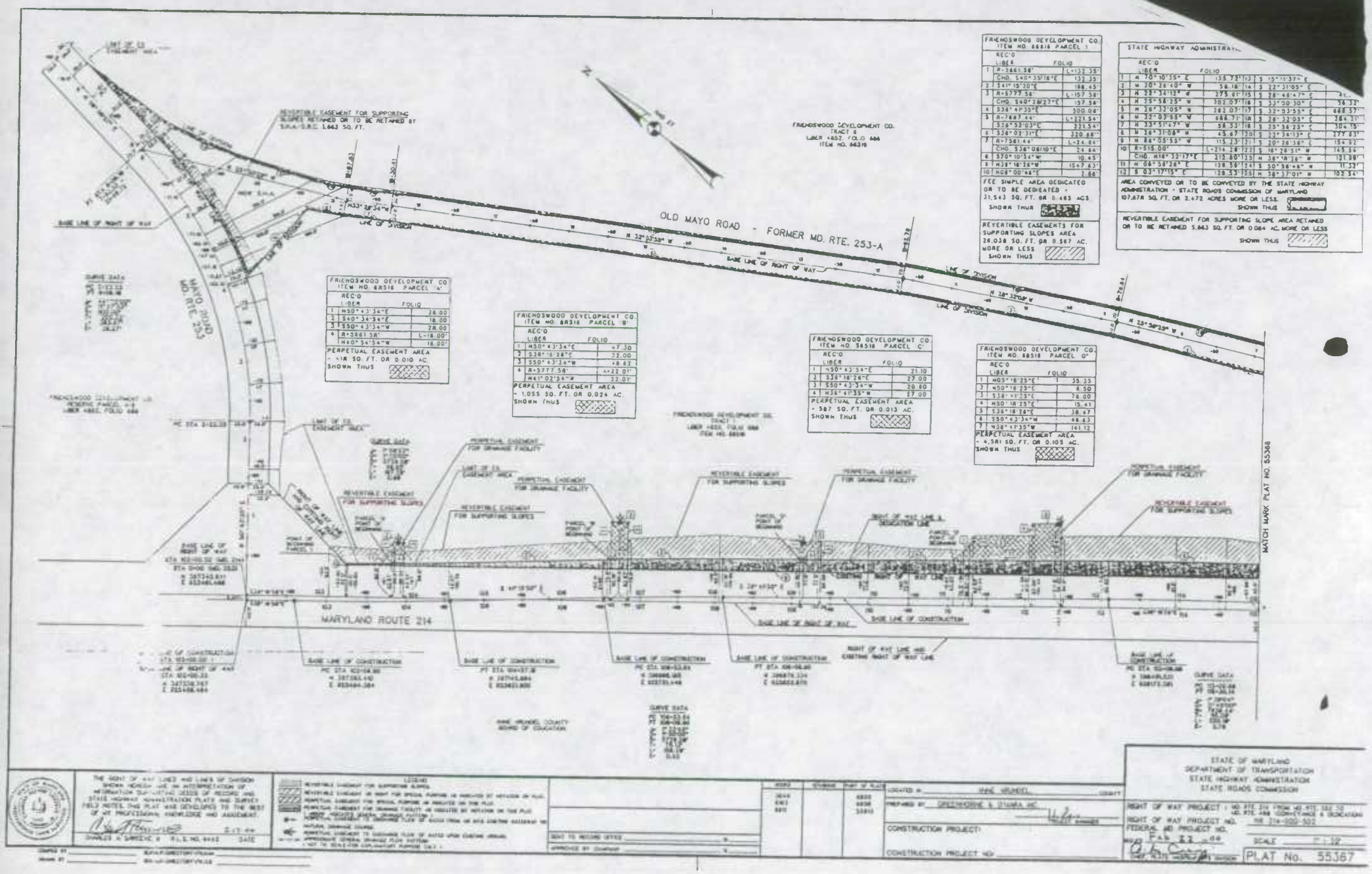

OLD MAYO ROAD - FORMER MD. RTE. 253-A
MAYO ROAD MD. RTE. 253
MARYLAND ROUTE 214
BASE LINE OF RIGHT OF WAY
LINE OF DIVISION
MATCH MARK PLAT NO. 55368
FRIENDSWOOD DEVELOPMENT CO. ITEM NO. 68516 PARCEL 'A'
FRIENDSWOOD DEVELOPMENT CO. ITEM NO. 68516 PARCEL 'B'
FRIENDSWOOD DEVELOPMENT CO. ITEM NO. 68516 PARCEL 'C'
FRIENDSWOOD DEVELOPMENT CO. ITEM NO. 68516 PARCEL 'D'
FRIENDSWOOD DEVELOPMENT CO. ITEM NO. 68516 PARCEL 1
FRIENDSWOOD DEVELOPMENT CO. TRACT 8 LIBER 4652, FOLIO 486 ITEM NO. 66318
STATE HIGHWAY ADMINISTRATION
FEE SIMPLE AREA DEDICATED OR TO BE DEDICATED - 31,543 SQ. FT. OR 0.463 AC.
REVERTIBLE EASEMENTS FOR SUPPORTING SLOPES AREA 24,038 SQ. FT. OR 0.567 AC. MORE OR LESS
PERPETUAL EASEMENT AREA - 418 SQ. FT. OR 0.010 AC.
PERPETUAL EASEMENT AREA - 1,055 SQ. FT. OR 0.024 AC.
PERPETUAL EASEMENT AREA - 587 SQ. FT. OR 0.013 AC.
PERPETUAL EASEMENT AREA - 4,581 SQ. FT. OR 0.105 AC.
AREA CONVEYED OR TO BE CONVEYED BY THE STATE HIGHWAY ADMINISTRATION - STATE ROADS COMMISSION OF MARYLAND 107,678 SQ. FT. OR 2.472 ACRES MORE OR LESS.
REVERTIBLE EASEMENT FOR SUPPORTING SLOPE AREA RETAINED OR TO BE RETAINED 5,663 SQ. FT. OR 0.084 AC. MORE OR LESS
STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
STATE ROADS COMMISSION
PLAT No. 55367

EXHIBIT NO. 1

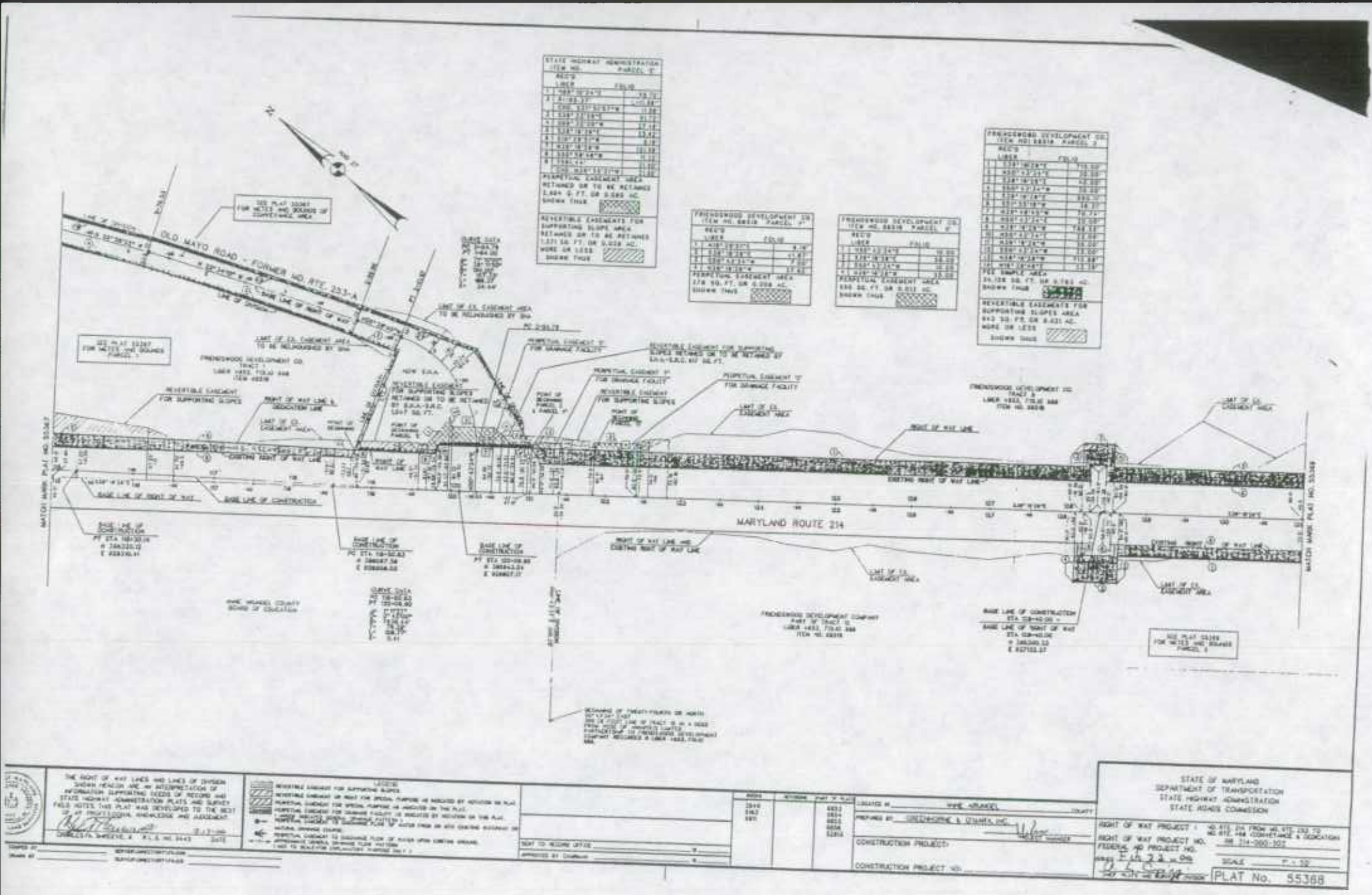
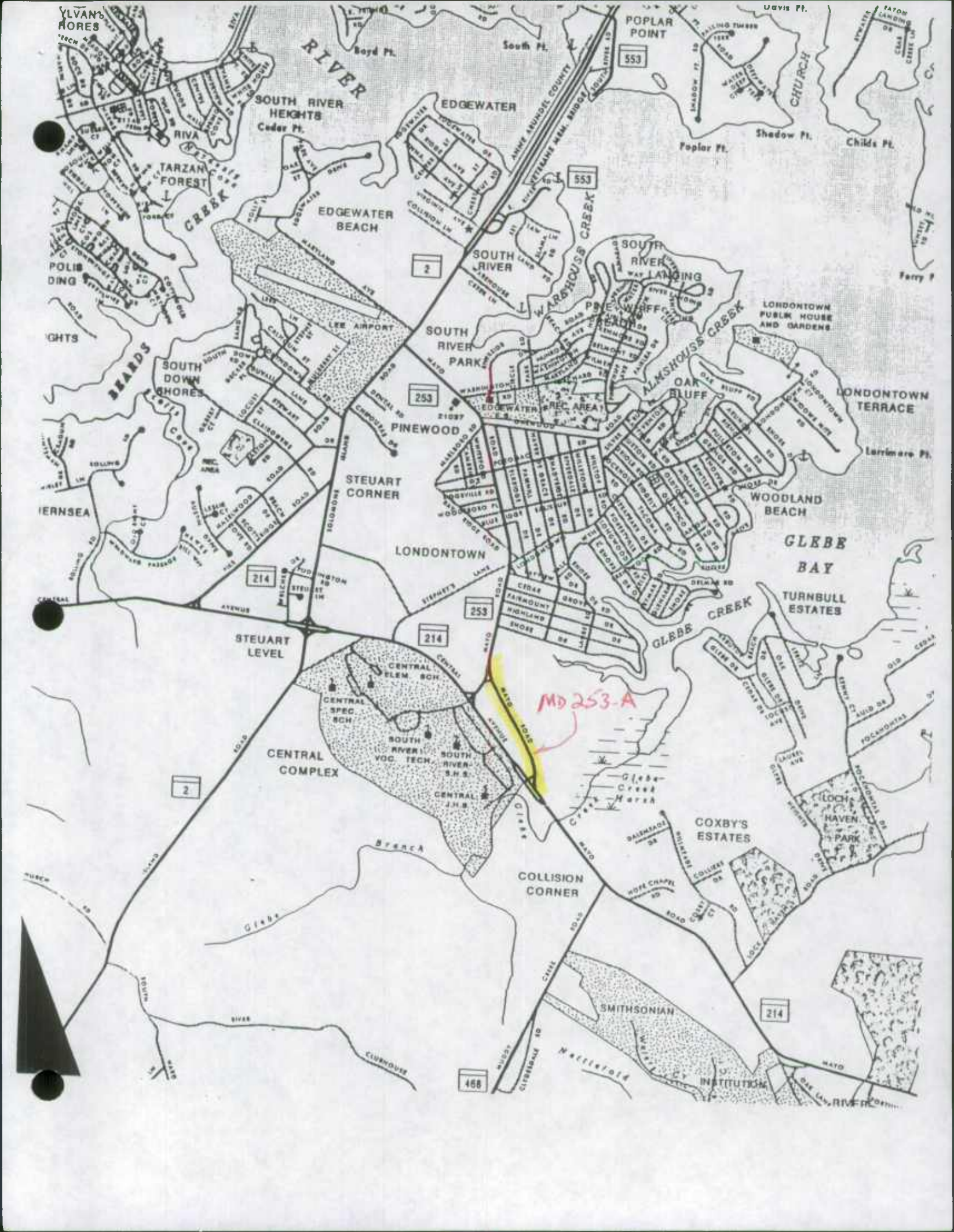

OLD MAYO ROAD - FORMER MD. RTE. 253-A
MARYLAND ROUTE 214
STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
STATE ROADS COMMISSION
PLAT No. 55368

EXHIBIT NO. 2


RIVER
Boyd Pt.
South Pt.
POPLAR POINT
553
CHURCH
Davis Pt.
Shadow Pt.
Poplar Pt.
Childs Pt.
SOUTH RIVER HEIGHTS
Cedar Pt.
EDGEWATER
RIVA
TARZAN FOREST
CREEK
EDGEWATER BEACH
SOUTH RIVER
2
WARSHOUSE CREEK
SOUTH RIVER LANDING
POLIS DING
LEE AIRPORT
SOUTH RIVER PARK
ALMSHOUSE CREEK
LONDONTOWN PUBLIC HOUSE AND GARDENS
BEARDS
SOUTH DOWN SHORES
253
EDGEWATER REC. AREA
OAK BLUFF
LONDONTOWN TERRACE
PINEWOOD
STEUART CORNER
WOODLAND BEACH
GLEBE BAY
LONDONTOWN
214
TURNBULL ESTATES
GLEBE CREEK
STEUART LEVEL
CENTRAL ELEM. SCH.
CENTRAL SPEC. SCH.
MD 253-A
CENTRAL COMPLEX
SOUTH RIVER VOC. TECH.
SOUTH RIVER S.H.S.
CENTRAL J.H.S.
COXBY'S ESTATES
LOCH HAVEN PARK
COLLISION CORNER
SMITHSONIAN
INSTITUTION
468

Route Alert

From: KEVIN POWERS
To: BARRY SCHERER
Date: Wed, Apr 19, 2000 11:51 AM
Subject: Re: UPDATE ON MD. 915-F

Thanks, Barry.

I think, at this point, I'm going to ask Alan Lijewski to revert MD 915-F back to its original County route (CO 2092) number, and place an Other Public (OP) route number on East Arcada Road (or is it Arcadia - it's not signed at the location). → OP 4868 (915E)

As far as I can tell, these two roads should not have had SHA service road route numbers attached to them. No involvement by SHA is evidenced on the construction plans for MD 10 on these two road sections.

Kevin

>>> BARRY SCHERER 04/19 11:39 AM >>>
We have checked with Don Wakefield and made him aware of the situation and Shelby Hicks is currently reviewing the Appraisal that Scott Donaldson sent in for review to the parcel.

It has been decided that a Reverter clause will be added into any deed presented to Anne rundel County as the property owner has, in fact, made an interest to Dwayne to recover his entire parcel.

Since, this is a paper street, the Road Conveyance Section cannot convey the area requested. It rather, must present the area to property management so as the parcel be made whole and placed into the process of being declared as extra land. This is the proper way to handle the matter.

With the reverter clause and since the property owner is interested in reacquiring his original parcel, the county will have to provide proper documentation that it will be using the parcel for public related purposes and it will not be able to any time in the future sell the parcel for any other purposes.

The remaining issues of the exisiting right-of-way at the actual intersection of Route 2 and Pasadena Road is continued to be looked into.

The County expresses in a letter dated February 29, 2000. that this parcel is desired as part of the East-West Blvd. project.

It is requested to have a copy of the limits of this project be sent to this office.
Secondly, it is requested to have a copy from the district where the road was decided not to be built and cleared.

A copy of the letter to Dwayne Kershner is in the mail for your review. A copy of the plat which covers the area and a copy of the conveyance plat is also enclosed for your update.

Mr. James Franklin will be coordinating the situation from the present forward and Chris Larson has been made aware of the matter.

Upon receipt of your documentation that the road was cancelled by the District, I will be contacting Kevin Powers to remove 915-F from our inventory by documentation.

In the meantime we are still looking into the matter of 915-E being Arcadia Road, which is also now a paper street.

The Capital ONLINE

Top Stories

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U.S. Naval Academy

Westgate Circle is chosen name

By CHRISTOPHER MUNSEY, Staff Writer

The City Council last night officially named the new $7.9 million traffic circle at West Street and Taylor Avenue "Westgate Circle."

The only dissenting vote came from Alderman Cynthia Carter, D-Ward 6, who had proposed the name Unity Circle.

Westgate Circle was chosen from four recommended by a citizens group early last year. The other recommendations from the Taylor/West Urban Design Committee were Community, Gateway and Patriots circle.

Aldermen who wanted Westgate said the name would help motorists know where they are, as Church Circle and State Circle do, and is politically neutral.

Opponents of naming it Unity said the name was linked to the Unity Now Coalition, a human rights advocacy group formed in response to a February 1998 Ku Klux Klan rally at the State House. The group has since taken positions on a number of city issues.

The two names that had received the most public support, Veterans and Unity, were not on the committee's list.

Mrs. Carter suggested the name Unity early in 1998. The KKK rally sparked a prayer service at St. Anne's Episcopal Church and a counter-march. Some 800 people signed a petition in favor of the name, Mrs. Carter said.

Next Top Story
Top Stories Page

Published January 11, 2000, The Capital, Annapolis, Md.

MD 70 - Municipally Maintained

From: BARRY SCHERER
To: JUDY FREEDMAN
Date: Tue, Aug 3, 1999 4:10 PM
Subject: CITY OF ANNAPOLIS-STREEETS KNOWN AS BLADEN AND CALVERT

Dear Ms Freedman:

This information is in response by Mr. Stephen Clarke, Jr., Chief of Road conveyance Section, regarding Bladen and Calvert Streets within the City of Annapolis.

I have performed an extensive research and the results are as follows in historical datings of events.

By a road transfer, executed on November 19, 1953, The State Highway Administration did formally transfer the newly completed portion of Bladen Street and Calvert Street to the City of Annapolis. A formal Deed of Conveyance was to follow. enclosed for your future references are copies of SHA plats numbered 10516, 11222, 11223 and 11224.

You will notice that the right-of-way was far greater than the actual road surfacing. The average lane width is Twelve feet and two lanes at the time would only encompass about Twenty-five feet, with curbing. This was hardly the full useage of the Right-of-Way acquired and that was for the then-future widening needs.

From the excerpts of the Minutes of the State Roads Commission Meeting, dated Thursday, March 22, 1956, the Commission executed a Deed to The SHA for extra parcels of Land within this region.

These parcels, together with all the buildings and improvements thereon, including any alleys were to be held to and unto the proper use and benefit not just to the SHA, but to the State of Maryland, for the use by the State, or its assigns, in Fee Simple. A copy of this Deed is also enclosed.

On July 17, 1962; The SHA did formally convey and quit claim all rights, title and interests into what is today Bladen and Calvert streets by the priorly mentioned plats.

In addition to the mentioned plats, the Deed even went further and conveyed back all of the Extra Land parcels priorly acquired by the 1956 Deed.

In the 1970's and under a maintenance Contract-not a Right-of-Way Contract, Bladen Street was widened. However, any and all widenings took place within the original (property lines) Right-of- Way. This office does not have the maintenance records and as to whom paid for the work, would lie in the District files (if any). If this area would need to be explored, you are advised to contact the SHA Finance Division as this office does not maintain any financial or maintenance records for the various district offices.

For your added future reference, when a design change or maintenance project occurs after the original Right-of-way project has been closed, there are no records sent to Baltimore. Therefore, all AS-Built plans show the original allignments-only. Any and all changes, unless they occurred during the initial construction phase are only available in the Districts.

After a search of available records maintained in this office, I was unable to locate any widening contracts. Records maintained in this office do not indicate any additional right-of-way acquisitions in this area by the SHA.

I further researched our Highway Information Division to verify my findings and the following information is presented to you for your future needs.

Many times, throughout the State of Maryland, the SHA will post signs along certain roads to keep the

motoring public from getting lost while driving through our cities and towns.

On page 17 of the Reference file-----
Such is the case for Bladen and Calvert Streeets. Bladen Street is signed as Maryland Route 70 . In the Highway Reference File, if one knowledged in reading the book, you will note that from mile point 0.00 to 0.27 if you look on the left hand side-it clearly denotes that this portion lies within the conttrols of the municipality- in this case being-The City of Annapolis.

At mile marker0.00 there is a sign that reads College Avenue.
At mile marker 0.04 there is a speed limit sign
At mile marker 0.15 there is a sign marking Calvert Street
At mile marker 0.24 there is a sign marking Rowe Blvd.
At mile marker 0.27 there is a sign showing-End Municipal Maintenance and Begin State Maintenance.

Therefore, State maintenance begins at mile marker 0.27 and not at 0.00 !!
If there are any questions to this fact, you are advised to contact Mr. Kevin Powers at extension 5511.

Mr. Powers states that the reason for state signage through municipal streets is for continuity purposes in the office of HISD and for the further ease of the travelling public.

Therefore, this should not be misunderstood as meaning that the SHA should be maintaining these areas.

Regarding the letters of ownership ambiguity that have gone back and forth, I would like to clarify the Office of Real Estates position.

Generally, the SHA degree of maintenance is to the back edge of curbing as priorly set forth by a ruling from a former Attorney General.

If a road is transferred by a deed and plats are involved; iregardless of curbing or grassing within the area, the degree of title conveyed is by the degree of ownership as shown orn the plats of Acquisition.

If there are no plats, then the degree of quitclaim would again be to the back edges of curbs.

The reasoning for this ruling is because the City or municipality owns and maintains all the sidewalks-not the SHA.

There are several sizeable cases in the Annotated Code dealing with the sidewalks in both Towson and Annapolis and are available in the Legal Library for references in the Attorney General's Offices on the fourth floor of the SHA headquarters complex.

Any further questions regarding Title problems should first be researched in the Land records and if any findings show the SHA owns the parcel, should be forwarded to our Legal Division for a ruling; however, there are no records available in this office indicating the ownership of extra parcels. The only available contract is AA-263-18-515. This contract was designed for a four-lane median divided roadway that may not have been actually widened until the 1970's. Therefore, ultimate right-of-way was priorly acquired but not actually built until later. There is a tremendous amount of right-of-way throughout the state where ultimate right-of-way was acquired over fifty years ago and never been built to the maximum.

In conclusion, records indicate that Bladen Street and Calvert Street from the Bridge structure numbered 2043 over College Creek on into the State Complexes is NOT part of the SHA system and unless by Agreements being made in the Districts by former District Engineers, should NOT be maintained by the SHA.

It is further understood, that because this is the seat of the State Government, that the City of Annapolis

may be having difficulty with some state buildings.

The degree of Title should, therefore, be searched on a case by case basis; by running theTitle, in the Land Records by the Agency concerned, in this case being the City of Annapolis. This will be the only way to clarify any possible priorly noted abiguities in the copies of letters attached that were sent up to this office by you.

Under the ANNOTATED CODE; All actions must be proven by the requesting parties by clear Title.

Further, unless specificaaly requested in writing; there is no money allocated for the Right-of-Way Division to research the degree of Title (ownership) to properties of other state and municipal agencies.

The copies of the plats and the Agreements priorly mentioned will be mailed to the District Right-Of-Way office.

In a way for Customer Service:
It is suggested that the plats be revisited and an onsight investigation be performed to see if the curbings in question, in fact, fall within the actual right-of-way lines to help clear up any questions the City may have in addition to actually physically locating the priorly mentioned signs so as to clearly and physically clear up the point of where the degree of SHA maintnenace should begin and end for every one's future needs.

If needed, I would be available; by appointment, to actually come out to the sight for a meeting with the necessary City individuals and concerned parties along with a member from our headquarters Survey's Staffing to attempt to answer any questions that cannot be obtained from the questoned plats.

If I can be of any further assistance, I may be contacted at 410-545-2816.

CC: KEVIN POWERS; PAUL ARMSTRONG; STEPHEN CLARKE

Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

8-13-99

Item C, G, H, #I are Not being transfered to the county. They were State built but are reverting back to the prop. owners. as per Hollis Cantwell.

MEMORANDUM PEDERSEN
OFFICE OF INEERING

Neil J. Pedersen, ng and Preliminary Engineering execut : dated April 27, 1999, between the and Anne Arundel County, Maryland of the following described sections e conditions more fully set forth tive date of the transfer of the Ro pon the completion of and execution

I. State Highway Administration to Anne Arundel County, Maryland

Co 2516 A. MD 931D (Section of Old Mill Bottom Rd.) from a point .23 miles east of MD 931G westerly to the end of state maintenance for a total distance of 0.36± miles.

Co 4427 B. MD 931G (Section of ~~Jones Station~~ Bay Dale Dr Rd.) from MD 931H northerly to the end of state maintenance for a total distance of 0.~~32~~ .34± miles. (Excluding Bridge Structure #2201).

Send out Kevin C. Genderson Access Road from Old Mill Bottom Rd. southeasterly to the end of state maintenance for a total distance of 0.04± miles.

Co 5896 D. MD 931H from Old Mill Bottom Rd. southerly to the end of state maintenance for a total distance of 0.73± miles.

Co 2517 E. MD 931F (Access Rd.) westward from Old Mill Bottom Rd. (east of Jones Station Rd.) to the end of state maintenance for a total distance of 0.11± miles.

Co 5897 F. MD 931C (Service Rd.) eastward from MD 931D (Old Mill Bottom Rd.) (east of MD 931G, Jones Station Rd.) to the end of state maintenance for a total distance of 0.14± miles.

My telephone number is 2812

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

Maryland Dep
State Highway Ad

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

MEMORANDUM OF ACTION OF DIRECTOR NEIL J. PEDERSEN
OFFICE OF PLANNING AND PRELIMINARY ENGINEERING

April 27, 1999

Neil J. Pedersen, Director of Office of Planning and Preliminary Engineering executed a road transfer agreement dated April 27, 1999, between the State Highway Administration and Anne Arundel County, Maryland relative to the transfer of the following described sections of highway and subject to the conditions more fully set forth in the agreement. The effective date of the transfer of the Roadways to the County shall be upon the completion of and execution of this agreement.

I. State Highway Administration to Anne Arundel County, Maryland

Co 2516 A. MD 931D (Section of Old Mill Bottom Rd.) from a point .23 miles east of MD 931G westerly to the end of state maintenance for a total distance of 0.36± miles.

Co 4427 B. MD 931G (Section of ~~Jones Station~~ Bay Dale Dr Rd.) from MD 931H northerly to the end of state maintenance for a total distance of 0.~~32~~ 34± miles. (Excluding Bridge Structure #2201).

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Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

to the county. They
were State built but are
reverting back to the prop.
owners.
as per Hollis Cantwell.

Co 2516 G. Old Mill Bottom Rd. cul-de-sac (south of US 50/301) eastward to the end of state maintenance for a total distance of 0.02± miles.

Co 2518 H. Shot Town Rd. cul-de-sac (north of US 50/301) northward to the end of state maintenance for a total distance of 0.02± miles.

Co 2516 I. Old Mill Bottom Rd. cul-de-sac (north of US 50/301) northward to the end of state maintenance for a total distance of 0.02± miles.

Total Mileage to the County 1.76± miles

Item No.: 85487

Said agreement has previously been executed by the appropriate officials of the S.H.A. and Anne Arundel County, Maryland and approved as to form and legal sufficiency by Assistant Attorney General, Richard Brice.

S.H.A.

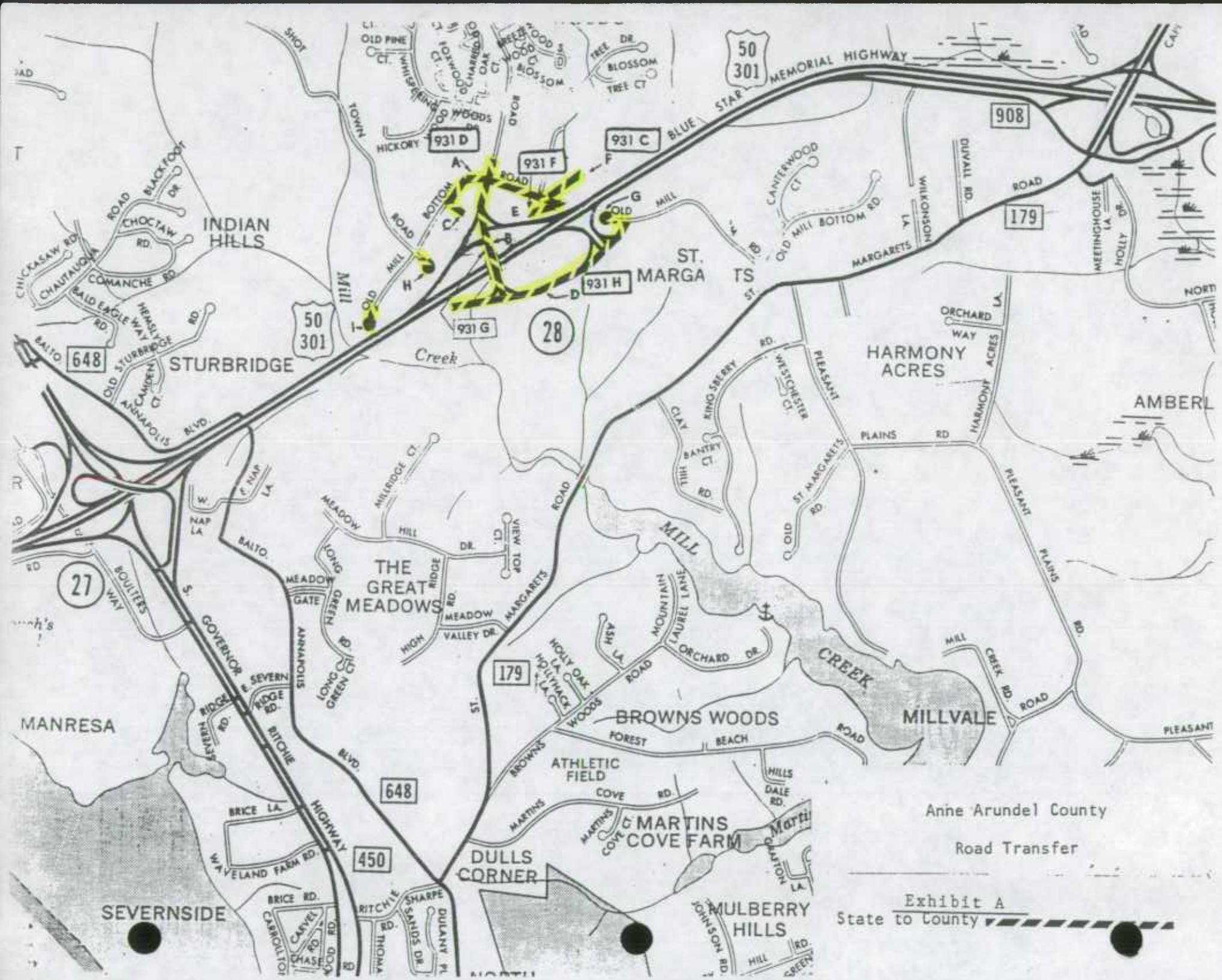
Mr. S. Ade
Mr. M. Baxter
Mr. W.E. Brauer, III
Mr. R. Burns
Ms. Rose Davis
Mr. A.M. Capizzi
Mr. R. D. Douglass
Mr. L. H. Ege, Jr.
Mr. D. German
Mr. G. Hadel
Mr. T. Hicks
Ms. E. Homer
Mr. R Harrison
Mr. W. Kowalsky
Mr. E.S. Freedman
Mr. C. Larson
Mr. K. McClelland
Mr. J. Miller
Mr. K. Powers
Mr. D. Rose
Mr. K.G. Shelton
Mr. D. Simmons
Mr. D. Ward
Mr. D. Weddle
Mr. P.F. Williams
Mr. Alan Lijewski
Mr. Paul Armstrong
Ms. Susan Bauer
Mr. Raleigh Medley

ANNE ARUNDEL COUNTY

Jerome W. Klasmeier
Chief Administrative Officer

Robert Pollock
Senior Assistant County Attorney

Mr. Scott Donaldson
Right of Way Agent


Anne Arundel County
Road Transfer
Exhibit A
State to County
INDIAN HILLS
STURBRIDGE
ST. MARGARETS
HARMONY ACRES
AMBERL
THE GREAT MEADOWS
MILL CREEK
MILLVALE
BROWNS WOODS
ATHLETIC FIELD
MARTINS COVE FARM
DULLS CORNER
MULBERRY HILLS
SEVERNSIDE
MANRESA
BLUE STAR MEMORIAL HIGHWAY
50
301
908
179
648
450
28
27
931 C
931 D
931 F
931 G
931 H
Mill Creek

Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor

David L. Winstead
Secretary

Parker F. Williams
Administrator

MEMORANDUM OF ACTION OF DIRECTOR NEIL J. PEDERSEN
OFFICE OF PLANNING AND PRELIMINARY ENGINEERING

VJ1
10/21/98

October 19, 1998

Neil J. Pedersen, Director, Office of Planning and Preliminary Engineering executed a road transfer agreement dated September 8, 1998, between the State Highway Administration and Anne Arundel County, Maryland relative to the transfer of the following described section of highway and subject to the conditions more fully set forth in the agreement. The effective date of transfer of the Roadway to the County is upon completion of the proposed widening of the roadway by Anne Arundel County.

State Highway Administration to Anne Arundel County, Maryland

Co 5496 MD Route 170 - Piney Orchard Road - Between MD Rte. 677 at M.P. 0.00 (Odenton Road) and MD Rte. 175 at M.P. 0.23 (Annapolis Road), for a total distance of 0.23± miles

TOTAL MILEAGE: 0.23± MILE

Item Number: **87767**

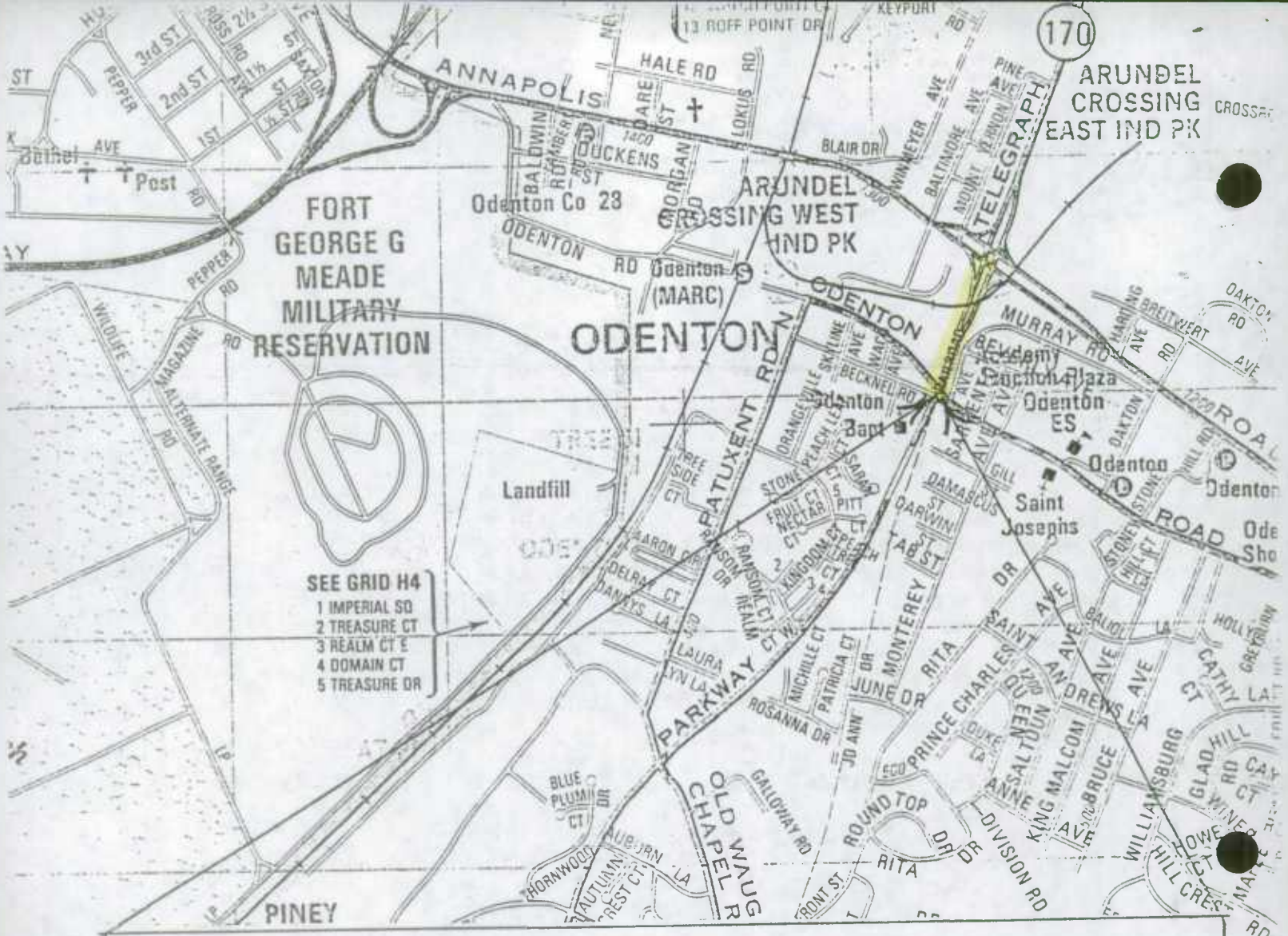
Said agreement has previously been executed by the appropriate officials of Anne Arundel County, Maryland and approved as to form and legal sufficiency by Assistant Attorney General, James R. Avnet.

SNC:seb

My telephone number is 545-2811

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202



SHA to Anne Arundel County, Maryland:

MD Route 170 - Piney Orchard Road - Between MD Rte. 677 at M.P. 0.00 (Odenton Road) and MD Rte. 175 at M.P. 0.23 (Annapolis Road), for a total distance of 0.23± miles.

Total Mileage to the County - 0.23± miles

Item No.: 87767

S.H.A.

Mr. S. Ade
Mr. M. Baxter
Mr. W.E. Brauer, III
Mr. R. Burns
Ms. Rose Davis
Mr. A.M. Capizzi
Mr. R. D. Douglass
Mr. L. H. Ege, Jr.
Mr. D. German
Mr. G. Hadel
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Mr. E.S. Freedman
Mr. C. Larson
Mr. K. McClelland
Mr. J. Miller
Mr. K. Powers
Mr. D. Rose
Mr. K.G. Shelton
Mr. D. Simmons
Mr. D. Ward
Mr. D. Weddle
Mr. P.F. Williams
Mr. Paul Armstrong
Ms. Susan Bauer
Mr. Chuck E. George

ANNE ARUNDEL COUNTY

Mr. James Gary
County Executive

Mr. Phillip Scheibe
County Attorney

Mr. John N. Brusnighan
Director, Department of
Public Works

155121
8-28-98

ROAD TRANSFER AGREEMENT

THIS ROAD TRANSFER AGREEMENT, made this 8TH day of SEPTEMBER, 1998, by and between the State Highway Administration of the Department of Transportation of Maryland, hereinafter referred to as the "Highway Administration", party of the first part, and **Anne Arundel County, Maryland**, hereinafter referred to as the "**County**", party of the second part.

WHEREAS, under authority contained in Transportation Article Title 8-304 of the Annotated Code of Maryland, the State Highway Administration is empowered to agree to transfer title to, jurisdiction over, and responsibility for the maintenance of any State highway, or portion thereof, to the political subdivisions of Maryland, and the political subdivisions of Maryland are empowered to agree to accept title to, jurisdiction over, and responsibility for the maintenance of said State highway, or portion thereof, from the Highway Administration.

WHEREAS, the Highway Administration has agreed to transfer to the **County** the hereinafter described section of road which heretofore was constructed by the State and the **County** has agreed to accept same as an integral part of the **County's** highway system.

NOW, THEREFORE, THIS AGREEMENT WITNESSETH, that for and in consideration of One Dollar ($1.00) payable by each party unto the other, the receipt and adequacy of which is hereby acknowledged by the parties hereto, and in further consideration of the conditions hereby set forth, the parties hereto agree as follows:

1. The Highway Administration does hereby transfer unto the County and the County does hereby accept from the Highway Administration jurisdiction over and responsibility for the maintenance of the following described section of State highway and mileage as part of the County's highway system, (hereinafter collectively referred to as the "Roadway") as shown on the Exhibit attached hereto and incorporated herein:

SHA to Anne Arundel County, Maryland:

MD Route 170 - Piney Orchard Road - Between MD Rte. 677 at M.P. 0.00 (Odenton Road) and MD Rte. 175 at M.P. 0.23 (Annapolis Road), for a total distance of 0.23± miles.

Total Mileage to the County - 0.23± miles

Item No.: 87767

2. Conveyance of the Roadway is subject to the following conditions:

A. The effective date of transfer of the Roadway to the **County** shall be upon completion of the proposed widening of the roadway by Anne Arundel County.

B. The Roadway will be included in the **County's** inventory as of December 1st of the year referred to in item A above.

C. The basis for the allocation of funds to the **County** will include the Roadway (i.e., the additional 0.23± mile beginning July 1st of the year following the date as set forth in Item B above.

D. The transfer of the Roadway to the **County** is made on an "as-is" basis, including the existing right of way, the existing condition of the roadway and all appurtenances. All bridges are specifically excluded from this road transfer agreement.

E. The **County** hereby accepts jurisdiction over and responsibility for the maintenance of Roadway as of the effective date of transfer as set forth in Item A above.

3. The Highway Administration will hereafter prepare a deed conveying the Roadway to the **County** subject to the approval of the Board of Public Works of Maryland. A copy of the deed, plats, and Agreement will be presented to the party of the second part for review, with the understanding that the Highway Administration will execute and record the deed unless notified of any error in the deed description by the party of the second part within 30 days of receipt of the deed.

IN WITNESS WHEREOF, the parties hereto have caused these presents to be executed by their proper officers thereunto duly authorized the day and year first written.

RECOMMENDED FOR APPROVAL

THE STATE HIGHWAY ADMINISTRATION
OF THE DEPARTMENT OF TRANSPORTATION

WITNESS:

By: _____
Director, Office of Planning
and Preliminary Engineering

_____

Approved as to form and legal
sufficiency this 22nd day of
_____, 1998.

_____
Chief, Utility and Road
Conveyance Section

_____
Assistant Attorney General

RECOMMENDED FOR APPROVAL

ANNE ARUNDEL COUNTY, MARYLAND

WITNESS:

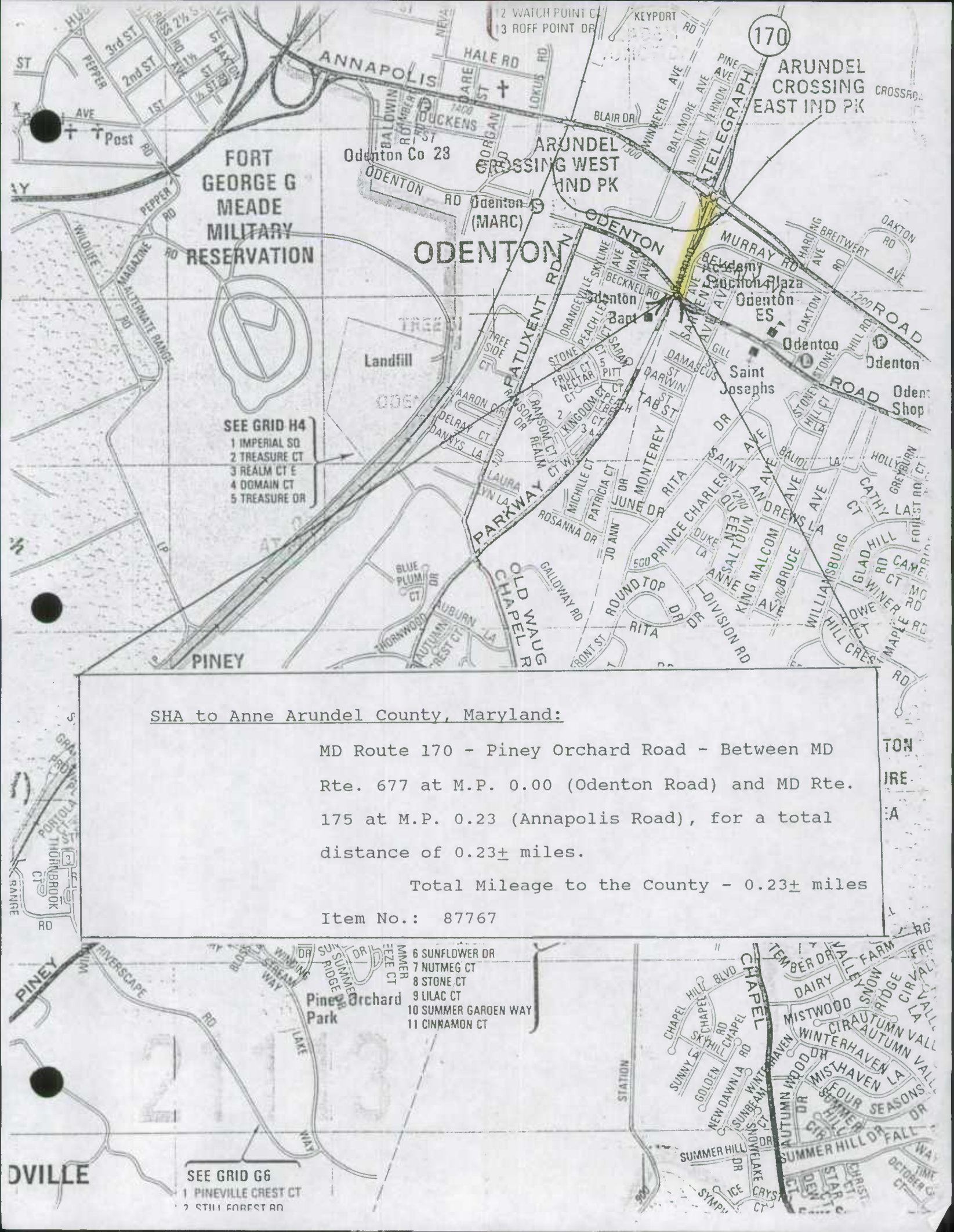
By: _____
County Executive

_____

Approval as to form and legal
sufficiency this 4th day of
April, 19 98

_____
Director of Department of
Public Works

_____
County Attorney



SHA to Anne Arundel County, Maryland:

MD Route 170 - Piney Orchard Road - Between MD Rte. 677 at M.P. 0.00 (Odenton Road) and MD Rte. 175 at M.P. 0.23 (Annapolis Road), for a total distance of 0.23± miles.

Total Mileage to the County - 0.23± miles

Item No.: 87767

Maryland Department of Transportation
State Highway Administration

David L. Winstead
Secretary

Parker F. Williams
Administrator

MEMORANDUM OF ACTION OF DIRECTOR NEIL J. PEDERSEN
OFFICE OF PLANNING AND PRELIMINARY ENGINEERING

bll
9/10/98

September 10, 1998

Neil J. Pedersen, Director of Office of Planning and Preliminary Engineering executed a road transfer agreement dated September 8, 1998, between the State Highway Administration and Anne Arundel County, Maryland relative to the transfer of the following described section of highway and subject to the conditions more fully set forth in the agreement. The effective date of transfer of the Roadway to the County shall be upon the completion of and execution of this agreement.

State Highway Administration to Anne Arundel County, Maryland

CD 5895 Sundown Road - From Olen Drive to the Road End, a total distance of 0.13± mile

TOTAL MILEAGE: 0.13± MILE

Item Number: **87779**

Said agreement has previously been executed by the appropriate officials of the S.H.A. and Anne Arundel County, Maryland and approved as to form and legal sufficiency by Assistant Attorney General, James R. Avnet.

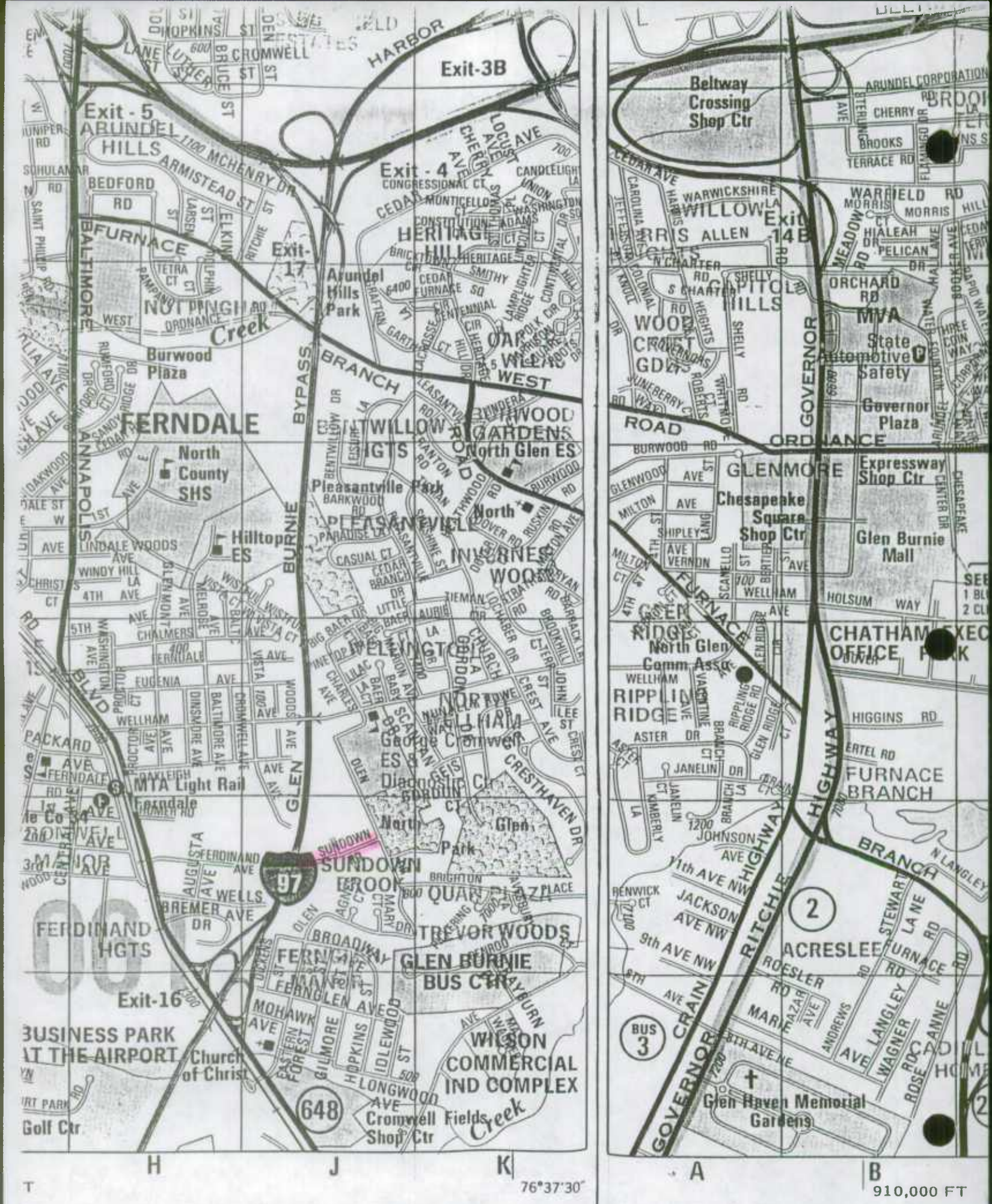
HTC:seb

545-2815

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202


Exit-3B
Exit - 5
Exit - 4
Exit-17
Exit-16
Exit 14B
Beltway Crossing Shop Ctr
ARUNDEL HILLS
BEDFORD RD
FURNACE
NOTTINGHAM
Burwood Plaza
Arundel Hills Park
HERITAGE HILL
FERNDALE
North County SHS
Hilltop ES
Pleasantville Park
PLEASANTVILLE
North Glen ES
WILLOW GARDENS
INVERNESS WOODS
LIVELINGTON
George Cromwell ES
MTA Light Rail Ferndale
SUNDOWN
QUARRY PLAZA
TREVOR WOODS
GLEN BURNIE BUS CTR
FERDINAND HGTS
BUSINESS PARK AT THE AIRPORT
Church of Christ
WILSON COMMERCIAL IND COMPLEX
Cromwell Fields Shop Ctr
Golf Ctr
Creek
BALTIMORE ANNAPOLIS BLVD
GLEN BURNIE BYPASS
GOVERNOR RITCHIE HIGHWAY
ORDNANCE ROAD
FURNACE BRANCH
MVA State Automotive Safety
Governor Plaza
Expressway Shop Ctr
Chesapeake Square Shop Ctr
Glen Burnie Mall
GLENMORE
CAPITOL HILLS
WOODCROFT GDNS
North Glen Comm Assn
CHATHAM EXEC OFFICE PARK
RIPPLING RIDGE
FURNACE BRANCH
ACRESLEE
Glen Haven Memorial Gardens
H
J
K
A
B
76°37'30"
910,000 FT

S.H.A.

Mr. S. Ade
Mr. M. Baxter
Mr. W.E. Brauer, III
Mr. R. Burns
Ms. Rose Davis
Mr. A.M. Capizzi
Mr. R.L. Daff
Mr. R. D. Douglass
Mr. L. H. Ege, Jr.
Mr. D. German
Mr. G. Hadel
Mr. T. Hicks
Ms. E. Homer
Mr. R Harrison
Mr. B. King
Mr. W. Kowalsky
Mr. E.S. Freedman
Mr. C. Larson
Mr. K. McClelland
Mr. J. Miller
Mr. K. Powers
Mr. D. Rose
Mr. L. Schultz
Mr. K.G. Shelton
Mr. D. Simmons
Ms. D. Strausser
Mr. D.A. Ward
Mr. W. Walsek
Mr. D. Weddle
Mr. P.F. Williams
Mr. Paul Armstrong
Ms. Susan K. Bauer
Mr. Chuck E. George

ANNE ARUNDEL COUNTY

Mr. James Gary
County Executive

Mr. Phillip Scheibe
County Attorney

Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor

David L. Winstead
Secretary

Parker F. Williams
Administrator

MEMORANDUM

To: File

From: Kevin Powers, Highway Information Services Division

Date: April 29, 1998

Subject: Municipal Maintenance Of Annapolis Roads

A question arose concerning the maintenance of West Street in Annapolis; whether this road from Taylor Avenue to Church Circle had ever been transferred from the State Roads Commission to the city. No road transfer agreement could be found indicating such a transfer, and the origins of the maintenance were unclear. Why did SHA maintenance of Maryland Route 450 end on West Street at Taylor Avenue and begin again on King George Street just before the bridge over College Creek?

Mr. Harvey Lempert of the Records and Research Section, Office of Real Estate discovered a deed dated June 10, 1943 in which the City of Annapolis, citing adverse possession and maintenance, deeded to themselves a number of roads in the city, among which are West Street (from Church Circle to the National Cemetery at Taylor Avenue), College Avenue (from Hanover Street to Church Circle), Church Circle, State Circle (currently Maryland Route 797, on lease for 99 years from the City of Annapolis in an excerpt from the State Roads Commission's Minutes of October 28, 1964), among others.

The deed itself is unusual; however, until such time as the legality of this deed is challenged, the SHA inventories will reflect the current maintenance of these roads with no change.

Attachment - Deed of June 10, 1943

CC: Book of Anne Arundel SRC Minutes / SHA Memoranda of Action

Annapolis Road Improvement Reports Book

Annapolis File Folder

My telephone number is **(410) 545-5518**

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

283/40

THIS DEED, made this 10th day of June, 1943, by and between The Mayor, Counselor and Aldermen of the City of Annapolis, a municipal corporation of the State of Maryland, party of the first part, and Henry J. Tarantino, Trustee, party of the second part, of Annapolis, Maryland.

WHEREAS, the said Mayor, Counselor and Aldermen of the City of Annapolis has maintained the hereinafter mentioned streets and public highways in the City of Annapolis for public use and convenience, and

WHEREAS, the said Mayor, Counselor and Aldermen of the City of Annapolis has maintained the said hereinafter mentioned streets and public highways for a period of more than twenty years and said maintainance and use by the public has been open, continuous, hostile and notorious, and

WHEREAS, the purpose of this deed is to afford a deed of record for the said hereinafter mentioned streets and public highways in the name of the Mayor, Counselor and Aldermen of the City of Annapolis, a municipal corporation of the State of Maryland.

NOW THEREFORE, THIS DEED WITNESSETH: That for and in consideration of the sum of Ten ($10.00) dollars and other good and valuable considerations, the said Mayor, Counselor and Aldermen of the City of Annapolis, a municipal corporation of the State of Maryland, do hereby grant and convey unto Henry J. Tarantino, Trustee, his successors and assigns, in special trust and confidence, nevertheless, that he immediately reconvey the hereinafter described streets and public highways to the Said Mayor, Counselor and Aldermen of the City of Annapolis, a municipal corporation of the State of Maryland, its successors and assigns, forever in fee simple, all those [illegible]ets and public highways situate, lying and being in the line of [illegible]is, State of Maryland, and described as follows:

Annapolis.

10. All the bed of that [illegible]

extending southwesterly from the southwe[illegible]

1. All of the bed of that street known as Hanover Street, extending southeasterly from the United States Government property on the northwest to the United States Government property on the southeast.

2. All of the bed of that street known as Oklahoma Terrace, extending northeasterly from the northeasterly side of King George Street to the United States Government.

3. All of the bed of that street known as King George Street extending southeasterly from the northwesterly side of College Avenue to the United States Government property at Randall Street.

4. All of the bed of that street known as Prince George Street, extending southeasterly from the southeasterly side of College Avenue to the property of Everett W. Smith at Spa Creek.

5. All of the bed of that street known as North Street, extending from the northerly side of State Circle to the southeasterly side of College Avenue.

6. All the bed of that street known as Bladen Street, extending northwesterly from the northwesterly side of State Circle to the southeasterly side of Calvert Street.

7. All the bed of that street known as St John's Street, extending southeasterly from the southeasterly side of Calvert Street to the northwesterly side of College Avenue and from a line across said street at a distance of 249.29 feet from the northwesterly side of Calvert Street to the tide waters of College Creek.

8. All the bed of that street known as Ridout Street, extending southwesterly from the southwesterly side of St John's Street to the northeasterly side of Johnson Street.

9. All the bed of that street known as Johnson Street, extending southeasterly from the northwesterly end thereof to the line of the property of the Housing Authority of the City of Annapolis.

10. All the bed of that street known as Brice Street extending southwesterly from the southwesterly side of St John's

Street to the northeasterly side of Johnson Street.

11. All of the bed of that street known as Calvert Street, extending southwesterly from a line across said street at a distance of 125 feet southwesterly from the southwesterly side of St John's Street, to the northerly side of West Street.

12. All of the bed of that street known as Carroll Street, extending southwesterly from the southwesterly side of Bladen Street to the northeasterly side of Northwest Street.

13. All of the bed of that street known as College Avenue, extending southwesterly from the southwesterly side of Hanover Street to the northeasterly side of Church Circle.

14. All of the bed of that street known as School Street extending westerly from the westerly side of State Circle to the easterly side of Church Circle.

15. All of the bed of that street known as Maryland Avenue, extending northeasterly from the northeasterly side of State Circle to the southwesterly side of Hanover Street.

16. All of the bed of that street known as East Street, extending easterly from the east side of State Circle to the northwesterly side of King George Street.

17. All of the bed of that street known as Main Street, extending easterly from the easterly side of State Circle to the easterly side of Compromise Street.

18. All of the bed of that street known as Francis Street, extending southeasterly from the southeasterly side of State Circle to the northerly side of Main Street.

19. All of the bed of that street known as Cornhill Street, extending easterly from the easterly side of State Circle to the southwesterly side of Fleet Street.

20. All of the bed of that street known as Fleet Street, extending northwesterly from the northwesterly side of Market Space to the southerly side of East Street.

21. All of the bed of that street known as Taylor Street, extending southeasterly from the southerly side of East Street to Market Space.

22. All of the bed of that street known as Wayman's Alley, extending southwesterly from the southwesterly side of Prince George Street to the northeasterly side of Taylor Street.

23. All of the bed of that street known as Randall Street extending from the southwesterly side of Prince George Street to the northeasterly side of Dock Street.

24. All of the bed of that street known as Dock Street, extending from the southeasterly side of Craig Street to Market Space, including the land out to the face of the bulkhead along the northeasterly side of the City Dock.

25. All of the bed of that street known as Hyde Alley, extending from the southerly side of Corhhill Street to the northerly side of Main Street.

26. All of the bed of that street known as Compromise Street, extending from the southerly side of Main Street to the northeasterly side of Duke of Gloucester Street.

27. All of the bed of that street known as Chestnut Street, extending from the southwesterly side of Compromise Street to the northeasterly side of Duke of Gloucester Street.

28. All of the bed of that street known as Green Street, extending from the northeasterly side of Duke of Gloucester Street to the southerly side of Main Street.

29. All of the bed of that street known as State Circle.

30. All of the bed of that street known as Church Circle.

31. All of the bed of that street known as Andrews Alley, extending southerly from the southeasterly side of Francis Street to the northerly side of Main Street.

32. All of the bed of that street known as Tate Alley, extending southerly from the southerly side of State

Circle to the northerly side of Main Street.

33. All of the bed of that street known as Chancery Lane, extending southeasterly from the southerly side of State Circle to the northerly side of Main Street.

34. All of the bed of that street known as Duke of Gloucester Street, extending southeasterly from the southeast side of Church Circle to the tide waters of Spa Creek.

35. All of the bed of that street known as Northwest Street, extending northeasterly from the northeasterly side of Church Circle to the tide waters of College Creek.

36. All of the bed of that street known as Shipwright Street, extending southeasterly from the southeasterly side of Market Street to the tide waters of Spa Creek.

37. All of the bed of that street known as Market Street extending southwesterly from the southwesterly side of Duke of Gloucester Street to the tide waters of Spa Creek.

38. All of the bed of that street known as Conduit Street, extending southerly from the southerly side of Main Street to the northeasterly side of Duke of Gloucester Street.

39. All of the bed of that street known as Charles Street, extending southwesterly from the southwesterly side of Duke of Gloucester Street to the northeasterly side of Shaw Street.

40. All of the bed of that street known as King Charles Place, extending northwesterly from the northwesterly side of Charles Street to the end thereof.

41. All of the bed of that street known as South Street, extending southerly from Church Circle to the northeasterly side of Cathedral Street.

42. All of the bed of that street known as Cathedral Street, extending northwesterly from the northwesterly side of Charles Street to the southerly side of West Street.

43. All of the bed of that street known as Murray Avenue, extending northwesterly from the northwesterly side of Franklin Street to the southerly side of Colonial Avenue (Third Street).

44. All of the bed of that street known as Southgate Avenue, extending southeasterly from the southerly side of West Street to the tide waters of Spa Creek.

45. All of the bed of that street known as Dean Street, extending southwesterly from the southwesterly side of Cathedral Street to the northeasterly side of Shaw Street.

46. All of the bed of that street known as Shaw Street, extending northwesterly from the northwesterly side of Franklin Street to the southeasterly side of Lafayette Avenue.

47. All of the bed of that street known as Taney Avenue, extending southeasterly from the southeasterly side of Franklin Street to the Tide waters of Spa Creek.

48. All of the bed of that street known as Cheston Avenue, extending southeasterly from the southeasterly side of Franklin Street to the tide waters of Spa Creek.

49. All of the bed of that street known as Thompson Street, extending southwesterly from the southwesterly side of Southgate Avenue to the tide waters of Spa Creek.

50. All of the bed of that street known as West Street, extending westerly from the westerly side of Church Circ to the city line at the National Cemetery.

51. All of the bed of that street known as Washington Street, extending northerly from the northerly side of West Street to the southwesterly side of Northwest Street.

52. All of the bed of that street known as Clay Street, extending westerly from the northwesterly side of Calve Street to a line across said street distant westerly 181 feet from the westerly side of Pleasant Street and extending westerl also from a line across said street, distant 72 feet easterly from the easterly side of Obery Street to a line distant 90 fee

westerly from the weeterly eide of Ridout Street.

53. All of the bed of that street known ae Spa Road, extending westerly from Weet Street to the City Line.

54. All of the bed of that street known ae Monument Street, extending westerly from the weeterly eide of Washington Street to the end thereof.

55. All of the bed of that street known as Pleaeant Street, extending southerly from the line of Cedar Bluff Cemetery to the line of the former property of the defunct Washington, Baltimore and Annapolis Railraod Company.

56. All of the bed of that street known as Madison Street, extending southerly from the line of former property of the defunct Wahhington, Baltimore and Annapolis Raulroad Company to the northerly eide of West Street.

57. All of the bed of that street known as Jefferson Street, extending eoutherly from the line of former property of the defunct Waehington, Baltimore and Annapolis Railroad Company to the northerly eide of West Street.

58. All of the bed of that street known as Hill Street, extending easterly from the easterly eide of Jefferson Street to the weeterly eide of Madison Street.

59. All of the bed of that street known as Larkin Street, extending southerly from the southerly side of West Street to the northeaeterly side of Shaw Street.

60. All of the bed of that street known ae Water Street, extending eoutherly from the weeterly side of Larkin Street to the northerly side of Shaw Street.

61. All of the bed of that street known ae Colonial Avenue, extending southerly and southwesterly from the eoutherly side of West Street to the northeasterly eide o Southgate Avenue.

62. All of the bed of that etreet known ae Lafayette Avenue, extending eouthweeterly from the eouthweste ly eide of Weet Street to Monticello Avenue.

63. All of the bed of that street known as Morris Street, extending westerly from the westerly side of Lafayette Avenue to the easterly side of Colonial Avenue.

TOGETHER with the improvements thereupon erected, made or being, and all and every, the rights, alleys, ways, waters, privileges, appurtenances and advantages, to the same belonging, or otherwise appertaining.

TO HAVE AND TO HOLD said streets and public highways to and unto the proper use of him, the said Henry J. Tarantino, Trustee, his successors and assigns, in fee simple, in special trust and confidence, nevertheless, that he immediately reconvey the said streets and public highways to the Mayor, Counselor and Aldermen of the City of Annapolis, a municipal corporation of the State of Maryland, its successors and assigns, in fee simple.

AND the said party of the first part covenant that they will warrant specially the property hereby conveyed and granted and that they will execute such other and further assurances as may be requisite

WITNESS the corporate seal of the Mayor, Counselor and Aldermen of the City of Annapolis, and the hand and seal of the Mayor of the City of Annapolis

THE MAYOR, COUNSELOR AND ALDERMEN OF THE CITY OF ANNAPOLIS, a municipal corporation of the State of Maryland.

Attest:

Katherine E. Linthicum,
City Clerk

By: William U. McCready, Mayor (SEAL)

STATE OF MARYLAND, ANNE ARUNDEL COUNTY, TO WIT:

I hereby certify that on this 16th day of June, 1943, before me, the subscriber, a Notary Public of the State of Maryland, in and for the County aforesaid, personally appeared William U. McCready, Mayor of the City of Annapolis, and acknowledged the foregoing deed to be the corporate act of the Mayor, Counselor and Aldermen of the City of Annapolis, a municipal corporation of the State of Maryland.

Witness my hand and seal Notarial.

Katherine E. Linthicum,
Notary Public.

My commission expires: May 5, 1945

Maryland Department of Transportation
State Highway Administration

David L. Winstead
Secretary

Parker F. Williams
Administrator

MEMORANDUM OF ACTION OF DIRECTOR NEIL J. PEDERSEN NJP 1/9/98
OFFICE OF PLANNING AND PRELIMINARY ENGINEERING

January 8, 1998

Neil J. Pedersen, Director of Office of Planning and Preliminary Engineering executed a road transfer agreement dated January 8, 1998, between the State Highway Administration and Anne Arundel County, Maryland relative to the transfer of the following described section of highway and subject to the conditions more fully set forth in the agreement. The road transfer agreement will become effective on the date of the agreement.

State Highway Administration to Anne Arundel County, Maryland

MD Rte. 713 (Relocated Ridge Rd.) - from MD Rte. 176 (Dorsey Rd.) to New Ridge Road - a total distance of 0.36± mile - Now Co 5769

Item Number: **87756**

The agreement has been executed by the appropriate officials of the S.H.A. and Anne Arundel County, Maryland, and approved as to form and legal sufficiency by legal council for both parties.

RMP:seb

My telephone number is 545-2812

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

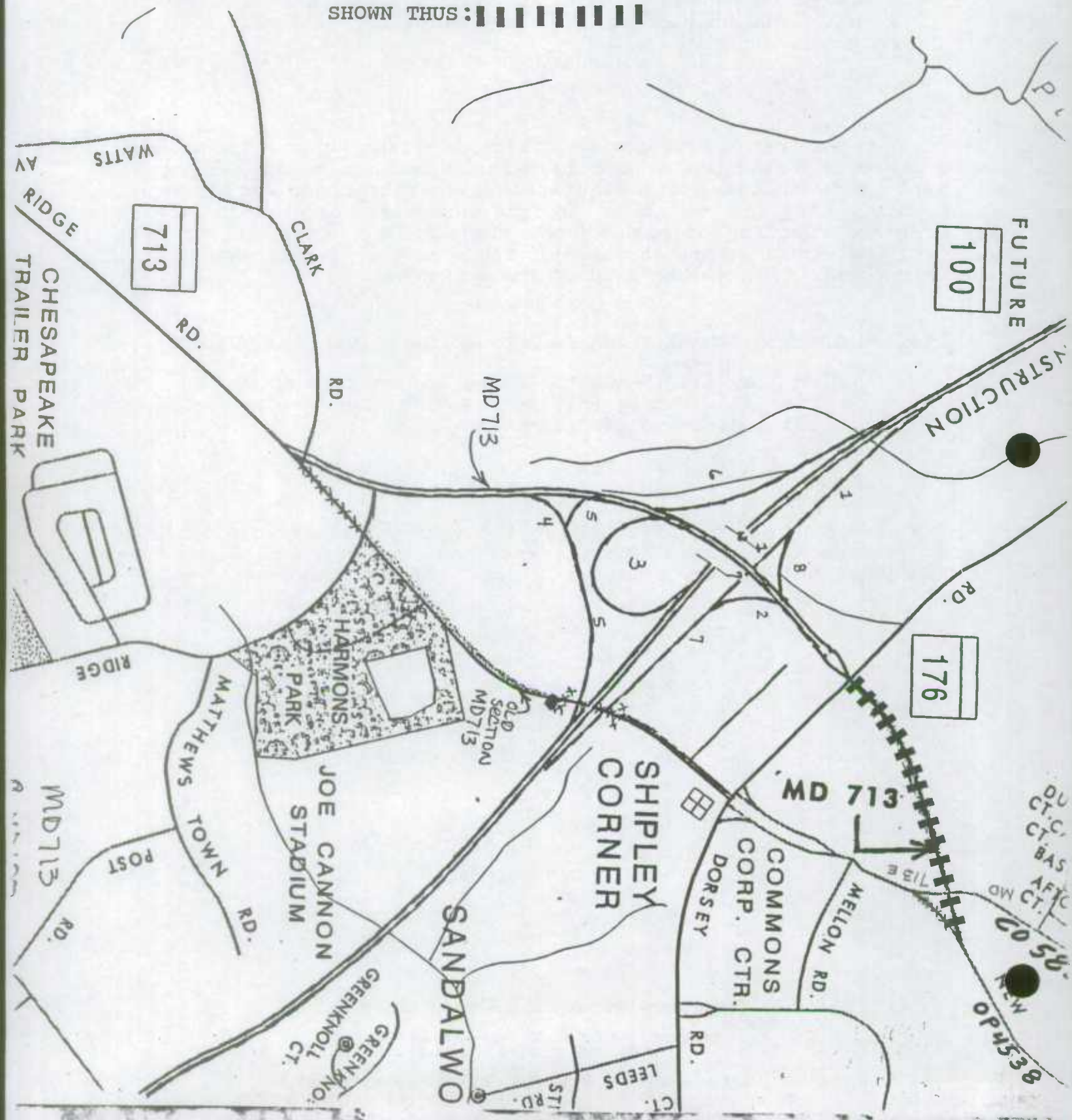
Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

EXHIBIT A

SHA to ANNE ARUNDEL COUNTY

MD. RTE. 713 (RELOCATED RIDGE RD.)- from MD. RTE. 176 (DORSEY RD.) to NEW RIDGE ROAD - a total distance of 0.36± mile

SHOWN THUS: ▮▮▮▮▮▮▮▮



S.H.A.

Ms. Rose Davis
Mr. W. E. Brauer, III
Mr. Randolph P. Brown
Mr. R. Burns
Mr. A. M. Capizzi
Mr. D. A. Clifford
Mr. R. L. Daff, Sr.
Mr. R. D. Douglass
Mr. L. H. Ege, Jr.
Ms. S. Bauer
Mr. E. S. Freedman
Mr. D. German
Mr. G. Hadel
Mr. T. Hicks
Ms. E. Homer
Mr. R. Harrison
Mr. M. R. Baxter
Mr. K. McClelland
Mr. J. Miller
Mr. J. Muller
Mr. J. Mahorney
Mr. B. King
Mr. L. Schultz
Mr. K. G. Shelton
Mr. P. Armstrong
Mr. D. Simmons
Mr. D. L. Strausser
Mr. R. Tresselt
Mr. W. Walsek
Mr. D. Weddle
Mr. P. F. Williams
Mr. W. Kowalsky
Mr. L. Lipps

ANNE ARUNDEL COUNTY

Scott E. Donaldson, Agent
Right of Way Division

MEMORANDUM OF ACTION OF DIRECTOR NEIL J. PEDERSEN
OFFICE OF PLANNING AND PRELIMINARY ENGINEERING

NJP
10/10/96

October 9, 1996

Director Neil J. Pedersen, Office of Planning and Preliminary Engineering, has approved the following route number redesignation for a portion of MD 176 from US 1 to MD 295 in Anne Arundel and Howard counties.

The redesignation for this section of roadway is MD 103. This redesignation was necessitated by the construction of MD 100 and is effective immediately.

A map indicating the affected roadway is attached.

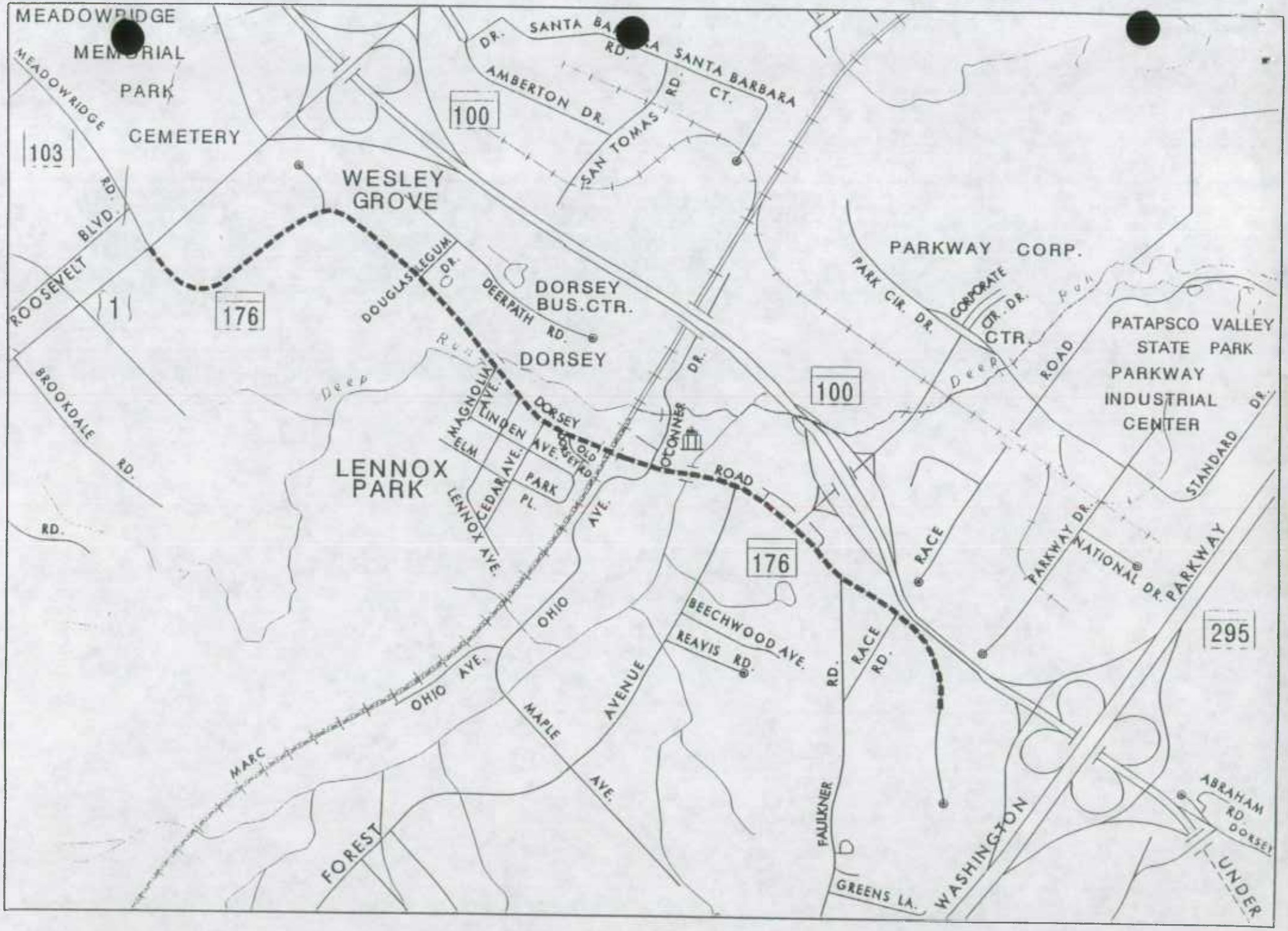
Attachment

Distribution List

Mr. Paul Armstrong
Mr. Michael Baxter
Mr. Ronald Burns
Mr. Anthony Capizzi
Mr. David Clifford
Mr. John Concannon
Mr. Richard Daff
Ms. Rosemary Davis
Mr. Robert Douglass
Mr. Louis Ege
Mr. Lawrence Elliott
Mr. Robert Finck
Mr. Robert Fisher
Mr. Earle Freedman
Mr. Thomas Hicks
Ms. Elizabeth Homer
Mr. James Kelly
Mr. Leon Kerns
Mr. Jay Mahorney

Mr. Edward Paulis
Mr. Neil Pedersen
Ms. Mary Reichard
Mr. Douglas Rose
Mr. John Scally
Mr. Len Schultz
Mr. Ken Shelton
Mr. Douglas Simmons
Ms. Dolores Strausser
Mr. William Walsek
Mr. Richard Weddle
Mr. Parker Williams
Mr. Russell Yates

Anne Arundel County
Department of Public Works
Howard County
Department of Public Works


MEADOWRIDGE MEMORIAL PARK CEMETERY
MEADOWRIDGE RD.
103
ROOSEVELT BLVD.
1
BROOKDALE RD.
RD.
WESLEY GROVE
176
DOUGLAS
LEGUM DR.
DEERPATH RD.
DORSEY BUS.CTR.
DORSEY
Deep Run
SANTA BARBARA RD.
SANTA BARBARA
DR.
AMBERTON DR.
SAN TOMAS RD.
CT.
100
DR.
MAGNOLIA AVE.
LINDEN AVE.
ELM
CEDAR AVE.
DORSEY
OLD GOSHEN RD.
PARK PL.
LENNOX PARK
LENNOX AVE.
AVE.
OCONNER
ROAD
176
OHIO
OHIO AVE.
MARC
MAPLE
AVENUE
AVE.
BEECHWOOD AVE.
REAVIS RD.
FOREST
PARKWAY CORP.
PARK CIR. DR.
CORPORATE CTR. DR.
CTR.
100
Deep Run
ROAD
PATAPSCO VALLEY STATE PARK
PARKWAY INDUSTRIAL CENTER
STANDARD DR.
RACE
PARKWAY DR.
NATIONAL DR.
PARKWAY
295
RD.
RACE RD.
FAULKNER
GREENS LA.
WASHINGTON
ABRAHAM RD.
DORSEY
UNDER

S.H.A.

cc: Mr. M. R. Baxter
Mr. W. T. Beaulieu
Mr. D. A. Bochenek
Mr. W. E. Brauer, III
Mr. R. Burns
Mr. W. Butcher
Mr. D. A. Clifford
Ms. G. Courtney
Mr. R. L. Daff, Sr.
Mr. R. D. Douglass
Mr. L. H. Ege, Jr.
Mr. R. J. Finck
Mr. G. Frankenberry
Mr. E. S. Freedman
Mr. K. Hess
Mr. T. Hicks
Ms. E. Homer
Mr. J. Jannetti
Mr. J. Kelly
Mr. J. S. Koehn
Mr. R. Lipps
Mr. K. McClelland
Mr. J. Miller
Mr. J. Mullen
Mr. M. Murray
Mr. K. Oelmann
Mr. E. T. Paulis, Jr.
Mr. N. J. Pedersen
Mr. D. Rose
Mr. L. Schultz
Mr. K. G. Shelton
Mr. D. Simmons
Ms. D. J. Strausser
Mr. L. Swift
R/W Secretary File

ALLEGANY COUNTY, MARYLAND

Mr. Bernard L. Loar, President, County Commissioners of Allegany County
Mr. William Rudd, County Attorney
Mr. Steven Young, Director of Public Works

CITY OF FROSTBURG, MARYLAND

Mr. John N. Bambacus, Mayor
Mr. Michael Monaham, City Administrator
Mr. Jeffrey S. Getty, City Attorney

Maryland Department of Transportation
State Highway Administration

O. James Lighthizer
Secretary
Hal Kassoff
Administrator

November 23, 1992

RE: Conveyance of MD Route 912-H (Millersville Road) from ±0.13 mile south of I-97 to ±0.13 mile north of I-97, each side of but not including structure number 2148 over I-97 for a total distance of ±0.27 miles

File No.: 72359-G

Transfer Letter
8-24-92

Mr. John Dietterick, Chief
Right of Way Services for
Anne Arundel County
1 Harry S. Truman Parkway
Annapolis, Maryland 21401

MD 912-H
to CO

Dear Mr. Dietterick:

In accordance with the attached copy of an agreement dated July 30, 1990, we are presenting a deed executed by the State Highway Administration and the Board of Public Works, conveying the subject right of way to Anne Arundel County.

Please record this deed promptly and advise this office of the recordation data.

Sincerely,

Kurt Oelmann, Manager
Government, Railroad, Utility and
Road Conveyance Office

BY: Robert M. Pontier, Sr.
Robert M. Pontier, Sr.
Real Estate Coordinator

KO:RMP:pvm
Enclosure: Deed and Agreement
cc: John Neukam
Creston Mills
David Clifford

CERTIFIED MAIL - - RETURN RECEIPT REQUESTED

My telephone number is 333-1650

Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro - 565-0451 D.C. Metro - 1-800-492-5062 Statewide Toll Free
707 North Calvert St., Baltimore, Maryland 21203-0717

Maryland Department of Transportation
State Highway Administration

O. James Lighthizer
Secretary

Hal Kassoff
Administrator

CERTIFIED MAIL NUMBER 236-812

October 15, 1993

R: Old Stage Road (C.O. 861) - from mile point 0.00 miles south of Hidden Brooke Drive to its intersection with existing Old Stage Road at mile point 0.24. (Total distance - 0.24 mile) (0.13)
File No.: 85489
* was an old section of MD 3 Business, Crain Hwy

Mr. John Dietterick, Chief
Right of Way Services for
Anne Arundel County
1 Harry S. Truman Parkway
Annapolis, Maryland 21401

Dear Mr. Dietterick:

In accordance with the attached memo dated 6/5/92, from Mr. Raymond Hutzler, Assistant District Engineer for SHA, to Mr. James Helm, we are presenting a deed executed by the State Highway Administration and the Board of Public Works, conveying the subject right of way to Anne Arundel County. Also enclosed is a set of the appropriate SHA right of way plats numbered 53517, 45039, 54040 and 44860.

Please record the deed promptly and advise us of the recordation data by returning the enclosed stamped self-addressed post card.

Sincerely,

Kurt Oelmann, Chief
Easement and Road Conveyance Section

By: Vincent Petrella
Vincent Petrella
Right of Way Coordinator

KO:VP:cej
Enclosures: memo, deed plats and post-card

cc: Mr. John Neukam
Mr. Edward Meehan
Ms. Susan Bauer
Mr. James Mahorney
Mr. David Clifford

My telephone number is 333-1626

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

Helm - comment?

Mike
I passed my oc to
Kevin Powers

Maryland Department of Transportation
State Highway Administration

O. James Lighthizer
Secretary
Hal Kassoff
Administrator

RECEIVED
JUN 4 1993
HIGHWAY INFORMATION
SERVICES DIVISION

MEMORANDUM

TO: John T. Neukam, Chief
Highway Information

FROM: Kurt Oelmann, Chief
Easement and Road Conveyance Section

DATE: June 3, 1993

SUBJECT: Road Transfer - Old Stage Road
Anne Arundel County, Maryland

Although there is no transfer agreement in this case, circumstances mandate that the road be conveyed by deed. Therefore, I am in the process of preparing the deed without an agreement being signed.

Old Stage Road is listed on the Data Base as county ~~3861~~ Route 861.

By: Vincent Petrella
Vincent Petrella
Right of Way Coordinator

KO:VP:cej

cc: Jim Helm

Old Stage Rd - from Road end to a point approx. 0.26 mile north.

- was old section of Crain Hwy, MD 3 Business until relocation around 1979 due to Contract # AA-779-3-571

Helm - comment?

Maryland Department of Transportation
State Highway Administration

O. James Lighthizer
Secretary

Hal Kassoff
Administrator

Mike
I passed my oc to
Kevin Powers

RECEIVED

JUN 4 1993

HIGHWAY INFORMATION
SERVICES DIVISION

MEMORANDUM

TO: John T. Neukam, Chief
Highway Information

FROM: Kurt Oelmann, Chief
Easement and Road Conveyance Section

DATE: June 3, 1993

SUBJECT: Road Transfer - Old Stage Road
Anne Arundel County, Maryland

Although there is no transfer agreement in this case, circumstances mandate that the road be conveyed by deed. Therefore, I am in the process of preparing the deed without an agreement being signed.

Old Stage Road is listed on the Data Base as county ~~3861~~ Route 861.

By: Vincent Petrella
Vincent Petrella
Right of Way Coordinator

KO:VP:cej

cc: Jim Helm

My telephone number is 333-1626

Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro - 565-0451 D.C. Metro - 1-800-492-5062 Statewide Toll Free
707 North Calvert St., Baltimore, Maryland 21203-0717

MEMORANDUM OF ACTION OF STATE HIGHWAY ADMINISTRATOR, HAL KASSOFF
MONDAY, JANUARY 11, 1993
* * * * * *

Administrator Kassoff executed the following deed, on January 11, 1993, which was previously approved as to form and legal sufficiency by the Office of the Assistant Attorney General, by which the Administration conveys, subject to approval of the Board of Public Works of Maryland, unto the grantee named, the parcel of land as indicated and as more fully described in the deed:

Grantee	Conveyance	In Accordance With
Maryland Environmental Trust	Within the conservation easement consists of 16.7 acres ± , and is located on the southside of US Rtes. 50/301, John Hanson Highway and the northside of Weems Creek, between Admiral Drive and MD Rte. 70, Rowe Blvd., Annapolis, Anne Arundel County. AA-263-001-515 Item No. 24107	COMAR 16.02.02 and Section S10-305 of the Finance Procurement Article of the Annotated Code of Maryland

RPG/sjc

cc: Ms. E. L. Homer
Mr. C. R. Olsen
Mr. C. J. Stickles (deed w/attachments)
Mr. P. J. Wiedefeld (original w/attachments)
Mr. J. Mahorney
Mr. J. T. Neukam
Mr. E. H. Meehan
SRC-Secretary's File (deed)
SRC-Anne Arundel County File (w/attachments)
Contract No. AA-263-001-515

Helm-Feje

MEMORANDUM OF ACTION OF STATE HIGHWAY ADMINISTRATOR, HAL KASSOFF
THURSDAY, JANUARY 28, 1993
* * * * * *

Administrator Kassoff executed the following deed, on January 28, 1993, which was previously approved as to form and legal sufficiency by the Office of the Assistant Attorney General, by which the Administration conveys, subject to approval of the Board of Public Works of Maryland, unto the grantee named, the parcel of land as indicated and as more fully described in the deed:

Grantee	Conveyance	In Accordance With
Harry Ford II	The property to be conveyed consists of .044 acres ±, located on the eastside of MD Route 2, Solomons Island Road, Mt. Zion, Anne Arundel County. Plat No. 53268	Transportation Article, Section 8-309, of the Annotated Code of Maryland.

RPG/sjc

cc: Ms. E. L. Homer
Mr. C. R. Olsen
Mr. C. J. Stickles (deed w/attachments)
Mr. P. J. Wiedefeld (original w/attachments)
Mr. J. Mahorney
Mr. J. T. Neukam
Mr. E. H. Meehan
SRC-Secretary's File (deed)
SRC-Anne Arundel County File (w/attachments)
Plat No. 53268

MEMORANDUM OF ACTION OF STATE HIGHWAY ADMINISTRATOR, HAL KASSOFF
WEDNESDAY, OCTOBER 28, 1992

* * * * *

Administrator Kassoff executed the following deed on October 28, 1992, which was previously approved as to form and legal sufficiency by the Office of Assistant Attorney General, by which the Administration conveys, Subject to approval of the Board of Public Works of Maryland, unto the grantee named, the parcel of land as indicated, and more fully described in the deed:

GRANTEE	CONVEYANCE	IN ACCORDANCE WITH
Anne Arundel County, Maryland	MD Rte. 915-B(Marley Station Rd) from 0.06 mile ± south of Allan Ave. to 0.11 ± north of Gerald Drive, excluding the bridge (#2171) carrying Marley Station Rd over Md Rte. 10, a total distance of 0.36 mile ±. MD Rte.915-C (Relocated Cooper Rd) from Marley Station Rd(Co.780)south to Scott Ave(Co. 777),a total distance of 0.20 mile ±. File No.: 72359-	Transportation Article Section 8-309.

Transfer letter 8-16-90

cc: Ms. E. L. Homer
Mr. C. R. Olsen
Mr. C. J. Stickles (attachments)
Mr. T. G. Heimiller
Mr. J. T. Neukam
Mr. K. Olemann
Mr. W. Wilkerson
Mr. P. J. Weidefeld (deed & attachments)
Mr. R. M. Pontier
Mr. E. H. Meehan
S.R.C. Secretary's File (w/signed copy of deed)
S.R.C. Anne Arundel County File (w/ attachments)

APPROVED BY BPW
11/18/92

MEMORANDUM OF ACTION OF ADMINISTRATOR HAL KASSOFF
WEDNESDAY, OCTOBER 22, 1992
* * * *

Administrator Kassoff executed the following deed, on October 22, 1992, which was previously approved as to form and legal sufficiency by the Office of the Assistant Attorney General, by which the Administration conveys, subject to approval of the Board of Public works of Maryland, unto the grantee named, the parcel of land as indicted and as more fully described in the deed:

Grantees	Conveyance	In Accordance With:
Anne Arundel County, Maryland	MD 930V (Winchester± Road) from Summers Run(Co. 4315) southerly to MD 450, excluding the bridge (#2008) carrying the ramp from southbound Md 2 to westbound US 50/301,the bridge (#2039) carrying mainline US 50/301,and the bridge (#2009) carrying the ramp from eastbound US 50/301 to northbound MD 2 and southbound MD 450, a total distance of 0.47± miles. Also, conveyed by this instrument is former MD 786D(Service Road) from MD 930V westerly to road end, a total distance of 0.57± miles. Item No.: 72359-M(Winchester Rd.) 72359-L(former 786B,Service Rd.)	Transportation Article 8-304

Transfer Letter 6-22-88

RPG/sjc

Copy: Ms. E. L. Homer
Mr. C. R. Olsen
Mr. C. Stickles (w/ correspondence & deed)
Mr. P. J. Weidefeld
Mr. E. H. Meehan
Mr. J. Mahorney
Mr. J. T. Neukam
Mr. J. Cortezi (2 copies)
Mr. W. Wilkerson
Secretary's File (c/ deed)
SHA-Anne Arundel County File (w/ correspondence)

APPROVED BY BPW
11/18/92

MEMORANDUM OF ACTION OF DIRECTOR NEIL J. PEDERSEN
OFFICE OF PLANNING AND PRELIMINARY ENGINEERING

August 25, 1992

Director Pedersen, Office of Planning and Preliminary Engineering executed a road transfer agreement effective August 21. 1992, between the State Highway Administration and Anne Arundel County relative to the transfer of the following described sections of highway and subject to the conditions more fully set forth in the agreement.

State Highway Administration to Anne Arundel County

MD 912C (Hall Brown Road) from Crownsville Road westerly to cul-de-sac, a total distance of 0.32± miles. Co 5468

MD 912D (Hawkins Road) from 0.15± miles south of I-97 to 0.17± miles north of I-97, including minor surface maintenance to structure #2154 carrying Hawkins Road over I-97, a total distance of 0.32± miles. Co 2620

MD 912F (Bacon Ridge Road) from Waterbury Road southerly to end of construction, a total distance of 0.05± miles. Co 1220

MD 912G (Waterbury Road, also known as Waverly Road) from Hoppa Road easterly to approximately 0.15± miles west of Baltimore Hill Road, including minor surface maintenance to structure #2149 carrying Waterbury Road over I-97, a total distance of 0.40± miles. Co 1219

MD 912I (Cecil Avenue), a cul-de-sac at the north end of road, a total distance of 0.05± miles. Co 1208

Crownsville Road, from Chesterfield Road northerly to 0.01± miles north of Hall Brown Road, a total distance of 0.18± miles. Co 2619

Genco Lane, from Waterbury Road southerly to end of construction, a total distance of 0.02± miles. Co 5502

Said agreement had previously been executed by the appropriate county officials and approved as to form and legal sufficiency by Assistant Attorney General Edward S. Harris.

A map indicating the roads being transferred is attached.

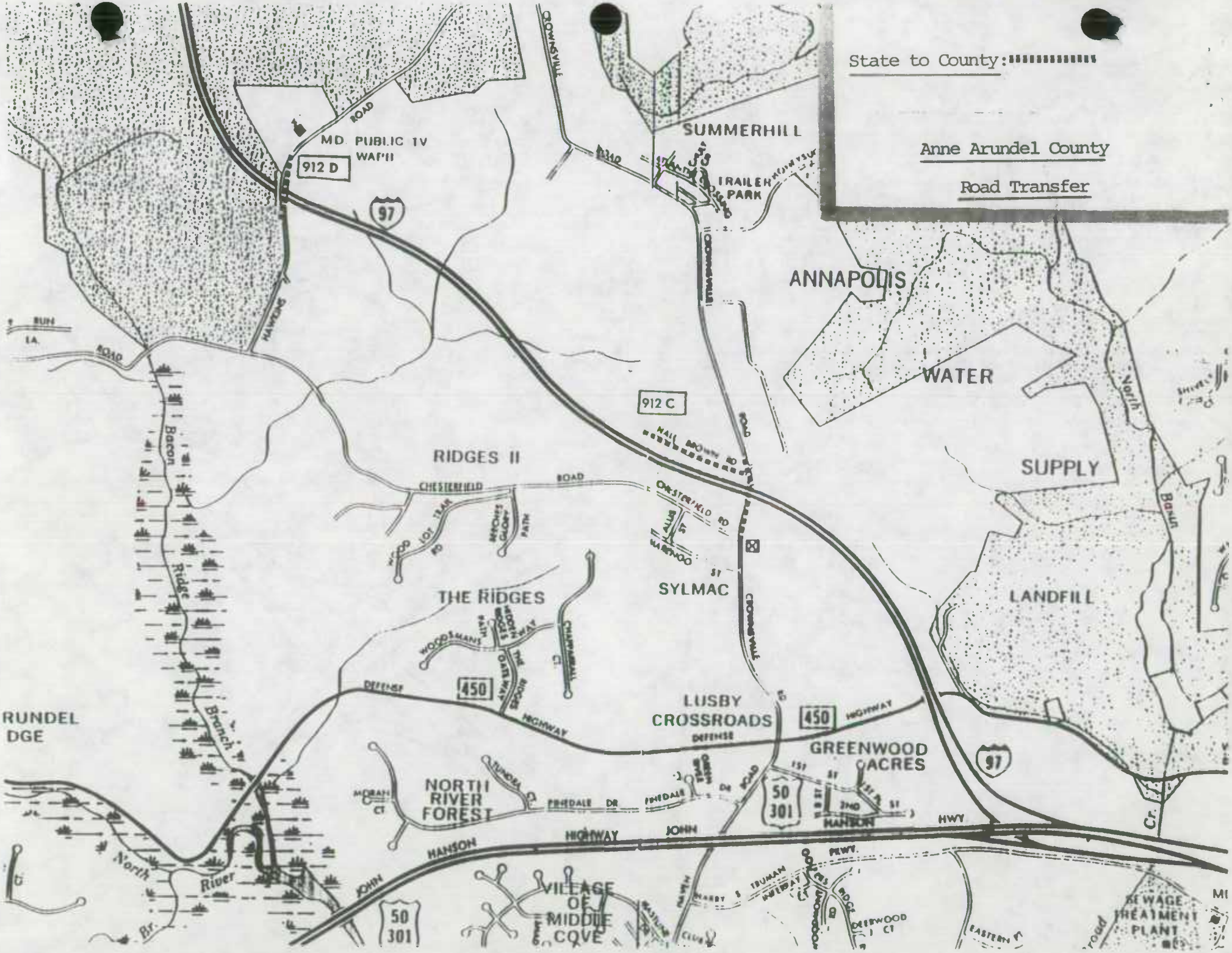
JH:jel

Distribution List

cc: Mr. M. R. Baxter
Mr. D. A. Bochenek
Mr. W. E. Brauer III
Mr. J. D. Bruck
Mr. A. M. Capizzi
Mr. D. A. Clifford
Mr. J. M. Contestabile
Mr. G. A. Courtney
Mr. R. L. Daff, Sr.
Mr. R. D. Douglass
Mr. L. H. Ege, Jr.
Mr. R. J. Finck
Mr. E. S. Freedman
Mr. T. Hicks
Mr. E. L. Hodshon
Ms. E. Homer
Mr. R. E. Hutzler
Mr. G. S. Jannetti
Mr. H. Kassoff
Mr. J. Kelly
Mr. R. A. Kochen
Mr. J. S. Koehn
Mr. J. O. Leyhe
Mr. R. Lipps
Mr. E. H. Meehan
Mr. J. Miller
Mr. M. R. Murray
Mr. J. T. Neukam
Mr. K. F. Oelmann
Mr. C. R. Olsen
Mr. N. J. Pedersen
Mr. P E. Perkins
Mr. L. Schultz
Mr. K. G. Shelton
Mr. P. Stout
Ms. D. J. Strausser
Mr. J. E. Thompson
Secretary's File

Director of Public Works,
Anne Arundel County

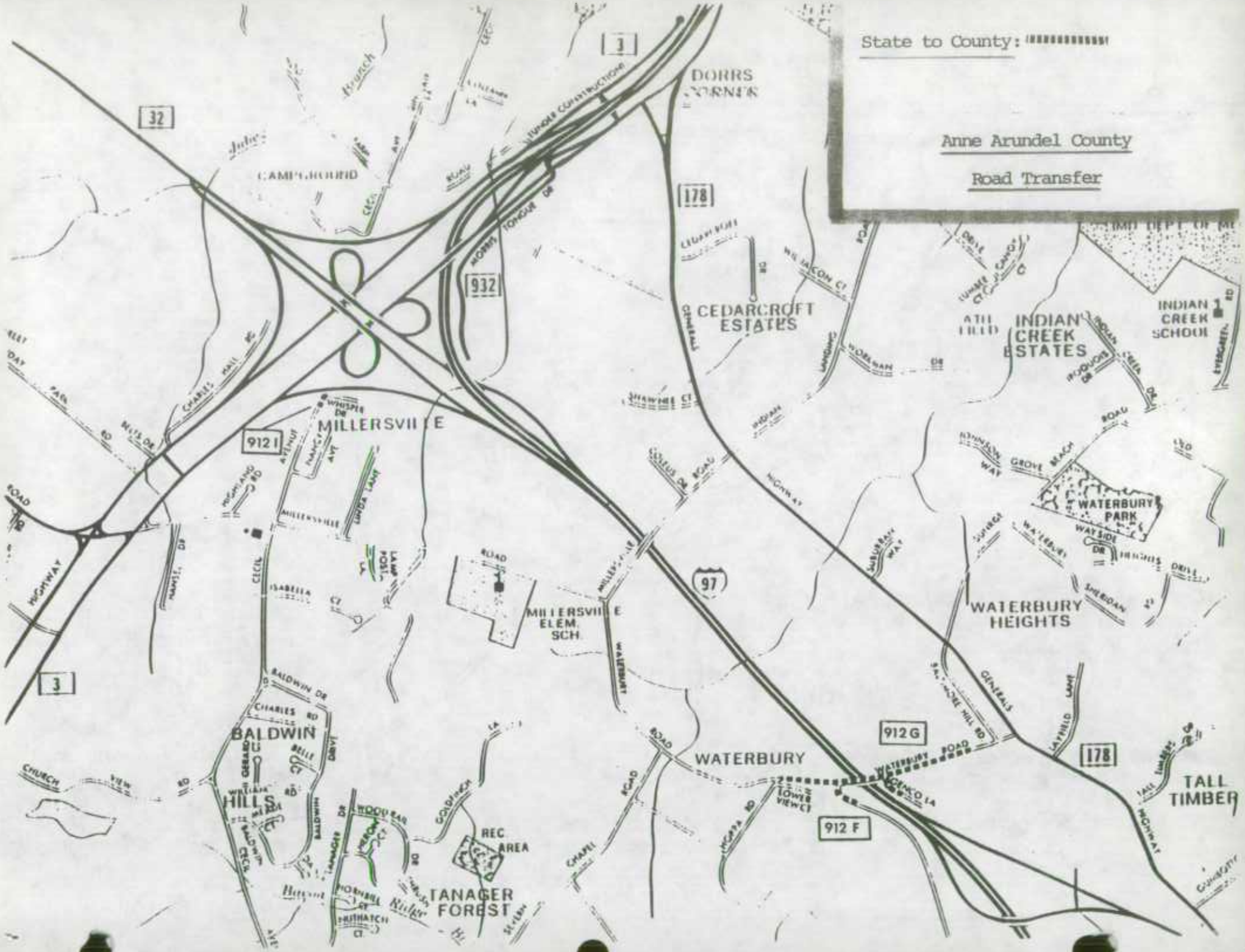
Planning & Zoning Officer,
Anne Arundel County


State to County:
Anne Arundel County
Road Transfer
SUMMERHILL
TRAILER PARK
MD. PUBLIC TV WAPII
912 D
97
ANNAPOLIS
WATER
SUPPLY
LANDFILL
912 C
RIDGES II
CHESTERFIELD ROAD
THE RIDGES
SYLMAC
450
LUSBY CROSSROADS
GREENWOOD ACRES
NORTH RIVER FOREST
50
301
VILLAGE OF MIDDLE COVE
RUNDEL DGE
Bacon Ridge Branch
North River
SEWAGE TREATMENT PLANT

State to County:

Anne Arundel County

Road Transfer



Maryland Department of Transportation
State Highway Administration

O. James Lighthizer
Secretary

Hal Kassoff
Administrator

MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
138 DEFENSE HIGHWAY
ANNAPOLIS, MARYLAND 21401

June 25, 1992

Mr. Scott Donaldson, Agent
Right of Way Services
Anne Arundel County
1 Harry S. Truman Parkway
Annapolis, Maryland 21401

RE: Road Transfer Agreement
MD 912C, MD 912D, MD 912F, MD 912G and MD 912I

Dear Mr. Donaldson:

Attached, as requested, are two original revised copies of page 3 of the subject road transfer agreement. The original agreement was submitted to Mr. Parker Andrews by cover letter dated August 28, 1991 (copy attached). Please insert the revised page 3 in the original agreement and have the appropriate County officials sign and return to this office for further processing.

If you have any questions, please give me a call. Thank you for your assistance in this matter.

Sincerely,

Edward H. Meehan
District Engineer

/lbh

Attachments
cc: Mr. R. E. Hutzler w/encl.
Mr. J. T. Neukam

My telephone number is (410) 841-5450

Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro - 565-0451 D.C. Metro - 1-800-492-5062 Statewide Toll Free
707 North Calvert St., Baltimore, Maryland 21203-0717

Maryland Department of Transportation
State Highway Administration

O. James Lighthizer
Secretary
Hal Kassoff
Administrator

RECEIVED
JUN 15 1992
HIGHWAY INFORMATION
SERVICES DIVISION

June 12, 1992

RE: Road Conveyance from State Highway Administration to Anne Arundel County Route MD Route 932 A (~~Norris~~ MORRIS Tongue Drive) from MD Route 3 (NBL) southerly to road end, a total distance of 0.58 mile ±
File No.: 72359-E

Mr. John Dietterick, Chief
Right of Way Services for
Anne Arundel County
1 Harry S. Truman Parkway
Annapolis, Maryland 21401

Dear Mr. Dietterick:

Attached Road Conveyance Deed executed by the State Highway Administration and the Board of Public Works dated May 13, 1992 conveys above referenced road to Anne Arundel County, Maryland according to terms and conditions of Agreement dated July 30, 1990, between the State Highway Administration and Anne Arundel County.

After you have recorded the deed among the Land Records, kindly furnish us with the recordation information.

By copy of this letter our Records and Research Section, I am requesting Mr. David Clifford to note the proposed conveyance on the pertinent plats.

Sincerely,

Kurt Oelmann, Manager
Government, Railroad, Utility and
Road Conveyance Office

BY: James Nelson
James Nelson
Real Estate Coordinator

KO:JN:pvm
Enclosure: Deed
cc: Edward Meehan
J. T. Neukam
D. A. Clifford

My telephone number is 333-1650

Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro - 565-0451 D.C. Metro - 1-800-492-5062 Statewide Toll Free
707 North Calvert St., Baltimore, Maryland 21203-0717

MEMORANDUM OF ACTION OF ADMINISTRATOR HAL KASSOFF
TUESDAY, FEBRUARY 25, 1992
* * * *

Administrator Kassoff executed the following deed, on February 25, 1992, which was previously approved as to form and legal sufficiency by the Office of the Assistant Attorney General, by which the Administration conveys, subject to approval of the Board of Public Works of Maryland, unto the grantee named, the parcel of land as indicated and as more fully described in the deed:

Grantee	Conveyance	In Accordance With
Anne Arundel County, Maryland	Of State Roads to Anne Arundel County, Maryland MD Rte. 645-A, 989, 932, 711A, 778C, 778A and 778K Item No.:72359-A Anne Arundel County	Authorized transfer agreement signed November 8, 1985 Legal authority for Road Conveyances is found in the Transportation Article Section 8-304

See 2-21-8C memo

WS/RF/gsd
Copy: Ms. E. L. Homer
Mr. C. R. Olsen
Mr. C. Stickles (w/ correspondence & deed)
Mr. Paul Wiedefeld (w/ original deed)
Mr. E. H. Meehan
Mr. K. Oelmann
Mr. J. T. Neukam
SRC-Secretary's File (w/ deed)
SRC-Anne Arundel County File (w/ correspondence)

MEMORANDUM OF ACTION OF DIRECTOR NEIL J. PEDERSEN
OFFICE OF PLANNING AND PRELIMINARY ENGINEERING

November 15, 1991

This is an ADDENDUM to the Memorandum of Action issued by this office on July 21, 1988 concerning the transfer of several roadways from the State Highway Administration to Anne Arundel County.

The construction of IS 97 under contracts AA-132-502-572, AA-132-503-572, and AA-937-505-572 has been completed and accepted for maintenance by the State Highway Administration.

In accordance with the special provisions of the road transfer agreement dated July 21, 1988, the following roadways are hereby formally transferred to and become the maintenance responsibility of Anne Arundel County, effective October 24, 1991:

MD 3 from 0.03± miles south of MD 178 northerly to MD 3B, excluding bridge No. 2066 carrying MD 3 over Severn Run, a total distance of 4.30± miles Co. 5461

MD 997A from New Cut Road southerly to road end south of Oakdale Circle, a total distance of 1.30± miles Co. 5458

MD 997B from road end north of Benfield Boulevard extended southerly to Dicus Mill Road, a total distance of 1.55± miles Co. 5459

MD 997C (Old MD 3 southbound) from road end north of Hog Farm Road southerly to existing MD 3, a total distance of 0.52± miles Co. 5460

The transfer of said roads is made on an as-is basis which pertains to the existing rights of way and the existing condition of the roads involved including all appurtenances, with the exception of the bridge (#2066) carrying MD 3 over Severn Run.

The County will perform, at its sole expense, all minor surface repairs, lane striping and snow removal on the bridge set forth above.

The bridge set forth above shall remain under the jurisdiction of the SHA. However, if and when the SHA replaces or reconstructs the existing structure, the County has agreed to accept full ownership and maintenance responsibility of the replacement structure upon the completion of said work and its acceptance by the SHA.

cc: See Distribution List

Distribution List

Mr. H. Kassoff
Ms. E. L. Homer
Mr. R. Olsen
Mr. J. M. Welsh
Mr. R. D. Douglass
Mr. N. J. Pedersen
Mr. E. S. Freedman
Mr. T. Hicks
Mr. R. J. Finck
Mr. L. Ege, Jr.
Secretary's File
Mr. E. H. Meehan
Mr. E. L. Hodshon
Mr. R. E. Hutlzer
Ms. S. K. Bauer
Mr. J. T. Neukam
Mr. J. D. Bruck
Mr. R. C. Davison
Ms. D. J. Strausser
Mr. W. E. Ensor
Mr. J. Miller
Mr. D. A. Clifford
Mr. J. Contestabile

Mr. A. M. Capizzi
Mr. R. Lipps
Mr. R. L. Daff, Sr.
Mr. D. A. Bochenek
Mr. M. R. Baxter
Mr. E. T. Paulis, Jr.
Mr. P. E. Perkins
Mr. R. C. Pazourek
Mr. P. Stout
Mr. J. S. Koehn
Mr. J. Shea
Mr. R. A. Kochen
Mr. K. Oelmann
Mr. G. S. Jannetti
Mr. J. Thompson
Mr. L. Schultz

Director of Public Works,
Anne Arundel County
Planning & Zoning Officer,
Anne Arundel County

MEMORANDUM OF ACTION OF STATE HIGHWAY ADMINISTRATOR, HAL KASSOFF
WEDNESDAY, MAY 29, 1991
* * * * *

Administrator Kassoff executed the following deed on May 29, 1991 which was previously approved as to form and legal sufficiency by the Office of Assistant Attorney General, by which the Administration conveys, subject to approval of the Board of Public Works of Maryland, unto the, grantees named, the parcel of land as indicated, and more fully described in the deed:

GRANTEES	CONVEYANCE	IN ACCORDANCE WITH
Anne Arundel County	1,715 sq.ft.± in fee and 1,834 sq.ft.± of revertible easement and 197 sq.ft.± of temporary easement in Anne Arundel County. Item Nos. 62896 & 62902	This action fulfills the request of Anne Arundel County to convey this land for the widening of Bestgate Road. The consideration of $27,000 is equal to the appraised value.

cc: Mrs. E.L. Homer
Mr. C. W. Stickles
Mr. R. A. Conway
Mr. J. F. Mahorney (2)
Mr. J. T. Neukam
Secretary's File
ANNE ARUNDEL COUNTY FILE

IS 68 now IS 595

HDA-MD

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20590

1990

OFFICE OF
THE ADMINISTRATOR

May 17, 1989

IN REPLY REFER TO:

Mr. Francis B. Francois
Executive Director
American Association of State Highway
and Transportation Officials
Washington, D.C. 20001

HPN-12

Dear Mr. Francois:

In response to your May 2 letter, the following are the Federal Highway Administration's (FHWA's) comments on Interstate route number changes in several States.

Alabama - Elimination of Interstate Route Number 210

Concur.

We note that the elimination of the I-210 route number was approved by the FHWA on April 19. The approval was in conjunction with a revision decreasing the length of I-210 that previously connected I-10 to I-65. The remaining route segment only connects with I-65. Therefore, the I-210 designation is no longer appropriate for the remaining spur route.

Alabama - Establishment of Interstate Route Number 165

Concur.

When the I-210 route number was approved for elimination on April 19, the FHWA also approved the assignment of I-165 to the remaining length. It is now a spur route that connects to I-65. The three-digit number is appropriate.

Indiana - Establishment of Interstate Route Number 469

Concur, subject to FHWA approval as a part of the Interstate System.

The proposed I-469 bypass route around Fort Wayne is not presently on the approved Interstate System. The State is in the process of preparing a submission for the FHWA's action. If it is approved by FHWA as an Interstate System addition, we would not object to the I-469 number.

Maryland - Elimination of Interstate Route Number 68 (segment between I-95, Washington, D.C., and MD 70, Annapolis)

Concur.

We note the FHWA previously concurred in the I-68 route number on June 18, 1982. The State now wishes to revise the number to I-595. The route functions as a spur route from I-95 east of Washington, D.C., to MD 70 north of Annapolis, Maryland. A three-digit spur route designation would be appropriate. Also, the States of Maryland and West Virginia plan to reassign the I-68 number to a segment of US 48 between I-70, Hancock, Maryland, and I-79, Morgantown, West Virginia.

Maryland - Establishment of Interstate Route Number 595 (segment between I-95, Washington, D.C., and MD 70, Annapolis)

Concur.

The establishment of I-595 is in conjunction with the elimination of the I-68 designation on this route segment discussed above.

Maryland - Establishment of Interstate Route Number 68 (segment between I-70, Hancock, and West Virginia State line)

Concur, subject to FHWA approval as part of the Interstate System.

The proposed I-68 route between I-70, Hancock, Maryland, and the West Virginia State line is not presently on the Interstate System.

The State is in the process of preparing a submission for FHWA's action. If it is approved by FHWA as an Interstate System addition, we would not object to the I-68 number. West Virginia is also preparing a similar submission for FHWA's action on the segment of proposed I-68 in West Virginia between I-79, Morgantown, and the Maryland State line. The segment in West Virginia is discussed below.

Massachusetts - Relocation of Interstate Route Number 95

Concur.

We note this request is to document the routing of I-95 through the complex interchange area in Peabody involving US 1 and SR 128. The interchange was previously approved by the FHWA and we agree with the State's routing.

West Virginia - Establishment of Interstate Route Number 68

Concur, subject to FHWA approval as part of the Interstate System.

The proposed I-68 route between I-79, Morgantown, and the Maryland State line is not presently on the Interstate System. The State is in the process of preparing a submission for FHWA action. As noted above, Maryland is also preparing a submission for the connecting segment of proposed I-68 in Maryland. If both segments are approved by the FHWA as Interstate System additions, we would not object to the I-68 number.

We appreciate the opportunity to express our comments and hope they will be helpful to the Route Numbering Committee in its deliberations. Please advise us of the actions taken by the Committee.

Sincerely yours,

R. D. Morgan
Executive Director

Mike Barter

ANNE ARUNDEL COUNTY

Annapolis, Maryland

RECEIVED

MAR 25 1991

HIGHWAY INFORMATION SERVICES DIVISION

INTER-OFFICE CORRESPONDENCE

20 MARCH 91

TO: James Schroll, Traffic Engineering Division, Department of Public Works

FROM: Horace R. Scott, Building I.D. and Street Naming Section, Office of Planning and Zoning

SUBJECT: STREET NAME DETERMINATION

EAST ORDNANCE ROAD*

Pursuant to Section 13-200 of the Anne Arundel County Code, the following street name(s) are setforth as contained in the records of the Office of Planning and Zoning

EAST ORDNANCE ROAD

at its intersection with RITCHIE HIGHWAY.

Please post accordingly.

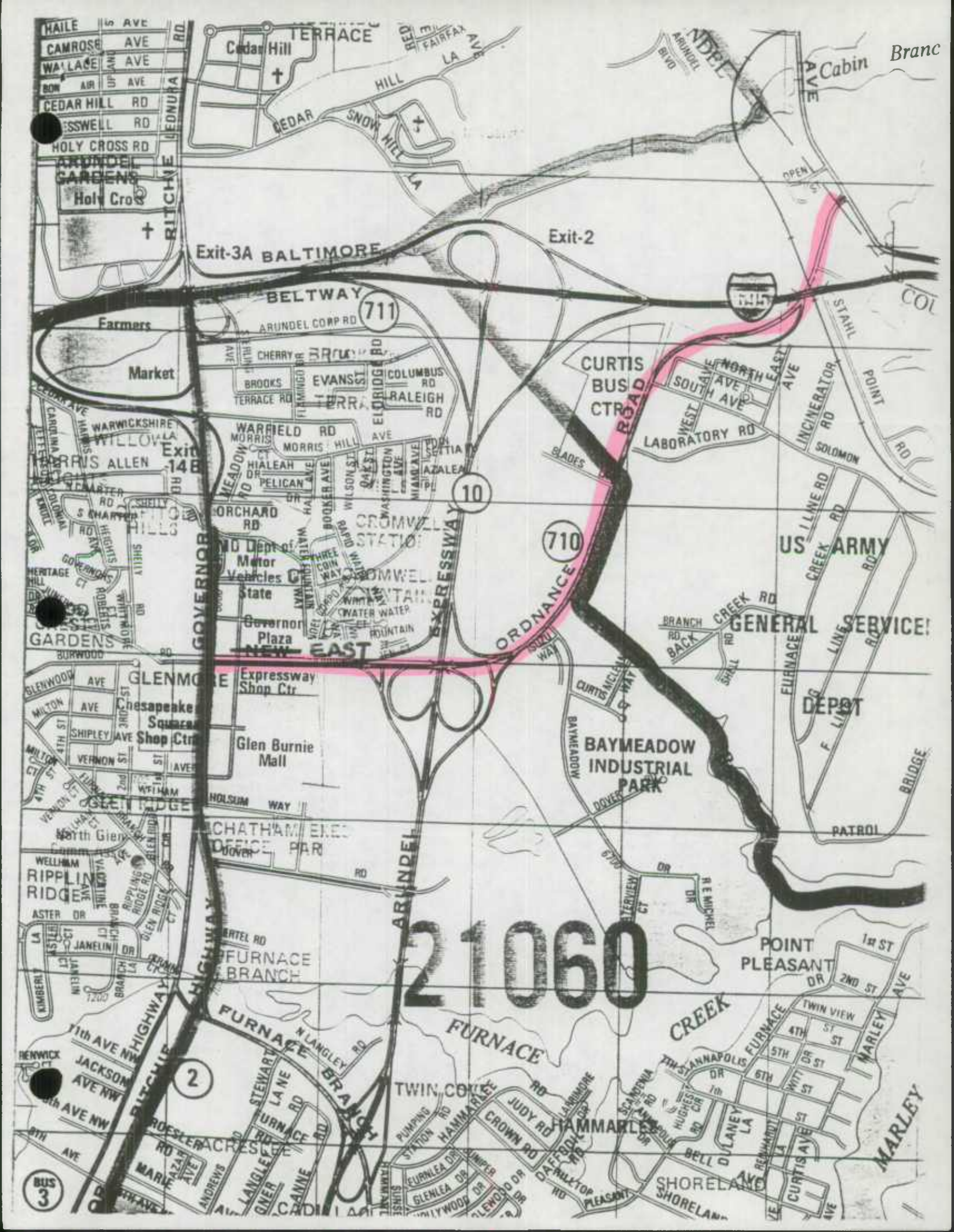
Alexandria Map: Page 3 Grid B-10
200' Scale Map P-5
Tax Map 5 Block

* IN PLACE OF NEW ORDNANCE ROAD

Horace R. Scott
Office of Planning and Zoning

HRS/mc

cc: Central District Fire and Police Headquarters, United Postal Service, BG&E Company, C&P Telephone, Stewart Directories, Alexandria Drafting Company, Assessment Division and Mapping Section, Planning and Zoning Permits Section, Election Supervisor, A. A. Co. Transit Association, Road Operations, Right-of-Way Division, Dept. of Public Works Drafting Section, State Highway Adm., Recreation and Parks, Health Department and Board of Education.


21060
Exit-3A BALTIMORE
Exit-2
BELTWAY
711
710
10
Farmers
Market
Cedar Hill
TERRACE
CEDAR HILL RD
HOLY CROSS RD
ARUNDEL GARDENS
Holy Cross
Exit 14B
GOVERNOR
EXPRESSWAY
NEW EAST
ORDNANCE
ROAD
CURTIS BUS CTR
LABORATORY RD
US ARMY
GENERAL SERVICES
DEPOT
BAYMEADOW INDUSTRIAL PARK
MD Dept of Motor Vehicles
State
Governor Plaza
Expressway Shop Ctr
Chesapeake Square Shop Ctr
Glen Burnie Mall
GLENMORE
GLEN RIDGE
RIPPLING RIDGE
FURNACE BRANCH
FURNACE CREEK
TWIN COVE
HAMMARLEY
POINT PLEASANT
SHORELAND
MARLEY
CRESTWOOD
CADILLAC
BUS 3

MEMORANDUM OF ACTION OF DIRECTOR NEIL J. PEDERSEN
OFFICE OF PLANNING AND PRELIMINARY ENGINEERING

August 24, 1990

Director Pedersen, Office of Planning and Preliminary Engineering executed a road transfer agreement effective July 30, 1990 between the State Highway Administration and Anne Arundel County relative to the transfer of the following described sections of highway and subject to the conditions more fully set forth in the agreement.

State Highway Administration to Anne Arundel County

Co 1207 MD 912H (Millersville Road) from 0.13± miles south of I-97 to 0.13± miles north of I-97, including minor surface maintenance to structure #2148 over I-97, for a total distance of 0.27± miles.

6538 MD 932A (Morris Tongue Drive) from MD 3 (northbound lane) southerly to road end, a total distance of 0.58± miles.

This agreement contains special conditions which specify that the State Highway Administration shall retain ownership of the structure #2148 over I-97. Additionally, the County shall be responsible for the minor surface maintenance to the structure, which shall include striping and snow removal.

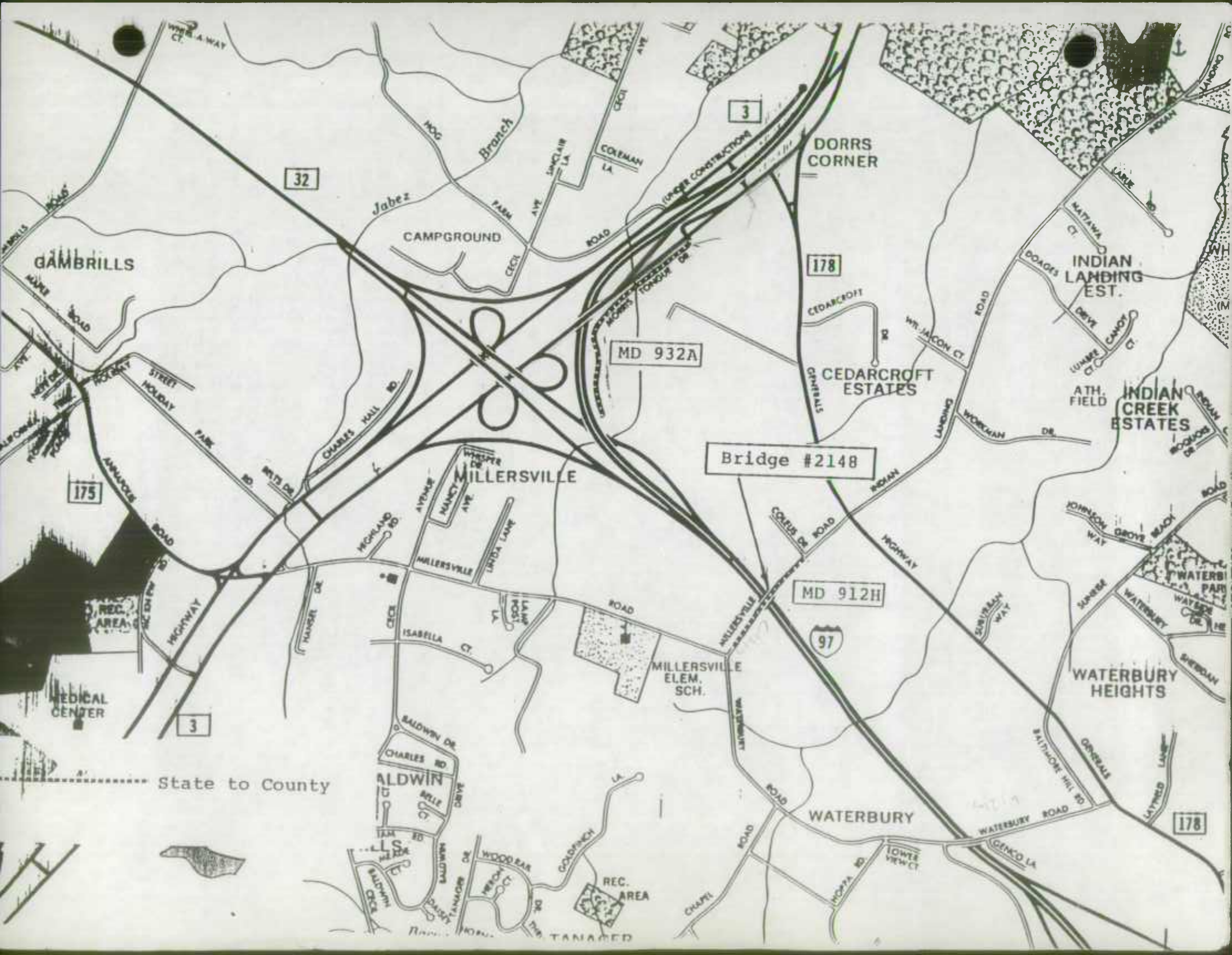
Said agreement had previously been executed by the appropriate county officials and approved as to form and legal sufficiency by Assistant Attorney General Edward S. Harris.

A map indicating the roads being transferred is attached.

JH:jed

cc: Mr. H. Kassoff
Ms. E. Homer
Mr. R. Olsen
Mr. J. M. Welsh
Mr. R. D. Douglass
Mr. N. J. Pedersen
Mr. E. S. Freedman
Mr. T. Hicks
Mr. R. J. Finck
Mr. L. Ege
Secretary's File
Mr. E. H. Meehan
Mr. E. L. Hodshon
Mr. R. E. Hutzler
Mr. S. K. Bauer
Mr. J. T. Neukam
Mr. J. D. Bruck
Mr. R. C. Davison
Ms. D. J. Strausser
Mr. W. E. Ensor
Mr. G. V. Kolberg
Mr. D. A. Clifford
Mr. J. Contestabile
Mr. A. M. Capizzi
Mr. T. Watts
Mr. R. L. Daff, Sr.
Mr. D. A. Bochenek
Mr. M. R. Baxter
Mr. E. T. Paulis, Jr.
Mr. P. E. Perkins
Mr. R. C. Pazourek
Mr. P. Stout
Mr. J. S. Koehn
Mr. J. Shea
Mr. J. Weisner
Mr. K. Oelmann
Mr. W. R. Smith
Mr. J. Thompson
Mr. L. Schultz

Director of Public Works,
Anne Arundel County
Planning & Zoning Officer,
Anne Arundel County


DORRS CORNER
CAMPGROUND
GAMBRILLS
MILLERSVILLE
CEDARCROFT ESTATES
INDIAN LANDING EST.
ATH. FIELD
INDIAN CREEK ESTATES
Bridge #2148
MD 932A
MD 912H
MILLERSVILLE ELEM. SCH.
WATERBURY HEIGHTS
WATERBURY
MEDICAL CENTER
REC. AREA
State to County
32
3
178
175
97

ANNE ARUNDEL COUNTY

Annapolis, Maryland

RECEIVED

Copy - forward to RCD

DEC 11 1990

HIGHWAY INFORMATION SERVICES DIVISION

INTER-OFFICE CORRESPONDENCE

23 OCTOBER 90

TO: James Schroll, Traffic Engineering Division, Department of Public Works

FROM: Horace R. Scott, Building I.D. and Street Naming Section, Office of Planning and Zoning

SUBJECT: STREET NAME DETERMINATION

PINEY ORCHARD PARKWAY

ODENTON 21113

Pursuant to Section 13-200 of the Anne Arundel County Code, the following street name(s) are setforth as contained in the records of the Office of Planning and Zoning

PINEY ORCHARD PARKWAY → 8300

at its intersection with ANNAPOLIS RD (MD. RT. 175) & ODENTON RD..

Please post accordingly.

Alexandria Map: Page 12 Grid J-3

200' Scale Map K-14

Tax Map 21 Block 22

29 5

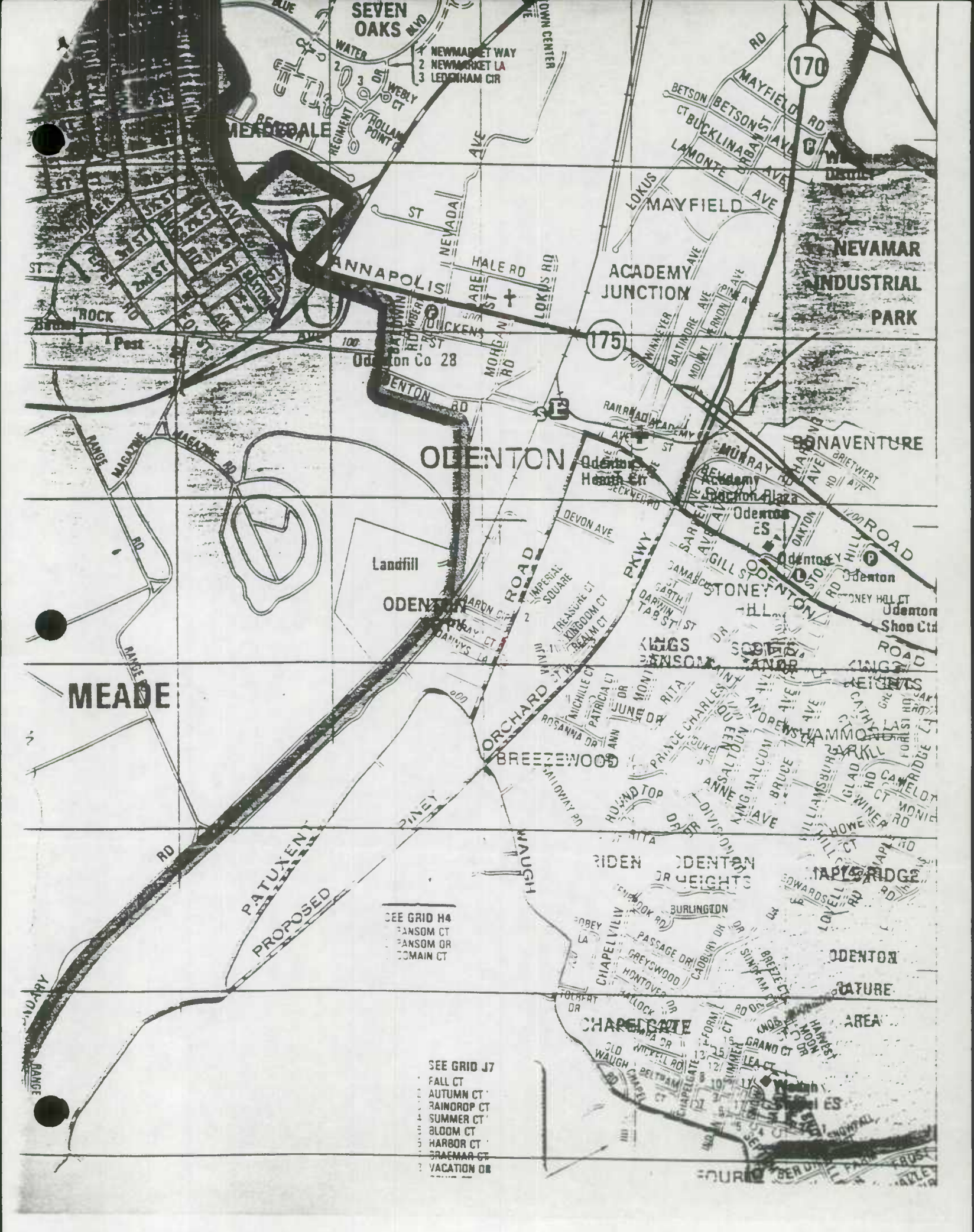
Horace R. Scott

Horace R. Scott

Office of Planning and Zoning

HRS/mc

cc: Central District Fire and Police Headquarters, United Postal Service, BG&E Company, C&P Telephone, Stewart Directories, Alexandria Drafting Company, Assessment Division and Mapping Section, Planning and Zoning Permits Section, Election Supervisor, A. A. Co. Transit Association, Road Operations, Right-of-Way Division, Dept. of Public Works Drafting Section, State Highway Adm., Recreation and Parks, Health Department and Board of Education.


SEVEN OAKS BLVD
1 NEWMARKET WAY
2 NEWMARKET LA
3 LEDGEHAM CIR
MEADOWDALE
MAYFIELD
ACADEMY JUNCTION
NEVAMAR INDUSTRIAL PARK
ANNAPOLIS
Odenton Co 28
ODENTON
Landfill
MEADE
BONAVENTURE
STONEY HILL
ORCHARD
BREEZEWOOD
PATUXENT
PROPOSED
CHAPELGATE
SEE GRID H4
SEE GRID J7

MEMORANDUM OF ACTION OF DIRECTOR NEIL J. PEDERSEN
OFFICE OF PLANNING AND PRELIMINARY ENGINEERING

October 12, 1990

Director Pedersen, Office of Planning and Preliminary Engineering executed a road transfer agreement effective October 12, 1990, between the State Highway Administration and Anne Arundel County relative to the transfer of the following described section of highway and subject to the conditions more fully set forth in the agreement.

State Highway Administration to Anne Arundel County

Co 5361 MD 778 (Old Solomons Island Road) from MD 2 to MD 261, a total distance of 0.80± miles.

Said agreement had previously been executed by the appropriate county officials and approved as to form and legal sufficiency by Assistant Attorney General Edward S. Harris.

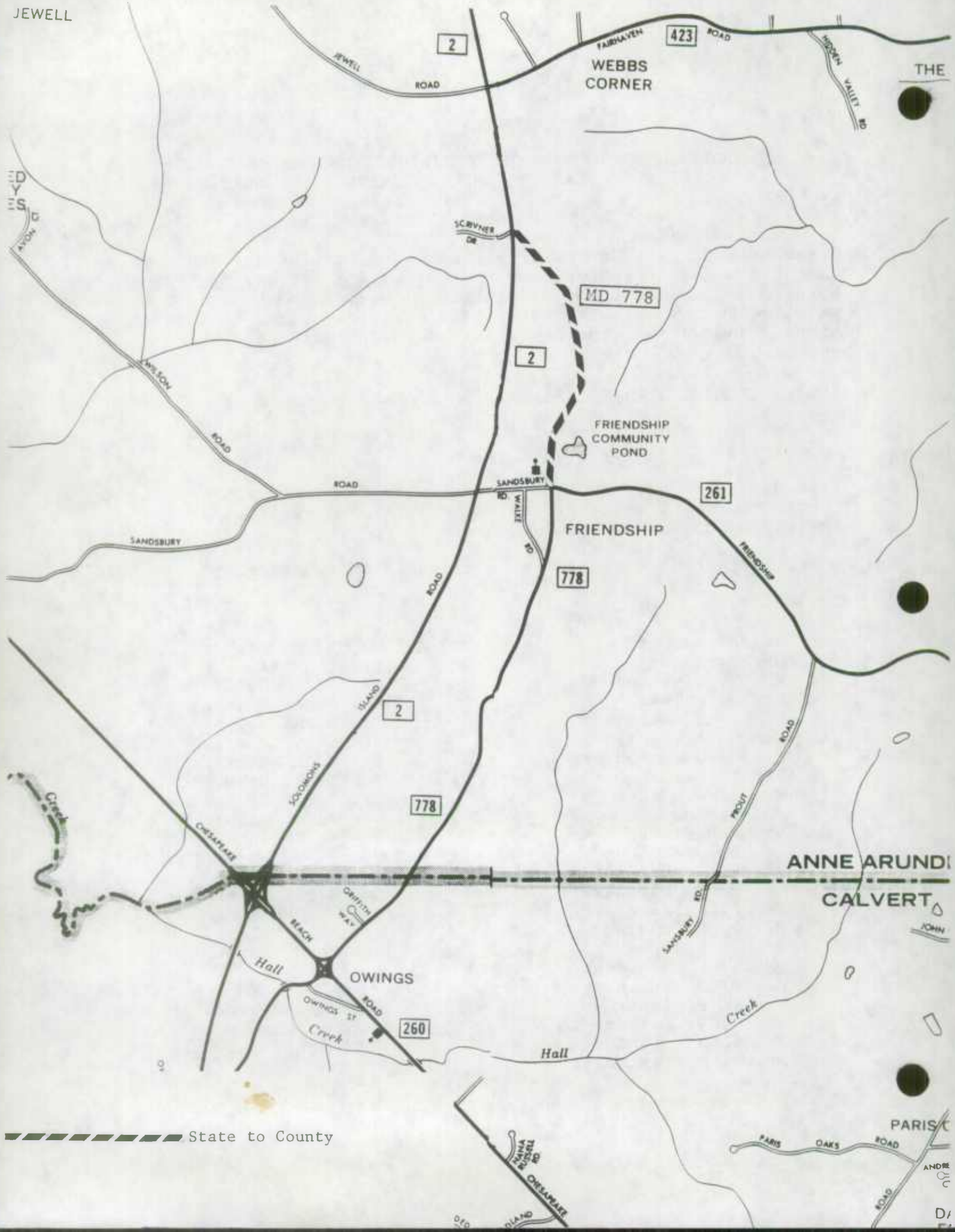
A map indicating the road being transferred is attached.

JH:jed

cc: Mr. H. Kassoff
Ms. E. Homer
Mr. R. Olsen
Mr. J. M. Welsh
Mr. R. D. Douglas
Mr. N. J. Pedersen
Mr. E. S. Freedman
Mr. T. Hicks
Mr. R. J. Finck
Mr. L. Ege
Secretary's File
Mr. E. H. Meehan
Mr. E. L. Hodshon
Mr. R. E. Hutzler
Mr. S. K. Bauer
Mr. J. T. Neukam
Mr. J. D. Bruck
Mr. R. C. Davison
Ms. D. J. Strausser
Mr. W. E. Ensor
Mr. G. V. Kolberg
Mr. D. A. Clifford
Mr. J. Contestabile
Mr. A. M. Capizzi
Mr. T. Watts
Mr. R. L. Daff, Sr.
Mr. D. A. Bochenek
Mr. M. R. Baxter
Mr. E. T. Paulis, Jr.
Mr. P. E. Perkins
Mr. R. C. Pazourek
Mr. P. Stout
Mr. J. S. Koehn
Mr. J. Shea
Mr. J. Weisner
Mr. K. Oelmann
Mr. W. R. Smith
Mr. J. Thompson
Mr. L. Schultz
Mr. P. S. Dorsey

Director of Public Works,
Anne Arundel County
Planning & Zoning Officer,
Anne Arundel County

JEWELL


WEBBS CORNER
THE
MD 778
FRIENDSHIP COMMUNITY POND
FRIENDSHIP
ANNE ARUND
CALVERT
OWINGS
Hall
Creek
PARIS
State to County

MEMORANDUM OF ACTION OF STATE HIGHWAY ADMINISTRATOR HAL KASSOFF

THURSDAY, SEPTEMBER 27, 1990

Administrator Kassoff has rescinded the previous conveyance of a 0.379± A. parcel of land located in Anne-Arundel County, to Liberty Marina Limited Partnership, a Maryland Limited Partnership. This action was taken because the Grantee failed to pay the full consideration of $100,000.

The Board of Public Works is also being asked to rescind their action of October 11, 1989 (Agenda item 8-RP).

CC: Ms. E. L. Homer
Mr. C. R. Olsen
Mr. C. Stickles
Mr. R. A. Conway
Mr. E. A. Meehan
Mr. J. F. Mahorney (2)
√Mr. J. F. Neukam
Secretary's File
SHA- Anne Arundel County File

MEMORANDUM OF ACTION OF DIRECTOR NEIL J. PEDERSEN
OFFICE OF PLANNING AND PRELIMINARY ENGINEERING

August 16, 1990

Director Pedersen, Office of Planning and Preliminary Engineering executed a road transfer agreement effective August 22, 1990, between the State Highway Administration and Anne Arundel County relative to the transfer of the following described sections of highway and subject to the conditions more fully set forth in the agreement.

State Highway Administration to Anne Arundel County

Co 780 MD 915B (Marley Station Road) from o.06± miles south of Allan Avenue to 0.11± miles north of Gerald Drive, excluding the bridge (#2171) carrying Marley Station Road over MD 10, a total distance of 0.36± miles.

Co. 5362 MD 915C (Relocated Cooper Road) from Marley Station Road (Co. 780) south to Scott Avenue (Co. 777), a total distance of 0.20± miles. * was O.P. 4830 before State/County Transfer

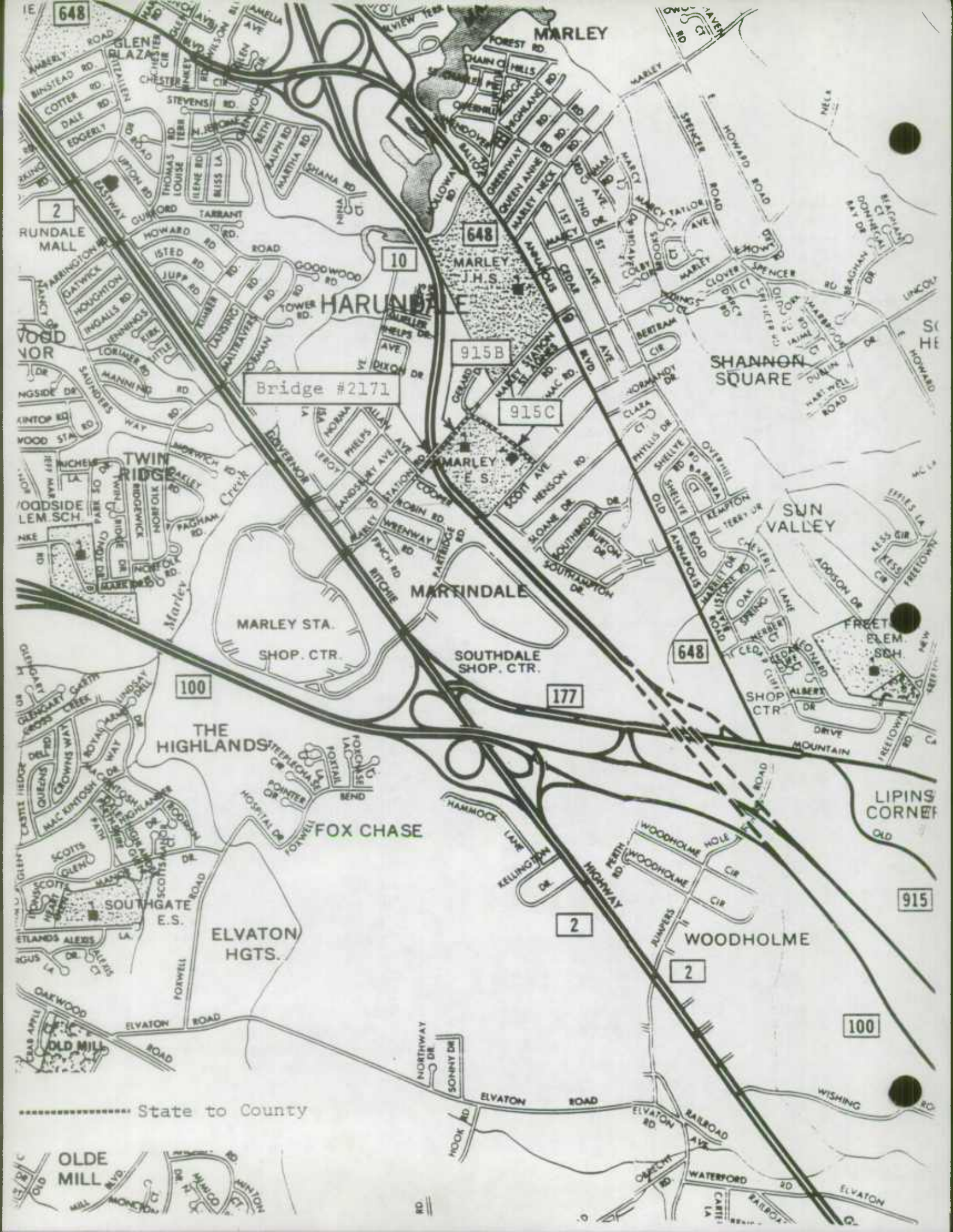
Said agreement had previously been executed by the appropriate county officials and approved as to form and legal sufficiency by Assistant Attorney General Edward S. Harris.

A map indicating the roads being transferred is attached.

JH:jed

cc: Mr. H. Kassoff
Ms. E. Homer
Mr. R. Olsen
Mr. J. M. Welsh
Mr. R. D. Douglas
Mr. N. J. Pedersen
Mr. E. S. Freedman
Mr. T. Hicks
Mr. R. J. Finck
Mr. L. Ege
Secretary's File
Mr. E. H. Meehan
Mr. E. L. Hodshon
Mr. R. E. Hutzler
Mr. S. K. Bauer
Mr. J. T. Neukam
Mr. J. D. Bruck
Mr. R. C. Davison
Ms. D. J. Strausser
Mr. W. E. Ensor
Mr. G. V. Kolberg
Mr. D. A. Clifford
Mr. J. Contestabile
Mr. A. M. Capizzi
Mr. T. Watts
Mr. R. L. Daff, Sr.
Mr. D. A. Bochenek
Mr. M. R. Baxter
Mr. E. T. Paulis, Jr.
Mr. P. E. Perkins
Mr. R. C. Pazourek
Mr. P. Stout
Mr. J. S. Koehn
Mr. J. Shea
Mr. J. Weisner
Mr. K. Oelmann
Mr. W. R. Smith
Mr. J. Thompson
Mr. L. Schultz

Director of Public Works,
Anne Arundel County
Planning & Zoning Officer,
Anne Arundel County


MARLEY
GLEN PLAZA
RUNDALE MALL
MARLEY J.H.S.
HARUNDALE
Bridge #2171
915B
915C
MARLEY E.S.
SHANNON SQUARE
TWIN RIDGE
WOODSIDE ELEM. SCH.
SUN VALLEY
MARTINDALE
MARLEY STA. SHOP. CTR.
SOUTHDALE SHOP. CTR.
FREETOWN ELEM. SCH.
SHOP CTR
THE HIGHLANDS
FOX CHASE
LIPINS CORNER
SOUTHGATE E.S.
ELVATON HGTS.
WOODHOLME
OLD MILL
OLDE MILL
State to County

MEMORANDUM OF ACTION OF DIRECTOR NEIL J. PEDERSEN
OFFICE OF PLANNING AND PRELIMINARY ENGINEERING

August 6, 1990

Director Neil J. Pedersen executed a road transfer agreement effective June 27, 1990, between the State Highway Administration and Anne Arundel County relative to the transfer of the following described sections of highway and subject to the conditions more fully set forth in the agreement.

State Highway Administration to Anne Arundel County

G2 MD 995A (Furnace Avenue) from Elkridge Landing Road westerly to end of state maintenance, a total distance of 0.25± miles.

G4 G5 MD 995B (Elkridge Landing Road) from 0.23± miles south of Furnace Avenue to 0.15± miles north of Furnace Avenue, a total distance of 0.38± miles.

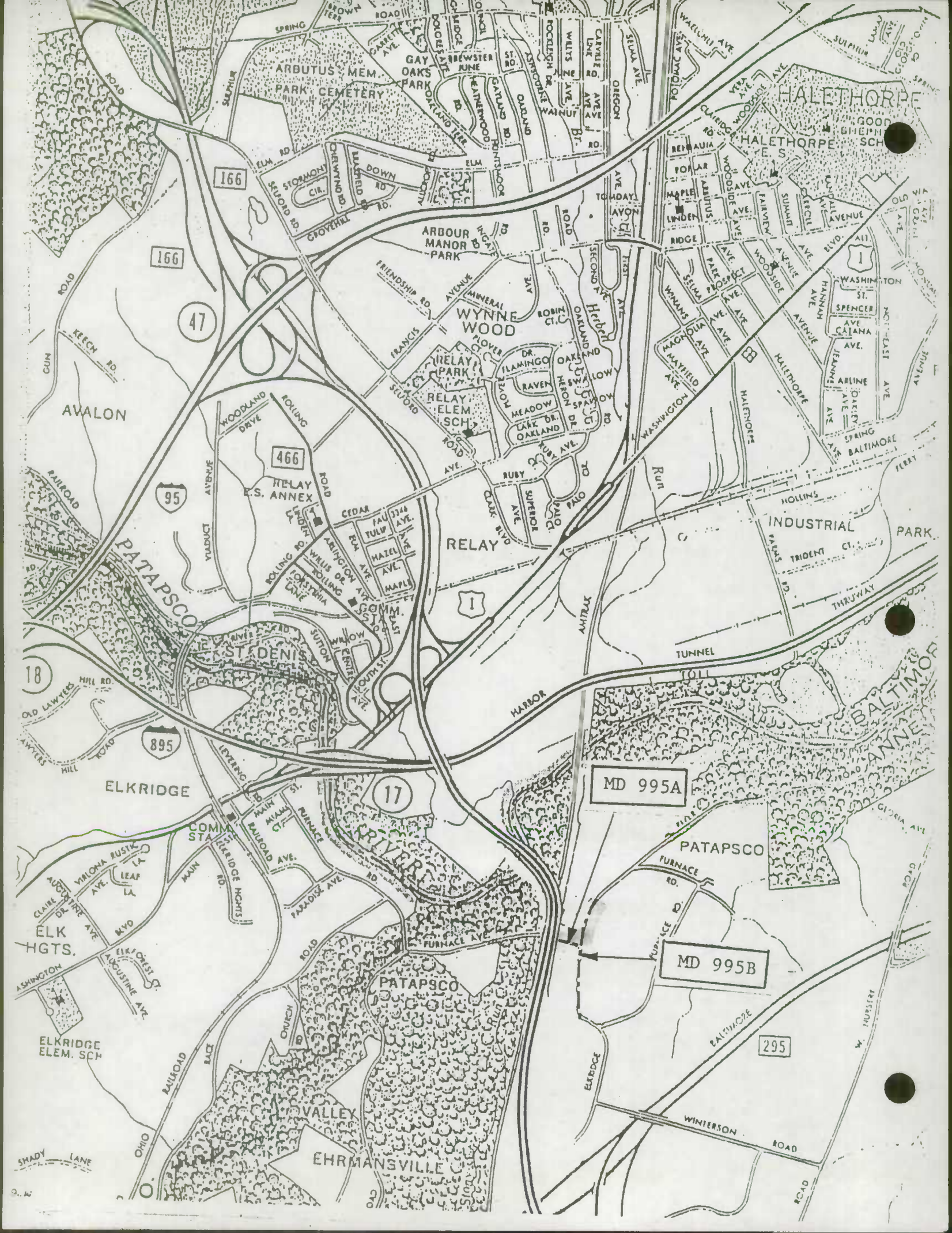
Said agreement had previously been executed by the appropriate county officials and approved as to form and legal sufficiency by Assistant Attorney General Edward S. Harris.

JH:ELD
Attachment

Mr. H. Kassoff
Mr. E. Homer
Mr. C. Olsen
Mr. J. M. Welsh
Mr. R. D. Douglass
Mr. N. J. Pedersen
Mr. E. S. Freedman
Mr. T. Hicks
Mr. R. J. Finck
Mr. L. Ege
Secretary's File
Mr. E. H. Meehan
Mr. E. L. Hodshon
Mr. R. E. Hutlzer
Mr. S. K. Bauer
Mr. J. T. Neukam
Mr. J. D. Bruck
Mr. R. C. Davison
Mr. W. E. Ensor
Mr. G. V. Kolberg
Mr. D. A. Clifford
Mr. J. Contestabile

Mr. A. M. Capizzi
Mr. T. Watts
Mr. R. L. Daff, Sr.
Mr. D. A. Bochenek
Mr. M. R. Baxter
Mr. E. T. Paulis, Jr.
Mr. P. E. Perkins
Mr. R. C. Pazourek
Mr. P. Stout
Mr. J. S. Koehn
Mr. J. Shea
Mr. J. Weisner
Mr. K. Oelmann
Mr. W. R. Smith
Mr. J. Shea
Mr. J. Thompson
Mr. L. Schultz
Ms. D. J. Strausser

Director of Public Works,
Anne Arundel County
Planning & Zoning Officer,
Anne Arundel County


ARBUTUS MEM. PARK CEMETERY
GAY OAKS PARK
HALETHORPE
HALETHORPE E.S.
GOOD SHEPHERD SCH
ARBOUR MANOR PARK
WYNNE WOOD
RELAY PARK
RELAY ELEM. SCH
RELAY E.S. ANNEX
AVALON
PATAPSCO
ST. DENIS
COMM. STA.
RELAY
INDUSTRIAL PARK
TUNNEL TOLL
HARBOR
ELKRIDGE
COMM. STA.
MD 995A
MD 995B
PATAPSCO
ELK HGTS.
ELKRIDGE ELEM. SCH
PATAPSCO
VALLEY
EHRMANSVILLE
BALTIMORE
ANNEX
166
47
466
95
1
18
895
17
295

MEMORANDUM OF ACTION OF ADMINISTRATOR HAL KASSOFF
MONDAY, JULY 16, 1990
* * *

Administrator Kassoff executed the following deed of conveyance, dated July 16, 1990, previously approved as to form and legal sufficiency by the Office of the Assistant Attorney General, by which the Administration conveys, subject to the approval of the Board of Public Works of Maryland, unto the grantee named, the parcel of land as indicated and as more fully described in the attached deed.

Grantee	Conveyance	In Accordance With
State Aviation Administration	4.523± A. of land exchange to Grantee for R/W required for dualization of Poplar Ave. at BWI- northern tip; Proj. AA-442-301-583, Item 78233, Md. Rte. 170 to Md. Rte. 162.	Land Exchange between MDOT Agencies for highway improvement.
State Highway Administration	9.24 ± A. of fee & 4.701± A. of perpetual easement	For improvement to airport road network.

This deed to SHA is also being forwarded to you for execution by the BPW. It has been signed by MAA Administrator Mathison, and approved as to form and legal sufficiency by Assistant Attorney General-MAA. The Action Agenda sheets are also attached.

Copy: Ms. E. L. Homer
Mr. C. R. Olsen
Mr. C. Stickles
Mr. R. A. Conway
Mr. R. B. Deyo
Mr. J. F. Mahorney
Mr. J. T. Neukam
Mr. R. J. Finck
Secretary's File
Proj. AA-442-301-583

MEMORANDUM OF ACTION OF DIRECTOR NEIL J. PEDERSEN
OFFICE OF PLANNING AND PRELIMINARY ENGINEERING

February 20, 1990

Director Neil J. Pedersen executed a road transfer agreement effective January 22, 1990, between the State Highway Administration and Anne Arundel County relative to the transfer of the following described sections of highway and subject to the conditions more fully set forth in the agreement.

State Highway Administration to Anne Arundel County

MD 930D (Access Road "B") from 0.09± miles north of MD 930E to 0.13± miles south of MD 930E, a total distance of 0.22± miles.

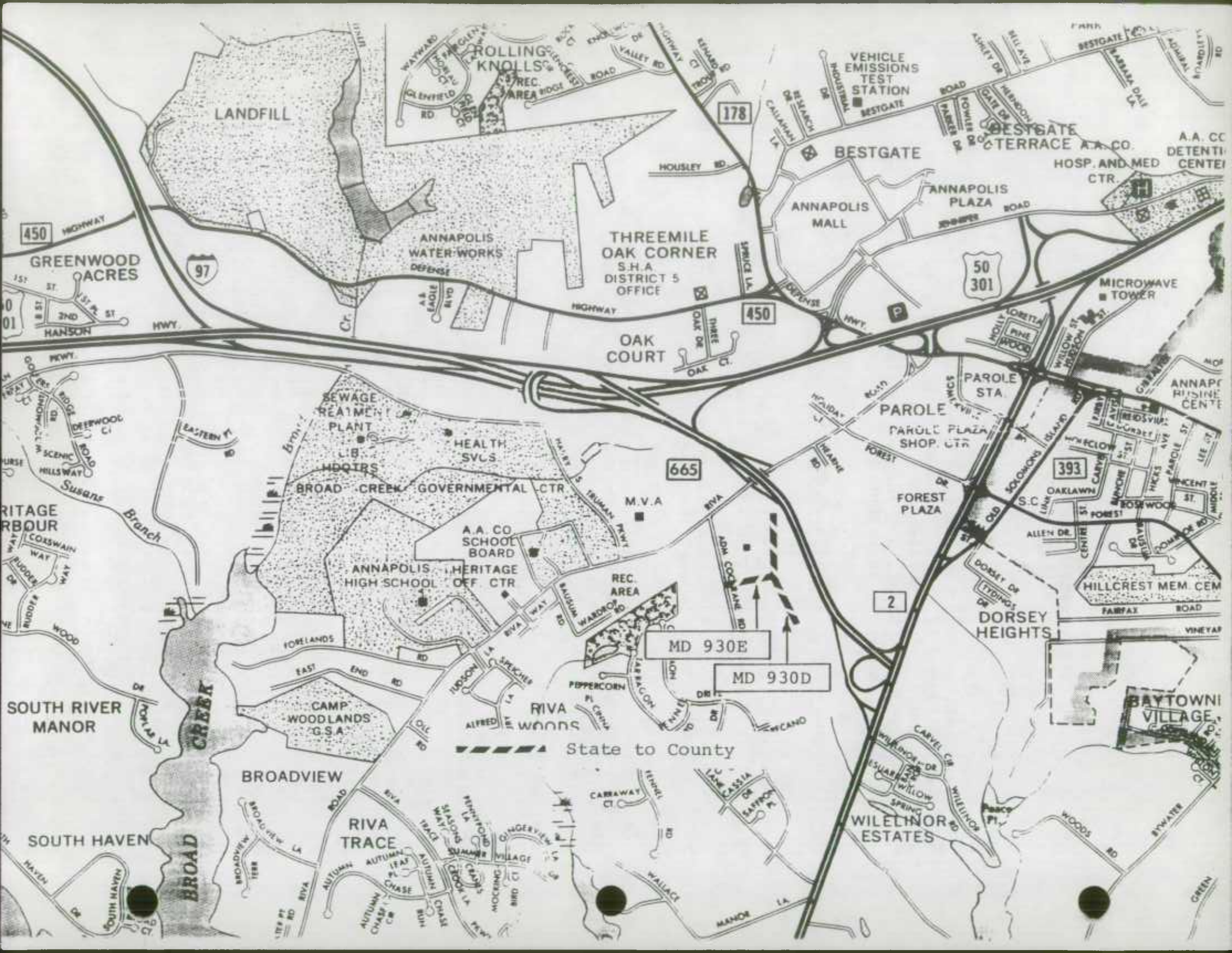
MD 930E (Access Road "A") from Admiral Cochrane Road (Co. 4155) to Access Road "B", a total distance of 0.14± miles.

Said agreement had previously been executed by the appropriate county officials and approved as to form and legal sufficiency by Assistant Attorney General Edward S. Harris.

JH:ELD
Attachment

cc: Mr. H. Kassoff
Ms. E. Homer
Mr. B. B. Myers
Mr. J. M. Welsh
Mr. R. D. Douglas
Mr. N. J. Pedersen
Mr. E. S. Freedman
Mr. T. Hicks
Mr. R. J. Finck
Mr. L. Ege
Secretary's File
Mr. E. Meehan
Mr. C. Wilson
Mr. R. E. Hutzler
Mr. E. L. Hodshon
Mr. L. E. Elliott
Ms. S. K. Bauer
Mr. J. T. Neukam
Mr. J. D. Bruck
Mr. R. C. Davison
Ms. R. W. Byron
Mr. W. E. Ensor
Mr. G. V. Kolberg
Mr. D. A. Clifford
Mr. C. Rose
Mr. A. M. Capizzi
Mr. T. Watts
Mr. R. L. Daff, Sr.
Mr. D. A. Bochenek
Mr. M. R. Baxter
Mr. E. T. Paulis, Jr.
Mr. P. E. Perkins
Mr. R. C. Pazourek
Mr. P. Stout
Mr. J. S. Koehn
Mr. J. Shea
Mr. J. Weisner
Mr. K. Oelmann
Mr. W. R. Smith
Mr. J. Thompson
Mr. L. Schultz

Director of Public Works,
Anne Arundel County
Office of Planning & Zoning,
Anne Arundel County


LANDFILL
ROLLING KNOLLS
REC. AREA
178
VEHICLE EMISSIONS TEST STATION
BESTGATE
BESTGATE TERRACE
A.A. CO. HOSP. AND MED CTR.
A.A. CO DETENTI CENTE
ANNAPOLIS PLAZA
ANNAPOLIS MALL
HOUSLEY RD
450
GREENWOOD ACRES
97
ANNAPOLIS WATER WORKS
THREEMILE OAK CORNER
S.H.A DISTRICT 5 OFFICE
OAK COURT
50
301
MICROWAVE TOWER
HANSON
SEWAGE TREATMENT PLANT
HEALTH SVCS.
L.B. HDQTRS
BROAD CREEK GOVERNMENTAL CTR
665
M.V.A
PAROLE STA.
PAROLE
PAROLE PLAZA SHOP. CTR
FOREST PLAZA
393
OAKLAWN
A.A. CO SCHOOL BOARD
ANNAPOLIS HIGH SCHOOL
HERITAGE OFF. CTR
REC. AREA
2
MD 930E
MD 930D
DORSEY HEIGHTS
HILLCREST MEM. CEM
FAIRFAX ROAD
SOUTH RIVER MANOR
CAMP WOODLANDS G.S.A.
RIVA
State to County
BAYTOWNE VILLAGE
BROADVIEW
RIVA TRACE
WILELINOR ESTATES
SOUTH HAVEN
BROAD CREEK

Richard H. Trainc

Maryland Department of Transportation
State Highway Administration

July 24, 198

US 50/I-595

MEMORANDUM

TO: All Responsibility Centers

FROM: Hal Kassoff
Administrator

SUBJECT: Redesignating US 50/I-68
as US 50/I-595

The I-68 designation for US 50 will be changed shortly to I-595. While it is premature to use I-595, please discontinue use of any reference to I-68 on US 50.

Use the US 50 designation, which will likely remain as the principle route number. When the route designation becomes official, a Memorandum of Action from the Office of Planning and Preliminary Engineering will be issued.

HK:jed

My telephone number is (301) 333-1111

Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro - 565-0451 D.C. Metro - 1-800-492-5062 Statewide Toll Free -
707 North Calvert St., Baltimore, Maryland 21203-0717

Maryland Department of Transportation
State Highway Administration

Richard H. Trainc
Secretary
Hal Kassoff
Administrator

July 24, 1989

MEMORANDUM

TO: All Responsibility Centers

FROM: Hal Kassoff
Administrator

SUBJECT: Redesignating US 50/I-68
as US 50/I-595

The I-68 designation for US 50 will be changed shortly to I-595. While it is premature to use I-595, please discontinue use of any reference to I-68 on US 50.

Use the US 50 designation, which will likely remain as the principle route number. When the route designation becomes official, a Memorandum of Action from the Office of Planning and Preliminary Engineering will be issued.

HK:jed

My telephone number is (301) 333-1111

Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro - 565-0451 D.C. Metro - 1-800-492-5062 Statewide Toll Free -
707 North Calvert St., Baltimore, Maryland 21203-0717

HDA-MD

IS 63 now IS 595

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20590

1990

OFFICE OF
THE ADMINISTRATOR

May 17, 1989

IN REPLY REFER TO:

Mr. Francis B. Francois
Executive Director
American Association of State Highway
and Transportation Officials
Washington, D.C. 20001

HPN-12

Dear Mr. Francois:

In response to your May 2 letter, the following are the Federal Highway Administration's (FHWA's) comments on Interstate route number changes in several States.

Alabama - Elimination of Interstate Route Number 210

Concur.

We note that the elimination of the I-210 route number was approved by the FHWA on April 19. The approval was in conjunction with a revision decreasing the length of I-210 that previously connected I-10 to I-65. The remaining route segment only connects with I-65. Therefore, the I-210 designation is no longer appropriate for the remaining spur route.

Alabama - Establishment of Interstate Route Number 165

Concur.

When the I-210 route number was approved for elimination on April 19, the FHWA also approved the assignment of I-165 to the remaining length. It is now a spur route that connects to I-65. The three-digit number is appropriate.

Indiana - Establishment of Interstate Route Number 469

Concur, subject to FHWA approval as a part of the Interstate System.

The proposed I-469 bypass route around Fort Wayne is not presently on the approved Interstate System. The State is in the process of preparing a submission for the FHWA's action. If it is approved by FHWA as an Interstate System addition, we would not object to the I-469 number.

Maryland - Elimination of Interstate Route Number 68 (segment between I-95, Washington, D.C., and MD 70, Annapolis)

Concur.

We note the FHWA previously concurred in the I-68 route number on June 18, 1982. The State now wishes to revise the number to I-595. The route functions as a spur route from I-95 east of Washington, D.C., to MD 70 north of Annapolis, Maryland. A three-digit spur route designation would be appropriate. Also, the States of Maryland and West Virginia plan to reassign the I-68 number to a segment of US 48 between I-70, Hancock, Maryland, and I-79, Morgantown, West Virginia.

Maryland - Establishment of Interstate Route Number 595 (segment between I-95, Washington, D.C., and MD 70, Annapolis)

Concur.

The establishment of I-595 is in conjunction with the elimination of the I-68 designation on this route segment discussed above.

Maryland - Establishment of Interstate Route Number 68 (segment between I-70, Hancock, and West Virginia State line)

Concur, subject to FHWA approval as part of the Interstate System.

The proposed I-68 route between I-70, Hancock, Maryland, and the West Virginia State line is not presently on the Interstate System.

The State is in the process of preparing a submission for FHWA's action. If it is approved by FHWA as an Interstate System addition, we would not object to the I-68 number. West Virginia is also preparing a similar submission for FHWA's action on the segment of proposed I-68 in West Virginia between I-79, Morgantown, and the Maryland State line. The segment in West Virginia is discussed below.

Massachusetts - Relocation of Interstate Route Number 95

Concur.

We note this request is to document the routing of I-95 through the complex interchange area in Peabody involving US 1 and SR 128. The interchange was previously approved by the FHWA and we agree with the State's routing.

West Virginia - Establishment of Interstate Route Number 68

Concur, subject to FHWA approval as part of the Interstate System.

The proposed I-68 route between I-79, Morgantown, and the Maryland State line is not presently on the Interstate System. The State is in the process of preparing a submission for FHWA action. As noted above, Maryland is also preparing a submission for the connecting segment of proposed I-68 in Maryland. If both segments are approved by the FHWA as Interstate System additions, we would not object to the I-68 number.

We appreciate the opportunity to express our comments and hope they will be helpful to the Route Numbering Committee in its deliberations. Please advise us of the actions taken by the Committee.

Sincerely yours,

R D Morgan

R. D. Morgan
Executive Director

MEMORANDUM OF ACTION OF NEIL PEDERSEN
DIRECTOR, OFFICE OF PLANNING AND PRELIMINARY ENGINEERING

June 22, 1988

Director Neil Pedersen has executed a road transfer agreement dated May 20, 1988 between the State Highway Administration and Anne Arundel County relative to the transfer of the following described sections of highway and subject to the conditions more fully set forth in the agreement.

State Highway Administration to Anne Arundel County:

Co 5254 MD 930V (Winchester Rd.) from Summers Run (Co. 4315) southerly to MD 450, excluding the bridge (#2008) carrying the ramp from southbound MD 2 to westbound US 50/301, the bridge (#2039) carrying mainline US 50/301. and the bridge (#2009) carrying the ramp from eastbound US 50/301 to northbound MD 2 and southbound MD 450, a total distance of 0.47± miles. - Co 5254

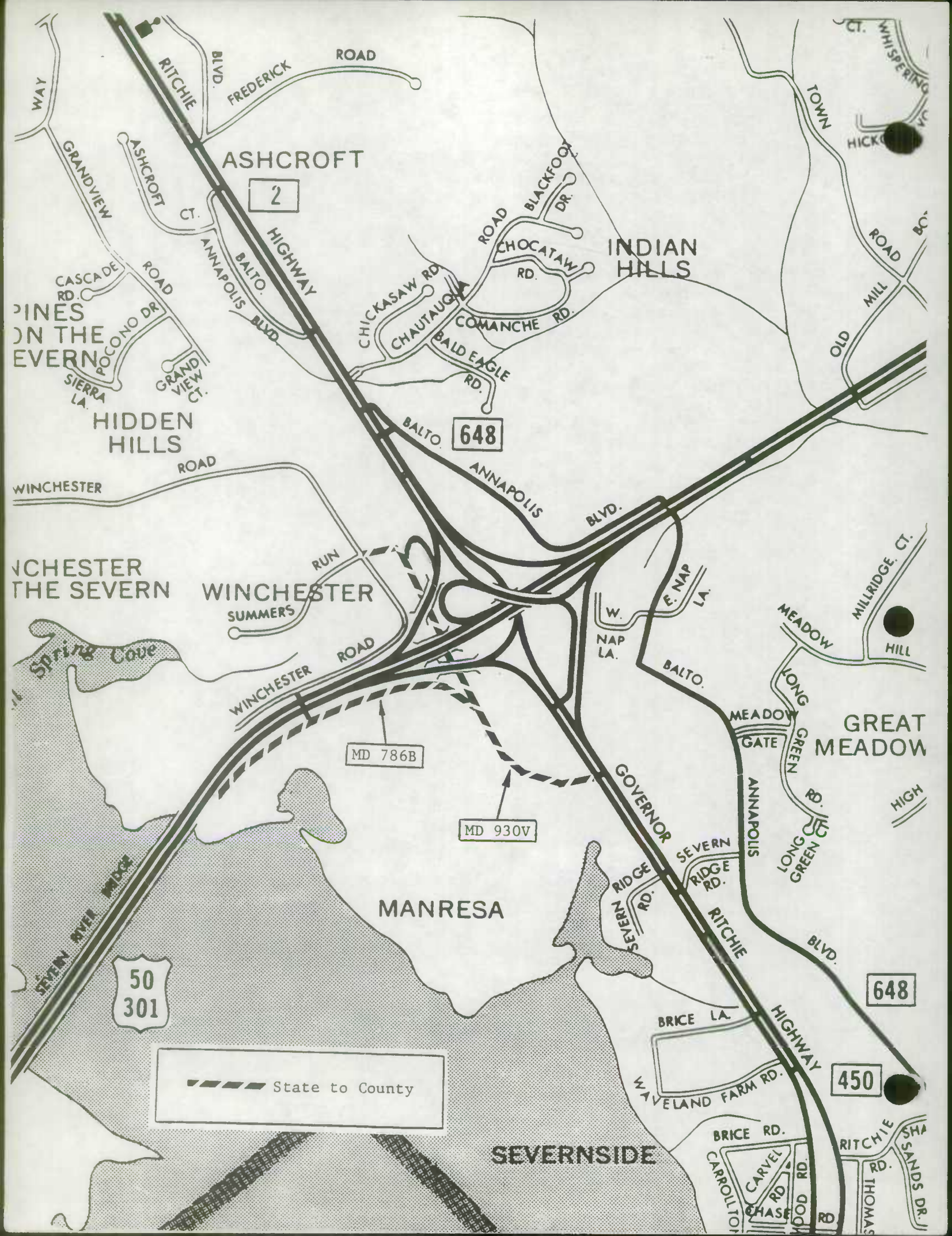
Co 5253 MD 786B (Service Rd.) from MD 930V westerly to road end, a total distance of 0.57± miles. - Co. 5253

Said agreement had previously been executed by the appropriate county officials and approved as to form and legal sufficiency by Assistant Attorney General Nolan Rogers.

JH:ELD:sma

cc: Mr. H. Kassoff
Mr. J. Agro
Mr. B. B. Myers
Mr. J. M. Welsh
Mr. R. D. Douglass
Mr. N. J. Pedersen
Mr. J. T. Neukam
Mr. E. H. Meehan
Mr. R. J. Finck
Mr. J. D. Bruck
Mr. R. C. Davison
Ms. R. W. Byron
Mr. W. E. Ensor
Mr. R. E. Hutzler
Mr. E. L. Hodshon
Mr. L. Brocato
Mr. E. Chambers
Mr. L. Ege
Mr. D. A. Bochenek
Mr. M. R. Baxter
Secretary's Office
Mr. E. S. Freedman
Mr. P. E. Perkins
Mr. G. V. Kolberg
Mr. R. Daff
Mr. T. Watts
Mr. T. Hicks
Mr. C. Mills
Mr. A. M. Capizzi
Mr. R. C. Pazourek
Mr. R. Weaver
Mr. P. D. Armstrong
Mr. L. E. Elliott
Mr. J. S. Koehn
Mr. J. Shea
Mr. M. Munk
Mr. K. Oelmann
Mr. W. R. Smith
Department of Public Works, Anne Arundel County
Planning & Zoning Officer, Anne Arundel County

A-405 501-510


ASHCROFT
2
INDIAN HILLS
HIDDEN HILLS
648
WINCHESTER
WINCHESTER
GREAT MEADOW
MANRESA
SEVERNSIDE
MD 786B
MD 930V
50
301
450
State to County
RITCHIE HIGHWAY
ANNAPOLIS BALTO. BLVD.
GOVERNOR RITCHIE HIGHWAY
FREDERICK ROAD
WINCHESTER ROAD
SEVERN RIVER BRIDGE
Spring Cove
GRANDVIEW WAY
ASHCROFT CT.
CASCADE RD.
POCONO DR.
SIERRA LA.
GRAND VIEW CT.
CHOCATAW RD.
BLACKFOOT DR.
CHICKASAW RD.
CHAUTAUQUA
COMANCHE RD.
BALD EAGLE RD.
SUMMERS RUN
E. NAP LA.
W. NAP LA.
MEADOW GATE
LONG GREEN RD.
LONG GREEN CT.
MILLRIDGE CT.
MEADOW HILL
OLD MILL ROAD
TOWN
WHISPERING CT.
SEVERN RIDGE RD.
SEVERN RIDGE RD.
BRICE LA.
WAVELAND FARM RD.
BRICE RD.
CARROLLTON
CARVEL RD.
CHASE RD.
THOMAS RD.
SANDS DR.

AA-405-501-570

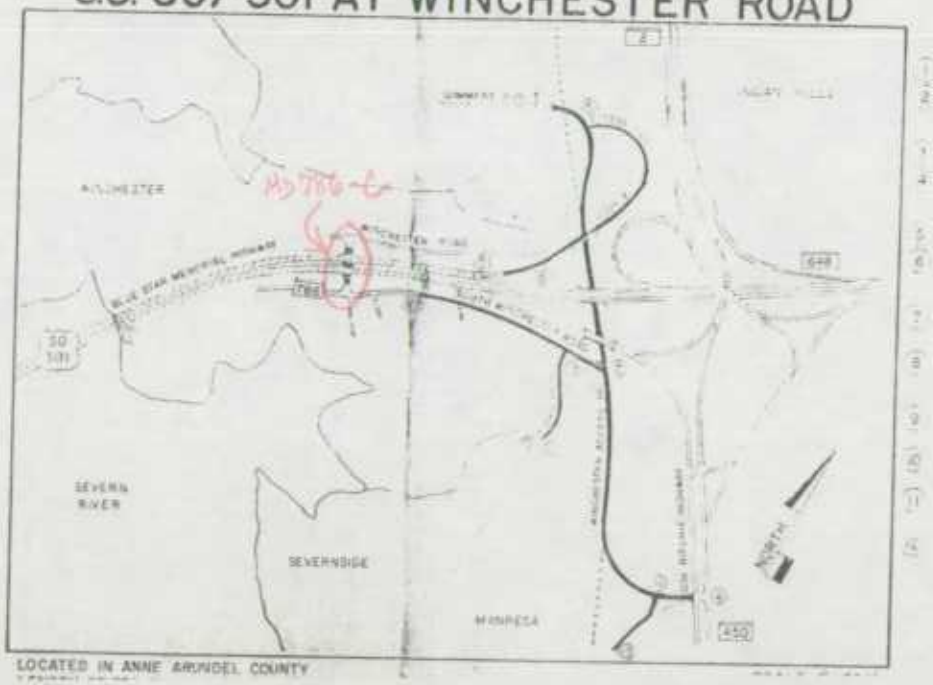
STATE HIGHWAY ADMINISTRATION

PLANS OF PROPOSED HIGHWAY

FEDERAL AID PROJECT NO.

S.H.A. CONTRACT NO. AA 405-501-570

U.S. 50/ 301 AT WINCHESTER ROAD



LOCATED IN ANNE ARUNDEL COUNTY

LIMIT OF WORK

1. PC STA 0+18.81
2. STA 19+70 LIMIT OF RESURFACING US 50/301
3. STA 0+00
4. STA 32+62.27 LIMIT OF PAVING & BIKEPATH WINCHESTER ACCESS ROAD
5. PC STA 0+00
6. B PT STA 13+30.55 + 6 PT STA 13+20 LIMIT OF PAVING & RESURFACING RAMP E
7. STA 15+00 WINCHESTER ACCESS RD. STA 0+00 & WINCHESTER ROAD
8. PT STA 2+09.48 LIMIT OF PAVING SOUTH WINCHESTER ROAD
9. STA 24+50.00 E WINCHESTER RD. + STA 0+00 PRIVATE ENTRANCE
10. STA 3+09.28 LIMIT OF PAVING & RESURFACING
11. STA 22+00 WINCHESTER ACCESS RD. STA 0+00 MARRESA ENTRANCE
12. STA 0+00 LIMIT OF PAVING MARRESA ENTRANCE

MD 786-C

INTRA-ADMINISTRATION MEMORANDUM

STATE HIGHWAY ADMINISTRATION
707 N. CALVERT STREET
BALTIMORE, MARYLAND 21202

TO Edgar Davis FROM Kevin Powers DATE 3-17-89

- As a result of construction contract # AA-405-501-570 (Winchester Access roads), MD 786-C (circled in red) has been scarified and its access to US 50 has been barricaded. I recommend we delete MD 786-C from the system.

102-109

NOTES TO FILE

A field inventory crew reported that MD 428 was barricaded. Kevin Powers contacted Ray Hutzler (Assistant D.E. - Maintenance) on 12/6/88 and was informed that the District Office had indeed barricaded the road and that it was, in effect, abandoned. Ray said it had been offered to Anne Arundel County, who had refused it.

After a meeting with Mr. John T. Neukam, it was decided that:

* The inventory of MD 428 should be clearly marked as barricaded and abandoned.
* A memo to the District Engineer should be prepared asking them to confirm their intent to abandon the road, and suggest that it be declared excess property. Copies of the letter should go to Chambers and Gordon.
* MD 428 should be formally removed from the computer files once the excess property has been disposed of.

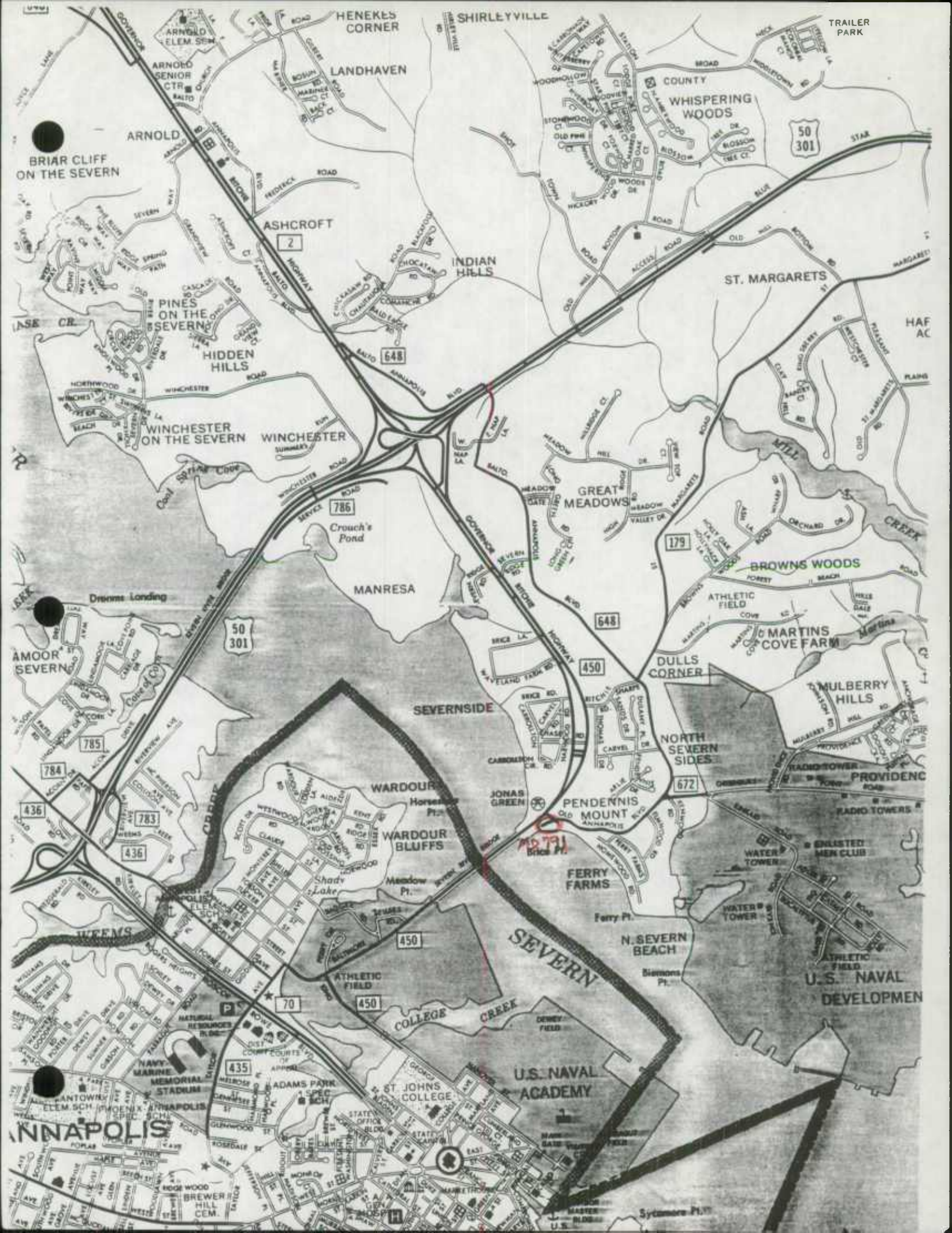
MD 791 had also been barricaded and scarified apparently by the restaurant owner in the vicinity, who had assumed it was his property. The District office had learned of this action and has removed the barricade; however, the road no longer exists. The two parties are involved in litegation as a result.

There are plans to replace the Severn River Bridge in the immediate area, and the approach roadways would probably absorb MD 791, if it still existed. Since the roadway surface no longer exists, it was decided to:

* Mark the inventory clearly as abandoned and scarified.
* Remove the road from the computer files.

Received
January 11, 1989
K.J.P.

MD 428
MD 791


HENEKES CORNER
SHIRLEYVILLE
TRAILER PARK
ARNOLD ELEM. SCH.
ARNOLD SENIOR CTR.
LANDHAVEN
COUNTY
WHISPERING WOODS
ARNOLD
BRIAR CLIFF ON THE SEVERN
ASHCROFT
INDIAN HILLS
ST. MARGARETS
PINES ON THE SEVERN
HIDDEN HILLS
WINCHESTER ON THE SEVERN
WINCHESTER
Cool Spring Cove
Crouch's Pond
MANRESA
GREAT MEADOWS
BROWNS WOODS
ATHLETIC FIELD
MARTINS COVE FARM
DULLS CORNER
MULBERRY HILLS
Drums Landing
AMOOR SEVERN
Cove of Cork
SEVERNSIDE
NORTH SEVERN SIDES
WARDOUR
Horsehead Pt.
JONAS GREEN
PENDENNIS MOUNT
WARDOUR BLUFFS
Shady Lake
Meadow Pt.
FERRY FARMS
Ferry Pt.
N. SEVERN BEACH
Bennons Pt.
SEVERN
ATHLETIC FIELD
COLLEGE CREEK
U.S. NAVAL DEVELOPMEN
NAVY-MARINE MEMORIAL STADIUM
ADAMS PARK
ST. JOHNS COLLEGE
U.S. NAVAL ACADEMY
ANNAPOLIS
BREWER HILL CEM.
Sycamore Pt.
WEEMS
CREEK
MILL
CREEK
RADIO TOWER
RADIO TOWERS
WATER TOWER
ENLISTED MEN CLUB
PROVIDENC
50
301
648
2
786
179
450
672
785
784
436
783
70
435


LONDONTOWN PUBLIK HOUSE
SOUTH
Ferry Pt.
Melvin Pt.
ABERDEEN
CAMP ST. VINCENT DE PAUL
HARNESS CREEK PARK
Cal Inn
Run
HARNESS CR.
LONDONTOWN TERRACE
Lorrimore Pt.
WOODLAND BEACH
GLEBE BAY
Cedar Pt.
Persimmon Pt.
Loden Pond
TURNBULL ESTATES
LOCH HAVEN BEACH
BREWER CREEK
Brewer Pt.
CAPE LOCH HAVEN
Pythers Cove
LOCH HAVEN PARK
LIMEHOUSE COVE
Moye Pt.
RIVER
HILLSMERE ESTATES
HILLSMERE SHO
DUVALL
THE KEY SCH
SELBY HEIGHTS
Long Pt.
SELBY BEACH
SELBY BAY
Turkey Pt.
TURKEY POINT
214
RIVER CLUB ESTATES
HOLLY HALL HARBOR
BEAR NECK
CAMP LETTS (Y.M.C.A.)
PONDER COVE
LITTLE ISLAND
RAMSAY LAKE
SHOREHAM BEACH
TO MAYO
940
76°30'00"
70
NORTH
SCALE
2000 0 2000 4000 FEET
0.5 0 0.5 1 MILE
1 0 1 2 KILOMETERS

Maryland Department of Transportation
State Highway Administration

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
138 DEFENSE HIGHWAY
ANNAPOLIS, MARYLAND 21401

January 3, 1989

RECEIVED
JAN 5 1989
BUREAU OF HIGHWAY STATISTICS

MEMORANDUM

TO: Mr. John T. Neukam, Chief
Bureau of Highway Statistics

FROM: Edward H. Meehan
Highway District Engineer

SUBJECT: Maryland Route 428
Anne Arundel County

This is in response to your memorandum of December 9, 1988 concerning Maryland Route 428. I have discussed this matter with Mr. Russell K. Yates, our Resident Maintenance Engineer. Mr. Yates confirmed that Maryland Route 428 has been abandoned and barricaded for several years.

Thank you for bringing this situation to my attention. I will request the Office of Real Estate to declare this small section of roadway as excess property and ultimately dispose of it.

EHM:REH:sj

cc: Mr. Edgar C. Chambers
Mr. Robert L. Gordon
Mr. Russell K. Yates

My telephone number is (301) 841-5450

Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro - 565-0451 D.C. Metro - 1-800-492-5062 Statewide Toll Free
707 North Calvert St., Baltimore, Maryland 21203-0717

Maryland Department of Transportation
State Highway Administration

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
138 DEFENSE HIGHWAY
ANNAPOLIS, MARYLAND 21401

RECEIVED
JAN 5 1989
STATE HIGHWAY ADMINISTRATION

January 3, 1989

MEMORANDUM

TO: Mr. Robert L. Gordon, Chief
Bureau of R/W Administration

FROM: Edward H. Meehan
Highway District Engineer

SUBJECT: Excess Property - Maryland Route 428
Anne Arundel County

Recently I received a memorandum from Mr. John T. Neukam requesting information as to whether Maryland Route 428 (formerly Route 214) was abandoned. Mr. Russell K. Yates, Resident Maintenance Engineer for Anne Arundel County confirmed that Maryland Route 428 has been abandoned and barricaded for several years.

In view of the information provided by Mr. Neukam and Mr. Yates, I am requesting that Maryland Route 428 be declared as excess property and disposed of. Maryland Route 428 is approximately eight-tenths (.80) of a mile in length.

If you have any questions regarding this matter, please do not hesitate to contact me.

EHM:REH:sj

cc: Mr. John T. Neukam
Mr. Russell K. Yates

My telephone number is (301) 841-5450

Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro - 565-0451 D.C. Metro - 1-800-492-5062 Statewide Toll Free
707 North Calvert St., Baltimore, Maryland 21203-0717

MEMORANDUM OF ACTION OF DIRECTOR NEIL J. PEDERSEN
OFFICE OF PLANNING AND PRELIMINARY ENGINEERING

July 21, 1988

Director Neil J. Pedersen executed a road transfer agreement dated July 21, 1988, between the State Highway Administration and Anne Arundel County relative to the transfer of the following described sections of highway and subject to the conditions more fully set forth in the agreement.

State Highway Administration to Anne Arundel County

(MD 997E)

G5461 MD 3 from 0.03± miles south of MD 178 northerly to MD 3BU, excluding bridge #2066 carrying MD 3 over Severn Run, for a total distance of 4.30 ± miles.

G5458 MD 997A from New Cut Road southerly to road end south of Oakdale Circle, for a total distance of 1.30± miles.

G5459 MD 997B from road end north of Benfield Blvd. extended southerly to Discus Mill Road, for a total distance of 1.55± miles.

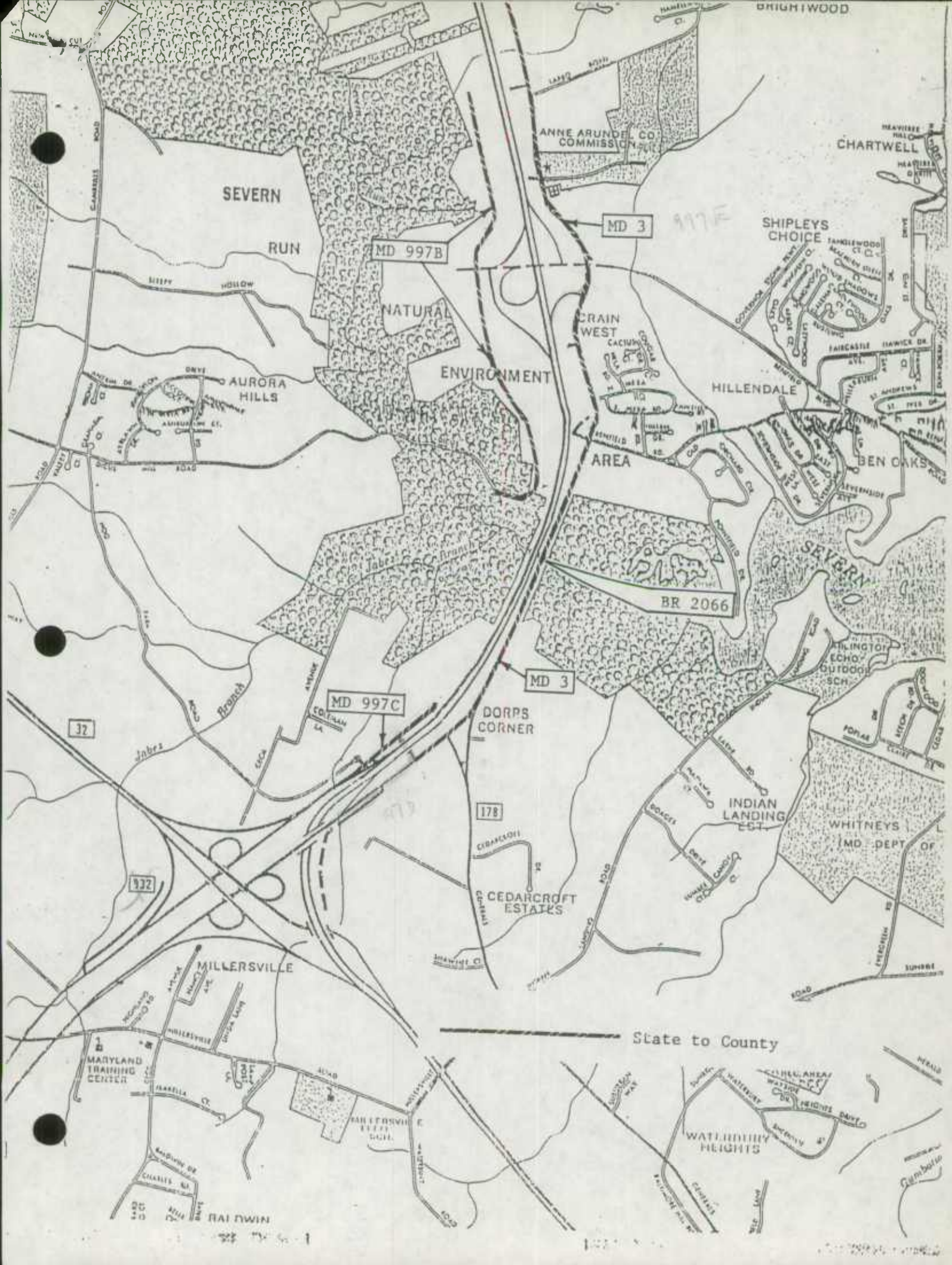
G5460 MD 997C (Old MD 3 southbound) from road end north of Hog Farm Road southerly to existing MD 3, for a total distance of 0.52± miles.

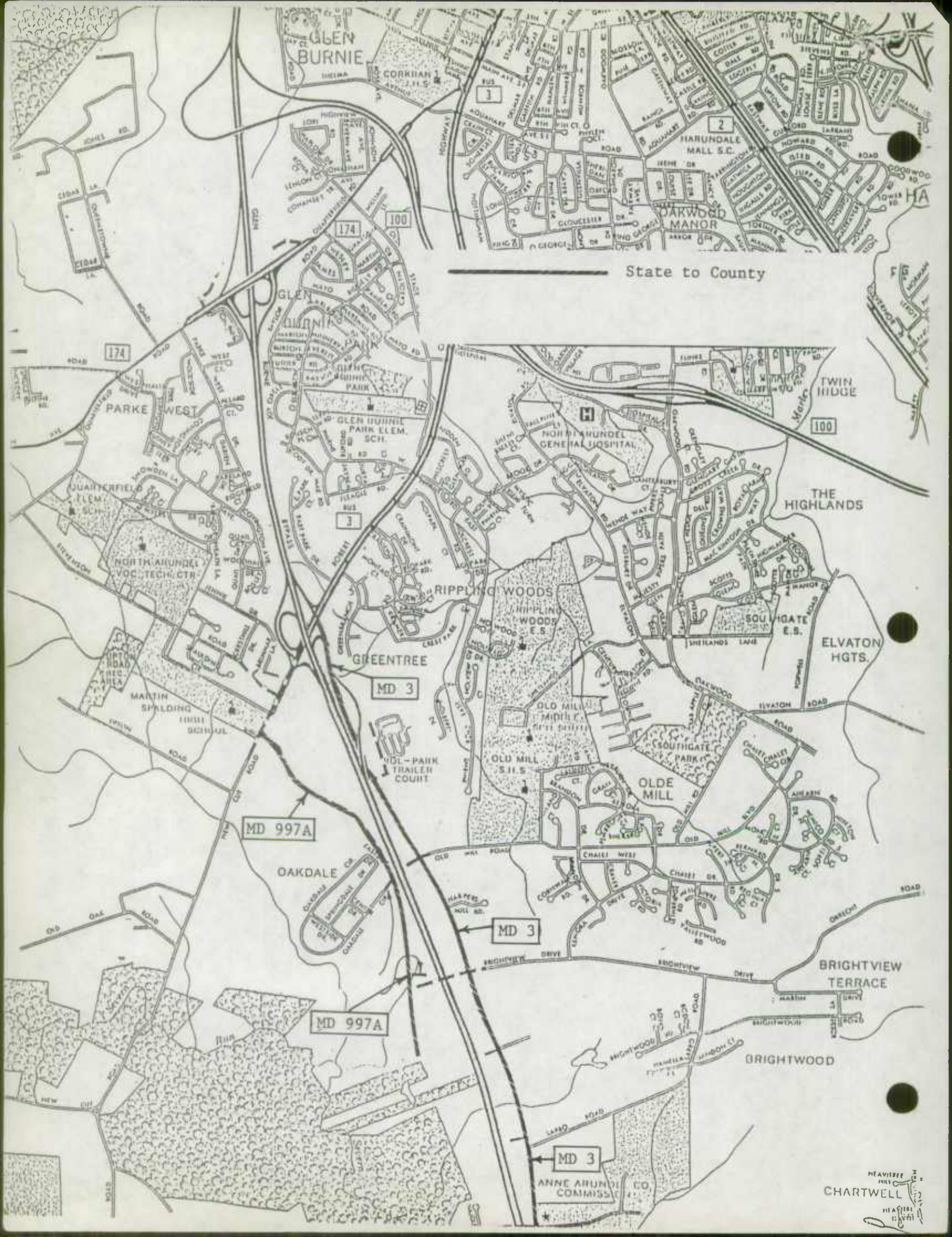
Said agreement had previously been executed by the appropriate county officials and approved as to form and legal sufficiency by Assistant Attorney General Nolan Rogers.

cc: see distribution list

Distribution List

Mr. H. Kassoff
Mr. J. Agro
Mr. B. B. Myers
Mr. J. M. Welsh
Mr. E. M. Loskot
Mr. N. J. Pedersen
Mr. J. T. Neukam
Mr. E. H. Meehan
Mr. R. J. Finck
Mr. J. D. Bruck
Mr. R. C. Davison
Ms. R. W. Byron
Mr. W. E. Ensor
Mr. L. Brocato
Mr. L. E. Elliott
Mr. P. D. Armstrong
Mr. E. Chambers
Mr. W. R. Smith
Mr. E. T. Paulis
Mr. L. Ege
Mr. D. A. Bochenek
Secretary's File
Mr. M. R. Baxter
Mr. E. S. Freedman
Mr. T. Watts
Mr. T. Hicks
Mr. C. Mills
Mr. A. M. Capizzi
Mr. R. C. Pazourek
Mr. R. Weaver
Mr. R. E. Hutzler
Mr. E. L. Hodshon
Mr. J. S. Koehn
Mr. J. Shea
Mr. M. Munk
Mr. K. Oelmann
Mr. R. Daff


BRIGHTWOOD
ANNE ARUNDEL CO. COMMISSION
CHARTWELL
SEVERN
RUN
MD 997B
MD 3
997F
SHIPLEYS CHOICE
NATURAL
ENVIRONMENT
CRAIN WEST
AURORA HILLS
HILLENDALE
AREA
BEN OAKS
SEVERN
BR 2066
ARLINGTON ECHO OUTDOOR SCH.
MD 997C
MD 3
DORPS CORNER
32
178
INDIAN LANDING EST.
WHITNEYS
MD DEPT OF
CEDARCROFT ESTATES
932
MILLERSVILLE
State to County
MARYLAND TRAINING CENTER
WATERBURY HEIGHTS
BALDWIN


GLEN BURNIE
CORKRAN
HARUNDALE MALL S.C.
OAKWOOD MANOR
State to County
GLEN BURNIE PARK
PARKE WEST
GLEN BURNIE PARK ELEM. SCH.
NORTH ANNE ARUNDEL GENERAL HOSPITAL
TWIN RIDGE
THE HIGHLANDS
QUARTERFIELD ELEM. SCH.
NORTH ANNE ARUNDEL VOC. TECH. CTR.
RIPPLING WOODS
RIPPLING WOODS E.S.
SOUTHGATE E.S.
ELVATON HGTS.
GREENTREE
MARTIN SPALDING HIGH SCHOOL
OLD MILL MIDDLE
OLD MILL S.H.S.
SOUTHGATE PARK
OLDE MILL
OAKDALE
BRIGHTVIEW TERRACE
BRIGHTWOOD
ANNE ARUNDEL CO. COMMISS.
CHARTWELL
MD 3
MD 997A
100
174
3
2

THIS AGREEMENT, made this 21st day of July, 1988, by and between the State Highway Administration of the Department of Transportation of Maryland, hereinafter referred to as "Highway Administration", party of the first part, and Anne Arundel County, Maryland, hereinafter referred to as "County", party of the second part.

WHEREAS, under authority contained in Transportation Article Title 8-304 of the Annotated Code of Maryland, the State Highway Administration of the Department of Transportation of Maryland is empowered to enter into an agreement to transfer jurisdiction over, and responsibility for, the maintenance of any State highway, or portion thereof, with the governing bodies of the several political subdivisions of Maryland, and the governing bodies of the several political subdivisions of Maryland are empowered to enter into an agreement to transfer jurisdiction over, and responsibility for, the maintenance of any county or municipal road, or portion thereof, with the State Highway Administration of the Department of Transportation of Maryland.

WHEREAS, the Highway Administration has agreed to transfer the hereinafter described sections of roads which heretofore were constructed by the Highway Administration to the County, and the County has agreed to accept same as an integral part of the County highway system.

WHEREAS, the Highway Administration has agreed to resurface Gambrills Road between MD 32 and New Cut Road by the summer of 1988.

NOW, THEREFORE, THIS AGREEMENT WITNESSETH, that for and in consideration of $1.00 and good and valuable consideration, the receipt whereof is hereby acknowledged, the Highway Administration does hereby transfer unto the County, and the County does hereby accept from the Highway Administration, jurisdiction over, and responsibility for, the maintenance of the following described sections of State highway for maintenance purposes as part of the County highway system:

MD 3 from 0.03± miles south of MD 178 northerly to MD3BU, excluding bridge #2066 carrying MD 3 over Severn Run, a total distance of 4.30± miles.

MD 997A from New Cut Road southerly to road end south of Oakdale Circle, a total distance of 1.30± miles.

MD 997B from road end north of Benfield Blvd extended southerly to Discus Mill Road, a total distance of 1.55± miles.

MD 997C (Old MD 3 southbound) from road end north of Hog Farm Road southerly to existing MD 3, a total distance of 0.52± miles.

IT IS UNDERSTOOD AND AGREED between the parties hereto that conveyance of the aforegoing sections of State highway are subject to the following conditions:

1. The effective date of transfer shall be upon the notification by the District Engineer of the completion of I-97 and all work on existing MD 3 and I-97 service roads as proposed in Contracts AA-132-502-572, AA-132-503-572 and AA-937-505-572, and the acceptance for maintenance by the Highway Administration.

2. The aforegoing mileage will be included in the County inventory as of December 1st of the year following the date set forth in Item 1 above.

3. The basis for the allocation of funds will include the additional ±7.67 miles in the allocation to the County beginning July 1st of the year following the date as set forth in Item 2 above.

4. The transfer of said roads is made on an as-is basis which pertains to the existing rights-of-way and the existing condition of the roads involved including all appurtenances, with the exception of the bridge (#2066) carrying MD 3 over Severn Run.

5. The County will perform at its sole expense all minor surface repairs, lane striping, and snow removal on the bridge set forth in Item #4 above.

6. The bridge set forth in Item #4 above shall remain under the jurisdiction of the Highway Administration. However, if and when the Highway Administration replaces or reconstructs the existing structure, the County has agreed to accept full ownership and maintenance responsibility of the replacement structure upon the completion of said work and its acceptance by the Highway Administration.

7. The County accepts jurisdiction over, and responsibility for, the maintenance of said roads as of the effective date of transfer as set forth in Item #1 above.

8. The County reserves the right of final approval for all pavement markings and signing performed under the I-97 contracts on the roadways herein being transferred to the County.

9. The State herein through this Agreement, and by means of a deed of conveyance to be executed by the parties, agrees to transfer any and all rights held by the State against any utility company regarding any utility owned facilities which may have been installed within the right-of-way under terms and conditions of an utility permit issued by the State.

IT IS FURTHER UNDERSTOOD AND AGREED that the Highway Administration will hereafter prepare a deed of conveyance for the above described sections of State constructed highway to the County, subject to the approval of the Board of Public Works of Maryland.

IN WITNESS WHEREOF, the parties involved have caused these presents to be executed by their proper officers thereunto duly authorized the day and year first written.

THE STATE HIGHWAY ADMINISTRATION
OF THE DEPARTMENT OF TRANSPORTATION

WITNESS:

Barbara Malloy

By: Neil J. Pedersen
Director, Office of Planning
and Preliminary Engineering

Approved as to form and legal
sufficiency this 8th day of
June, 19 88.

RECOMMENDED FOR APPROVAL:

John T. Cheubane
Chief, Bureau of Highway
Statistics

Assistant Attorney General

ANNE ARUNDEL COUNTY, MARYLAND

RECOMMENDED FOR APPROVAL:

Director of Public Works

By:
County Executive

Approved as to form and legal
sufficiency this 20th day of
June, 19 88.

WITNESS:

Barbara A. Snider

County Solicitor

Maryland Department of Transportation
State Highway Administration

O. James Lighthizer
Secretary

Hal Kassoff
Administrator

MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
100 DEFENSE HIGHWAY
ANNAPOLIS, MARYLAND 21401

February 1, 1991

Mr. Mahmoud Mirshah
THE DRIGGS CORPORATION
8700 Ashwood Drive
Capitol Heights, MD 20743

Re: Contract #AA 132-502-573
I-97 from S. of Brightview
Drive to S. of MD 174

Dear Mr. Mirshah:

This is to advise that a final inspection was held on January 29, 1991 and the above referenced project was accepted for maintenance. Final acceptance will be granted upon completion of the attached Punch List and receipt of material clearance. Our records indicate the project was completed 179 days beyond the allotted time. Please note that NB I-97 is slated to open on or about February 10, 1991.

Sincerely,

Edward H. Meehan
District Engineer

EHM:RET:spn

Enclosure

cc: C. R. Olsen
J. M. Welch
J. Koenn
E. W. Enmor, Jr.
R. Rott
E. S. Freedman
Dr. A. H. Tahir
P. Willing
R. C. Razourek
D. Ashrose
G. Boyd
J. Sullivan
R. E. Hutzler
R. Yates
R. F. Zell
R. Murphy
E. R. Hofsommer
A. Hawkins
W. L. Davitt

My telephone number is 841-5450

Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro - 565-0451 D.C. Metro - 1-800-492-5062 Statewide Toll Free
707 North Calvert St., Baltimore, Maryland 21203-0717

Maryland Department of Transportation
State Highway Administration

O. James Lighthizer
Secretary
Hal Kassoff
Administrator

MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
110 DEVEREUX HIGHWAY
ANNAPOLIS, MARYLAND 21401

September 13, 1991

THE HARDAWAY COMPANY
P. O. Box J
Odenton, MD 21113

Re: Contract #AA 132-503-572
I-97 from Rte. 78 @ Dorr's
Corner to S. of Brightview
Drive

Gentlemen:

A "Final Inspection" was held on the above referenced project on August 29, 1991 at 9:00 a.m. Those in attendance are listed on the attached "Attendance Roster". This project was found to be substantially complete and was accepted for "Maintenance". General cleanup and completion of the 14 page "Punch List" (copy attached) remain to be performed.

Contract time will be addressed after adjustments are made to compensate for contract changes and the overrun/underrun of contract bid items.

Final acceptance will be made as soon as the "Punch List" items are satisfactorily completed, the materials clearance is obtained from Southern Regional Laboratory, and final quantities are agreed to between Hardaway and District 5 Sketchbook Review.

Sincerely,

Edward H. Meehan
District Engineer

EHM:PGB:spn

Enclosures

cc: C. R. Olsen
J. Kelly
J. S. Koehn
E. W. Ensor, Jr.
R. Rott
E. S. Freedman
Dr. A. H. Tahir
E. Morse/MDE
S. Grijalva/FHWA
M. Yost
P. G. Bender
E. L. Hedshon
O. Ambrose
R. W. Murphy
R. Pazourek
L. Elliott
R. E. Hutzler
Yates
R. Daff
Ms. A. Hawkins
G. Boyd
C. Barnes/AACO
R. F. Hofsommer

My telephone number is 841-5450

Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro - 565-0451 D.C. Metro - 1-800-492-5062 Statewide Toll Free
707 North Calvert St., Baltimore, Maryland 21203-0717

Maryland Department of Transportation
State Highway Administration

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
707 NORTH CALVERT STREET
BALTIMORE, MARYLAND 21202

September 20, 1989

THE HARDAWAY COMPANY
P. O. Box 557
Millersville, MD 21108

Re: Contract #AA 937-505-572
Millersville Rd. to MD 178
at Dorr's Corner

Gentlemen:

A "Final Inspection" was held on the above referenced project on September 15, 1989 at 10:00 a.m.

The State portion of this project was found to be satisfactorily complete except for the six (6) punch list items (copy attached) and was accepted for Maintenance.

The County portion was inspected on September 20, 1989 at 2:00 p.m. by Mr. Kenneth Krach. It was found to be satisfactorily completed and was accepted for Maintenance by Anne Arundel County at that time.

Contract time will be adjusted to compensate for contract changes and overrun/underrun of the contract bid items.

Final acceptance will be made as soon as the punch list items are completed, the materials clearance is obtained from Southern Regional Laboratory and final quantities are agreed to with District 5 Sketchbook review.

Sincerely,

Edward H. Meehan
District Engineer

EHM:PGB:spn
Enclosures

cc:	B. B. Myers	J. Sullivan (w/encl.)	R. E. Hutzler
	J. M. Walsh	Dr. A. H. Tahir	R. Yates
	Ms. Angela Hawkins	J. S. Koehn	R. Daff
	E. W. Ensor, Jr.	D. Ambrose	P. G. Bender (encl.)
	R. Pazourek	G. Boyd	R. Rott
	K. Krach (A.A.Co.)	J. Halley	P. Willing
	E. Freedman	R. Brown (w/encl.)	

My telephone number is (301) 841-5450

Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro - 565-0451 D.C. Metro - 1-800-492-5062 Statewide Toll Free
707 North Calvert St., Baltimore, Maryland 21203-0717

Final Inspection AA-132-503-572 ①
8-29-41

Attendance Roster

Name	Organization	Position
Sylvia Grijalva	FHWA	Area Engineer
DAVE Ambrose	SHA	RCE
Lew Glassmire JR	The Hardaway Co	Asst V.P.
John Basgil	The Hardaway Co.	Project Manager
Ray Hutzler	SHA - District 5	Assist. Prime Const. Mgr
Paul Bender	" " Const.	Area Engr.
Mahlon Yost	" " "	P.E.
Emily Morse	MDE	Reg. Inspector
Steve Sarzer	S.H.A.	A. P.E

Attendees @ Final Inspection for Coun. Takeover of East & West Frontage Roads:

Charles Barnes, Asst. Chief, Road operations
Dean Conrad, Superintendent, western District
Kenneth Kroch, Chief, Roads design division
Terry Lonza, Superintendent, Northern District
Danny Verrette, Urban Rd Superintendent Central District

John Basgil, Proj. Engr, The Hardaway Co.
Paul Bender, Area Engr, S.H.A. D-5
Steve Sarzer, Asst. P.E. S.H.A. D-5
Mahlon W. Yost P.E. S.H.A. D-5

MEMORANDUM OF ACTION OF DIRECTOR NEIL J. PEDERSEN
OFFICE OF PLANNING AND PRELIMINARY ENGINEERING

May 6, 1988

Director Pedersen, Office of Plannning and Preliminary Engineering has approved the following route designations nessitated by the minor relocation of MD 162 and MD 170. These designations are effective upon the completion of construction under SHA Contract AA-442-501-583:

South of Poplar Ave To MD 170

MD 162 - from MD 176 (Dorsey Road) northerly to Poplar Avenue, thence along relocated Poplar Avenue westerly to MD 170.

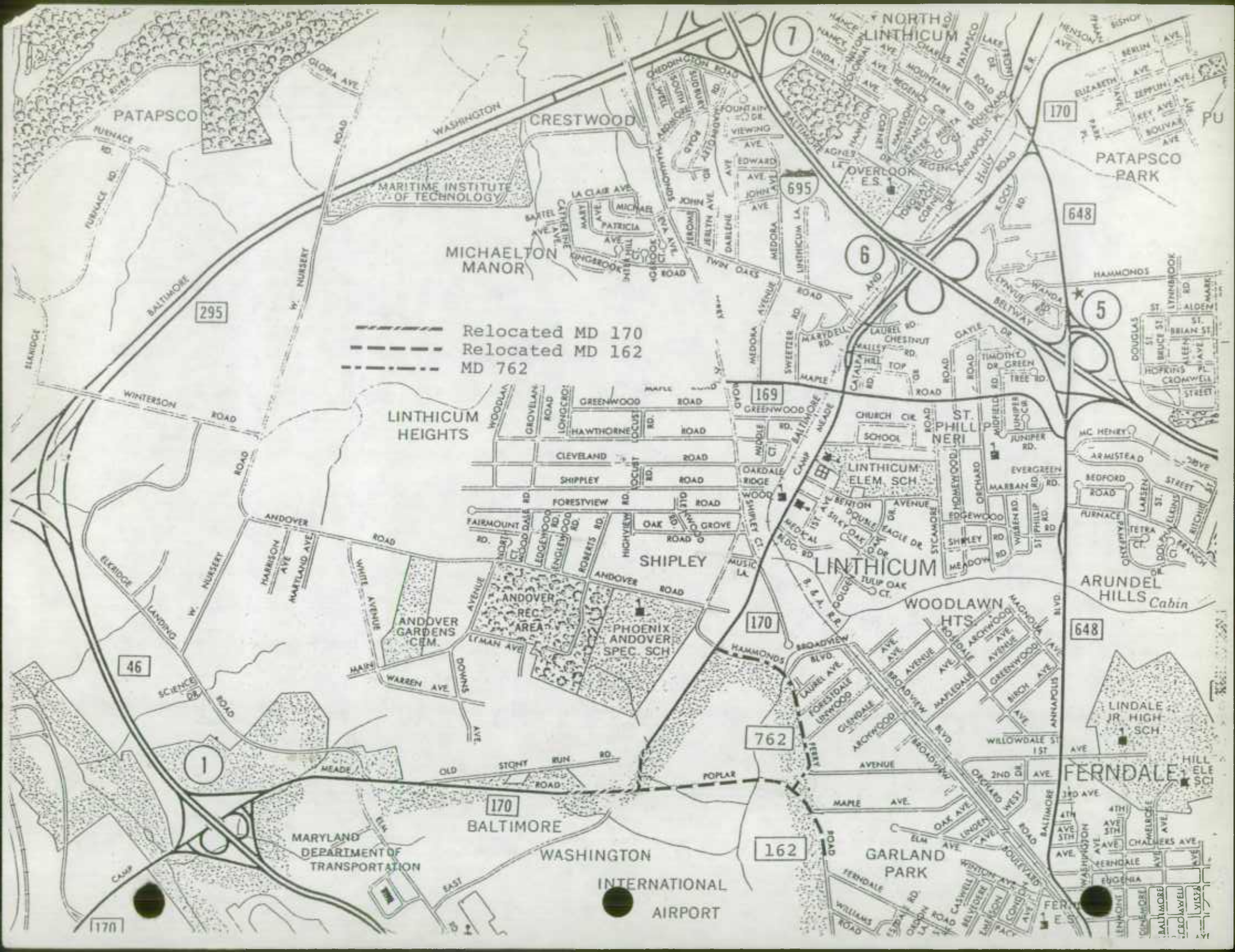
MD 762 - (Hammonds Ferry Road, formerly a portion of MD 162) from relocated MD 162 notherly to MD 170 near Andover Road.

A map segment indicating the above route designations is attached. The existing designation of MD 170 shall remain unchanged. MD 762 shall not be field posted.

JTN:ELD

cc: Mr. H. Kassoff
Mr. J. Agro
Mr. B. B. Myers
Mr. J. M. Welsh
Mr. E. M. Loskot
Mr. N. J. Pedersen
Mr. J. T. Neukam
Mr. E. H. Meehan
Mr. R. E. Hutzler
Mr. E. L. Hodshon
Mr. P. D. Armstrong
Mr. R. J. Finck
Mr. J. D. Bruck
Mr. R. C. Davison
Ms. R. W. Byron
Mr. W. E. Ensor
Mr. L. Brocato
Mr. E. Chambers
Mr. L. Ege
Mr. D. A. Bochenek

Secretary's File
Mr. M. R. Baxter
Mr. E. S. Freedman
Mr. P. E. Perkins
Mr. G. V. Kolberg
Mr. R. Daff
Mr. T. Watts
Mr. T. Hicks
Mr. C. Mills
Mr. A. M. Capizzi
Mr. R. C. Pazourek
Mr. R. Weaver
Mr. J. S. Koehn
Mr. J. Shea
Mr. M. Munk
Mr. K. Oelmann
Mr. W. R. Smith
Mr. D. Wiles


Relocated MD 170
Relocated MD 162
MD 762
PATAPSCO
CRESTWOOD
NORTH LINTHICUM
PATAPSCO PARK
MARITIME INSTITUTE OF TECHNOLOGY
MICHAELTON MANOR
OVERLOOK E.S.
LINTHICUM HEIGHTS
ST. PHILLIP NERI
LINTHICUM ELEM. SCH.
SHIPLEY
LINTHICUM
ARUNDEL HILLS
Cabin
WOODLAWN HTS
ANDOVER GARDENS CEM.
ANDOVER REC. AREA
PHOENIX ANDOVER SPEC. SCH
LINDALE JR. HIGH SCH.
FERNDALE
BALTIMORE
MARYLAND DEPARTMENT OF TRANSPORTATION
WASHINGTON INTERNATIONAL AIRPORT
GARLAND PARK
295
170
695
648
169
762
162
46
1
5
6
7

MEMORANDUM OF ACTION OF ADMINISTRATOR HAL KASSOFF
MONDAY, APRIL 11, 1988
* * *

Administrator Kassoff executed the following deed dated April 11, 1988, previously approved as to form and legal sufficiency by the Office of the Assistant Attorney General, by which the Administration conveys, subject to approval of the Board of Public Works, unto the grantee named, the parcel of land as indicated and as more fully described in the deed:

Grantee	Conveyance	In Accordance With
Walter William Marcus, Inc.	2.913± A. excess land located on SS of Md. Rte. 450 (Defense Hwy.) & N. of US 50/301 (John Hanson Hwy.) in Anne Arundel County; former prop. of Tall Oaks Ltd. Partnership, Item 73984, Proj. AA-309-301-572.	Option agreement.

Copy: Mr. J. A. Agro, Jr.
Mr. B. B. Myers
Mr. C. Stickles
Mr. J. F. Mahorney (2)
Mr. E. H. Meehan
Mr. J. T. Neukam
Mr. R. A. Conway
Secretary's File
Project AA-309-301-572

MEMORANDUM OF ACTION OF ADMINISTRATOR HAL KASSOFF
THURSDAY, MARCH 24, 1988
* * *

Administrator Kassoff executed the following deed dated March 24, 1988, previously approved as to form and legal sufficiency by the Office of the Assistant Attorney General, by which the Baltimore Gas and Electric Company conveys unto the State Highway Administration, the parcels of land as indicated and as more fully described in the deed:

GRANTOR	CONVEYANCE	IN ACCORDANCE WITH
Baltimore Gas & Electric Company	I-97 from Brightview Drive S. of MD rte. 174 - Proj. AA-132-302-572; Item No. 74713.	Request of Grantee

Copy: Mr. J. A. Agro, Jr.
Mr. B. B. Myers
Mr. R. J. Finck
Mr. E. H. Meehan
Mr. R. B. Deyo
Mr. T. J. Neukam
Secretary's File
Project AA-132-302-572

MEMORANDUM OF ACTION OF ADMINISTRATOR HAL KASSOFF
TUESDAY, MARCH 8, 1988
* * *

Administrator Kassoff executed the following deed dated March 8, 1988, previously approved as to form and legal sufficiency by the Office of the Assistant Attorney General, by which the Administration conveys, subject to approval of the Board of Public Works of Maryland, unto the grantee named, the parcel of land as indicated and as more fully described in the deed:

GRANTEE	CONVEYANCE	IN ACCORDANCE WITH
The C&P Telephone Company of Maryland	0.019± A. excess land located MD Rte. 178 at MD Rte. 465 (Generals Hwys at Harold Harbor RD); former prop. Harry Wolfe, Item 39743, Proj. AA-520-001-521.	Easement Conveyance

Copy: Mr. J. A. Agro, Jr.
Mr. B. B. Myers
Mr. C. Stickles
Mr. D. E. Hambsch
Mr. J. F. Mahorney (2)
Mr. E. H. Meehan
Mr. J. T. Neukam
Mr. R. A. Conway
Secretary's File
Project AA-520-001-521

MEMORANDUM OF ACTION OF ADMINISTRATOR HAL KASSOFF
WEDNESDAY, FEBRUARY 24, 1988
* * *

Administrator Kassoff executed the following deed dated February 24, 1988, previously approved as to form and legal sufficiency by the Office of the Assistant Attorney General, by which the Administration conveys, unto the grantee named, the parcel of land as indicated and as more fully described in the deed:

Grantee	Conveyance	In Accordance With
Michael R. Davis & Richard B. Segar	1.46± A. excess land located on NS of Dividing Creek Rd., E. of Jones Station Rd. & Md. Rte. 2 (Gov. Ritchie Hwy.) between Arnold & Severna Park, Anne Arundel Co. (also 1-story small frame dwelling); former Linda Bielas Prop., Item 66885, Proj. AA-572-1-571.	Auction bid in amount of $50,700; initial deposit $3,000 as requested by bid form deposited in Cashier's Office.

Copy: Mr. J. A. Agro, Jr.
Mr. B. B. Myers
Mr. D. R. Kershner
Mr. J. Mahorney (2)
Secretary's File
Project AA-572-1-571
Mr. J. T. Neukam
Mr. E. H. Meehan

Anne Arundel
Annapolis
Taylor Ave Extension
1987 Mun. Imp.

INTRA-ADMINISTRATION MEMORANDUM

STATE HIGHWAY ADMINISTRATION
707 N. CALVERT STREET
BALTIMORE, MARYLAND 21202

TO Craig Murray FROM Kevin Powers DATE 2-17-88

Subject - extension of Taylor Ave in Annapolis.

- A new section of Taylor Ave. was built at the Intersection of MD 450 (West St.) and MD 435 (Taylor Ave). The Road starts at MD 387 (Spa Rd.) at m.p. 1.63, section length is 0.05 mi., Intersects with MD 450 at mp. 11.82 and Md. 435 at m.p. 0.00. I kept the new segment separate from the md 435 inventory because even though the segment from 0.00 to 0.32 is municipally maintained, it is tabbed as Md 435 (which probably means that it was built by the state, but transferred to the city), while this new section of ~~MD 435~~ Taylor Ave was built and maintained by the City. (Mun. Imp. # 14-87) I have assigned it Mun. RTE. Number 3155. I will take care of HPMS and Masterplus coding.

Not Necessarily

SHA-20. 0-2
Rev. 2-5-82

From MD 387 (Spa Rd.)
To Md 450 (West St)
Dist. 0.050 mi.
Md 435

MEMORANDUM OF ACTION OF DIRECTOR NEIL J. PEDERSEN
OFFICE OF PLANNING AND PRELIMINARY ENGINEERING

October 29, 1987

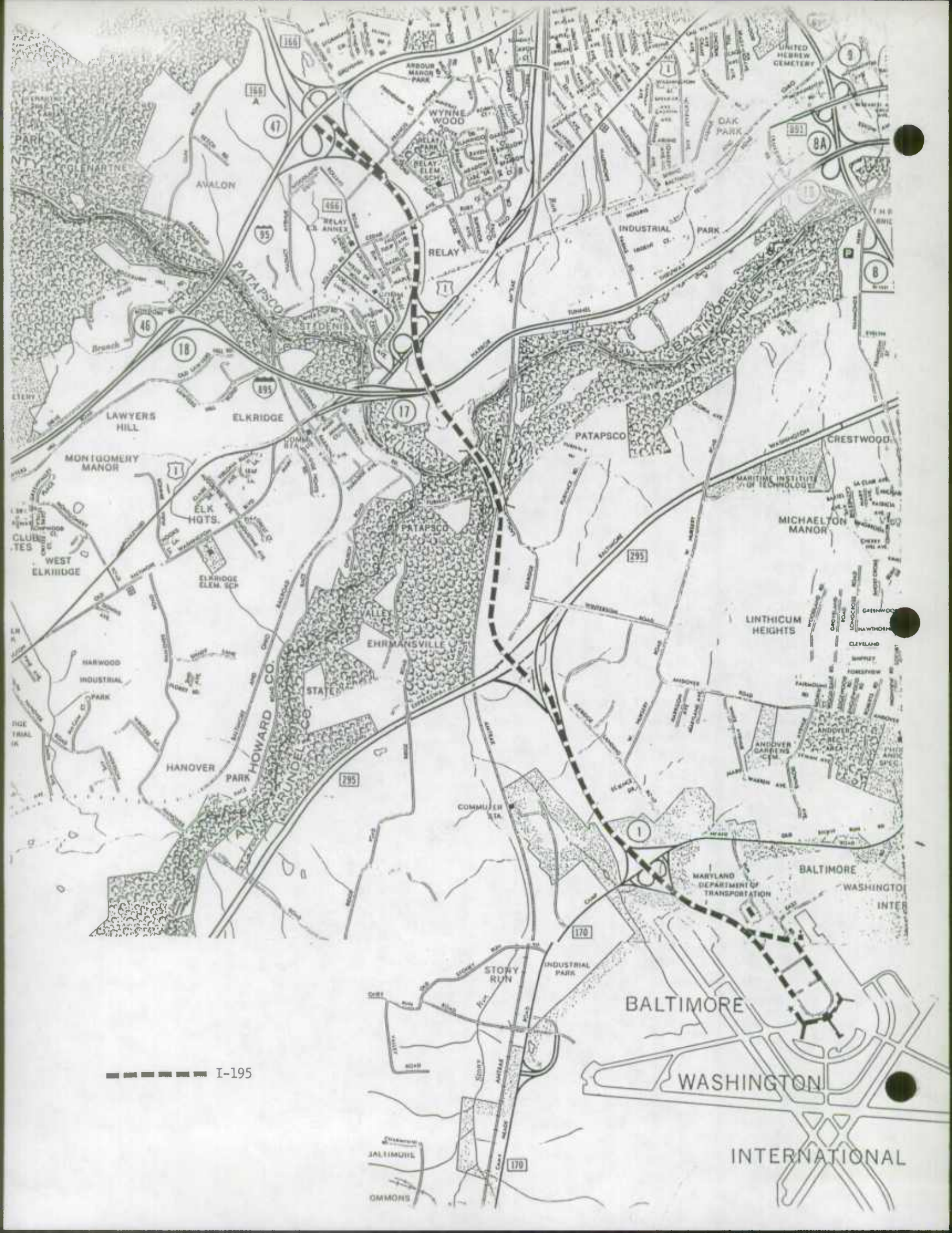
Director Pedersen, Office of Plannning and Preliminary Engineering has approved the following route designation, effective upon the completion of construction under SHA Contracts AA-220-502-572 and B-547-501-472:

I-195 from road end at the Baltimore-Washington International Airport north to I-95, a total distance of 4.66± miles.

A map segment indicating the above route designation is attached. The existing designation for MD 46 from the Baltimore-Washington International Airport to MD 295 (Baltimore-Washington Parkway) is removed as part of this action. In addition, existing MD 166 in Baltimore County, formerly beginning at US Route 1, will now begin at the structure in the center of the I-195/I-95 interchange.

ATL:ELD

cc: Mr. H. Kassoff
Mr. J. Agro
Mr. B. B. Myers
Mr. J. M. Welsh
Mr. E. M. Loskot
Mr. N. J. Pedersen
Mr. J. T. Neukam
Mr. E. H. Meehan
Mr. R. E. Hutzler
Mr. E. L. Hodshon
Mr. P. D. Armstrong
Mr. C. R. Olsen
Mr. J. Kelly
Mr. A. E. Ault
Mr. G. B. Ewers
Mr. R. J. Finck
Mr. J. D. Bruck
Mr. R. C. Davison
Ms. R. W. Byron
Mr. W. E. Ensor
Mr. L. Brocato
Mr. E. Chambers
Mr. L. Ege
Mr. D. A. Bochenek
Secretary's File
Mr. M. R. Baxter
Mr. E. S. Freedman
Mr. P. E. Perkins
Mr. G. V. Kolberg
Mr. R. Daff
Mr. T. Watts
Mr. T. Hicks
Mr. C. Mills
Mr. A. M. Capizzi
Mr. R. C. Pazourek
Mr. R. Weaver
Mr. J. S. Koehn
Mr. J. Shea
Mr. M. Munk
Mr. K. Oelmann
Mr. W. R. Smith
Mr. D. Wiles


ARBOUR MANOR PARK
WYNNEWOOD
UNITED HEBREW CEMETERY
OAK PARK
GLENARTNE
AVALON
RELAY ELEM. SCH.
RELAY E.S. ANNEX
RELAY
INDUSTRIAL PARK
PATAPSCO
ST. DENIS
BALTIMORE
ANNE ARUNDEL
LAWYERS HILL
ELKRIDGE
PATAPSCO
CRESTWOOD
MONTGOMERY MANOR
MARITIME INSTITUTE OF TECHNOLOGY
ELK HGTS.
MICHAELTON MANOR
WEST ELKRIDGE
ELKRIDGE ELEM. SCH.
PATAPSCO
LINTHICUM HEIGHTS
VALLEY
EHRMANSVILLE
HARWOOD INDUSTRIAL PARK
STATE
HOWARD CO.
ANNE ARUNDEL CO.
HANOVER
PARK
ANDOVER CEMETERY
ANDOVER REC. AREA
COMMUTER STA.
MARYLAND DEPARTMENT OF TRANSPORTATION
BALTIMORE
WASHINGTON
INTER
STONY RUN
INDUSTRIAL PARK
BALTIMORE
WASHINGTON
INTERNATIONAL
SALTIMUIR
OMMONS
I-195

MEMORANDUM OF ACTION OF ADMINISTRATOR HAL KASSOFF
TUESDAY, SEPTEMBER 1, 1987
* * *

Administrator Kassoff executed the following deed dated September 1, 1987, previously approved as to form and legal sufficiency by the Office of the Assistant Attorney General, by which the Baltimore Gas & Electric Co. conveys unto the State Highway Administration, the parcels of land as indicated and as more fully described in the deed:

Grantor	Conveyance	In Accordance With
Baltimore Gas & Electric Co. (Partial Release of Mortgage)	I-68 US Rte. 50/301 W. of Patuxent River Bridge, Project AA-315 301-572 - conveying 0.835± acres.	Request of Grantee

Copy: Mr. J. A. Agro, JR.
Mr. B. B. Myers
Mr. E. H. Meehan
Mr. R. J. Finck
Mr. B. E. Ditto
Mr. T. J. Neukam
Secretary's File
Project AA-315-301-572

MEMORANDUM OF ACTION OF ADMINISTRATOR HAL KASSOFF
FRIDAY, AUGUST 28, 1987

Administrator Kassoff executed a road transfer agrement dated August 28, 1987, supplemental to the original agreement dated August 14, 1987, between the State Highway Administration and Anne Arundel County relative to the transfer of the following described section of highway and subject to the conditions more fully set forth in the agreement.

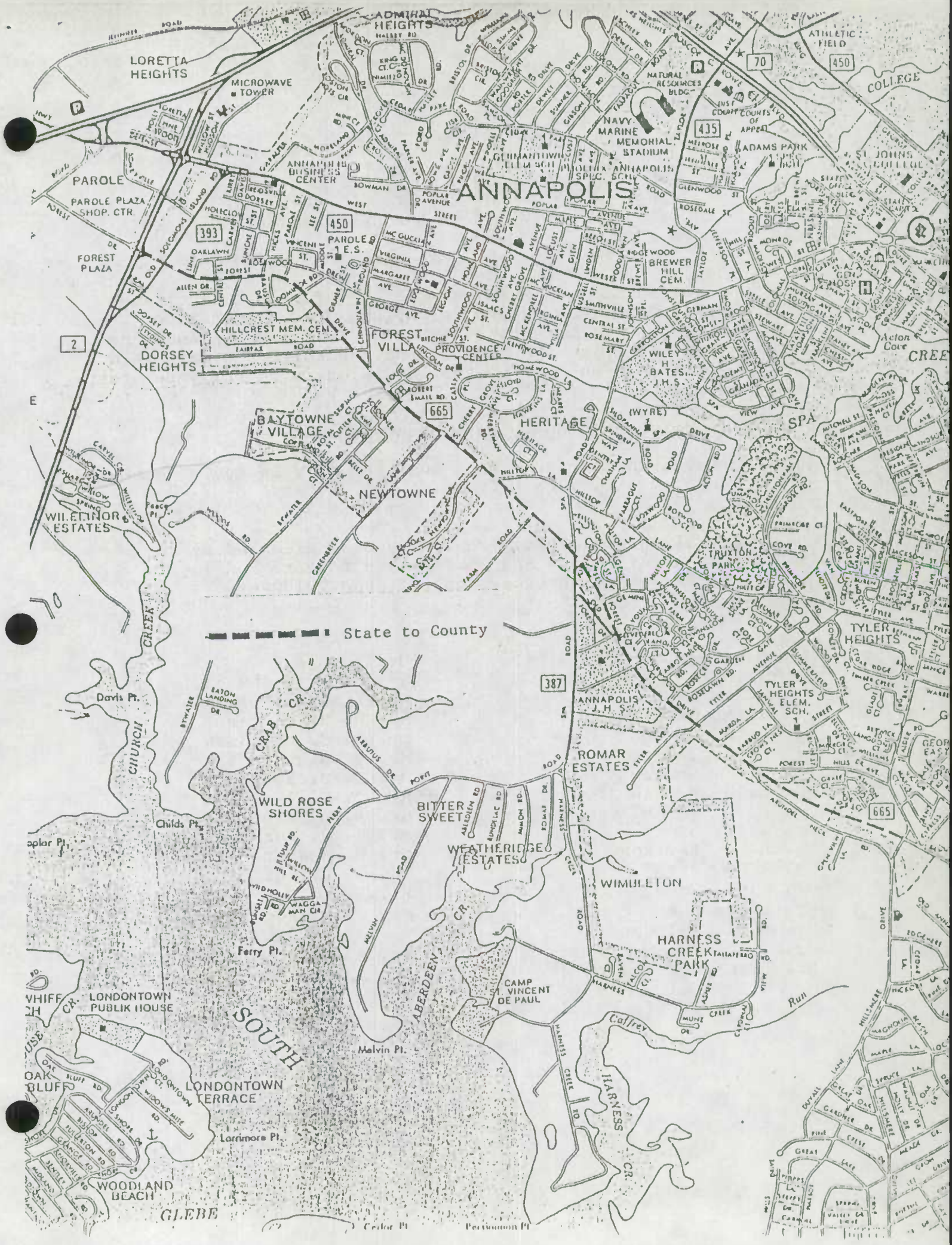
State Highway Administration to Anne Arundel County

Now Part of Co. 2836 Forest DR. KJP

MD 665 (Forest Drive) from MD 2 southwesterly to end of state maintenance at Hillsmore Drive, a total distance of 3.37± miles.

Said supplemental agreement had previously been executed by the appropriate county officials and approved as to form and legal sufficiency by Assistant Attorney General Jean Colburn.

Copy: Mr. J. A. Agro, Jr.
Mr. B. B. Myers
Mr. N. J. Pedersen
Mr. E. H. Meehan
Mr. T. J. Neukam
Secretary's File
Anne Arundel County File


ADMIRAL HEIGHTS
LORETTA HEIGHTS
MICROWAVE TOWER
ATHLETIC FIELD
COLLEGE
NATURAL RESOURCES BLDG.
NAVY-MARINE MEMORIAL STADIUM
ADAMS PARK
ST. JOHNS COLLEGE
ANNAPOLIS BUSINESS CENTER
ANNAPOLIS
PAROLE
PAROLE PLAZA SHOP. CTR.
FOREST PLAZA
PAROLE E.S.
BREWER HILL CEM.
HILLCREST MEM. CEM.
DORSEY HEIGHTS
FOREST VILLA
PROVIDENCE CENTER
WILEY H. BATES J.H.S.
BAYTOWNE VILLAGE
HERITAGE
(WYRE)
SPA
NEWTOWNE
WILLENOR ESTATES
TRUXTON PARK
TYLER HEIGHTS
TYLER HEIGHTS ELEM. SCH.
ANNAPOLIS J.H.S.
ROMAR ESTATES
State to County
Davis Pt.
CHURCH CREEK
CRAB CR.
WILD ROSE SHORES
BITTER SWEET
WEATHERIDGE ESTATES
WIMBLETON
Childs Pt.
Poplar Pt.
Ferry Pt.
HARNESS CREEK PARK
CAMP ST. VINCENT DE PAUL
ABERDEEN CR.
LONDONTOWN PUBLIK HOUSE
SOUTH
Malvin Pt.
Catfrey Run
OAK BLUFF
LONDONTOWN TERRACE
Larrimore Pt.
WOODLAND BEACH
GLEBE
Cedar Pt.
Persimmon Pt.
HARNESS CR.

Maryland Department of Transportation
State Highway Administration

RICHARD H. TRAINOR
Secretary

HAL KASSOFF
Administrator

August 26, 1987

MEMORANDUM

TO: Morris Stein, Chief
Highway Beautification Section

FROM: E.C. Chambers, Jr., Chief
Records and Research Section ECC

SUBJECT: Md. Rte. 424 (Davidsonville Rd.)
at Layton Street
Anne Arundel County

This information is in response to your memorandum dated June 19, 1987, regarding the existing right-of-way along the above project.

A search of available records maintained in this office indicates there are no recorded plats available for this area.

Further research indicates Md. Rte. 424, from 450 north to the Little Patuxent River, was transferred from Anne Arundel County to the State Highway Administration by agreement dated November 17, 1948. Records maintained in this office indicate that a fifty foot right-of-way was acquired by Anne Arundel County, in fee, prior to the transfer to the Administration. However, this transfer was for maintenance purposes only and was on an "As Is" basis. Therefore, fee title is still held by Anne Arundel County.

I would suggest that you check the Land Records of Anne Arundel County for any property Transfers or pertinent dedications for highway purposes and public use which may exist.

Contact this office if we can be of any further assistance.

ECC/SF/cw
Enclosures

My telephone number is 333-1660

Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro - 565-0451 D.C. Metro - 1-800-492-5062 Statewide Toll Free
707 North Calvert St., Baltimore, Maryland 21203-0717

Maryland Department of Transportation
State Highway Administration

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

PLEASE REPLY TO:
OFFICE OF TRAFFIC
350 S. HAMMONDS FERRY RD.
GLEN BURNIE, MARYLAND 21061-2599

September 17, 1987

Mr. Darryl T. Hockstra
Chief, Traffic Engineering Division
Anne Arundel County
One Harry S. Truman Parkway
Annapolis, Maryland 21401

Re: MD 665
Anne Arundel County

Dear Darryl:

Now Part of Co. 2836-Forest Dr. - Transfer agreement 8/24,28/87

As you are aware, MD 665 is being turned over to Anne Arundel County for maintenance. As a result, traffic signal equipment along that route will become the County's responsibility for maintenance as of October 1, 1987.

Personnel from this office will meet with your Mr. Creswell in the field to go over equipment at the intersections noted below to assure that they are familiar with the operation prior to the October 1 transfer of maintenance.

The intersections which will become Anne Arundel County's responsibility for maintenance are:

1. MD 665 at Chinquapin Round Road
2. MD 665 at Bywater Road
3. MD 665 at Hilltop Lane
4. MD 665 at MD 387 (Spa Road)
5. MD 665 at Rosecrest Road
6. MD 665 at Tyler Avenue
7. MD 665 at Bayridge Road/Hillsmere Drive

Also, as we discussed, if you require our assistance in any way during or after the transfer, please contact me.

Very truly yours,

Richard L. Daff, Sr.
Chief, Bureau of Traffic Operations
Office of Traffic

RLD:p

cc: Lt. Col. A. Booker, E. H. Meehan, E. L. Hodshon, E. T. Paulis, Jr. T. C. Watts, L. E. Elliott, F. Donato, Jr., P. E. Beall, M. Baxter, Communications, S. Mallory

My telephone number is (301) 859-7501

Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro - 565-0451 D.C. Metro - 1-800-492-5062 Statewide Toll Free
707 North Calvert St., Baltimore, Maryland 21203-0717

MEMORANDUM OF ACTION OF DEPUTY ADMINISTRATOR J. A. Agro, Jr.
FRIDAY, AUGUST 14, 1987
* * *

Deputy Administrator Agro executed the following road transfer deed dated August 14, 1987, previously approved as to form and legal sufficiency by the Office of the Assistant Attorney General, by which the Administration conveys, subject to approval of the Board of Public Works of Maryland, unto the grantee named, the parcel of land as indicated and as more fully described in the deed:

Grantee	Conveyance	In Accordance with
Anne Arundel County	3.37± A., MD 665 (Forest Drive) from MD 2 SW to the end of state maintenance at Hillsmore Drive (Co. 2885).	Road Transfer Agreement

Copy: Mr. J. A. Agro, Jr.
Mr. B. B. Myers
Mr. C. Stickles
Mr. E. H. Meehan
Mr. N. J. Pedersen
Mr. T. J. Neukam
Secretary's File
Anne Arundel County

Maryland Department of Transportation
State Highway Administration

William K. Hellmann
Secretary

Hal Kassoff
Administrator

February 25, 1986

MEMORANDUM

TO: Distribution List

FROM: Neil J. Pedersen, Director
Office of Planning and
Preliminary Engineering

Neil J. Pedersen JFR

SUBJECT: Road Transfers in Anne Arundel County

Attached is a revised Memorandum of Action pertaining to the transfer of various roadway segments between the State Highway Administration and Anne Arundel County. The original Memorandum of Action was dated January 23, 1986.

Please note that Hammonds Ferry Road, between Maryland 176 and Maryland 170, is to be designated as Maryland 162. This is the only revision being made to the original Memorandum.

The Office of Planning and Preliminary Engineering regrets any inconvenience caused by this revised route number designation. If additional information is necessary, please contact Mr. John T. Neukam, Bureau of Highway Statistics.

NJP:bkm

Attachment

cc: Mr. H. Kassoff
Mr. J. A. Agro
Mr. G. E. Dailey
Mr. J. M. Welsh
Mr. E. M. Loskot
Mr. N. J. Pedersen
Mr. J. T. Neukam
Mr. E. H. Meehan
Mr. R. J. Finck
Mr. J. L. White
Mr. R. C. Davison
Ms. R. W. Byron
Mr. W. E. Ensor
Mr. L. E. Elliott
Mr. R. E. Hutzler
Mr. D. Malkowski
Mr. E. Chambers
Mr. K. Oelmann
Mr. L. H. Ege, Jr.
Mr. K. V. Dodson
Secretary's File
Mr. P. E. Becker
Mr. E. S. Freedman
Mr. T. Watts
Mr. T. Hicks
Mr. C. Lee
Mr. A. M. Capizzi
Mr. R. C. Pazourek
Mr. R. Weaver
Mr. E. L. Hodshon
Mr. J. S. Koehn
Mr. J. Shea
Mr. M. Munk

My telephone number is 659-1110
Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro — 565-0451 D.C. Metro — 1-800-492-5062 Statewide Toll Free
P.O. Box 717 / 707 North Calvert St., Baltimore, Maryland 21203 - 0717

MEMORANDUM OF ACTION OF DIRECTOR NEIL J. PEDERSEN
OFFICE OF PLANNING AND PRELIMINARY ENGINEERING

February 21, 1986

Director Pedersen, Office of Planning and Preliminary Engineering, executed a road transfer agreement dated November 8, 1985, between the State Highway Administration and Anne Arundel County relative to the transfer of the following described sections of highway and subject to the conditions more fully set forth in the agreement.

SHA to Anne Arundel County

Co 4913 - MD 645A (Old Dorsey Road) from MD 176 to the road end west of Amtrak, a total distance of ±0.41 mile.

Co 4919 - MD 989 (Seabourne Drive) from MD 607 to the road end, a total distance of ±0.31 mile.

Co. 4918 - MD 932 (Charles Hall Road) from MD 3 (SBL) to the road end, a total distance of ±0.52 mile.

Co 4914 - MD 711A (Blades Lane) from MD 710 to the road end, a total distance of ±0.26 mile.

Co 4916 - MD 778C from MD 2, at Harwood Road, to MD 2 at Polling House Road, a total distance of ±0.37 mile.

Part Co 4915 - MD 778A from MD 2 to MD 2, a total distance of ±0.58 mile.

Co 4917 - MD 778K from MD 2 to the road end, north of Nutwell Road a total distance of ±0.37 mile.

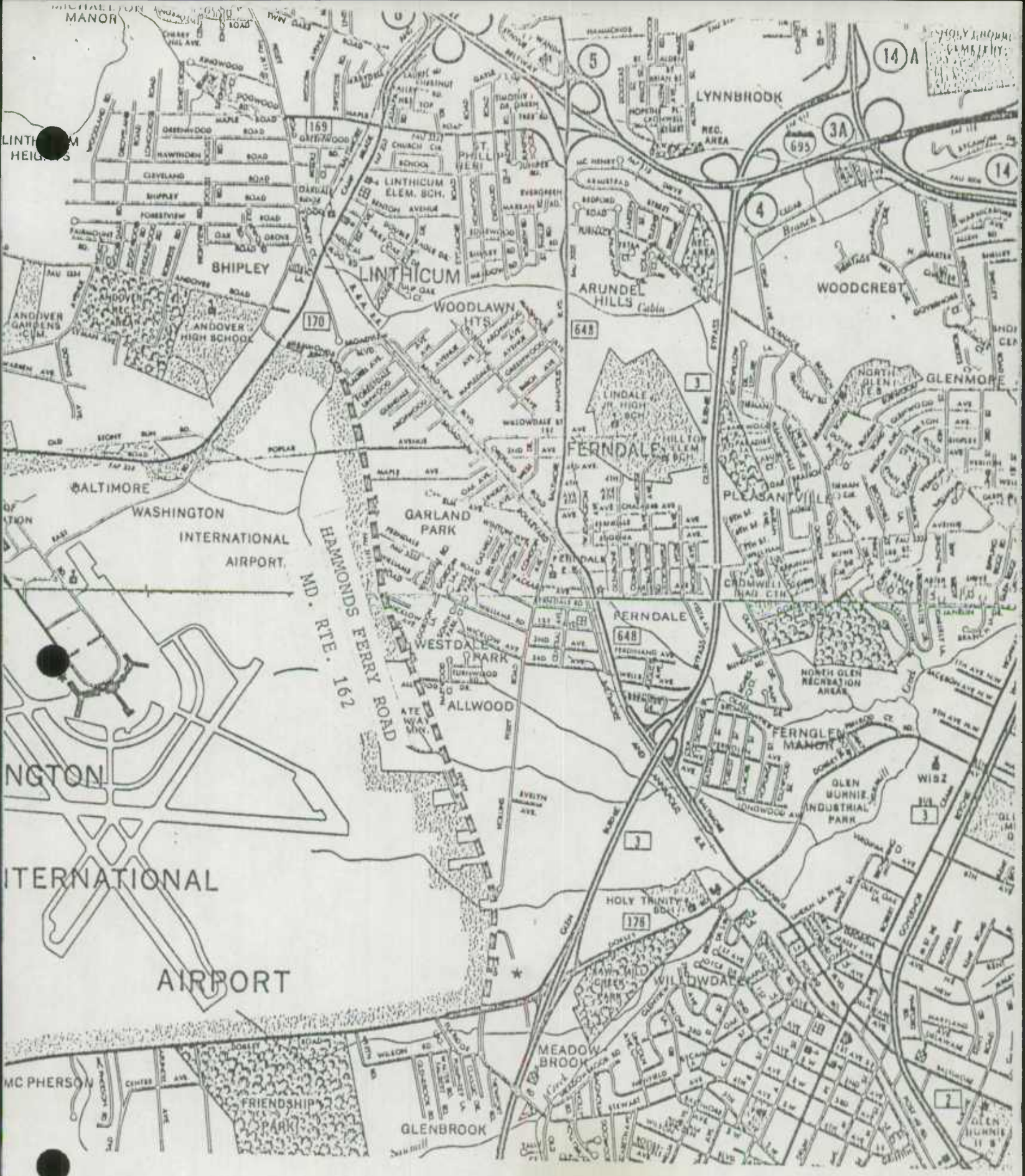
Anne Arundel County to SHA

Hammonds Ferry Road from MD 170 to MD 176 a total distance of ±2.37 miles.

Director Pedersen has also approved the designation of this section of Hammonds Ferry Road as Maryland Route 162.
Was Co. 17

Said agreement had previously been executed by the Anne Arundel County Executive and approved as to form and legal sufficiency by Assistant Attorney General Norman Polski.

ATL:sdc


MANOR
LINTHICUM HEIGHTS
LYNNBROOK
REC. AREA
LINTHICUM ELEM. SCH.
ST. PHILLIP
SHIPLEY
LINTHICUM
ARUNDEL HILLS
WOODCREST
ANDOVER GARDENS CUM.
ANDOVER HIGH SCHOOL
WOODLAWN HTS.
GLENMORE
LINDALE JR. HIGH SCH.
FERNDALE
PLEASANTVILLE
BALTIMORE
WASHINGTON INTERNATIONAL AIRPORT
GARLAND PARK
HAMMONDS FERRY ROAD
MD. RTE. 162
CROMWELL MAD CTR.
FERNDALE
WESTDALE PARK
ALLWOOD
NORTH GLEN RECREATION AREA
FERNGLEN MANOR
GLEN BURNIE INDUSTRIAL PARK
WISZ
INTERNATIONAL
AIRPORT
HOLY TRINITY
WILDWOOD
MEADOW BROOK
MC PHERSON
FRIENDSHIP PARK
GLENBROOK

Maryland Department of Transportation
State Highway Administration

William K. Hellmann
Secretary

Hal Kassoff
Administrator

February 25, 1986

MEMORANDUM

TO: Distribution List

FROM: Neil J. Pedersen, Director
Office of Planning and
Preliminary Engineering

Neil J. Pedersen JFR

SUBJECT: Road Transfers in Anne Arundel County

Attached is a revised Memorandum of Action pertaining to the transfer of various roadway segments between the State Highway Administration and Anne Arundel County. The original Memorandum of Action was dated January 23, 1986.

Please note that Hammonds Ferry Road, between Maryland 176 and Maryland 170, is to be designated as Maryland 162. This is the only revision being made to the original Memorandum.

The Office of Planning and Preliminary Engineering regrets any inconvenience caused by this revised route number designation. If additional information is necessary, please contact Mr. John T. Neukam, Bureau of Highway Statistics.

NJP:bkm

Attachment

cc: Mr. H. Kassoff
Mr. J. A. Agro
Mr. G. E. Dailey
Mr. J. M. Welsh
Mr. E. M. Loskot
Mr. N. J. Pedersen
Mr. J. T. Neukam
Mr. E. H. Meehan
Mr. R. J. Finck
Mr. J. L. White
Mr. R. C. Davison
Ms. R. W. Byron
Mr. W. E. Ensor
Mr. L. E. Elliott
Mr. R. E. Hutzler
Mr. D. Malkowski
Mr. E. Chambers
Mr. K. Oelmann
Mr. L. H. Ege, Jr.
Mr. K. V. Dodson
Secretary's File
✓Mr. P. E. Becker
Mr. E. S. Freedman
Mr. T. Watts
Mr. T. Hicks
Mr. C. Lee
Mr. A. M. Capizzi
Mr. R. C. Pazourek
Mr. R. Weaver
Mr. E. L. Hodshon
Mr. J. S. Koehn
Mr. J. Shea
Mr. M. Munk

My telephone number is 659-1110
Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro — 565-0451 D.C. Metro — 1-800-492-5062 Statewide Toll Free
P.O. Box 717 / 707 North Calvert St., Baltimore, Maryland 21203 - 0717

MEMORANDUM OF ACTION OF DIRECTOR NEIL J. PEDERSEN
OFFICE OF PLANNING AND PRELIMINARY ENGINEERING

February 21, 1986

Director Pedersen, Office of Planning and Preliminary Engineering, executed a road transfer agreement dated November 8, 1985, between the State Highway Administration and Anne Arundel County relative to the transfer of the following described sections of highway and subject to the conditions more fully set forth in the agreement.

SHA to Anne Arundel County

Co 4913 - MD 645A (Old Dorsey Road) from MD 176 to the road end west of Amtrak, a total distance of ±0.41 mile.

Co 4919 - MD 989 (Seabourne Drive) from MD 607 to the road end, a total distance of ±0.31 mile.

Co. 4918 - MD 932 (Charles Hall Road) from MD 3 (SBL) to the road end, a total distance of ±0.52 mile.

Co 4914 - MD 711A (Blades Lane) from MD 710 to the road end, a total distance of ±0.26 mile.

Co 4916 - MD 778C from MD 2, at Harwood Road, to MD 2 at Polling House Road, a total distance of ±0.37 mile.

Part Co 4915 - MD 778A from MD 2 to MD 2, a total distance of ±0.58 mile.

Co 4917 - MD 778K from MD 2 to the road end, north of Nutwell Road a total distance of ±0.37 mile.

Anne Arundel County to SHA

(Co. 17)
Hammonds Ferry Road from MD 170 to MD 176 a total distance of ±2.37 miles.

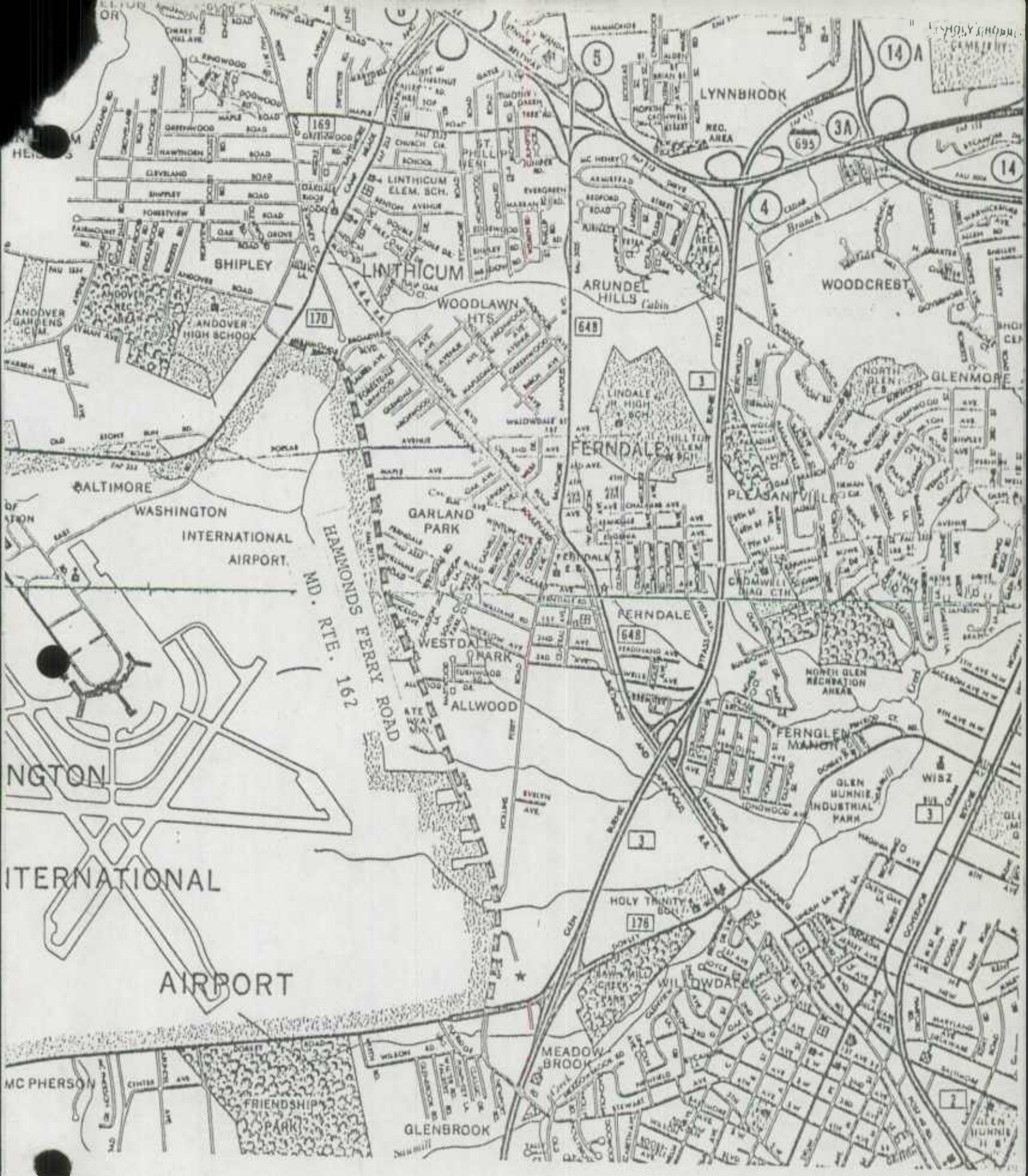
Director Pedersen has also approved the designation of this section of Hammonds Ferry Road as Maryland Route 162.

Said agreement had previously been executed by the Anne Arundel County Executive and approved as to form and legal sufficiency by Assistant Attorney General Norman Polski.

ATL:sdc

See memo 5-6-88
cross reference w/ md 762
md 167


MICHAELTON MANOR
LINTHICUM HEIGHTS
SHIPLEY
LINTHICUM
LINTHICUM ELEM. SCH.
ST. PHILLIPS
ANDOVER GARDENS CUM.
ANDOVER HIGH SCHOOL
WOODLAWN HTS.
LYNNBROOK
REC. AREA
ARUNDEL HILLS
WOODCREST
LINDALE JR. HIGH SCH.
FERNDALE
HILLTOP ELEM. SCH.
NORTH GLEN ELEM. SCH.
GLENMORE
PLEASANTVILLE
BALTIMORE
WASHINGTON
INTERNATIONAL
AIRPORT
GARLAND PARK
HAMMONDS FERRY ROAD
MD. RTE. 162
CROMWELL MAG CTR.
WESTDALE PARK
ALLWOOD
NORTH GLEN RECREATION AREAS
FERNGLEN MANOR
GLEN BURNIE INDUSTRIAL PARK
WISZ
HOLY TRINITY
WILDWOOD
MEADOW BROOK
GLENBROOK
FRIENDSHIP PARK
MC PHERSON
NGTON
TERNATIONAL
AIRPORT


LYNNBROOK
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ANDOVER HIGH SCHOOL
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WOODCREST
GLENMORE
LINDALE JR. HIGH SCH.
FERNDALE
PLEASANTVILLE
BALTIMORE
WASHINGTON INTERNATIONAL AIRPORT
GARLAND PARK
HAMMONDS FERRY ROAD
MD. RTE. 162
WESTDALE PARK
ALLWOOD
NORTH GLEN RECREATION AREAS
FERNGLEN MANOR
GLEN BURNIE INDUSTRIAL PARK
WISZ
HOLY TRINITY
WILDWOOD
MEADOW BROOK
GLENBROOK
FRIENDSHIP PARK
MC PHERSON
INTERNATIONAL
AIRPORT

THIS AGREEMENT made this 8th day of November, 19 85, by and between the State Highway Administration of the Department of Transportation of Maryland, hereinafter referred to as "Highway Administration," party of the first part, and Anne Arundel County, Maryland, hereinafter referred to as "County," party of the second part.

WHEREAS, under authority contained in Transportation Article, Title 8-304, of the Annotated Code of Maryland, the State Highway Administration of the Department of Transportation of Maryland is empowered to enter into an agreement to transfer jurisdiction over and responsibility for the maintenance of any State Highway or portion thereof, with the governing bodies of the several political subdivisions of Maryland, and the governing bodies of the several political subdivisions of Maryland are empowered to enter into an agreement to transfer jurisdiction over and responsibility for the maintenance of any County or Municipal road, or portion thereof, with the State Highway Administration of the Department of Transportation of Maryland.

WHEREAS, the "Highway Administration" has agreed to transfer the hereinafter described sections of road which heretofore were maintained by the "Highway Administration" to the "County" and the "County" has agreed to accept same as an integral part of the County Highway System.

NOW, THEREFORE, THIS AGREEMENT WITNESSETH, that for and in consideration of $1.00 and good and valuable consideration, the receipt whereof is hereby acknowledged, the "Highway Administration" does hereby transfer unto the "County" and the "County" does accept from the "Highway Administration" jurisdiction over and responsibility for the maintenance of the following described sections of State Highway for maintenance purposes as part of the County Highway System.

MD 645A (Old Dorsey Road) from
MD 176 to the road end
west of Amtrak,
a total distance of ±0.41 mile

MD 989 (Seabourne Drive) from
MD 607 to the road end,
a total distance of ±0.31 mile

MD 932 (Charles Hall Road) from
MD 3 (SBL) to the road end,
a total distance of ±0.52 mile

MD 711A (Blades Lane) from
MD 710 to the road end,
a total distance of ±0.26 mile

MD 778C from MD 2, at Harwood Road,
to MD 2 at Polling House Road,
a total distance of ±0.37 mile

MD 778A from MD 2 to MD 2,
a total distance of ±0.58 mile

MD 778K from MD 2 to the road end,
north of Nutwell Road,
a total distance of ±0.37 mile

IT IS UNDERSTOOD AND AGREED between the parties hereto that the conveyance of the aforegoing sections of State road is subject to the following conditions.

1. The effective date of transfer shall be upon complete approval and execution of this agreement.

2. The aforegoing mileage will be included in the inventory as of December 1st of the year following the date as set forth in Item 1 above.

3. The basis for the allocation of funds will include the additional ±2.82 miles in the allocation to the "County" beginning July 1st of the year following the date as set forth in Item 2 above.

4. The transfer of said roads is made on an as-is basis which pertains to the existing rights-of-way and to the existing condition of the roads involved, including all appurtenances and bridge structures.

5. The "County" accepts jurisdiction over and responsibility for the maintenance of said roads as of the effective date of the transfer.

IT IS FURTHER UNDERSTOOD AND AGREED that the "Highway Administration" will hereafter prepare a deed of conveyance for the above described sections of "State" maintained highway to the

"County" subject to the approval of the Board of Public Works of Maryland.

AND BE IT FURTHER AGREED that in consideration of the aforegoing, the "County", does hereby transfer to the "Highway Administration" the following described section of "County" highway for maintenance purposes as part of the State Highway System.

Hammonds Ferry Road from MD 170
to MD 176
A total distance of ±2.37 miles

IT IS FURTHER UNDERSTOOD AND AGREED between the parties hereto that the conveyance of the aforegoing section of County road is subject to the following conditions.

1. The effective date of transfer shall be upon complete approval and execution of this agreement.

2. The aforegoing mileage will be excluded from the "County" inventory as of December 1st of the year following the date as set forth in Item 1 above.

3. The basis for the allocation of funds will exclude the ±2.37 miles from the allocation to the "County" beginning July 1st of the year following the date as set forth in Item 2 above.

4. The transfer of said road is made on an as-is basis which pertains to the existing rights-of-way and to the existing conditions of the road involved, including all appurtenances and bridge structures.

5. The "Highway Administration" accepts jurisdiction over and responsibility for the maintenance of said road as of the effective date of transfer.

IT IS FURTHER UNDERSTOOD AND AGREED that the "County" will hereafter prepare a Deed of Conveyance for the above described section of "County" maintained highway to the "Highway Administration."

IN WITNESS WHEREOF, the parties involved have caused these presents to be executed by their proper officers thereunto duly authorized the day and year first written.

RECOMMENDED FOR APPROVAL:

Chief, Bureau of Highway Statistics

THE STATE HIGHWAY ADMINISTRATION OF THE DEPARTMENT OF TRANSPORTATION:

WITNESS: Barbara McCoy

BY: Neil J Pedersen

Director, Office of Planning and Preliminary Engineering

Approved as to form and legal sufficiency this 9 day of August, 19 85.

Assistant Attorney General

ANNE ARUNDEL COUNTY, MARYLAND

RECOMMENDED FOR APPROVAL:

Director of Public Works

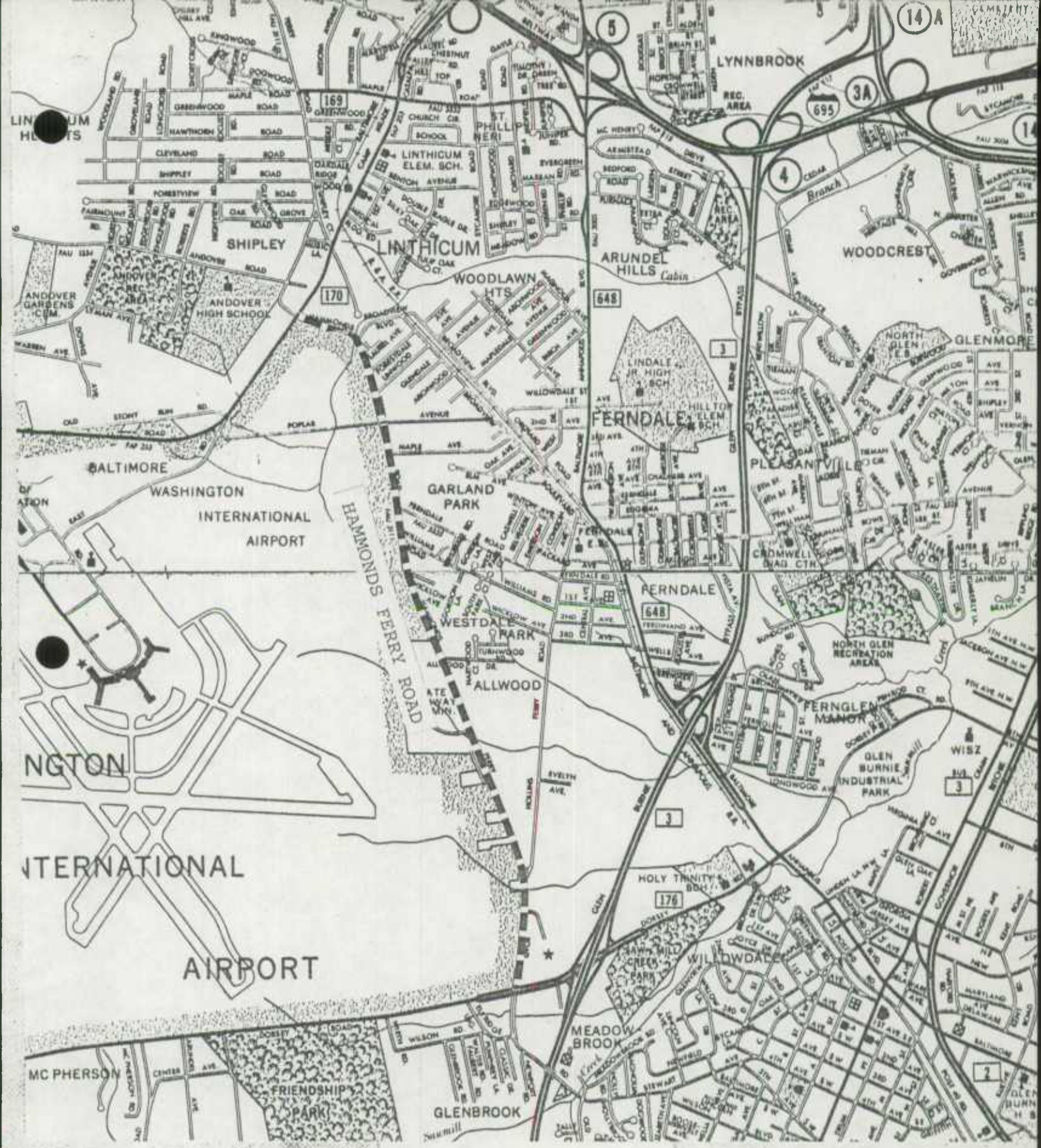
BY: For County Executive James Lighthizer

WITNESS:

Barbara A. Snider

Approved as to form and legal sufficiency this 7th day of November, 19 85.

County Solicitor


LYNNBROOK
REC. AREA
695
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14A
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4
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SHIPLEY
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HILL TOP ELEM. SCH.
PLEASANTVILLE
BALTIMORE
WASHINGTON INTERNATIONAL AIRPORT
GARLAND PARK
HAMMONDS FERRY ROAD
CROMWELL DRIVE CTR.
FERNDALE
WESTDALE PARK
ALLWOOD
NORTH GLEN RECREATION AREAS
FERNGLEN MANOR
GLEN BURNIE INDUSTRIAL PARK
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AIRPORT
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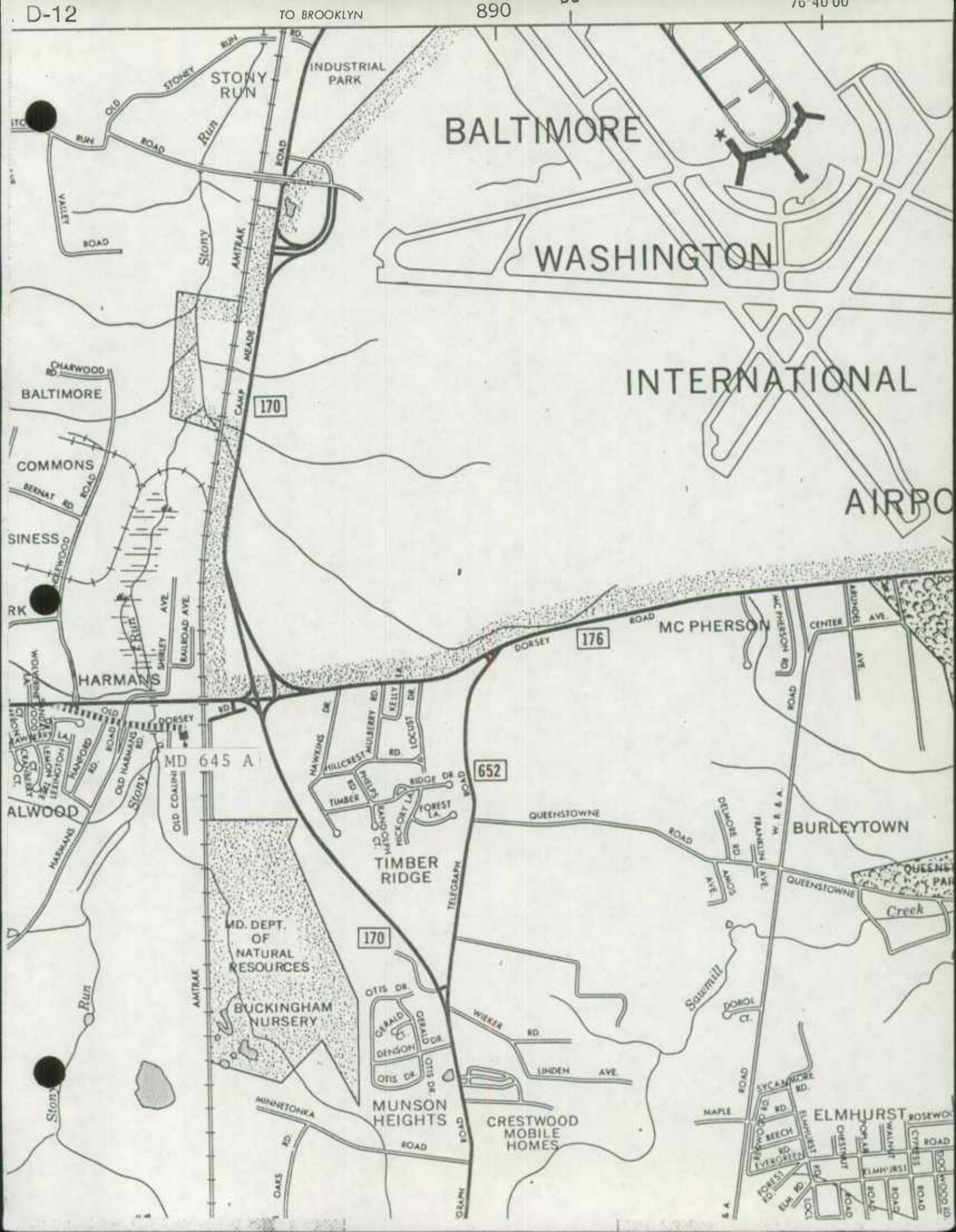
MEADOW BROOK
MC PHERSON
FRIENDSHIP PARK
GLENBROOK


TO BROOKLYN
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76°40'00"
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WASHINGTON
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AIRPO
OLD STONEY RUN ROAD
VALLEY ROAD
Stony Run
AMTRAK
CAMP MEADE ROAD
170
CHARWOOD RD.
BALTIMORE
COMMONS
BERNAT RD.
SINESS
RK
SHIRLEY AVE.
RAILROAD AVE.
HARMANS
OLD HARMANS RD.
DORSEY RD.
MD 645 A
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OLD COALINE
HARMANS
DORSEY ROAD
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MC PHERSON
CENTER AVE.
ARUNDEL AVE.
652
HAWKINS DR.
HILLCREST RD.
MULBERRY RD.
KELLY LA.
LOCUST DR.
PHELPS
TIMBER RD.
RIDGE DR.
HICKORY LA.
FOREST LA.
TIMBER RIDGE
TELEGRAPH ROAD
QUEENSTOWNE ROAD
DELMORE RD.
FRANKLIN AVE.
W. B. & A.
BURLEYTOWN
AMOS AVE.
QUEENSTOWNE PARK
Creek
Saumill
MD. DEPT. OF NATURAL RESOURCES
BUCKINGHAM NURSERY
OTIS DR.
GERALD CT.
DENSON
WIRKER RD.
LINDEN AVE.
MUNSON HEIGHTS
CRESTWOOD MOBILE HOMES
MINNETONKA ROAD
OAKS RD.
DOROL CT.
SYCAMORE RD.
MAPLE ROAD
ELMHURST
BEECH RD.
EVERGREEN RD.
CHESTNUT
POPLAR
WALNUT
CYPRESS
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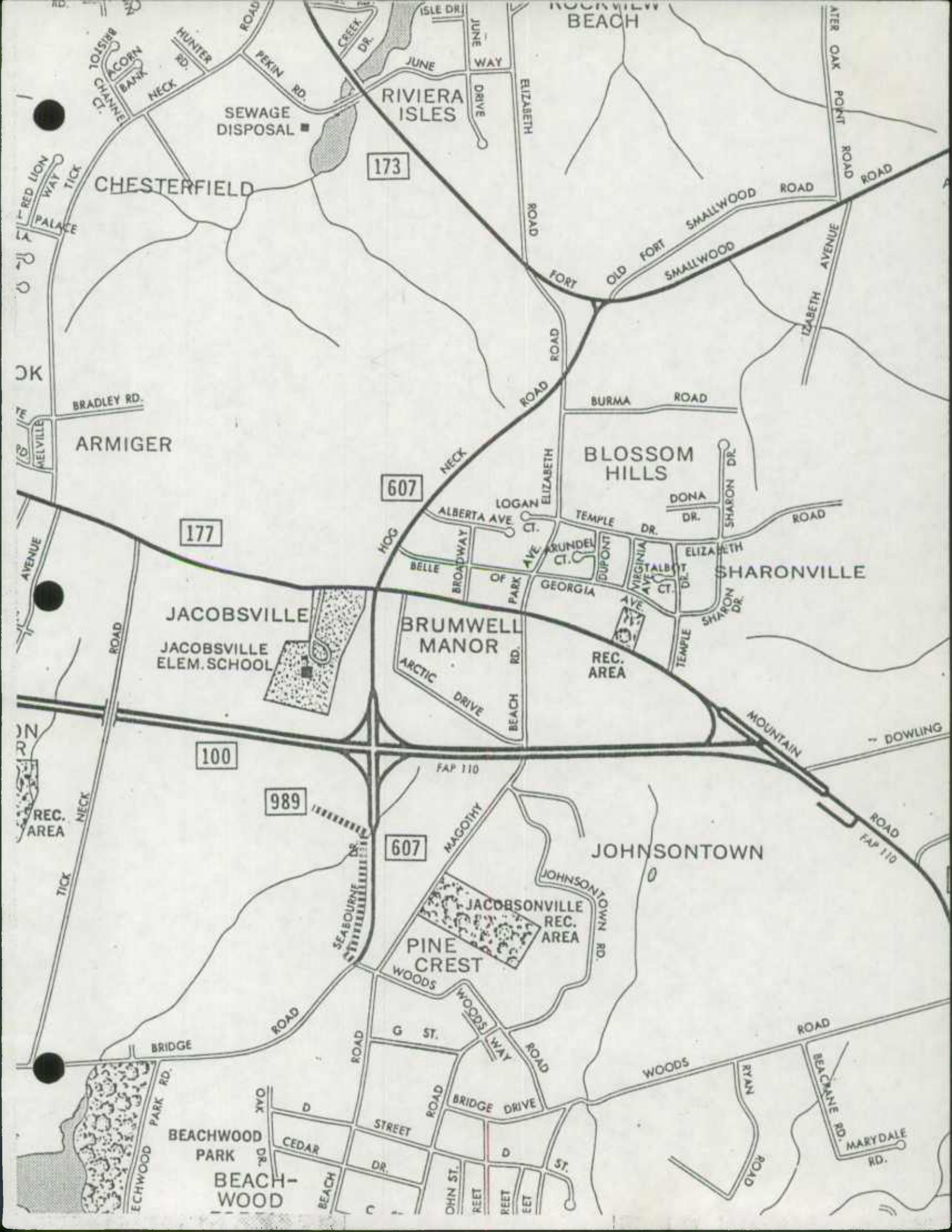
FOREST RD.
ELM RD.
LOCUST ROAD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CHESTERFIELD
ARMIGER
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BRUMWELL MANOR
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JOHNSONTOWN
JACOBSONVILLE REC. AREA
PINE CREST
BEACHWOOD PARK
BEACH-WOOD
173
177
607
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989
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JUNE WAY
JUNE DRIVE
ELIZABETH ROAD
OAK POINT ROAD
SMALLWOOD ROAD
OLD FORT ROAD
FORT SMALLWOOD
ELIZABETH AVENUE
BURMA ROAD
BRADLEY RD.
HOG NECK ROAD
ALBERTA AVE.
LOGAN CT.
TEMPLE DR.
DONA DR.
SHARON DR.
ELIZABETH
BELLE
BROADWAY
PARK AVE.
ARUNDEL CT.
DUPONT
VIRGINIA AVE.
ALBERT CT.
GEORGIA AVE.
TEMPLE
ARCTIC DRIVE
BEACH RD.
MOUNTAIN ROAD
DOWLING
FAP 110
MAGOTHY
JOHNSONTOWN RD.
SEABOURNE DR.
WOODS WAY
WOODS ROAD
BRIDGE ROAD
G ST.
BRIDGE DRIVE
D STREET
CEDAR DR.
OAK DR.
BEACH DR.
RYAN ROAD
BEACRANE RD.
MARYDALE RD.
TICK NECK ROAD
PEKIN RD.
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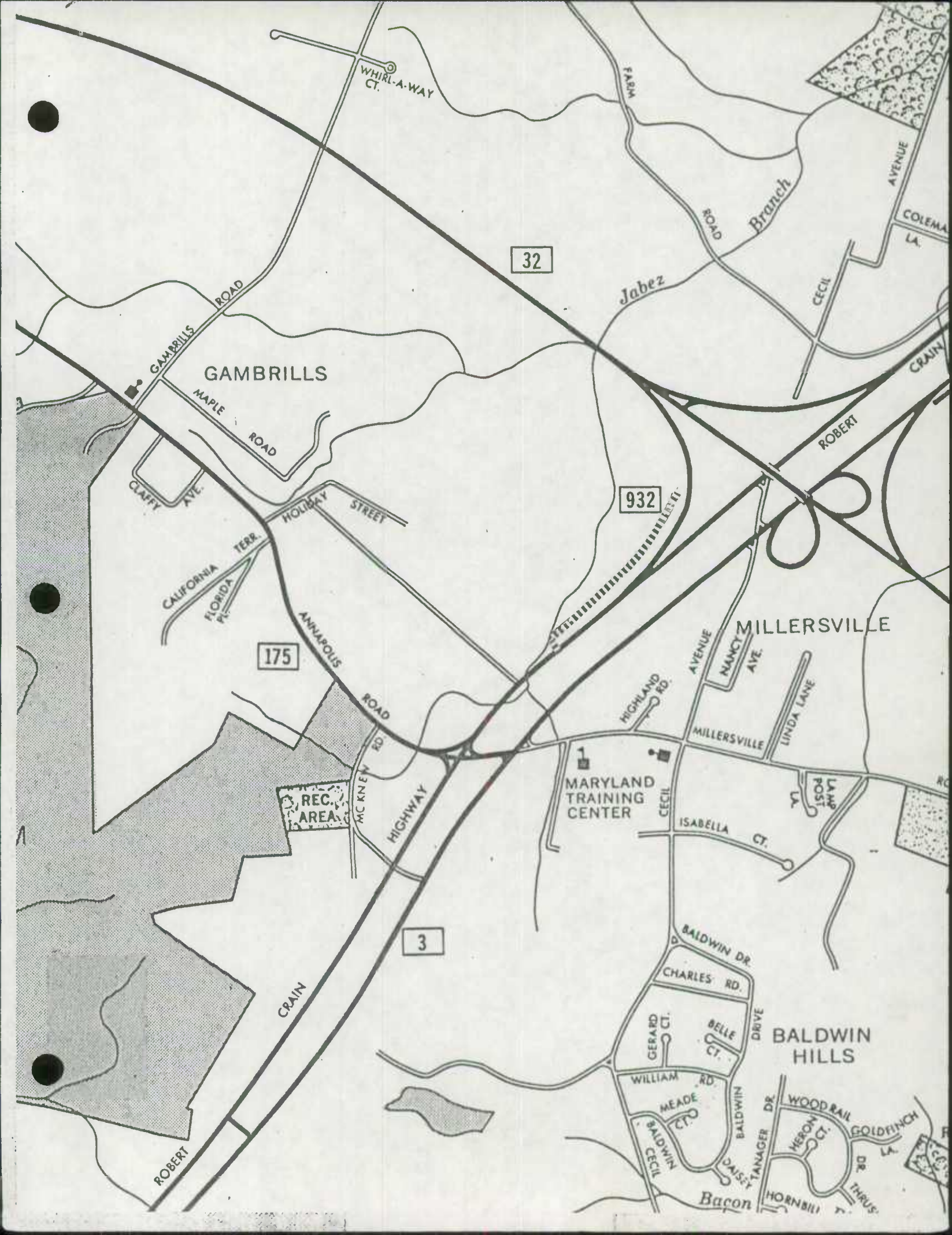
AVENUE
REC. AREA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GAMBRILLS
MAPLE ROAD
CRAIN
ROBERT
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HOLIDAY STREET
CALIFORNIA TERR.
FLORIDA PL.
ANNAPOLIS ROAD
175
MILLERSVILLE
NANCY AVE.
HIGHLAND RD.
LINDA LANE
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MARYLAND TRAINING CENTER
CECIL
LAND POST CT.
ISABELLA CT.
REC. AREA
MC KNEW RD.
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BALDWIN DR.
CHARLES RD.
GERARD CT.
BELLE CT.
DRIVE
BALDWIN HILLS
WILLIAM RD.
MEADE CT.
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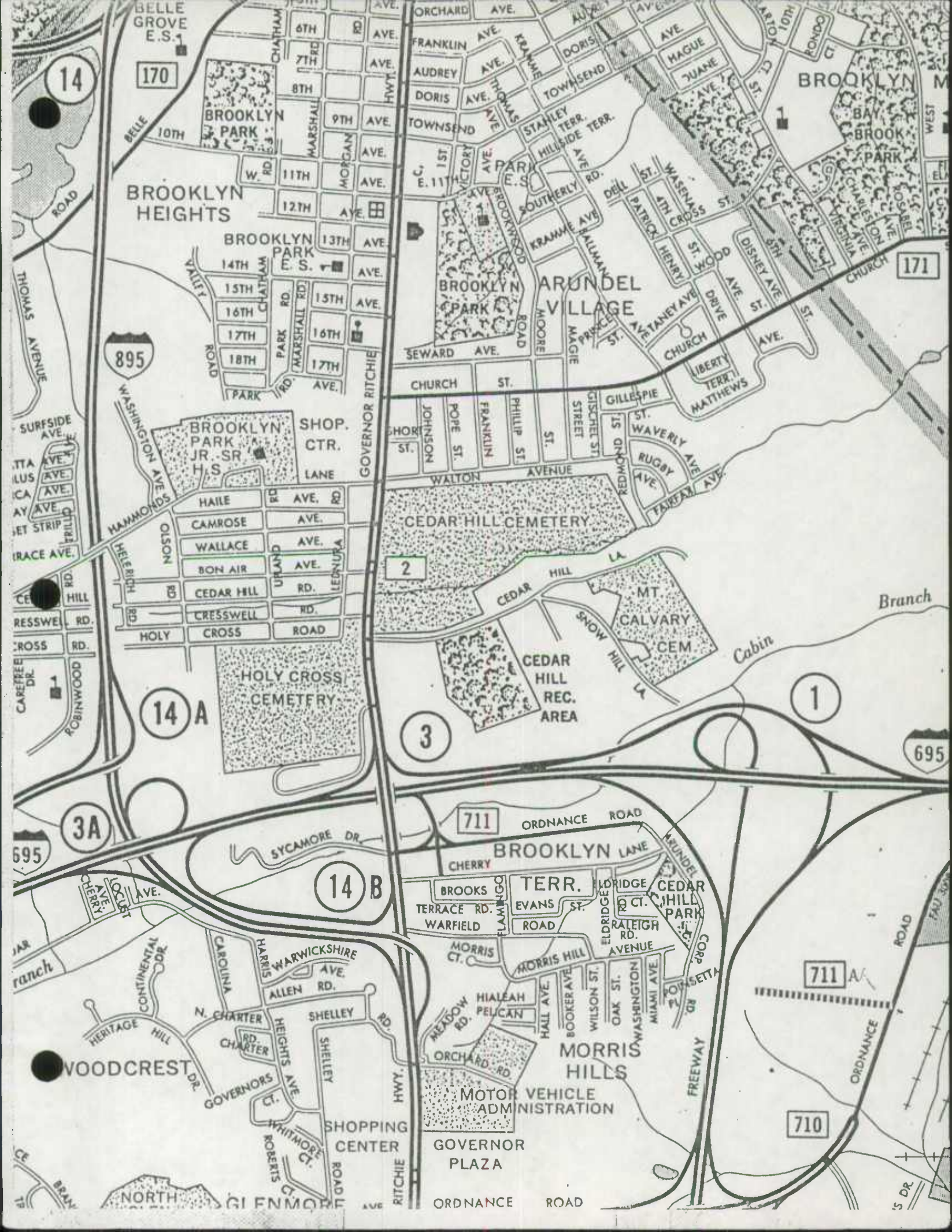
BELLE GROVE E.S.
BROOKLYN PARK
BROOKLYN HEIGHTS
BROOKLYN PARK E.S.
BROOKLYN PARK
ARUNDEL VILLAGE
BROOKLYN PARK JR.-SR. H.S.
SHOP. CTR.
CEDAR HILL CEMETERY
HOLY CROSS CEMETERY
CEDAR HILL REC. AREA
MT. CALVARY CEM.
BROOKLYN TERR.
CEDAR HILL PARK
MORRIS HILLS
MOTOR VEHICLE ADMINISTRATION
GOVERNOR PLAZA
SHOPPING CENTER
WOODCREST
NORTH GLENMORE
BROOKLYN BAY
BROOK PARK
Cabin Branch
ORDNANCE ROAD
GOVERNOR RITCHIE HWY.
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SEWARD AVE.
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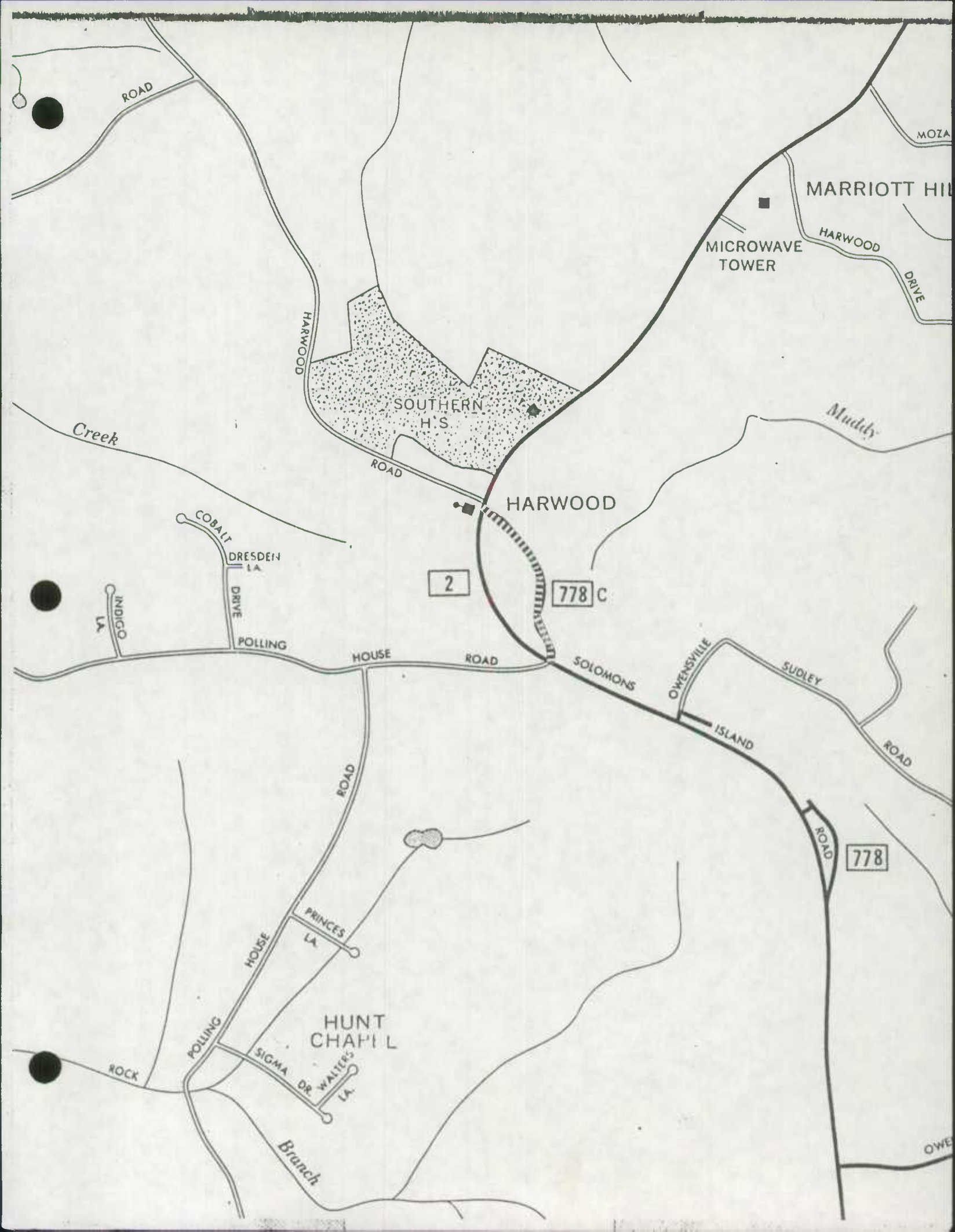
SNOW HILL LA.
FREEWAY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DRESDEN LA.
DRIVE
INDIGO LA.
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POLLING
HOUSE
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SOLOMONS
OWENSVILLE
SUDLEY
ISLAND
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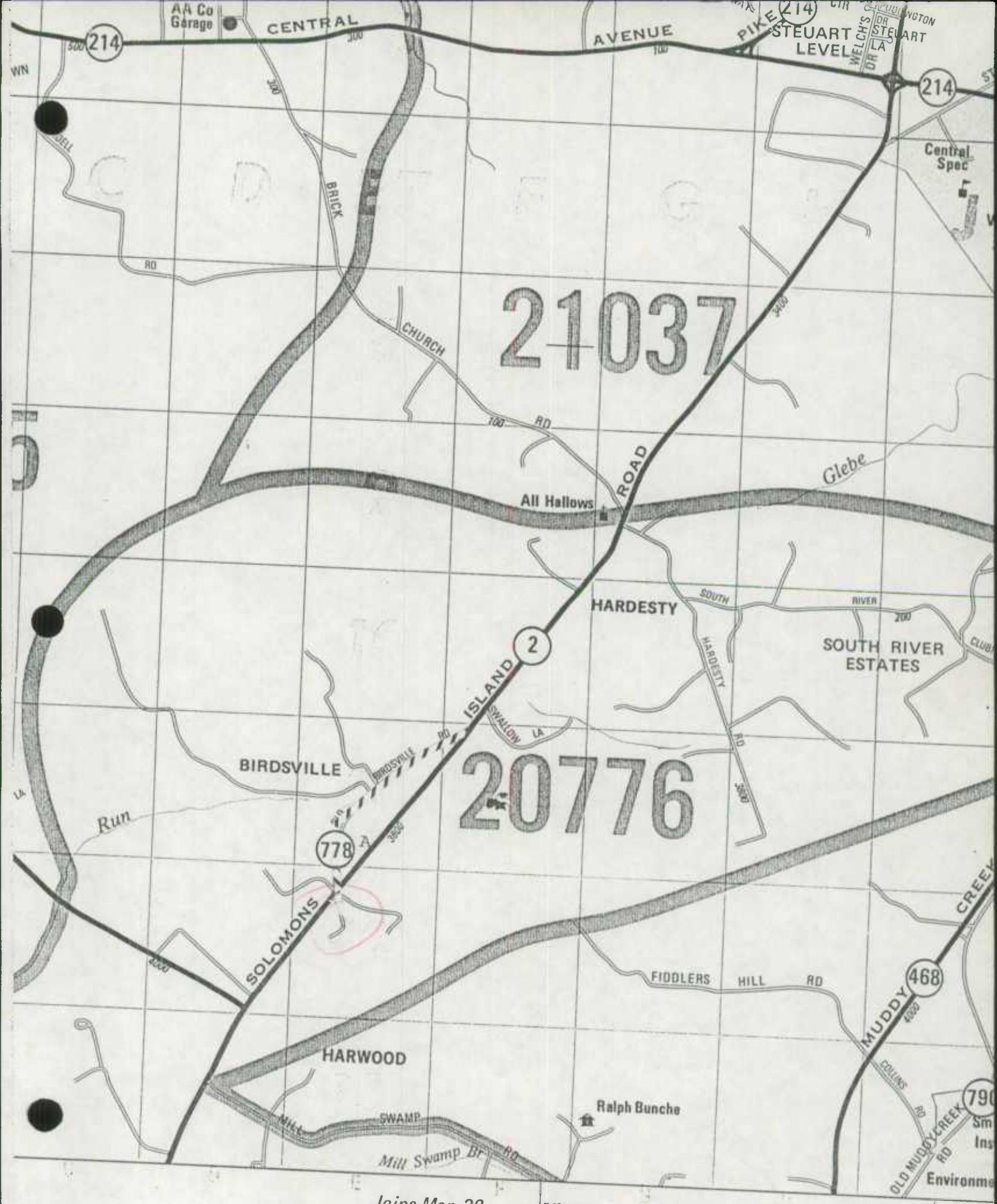
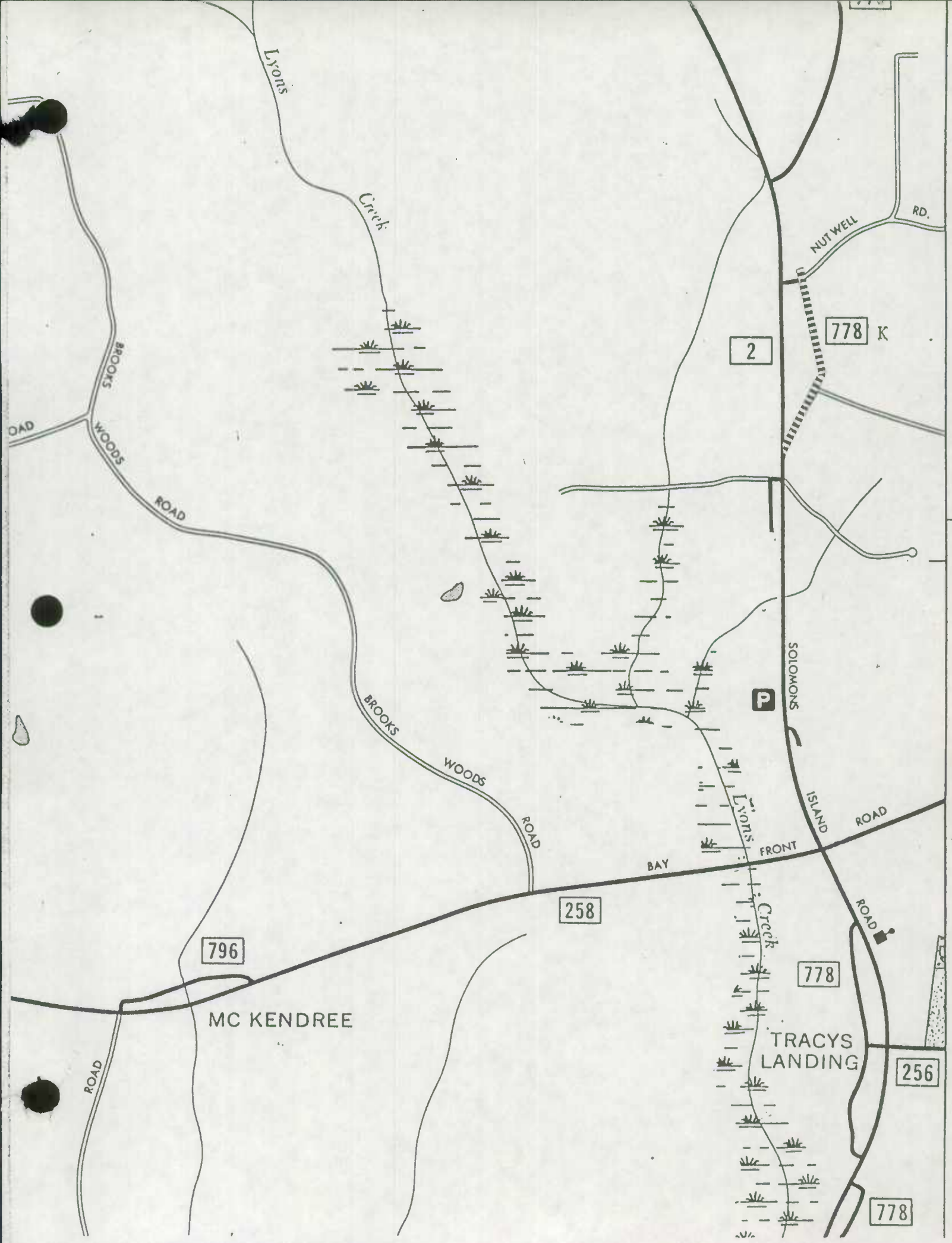
ROCK
Branch
OWE



Joins Map 29 76°35'00" 920,000 FT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TO GALESVILLE
TO DEALE

MEMORANDUM OF ACTION OF DIRECTOR HAL KASSOFF
OFFICE OF PLANNING AND PRELIMINARY ENGINEERING

January 28, 1983

Director Kassoff, Office of Planning and Preliminary Engineering, executed two agreements dated November 15, 1982 between the State Highway Administration and Anne Arundel County relative to the transfer of the following sections of road, subject to the conditions more fully set forth in the agreement.

STATE HIGHWAY ADMINISTRATION TO ANNE ARUNDEL COUNTY

co 4640 1. Md. 176A - from Md. 176 (Dorsey Road) to Md. 645C.
A total distance of ± 0.01 mile.

co 2633 2. Md. 424 (Conway Road) - from Md. 3 northwesterly to Co. 2633 (Conway Road) at the Little Patuxent River.
A total distance of ± 0.40 mile.

co 4641 3. Md. 428 (Old Central Avenue) - from Turkey Point Road northerly to road end north of Co. 3231 (Winding Road).
A total distance of ± 0.17 mile.

co 4642 4. Md. 645C - from road end 0.02 mile west of Md. 176A to Md. 176 (Dorsey Road).
A total distance of ± 0.17 mile

co 4643 5. Md. 648B (Old Annapolis Boulevard) - from Md. 2 to Md. 2 in the vicinity of Ashcroft.
A total distance of ± 0.31 mile.

co 4644 6. Md. 648C (Old Annapolis Boulevard) from Md. 2 to Md. 2 in the vicinity of Arnold.
A total distance of ± 0.55 mile.

co 4653 7. Md. 468 (Snug Harbor Road) - from Md. 468 (Shadyside Road) to End SHA Maintenance at Co. 3382 (Snug Harbor Road).
A total distance of ± 0.18 mile.

co 4645 8. Md. 677 (Odenton Road) - from road end at AMTRAK Station in Odenton to Md. 170 (Telegraph Road).
A total distance of ± 0.34 mile.

co 4646 & co 4911 9. Md. 686 (Second Street) - from Md. 2 at Tungston Street northerly to the

1/28/83

Baltimore City Line
A total distance of ± 0.14 mile.

Co 4647

10. Md. 773 (Hammock Lane) - from Co. 1399 (Kellington Drive) northerly to road end.
A total distance of ± 0.31 mile.

Co 2611

11. Md.786A (Winchester Road) - from Begin SHA Maintenance west of Md. 786C to End SHA Maintenance at Co. 2611 (Winchester Road)
A total distance of ± 0.38 mile.

Co 4648

12. Md. 790A (Clydesdale Road) - from road end south of Md. 468A northerly to Md. 468 (Muddy Creek Road), including Md. 468A
A total distance of ± 0.37 mile.

Co 4654

Co 4649

13. Md. 790C (Old Muddy Creek Road) - from Md. 468 (Muddy Creek Road) to road end north of Co. 3321 (Wass Road).
A total distance of ±0.40 mile.

Co 4650

14. Md. 793 (Old Davidsonville Road) from Md. 424 northwesterly to road end.
A total distance of ± 0.41 mile.

Co 2058

15. Md. 988 (Milton Avenue) - from Co. 2059 (Willowbrook Avenue) to Md. 649 (Catherine Avenue).
A total distance of ± 0.32 mile.

Co 4651

16. North Langley Road - from Md. 270 to End SHA Maintenance
A total distance of ± 0.~~30~~ 26 mile.

Co 4652

17. Coleus Road - from Co. 1207 (Milersville Road) northeasterly to road end.
A total distance of ± 0.08 mile.

WAS PART OF 4553

ANNE ARUNDLE COUNTY TO STATE HIGHWAY ADMINISTRATION

1D174

1. Co. 907 (Quarterfield Road) - from Co. 914 (Donaldson Avenue) to Md. 174
A total distance of ± 0.59 mile.

MD174 2. Co. 914 (Donaldson Avenue) - from Md. 170 (Telegraph Road) at MD 554 to Co. 907 (Quarterfield Road)
A total distance of ± 1.69 miles

MD256 3. Co. 3521 (Tracey's Creek Bridge) - from MD 256 to MD 256 over Tracey's Creek.
A total distance of ± 0.09 mile.

MD256 4. Co. 3522 (Rockhold Creek Bridge) - from MD 256 to MD 256 over Rockhold Creek.
A total distance of ± 0.04 mile.

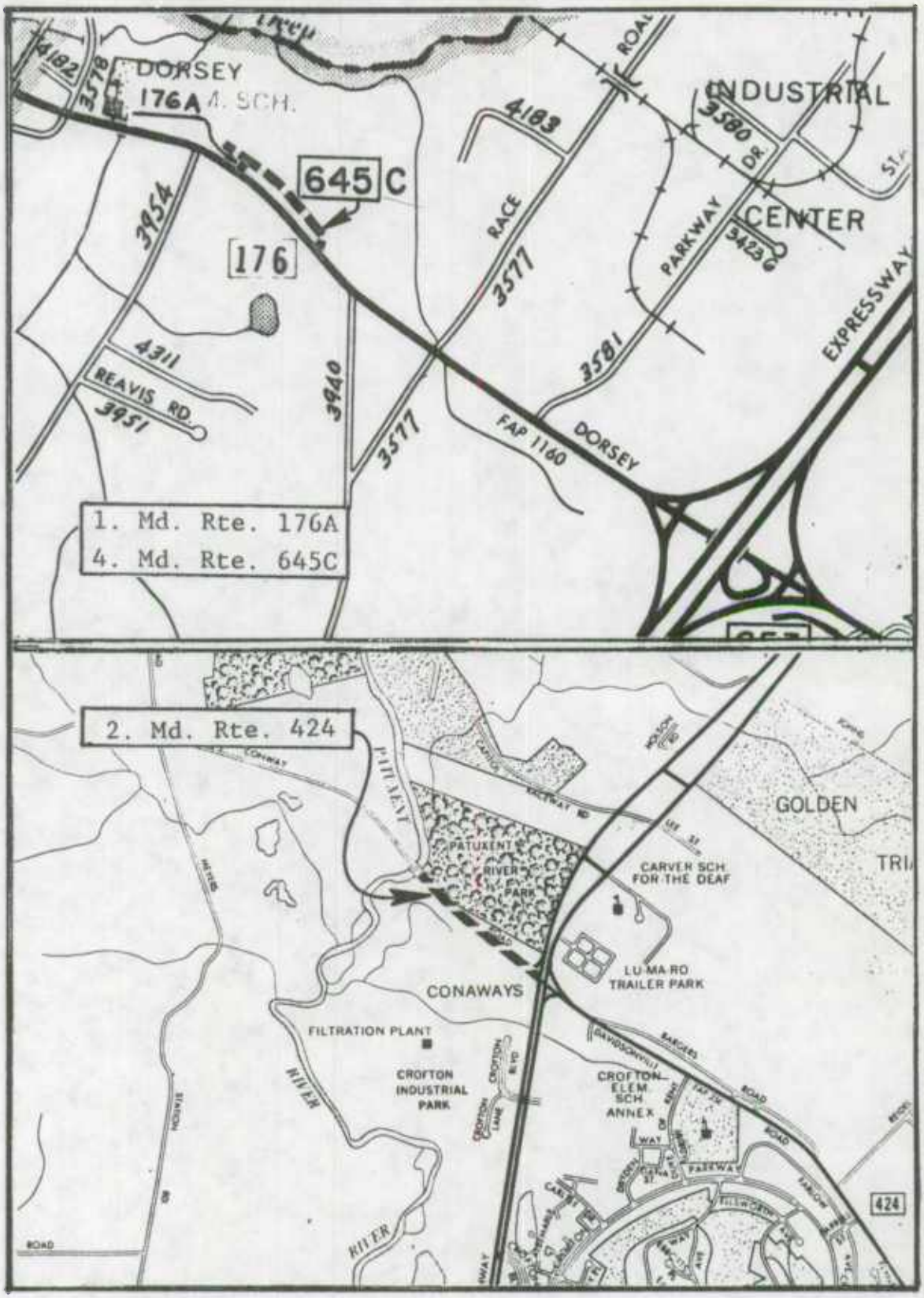
Said agreements had previously been executed by the Anne Arundel County Executive and approved as to form and legal sufficiency by Assistant Attorney General Norman Polski.

cc: Mr. F. Gottemoeller
Mr. W. K. Lee, III
Mr. C. T. Carter
Mr. G. E. Dailey
Mr. H. Kassoff
Mr. Robert Olsen
Mr. C. W. Reese
Mr. J. L. White
Mr. R. C. Davison
Mr. R. W. Byron
Mr. J. N. Day
Mr. K. V. Dodson
Secretary's File
Mr. P. E. Becker
Mr. E. S. Freedman
Mr. T. Hicks
Mr. W. W. Knipple
Mr. P. S. Jaworskei
Mr. C. Lee
Mr. E. M. Loskot
Mr. R. C. Pazourek
Mr. R. Weaver
Mr. L. E. Elliott
Mr. R. J. Clark
Mr. C. Barnes

MD 554 (Reece Rd.) - From Co. 1013 (Jacobs Rd.) To MD 170 (Telegraph Rd.) at MD 174 (Donaldson Rd).
Total Distance of ± 2.49 miles.
Route to be renumbered as an extension of Md. Rte. 174.

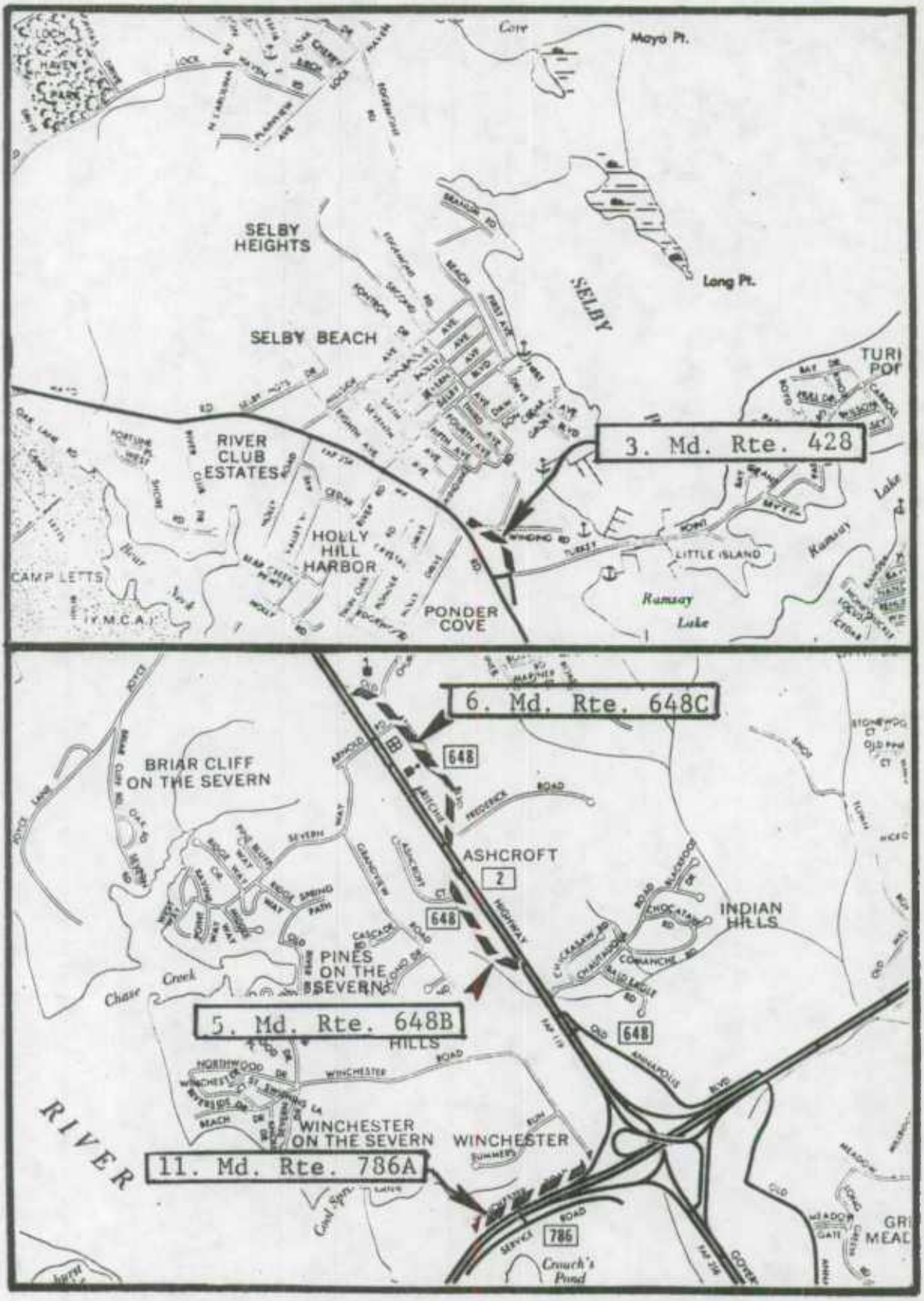
Paul E. Barker Jr.

ROAD TRANSFER ANNE ARUNDEL COUNTY



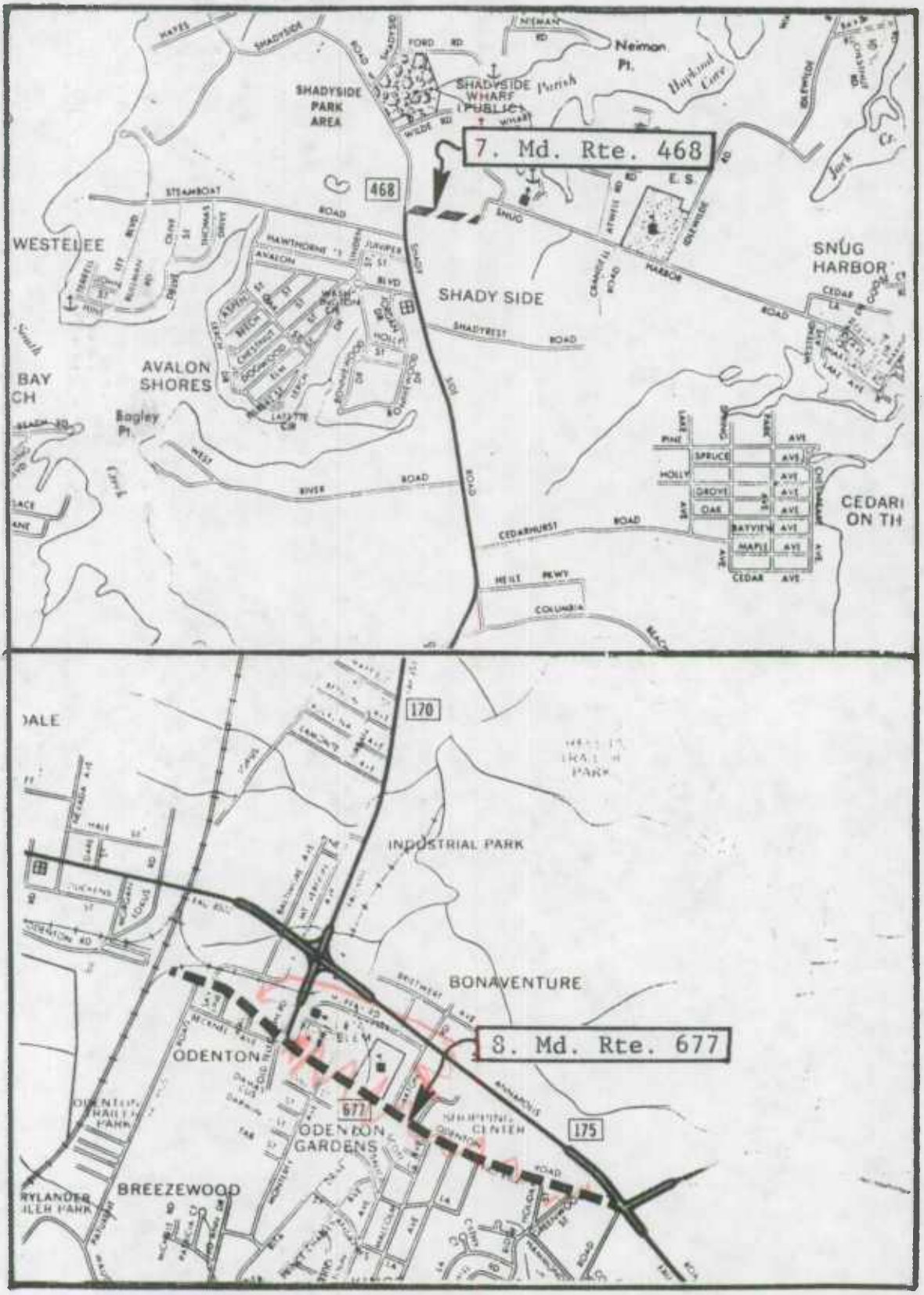
Transfer from SHA to County

ROAD TRANSFER ANNE ARUNDEL COUNTY



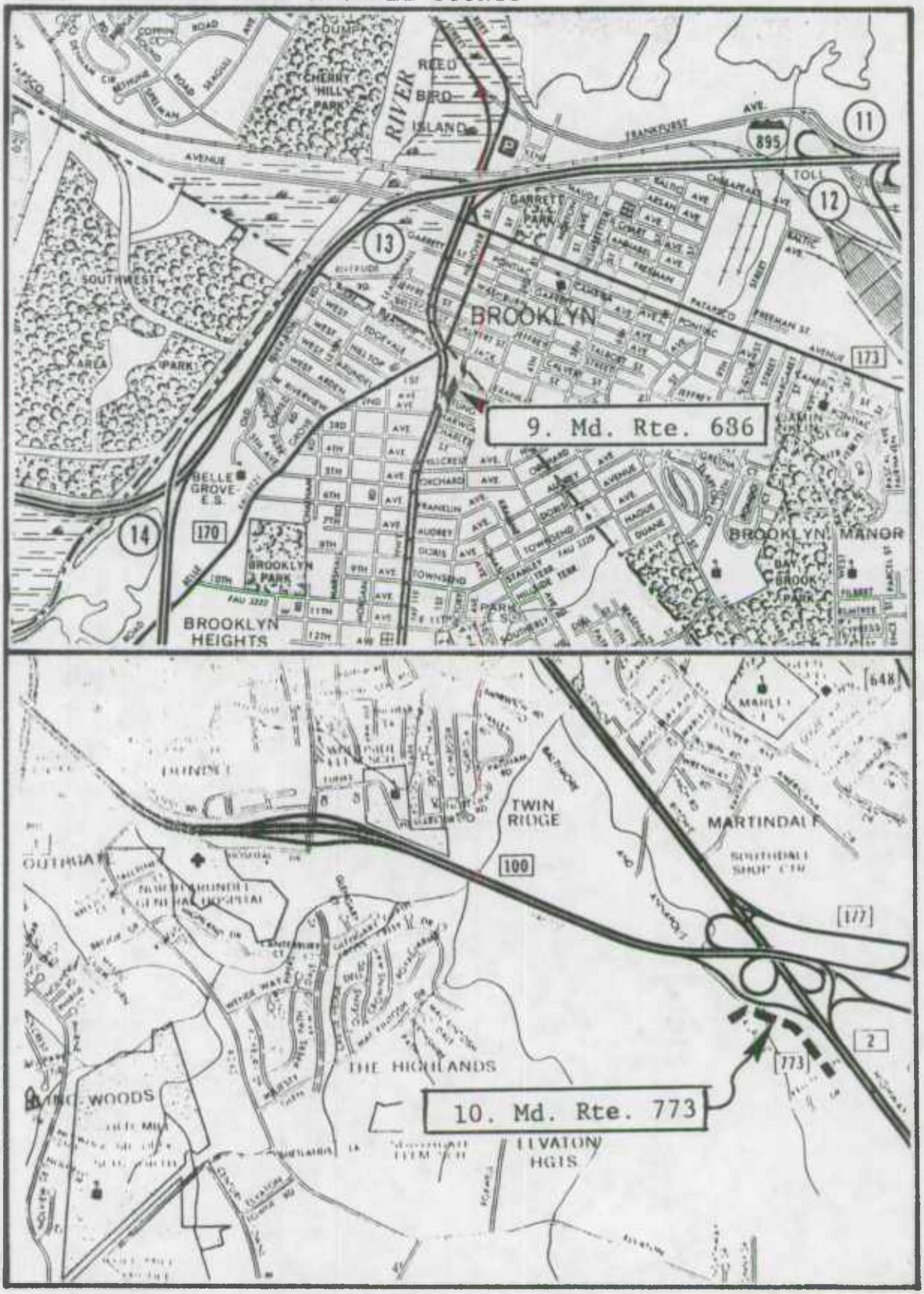
Transfer from SHA to County

ROAD TRANSFER ANNE ARUNDEL COUNTY



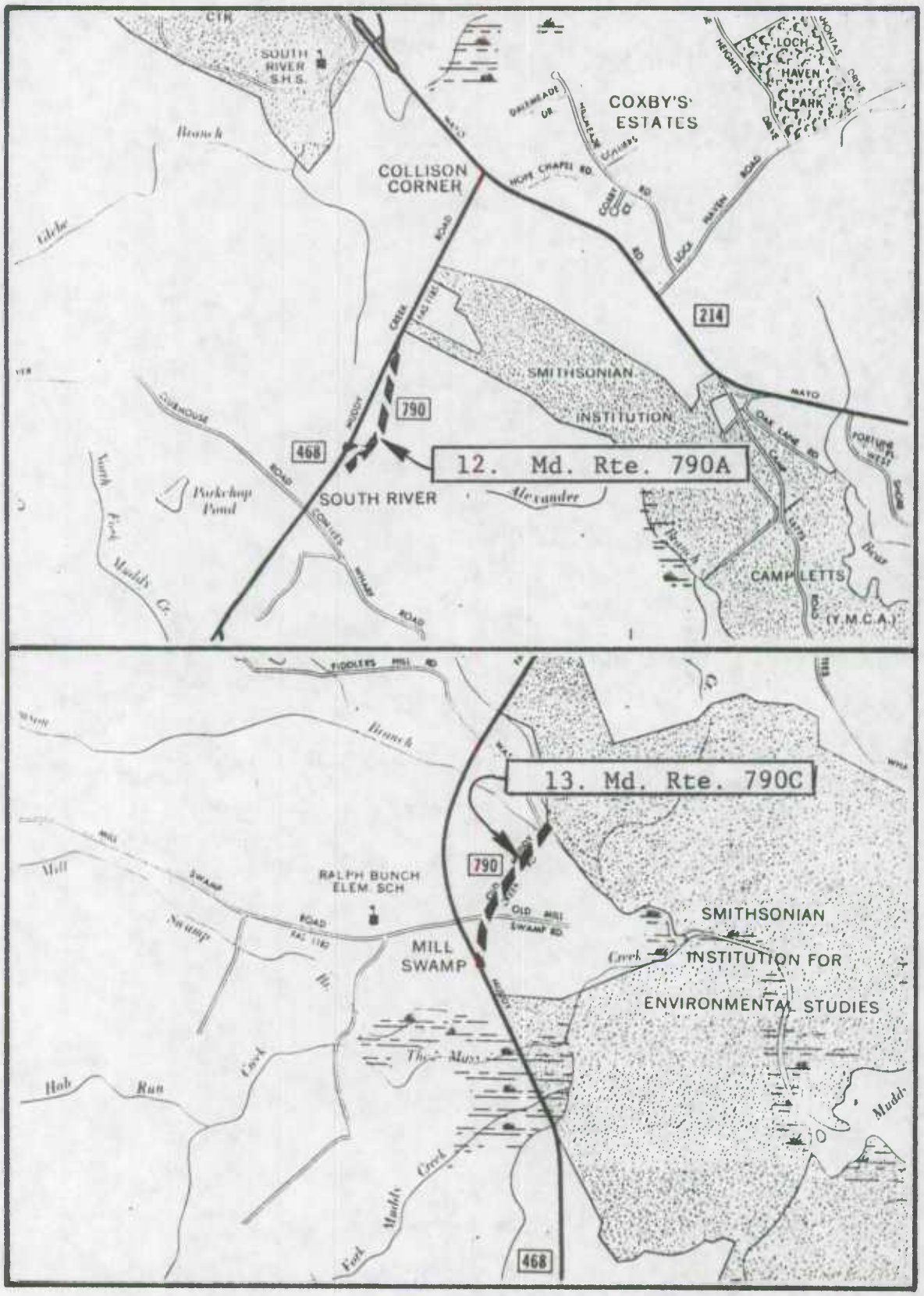
Transfer from SHA to County

ROAD TRANSFER ANNE ARUNDEL COUNTY



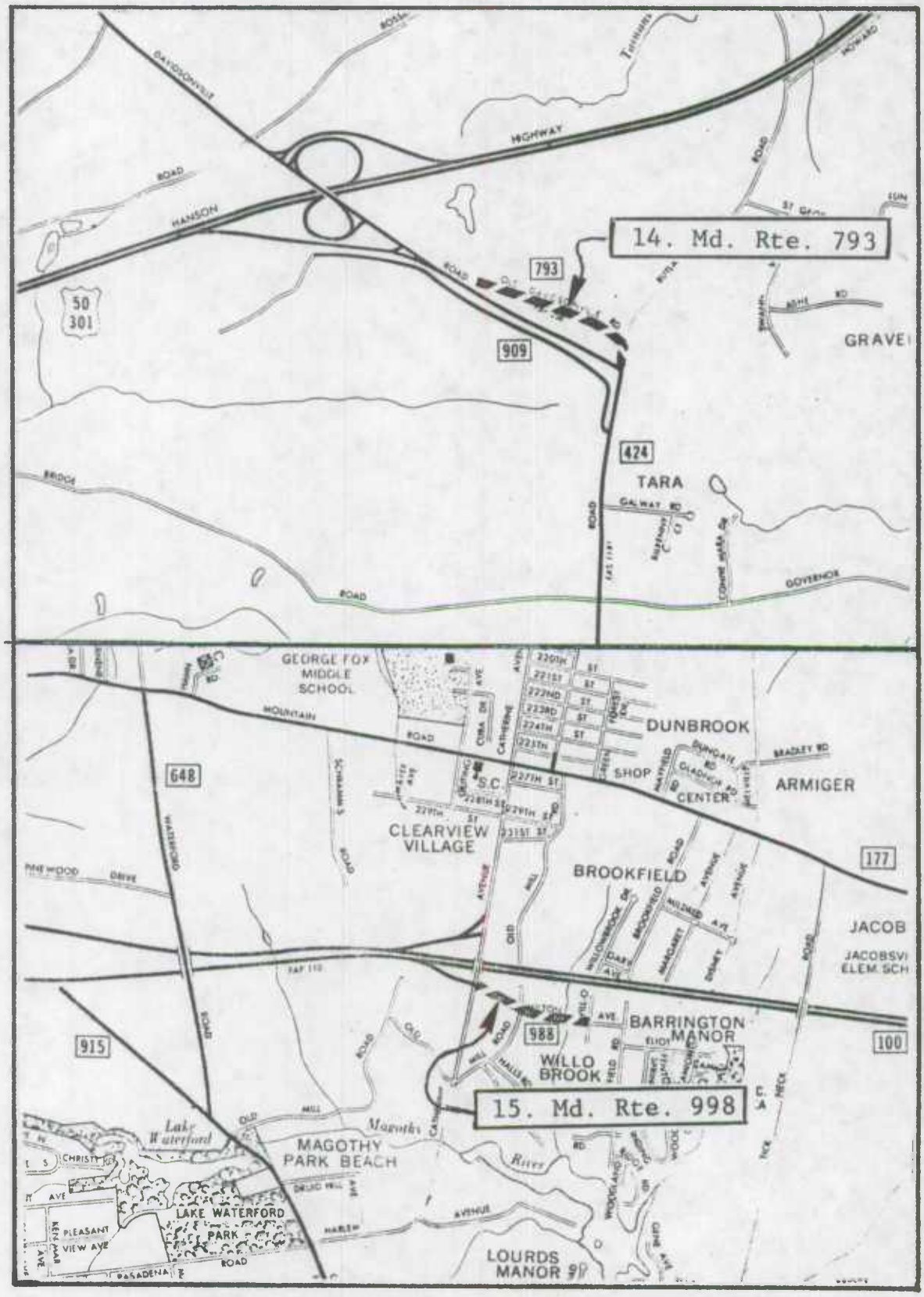
Transfer from SHA to County

ROAD TRANSFER ANNE ARUNDEL COUNTY



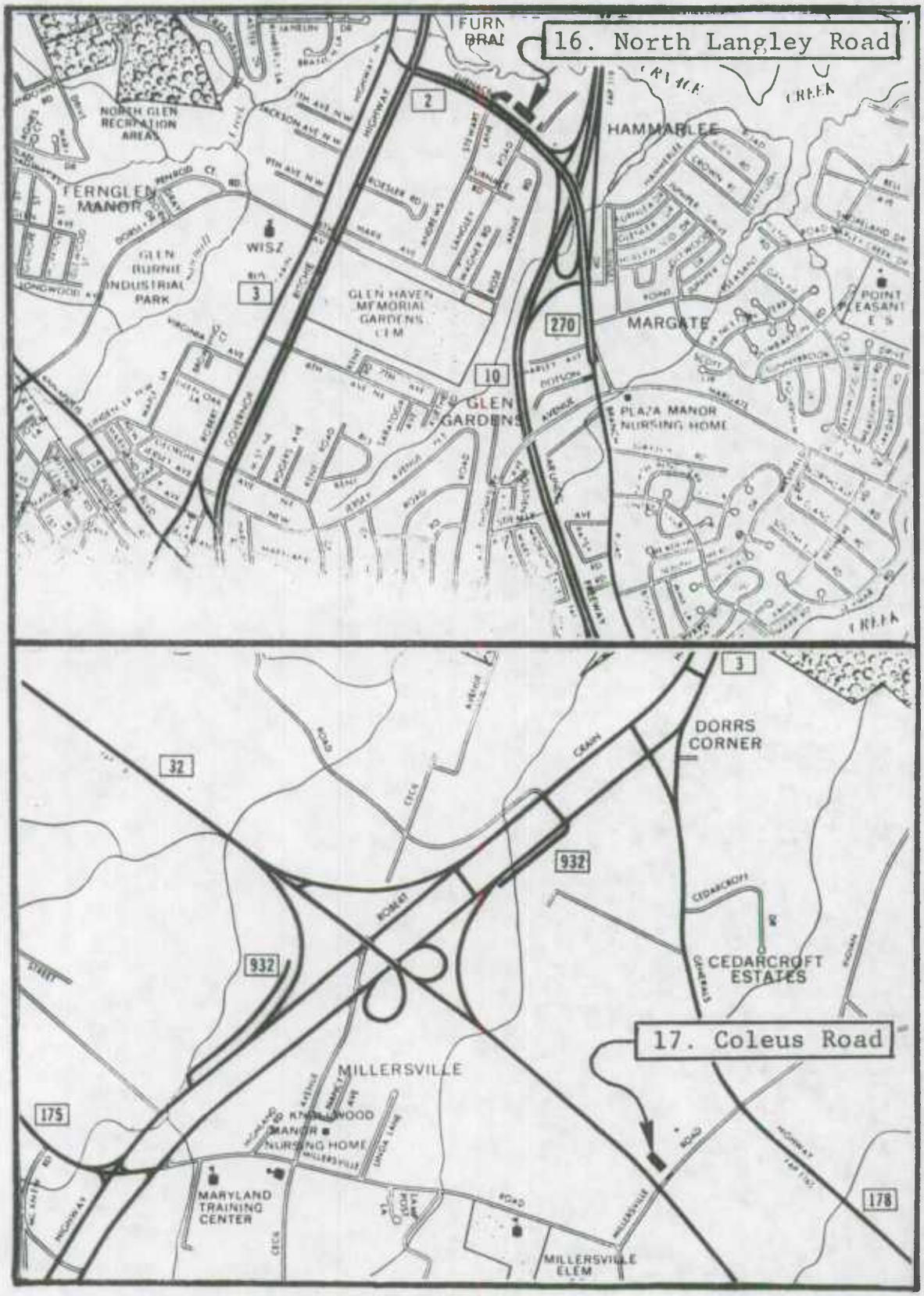
Transfer from SHA to County

ROAD TRANSFER ANNE ARUNDEL COUNTY



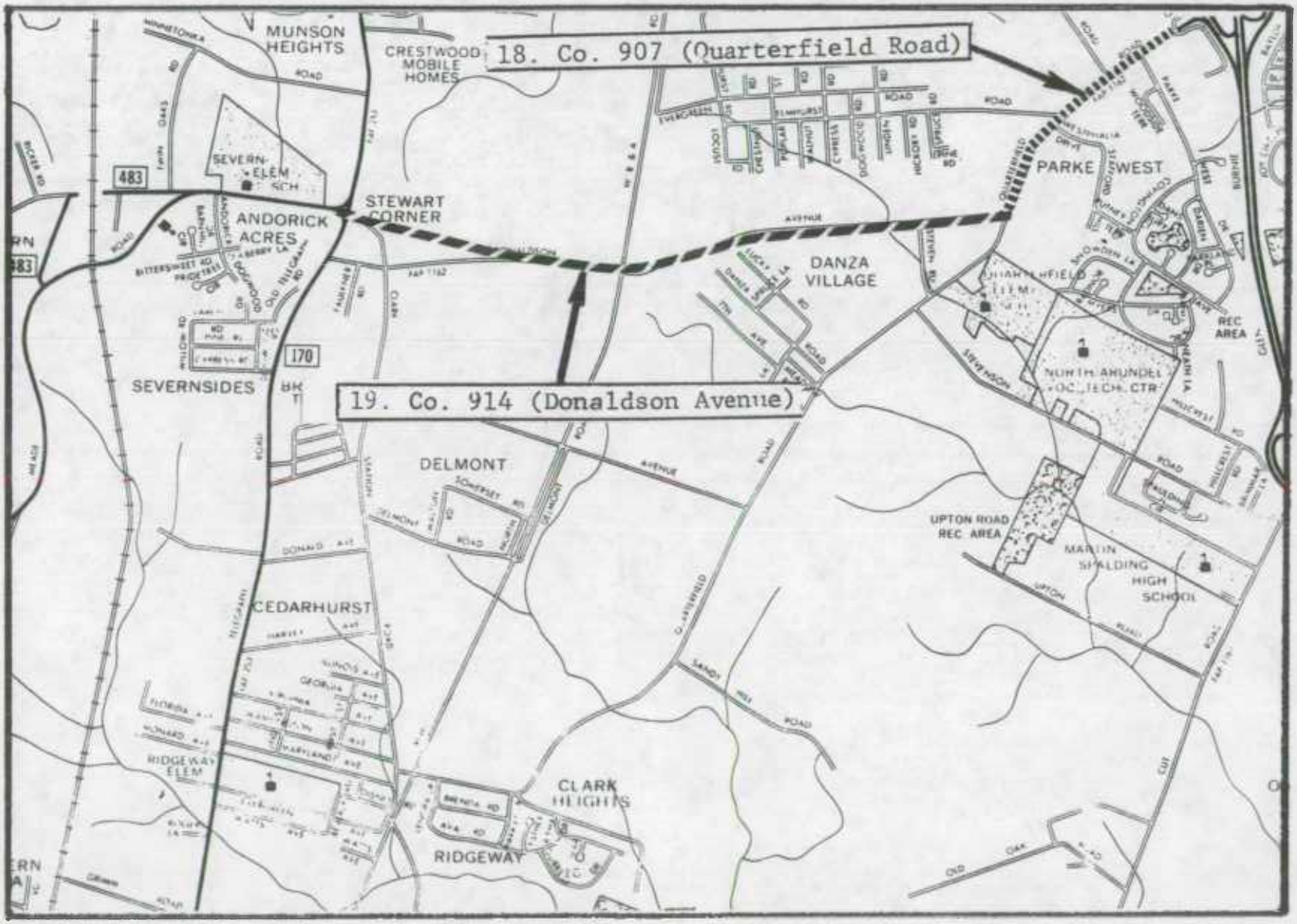
Transfer from SHA to County

ROAD TRANSFER ANNE ARUNDEL COUNTY



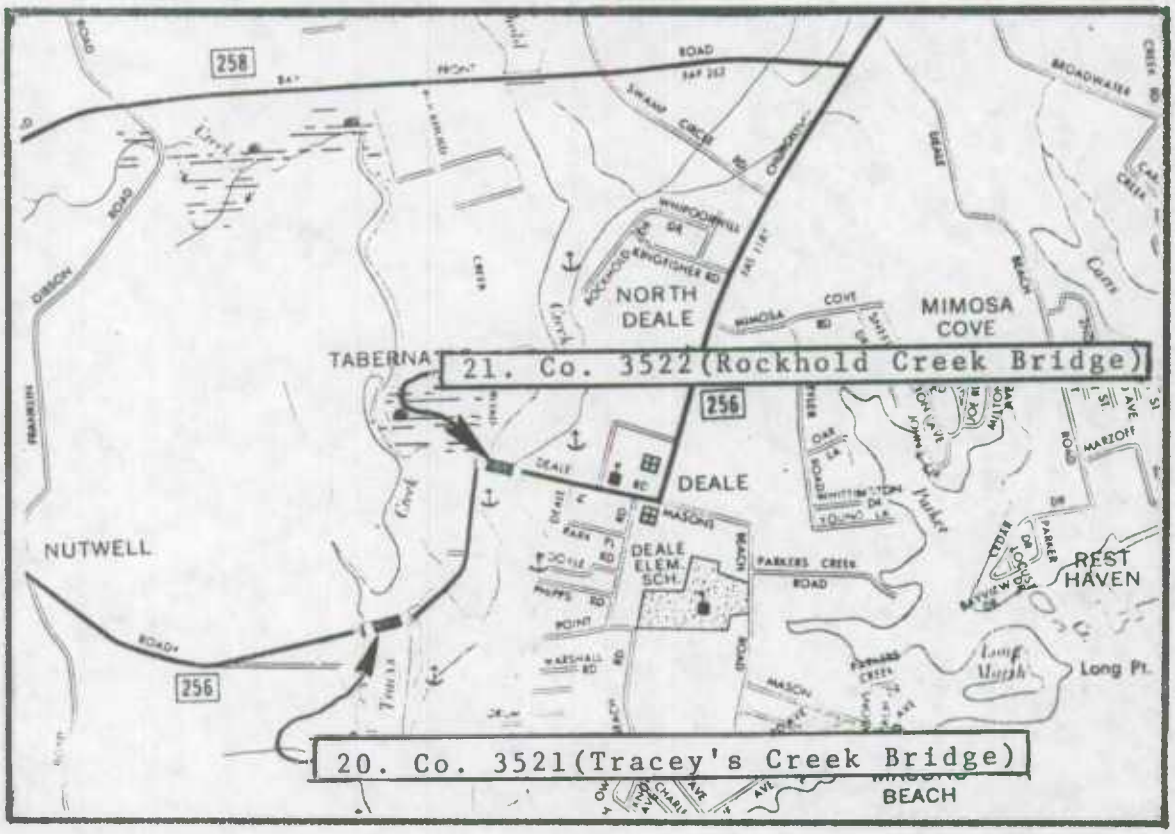
Transfer from SHA to County

ROAD TRANSFER ANNE ARUNDEL COUNTY



Transfer from County to SHA

ROAD TRANSFER ANNE ARUNDEL COUNTY



Transfer from County to SHA

THIS AGREEMENT made this 15 th day of November, 1982 by and between the State Highway Administration of the Department of Transportation of Maryland, hereinafter referred to as "Highway Administration", party of the first part, and Anne Arundel County, Maryland, hereinafter referred to as "County" party of the second part.

WHEREAS, under authority contained in Transportation Article Title 8-304 of the Annotated Code of Maryland, the State Highway Administration of the Department of Transportation of Maryland is empowered to enter into an agreement to transfer jurisdiction over and responsibility for the maintenance of any State Highway, or portion thereof, with the governing bodies of the several political subdivisions of Maryland, for the purpose of reducing the cost of road maintenance, and the governing bodies of the several political subdivisions of Maryland are empowered to enter into an agreement to transfer jurisdiction over and responsibility for the maintenance of any county or municipal road, or portion thereof, with the State Highway Administration of the Department of Transportation of Maryland, for the purpose of reducing the cost of road maintenance; and,

WHEREAS, it has been determined that the conveyance of the subject sections of State Highway to the "County" will result in a reduction in the cost of road maintenance; and,

WHEREAS, the "Highway Administration" has agreed to transfer the hereinafter described sections of road which heretofore were constructed by the "Highway Administration" to the "County", and the "County" has agreed to accept same as an integral part of the County Highway System.

NOW, THEREFORE, THIS AGREEMENT WITNESSETH, that for and in consideration of $1.00 and good and valuable consideration, the receipt whereof is hereby acknowledged, the "Highway Administration" does hereby transfer unto the "County" and the "County" does hereby accept from the "Highway Administration"

jurisdiction over and responsibility for the maintenance of the following described sections of State Highway for maintenance purposes as part of the County Highway System.

1. Md. 176A - from Md. 176 (Dorsey Road) to Md. 645C.
   A total distance of ± 0.01 mile.

2. Md. 424 (Conway Road) - from Md. 3 northwesterly to Co. 2633 (Conway Road) at the Little Patuxent River.
   A total distance of ± 0.40 mile.

3. Md. 428 (Old Central Avenue) - from Turkey Point Road northerly to road end north of Co. 3231 (Winding Road).
   A total distance of ± 0.17 mile.

4. Md. 645C - from road end 0.02 mile west of Md. 176A to Md. 176 (Dorsey Road).
   A total distance of ± 0.17 mile

5. Md. 648B (Old Annapolis Boulevard) - from Md. 2 to Md. 2 in the vicinity of Ashcroft.
   A total distance of ± 0.31 mile.

6. Md. 648C (Old Annapolis Boulevard) - from Md. 2 to Md. 2 in the vicinity of Arnold.
   A total distance of ± 0.55 mile.

7. Md. 468 (Snug Harbor Road) - from Md. 468 (Shadyside Road) to End SHA Maintenance at Co. 3382 (Snug Harbor Road).
   A total distance of ± 0.18 mile.

8. Md. 677 (Odenton Road) - from road end at AMTRAK Station in Odenton to Md. 170 (Telegraph Road).
   A total distance of ± 0.34 mile.

9. Md. 686 (Second Street) - from Md. 2 at Tungston Street northerly to the Baltimore City Line.
   A total distance of ± 0.14 mile.

10. Md. 773 (Hammock Lane) - from Co. 1399 (Kellington Drive) northerly to road end.
    A total distance of ± 0.31 mile.

11. Md. 786A (Winchester Road) - from Begin SHA Maintenance west of Md. 786C to End SHA Maintenance at Co. 2611 (Winchester Road)
    A total distance of ± 0.38 mile.

12. Md. 790A (Clydesdale Road) - from road end south of Md. 468A northerly to Md. 468 (Muddy Creek Road), including Md. 468A
A total distance of ± 0.37 mile.

13. Md. 790C (Old Muddy Creek Road) - from Md. 468 (Muddy Creek Road) to road end north of Co. 3321 (Wass Road).
A total distance of ± 0.40 mile.

14. Md. 793 (Old Davidsonville Road) from Md. 424 northwesterly to road end.
A total distance of ± 0.41 mile

15. Md. 988 (Milton Avenue) - from Co. 2059 (Willowbrook Avenue) to Md. 649 (Catherine Avenue).
A total distance of ± 0.32 mile.

16. North Langley Road - from Md. 270 to End SHA Maintenance
A total distance of ± 0.30 mile.

17. Coleus Road - from Co. 1207 (Millersville Road) northwesterly to road end.
A total distance of ± 0.08 mile.

IT IS UNDERSTOOD AND AGREED between the parties hereto that conveyance of the aforegoing sections of State Highway is subject to the following conditions:

1. The effective date of transfer shall be upon complete approval and execution of this agreement and completion of the improvements as described in the "Conditions of Transfer" attached hereto and made a part hereof.

2. The aforegoing mileage will be included in the "County" inventory as of December 1st of the year following the date as set forth in Item 1 above.

3. The basis for the allocation of funds will include the additional ± 4.84 mile in the allocation to the "County" beginning July 1st of the year following the date as set forth in Item 2 above.

4. The transfer of said roads is made on an as-is basis which pertains to the existing rights-of-way and the existing condition of the roads involved including all appurtenances and bridge structures.

5. The "County" accepts jurisdiction over and responsibility for the maintenance of said roads as of the effective date of transfer.

6. The "Highway Administration" will perform at its sole expense a double surface treatment to Maryland Route 176A.

7. The "Highway Administration" will perform at its sole expense shoulder cut backs and single surface treatment to Maryland Route 793.

8. The "Highway Administration" will perform at its sole expense drainage adjustments, shoulder cut backs and single surface treatment on Maryland Route 428.

9. The "Highway Administration" will perform at its sole expense pot hole treatment, shoulder cut backs and single surface treatment on Maryland Route 790-A.

10. The "Highway Administration" will perform at its sole expense guard rail painting and single surface treatment on Maryland Route 790-C.

11. The "Highway Administration" will perform at its sole expense guard rail repairs on Maryland Route 988.

IT IS FURTHER UNDERSTOOD AND AGREED, that the "Highway Administration" will hereafter prepare a deed of conveyance for the above described sections of State constructed highway to the "County" subject to the approval of the Board of Public Works of Maryland.

IN WITNESS WHEREOF, the parties involved have caused these presents to be executed by their proper officers thereunto duly authorized the day and year first above written.

RECOMMENDED FOR APPROVAL:

Robert T. Newham
Chief, Bureau of Highway Statistics

WITNESS:

Mary E. Scharf

THE STATE HIGHWAY ADMINISTRATION OF THE DEPARTMENT OF TRANSPORTATION.

By: Hal Kassoff
Director, Office of Planning and Preliminary Engineering

Approved as to form and legal sufficiency this 15 day of Nov 19 92

Assistant Attorney General

RECOMMENDED FOR APPROVAL:

Charles D. Storm
Director of Public Works

WITNESS:

Mary D. Craig

ANNE ARUNDEL COUNTY, MARYLAND

By: Robert Neall
Director
County Executive

Approved as to form and legal sufficiency this 14th day of October 19 92

Thomas G. Redmond
County Solicitor

THIS AGREEMENT made this 15 th day of November, 19 82, by and between Anne Arundel County, Maryland, hereinafter referred to as "County", party of the first part, and the State Highway Administration of the Department of Transportation of Maryland, hereinafter referred to as "Highway Administration", party of the second part.

WHEREAS, under authority contained in Transportation Article Title 8-304 of the Annotated Code of Maryland, the State Highway Administration of the Department of Transportation of Maryland is empowered to enter into an agreement to transfer jurisdiction over and responsibility for the maintenance of any State Highway, or portion thereof, with the governing bodies of the several political subdivisions of Maryland, for the purpose of reducing the cost of road maintenance, and the governing bodies of the several political subdivisions of Maryland are empowered to enter into an agreement to transfer jurisdiction over and responsibility for the maintenance of any County or Municipal road, or portion thereof, with the State Highway Administration of the Department of Transportation of Maryland, for the purpose of reducing the cost of road maintenance; and,

WHEREAS, it has been determined that the conveyance of the subject sections of County Highway to the "Highway Administration" will result in a reduction in the cost of road maintenance; and,

WHEREAS, the "County" has agreed to transfer the hereinafter described sections of road to the "Highway Administration" and the "Highway Administration" has agreed to accept same as an integral part of the State Highway System.

NOW, THEREFORE, THIS AGREEMENT WITNESSETH, that for and in consideration of $1.00 and good and valuable consideration, the receipt whereof is hereby acknowledged, the "County" does hereby transfer unto the "Highway Administration" and the "Highway Administration" does hereby accept from the "County" jurisdiction over and responsibility for the maintenance of the following described sections of County Highway for maintenance purposes, as part of the State Highway System.

1. Co. 907 (Quarterfield Road) - from Co. 914 (Donaldson Avenue) to Md. 174.
   A total distance of ± 0.59 mile.

2. Co. 914 (Donaldson Avenue) - from Md. 170 (Telegraph Road) at Md. 554 to Co. 907 (Quarterfield Road).
   A total distance of ± 1.69 miles.

3. Co. 3521 (Tracey's Creek Bridge) - from Md. 256 to Md. 256 over Tracey's Creek.
   A total distance of ± 0.09 mile.

4. Co. 3522 (Rockhold Creek Bridge) - from Md. 256 to Md. 256 over Rockhold Creek.
   A total distance of ± 0.04 mile.

IT IS FURTHER UNDERSTOOD AND AGREED between the parties hereto that the conveyance of the aforeging sections of County Highway is subject to the following conditions:

1. The effective date of transfer shall be upon complete approval and execution of this agreement.

2. The aforegoing mileage will be excluded from the County inventory as of December 1st of the year following the date as set forth in Item 1 above.

3. The basis for the allocation of funds will exclude the mileage in the allocation to the County beginning July 1st of the year following the date as set forth in Item 2 above.

4. The transfer of said roads is made on an as-is basis which pertains to the existing rights-of-way and to the existing condition of the roads involved, including all appurtenances.

5. The "Highway Administration" accepts jurisdiction over and responsibility for the maintenance of said roads as of the effective date of transfer.

IN WITNESS WHEREOF, the parties involved have caused these presents to be executed by their proper officers thereunto duly authorized the day and year first above written.

RECOMMENDED FOR APPROVAL:

Robert D. Stone
Director of Public Works

ANNE ARUNDEL COUNTY, MARYLAND

WITNESS:

Mary J. Craig

By: Robert A. Neall Dir Adm
for County Executive

Approved as to form and legal sufficiency this 14th day of October, 1982.

Thomas G. Redmond, Asst.
County Solicitor

RECOMMENDED FOR APPROVAL:

John T. Merkam
Chief, Bureau of Highway Statistics

THE STATE HIGHWAY ADMINISTRATION OF THE DEPARTMENT OF TRANSPORTATION

WITNESS:

Mary E. Scharf

By: Hal Kassoff
Director, Office of Planning and Preliminary Engineering

Approved as to form and legal sufficiency this 15 day of May, 1982.

Noreen Pohl
Assistant Attorney General

MEMORANDUM OF ACTION OF DIRECTOR HAL KASSOFF
OFFICE OF PLANNING AND PRELIMINARY ENGINEERING

January 5, 1983

Director Kassoff, Office of Planning and Preliminary Engineering, executed an Agreement dated January 4, 1983, between the State Highway Administration and the City of Annapolis, Anne Arundel County, Maryland relative to the transfer by the Administration to the City of Annapolis the following described sections of State constructed road, subject to the conditions more fully set forth in the Agreement.

AU 200
AU 201

Maryland Route 181 (Bay Ridge Avenue) from the beginning of SHA maintenance, ± 0.05 mile north of Forest Hills Avenue, northerly to Adams Street. A total distance of ± 0.99 mile.

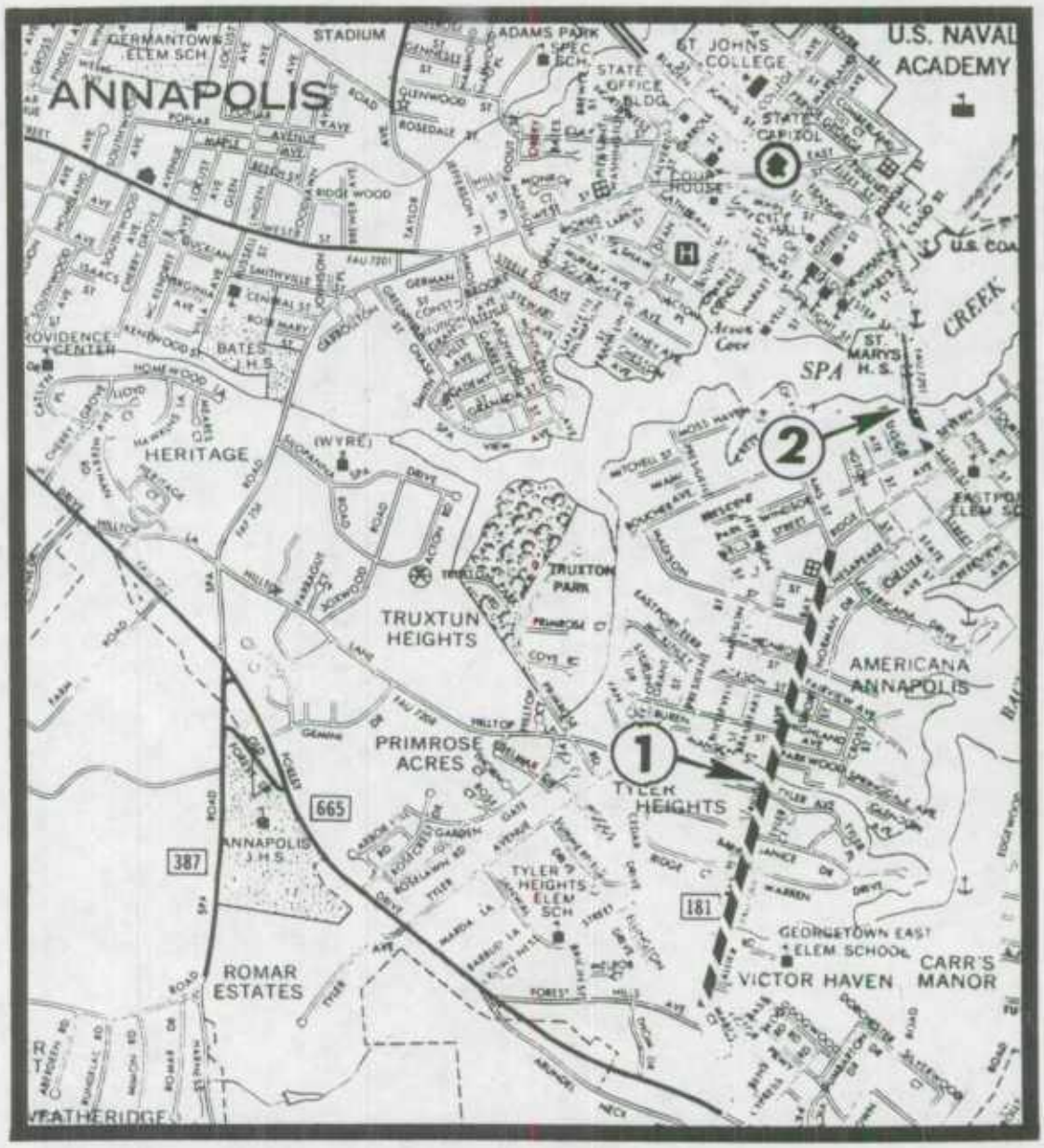
AU 2920

Maryland Route 181 (Sixth Street) from Severn Avenue northerly to the south end of the bridge spanning Spa Creek (Structure #2053). A total distance of ± 0.09 mile.

Said Agreement had previously been executed by the Mayor of Annapolis and approved as to form and legal sufficiency by Assistant Attorney General Norman Polski.

GS:cas

CC: Mr. F. Gottemoeller
Mr. W. K. Lee, III
Mr. C. T. Carter
Mr. G. E. Dailey
Mr. H. Kassoff
Mr. R. Olsen
Mr. C. W. Reese
Mr. J. L. White
Mr. R. C. Davison
Ms. R. W. Byron
Secretary's File
Mr. K. V. Dodson
Mr. P. E. Becker
Mr. E. S. Freedman
Mr. T. Hicks
Mr. P. S. Jaworski
Mr. C. Lee
Mr. E. M. Loskot
Mr. R. C. Pazourek
Mr. R. Weaver
Mr. J. N. Day



1. Md. 181 (Bay Ridge Avenue) - from Begin SHA maintenance ± 0.05 mile north of Forest Hills Avenue, northerly to Adams Street.
   A total distance of ± 0.99 mile

2. Md. 181 (South Street) - from Severn Avenue northerly to the south end of bridge spanning Spa Creek(Structure # 2053)
   A distance of ± 0.09 mile

THIS AGREEMENT made this 4th day of January, 1983, by and between the State Highway Administration of the Department of Transportation of Maryland, hereinafter referred to as "Highway Administration", party of the first part, and the Mayor and Aldermen of the City of Annapolis, hereinafter referred to as "City Council", party of the second part.

WHEREAS, under authority contained in Transportation Article Title 8-304 of the Annotated Code of Maryland, the State Highway Administration of the Department of Transportation of Maryland is empowered to enter into an agreement to transfer jurisdiction over and responsibility for the maintenance of any State Highway, or portion thereof, with the governing bodies of the several political subdivisions of Maryland, for the purpose of reducing the cost of road maintenance, and the governing bodies of the several political subdivisions of Maryland are empowered to enter into an agreement to transfer jurisdiction over and responsibility for the maintenance of any County or Municipal road, or portion thereof, with the State Highway Administration of the Department of Transportation of Maryland, for the purpose of reducing the cost of road maintenance; and,

WHEREAS, it has been determined that the conveyance of the subject sections of State Highway to the Municipal Road System will result in a reduction in the cost of road maintenance; and,

WHEREAS, the "Highway Administration" has agreed to transfer the hereinafter described sections of road which heretofore were maintained by the "Highway Administration" to the "City Council", and the "City Council" has agreed to accept same as an integral part of the Municipal Road System.

NOW, THEREFORE, THIS AGREEMENT WITNESSETH, that for and in consideration of $1.00 and good and valuable consideration, the receipt whereof is hereby acknowledged, the "Highway Administration" does hereby transfer unto the "City Council" and the "City Council" does accept from the "Highway Administration" jurisdiction over and responsibility for the maintenance of the following described sections of State Highway for maintenance purposes, as part of the Municipal Road System.

Md. 181 (Bay Ridge Avenue) - from Begin SHA Maintenance ± 0.05 mile north of Forest Hills Avenue, northerly to Adams Street.
A total distance of ± 0.99 mile.

Md. 181 (Sixth Street) - from Severn Avenue northerly to the south end of bridge spanning Spa Creek (Structure No. 2053).
A total distance of ± 0.09 mile.

IT IS FURTHER UNDERSTOOD AND AGREED between the parties hereto that the conveyance of the aforeging sections of State road are subject to the following conditions:

1. The effective date of transfer shall be upon complete approval and execution of this agreement.

2. The aforegoing mileage will be included in the City of Annapolis' road inventory as of December 1st of the year following the date as set forth in Item 1 above.

3. The basis for the allocation of funds will include the additional ± 1.08 miles in the allocation to the City of Annapolis beginning July 1st of the year following the date as set forth in Item 2 above.

4. The transfer of said roads is made on an as-is basis which pertains to the existing rights-of-way and to the existing condition of the roads involved, including all appurtenances.

5. The "Highway Administration" will perform, at its sole expense, all maintenance, except snow removal, on the bridge spanning Spa Creek (Structure No. 2053).

6. The "City Council" will remove, at its sole expense, all snow from the roadway of the bridge as set forth in Item 5 above.

7. The "City Council" accepts jurisdiction over and responsibility for the maintenance of the said roads as of the effective date of transfer.

IT IS FURTHER UNDERSTOOD AND AGREED that the "Highway Administration" will hereafter prepare a deed of conveyance for the above described sections of "State" maintained highway to the "City Council" subject to the approval of the Board of Public Works of Maryland.

IN WITNESS WHEREOF, the parties involved have caused these presents to be executed by their proper officers thereunto duly authorized the day and year first above written.

RECOMMENDED FOR APPROVAL:

John T. Neubauer
Chief, Bureau of Highway Statistics

WITNESS:

Rena Sentz

THE STATE HIGHWAY ADMINISTRATION
OF THE DEPARTMENT OF TRANSPORTATION

By: Hal Kassoff
Director, Office of Planning and Preliminary Engineering

Approved as to form and legal sufficiency this 20 day of Dec., 19 82.

Norman Gale

RECOMMENDED FOR APPROVAL:

John E. Intonale
Director, Public Works Department

ATTEST:

Margaret L. Burkert
City Clerk

THE MAYOR AND ALDERMEN OF THE
CITY OF ANNAPOLIS

By: Richard Lynn Hickman
Mayor

Approved as to form and legal sufficiency this 3rd day of November, 19 82.

City Attorney

MEMORANDUM OF ACTION OF DIRECTOR HAL KASSOFF
OFFICE OF PLANNING AND PRELIMINARY ENGINEERING

March 15, 1982

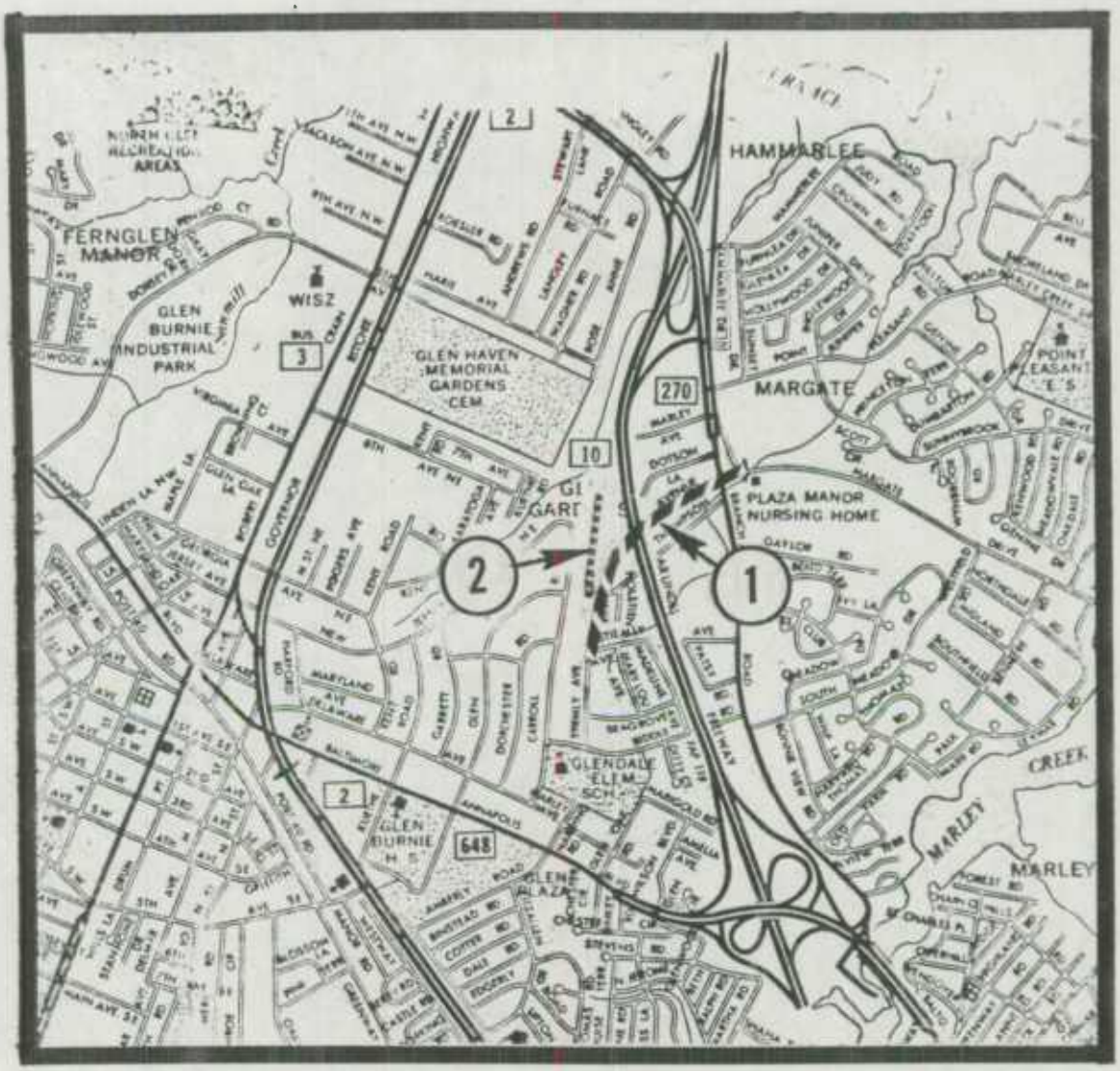
Director Kassoff, Office of Planning and Preliminary Engineering, executed an Agreement dated March 15, 1982, between the State Highway Administration and Anne Arundel County, Maryland, relative to the transfer by the Administration to the County of the following described sections of State constructed road subject to the conditions more fully set forth in the agreement.

Relocated Thompson Avenue - from Margate Road, 0.052 mile East of Md. 270, to 0.02 mile South of Stiemly Avenue (Sta. 6+00 to Sta. 33+50, as built - Construction Contract No. AA 572-020-571). A total distance of ± 0.536 mile. 603806

Dotson Cemetery Access Road - from Sta. 0+40 at Relocated Thompson Avenue (Sta. 27+60, Contract No. AA 572-020-571), North to Road End at Dotson Cemetery, Sta. 11+39.50, as shown on plan sheet #22, Contract No. AA 572-020-571. A total distance of ± 0.208 mile. 603805

Said agreement had previously been executed by the Director of Administration for the County Executive of Anne Arundel County and approved as to form and legal sufficiency by Assistant Attorney General Norman Polski.

cc: Mr. F. Gottemoeller
Mr. W. K. Lee, III
Mr. C. T. Carter
Mr. G. E. Dailey
Mr. H. Kassoff
Mr. E. H. Meehan
Mr. C. W. Reese
Mr. S. Adkins (2)
Ms. R. W. Byron
Mr. R. C. Davison
Mr. J. N. Day
Mr. K. V. Dodson
Mr. E. S. Freedman
Mr. T. Hicks
Mr. C. P. Hyatt (2)
Mr. P. S. Jaworski
Mr. C. Lee
Mr. E. M. Loskot
Mr. R. C. Pazourek
Mr. R. Weaver
Secretary's File



1. Relocated Thompson Avenue - from Margate Road 0.052 mile east of Md. 270 to 0.02 mile south of Stiemly Avenue. (Sta. 6+00 to Sta. 33+50 as built - Construction Contract No. AA 572-020-571).
A total distance of ± 0.536 mile.

2. Dotson Cemetery Access Road - from Sta. 0+40 at Relocated Thompson Avenue (Sta. 27+60, Contract No. AA 572-020-571), north to to Road End at Dotson Cemetery, Sta. 11+39.50; as shown on plan sheet #22, Contract No. AA 572-007-571.
A total distance of ± 0.208 mile.

Maryland Department of Transportation
State Highway Administration

James J. O'Donnell
Secretary

M. S. Caltrider
Administrator

PLEASE REPLY TO:
OFFICE OF DISTRICT ENGINEER
P.O. BOX 160
PRINCE FREDERICK, MARYLAND 20678

March 10, 1980

MEMORANDUM

TO: Mr. William Schneider, Jr., Chief
Bureau of Highway Statistics
Attn: Mr. Edgar L. Davis

FROM: Edward H. Meehan
Highway District Engineer

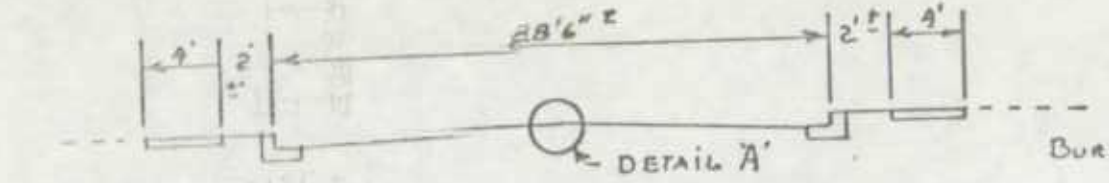
SUBJECT: Road Inventory

Please be advised that Md. Rte. 792 has been eliminated in its entirety under contract AA 195-501-577 and it is now in order for you to remove this State Route from the State Highway Location Reference file.

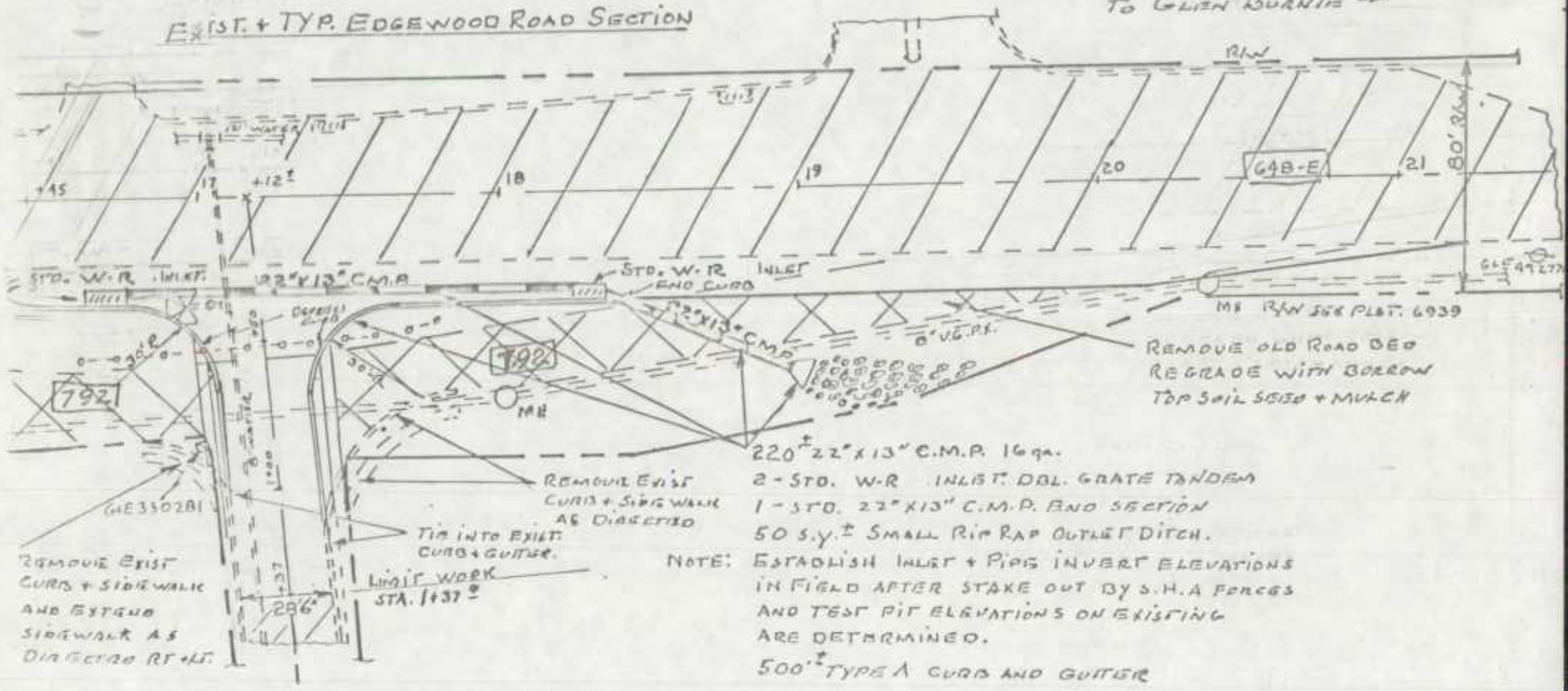
EHM:JED:jab

cc: C. Barnes
Road Transfer File

My telephone number is 269-2955



EXIST. + TYP. EDGEWOOD ROAD SECTION

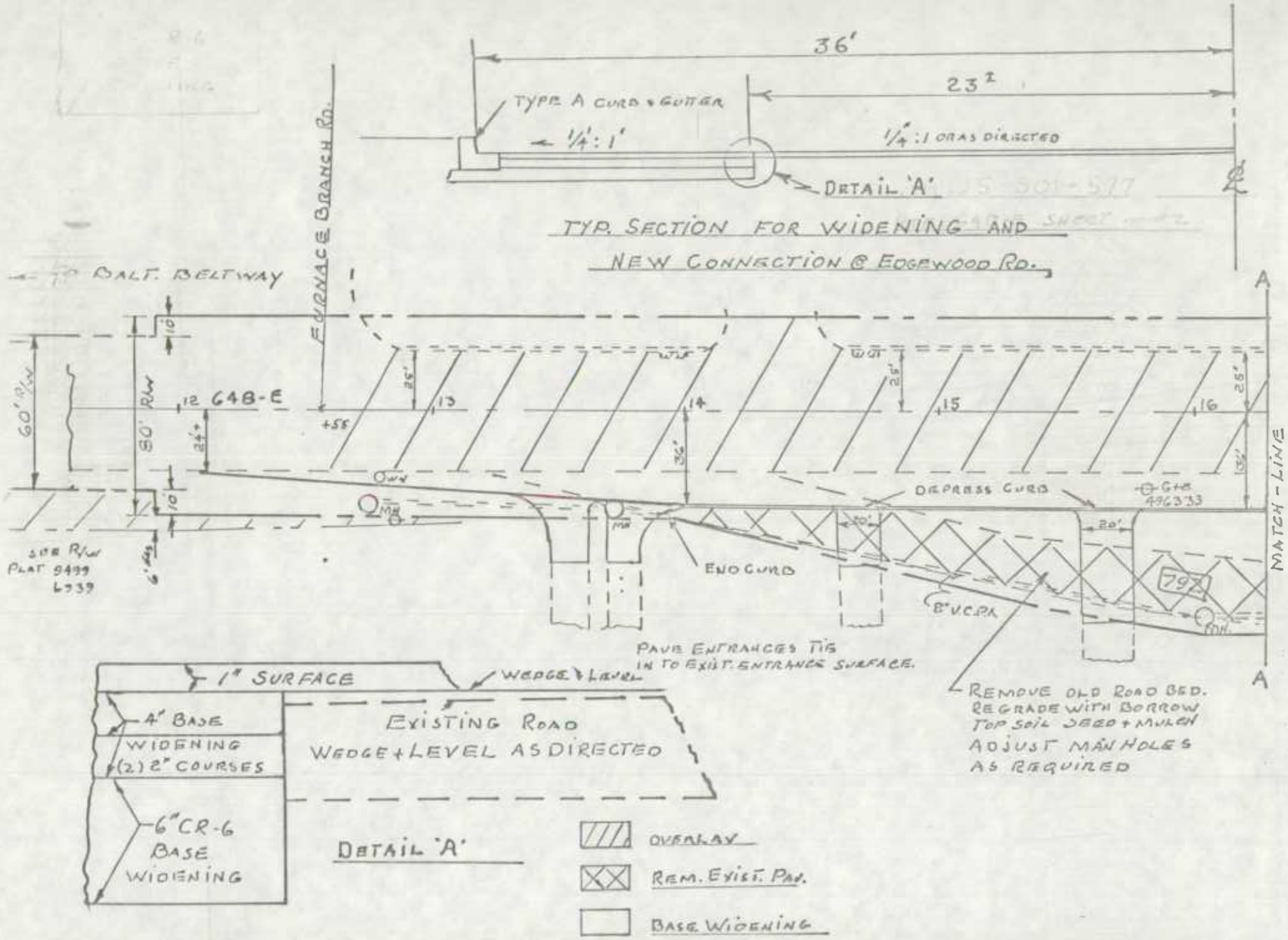


220' ± 22" x 13" C.M.P. 16 ga.
2 - STD. W-R INLET DBL. GRATE TANDEM
1 - STD. 22" x 13" C.M.P. END SECTION
50 S.Y. ± SMALL RIP RAP OUTLET DITCH.
NOTE: ESTABLISH INLET + PIPE INVERT ELEVATIONS IN FIELD AFTER STAKE OUT BY S.H.A FORCES AND TEST PIT ELEVATIONS ON EXISTING ARE DETERMINED.
500' ± TYPE A CURB AND GUTTER

NOTE: FOR PROPERTY LINE, WATER MAIN, SANATARY SEWER LOCATIONS, SEE AA Co. PLAN SHEETS 16896-D, 16897-D - SHA PERMIT No. 5-AA-11793-77

AA 195-501-577

RTE. 64B-E SHEET 2 OF 3



AA 195-501-577

RTE. 648-E SHEET 2 OF 2

MEMORANDUM OF ACTION OF STATE HIGHWAY ADMINISTRATOR M. S. CALTRIDER
THURSDAY, JUNE 5, 1980
* * * *

Administrator Caltrider executed a Road Transfer Deed of Conveyance, dated June 5, 1980, which is in accordance with and agreement to transfer fee title and easement rights in Maryland Routes 483-A and 483-B to Anne Arundel County, subject to approval of the Board of Public Works of Maryland, unto the grantee named, the parcel of land as indicated and as more fully described in the deed.

Said deed had been previously approved as to form and legal sufficiency by the Office of Counsel. Upon approval by the Board of Public Works, the deed will be returned to the Government and Public Utility Section for further handling. A copy of the Deed is being held in the Secretary's Office-SRC for Administration records.

Copy: Mr. F. Gottemoeller
Mr. W. K. Lee, III
Mr. C. W. Reese
Mr. H. Lempert
Mr. W. Krieger
Mr. E. H. Meehan
Mr. J. Gladding
Mr. E. Chambers
Mr. P. Milash
Mr. C. P. Hyatt
Mr. W. Schneider
Secretary's File
SHA-Contract AA 472-1-520

AGREEMENT
FOR
STONY RUN ROAD GRADE ELIMINATION

THIS GRANT AND AGREEMENT, executed in triplicate, made and entered into this 17th day of April 1980, by and between the STATE HIGHWAY ADMINISTRATION of the Maryland Department of Transportation, acting for and on behalf of the State of Maryland, hereinafter sometimes called "State", party of the first part; ANNE ARUNDEL COUNTY, a political subdivision of the State of Maryland, hereinafter sometimes called "County"; party of the second part, and the NATIONAL RAILROAD PASSENGER CORPORATION, a body corporate, organized under the laws of the District of Columbia hereinafter sometimes called "Railroad"; party of the third part,

WHEREAS, subsection (a) of Section 322, Title 23, United States Code, requires that the Secretary of Transportation, (through the Federal Highway Administration), shall carry out a demonstration project for the elimination of all public ground-level, rail-highway crossings along the route of the high speed ground transportation demonstration project between Washington, District of Columbia, and Boston, Massachusetts, and

WHEREAS, under Agreement dated February 28, 1973 between the Railroad's predecessors in interest (The Philadelphia, Baltimore and Washington Railroad Company and the Trustees of Penn-Central Transportation Company), and the United States Secretary of Transportation through the Federal Highway Administration, provisions are made for carrying out the aforementioned demonstration project within the State of Maryland, which Agreement is made a part

hereof by reference thereto, except as otherwise stated herein, and

WHEREAS, Stony Run Road in Anne Arundel County, Maryland, is one of the grade crossings that require elimination under the aforesaid Demonstration Project, and crosses the right-of-way and tracks of Railroad at Railroad Station 161+35, and

WHEREAS, under Agreement dated June 19, 1974, between the State and the County, said Agreement being hereby made a part hereof by reference thereto, County has agreed to elimination of the aforesaid Stony Run Road grade crossing and construction of an overhead bridge and approaches thereto on Hanover Road Extended over and across the tracks of the Railroad at Railroad Station 181+23, and

WHEREAS, under the aforementioned Agreement of June 19, 1974, State has assumed responsibility for construction of the new bridge and approaches on Hanover Road Extended and

WHEREAS, effective as of July 1, 1971, the powers and duties formerly exercised by the State Roads Commission of Maryland, have been assumed by the State Highway Administration, a constituent agency of the Maryland Department of Transportation, in accordance with Chapter 526 of the Acts of the 1970 Maryland Legislature, and

WHEREAS, Subsection (c) of Section 322, Title 23, United States Code provides a fund sharing ratio of 90 percent Federal and 10% railroad for crossings on any Federal-Aid System; a ratio of 80 percent Federal, 10 percent railroad and 10 percent State for non-Federal-Aid System crossings, and

WHEREAS, Subsection (d) of Section 322, Title 23, United States Code requires the Secretary of the United States Department of Transportation to enter into agreements with the States and railroads to ensure their participation in the non-Federal costs, and

WHEREAS, by authority granted by the U.S. Congress in the 1978 D.O.T. Appropriation Act, the Secretary of Transportation through the Federal Highway Administration has waived the aforesaid Subsections (c) and (d) of 23 U.S. Code, Section 322, for funds expended on and after August 2, 1977; therefore any provisions in the Agreements of February 28, 1973 and July 19, 1974 previously mentioned, providing for sharing of project costs between the parties are no longer in effect, since one hundred (100) percent of the cost of the aforesaid High Speed Demonstration Project will be paid out of Federal funds; otherwise said Agreements of February 28, 1973 and June 19, 1974 to remain in full force and effect, and

WHEREAS, in compliance with the terms of above Agreement of February 28, 1973, Railroad agrees to provide staff engineering for the Project in accordance with the applicable provisions of Federal Aid Highway Program Manual, Volume 1, Chapter 4, Section 3, of the Federal Highway Administration, and amendments thereto, by making available existing personnel in the implementation of this Project, subject to the condition that use of such existing personnel shall not obligate the Railroad to incur any additional out-of-pocket costs, and

WHEREAS, State and Railroad have agreed under terms of above-mentioned Agreement of February 28, 1973, to comply with the Regulations of the United

States Department of Transportation (Title 49, Code of Federal Regulations, Part 21), issued in implementation of Title VI of the Civil Rights Act of 1964, 78 Stat. 252, 42 U.S.C. 2000d to 2000d-4, and Appendix "A" to this Agreement,and

WHEREAS, the parties hereto desire to cooperate with each other in accomplishing this Project and to enter into an agreement to state more fully their respective aims and obligations connected therewith:

NOW, THEREFORE, this Agreement witnesseth that for and in consideration of the premises and the sum of One Dollar ($1.00) paid by each party to the others, receipt whereof is hereby acknowledged, and of the mutual covenants and agreements herein contained, the parties hereto do agree as follows:

1. EASEMENTS

(a) Subject to the terms, limitations, covenants and agreements hereinafter set forth, Railroad insofar as it has a legal right and its present title permits, does hereby grant and convey, without charge unto County, its successors and assigns, an easement on and over normal operating property of Railroad, and the right, liberty, and privilege of constructing, establishing, maintaining, repairing, and renewing the Project including an overhead bridge at Railroad Station 181+23, approaches thereto and related highway facilities, as aforesaid, on and over the normal operating property of Railroad at the proposed crossing over the tracks of National Railroad Passenger Corporation Main Line, as hereinbefore described. State's Plat No. 46979 and a "metes and bounds" description of the above described easement are attached hereto and made a part of this Agreement.

(b) County may grant to Public Utilities which have need to install and maintain facilities in, on, under, over and/or across the above easement, permits, franchises or easements permitting them to do so; provided, however, that any such installation or maintenance of facilities shall comply with all current standards and requirements of Railroad necessary to safeguard the operation and facilities of Railroad. Said Utilities shall submit to Railroad, prior to any installation, the plans and specifications for the installation and facilities for review and approval by Railroad, and the Utility shall, upon request of Railroad, execute and perform all the covenants and conditions, including the payment of consideration, under the Railroad's Standard Agreement for any such installation.

(c) This easement is made expressly subject to the reservation of all rights of Railroad, and its successors and assigns, in and to said lands not inconsistent with the said easement and rights, liberties and privileges herein granted, or with the free and unobstructed access to, use of and passageway across the bridge by highway traffic and by County. Subject to the foregoing and subject to the prior approval of County's Director of Public Works, which approval shall not be unreasonably withheld, Railroad, at its sole cost and expense, shall have the right to attach to or remove from the bridge, telegraph, telephone, train control, communication and signal lines, catenary system, power transmission lines, or any other system or systems of operation whatsoever, and to maintain, operate, use, repair, renew, change or alter its tracks and supporting facilities across the easement without charge by County to Railroad. However, the initial attachments to the bridge of the catenary system, power transmission lines, communication systems and modifications,

thereof, made necessary by the Project, shall be included in the cost of said Project as hereinbefore described.

(d) If and when the easement and rights granted or any part thereof shall cease to be used for highway purposes, the easement and the rights, liberties and privileges shall immediately cease and terminate as to so much of the said land and premises as shall cease to be used for highway purposes, with the same force and effect as if these presents had never been made; and County shall remove, at its own cost and expense, such bridge, piers or abutments, supporting structures and appurtenances from said land and premises as shall cease to be so used, and restore said land and premises to their present condition. The burden of obtaining all permits and approvals which may be necessary or appropriate for construction of the Project shall be upon State and shall be at the sole risk, cost and expense of State, which shall comply with all Federal, State and local laws, and assume all cost and expense and responsibility in connection therewith, without any liability whatsoever on the part of Railroad, and State hereby agrees to indemnify, protect and save Railroad harmless therefrom.

(e) No open drainage holes shall be constructed in that portion of the bridge over the railroad tracks and roadbed, transmission line or lines, and other wires and structures, which will allow water to flow from the bridge onto such railroad tracks and roadbed, transmission lines, or other wires and structures. State shall install and County shall renew, replace and maintain the drainage structures which are to be subject to the approval of County's Director of Public Works and the Chief Engineers of State and Railroad, or their duly authorized representatives. No changes or alterations shall be

made in the drainage structures as shown on the detailed plans for the Project, without the written consent of Railroad, provided, however, that if the drainage structures after the completion of the Project, shall prove to be inadequate to protect the property and facilities of Railroad from water flowing thereon, either directly or indirectly, such alterations as shall be mutually agreed upon between the parties hereto, to provide sufficient drains and drainage facilities to carry off all such water from Railroad's property and facilities, shall be installed at the sole cost and expense of State. State shall require its contractor(s) to protect Railroad's right-of-way from flooding and/or the accumulation of eroded material from embankments during construction, which results from such construction.

(f) All changes to electrical and signal facilities of Railroad resulting from this Agreement shall be accurately recorded on Railroad's plans and drawings by State or its electrical and signal contractor(s).

2. CONSTRUCTION

(a) The project shall be carried out and constructed according to detailed plans and specifications which shall be prepared by State or by Consultants to be obtained by State. Such plans and specifications upon their completion and written approval of the Chief Engineer of State and the Chief Engineer of Railroad, or their duly authorized representatives, shall be dated and signed by all the parties hereto and shall become a part hereof. All contracts covering the work for the Project shall be awarded by State and shall provide for the completion thereof in accordance with such Plans and Specifications approved and signed as aforesaid. Any changes in the Plans and Specifications shall be approved in writing by all the parties to this Agreement to

the extent that their respective interests are affected thereby and, when approved shall become a part hereof by reference. In addition and where necessary, said Plans and Specifications shall be subject to Federal approval. State shall have general charge of the engineering for and supervision of the Project, but State shall, in accordance with Section 6 of this Agreement, reimburse Railroad for such inspection and engineering costs incurred by its Chief Engineer or his duly authorized representative as may be necessary to safeguard Railroad's interests during construction of the Project.

(b) The State shall ensure that upon completion of the Project, Railroad will not be denied access to all Railroad facilities as a result of construction of the Project.

3. COMMENCEMENT OF WORK

(a) Work provided for in this Agreement shall be commenced by the parties within thirty (30) days from the date on which State notifies Railroad that Federal approval has been received for the Project and all funds necessary therefor on the part of State have been properly certified and made available and that work may be commenced. Preparation of plans, or buying and assembling of materials shall be construed as compliance with the foregoing thirty (30) day provision. No provision of this Agreement shall be construed as being for the benefit of any third person unless specifically provided otherwise, and State shall insert in its Agreement with the contractor(s) for the construction of the Project, a provision to that effect. In the event delays or difficulties arise in securing necessary approvals or funds, or in securing necessary rights-of-way or settling damages or damage claims or for whatever reason which, in the opinion of State, render it impractical to utilize funds for construction of the Project, then at any time before a construction contract is executed by State, State may serve formal notice of cancellation upon Railroad. State shall reimburse Railroad for all costs and expenses incurred by Railroad at the request of State on account

of the Project prior to such cancellation and which are eligible for payment under Federal Highway Administration, Federal-Aid Highway Program Manual, Volume 1, Chapter 4, Section 3, dated October 25, 1975, ("Reimbursement For Railroad Work") and any revisions or amendments to the same in effect at the time of cancellation, which are hereby incorporated herein and made a part hereof.

(b) If work on the Project is not commenced within two (2) years or completed insofar as Railroad's interests are affected, within three (3) years from the effective date of this Agreement, this Agreement shall terminate, except as to duties and liabilities already accrued and due and owing by State to Railroad; provided however, that the time may be extended by written agreement of the parties.

(c) All work for the Project shall be performed by the State in accordance with the plans and specifications, Railroad reserving the right to perform or cause to performed such temporary or permanent alterations of tracks, equipment, fixtures, signals, signal posts, telephone, telegraph, trolley and other wires and lines, power transmission line or lines, conduits and pipes, devices, accessories, the relocation of Railroad track or tracks and all Railroad appurtenances and facilities of whatsoever kind, nature and description, only as made necessary by the construction of this Project at the time of the Project, and providing such installations do not extend above the elevation of the bridge deck. Railroad's work amy be performed with its own forces on a force account basis, or by contract awarded by Railroad, subject to the written approval of State or awarded by State, subject to the written

approval of Railroad, or by a combination thereof. Railroad, in performing or causing such work to be performed, including necessary engineering and inspection, shall be reimbursed therefor as provided in Section 6 hereof.

(d) Where such work is accomplished by other than Railroad forces, Railroad agrees to conform to the extent applicable with the requirements of Title VI of the Civil Rights Act of 1964 and Implementing Regulations issued by the Department of Commerce, as shown on Appendix "A" attached hereto and made a part hereof.

(e) It is agreed that in construction of the Project, all temporary falsework, rigging, bracing, forms or other temporary structures that may be erected on Railroad Property during construction of the Project, shall provide such minimum clearances as shall be prescribed by the Chief Engineer of the Railroad or his duly authorized representative and the Public Service Commission of Maryland. In addition, the State's Contrqctor shall be required to submit for approval of the Railroad the proposed method of erection of structural members and the equipment to be used therein. The work shall not commence until written approval is received from Railroad.

(f) Each party (State and Railroad) shall provide the necessary engineering and inspection for its respective part of the work and State shall reimburse Railroad therefor as provided in Section 6 herein. However, State shall, subject to the provisions hereof, reimburse Railroad for preliminary engineering performed by Railroad both before and after date of Program approval by Federal Highway Administration, and for such inspection and engineering cost of its Chief Engineer, or his duly authorized representatives, which Railroad feels essential to properly safeguard its interest during the construction of the Project, subject however, to the obligation assumed by the

Railroad hereunder to provide staff engineering in accordance with the applicable provisions of Federal Highway Program Manual, Volume I, Chapter 4, Section 3 of the Federal Highway Administration, and amendments thereto, by making available existing personnel in the implementation of this Project, subject to the condition that use of such existing Railroad personnel shall not obligate Railroad to incur any out-of-pocket costs, as hereinbefore stated.

4. SAFETY REQUIREMENTS

(a) No explosives of any nature or dangerous materials of any kind shall be used during the construction of the Project which could cause a hazard to Railroad's passengers, facilities, or trains.

(b) Any watchmen, flagmen, trackmen, B&B inspectors, trainmen, electric traction linemen, signalmen, or other employees reasonably deemed necessary by Railroad during the construction of said Project, to protect or safeguard Railroad traffic, shall be provided by Railroad, and State shall reimburse Railroad therefor as provided in Section 6 hereof. It is agreed, however, that the providing of such watchmen, flagmen, trackmen, B.&B. inspectors, trainmen, electric traction linemen, signalmen, and other employees by Railroad or State, and other precautions taken either by Railroad or State as a consequence of the work of the contractor(s), shall not release said contractor(s) or their insurers from any liability for damages arising in connection with their operations; and it is further agreed that a provision to this effect shall be inserted by the parties in all agreements with contractor(s) who perform work on this Project.

(c) Railroad shall allow to State's contractor(s) the right to reasonable use of Railroad property within the construction limits of the

Project as shown on State's Plat No. 46979. Any use of Railroad property outside the construction limits thus described, shall be by approval of Railroad and lease to State's contractor of specific areas designated by Railroad. Such approval and lease or other agreement with State's contractor(s) shall not be unreasonably withheld by Railroad.

(d) State shall require its contractor(s) upon completion of the work and prior to final payment being made to the contractor(s), to furnish State with written evidence that Railroad's bills for services rendered to contractor(s) have been paid and that Railroad property has been left by the contractor(s) in a condition satisfactory to the Chief Engineer of Railroad or his duly authorized representative.

5. INSURANCE

(a) At its option, Railroad may purchase Force Account insurance (in amount of $2,000,000 bodily injury per occurrence; $1,000,000 property damage per occurrence) to provide adequate protection against risks incident to the employment of Railroad labor engaged in the work required by this project or self-insure against said risks. Accordingly, Railroad will be reimbursed by the State in accordance with Volume I, Chapter 4, Section 3 of the Federal-Aid Highway Program Manual (FHPM) for all purchased insurance and/or self-insured costs in connection with said project for Railroad employees working under this Agreement.

(b) In addition, Railroad agrees to carry for and in behalf of the State, with respect to work performed by the Railroad for the State, Owners Protective Liability Insurance providing for a limit of not less than $2,000,000 for all damages arising out of bodily injury to, or death of, all persons in any one occurrence and providing for a limit of not less than $1,000,000 for all damages arising out of injury to, or destruction of all property in any one occurrence.

(c) If, however, any contractor is employed by the Railroad and/or the State to perform work with respect to this Project, the following insurance will be required of the contractor in lieu of the above referenced Owners Protective Liability Insurance:

(1) Contractor's Public Liability and Property Damage Insurance - The contractor shall furnish evidence to the State and Railroad that, with respect to the operations performed, he carries regular Contractor's Public Liability and Property Damage Insurance providing for a limit of not less than Two Million Dollars ($2,000,000) for damages arising out of bodily injuries to or death of all persons in any one occurrence, for a limit of not less than One Million Dollars ($1,000,000) for damage to or destruction of property, including the loss of use thereof, in any one occurrence.

(2) Contractor's Protective Public Liability and Property Damage Insurance - The Contractor shall furnish evidence to State and Railroad that, with respect to the operations performed by subcontractors, he carries in his own behalf regular Contractor's Protective Liability and Property Damage Insurance providing for a limit of not less than Two Million Dollars ($2,000,000) for damages arising out of bodily injuries to or death of all persons in any one occurrence, and for a limit of not less than One Million Dollars ($1,000,000) for damage to or destruction of property, including the loss of use thereof, in any one occurrence.

(3) Railroad's Protective Public Liability and Property Damage Insurance - In addition to the above, the Contractor shall furnish evidence to State and Railroad that, with respect to the operations he or any of his subcontractors perform, he has provided for and behalf of National Railroad Passenger Corporation, Consolidated Rail Corporation, and the State, Railroad Protective Public Liability and Property Damage Insurance providing for a limit of not less than Two Million Dollars ($2,000,000) for damages arising out of bodily injuries to or death of all persons in any one occurrence, and for a limit of not less than One Million Dollars ($1,000,000) for damage to or destruction of property, including the loss of use thereof, in any one occurrence.

The insurance hereinbefore specified shall be carried until all work required to be performed under the terms of the contract is satisfactorily completed, as evidenced by formal acceptance by State and approval by Railroad.

The contractor shall furnish to Railroad the signed original copy of the Railroad Protective Public Liability and Property Damage Insurance Policy and a Certificate of Insurance for Contractor's Public Liability and Property Damage Liability Insurance. If any work is subcontracted, the contractor shall also furnish a Certificate of Insurance for the Contractor's Protective Public Liability and Property Damage Liability Insurance. All policies shall be endorsed to provide 45 days written notice to Railroad by the insurance company before any adverse change in, or cancellation of, the policies is made. Contractor will not be permitted on Railroad property until insurance policies have been approved by the Railroad and State.

(d) If any work is to be performed exclusively by State employees within Railroad right-of-way, then the Railroad hereby agrees to carry for and in behalf of the State, with respect to work performed by the State, Owners Protective Liability Insurance (naming the State as an additional insured) providing for a limit of not less than $2,000,000 for all damages arising out of bodily injury to, or death of, all persons in any occurrence and providing for a limit of not less than $1,000,000 for all damages arising out of injury to, or destruction of all property in any one occurrence. A copy of said policy will be provided to the State prior to the commencement of work. The cost of such coverage will be submitted by Railroad to State and Railroad will be reimbursed by State as a part of the Project.

6. COMPLETION AND PAYMENT

(a) County agrees that after completion of the Project and acceptance by State, County will use its best efforts to assure that the use, operation, renewal or maintenance of the Project and all parts of said Project shall not in any manner interfere with the use, operation and maintenance of Railroad, or its trains, tracks, appurtenances or other property of Railroad now used or hereafter used in the operation and maintenance of Railroad, nor endanger the movement of trains or traffic upon the tracks of Railroad.

(b) This Agreement is subject to and the parties agree to comply with, all of the terms and provisions of the United States Department of Transportation, Federal Highway Administration, Federal-Aid Highway Program Manual, Volume I, Chapter 4, Section 3, dated October 25, 1975, ("Reimbursement for

Railroad Work") and Volume 6, Chapter 6, Section 2, Subsection 1, dated April 25, 1975, ("Railroad-Highway Projects"), and any revisions or amendments to the same in effect at the time of construction of the Project, which are hereby incorporated herein and made a part hereof, subject, however, to the obligation assumed by the Railroad to provide staff engineering as previously stated herein.

(c) State shall reimburse Railroad monthly for all costs and expense for work and services performed hereunder by Railroad, growing out of or in connection with the Project covered hereby, in accordance with Federal rules and regulations set forth in the Federal Highway Administration, Federal-Aid Highway Program Manual, Volume 1, Section 3, dated October 25, 1975, (Reimbursement for Railroad Work"), and any revisions or amendments to the same in effect at the time of construction, which are hereby incorporated herein and made a part of this Agreement.

(d) The raising or surfacing of tracks due to any settlement caused by the contractor's operations shall be performed by Railroad forces, and reimbursed by State as herein specified, for a period of one (1) year after completion of the Project.

(e) Railroad agrees to keep accurate and complete books and records of all costs and expenses included in any claim by it for reimbursement hereunder in accordance with good accounting practice, and State and the Federal Highway Administration, through their respective representatives, shall have the right from time to time and at reasonable times, to examine and audit all of such books and records for the purpose of verifying Railroad's claim for reimbursement and determining the actual costs and expense for which Railroad is entitled to compensation hereunder.

7. MAINTENANCE

(a) Upon completion of the Project, Railroad shall at its own cost and expense, repair, renew and maintain its own roadbed and tracks and all other Railroad appurtenances.

(b) County shall at its own cost and expense repair, renew, rebuild, and maintain the bridge structure, abutments, wing walls, superstructure, drainage structures, and approaches and appurtenant facilities, and shall at all times keep the same in good order and repair and in safe condition, and all such work shall be performed at reasonable times, in a reasonable manner, and on reasonable terms and conditions so as not to unreasonably or unnecessarily interfere with the movement of trains or traffic upon the tracks of Railroad, and so as to properly safeguard the tracks, trains and other facilities of Railroad. Any such work performed by contractor(s) will be subject to the insurance requirements of Section 5. Railroad hereby grants to County, the right, subject to termination provision previously stated herein, to enter at the sole risk of County, upon Railroad's property with prior notification to Railroad, to the extent reasonably necessary for all such work and/or for the purpose of inspecting such bridge and the appurtenances thereto. Railroad's approval shall not be required for normal maintenance such as plowing snow, sweeping or minor deck patching.

(c) In the event that said bridge and/or other highway facilities are destroyed or damaged due to the fault, default or negligence of Railroad, its agents, assigns, servants or employees or any of them, including any railroad derailment, accident or collision, County shall repair or restore the same to their former condition, and Railroad shall promptly reimburse County for the actual cost thereof. However, in the event that said bridge and/or highway facilities are destroyed or damaged by reason of collision or accident arising from the use of said highway, or any other cause not related to the fault, default or negligence of Railroad, County shall at its own expense, repair or restore the same to their former condition without charge to Railroad.

8. RAILROAD OPERATION

(a) Safety and continuity of the operation of trains of Railroad shall be of prime importance; shall at all times be protected and safeguarded; and State agrees to require its contractor(s) to use every care and precaution in order to avoid accidents, damage to, or delay or interference with Railroad's trains or other property. Any work to be done by State, or its contractor(s) on, over or under Railroad's right of way or property in the construction of the said bridge, or other work in connection therewith, shall be done at such times and in such a manner and on such terms and conditions as shall be satisfactory to the Chief Engineer of Railroad or his duly authorized representative, whose approval shall not be unreasonably withheld. It is further agreed that in the erection of said overhead bridge, piers, columns, or supporting structures and appurtenances; State will obtain from Railroad written approval of all equipment proposed to be used in the vicinity of the Railroad's tracks or property, it being agreed by Railroad that such approval shall not be unreasonably withheld. Any such approval by Railroad shall not relieve or release the contractor(s) or their employees from any liability which they may incur to Railroad, and a provision to this effect shall be inserted by State in all agreements with contractor(s) who perform work on the Project.

(b) During the construction period, Railroad will cooperate with State in the protection of highway and Railroad traffic, and State's contractor(s) shall notify the Chief Engineer of Railroad or his duly authorized representative, a sufficient time in advance of when they will start work, in order that necessary arrangements may be made to protect Railroad traffic.

9. CLOSURE OF EXISTING GRADE CROSSING

(a) Upon completion of the new highway bridge and approaches thereto, County agrees to legally vacate, abandon and close, or cause to be legally vacated, abandoned and closed, the portion of the present road not required for use by traffic after construction of the new bridge and approaches, so as to prevent further use of the existing Stony Run Road grade crossing by highway traffic. Also, simultaneously with the opening to public traffic of the aforesaid new highway bridge, and the legal closing and elimination of the existing aforesaid Stony Run Road grade crossing by County, and at no expense to Railroad, State will also erect W-Beam barricades outside of Railroad's right of way to prevent its further use by public traffic. Railroad shall remove its own crossing facilities, the cost of which State shall reimburse Railroad in accordance with Section 6 herein.

10. PRIOR AGREEMENT - CHANGES - ADDITIONAL WORK

(a) This Agreement sets forth all the Agreements, promises, conditions and understandings between the parties, and if there should now exist any other Agreements, promises, conditions and understandings between the parties hereto, either oral or written, which conflict with the herein Agreement, then this Agreement shall prevail. No subsequent alteration, amendment, change or addition shall be binding upon any of the parties unless reduced to writing and signed by all of them.

(b) Subject to the above provisions, any additional work not specifically covered in this Agreement, may be performed by any of the parties hereto as may be mutually agreed upon from time to time during construction of the Project.

11. This Agreement shall inure to and be binding, jointly and severally, upon the parties hereto, their respective successors and assigns.

IN WITNESS WHEREOF, the parties hereto have caused these presents to be executed, in triplicate, by their proper officiers thereunto duly authorized, the day and year first above written.

WITNESS:

STATE HIGHWAY ADMINISTRATION

By _____
Deputy State Highway Administrator

APPROVED:

Approved as to Form and Legal Sufficiency this 15th day of 1980

_____
Chief Engineer
State Highway Administration

_____
Assistant Attorney General
State Highway Administration

ATTEST:

ANNE ARUNDEL COUNTY, MARYLAND

Dir. Adm

By _____
for County Executive

Approved as to form and legal sufficiency this 26th day of March

_____
County Attorney

ATTEST:

NATIONAL RAILROAD
PASSENGER CORPORATION

Barbara J. Hillman

By _____
R. F. LAWSON Chief Engineer
VP/CHIEF ENGINEER
APPROVED AS TO LEGAL FORM

STATE OF MARYLAND)
~~CITY~~ Co. OF BALTIMORE) s.s:

I HEREBY CERTIFY that on this 17th day of April, 1980 before me, the subscriber, a Notary Public of the State of Maryland, in and for the City of Baltimore, personally appeared FREDERICK GOTTEMOELLER, Deputy State Highway Administrator, for the State Highway Administration, and acknowledged the aforegoing Agreement to be the act and deed of the State Highway Administration of the Maryland Department of Transportation, acting for and on behalf of the State of Maryland.

AS WITNESS my hand and Notarial Seal.

Deborah J. Sanders
Notary Public

My Commission Expires

7/1/82

STATE OF MARYLAND)
ANNE ARUNDEL COUNTY) s.s:

I HEREBY CERTIFY that on this 27th day of March 1980, before me, the subscriber, a Notary Public of the State of Maryland, in and for the County aforesaid, personally appeared Robert R. Streett Jr. ~~Robert A. Pascal~~, County Executive for Anne Arundel County, Maryland, and acknowledged the aforegoing Agreement to be the act and deed of the aforesaid County.

AS WITNESS my hand and Notarial Seal.

Diana J. Cray
Notary Public

My Commission Expires

July 1, 1982

DISTRICT OF COLUMBIA)
CITY OF WASHINGTON) s.s:

I HEREBY CERTIFY that on this 24th day of January 1980, before me, the subscriber, a Notary Public of the District of Columbia and for the City of Washington, aforesaid, personally appeared R. F. Lawson, Chief Engineer of National Railroad Passenger Corporation, who avers that he has been duly authorized and does hereby certify that he has the legal power and is a proper officer designated to execute the aforesaid Agreement on behalf of the said National Railroad Passenger Corporation, and he acknowledged the aforegoing Agreement to be the lawful act and deed of the said Corporation.

AS WITNESS my hand and Notarial Seal.

Jean M King
Notary Public, D.C.

My Commission Expires

November 14, 1984

APPENDIX "A"

During the performance of this contract, the contractor, for itself, its assignees and successors in interest (hereinafter referred to as the "contractor"), agrees as follows:

(1) Compliance with Federal Regulations: The contractor will comply with the Regulations of the Federal Department of Transportation relative to non-discrimination in federally-assisted programs of said Department of Transportation (Title 49, Code of Federal Regulations), Part 21, hereinafter referred to as the Regulations), which are herein incorporated by reference and made a part of this contract.

(2) Non-discrimination in Selection of Subcontractors: The contractor, with regard to the work performed by it after award and prior to completion of the contract work, will not discriminate on the ground of race, color, or national origin in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The contractor will not participate either directly or indirectly in the discrimination prohibited by Section 21.5 of the Regulations, including employment practices when the contract covers a program set forth in Appendix B of the Regulations.

(3) Solicitation for Subcontracts, Including Procurements of Materials and Equipment: In all solicitations either by competitive bidding or negotiation made by the contractor for work to be performed under a subcontract, including procurements of materials or equipment, each potential subcontractor or supplier shall be notified by the contractor of the contractor's obligations under this contract and the Regulations relative to non-discrimination on the ground of race, color or national origin.

(4) Information and Reports: The contractor will provide all information and reports required by the Regulations, or orders and instructions issued pursuant thereto, and will permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the State Highway Administration or the Federal Highway Administration to be pertinent to ascertain compliance with such Regulations, orders and instructions. Where any information required of a contractor is in the exclusive possession of another who fails or refuses to furnish this information, the contractor shall so certify to the State to obtain the information.

(5) Sanctions for Non-compliance: In the event of the contractor's non-compliance with the non-discrimination provisions of the contract, the State Highway Administration shall impose such contract sanctions as it or the Federal Government may determine to be appropriate, including but not limited to.

(a) withholding of payments to the contractors under the contract until the contractor complies, and/or

(b) cancellation, termination or suspension of the contract in whole or in part.

(6) Incorporation of Provisions: The Contractor will include the provisions of paragraph (1) through (6) in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Regulations, order, or instructions issued pursuant thereto. The Contractor will take such actions with respect to any subcontract or procurement as the State Highway Administration or the Federal Government may direct as a means of enforcing such provisions including sanctions for non-compliance. Provided, however, that, in the event a contractor becomes involved in, or is threatened with, litigation with a subcontractor or supplier as a result of such direction, the contractor may request the State to enter into such litigation to protect the interests of the State, and, in addition, the contractor may request the United States to enter into such litigation to protect the interests of the United States.

APPENDIX "C"

Perpetual Easement for Highway Construction and Maintenance
Conveyed by
The National Railroad Passenger Corp.
to
The State of Maryland to the use of the State Highway Administration of the Department of Transportation.

Right of Way Project No.: AA 908-301-578
F.A.P. No.: RR 18(21)
Right of Way Project: High Speed Railroad Grade Crossing Elimination-Stony Run Road
Item No.: 71458

* *

BEGINNING FOR THE SAME AT A POINT in the southerly right of way line of Relocated Stony Run Road, said point of beginning being the intersection of the aforesaid southerly right of way line of Relocated Stony Run Rd. and the easterly existing right of way line of the National Railroad Passenger Corp.

SAID POINT OF BEGINNING BEING situated 55.00 feet measured perpendicularly to the right of station 33+53.44 of the base line of right way of Relocated Stony Run Rd., as said base line is delineated on the State Highway Administration-State Roads Commission of Maryland's plat number 46979, recorded or intended to be recorded among the Land Records of Anne Arundel County, running thence and binding along the southerly limit of Perpetual Easement for Highway Construction and Maintenance, hereby established, the three (3) following courses and distances, viz: (1) N 79° 49' 35" W 108.44 feet; (2) S 10° 10' 25" W 60.00 fet; (3) N 82° 40' 36" W 46.64 feet to intersect the southerly right of way line of Relocated Stony Run Rd. and the westerly existing right of way line of the National Railroad Passenger Corporation, thence binding along the aforesaid westerly existing Railroad

right of way line (4) N 10° 11' 42" E 240.08 feet to intersect the northerly right of way line of Relocated Stony Run Rd. running thence and binding along the northerly limit of Perpetual Easement for Highway Construction and Maintenance, hereby established, the three (3) following courses and distances, viz.: (5) S 76° 25' 46" E 46.57 feet; (6) S 10° 10' 25" W 65.00 feet; (7) S 79° 49' 35" E 108.48 feet to intersect the aforementioned northerly right of way line of Relocated Stony Run Rd. and easterly existing right of way line of the National Railroad Passenger Corporation, thence binding along said easterly existing Railroad right of way line (8) S 10° 11' 42" W 55.00 feet to intersect the aforementioned base line of right of way of Relocated Stony Run Rd. at station 33+53.46, said station being located S 79° 49' 35" E 80.35 feet from station 32+73.11 of the base line of right of way of Relocated Stony Run Rd., said station being equal to station 181+23 of the base line of right of way of National Railroad Passenger Corporation, said base line being shown on Railroad Valuation plat V4/67, thence continuing along the easterly existing railroad right of way line (9) S 10° 11' 42" W 55.00 feet to the place of beginning.

Containing: 22,985 square feet or 0.528 acres ± and being further designated as "Perpetual Easement for Highway Construction and Maintenance", shown hatched thus: on State Highway Administration-State Roads Commission of Maryland's plat number 46979, recorded or intended to be recorded among the Land Records of Anne Arundel County.

BEING PART OF THE FOLLOWING THREE (3) PARCELS of land which by deed are recorded among the Land Records of Anne Arundel County, viz.: (1) deed dated July 20, 1869, in Liber S.H. 12 Folio 464, was conveyed by Thomas W. Cole, et ux, to the Baltimore and Potomac Railroad Company; (2) deed dated June 26, 1918, in Liber G.W. 149 Folio 200, was conveyed by William W. Lanahan, et ux, to the P.B.&W. Railroad Company; (3) deed dated March 8, 1932, in Liber F.S.R. 94 Folio 336, was conveyed by Piotr Majka to the P.B.&W. Railroad Company.

AND THE GRANTORS DO FURTHER GRANT AND CONVEY the Temporary Revertible Easement to be used only during the period of construction for bridge over National Railroad Passenger Corporation and Maryland Route 170 shown hatched thus: on the State Highway Administration-State Roads Commission of Maryland's plat number 46979, recorded or intended to be recorded among the Land Records of Anne Arundel County.

AND THE GRANTORS DO FURTHER GRANT AND CONVEY the Drainage Provisions as indicated on the State Highway Administration-State Roads Commission of Maryland's plat number 46979, recorded or intended to be recorded among the Land Records of Anne Arundel County.

Maryland Department of Transportation
The Secretary's Office

Harry Hughes
Governor

James J. O'Donnell
Secretary

February 20, 1980

MEMORANDUM

TO: Mr. Edward H. Meehan
District Engineer - District #5

Mr. Lawrence E. Elliott
Regional Traffic Engineer

FROM: Wm. F. Schneider, Jr., Chief
Bureau of Highway Statistics

SUBJECT: Intercity Air/Rail Passenger
Station Access Road
Route Number Designation

Pursuant to a letter from the Office of the Chief Engineer indicating that the SHA will maintain the subject access road, when constructed, we propose to designate this road as Maryland Route 995.

For your information, we have attached a map segment indicating the new route's location and termini.

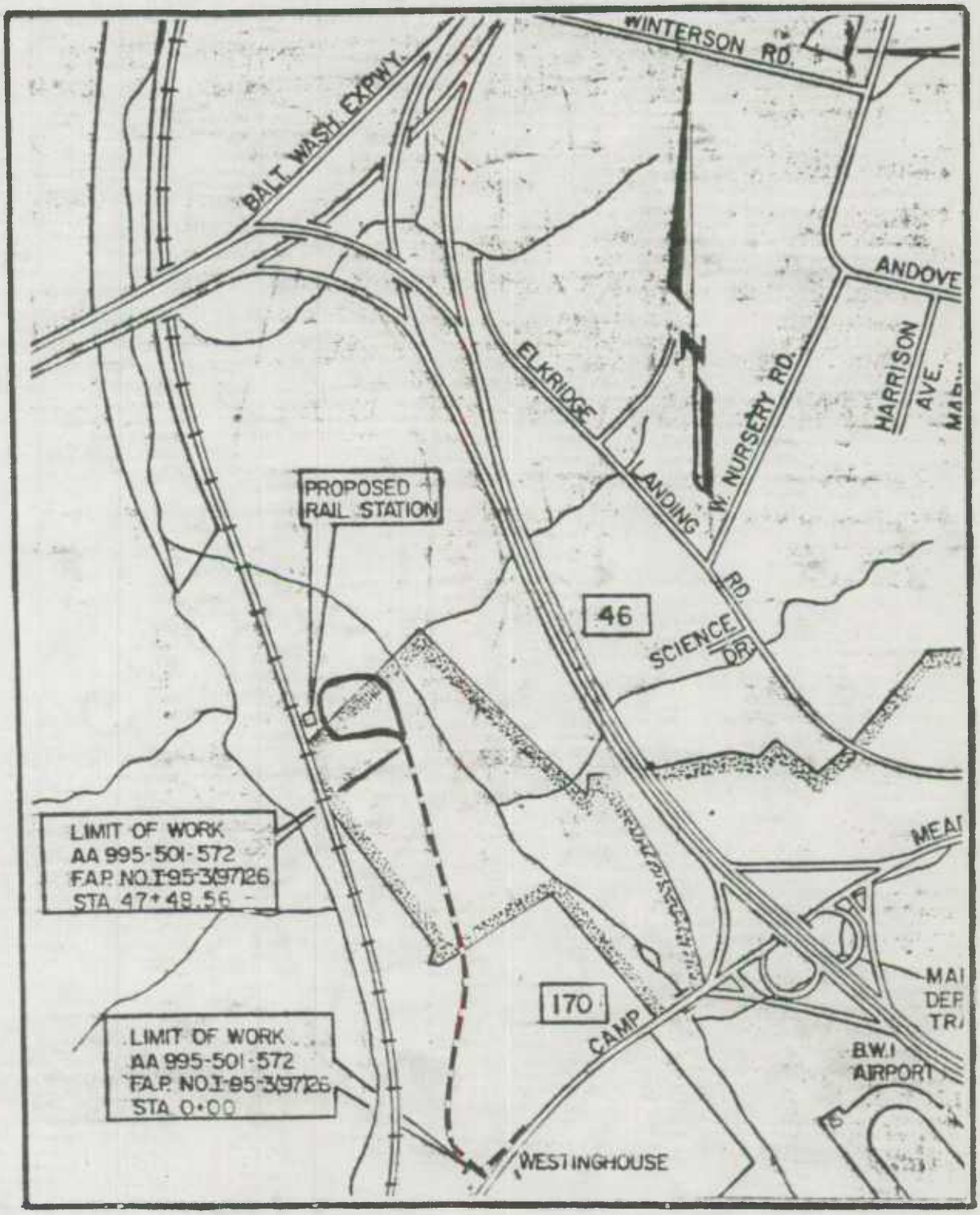
Should you have any questions or comments regarding this proposed designation, please do not hesitate to contact this office.

By: Clyde P. Hyatt
Clyde P. Hyatt, Chief
Records Statistics Section

WFS:GLS:eh
Attachments

cc: Mr. Wm. K. Lee, III
Mr. Jerry L. White

INTERCITY AIR/RAIL PASSENGER
STATION ACCESS ROAD
(PROPOSED MD. RTE. 995)



ANNE ARUNDEL COUNTY

MEMORANDUM OF ACTION OF DIRECTOR, HAL KASSOFF
OFFICE OF PLANNING AND PRELIMINARY ENGINEERING

November 20, 1979

Director Kassoff, Office of Planning and Preliminary Engineering, executed Agreement dated November 19, 1979 between the State Highway Administration and Anne Arundel County, Maryland, relative to the transfer by the Administration to the County of the following described sections of state constructed roads subject to the conditions more fully set forth in the agreement.

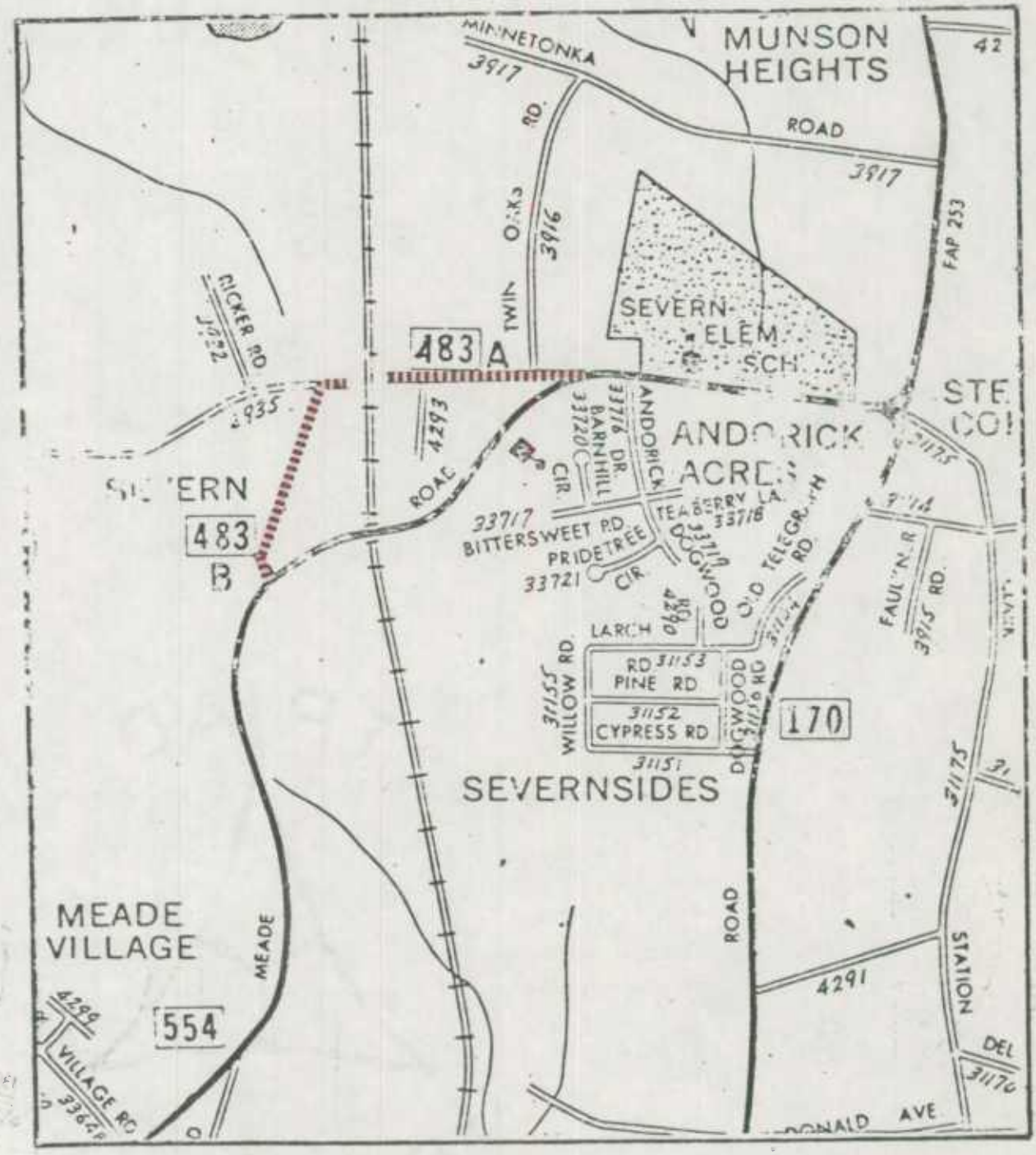
Co 4250 Md. 483 A - From Md. 54 westerly to Road End
A total distance of ± 0.21 mile

Co 4251 Md. 483 B - From Md. 54 northerly to Road End
A total distance of ± 0.28 mile

CO935
CO5247
CO4251

Said Agreement had previously been executed by the County Executive for Anne Arundel County and approved as to form and legal sufficiency by Assistant Attorney General, Norman Polski.

cc: Mr. F. Gottemoeller
Mr. H. G. Downs
Mr. W. F. Lins, Jr.
Mr. A. L. Gardner
Mr. H. Kassoff
Mr. C. W. Reese
Mr. C. E. Pyers
Mr. E. H. Meehan (2)
Mr. J. N. Day
Mr. T. Hicks
Mr. R. C. Pazourek
Mr. P. A. Milash
Mr. C. P. Hyatt (2)
Mr. L. E. Elliott
Mr. E. S. Freedman
Mr. C. Lee
Mr. P. S. Jaworski
Mr. J. L. White
Mr. R. C. Davison
Mr. T. Landon, Jr.
Mr. F. K. Roche
Secretary's File


MUNSON HEIGHTS
MINNETONKA
ROAD
3917
42
FAP 253
TWIN OAKS RD.
3916
SEVERN ELEM SCH
483 A
RICKER RD
4292
4293
ROAD
ANDORICK ACRES
BARNHILL CIR
33720
33716 DR.
TEABERRY LA.
33718
33717
BITTERSWEET RD
PRIDETREE CIR
33721
OLD TELEGRAPH RD.
FAULKNER RD.
3915
31175
483 B
LARCH RD
31153
PINE RD
31152
CYPRESS RD
31155
WILLOW RD.
31151
170
SEVERNSIDES
MEADE VILLAGE
MEADE
ROAD
4291
STATION
DEL
31170
554
4299
VILLAGE RD
33642
DONALD AVE

THIS AGREEMENT made this 19th day of November 19 79 by and between the State Highway Administration of the Department of Transportation of Maryland, hereinafter referred to as "Highway Administration", party of the first part and Anne Arundel County, Maryland, hereinafter referred to as "County" party of the second part.

WHEREAS, under authority contained in Transportation Article Title 8-304, the State Highway Administration of the Department of Transportation of Maryland is empowered to enter into an agreement to transfer jurisdiction over and the responsibility for the maintenance of any State Highway or portion thereof with the governing bodies of the several Political Subdivisions of Maryland for the purpose of reducing the cost of road maintenance and the Governing Bodies of the several Political Subdivisions of Maryland are empowered to enter into an agreement to transfer jurisdiction over and responsibility for the maintenance of any county or municipal road or portion thereof with the State Highway Administration of the Department of Transportation of Maryland, for the purpose of reducing the cost of road maintenance; and,

WHEREAS, it has been determined that the conveyance of the subject sections of "State" Highways to the "County" will result in a reduction in the cost of road maintenance; and,

WHEREAS, the "Highway Administration" party of the first part, has agreed to transfer the hereinafter described sections of roads which heretofore were constructed by the "Highway Administration" to the "County", party of the second part and the "County" has agreed to accept same as an integral part of the County Highway System.

NOW THEREFORE, THIS AGREEMENT WITNESSETH, that for and in consideration of $1.00 and good and valuable consideration, the receipt whereof is hereby acknowledged the "Highway Administration" party of the first part does hereby transfer unto the "County"

and the "County", party of the second part does hereby accept from the "Highway Administration" jurisdiction over and responsibility for the maintenance of the following described sections of State Highways for maintenance purposes, as part of the County Highway System.

Md. 483A - From Md. 544 westerly to Road End.
A total distance of ±0.21 mile.

Md. 483B - From Md. 544 northerly to Road End.
A total distance of ±0.28 mile.

IT IS UNDERSTOOD AND AGREED between the parties hereto that conveyance of the aforegoing sections of State Highways are subject to the following conditions:

1. The effective date of transfer shall be upon complete approval and execution of this agreement.

2. The aforegoing mileage will be included in the County inventory as of December 1 of the year following the date as set forth in item 1 above.

3. The basis for the allocation of funds will include the additional 0.49± miles in the allocation to the county beginning July 1 of the year following the date as set forth in item 2 above.

4. The transfer of said roads is made on an as-is basis which pertains to the existing rights-of-way and to the existing condition of the roads involved including all appurtenances and bridge structures.

5. The "County" accepts Jurisdiction over and responsibility for the maintenance of the said roads as of the effective date of transfer.

IT IS FURTHER UNDERSTOOD AND AGREED that the "Highway Administration", party of the first part, will hereafter prepare a deed of conveyance for the above described sections of "state" maintained highways to the "County", party of the second part, subject to the approval of the State Highway Administration and the Board of Public Works of Maryland.

IN WITNESS WHEREOF, the parties involved have caused these presents to be executed by their proper officers thereunto duly authorized the day and year first above written.

RECOMMENDED FOR APPROVAL:

_____
Chief, Bureau of Highway Statistics

WITNESS:

_____

THE STATE HIGHWAY ADMINISTRATION OF THE DEPARTMENT OF TRANSPORTATION

By: _____
Director, Office of Planning and Preliminary Engineering

Approved as to form and legal sufficiency this _____ day of _____ 19_____.

_____
Assistant Attorney General

RECOMMENDED FOR APPROVAL:

_____
Director, Department of Public Works

WITNESS:

_____

ANNE ARUNDEL CO., MARYLAND

By: _____
County Executive

Approved as to form and legal sufficiency this _____ day of _____ 19_____

_____
County Solicitor

MEMORANDUM OF ACTION OF DIRECTOR, HAL KASSOFF
OFFICE OF PLANNING AND PRELIMINARY ENGINEERING

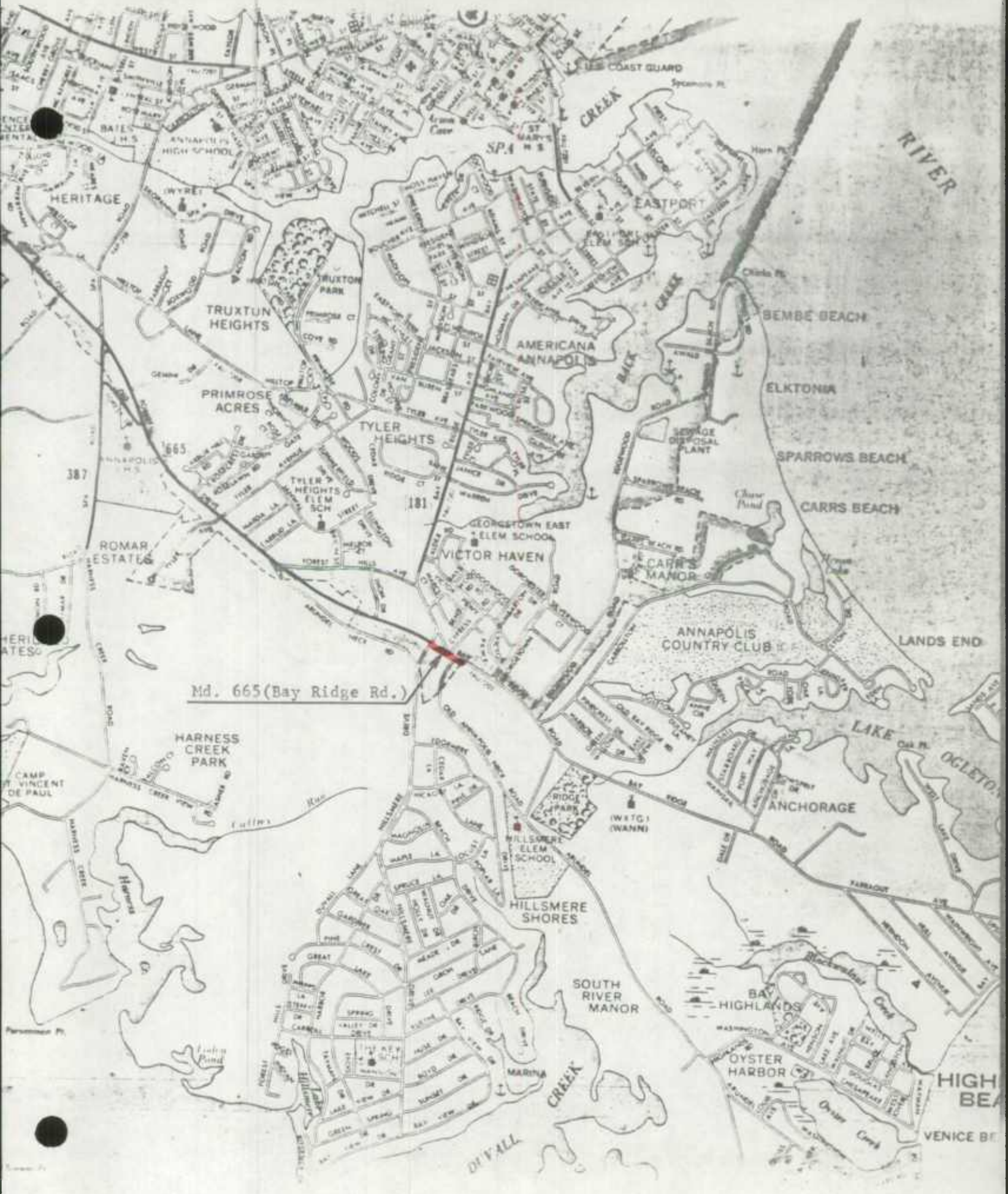
March 29, 1979

Director Kassoff, Office of Planning and Preliminary Engineering, executed Agreement dated March 29, 1979 between the State Highway Administration and Anne Arundel County, Maryland, relative to transfer by the Administration to the County of the following described section of state constructed road subject to the conditions more fully set forth in the agreement.

Md. 665 (Bay Ridge Rd.) - from Hillsmer Drive southeasterly to end SHA Maintenance for a distance of 0.12 mile.

Said agreement has previously been executed by the County Executive for Ann Arundel County and approved as to form and legal sufficiency by Special Attorney L. Kozlakowski.

cc: Mr. F. Gottemoeller
Mr. H. G. Downs
Mr. A. W. Tate
Mr. A. L. Gardner
Mr. H. Kassoff
Mr. C. W. Reese
Mr. E. H. Meehan
Mr. J. N. Day
Mr. T. Hicks
Mr. R. C. Pazourek
Mr. W. F. Lins, Jr.
Mr. R. L. Daff
✓ Mr. C. P. Hyatt
Mr. W. S. Freedman
Mr. C. Lee
Mr. P. S. Jaworski
Mr. J. T. Neukam
Mr. R. C. Davison
Mrs. E. K. Roche
Mr. A. T. Landon, Jr.
Anne Arundel County
Secretary's File
S.H.A. Anne Arundel County


Md. 665(Bay Ridge Rd.)
HERITAGE
TRUXTUN HEIGHTS
TRUXTON PARK
PRIMROSE ACRES
TYLER HEIGHTS
TYLER HEIGHTS ELEM SCH
ROMAR ESTATES
HARNESS CREEK PARK
CAMP ST. VINCENT DE PAUL
AMERICANA ANNAPOLIS
EASTPORT
SPA CREEK
BACK CREEK
BEMBE BEACH
ELKTONIA
SPARROWS BEACH
CARRS BEACH
SEWAGE DISPOSAL PLANT
GEORGETOWN EAST ELEM SCHOOL
VICTOR HAVEN
CARR'S MANOR
ANNAPOLIS COUNTRY CLUB
LANDS END
LAKE OGLETO
ANCHORAGE
RIDGE PARK
HILLSMERE ELEM SCHOOL
HILLSMERE SHORES
SOUTH RIVER MANOR
BAY HIGHLANDS
OYSTER HARBOR
MARINA
DEVALL CREEK
RIVER
387
665
181

32930

THIS AGREEMENT made this 29th day of March 1979 by and between the State Highway Administration of the Department of Transportation of Maryland, hereinafter referred to as "Highway Administration", party of the first part and Anne Arundel County, Maryland, hereinafter referred to as "County", party of the second part.

WHEREAS, under authority contained in Transportation Article-Title 8-304, the State Highway Administration of the Department of Transportation of Maryland is empowered to enter into an agreement to transfer jurisdiction over and responsibility for the maintenance of any State Highway, or portion thereof with the governing bodies of the several Political Subdivisions of Maryland for the purpose of reducing the cost of road maintenance and the Governing Bodies of the several Political Subdivisions of Maryland are empowered to enter into an agreement to transfer jurisdiction over and responsibility for the maintenance of any county or municipal road or portion thereof with the State Highway Administration of the Department of Transportation of Maryland, for the purpose of reducing the cost of road maintenance; and,

WHEREAS, it has been determined that the conveyence of the subject section of State Highway to the "County" will result in a reduction in the cost of road maintenance; and,

WHEREAS, the "Highway Administration" party of the first part, has agreed to transfer the hereinafter described section of road which heretofore was constructed by the "Highway Administration" to the "County", party of the second part and the "County" has agreed to accept same as an integral part of the County Highway System.

NOW THEREFORE, THIS AGREEMENT WITNESSETH, that for and in consideration of $1.00 and good and valuable consideration, the receipt whereof is hereby acknowledged the "Highway Administration", party of the first part does hereby transfer unto the "County" and the "County", party of the second part does hereby accept from the "Highway Administration" jurisdiction over and responsibility for the maintenance of the following described section of State Highway for maintenance purposes, as part of the County Highway System.

Md. 665 (Bay Ridge Rd.) - from Hillsmere Drive southeasterly to End S.H.A. Maintenance for a distance of 0.12 mile.

IT IS UNDERSTOOD AND AGREED between the parties hereto that the conveyance of the aforegoing section of State Highway is subject to the following conditions.

1. The effective date of transfer shall be the date of the County's issuance of the Notice to Proceed to the Construction Contractor, for the Bay Ridge Road Capital Improvement Project No. H-42176, with a copy of said notice to the "Highway Administration".
2. The aforegoing mileage will be included in the County inventory as of December 1 of the year following the date as set forth in item 1 above.
3. The basis for the allocation of funds will include the additional 0.12± mile in the allocation to the County beginning July 1 of the year following the date as set forth in item 2 above.
4. The transfer of said road is made on an as-is-basis which pertains to the existing Rights of Way and to the existing condition of the road involved, including all appurtenances and bridge structures.
5. The transfer of this roadway will not affect the "Highway Administration's" responsibility to maintain the traffic signal located at the Bay Ridge Road - Hillsmere Drive intersection. Further, should improvements be required to this traffic signal in the future, the cost borne by the "County" for such improvements is to be in accordance with the current County-State Agreement.
6. All prior rights which the "Highway Administration" may have over utilities within the existing right-of-way are

included in this transfer.

7. The "Highway Administration" will not recommend to the Federal Highway Administration that the roadway be deleted from the Federal Aid System.

8. The "Highway Administration" will continue to pursue acquiring, for the County, Federal Non Attributable Urban Funds.

9. The "County" accepts jurisdiction over and responsibility for the maintenance of the said road as of the effective date of transfer.

IT IS FURTHER UNDERSTOOD AND AGREED that the "Highway Administration", party of the first part, will hereafter prepare a deed of conveyance for the above described section of State maintained highway, to the "County" party of the second part, subject to the approval of the State Highway Administration and the Board of Public Works of Maryland.

IN WITNESS WHEREOF, the parties involved have caused these presents to be exected by their proper officers thereunto duly authorized the day and year first above written.

Recommended for Approval:

A M Bauhan

Chief, Bureau of Highway Statistics

WITNESS:

THE STATE HIGHWAY ADMINISTRATION
OF THE DEPARTMENT OF TRANSPORTATION

By: Hal Kassoff

Director, Office of Planning and
Preliminary Engineering

Approved as to form and legal
sufficiency this 29th day of
March 1979

T J Kylokowski

Administrative Special Attorney

ANNE ARUNDEL COUNTY, MARYLAND

By: _____
County Executive

ATTEST:

_____

Recommended For Approval

_____
Director of Public Works

Approved as to form and legal sufficiency this 1st day of February 1979

_____
County Solicitor

MEMORANDUM OF ACTION OF STATE HIGHWAY ADMINISTRATOR M. S. CALTRIDER
TUESDAY, JANUARY 30, 1979
* * * *

Administrator Caltrider executed the following deeds dated January 30, 1979, previously approved as to form and legal sufficiency by the office of the Assistant Attorney General, by which the Administration conveys, subject to approval of the Board of Public Works of Maryland, unto the grantees named, the parcels of land as indicated and as more fully described in the deeds:

Grantee	Conveyance	In Accordance With
The Annapolis Apartment Company, Section II Limited Partnership Not Part of Any System	0.46± acre of land in Anne Arundel County, being portion of former E. Paul Norris Prop., Item 43419, former Old Roadbed of Md. Rte. 665, Contract AA 510-1-520. CL 2-7-79	Approved sale of excess land at bid of $700; initial deposit of $100 as requested by bid form on file in Cashier's office.
David L. Ewing	0.325± acre of land in Cecil County, being portion of former Walter L. Funk Property, Item 64983, Contract Ce 407-14-271.	Option, Items 64966 & 69981, Contract Ce 407-6-211
Joseph J. Jamitis	1.53± acre of land in Harford County, being portion of former Vernon Fehley Property, Item 63508, Contract H 388-003-463	Approved sale of excess land at bid of $5,500; initial deposit of $500 as requested by bid form on file in Cashier's office.

Copy: Mr. F. Gottemoeller
Mr. H. G. Downs
Mr. C. W. Reese
Mr. G. D. Zebrauskas
Mr. M. W. Bogdan
Mr. R. C. Pazourek
Mr. E. J. Trexler
Mr. E. H. Meehan
Mr. H. J. Pistel
Mr. J. M. Wright
Mr. R. J. Finck
Mr. R. E. Guest

Mr. T. W. Beaulieu
Bd. of Public Works of Md.
Secretary's File (3)
Contract File (3)

Maryland Department of Transportation

State Highway Administration

Hermann K. Intemann
Secretary

M. S. Caltrider
Administrator

November 15, 1978

MEMORANDUM

TO: Mr. Lawrence E. Elliott,
District Traffic Engineer

FROM: T.W. Beaulieu, Chief
Bureau of Highway Statistics

SUBJECT: Route Number designations
Md. 214-B and Md. 253
Anne Arundel County

In response to your letter of November 3, 1978 regarding the numerical designations at the Md. 214/Md. 253 intersection in Anne Arundel County, we are making the following changes in our Highway Location Reference File.

The section of road previously listed as Md. 214-B between Md. 253 and Md. 214 will be redesignated as Md. 253. The portion of Mayo Road between the existing Md. 214-B and Md. 214, previously designated as Md. 253, will be redesignated as Md. 253-A.

I have attached a map segment indicating the changes as outlined above.

If you should have any further comments pertinent to these changes, please contact this office.

By: _____
Clyde P. Hyatt, Chief
Records Statistics Section

TWB:PEB
Attachments
cc: Edward H. Meehan
Thomas Hicks
Paul Jaworski

My telephone number is Marcom 222-4437

P.O. Box 717 / 300 West Preston Street, Baltimore, Maryland 21203

DISTRIBUTION LIST

E. T. Camponeschi

T. L. Cloonan

R. C. Davison

J. N. Day

H. G. Downs

E. S. Freedman

A. L. Gardner

F. J. Gottemoeller

W. W. Knipple

C. Lee

W. F. Lins

J. T. Neukam

C. R. Reese

E. K. Roche

W. J. Schreiber

B. Sedgwick

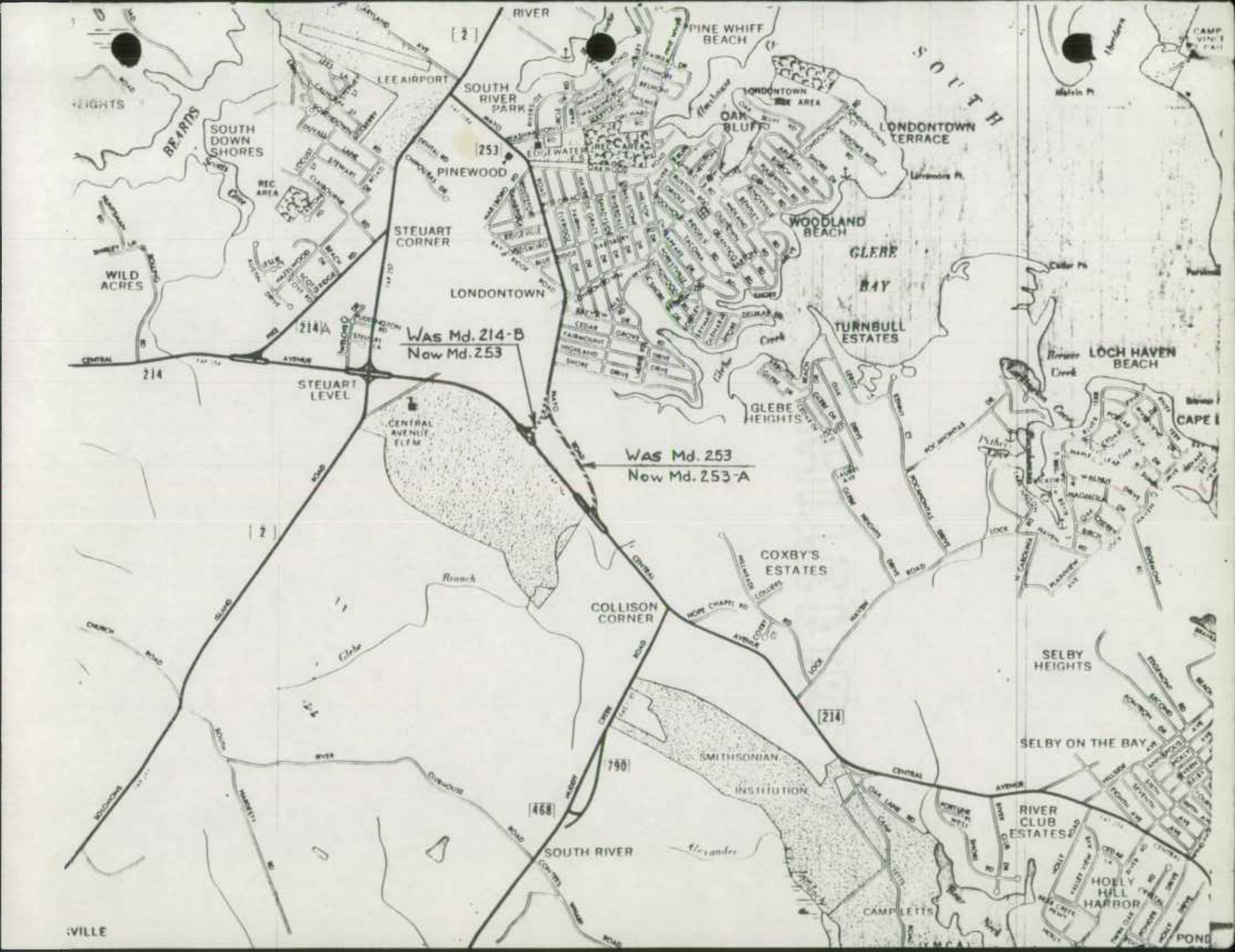
B. L. Stewart

A. W. Tate

R. Ward (Tax Maps)

A. F. Yurek

Sgt. J. Harvey - Maryland State Police
Pikesville, Maryland 21208


RIVER
PINE WHIFF BEACH
SOUTH
LEE AIRPORT
SOUTH RIVER PARK
LONDONTOWN BEACH AREA
OAK BLUFF
LONDONTOWN TERRACE
BEARDS
SOUTH DOWN SHORES
REC AREA
PINEWOOD
EDGEWATER ES
REC AREA
STEUART CORNER
WOODLAND BEACH
GLEBE BAY
WILD ACRES
LONDONTOWN
TURNBULL ESTATES
LOCH HAVEN BEACH
WAS Md. 214-B
Now Md. 253
STEUART LEVEL
CENTRAL AVENUE ELEM
GLEBE HEIGHTS
WAS Md. 253
Now Md. 253-A
COXBY'S ESTATES
COLLISON CORNER
SELBY HEIGHTS
SELBY ON THE BAY
SMITHSONIAN INSTITUTION
RIVER CLUB ESTATES
SOUTH RIVER
HOLLY HILL HARBOR
CAMP LETTS
214
253
2
790
468

Anne Arundel

Maryland Department of Transportation

State Highway Administration

Hermann K. Intemann
Secretary

Bernard M. Evans
Administrator

March 3, 1978

Md 679-B
Trans to County

Now Co. ~~[illegible]~~ 4238

Now OP 5496
Co Imps 00-912, 914

MEMORANDUM

TO: N. B. Friese
H. G. Downs
A. W. Tate
A. L. Gardner
F. Gottemoeller
C. W. Reese
J. N. Day
T. Hicks
R. C. Pazourek
W. F. Lins
E. J. Dougherty
E. S. Freedman
C. Lee
P. S. Jaworski
J. T. Neukam
R. C. Davison
E. K. Roche

FROM: Mr. T. W. Beaulieu, Chief
Bureau of Highway Statistics

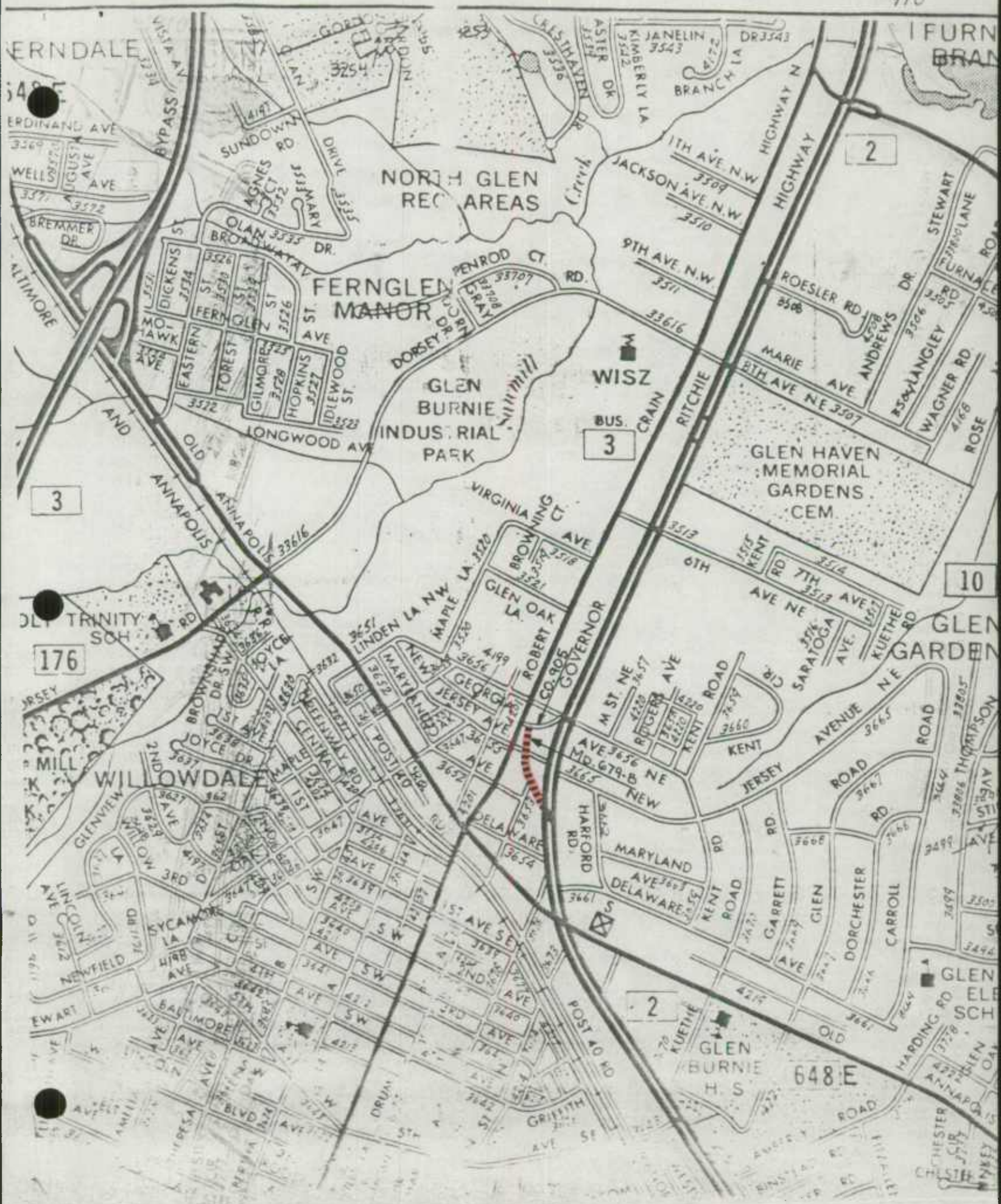
RE: Road Transfer

For your information we are attaching a deed dated January 26, 1978 relative to the transfer of Md. 679-B from the State Highway Administration to Anne Arundel County. The deed of transfer has been signed by the proper officials and is effective immediately. We are also enclosing a map segment indicating the location of the subject road.

By: Clyde P. Hyatt
Clyde P. Hyatt, Chief
Records Statistics Section

CPH:PEB:jb

Attachments


NORTH GLEN REC AREAS
FERNGLEN MANOR
GLEN BURNIE INDUSTRIAL PARK
WISZ
GLEN HAVEN MEMORIAL GARDENS CEM.
WILLOWDALE
TRINITY SCH
GLEN BURNIE H.S
648 E
BYPASS
HIGHWAY
ANNAPOLIS
ROBERT GOVERNOR
CO. 905
MD. 679-B
POST 40 RD
JACKSON AVE N.W
9TH AVE N.W
8TH AVE NE
6TH AVE NE
7TH AVE
VIRGINIA CT
LONGWOOD AVE
BROADWAY AV
SUNDOWN RD
OLAN DR
PENROD CT
DORSEY DR
GRAY RD
ROESLER RD
MARIE AVE
WAGNER RD
ANDREWS DR
STEWART LANE
KENT RD
KUETHE RD
SARATOGA AVE
JERSEY AVENUE NE
KENT ROAD
GARRETT AVE
GLEN AVE
DORCHESTER
CARROLL
HARDING RD
MARYLAND AVE
DELAWARE
HARFORD RD
NEW
M ST NE
RITCHIE
CRAIN
BUS. 3
2
3
10
176

STANDARD DEED FROM STATE HIGHWAY ADMINISTRATION of the DEPARTMENT OF TRANSPORTATION
& BOARD OF PUBLIC WORKS OF MARYLAND

FORM SHA-63.00-26D (Rev. 7-1-77)
STANDARD DEED

(1)

OFFICE OF REAL ESTATE
~~XXX~~ No. 60010
G. F.

THIS DEED, Made this ..... 26th ..... day of ..... January ..... in the year 19 78

by and between the STATE HIGHWAY ADMINISTRATION of the DEPARTMENT OF TRANSPORTATION, acting for and on behalf of the STATE OF MARYLAND, party of the first part; and,

The BOARD OF PUBLIC WORKS OF MARYLAND, party of the second part, hereinafter sometimes called the "GRANTORS"; and

Anne Arundel County

hereinafter sometimes called the "GRANTEE(S)".

WHEREAS, the State Highway Administration of the Department of Transportation, acting for and on behalf of the State of Maryland, has heretofore acquired certain property and rights, situate lying and being in Anne Arundel County, State of Maryland; and,

WHEREAS, the said "Grantor" has constructed, or is about to construct (a) certain State Highway(s) and/or Bridge(s) known and designated as

Maryland Route 2

WHEREAS, the said "Grantor" has prepared, or caused to be prepared, (a) Right of Way Plat(s) designated as State Highway Administration's Plat(s) numbered

46237

which Plat(s) has (have) been recorded among the Land Records of the aforesaid County(ies) in the appropriate Plat Book and,

WHEREAS, the said Plat(s) show(s) the land, easements, rights and controls of access which have been determined by the said "Grantor" as necessary to be retained by the State for the construction, operation, maintenance, use and protection of the highway(s) and/or bridge(s) constructed, or to be constructed, as aforesaid; and,

WHEREAS, the State Highway Administration has agreed, for good and valuable considerations, to convey unto the "GRANTEE(S)" herein, certain land, hereinafter described, which the "Grantor" has determined is no longer needed by it in connection with the construction, operation, maintenance, use and protection of the State Highway System; and,

WHEREAS, under the provisions of § 8-309 of the Transportation Article of the Annotated Code of Maryland, it is necessary for the Board of Public Works of Maryland to join in the conveyance of any land by the State Highway Administration of the Department of Transportation.

NOW, THEREFORE, THIS DEED WITNESSETH:--That for and in consideration of the sum of One ($1.00) Dollar, and other good and valuable considerations, the receipt of which is hereby acknowledged, the said parties of the first and second parts do hereby grant, convey and quit claim unto

Anne Arundel County

all right, title and interest of the State Highway Administration and the State of Maryland, in and to all of the following described lot(s) or parcel(s) of land, situate, lying and being in Anne Arundel County, State of Maryland, and described as follows, to wit:--

~~XXXXXXXXXXXX~~

PROPERTY CONVEYED OR TO BE CONVEYED BY
THE STATE HIGHWAY ADMINISTRATION-STATE ROADS COMMISSION OF MARYLAND
TO
ANNE ARUNDEL COUNTY, MARYLAND

Right of Way Project No.: AA-199-001-311
Right of Way Project: Md. Rte. 2 (Gov. Ritchie Highway) - Furnace Creek to Mountain Road Ext.

Item No.: 7702-B
Re: - former Md. Rte. 679-B

. . . . . .

ALL RIGHT, TITLE AND INTEREST OF THE GRANTORS in and to the bed of the road shown shaded thus: [illegible] lying between station 04+41 ± and station 05+11 ± to the left of the base line of right of way (County Road No. 905) and station 259+00 ± to station 260+58 ± to the right of the base line of right of way (Md. Rte. 2 - Governor Ritchie Highway), as said base lines of right of way are delineated on the State Highway Administration-State Roads Commission of Maryland's plat numbered 46237, recorded or intended to be recorded among the Land Records of Anne Arundel County.

CONTAINING: 0.975 acre ± .

BEING ALL OF THE BED of former Maryland Route No. 679-B.

BEING PART OF THE BED of New Jersey Avenue (formerly Third Avenue North).

BEING PART OF THE LAND which by Deed Plat recorded July 29, 1929, among the Land Records of Anne Arundel County in Liber F.S.R. No. 61 Folio 198 was conveyed by the Baltimore Company to the State Roads Commission of Maryland.

BEING PART OF LOT numbered one (1), block 60, as shown on a Plat of Subdivision titled "Amended Plats of Glen Burnie", plat number five (5), recorded January 10, 1927, among the Plat Records of Anne Arundel County in Liber F.S.R. No. 1 Folio 58.

BEING PART OF LOTS numbered four (4), five (5), six (6) and seven (7), block 59, as shown on a Plat of Subdivision titled "Amended Plats of Glen Burnie", plat number five (5), recorded January 10, 1927, among the Plat Records of Anne Arundel County in Liber F.S.R. No. 1 Folio 58.

THE ABOVE DESCRIBED PARCEL OF LAND BEING subject to the Revertible Easement for Supporting Slopes of the State Highway Administration-State Roads Commission of Maryland shown hatched thus: on the State Highway Administration-State Roads Commission of Maryland's plat numbered 46237, recorded or intended to be recorded among the Land Records of Anne Arundel County.

RESERVING, HOWEVER, UNTO THE STATE OF MARYLAND TO THE USE OF THE STATE HIGHWAY ADMINISTRATION, its successors and assigns forever, all of the following described land, easements, rights, privileges and controls.

ALL THE LAND AND PREMISES, together with the appurtenances thereto belonging, or in anywise appertaining, lying between the outermost lines designated "Right of Way Line", as shown and/or indicated, on State Highway Administration's Plats Numbered

_____

all of which plats are made a part hereof, and which are duly recorded, or intended to be recorded among the Land Records of the aforesaid County(ies).

The right to create, use and maintain on the area of the land shown hatched thus on the above designated plats, such slopes as are necessary to retain and support the highway and/or adjacent property; it being agreed between the parties hereto, however, that at such time as the contour of the land over which this slope easement is retained is changed so that the easement required for slopes is no longer necessary to retain, support or protect the highway construction within the area retained as aforesaid in fee simple, then said easement for slopes shall cease to exist.

The perpetual right to create, use and maintain on the area of the land shown cross-hatched thus on the above designated plats, such stream changes, side ditches, inlet ditches, outlet ditches, pipes, culverts and all other drainage facilities as are necessary in the opinion of the State Highway Administration to adequately drain the highway or adjacent property and/or control the flow of water through those drainage structures to be built to protect said highway.

The perpetual right to discharge the flow of water from such stream changes, side ditches, inlet ditches, outlet ditches, pipes, culverts and all other drainage facilities as are necessary in the opinion of the State Highway Administration to adequately drain the highway or adjacent property and/or control the flow of water through those drainage structures to be built to protect said highway (either within the areas shown cross-hatched thus or within the limits of the areas hereinbefore retained in fee simple) into existing waterways or natural drainage courses, as indicated by the symbol and/or upon the existing ground, as indicated by the symbol , at the outlet end of the drainage facilities so created by the Grantor, all of which are shown graphically and indicated by appropriate symbols and explanatory notations on the aforesaid plats.

ANY AND ALL RIGHT WHATSOEVER of the GRANTEES, their heirs, successors and assigns, of any means whatsoever of ingress or egress between the THROUGH HIGHWAY and their remaining property across the lines which are designated "Right of Way Line of Through Highway", to the end that there never will be any vehicular, pedestrian and/or animal access to or from said Through Highway and their remaining property across those lines which are so marked on the above mentioned plats, except by means of such public road connections as are authorized by law.

ANY AND ALL RIGHT WHATSOEVER of the GRANTEES, their heirs, successors and assigns, of vehicular ingress or egress between their remaining property and the highway across those portions of the right of way lines which are marked "THROUGHOUT THIS PORTION OF THE RIGHT OF WAY LINE ALL VEHICULAR ACCESS IS DENIED", to the end that there never will be any vehicular access to or from said highway and their remaining property across those portions of the said right of way lines which are so marked on the above mentioned plats.

The perpetual right to erect and maintain, between October 1st and April 1st of each year, snow fences within 100 feet of the land hereby retained in fee simple, provided that said snow fences shall not interfere with the construction and use of buildings now erected ~~or hereafter erected or with growing crops~~.

SUBJECT TO the prior rights of the Highway Administration over the utilities with the existing rights of way.

SUBJECT TO and excepting from the operation and effect of this deed any and all rights and reservations that may have been granted or reserved by former owners of this property or their predecessors in title and/or covenants or restrictions which may have been established with respect to said land by such former owners or their predecessors in title.

SUBJECT TO and excepting from the operation and effect of this deed any and all existing rights now held or used by any public utility or public utilities across or adjacent to the land herein conveyed.

TOGETHER with the buildings and improvements thereon, and the rights, roads, ways, waters, privileges and appurtenances thereunto belonging or in anywise appertaining.

TO HAVE AND TO HOLD the land and premises, hereinbefore described and mentioned, to the extent of the State's right, title and interest thereto, unto.

Anne Arundel County

SUBJECT, HOWEVER, TO EACH AND EVERY RESERVATION, RESTRICTION, CONDITION, COVENANT AND CONTROL SET FORTH IN THIS INSTRUMENT OF WRITING.

AND THE GRANTEE(S) HEREIN, by the acceptance of this deed, do hereby covenant and agree, on behalf of themselves, their heirs, successors and assigns, to abide by and respect each and every reservation, restriction, condition, covenant and control set forth in this instrument of writing, it being the intention hereof to perpetuate all of rights and privileges retained by the State of Maryland, to the use of the State Highway Administration of the Department of Transportation, by this deed. It is expressly understood and agreed that these covenants shall run with and bind the property hereby conveyed and the remaining property of the "GRANTEE(S)" and shall be binding upon the "GRANTEE(S)", their heirs, successors and assigns, forever.

IN TESTIMONY WHEREOF, Witness the hands and seals of the parties hereto:

WITNESS:--

F. J. Hesselt

STATE HIGHWAY ADMINISTRATION of the DEPARTMENT OF TRANSPORTATION

By: Bernard M. Evans (SEAL)
State Highway Administrator

Approved as to Form and Legal Sufficiency

Louis J. Diggs Jr.
Special Attorney

Blair Lee (SEAL)
Governor of Maryland

Concurred in by:

E. M. Evans
~~XXXXXXXXXXXXXXXX~~
Director, Office of Real Estate

Louis L. Goldstein (SEAL)
Comptroller of Maryland

William S. James (SEAL)
Treasurer of Maryland

WITNESS:--

Edward L. Middleton
Secretary

Constituting the BOARD OF PUBLIC WORKS OF MARYLAND

STATE OF MARYLAND, CITY OF BALTIMORE, To Wit:

I HEREBY CERTIFY, that on this 27th day of January in the year 1975 before me, the subscriber, a Notary Public of the State of Maryland, in and for the City aforesaid, personally appeared

Bernard M. Evans

State Highway Administrator and acknowledged the foregoing deed to be the act of the State Highway Administration and, at the same time, made oath in due form of law that he is fully authorized to execute and acknowledge the same.

NOTARY SEAL

WITNESS MY HAND AND NOTARIAL SEAL.

Kathleen M. Barlow
Notary Public

My Commission expires July 1, 1975

STATE OF MARYLAND, COUNTY OF ~~BALTIMORE~~ PRINCE GEORGES, To Wit:

I HEREBY CERTIFY, that on this 9th day of February in the year 1978 before me, the subscriber, a Notary Public of the State of Maryland, in and for the County aforesaid, personally appeared

Blair Lee, III - Governor of Maryland
Louis L. Goldstein - Comptroller of Maryland
William S. James - Treasurer of Maryland

constituting the BOARD OF PUBLIC WORKS OF MARYLAND, and acknowledged the foregoing deed to be the act of the said Board of Public Works of Maryland.

NOTARY SEAL

WITNESS MY HAND AND NOTARIAL SEAL.

Jane Corbin
Notary Public

My commission expires July 1, 1978.

My Commission expires

1-225 S

MEMORANDUM OF ACTION OF STATE HIGHWAY ADMINISTRATOR BERNARD M. EVANS
THURSDAY, JANUARY 26, 1978
***

Administrator Evans executed the following deed dated January 26, 1978 previously approved as to form and legal sufficiency by the Office of the Assistant Attorney General, by which the Administration conveys, subject to approval of the Board of Public Works of Maryland, unto the grantee named, the parcel of land as indicated and as more fully described in the deed:

Grantee	Conveyance	In Accordance With
Anne Arundel County	0.975± acre of land located in Anne Arundel County, abandoned portion of former Md. Rte. 679-B, Contract AA-199-001-311, General File No. 60010.	Request of Grantee

NOT PART OF ANY SYSTEM

COPY: Mr. N. B. Friese
Mr. H. G. Downs
Mr. C. W. Reese
Mr. M. W. Bogdan
Mr. T. W. Beaulieu
Mr. E. J. Trexler
Bd. of Public Works of Maryland
Secretary's File
Contract AA-199-001-311
PLAT NO. 46237

C. P. Hyatt

Chris
LAKSW 4010

MEMORANDUM OF ACTION OF STATE HIGHWAY ADMINISTRATOR BERNARD M. EVANS
WEDNESDAY, MAY 18, 1977
***

Administrator Evans executed the following quit claim deed dated May 18, 1977, previously approved as to form and legal sufficiency by the Office of the Assistant Attorney General, by which the Administration conveys, subject to approval of the Board of Public Works of Maryland, unto the grantee named, the parcel of land as indicated and as more fully described in the deed:

Grantee	Conveyance	In Accordance With
I. Bradshaw Higgins and Hilda G., Wife	0.52± acre of old R/W of former Md. 270 (Parcel 1) and 0.28± acre (Parcel 2), former property of Gulf Oil Corp., Items 61237-8, Contract AA-572-004-571	Option, Item Nos. 61237 & 61238, Contract AA-572-004-571

NOT PART OF ANY SYSTEM

Copy: Mr. N. B. Friese
Mr. H. G. Downs
Mr. C. W. Reese
Mr. R.S. Bennett
Mr. E. J. Trexler
Mr. T. L. Cloonan
Mr. A. R. Gardner
Bd. of Public Works of Md.
Secretary's file
Contract AA-572-004-571

Md. 788-13
Forest Hills Ave.
State to ~~County~~ Municipal

MEMORANDUM OF ACTION OF DIRECTOR, ROBERT J. HAJZYK
OFFICE OF PLANNING AND PRELIMINARY ENGINEERING

March 6, 1975

Director Hajzyk, Office of Planning and Preliminary Engineering, executed agreement dated March 6, 1975, between the State Highway Administration and the City of Annapolis, Maryland, relative to transfer by the Administration to the City for maintenance purposes as part of the City Highway System, of the following described section of State constructed road, subject to conditions more fully set forth in the agreement.

Md. 788B (Forest Hills Ave.) - From Forest Drive to Bay Ridge Ave. a distance of 0.46± mile.

Said agreement had previously been executed by the Mayor of the City of Annapolis and approved as to form and legal sufficiency by Special Attorney, Baer.

Copies to:
N. B. Friese
H. G. Downs
A. W. Tate
L. E. McCarl
R. C. Pazourek
A. L. Gardner
R. J. Hajzyk
C. W. Reese
E. S. Freedman
T. Hicks
E. Dougherty
T. L. Cloonan
C. Lee
P. S. Jaworski
R. C. Davison
J. V. Lentz
City of Annapolis
Secretary's File
SHA-Anne Arundel County File
City of Annapolis

MD 788B
Forest Hills Ave

THIS AGREEMENT made this 6th day of March 1975, by and between the State Highway Administration of the Department of Transportation of Maryland, hereinafter referred to as "Highway Administration," party of the first part, and the Mayor and Aldermen of the City of Annapolis, hereinafter referred to as "City Council," party of the second part.

WHEREAS, under authority contained in Section 79 of Article 89B of the Annotated Code of Maryland, the State Highway Administration of the Department of Transportation of Maryland is empowered to transfer State Highways, or portions thereof, to the Governing Bodies of the several Towns of Maryland, for the purpose of reducing the cost of road maintenance, and the Governing Bodies of the several Towns of Maryland are empowered to transfer Town Roads, or portions thereof, to the State Highway Administration of the Department of Transportation of Maryland, for the purpose of reducing the cost of road maintenance: and,

WHEREAS, it has been determined that the conveyance of the subject section of State road to the Town Highway System will result in a reduction in the cost of road maintenance: and,

WHEREAS, the "Highway Administration," party of the first part, has agreed to transfer the hereinafter described section of road which heretofore was constructed by the State to the "City Council," party of the second part, and the "City Council" has agreed to accept the same as an integral part of the City Highway System.

NOW, THEREFORE, THIS AGREEMENT WITNESSETH that for and in consideration of the sum of $1.00 and other good and valuable considerations, the receipt whereof is hereby adknowledged the "Highway Administration," party of the first part, does hereby transfer, convey and quitclaim unto the "City Council" and the "City Council," party of the second part, does hereby accept such transfer from the "Highway Administration" of the following described section of State constructed road as a part of the City Highway System:

Md. 788B (Forest Hills Ave.) - From Forest Drive to Bay Ridge Ave. a distance of 0.46± mile.

IT IS UNDERSTOOD AND AGREED BETWEEN the parties hereto that the conveyance of the aforegoing section of the State Highway is subject to the following conditions:

1. The effective date of transfer shall be upon complete approval and execution of this agreement.

2. The aforegoing mileage will be included in the inventory as of December 1, 1975.

3. The basis for the allocation of funds will include the additional 0.46± mile in the allocation to the City of Annapolis beginning July 1, 1976.

4. The transfer of said road is made on an "As-Is-Basis" which pertains to existing rights-of-way and to the existing condition of the road involved, including all appurtenances and bridge structures.

IN WITNESS WHEREOF, the parties involved have caused these presents to be executed by their proper officers thereunto duly authorized, the day and year first above written.

STATE HIGHWAY ADMINISTRATION OF MARYLAND

WITNESS:

Clyde P. Zyott

By: Robert F. Boggs
Director, Office of Planning and Preliminary Engineering

APPROVED:

Chief, Bureau of Highway Statistics

Approved as to form and legal sufficiency this 6th day of March, 1975.

Eli Barr
~~Administrative~~ Special Attorney

ATTEST:

Margaret D. Burket
Margaret D. Burket, City Clerk

THE MAYOR AND ALDERMEN OF THE CITY OF ANNAPOLIS

By: John C. Apostol
JOHN C. APOSTOL, MAYOR

APPROVED AS TO FORM AND LEGAL SUFFICIENCY:

EUGENE M. LERNER, CITY ATTORNEY

DATE 2/21/75

Approved as to form and legal sufficiency this _____ day of _____, 1975.

Town Attorney

APPROVED
William R. Jackson
DATE 2-21-75

THIS AGREEMENT made this 1st day of November 1974 by and between the State Highway Administration of the Department of Transportation of Maryland, hereinafter referred to as "Highway Administration," party of the first part, and Anne Arundel County, Maryland, hereinafter referred to as "County," party of the second part, Witnesseth:

WHEREAS, under authority contained in Section 79 of Article 89B of the Annotated Code of Maryland, the State Highway Administration of the Department of Transportation of Maryland is empowered to transfer State Highways, or portions thereof, to the Governing Bodies of the several Counties and/or Towns of Maryland, for maintenance purposes, and the Governing Bodies of the several Counties and/or Towns of Maryland are empowered to transfer County roads and/or Town streets, or portions thereof, to the State Highway Administration of the Department of Transportation of Maryland, for maintenance purposes, and

WHEREAS, the "Highway Administration," party of the first part, has agreed to transfer the following described section of road constructed by the State, to the "County," party of the second part, and the "County" has agreed to accept same for maintenance purposes as part of the County Highway System.

NOW, THEREFORE, THIS AGREEMENT WITNESSETH that for and in consideration of the sum of $1.00 and other good and valuable consideration, the receipt whereof is hereby acknowledged, and in further consideration of the mutual convenants and conditions hereinafter set forth to be kept and performed, the parties do hereby agree as follows:

1. The "Highway Administration," party of the first part, will perform at it's sole expense, all repairs except minor surface repairs and snow removal needed on the Dover Road bridge spanning the Arundel Expressway.

2. The "County," party of the second part, will, at it's sole expense remove all snow and perform minor road surface repairs to the floor of the bridge. Minor road surface repairs are defined and mutually understood to include scaling surface cracks, patching small cavitations not more than two inches in depth and patching curb faces and tops. Where a floor defect extends through the floor slab and such a crack, or hole, or cavitation exposes the reinforcing steel, the "County" shall promptly advise the "Highway Administration." The "Highway Administration" will then make the required structural repairs to the floor slab, and the "County" shall reimburse the "Highway Administration" for 10% of the cost thereof.

IT IS UNDERSTOOD AND AGREED without the necessity of any further agreement between the parties hereto, the "Highway Administration," party of the first part, does hereby transfer, convey and quit claim unto the "County," and the "County," party of the second part, does hereby accept such transfer from the "Highway Administration" of the following described section of State constructed highway as a part of the County Highway System:

Dover Road - From Md. Route 2 to 940' east of the Arundel Expressway as constructed under Contract AA 572-13-571, a distance of 0.65± miles. Includes above said described maintenance and snow removal to the bridge over the Arundel Expressway.

IT IS FURTHER UNDERSTOOD AND AGREED between the parties hereto that the change in the status of the aforegoing section of highway is authorized under the following conditions:

1. The aforegoing mileage will be included in the inventory as of December 1, 1974.
2. The basis for the allocation of funds will include the additional 0.65± miles in the allocation to the "County" beginning July 1, 1975.
3. The effective date for the transfer of this section of road is upon complete approval and execution of this agreement.
4. The transfer of said road is made on an As-Is-Basis which pertains to the existing rights-of-way and to the existing conditions of the road involved, including all appurtenances and bridge structures, with the exception of the bridge constructed by the "Highway Administration" and carrying Dover Road over the Arundel Expressway. The prior rights which the "Highway Administration" has over utilities with the existing rights-of-way are also included in the transfer.

IN WITNESS WHEREOF, the parties involved have caused these presents to be executed by their proper officers thereunto duly authorized, the day and year first above written.

THE STATE HIGHWAY ADMINISTRATION
THE DEPARTMENT OF TRANSPORTATION

WITNESS:

Clyde P. Hyatt

By Robert J. Fuchs
Director, Office of Planning and
Preliminary Engineering

Approved as to form and legal sufficiency
this 1st day of November, 1974.

APPROVED:

Chief, Bureau of Highway
Statistics

James S. Stokes
Administrative Special Attorney

ANNE ARUNDEL COUNTY, MARYLAND

By
County Executive

ATTEST:

Secretary,
Anne Arundel County, Maryland

County Solicitor
Anne Arundel County, Maryland

Paul Becker

MEMORANDUM OF ACTION OF DIRECTOR, ROBERT J. HAJZYK
OFFICE OF PLANNING AND PRELIMINARY ENGINEERING

November 1, 1974

Formerly O.P. 1200 Now
Co. 4101546

Director Hajzyk, Office of Planning and Preliminary Engineering, executed agreement dated November 1, 1974, between the State Highway Administration and Anne Arundel County, relative to the transfer by the Administration to the County for maintenance purposes as part of the County Highway System, of the following described section of road, subject to conditions more fully set forth in the agreement.

Dover Rd. - From Md. Route 2 to 940 feet east of the
MD 10 Arundel Expressway as constructed under
Contract AA572-13-571 for a total distance
of 0.65± mile.

Said agreement had previously been executed by the County Executive of Anne Arundel County and approved as to form and legal sufficiency by Administrative Special Attorney, Sfekas.

Copies to:

N. B. Friese
H. G. Downs
A. W. Tate
L. E. McCarl
R. C. Pazourek
A. L. Gardner
R. J. Hajzyk
C. W. Reese
E. S. Freedman
D. J. Sinners
C. E. Caltrider
W. F. Lins
T. Hicks
E. Dougherty
T. L. Cloonan
C. Lee
P. S. Jaworski
R. C. Davison
J. V. Lentz
Anne Arundel County
Secretary's File
SHA-Anne Arundel County File

Dave Bohnenkamp

MEMORANDUM OF ACTION OF DIRECTOR, ROBERT J. HAJZYK
OFFICE OF PLANNING AND PRELIMINARY ENGINEERING

June 28, 1974

Director Hajzyk, Office of Planning and Preliminary Engineering, executed agreement dated June 28, 1974, between the State Highway Administration and the City of Annapolis, Maryland, relative to transfer by the Administration to the City for maintenance purposes as part of the City Highway System, of the following described sections of State constructed roads, subject to conditions more fully set forth in the agreement.

Md. 438 (Melvin Ave.) - From Md. 436 (Annapolis Street) to Wardour Drive for a total distance of 0.37 ± mile.

Md. 436 (Annapolis Street) - From Md. 435 (Taylor Avenue) to Md. 438 (Melvin Avenue) for a total distance of 0.20 ± mile.

Md. 436 (Melvin Avenue) - From Md. 436 (Annapolis Street) to Md. 437 (Ridgely Avenue) for a total distance of 0.07 ± mile.

Said agreement had previously been executed by the Mayor of the City of Annapolis and approved as to form and legal sufficiency by Administrative Special Attorney, Sfekas.

Copies:

N.B. Friese
H.G. Downs
A.W. Tate
L.E. McCarl
R.C. Pazourek
A.L. Gardner
R.J. Hajzyk
C.W. Reese
E.S. Freedman
T. Hicks
E. Dougherty
T.L. Cloonan
C. Lee
P.S. Jaworski
R. C. Davison
J.V. Lentz
City of Annapolis
Secretary's File
SHA-Anne Arundel County File
City of Annapolis

THIS AGREEMENT made this 28th day of June 1974, by and between the State Highway Administration of the Department of Transportation of Maryland, hereinafter referred to as "Highway Administration," party of the first part, and the Mayor and Alderman of the City of Annapolis, hereinafter referred to as "City," party of the second part.

WHEREAS, under authority contained in Section 79 of Article 89B of the Annotated Code of Maryland, the State Highway Administration of the Department of Transportation of Maryland is empowered to transfer State Highways, or portions thereof, to the Governing Bodies of the several Cities of Maryland, for the purpose of reducing the cost of road maintenance, and the Governing Bodies of the several Cities of Maryland are empowered to transfer City roads, or portions thereof, to the State Highway Administration of the Department of Transportation of Maryland, for the purpose of reducing the cost of road maintenance; and,

WHEREAS, it has been determined that the conveyance of the subject sections of State roads to the City Highway System will result in a reduction in the cost of road maintenance; and,

WHEREAS, the "Highway Administration," party of the first part, has agreed to transfer the hereinafter described sections of roads which heretofore was constructed by the State to the "City," party of the second part, and the "City" has agreed to accept the same as an integral part of the City Highway System.

NOW, THEREFORE, THIS AGREEMENT WITNESSETH that for and in consideration of the sum of $1.00 and other good and valuable considerations, the receipt whereof is hereby acknowledged the "Highway Administration," party of the first part, does hereby transfer, convey and quitclaim unto the "City" and the "City," party of the second part, does hereby accept such transfer from the "Highway Administration" of the following described sections of State constructed roads as a part of the City Highway System:

Md. 438 (Melvin Ave.) - From Md. 436 (Annapolis St.) to Wardour Dr. for a total distance of 0.37± mile.

Md. 436 (Annapolis St.) - From Md. 435 (Taylor Ave.) to Md. 438 (Melvin Ave.) for a total distance of 0.20± mile.

Md. 436 (Melvin Ave.) - From Md. 436 (Annapolis St.) to Md. 437 (Ridgely Ave.) for a total distance of 0.07± mile.

IT IS UNDERSTOOD AND AGREED BETWEEN the parties hereto that the conveyance of the aforegoing sections of the State Highway is subject to the following conditions:

1. The effective date of transfer shall be upon complete approval and execution of this agreement.

2. The aforegoing mileage will be included in the inventory as of December 1, 1974.

3. The basis for the allocation of funds will include the additional 0.64± mile in the allocation to the County beginning July 1, 1975.

4. The transfer of said roads is made on an "As-Is-Basis" which pertains to existing rights-of-way and to the existing condition of the roads involved, including all appurtenances and bridge structures.

IN WITNESS WHEREOF, the parties involved have caused these presents to be executed by their proper officers thereunto duly authorized, the day and year first above written.

STATE HIGHWAY ADMINISTRATION OF MARYLAND

WITNESS:

Clyde P. Hyatt

By: Robert J. Dorsey
Director, Office of Planning and Preliminary Engineering

Approved as to form and legal sufficiency this 26th day of June, 1974.

APPROVED:

Thos. L. Olson
Chief, Bureau of Highway Statistics

James L. Weber
Administrative Special Attorney

THE MAYOR AND ALDERMAN OF THE CITY OF ANNAPOLIS, ANNE ARUNDEL CO., MARYLAND

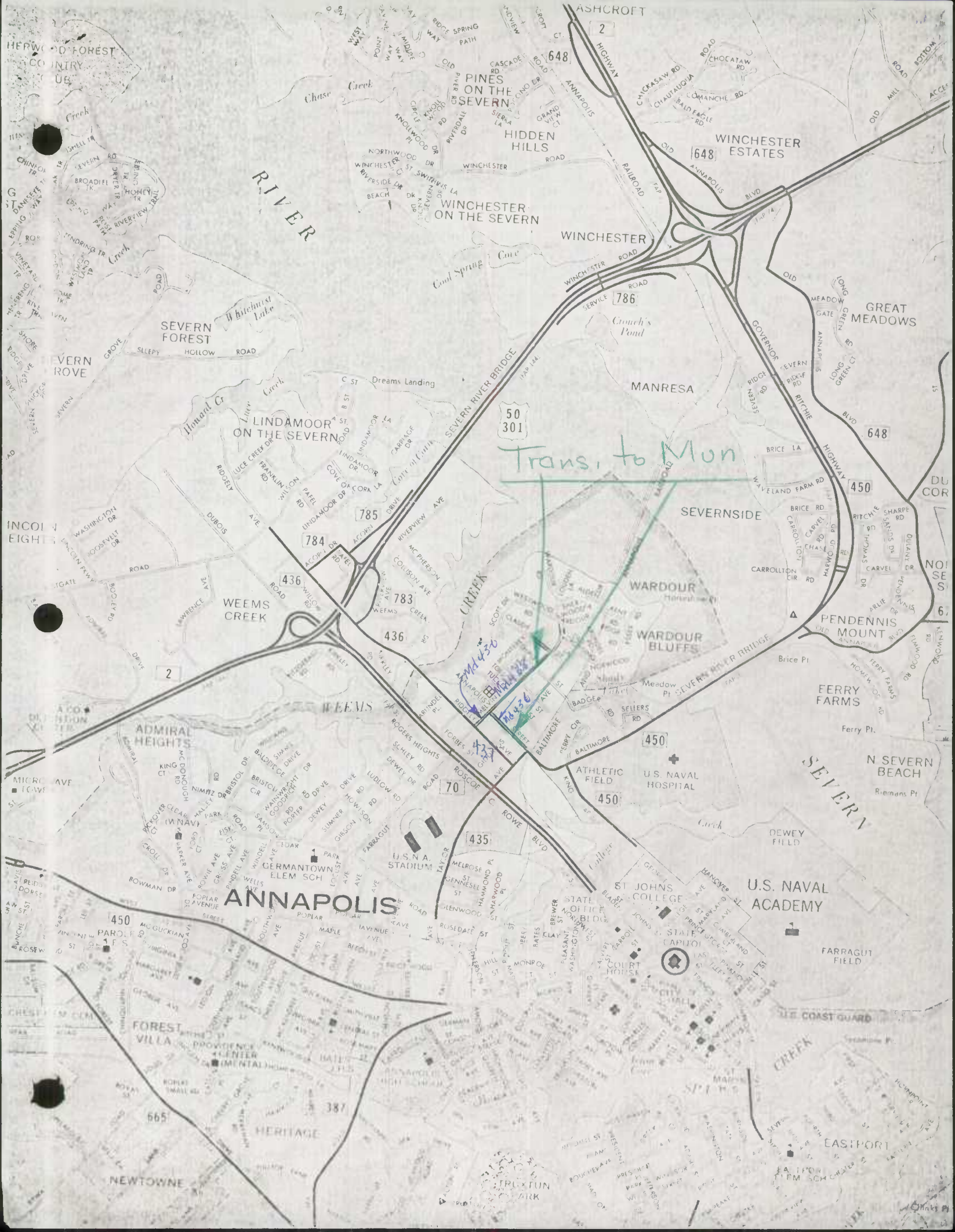
ATTEST:

Mayor

Clerk, City of Annapolis

Approved as to form and legal sufficiency this 4th day of July, 1974.

City Attorney


Trans. to Mun
ASHCROFT
PINES ON THE SEVERN
HIDDEN HILLS
WINCHESTER ESTATES
WINCHESTER ON THE SEVERN
WINCHESTER
RIVER
SEVERN FOREST
GREAT MEADOWS
MANRESA
LINDAMOOR ON THE SEVERN
SEVERN RIVER BRIDGE
SEVERNSIDE
WARDOUR
WARDOUR BLUFFS
PENDENNIS MOUNT
WEEMS CREEK
FERRY FARMS
N SEVERN BEACH
ADMIRAL HEIGHTS
ATHLETIC FIELD
U.S. NAVAL HOSPITAL
DEWEY FIELD
U.S.N.A. STADIUM
GERMANTOWN ELEM SCH
ANNAPOLIS
ST JOHNS COLLEGE
U.S. NAVAL ACADEMY
STATE OFFICE BLDG
STATE CAPITOL
COURT HOUSE
CITY HALL
FARRAGUT FIELD
U.S. COAST GUARD
FOREST VILLA
HERITAGE
NEWTOWNE
EASTPORT
TRUXTUN PARK
SEVERN

STATE HIGHWAY ADMINISTRATION

February 1, 1974

MEMORANDUM

TO: Mr. A. W. Tate
Mr. I. C. Hughes
Mr. W. L. Shook
Mr. N. L. Smith
Mr. C. E. Caltrider
Mr. J. M. Wright
Mr. H. J. Pistel
Mr. A. L. Gardner

FROM: L. E. McCarl
Deputy Chief Engineer - Operations

Attached for your information is a memorandum received from Secretary Hughes relative to transferring three (3) sections of Toll Facilities to the State Highway Administration.

You will note that these sections have been transferred to the State Highway Administration and we, therefore, will be responsible for the maintenance of the sections, the construction of ongoing projects now under contract or in the future.

Instructions also advise that we will be responsible for all future contracts within the limits of the sections of highways being transferred.

Bridges within the confines of the three sections should be listed in the inventory of bridges on the State Highway system rather than on the Toll Facilities system. The Bureau of Highway Statistics should be advised to add the mileage to the State Highway system. The Assistant Chief Engineer for Maintenance and the District Engineers are advised that they are now responsible for the maintenance of the sections.

The Assistant Chief Engineer for Construction and the Assistant Chief Engineer for Materials & Research are advised that the ongoing construction projects at the Northpoint Interchange, the Revell Highway and the Sandy Point Interchange are now under their jurisdiction. The Consulting Engineers on the Revell Highway and Sandy Point Interchange will be retained and work under the jurisdiction of the District Engineer. The J. E. Greiner Company will no longer be involved in these two (2) construction contracts.

2/11/74 - Mr. Hajzyk - For your information.
AWT

TO: Mr. A. W. Tate
Mr. I. C. Hughes
Mr. W. L. Shook
Mr. N. L. Smith
Mr. C. E. Caltrider
Mr. J. M. Wright
Mr. H. J. Pistel
Mr. A. R. Gardner

February 1, 1974

The Consulting Engineer on the Northpoint Interchange will also report to the District Engineer and the J. E. Greiner Company will no longer be involved in that area. Certain accounting records will have to be transferred from the Department of Transportation to the SHA Accounting Division so that current estimates might be properly recorded.

A meeting will be scheduled shortly with Mr. E. D. Reilly in order to effect an orderly transition. This meeting has now been tentatively scheduled for 2:00 P.M., Monday afternoon, February 4, 1974 in Mr. Reilly's office. The presence of Messrs. Wright, Pistel and Gardner will be necessary.

LEMcC/cmm
Attachment

DEPARTMENT OF TRANSPORTATION
MARYLAND

TO: Mr. Bernard M. Evans

DATE: January 28, 1974

FROM: Secretary Harry R. Hughes

Harry Hughes

SUBJECT:

RECEIVED

JAN 30 1974

CHIEF ENGINEER

Those sections of the toll facility projects as set-forth in the minutes of the Maryland Transportation Authority meeting of July 30, 1973, copy of which is attached, have been transferred to the State Highway Administration.

Effective February 1, 1974, you are to assume full administrative and financial responsibility for all construction contracts, active and proposed, in connection therewith.

HRH:as
Attachment

c.c. Mr. Hugh G. Downs

1/30/74 Mr. McCarl - Please arrange to meet with Mr. Reilly and District Engineer promptly as effective date is February 1, 1974.

HGD.

cc: Mr. A. L. Gardner

H. Pistel
S. Wright

JULY 30, 1973
DEPARTMENT OF TRANSPORTATION OFFICES
FRIENDSHIP INTERNATIONAL AIRPORT

AUTHORITY MEMBERS PRESENT: Harry R. Hughes, Chairman
Joseph B. Browne
Ross B. Diffenderffer
E. Leister Mobley
L. Mercer Smith

AUTHORITY MEMBERS ABSENT: Herman L. Gruehn
William B. Wheeler

OTHERS IN ATTENDANCE: E. Donald Reilly, Executive Secretary
J. Michael McWilliams, Counsel
James J. O'Donnell
Michael F. Canning
Morris P. Marston
Thomas E. Donnelly, J. E. Greiner Co., Inc.
Horace Ayers, The Evening Sun

The meeting was called to order by the Chairman at 10:00 a.m.

On motion of Mr. Diffenderffer, seconded by Mr. Smith, the minutes of the previous meeting were unanimously approved, the Chairman concurring.

Mr. McWilliams reported on the status of Supplemental Agreement No. 4 with American Bridge. He advised that the Authority, at its meeting on March 12th, approved this Supplemental Agreement; however, because of subsequent developments it was again being submitted for approval. The J. E. Greiner Company has reported that the survey of the deck on the original William Preston Lane, Jr. Memorial Bridge indicates that it is extremely prudent to close the original structure for necessary maintenance as soon as traffic conditions permit, and that it is considered essential that the activities of the painting Contractor be accelerated to assure full availability of all three lanes on the new structure when the old structure is closed for said repairs approximately October 1, 1973. Mr. Diffenderffer made a motion that Supplemental Agreement No. 4, as read by Mr. McWilliams, be approved in the amount of $846,000, which includes $545,000 for brush blast cleaning of all structural steel

JULY 30, 1973
DEPARTMENT OF TRANSPORTATION OFFICES
FRIENDSHIP INTERNATIONAL AIRPORT

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and application of a new shop coat and $301,000 for acceleration. Mr. Mobley seconded the motion, it was passed unanimously, the Chairman concurring.

Mr. McWilliams advised the Authority of the efforts being made by the Contractor to complete the backfill around the piers of the new Parallel Bay Bridge. The Contractor, Raymond-Dravo-Langenfelder, has been unable to make satisfactory arrangements for procurement of suitable fill to accomplish the project. The default letter is still in effect and arbitration still pending. The position of the Authority has not changed relative to the Contractor's responsibility to complete the work.

Mr. McWilliams informed the Authority that the Engineers have recommended additional escalation payments to Raymond-Dravo Langenfelder in the amount of $232,275. This proposal, in the form of Supplemental Agreement No. 9, has been sent to Raymond-Dravo-Langenfelder, but to date it has not been executed by said Contractor. Raymond-Dravo-Langenfelder had billed for escalation in the amount of $4,763,425.38 of which $4,300,000 has been paid to date. The billing was reduced by $46,149.51 as a result of an audit adjustment. The Greiner Company further computed a reduction in the amount of $185,000 attributable to work performed beyond the adjusted contract completion date and for rework required of the Contractor through no fault of the State or its representatives.

At its meeting on October 16, 1972, the Authority approved the transfer of certain projects from the Toll Facilities to the State Highway Administration. In order to complete the transaction, Mr. McWilliams advised that it would be necessary to transfer the land and improvements to the State Highway Administration, in addition to financial responsibility as previously achieved. Those projects to be transferred were the North Point Boulevard Interchange, part of the Outer Harbor Crossing; Westinghouse-Sandy Point Interchange; Stevensville Interchange and segments of U. S. Route 50/301, as more specifically defined below. Upon motion by Mr. Mobley, seconded by Mr. Diffenderffer, that the Authority approve the transfer of ownership to the State Highway Administration, subject to the concurrence of the Consulting Engineer and the approval of the Trustee, of the approaches and interchanges to the William Preston Lane, Jr. Memorial Bridge, the new Parallel Bay Bridge, and the Outer Harbor Crossing, as more particularly described in Exhibit A attached hereto, and that the Chairman of the Authority be authorized to execute such assignments,

deeds, and other documents as may be needed to fully effect such transfer, a vote was taken. Motion was passed unanimously, the Chairman concurring.

Counsel informed the Authority that, as a result of the redemption of the Hawkins Point Revenue Bonds, there was a surplus of $185,000 cash on hand, representing the balances of all accounts for the Hawkins Point Facility held by the Trustee. Since the Hawkins Point Revenue Bonds were an obligation of the Maryland Port Authority prior to its incorporation into the Department of Transportation as the Maryland Port Administration and since the activities of the Maryland Port Administration are now financed from the Transportation Trust Fund, the Chairman recommended that the aforementioned $185,000 be deposited in the Transportation Trust Fund and further recommended that the Authority authorize the Chairman to transfer the ownership of the facility to the Maryland Port Administration for a proposed terminal facility. Upon motion by Mr. Smith, seconded by Mr. Diffenderffer, the Authority approved the depositing of the $185,000 in the Transportation Trust Fund and further authorized the Chairman to execute such assignments, deeds and other documents or legal instruments as may be necessary to effectuate the transfer of the Hawkins Point Facility to the Maryland Port Administration of the Department of Transportation, except for that portion of the facility necessary for the Outer Harbor Crossing and with the provision that all revenues from the operation of the transferred facility accrue to the Transportation Trust Fund. The motion was passed unanimously, the Chairman concurring.

Mr. Reilly requested confirmation of the award of Contract PB 25, construction of the permanent cross-over on the eastern shore between the east and westbound lanes of U. S. Route 50/301, at the eastern terminus of the William Preston Lane, Jr. Memorial Bridge Bay Crossing, to the Asphalt Service Company, Inc., at their low bid of $124,433.50. The bid had been recommended for award by the Consultant Engineer and approved via a telephone poll of the Authority Members conducted by Mr. Reilly on July 20, 1973. Mr. Mobley moved that the award be confirmed. Motion was seconded by Mr. Smith, unanimously carried, the Chairman concurring.

Mr. Thomas E. Donnelly, Executive Vice President of the J. E. Greiner Company, Inc., addressed the Authority relative to a proposed revision to the Patapsco River Bridge and Contract

OT 6-3, adjustment to the approach causeway. The contract for the construction of the approach causeway was awarded and the construction well underway before the decision was made to change the crossing from a tunnel to a bridge. On the basis that the causeway approach could be modified to accommodate the bridge, the construction was allowed to proceed to completion. Recent test borings have indicated that the sub-soil of the causeway had not gained sufficient strength to support the additional fill required to raise the grade to meet the vertical alignment of the bridge without the construction of counter berms necessary to off-set the possibility of a deep seated failure. This construction would be costly and the safety factor relative to soil settlement would be minimal. In view of these facts, the Greiner Company recommended the extension of the bridge 450 ft. in an easterly direction, for the same cost as estimated for the causeway, construction which would result in a structure with considerably more integrity than could be expected if the causeway construction was completed. Mr. Mobley moved that negotiation with the two Contractors on the bridge project, namely, Pittsburgh-Des Moines Steel Company, superstructure Contractor and Balf, Savin, Whaling City, substructure Contractor, be conducted to determine a firm cost for the bridge extension. Prior to entering into a final agreement with the Contractors, final approval must be obtained from the Authority. The motion was seconded by Mr. Diffenderffer, passed unanimously, the Chairman concurring.

Mr. Reilly briefed the Authority on the test being conducted at the Baltimore Harbor Tunnel whereby tokens in lieu of tickets are being used for commuter passage in an effort to achieve a more uniform flow of traffic through the Plaza during peak periods.

Mr. Reilly advised the Authority that bids had been solicited for the operation of the two new service stations being constructed at the North Service Area on the John F. Kennedy Memorial Highway.

The Chairman advised the Authority that the Coast Guard had extended the temporary schedule for control of drawbridge openings at Kent Narrows on U. S. Route 50/301 for the remainder of the season and that he had been advised that our request for a more restrictive permanent schedule was being reviewed.

Mr. Joseph Browne arrived late for the meeting and reviewed all actions taken in his absence and concurred therein.

The next meeting of the Authority was scheduled for September 5, 1973 at 10:00 a.m.

There being no further business, the meeting was adjourned.

Harry R. Hughes
Chairman

Traffic Signal
Spa Road &
Hilltop Lane

MEMORANDUM OF ACTION OF STATE HIGHWAY ADMINISTRATOR BERNARD M. EVANS
MONDAY, JANUARY 7, 1974
* * *

Administrator Evans executed duplicate copies of supplemental agreement dated January 7, 1974, between the State Highway Administration and The Mayor and Aldermen of the City of Annapolis, in Anne Arundel County, amending agreement dated May 30, 1973 to include the installation of a traffic signal by the Administration at the intersection of Spa Road and Hilltop Lane, subject to the conditions more fully set forth in said supplemental agreement.

Said supplemental agreement had previously been executed by the City of Annapolis, approved by Director, Office of Planning and Preliminary Engineering Hajzyk and approved as to form and legal sufficiency by Administrative Special Attorney Sfekas.

Copy: Mr. N. B. Friese
Mr. H. G. Downs
Mr. I. C. Hughes
Mr. L. E. McCarl
Mr. R. C. Pazourek
Mr. A. L. Gardner
Mr. C. E. Caltrider
Mr. T. Hicks
Mr. E. J. Dougherty
Mr. E. W. Kimmey
Mr. A. W. Tate
Mr. C. W. Reese
Mr. H. H. Bowers
Mr. T. L. Cloonan ✓
Mr. Charles Lee
Mr. P. S. Jaworski
Miss D. J. Sinners
City of Annapolis
Secretary's File 53845
SHA-Anne Arundel County file

THIS SUPPLEMENTAL AGREEMENT made this 7TH day of JANUARY 1974 by and between the State Highway Administration of the Department of Transportation of Maryland, hereinafter referred to as "Highway Administration," party of the first part, and The Mayor and Aldermen of the City of Annapolis, Maryland, hereinafter referred to as "City" party of the second part.

WHEREAS, under the provisions contained in Section 79 of Article 89B of the Annotated Code of Maryland, the State Highway Administration of the Department of Transportation of Maryland did execute an agreement under date of May 30, 1973, by virtue of its authority to transfer State Highways, or portions thereof to the Governing Bodies of the several Counties and/or Towns of Maryland, for maintenance purposes, and under which said Section 79 the Governing Bodies of the several Counties and/or Towns of Maryland are empowered to transfer County roads and/or Town streets, or portions thereof, to the State Highway Administration of the Department of Transportation of Maryland, for maintenance purposes; and,

WHEREAS, the "Highway Administration," party of the first part, did, under the agreement aforementioned, transfer the following described section of road, constructed by the State, to the "City," party of the second part, and the "City" agreed to accept the same for maintenance purposes as part of the City Street System; and,

WHEREAS, it has since been ascertained that certain matters were not included in the aforesaid agreement dated May 30, 1973, which properly should have been included therein so as to more accurately define the understanding and agreement of the parties hereto.

NOW, THEREFORE, THIS AGREEMENT WITNESSETH that for and in consideration of the sum of $1.00 and other good and valuable considerations, the receipt whereof is hereby acknowledged, the parties of the first and second parts do hereby reaffirm all of the basic provisions contained in the aforementioned agreement of May 30, 1973, except as hereinafter noted, and by this Supplemental Agreement do hereby amend said agreement by including therein the following provisions:

1. The "Highway Administration" will install at its expense a two-phase, fully actuated traffic signal at the intersection of Md. 387 and Hilltop Lane at an estimated cost of approximately $16,000, as indicated in Contract No. AA-899X-585.
2. The "City" will, at its expense, have the road markings as indicated on the plans placed at the subject intersection.
3. The "City" will bear the cost of maintenance and electrical energy after the signalization contract has been completed.
4. The "Highway Administration" will furnish 5 copies of the signal plans, as well as copies of the timing on the controller, to the "Town" upon completion.
5. The aforegoing mileage will be included in the "City's" road inventory as of December 1, of the year following completion of the installation of the traffic signal by the "Highway Administration," which is a modification of Item 2 of the said agreement of May 30, 1973.
6. The basis for the allocation of funds will include the additional 1.15± miles in the allocation to the "City" beginning July 1, of the year following the year and date set forth in Item 5 hereof, which is a modification of Item 3 of the said agreement of May 30, 1973.
7. The effective date for the transfer of the title to this section is the date of completion of the indicated improvement by the "Highway Administration" set forth in Item 1 hereof, which is a modification of Item 1 of the said agreement of May 30, 1973.
8. The transfer of said road is made on an "as is basis" which pertains to the existing rights of way and the existing condition of the road involved, including all appurtenances and bridge structures, and the effective date of the subject transfer is to be as under Item 7 hereinabove.

IN WITNESS WHEREOF, the parties hereto have caused these presents to be executed by their duly authorized officials the day and year first above written.

THE STATE HIGHWAY ADMINISTRATION OF
THE DEPARTMENT OF TRANSPORTATION

By _____
Bernard M. Evans
State Highway Administrator

WITNESS:

_____

Approved as to form and legal sufficiency
this 4th day of January, 1974.

APPROVED:

_____
Director, Office of Planning and
Preliminary Engineering

_____
Administrative Special Attorney

MAYOR AND ALDERMEN OF THE
CITY OF ANNAPOLIS
ANNE ARUNDEL COUNTY, MARYLAND

ATTEST:

_____
Clerk
City of Annapolis

By _____
Mayor

_____ 12/10/73
City Attorney

MEMORANDUM OF ACTION OF STATE HIGHWAY ADMINISTRATOR BERNARD M. EVANS
WEDNESDAY, MAY 30, 1973

Administrator Evans executed duplicate copies of agreement dated May 30, 1973, between the State Highway Administration and The Mayor and Aldermen of the City of Annapolis, in Anne Arundel County, relative to transfer by the Administration to the City for maintenance purposes as part of the City Street System, of the following described section of State constructed road, subject to the conditions more fully set forth in the agreement:

Md. 387 (Spa Road) - From West Corporate Limits of Annapolis to End State Maintenance, for a distance of 1.15± miles.

Said agreement had previously been executed by the City of Annapolis, approved as to form and legal sufficiency by Administrative Special Attorney Sfekas and approved by Chief Engineer Downs.

Copy: Mr. W. E. Woodford, Jr.
Mr. H. G. Downs
Mr. R. M. Thompson
Mr. L. F. McCarl
Mr. R. C. Pazourek
Mr. A. W. Tate
Mr. C. E. Caltrider
Mr. T. Hicks
Mr. F. J. Dougherty
Mr. E. W. Kimmey
Mr. R. H. Trainor
Mr. H. H. Bowers
Mr. T. L. Cloonan ✓
Mr. Charles Lee
Mr. P. S. Jaworski
Miss D. J. Sinners
City of Annapolis
Secretary's File
SHA-Anne Arundel County file

THIS AGREEMENT made this 30th day of MAY, 1973 by and between the State Highway Administration of the Department of Transportation of Maryland, hereinafter referred to as "Highway Administration," party of the first part, and The Mayor and Aldermen of the City of Annapolis, Maryland, hereinafter referred to as "City," party of the second part, Witnesseth:

WHEREAS, under authority contained in Section 79 of Article 89B of the Annotated Code of Maryland, the State Highway Administration of the Department of Transportation of Maryland is empowered to transfer State Highways, or portions thereof to the Governing Bodies of the several Counties and/or Towns of Maryland, for maintenance purposes, and the Governing Bodies of the several Counties and/or Towns of Maryland are empowered to transfer County roads and/or Town streets, or portions thereof, to the State Highway Administration of the Department of Transportation of Maryland, for maintenance purposes, and

WHEREAS, the "Highway Administration," party of the first part, has agreed to transfer the following described section of road, constructed by the State, to the "City," party of the second part, and the "City" has agreed to accept same for maintenance purposes as part of the City Street System.

NOW, THEREFORE, THIS AGREEMENT WITNESSETH that for and in consideration of the sum of $1.00 and other good and valuable considerations, the receipt whereof is hereby acknowledged, the "Highway Administration," party of the first part, does hereby transfer to the "City" and the "City", party of the second part, does hereby accept from the "Highway Administration" the following described section of State constructed road, for maintenance purposes, as part of the City Street System:

Md. 387 (Spa Road) - From West Corporate Limits of Annapolis to End State Maintenance for a distance of 1.15± miles.

IT IS UNDERSTOOD AND AGREED BETWEEN the parties hereto that the change in the status of the aforegoing sections of State highways is authorized under the following conditions:

1. The effective date of transfer shall be upon complete approval and execution of this agreement.

2. The aforegoing mileage will be included in the inventory as of December 1, 1973.

3. The basis for the allocation of funds will include the additional 1.15¼ miles of City Street Mileage in the allocation to the "City" beginning July 1, 1974.

4. The transfer of said road is made on an "As-Is-Basis" which pertains to the existing rights-of-way and to the existing condition of the road involved, including all appurtenances and bridge structures.

IN WITNESS WHEREOF, the parties involved have caused these presents to be executed by their proper officers thereunto duly authorized, the day and year first above written.

THE STATE HIGHWAY ADMINISTRATION OF
THE DEPARTMENT OF TRANSPORTATION

By _____
Bernard M. Evans
State Highway Administrator

WITNESS:

_____

Approved as to form and legal sufficiency
this 7th day of May, 1973

_____
Administrative Special Attorney

APPROVED:

_____
Chief Engineer

THE MAYOR AND ALDERMEN OF THE
CITY OF ANNAPOLIS
ANNE ARUNDEL COUNTY, MARYLAND

By _____
Mayor

ATTEST:

_____
Clerk
City of Annapolis

_____ 3/26/73
City Attorney

Anne Arundel Co
Md 174
Thelma Ave CO 606
State to County

MEMORANDUM OF ACTION OF DIRECTOR, ROBERT J. HAJZYK
OFFICE OF PLANNING AND PRELIMINARY ENGINEERING

FEBRUARY 11, 1974

Director Hajzyk, Office of Planning and Preliminary Engineering, executed agreement dated February 11, 1974, between the State Highway Administration and Anne Arundel County, Maryland, relative to transfer by the Administration to the County for maintenance purposes as part of the County Highway System, of the following described section of State constructed road subject to the conditions more fully set forth in the agreement.

Md. 174 (Thelma Avenue) - From Md. 174 (Quarterfield Road) to Md. 3 Business (~~Grain~~ Crain Highway) for a total distance of 0.13$\frac{1}{2}$ mile.

Said agreement had previously been executed by the County Executive of Anne Arundel County and approved as to form and legal sufficiency by Administrative Special Attorney Sfekas.

Copy: N.B. Friese
H.G. Downs
A.W. Tate
L.E. McCarl
R.C. Pazourek
A.L. Gardner
R.J. Hajzyk
C.E. Caltrider
C.W. Reese
H.H. Bowers
T. Hicks
E. Dougherty
T.L. Cloonan
C. Lee
P.S. Jaworski
R.C. Davison
J.V. Lentz
Miss D.J. Sanders
Anne Arundel County
Secretary's File
SHA-Anne Arundel County File

THIS AGREEMENT made this 11th day of February 1974, by and between the State Highway Administration of the Department of Transportation of Maryland, hereinafter referred to as "Highway Administration," party of the first part, and Anne Arundel County, Maryland, hereinafter referred to as "County," party of the second part.

WHEREAS, under authority contained in Section 79 of Article 89B of the Annotated Code of Maryland, the State Highway Administration of the Department of Transportation of Maryland is empowered to transfer State Highways, or portions thereof, to the Governing Bodies of the several Counties of Maryland, for the purpose of reducing the cost of road maintenance, and the Governing Bodies of the several Counties of Maryland are empowered to transfer County roads, or portions thereof, to the State Highway Administration of the Department of Transportation of Maryland, for the purpose of reducing the cost of road maintenance; and,

WHEREAS, it has been determined that the conveyance of the subject section of State road to the County Highway System will result in a reduction in the cost of road maintenance; and,

WHEREAS, the "Highway Administration," party of the first part, has agreed to transfer the hereinafter described section of road which heretofore was constructed by the State to the "County," party of the second part, and the "County," has agreed to accept the same as an integral part of the County Highway System.

NOW, THEREFORE, THIS AGREEMENT WITNESSETH that for and in consideration of the sum of $1.00 and other good and valuable considerations, the receipt whereof is hereby adknowledged the "Highway Administration," party of the first part, does hereby transfer, convey and quitclaim unto the "County" and the "County," party of the second part, does hereby accept such transfer from the "Highway Administration" of the following described section of State constructed road as a part of the County Highway System:

Md. 174 (Thelma Ave.) - From Md. 174 (Quaterfield Rd.) to Md. 3 Business (Crain Hwy.) for a total distance of 0.13± mile.

IT IS UNDERSTOOD AND AGREED BETWEEN the parties hereto that the conveyance of the aforegoing section of the State Highway is subject to the following conditions:

1. The aforegoing mileage will be included in the County's road inventory as of December 1, 1974.
2. The basis for the allocation of funds will include the additional 0.13 ± mile of County Highway Mileage in the allocation to the County beginning July 1, 1975.
3. The effective date for the transfer of this section of road is upon complete approval and execution of this agreement.
4. The transfer of said road is made on an As-Is-Basis which pertains to the existing rights-of-way and to the existing condition of the road involved, including all appurtenances and bridge structures. All prior rights that the Highway Administration has over utilities within the existing rights-of-way are also included in the transfer.
5. Because of the transfer of this road from the State Highway System to the County Highway System, the "Highway Administration" will not recommend to the Federal Highway Administration that the roadway be deleted from the Federal Aid System.

IN WITNESS WHEREOF, the parties involved have caused these presents to be executed by their proper officers thereunto duly authorized, the day and year first above written.

~~THE STATE HIGHWAY ADMINISTRATION OF THE DEPARTMENT OF TRANSPORTATION~~

WITNESS:

~~By:~~ _____
~~Bernard M. Evans~~
~~State Highway Administrator~~

_____

Approved as to form and legal sufficiency this 7th day of February, 1974.

APPROVED:

_____
Director, Office of Planning and Preliminary Engineering

_____
Administrative Special Attorney

ANNE ARUNDEL COUNTY, MARYLAND

By: _____
County Executive

ATTEST:

_____
Secretary
Anne Arundel County, Maryland

Approved for legal form and Sufficiency

_____
County Solicitor
Anne Arundel County, Maryland

1973 Improvements

Anne Arundel Co.

MEMORANDUM OF ACTION OF ACTING STATE HIGHWAY ADMINISTRATOR JAMES J. O'DONNELL
TUESDAY, MARCH 20, 1973
* * *

Acting Administrator O'Donnell executed duplicate copies of two agreements dated March 20, 1973, between the State Highway Administration and Anne Arundel County, Maryland, relative to transfer by the Administration to the County for maintenance purposes as part of the County Highway System, of the following described sections of State constructed roads, subject to the conditions more fully set forth in the agreements:

Md. 649 (Catherine Ave.) Co 1607	- From existing Mountain Road (Md. 177) to the Old Annapolis Road (Md. 648).
Md. 167 (Hammonds Ferry Rd.) CO. 3634	- From Elkridge Landing Rd. south of Md. 176 to Md. 170, a distance of 2.53 miles.
Md. 174 (Aquahart & Oakwood Rds.) Co 698 Co 694	- From Md. Business Route 3 to Hospital Drive south of Md. 100, a distance of 1.48 miles.
Md. 999 CO 3635	- From Md. 170 to a cul-de-sac south of Md. 170, a distance of 0.22 mile.
Md. 999A CO. 3636	- From Md. 167 southerly to a road end north of Md. 176, a distance of 0.14 mile.
Md. 999B CO. 3637	- From Md. 167 northerly to a road end west of Md. 167, a distance of 0.13 mile.
Md. 999C CO. 3638	- From Laurel Ave. east of Md. 167 northerly to a road end, a distance of 0.05 mile.
Md. 999D CO. 3639	- From Md. 176 southerly to a road end, a distance of 0.08 mile.

Said agreements had previously been executed by Anne Arundel County, approved as to form and legal sufficiency by Administra[illegible] [illegible]proved by Chief Engineer Woodford.

Copy: Mr. W. E. Woodford, Jr.
Mr. H. G. Downs
Mr. L. E. McCarl
Mr. R. C. Pazourek
Mr. A. W. Tate
Mr. C. E. Caltrider
Mr. R. H. Trainor
Mr. E. J. Dougherty
Mr. T. Hicks

how was it transferred?
MD 174 Old Quarterfield Rd
Thompson Ave to Hubbard Ln
Shield x 2836

THIS AGREEMENT made this 20TH day of MARCH 1973 by and between the State Highway Administration of the Department of Transportation of Maryland, hereinafter referred to as "Highway Administration," party of the first part, and Anne Arundel County, Maryland, hereinafter referred to as "County," party of the second part, Witnesseth:

WHEREAS, under authority contained in Section 79 of Article 89B of the Annotated Code of Maryland, the State Highway Administration of the Department of Transportation of Maryland is empowered to transfer State Highways, or portions thereof, to the Governing Bodies of the several Counties and/or Towns of Maryland, for maintenance purposes, and the Governing Bodies of the several Counties and/or Towns of Maryland are empowered to transfer County roads and/or Town streets, or portions thereof, to the State Highway Administration of the Department of Transportation of Maryland, for maintenance purposes, and

WHEREAS, the "Highway Administration," party of the first part, has agreed to transfer the following described section of road constructed by the State, to the "County," party of the second part, and the "County" has agreed to accept same for maintenance purposes as part of the County Highway System.

NOW, THEREFORE, THIS AGREEMENT WITNESSETH that for and in consideration of the sum of $1.00 and other good and valuable consideration, the receipt whereof is hereby acknowledged, and in further consideration of the mutual convenants and conditions hereinafter set forth to be kept and performed, the parties do hereby agree as follows:

1. The "Highway Administration," party of the first part, will perform, at it's sole expense, all repairs except minor surface repairs and snow removal needed on the Catherine Avenue bridge spanning the New Mountain Road.

2. The "County," party of the second part, will, at it's sole expense, remove all snow and perform minor road surface repairs to the floor of the bridge. Minor road surface repairs are defined and mutually understood to include sealing surface cracks, patching small cavitations not more than two inches in depth, and patching curb faces and tops. Where a floor defect extends through the floor slab and such a crack, or hole, or cavitation exposes the reinforcing steel, the "County" shall promptly advise the "Highway Administration." The "Highway Administration" will then make the required structural repairs to the floor slab, and the "County" shall reimburse the "Highway Administration" for 10% of the cost thereof.

3. The "Highway Administration," party of the first part, will pay, at it's sole expense, the contractor's final estimate for the improvements which were made under Contract AA-750-1-518.

IT IS UNDERSTOOD AND AGREED without the necessity of any further agreement between the parties hereto, the "Highway Administration," party of the first part, does hereby transfer to the "County," party of the second part, and the County," party of the second part, does hereby accept from the "Highway Administration" the following described section of State constructed highway for maintenance purposes as part of the County Highway System:

Md. 649 (Catherine Ave.) - From existing Mountain Road (Md. 177) to Old Annapolis Road (Md. 648) as constructed under Contract AA-750-1-518, a distance of 1.45± miles. Includes above said described maintenance and snow removal to the bridge over the New Mountain Road (Md. 100).

IT IS FURTHER UNDERSTOOD AND AGREED between the parties hereto that the change in the status of the aforegoing section of State highway is authorized under the following conditions:

1. The aforegoing mileage will be included in the inventory as of December 1, 1973.

2. The basis for the allocation of funds will include the additional "County" mileage in the allocation to the "County" beginning July 1, 1974.

3. The effective date for the transfer of this section of road is upon complete approval and execution of this agreement.

4. The transfer of said road is made on an As-Is-Basis which pertains to the existing rights-of-way and to the existing conditions of the road involved, including all appurtenances and bridge structures, with the exception of the bridge constructed by the "Highway Administration" and carrying Catherine Avenue over the New Mountain Road. The prior rights which the "Highway Administration" has over utilities with the existing rights-of-way are also included in the transfer.

IN WITNESS WHEREOF, the parties involved have caused these presents to be executed by their proper officers thereunto duly authorized, the day and year first above written.

THE STATE HIGHWAY ADMINISTRATION OF THE DEPARTMENT OF TRANSPORTATION

WITNESS:

By _____
State Highway Administrator

~~Secretary~~

Approved as to form and legal sufficiency this 5th day of March 1973.

APPROVED:

_____
Chief Engineer

_____
Administrative Special Attorney

ANNE ARUNDEL COUNTY, MARYLAND

By _____
County Executive

ATTEST:

_____
Secretary
Anne Arundel County, Maryland

_____
County Solicitor
Anne Arundel County, Maryland

THIS AGREEMENT made this 20TH day of MARCH 1973, by and between the State Highway Administration of the Department of Transportation of Maryland, hereinafter referred to as "Highway Administration," party of the first part, and Anne Arundel County, Maryland, hereinafter referred to as "County," party of the second part, Witnesseth:

WHEREAS, under authority contained in Section 79 of Article 89B of the Annotated Code of Maryland, the State Highway Administration of the Department of Transportation of Maryland is empowered to transfer State Highways, or portions thereof, to the Governing Bodies of the several Counties and/or Towns of Maryland, for maintenance purposes, and the Governing Bodies of the several Counties and/or Towns of Maryland are empowered to transfer County roads and/or Town streets, or portions thereof, to the State Highway Administration of the Department of Transportation of Maryland, for maintenance purposes, and

WHEREAS, the "Highway Administration," party of the first part, has agreed to transfer the following described sections of road, constructed by the State, to the "County," party of the second part, and the "County" has agreed to accept same for maintenance purposes as part of the County Highway System.

NOW, THEREFORE, THIS AGREEMENT WITNESSETH that for and in consideration of the sum of $1.00 and other good and valuable considerations, the receipt whereof is hereby acknowledged, the "Highway Administration," party of the first part, does hereby transfer to the "County" and the "County," party of the second part, does hereby accept from the "Highway Administration" the following described sections of State-constructed road for maintenance purposes, as part of the County Highway System:

Md. 167 (Hammonds Ferry Rd.) - From Elkridge Landing Rd. south of Md. 176 to Md. 170, a distance of 2.53 miles.

Md. 174 (Aquahart & Oakwood Rds.) - From Md. Business Route 3 to Hospital Drive south of Md. 100, a distance of 1.48 miles.

Md. 999 - From Md. 170 to a cul-de-sac south of Md. 170, a distance of 0.22 mile.

Md. 999A - From Md. 167 south to a road end north of Md. 176, a distance of 0.14 mile.

Md. 999B - From Md. 167 north to a road end west of Md. 167, a distance of 0.13 mile.

Md. 999C - From Laurel Avenue east of Md. 167 north to a road end, a distance of 0.05 mile.

Md. 999D - From Md. 176 south to a road end, a distance of 0.08 mile.

IT IS UNDERSTOOD AND AGREED between the parties hereto that the change in the status of the aforegoing sections of State highways is authorized under the following conditions:

1. The effective date of transfer shall be upon complete approval and execution of this agreement.
2. The aforegoing mileage will be included in the inventory as of December 1, 1973.
3. The basis for the allocation of funds will include the additional 4.63 miles of County Highway Mileage in the allocation to the "County" beginning July 1, 1974.
4. The transfer of said roads is made on an "As-Is-Basis" which pertains to the existing rights-of-way and to the existing condition of the roads involved, including all appurtenances and bridge structures. The prior rights that the "Highway Administration" has over utilities with the existing rights-of-way are also included in the transfer.
5. The "Highway Administration" will pay, at its sole expense, the contractor's final estimate for improvements which were made prior to the transfer to the "County."
6. Because of the transfer of these roads from the State Highway System to the County Highway System, the "Highway Administration" will not recommend to the Federal Highway Administration that the roadways be deleted from the Federal-Aid System.

IN WITNESS WHEREOF, the parties involved have caused these presents to be executed by their proper officers thereunto duly authorized, the day and year first above written.

THE STATE HIGHWAY ADMINISTRATION OF
THE DEPARTMENT OF TRANSPORTATION

WITNESS:

By _____
James J. O'Donnell
Acting State Highway Administrator

Approved as to form and legal sufficiency
this 5th day of March 1973.

APPROVED:

_____
Chief Engineer

_____
Administrative Special Attorney

ANNE ARUNDEL COUNTY, MARYLAND

By _____
County Executive

ATTEST:

_____
Secretary
Anne Arundel County, Maryland

_____
County Solicitor
Anne Arundel County, Maryland

MEMORANDUM OF ACTION OF ACTING STATE HIGHWAY ADMINISTRATOR JAMES J. O'DONNELL
THURSDAY, DECEMBER 7, 1972
* * *

Acting Administrator O'Donnell executed the following deeds dated December 7, 1972, previously approved as to form and legal sufficiency by the office of the Special Assistant Attorney General, by which the Administration conveys, subject to approval of the Board of Public Works of Maryland, unto the grantees named, the parcels of land as indicated and as more fully described in the deeds:

Grantee	Conveyance	In Accordance With
Tilghman C. Coale and Lucille D., wife, as Tenants by the Entireties	Confirmatory Quit Claim deed to 0.05± acre of land in Anne Arundel County, being portion of bed of W. B. & A. R.R. and former property of W. B. & A. Realty Corporation, Item 55185, Contract AA-520-4-541. This deed supersedes and replaces the executed deed dated Nov. 9, 1967, which was lost.	Request of Grantees' Attorney for confirmatory deed, since original deed was lost.
Steiner N. Baer and Mary E., wife	0.11± acre of land in Frederick County, being portion of former properties of Howard G. Taylor; and Steiner N. Baer and Mary E., wife, Item 63492, Contract F-522-49-771.	Option, Item 63492, Contract F-522-49-771
Edgar D. Barefoot and Patricia A., wife, and George S. Davis and Thelma E., wife	0.10± acre of land in St. Mary's County, being portion of former properties of Norbert A. Hammett, et ux, Item 62487; and Edgar D. Barefoot, et al, Item 62485, Contract SM-414-1-571	Option, Item 62485, Contract SM-414-1-571

Copy: Mr. R. H. Trainor
Mr. R. S. Bennett
Mr. T. L. Cloonan
Mr. D. H. Fisher
Secretary's file #48509
Secretary's file (2)
Contract file (3)
Board of Public Works of Maryland

MINUTES OF ACTION OF LIVING STATE HIGHWAY ADMINISTRATION BOARD
THURSDAY, DECEMBER 7, 1972

* * *

Acting Administrator, Samuel Sasscer, presented the following Land Damage Cases for 1972, previously approved as to form and legal sufficiency by the office of the General Counsel Attorney General, by which the Administration desires, subject to approval of the Board of Public Works of Maryland, upon the premises stated, the payment of land as indicated and in case fully described in the docket:

Grantor	Description	In accordance with
Virginia G. Cole and Lucille E., wife, as Trustee by the Deering Line	Condemnation suit filed to 0.055 acre of land in Anne Arundel County, being portion of red of M. W. R. R. Co. and Conner property of M. B. & C. Realty Corporation, Case 2[illegible], Contract AA-[illegible]-301. Title deed accepted and requires the executed deed dated Nov. 9, 1971, which was lost.	Answer of Grantors' Attorney for deed-in-lieu-of-condemnation, since original deed was lost.
Barbara B. Amos and Amy S., wife	0.[illegible] acre of land in Frederick County, being portion of Grantor's property of Donald G. Taylor and Barbara B. Amos and Amy S., wife, Item [illegible], Contract B-[illegible]-[illegible].	Options, Item [illegible], Contract [illegible]-[illegible]-[illegible]
Roger G. Arnold and Patricia L., wife, and Charles E. Davis and Sondra A., wife	0.[illegible] acre of land in St. Mary's County, being portion of Grantor's property of Roger A. Hammond, et ux, Item [illegible], and Edgar L. Brashear, et al, Item [illegible], Contract [illegible]-[illegible]-[illegible]	Options, Item [illegible], Contract [illegible]-[illegible]-[illegible]

will be Co 1477

MEMORANDUM OF ACTION OF ACTING STATE HIGHWAY ADMINISTRATOR JAMES J. O'DONNELL
FRIDAY, NOVEMBER 24, 1972
* * *

Acting Administrator O'Donnell executed duplicate copies of agreement dated November 24, 1972, between the State Highway Administration and Anne Arundel County, relative to transfer by the Administration to the County for maintenance purposes as part of the County Highway System, the following described section of road, subject to the conditions more fully set forth in the agreement:

Md. 386 - From Md. 648 to End of State Maintenance East of Sycamore Road for a distance of 1.03± miles.

Said agreement had previously been executed by Anne Arundel County, approved as to form and legal sufficiency by Administrative Special Attorney Sfekas and approved by Chief Engineer Woodford.

Copy: Mr. W. E. Woodford, Jr.
Mr. H. G. Downs
Mr. L. E. McCarl
Mr. R. C. Pazourek
Mr. W. L. Shook
Mr. A. W. Tate
Mr. R. H. Trainor
Mr. E. J. Dougherty
Mr. T. Hicks
Mr. H. H. Bowers
Mr. T. L. Cloonan
Mr. Charles Lee
Mr. P. S. Jaworski
Miss D. J. Sinners
Anne Arundel County Council
Secretary's file
SHA-Anne Arundel County file

THIS AGREEMENT made this 24th day of November, 1972, by and between the State Highway Administration of the Department of Transportation of Maryland, hereinafter referred to as "Highway Administration," party of the first part, and Anne Arundel County, Maryland, hereinafter referred to as "County," party of the second part, Witnesseth:

WHEREAS, under authority contained in Section 79 of Article 89B of the Annotated Code of Maryland, the State Highway Administration of the Department of Transportation of Maryland is empowered to transfer State Highways, or portions thereof to the Governing Bodies of the several Counties and/or Towns of Maryland, for maintenance purposes, and the Governing Bodies of the several Counties and/or Towns of Maryland are empowered to transfer County roads and/or Town streets, or portions thereof, to the State Highway Administration of the Department of Transportation of Maryland, for maintenance purposes, and

WHEREAS, the "Highway Administration," party of the first part, has agreed to transfer the following described section of road, constructed by the State, to the "County," party of the second part, and the "County" has agreed to accept same for maintenance purposes as part of the County Highway System.

NOW, THEREFORE, THIS AGREEMENT WITNESSETH that for and in consideration of the sum of $1.00 and other good and valuable considerations, the receipt whereof is hereby acknowledged, the "Highway Administration," party of the first part, does hereby transfer to the "County" and the "County," party of the second part, does hereby accept from the "Highway Administration" the following described section of State constructed road, for maintenance purposes, as part of the County Highway System:

Md. 386 - From Md. 648 to End State Maintenance east of Sycamore Road, a distance of 1.03± miles.

IT IS UNDERSTOOD AND AGREED between the parties hereto that the change in the status of the aforegoing sections of State highways is authorized under the following conditions:

1. The effective date of transfer shall be upon complete approval and execution of this agreement.

2. The aforegoing mileage will be included in the inventory as of December 1, 1972.

3. The basis for the allocation of funds will include the additional 1.03± miles of County Highway Mileage in the allocation to the "County" beginning July 1, 1973.

4. The transfer of said Roads is made on an "As-Is-Basis" which pertains to the existing rights-of-way and to the existing condition of the Roads involved, including any and all existing rights that may be held or used by any public utility or public utilities across or adjacent to the road herein conveyed.

IN WITNESS WHEREOF, the parties involved have caused these presents to be executed by their proper officers thereunto duly authorized, the day and year first above written.

THE STATE HIGHWAY ADMINISTRATION OF THE DEPARTMENT OF TRANSPORTATION

By _____
James J. O'Donnell, Acting
State Highway Administrator

WITNESS:

_____

Approved as to form and legal sufficiency this 16th day of November, 1972

APPROVED:

_____
Chief Engineer

_____
Administrative Special Attorney

ANNE ARUNDEL COUNTY, MARYLAND

By _____ 9/18/72
Acting County Executive

ATTEST:

_____
Secretary
Anne Arundel County
Maryland

_____
County Solicitor
Anne Arundel County, Maryland

MD 32 Construction, NSA
Contract #

MEMORANDUM OF ACTION OF ACTING STATE HIGHWAY ADMINISTRATOR J
THURSDAY, OCTOBER 19, 1972

* * *

Acting Administrator O'Donnell executed triplic
agreement dated October 19, 1972, between the State Highway Administration and the National Security Agency of the United States of America, wherein the Administration proposes the construction of a defense access road in Anne Arundel County known as Md. 32 (Annapolis Junction Road) from the Baltimore-Washington Parkway southeast to Dennis Road, adjacent to Fort Meade, and the NSA proposes construction of a lane addition at the intersection of Dennis Road and Savage Road on Fort Meade (Federal Aid Project #A-AD 18(1), in order to utilize available Federal Aid funds. The agreement sets forth more fully the responsibilities of each party in connection with the construction.

Said agreement had been executed previously on behalf of NSA, approved by Chief Engineer Woodford and approved as to form and legal sufficiency by Administrative Special Attorney Sfekas.

Copy: Mr. W. E. Woodford, Jr.
Mr. H. G. Downs
Mr. L. E. McCarl
Mr. R. J. Hajzyk
Mr. W. L. Shook
Mr. F. R. Galloway
Mr. R. H. Trainor
Mr. T. Hicks
Mr. E. J. Dougherty
Mr. R. C. Pazourek
Mr. T. L. Cloonan ✓
Mr. E. K. Lloyd
Office of Constr. Inspection
Mr. A. W. Tate
Mr. H. Berger
Secretary's File
SHA-Anne Arundel County file
Contract AA-739-3-4-576;FAP#A-AD-18(1)

MEMORANDUM OF ACTION OF ACTING STATE HIGHWAY ADMINISTRATOR JAMES J. O'DONNELL
THURSDAY, OCTOBER 19, 1972

* * *

Acting Administrator O'Donnell executed triplicate copies of agreement dated October 19, 1972, between the State Highway Administration and the National Security Agency of the United States of America, wherein the Administration proposes the construction of a defense access road in Anne Arundel County known as Md. 32 (Annapolis Junction Road) from the Baltimore-Washington Parkway southeast to Dennis Road, adjacent to Fort Meade, and the NSA proposes construction of a lane addition at the intersection of Dennis Road and Savage Road on Fort Meade (Federal Aid Project #A-AD 18(1), in order to utilize available Federal Aid funds. The agreement sets forth more fully the responsibilities of each party in connection with the construction.

Said agreement had been executed previously on behalf of NSA, approved by Chief Engineer Woodford and approved as to form and legal sufficiency by Administrative Special Attorney Sfekas.

Copy: Mr. W. E. Woodford, Jr.
Mr. H. G. Downs
Mr. L. E. McCarl
Mr. R. J. Hajzyk
Mr. W. L. Shook
Mr. F. R. Galloway
Mr. R. H. Trainor
Mr. T. Hicks
Mr. E. J. Dougherty
Mr. R. C. Pazourek
Mr. T. L. Cloonan ✓
Mr. E. K. Lloyd
Office of Constr. Inspection
Mr. A. W. Tate
Mr. H. Berger
Secretary's File
SHA-Anne Arundel County file
Contract AA-739-3-4-576;FAP#A-AD-18(1)

Md 679-A
Trans. to County

MEMORANDUM OF ACTION OF STATE HIGHWAY ADMINISTRATOR DAVID H. FISHER
MONDAY, OCTOBER 18, 1971
* * *

~~Co 28 70~~
Co. 905

Administrator Fisher executed duplicate copies of agreement dated October 18, 1971, between the State Highway Administration and Anne Arundel County, Maryland, relative to transfer by the Administration to the County for maintenance purposes as part of the County Highway System, of the following described section of State constructed road, subject to the conditions more fully set forth in the agreement:

Md. 679A - From Md. Business Route 3 to Md. Route 2, a distance of 0.08 mile

Said agreement had previously been executed by the County, approved as to form and legal sufficiency by Administrative Special Attorney Rogers and approved by Chief Engineer Woodford.

Copy: Mr. W. E. Woodford, Jr.
Mr. H. G. Downs
Mr. L. E. McCarl
Mr. M. M. Brodsky
Mr. A. W. Tate
Mr. W. L. Shook
Mr. C. E. Caltrider
Mr. C. E. Wyant, Jr.
Mr. G. N. Lewis, Jr.
Mr. T. Hicks
Mr. H. H. Bowers
Mr. G. W. Cassell
Mr. Charles Lee
Mr. P. S. Jaworski
Miss D. J. Sinners
Anne Arundel County Council
Secretary's File
SHA-Anne Arundel County file

THIS AGREEMENT made this 18TH day of OCTOBER, 1971, by and between the State Highway Administration of the Department of Transportation of Maryland, hereinafter referred to as "Highway Administration", party of the first part, and Anne Arundel County, Maryland, hereinafter referred to as "County", party of the second part, Witnesseth:

WHEREAS, under authority contained in Section 79 of Article 89B of the Annotated Code of Maryland, the State Highway Administration of the Department of Transportation of Maryland is empowered to transfer State Highways or portions thereof to the Governing Bodies of the several Counties and/or Towns of Maryland, for maintenance purposes, and the Governing Bodies of the several Counties and/or Towns of Maryland are empowered to transfer County roads and/or Town Streets, or portions thereof, to the State Highway Administration of the Department of Transportation of Maryland, for maintenance purposes, and

WHEREAS, the "Highway Administration", party of the first part, has agreed to transfer the following described section of road, constructed by the State, to the "County", party of the second part, and the "County" has agreed to accept same for maintenance purposes as part of the County Highway System.

NOW, THEREFORE, THIS AGREEMENT WITNESSETH that for and in consideration of the sum of $1.00 and other good and valuable considerations, the receipt whereof is hereby acknowledged, the "Highway Administration", party of the first part, does hereby transfer to the "County" and the "County", party of the second part, does hereby accept from the "Highway Administration" the following described section of State constructed road for maintenance purposes, as part of the County Highway System:

Md. 679A - From Md. Business Route 3 to Md. Route 2, a distance of 0.08 miles.

IT IS UNDERSTOOD AND AGREED between the parties hereto that the change in the status of the aforegoing sections of State highways is authorized under the following conditions:

1. The effective date of transfer shall be upon complete approval and execution of this agreement.

2. The aforegoing mileage will be included in the inventory as of December 1, 1971.

3. The basis for the allocation of funds will include the additional 0.08 miles of County Highway Mileage in the allocation to the "County" beginning July 1, 1972.

4. The transfer of said Roads is made on an "As-Is-Basis" which pertains to the existing rights of way and to the existing condition of the Roads involved, including all appurtenances and bridge structures.

IN WITNESS WHEREOF, the parties involved have caused these presents to be executed by their proper officers thereunto duly authorized, the day and year first above written.

THE STATE HIGHWAY ADMINISTRATION OF
THE DEPARTMENT OF TRANSPORTATION

WITNESS:

By _____
State Highway Administrator

_____
Secretary

Approved as to form and legal sufficiency this 4th day of October, 1971.

APPROVED:

_____
Chief Engineer

_____
Administrative Special Attorney

ANNE ARUNDEL COUNTY, MARYLAND

By _____
County Executive

ATTEST:

_____
Secretary
Anne Arundel County, Maryland

_____ 8/17/71
County Soliciter
Anne Arundel County, Maryland

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR DAVID H. FISHER
WEDNESDAY, MAY 12, 1971
* * *

On recommendation of Right of Way Division Deputy Chief Wyant in letter of May 6, 1971, Chairman-Director Fisher approved disposal of 5,250± sq. ft. (2 parcels) of right of way, former properties of Talbot T. Speer, Item 43398 and John Norris Childs, Item 43399, and 18,450± sq. ft. of roadbed of Old Md. 665 and Bywater Road to the City of Annapolis for construction of a new fire station, in Anne Arundel County.

Portion Conveyed Not Part of State System

Copy: Mr. H. G. Downs
Mr. L. A. Yost, Jr.
Mr. R. S. Bennett
Mr. Charles Lee
Mr. G. W. Cassell
Mr. M. M. Brodsky
Mr. A. W. Tate
Secretary's File
SRC-Anne Arundel County file
Contract AA-510-1-520

A.A. Transfer of Roads

RECEIVED

APR 26 1968

DEPUTY DIRECTOR-CHIEF ENGINEER

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JEROME B. WOLFF
MONDAY, APRIL 22, 1968

* * *

A.A. Co.

Pursuant to Commission action of January 24, 1968, Chairman and Director Wolff executed duplicate copies of agreement dated April 22, 1968, between the Maryland State Roads Commission and Anne Arundel County, which refers to the County's request that the Commission participate in construction of Tick Neck Road, extending south from old Mountain Road (Md. 177) to Magothy Beach Road (County 1889), a distance of 1.11 miles. The agreement sets forth the conditions for cooperation between the parties in connection with construction of new Tick Neck Road as a part of the Commission's contract for construction of new Mountain Road, indicates the responsibility of each party with reference to payment of the various costs involved, and states that upon completion of construction the facility will be maintained as a State highway.

Said agreement had been executed previously on behalf of the County, approved by Deputy Director-Chief Engineer Fisher and approved as to form and legal sufficiency by Special Attorney Rogers.

Md 607

Copy: Mr. D. H. Fisher (2)
Mr. W. J. Addison
Mr. C. A. Goldeisen
Mr. L. E. McCarl
Mr. F. P. Scrivener
Mr. L. C. Moser (2)
Mr. G. N. Lewis, Jr. (8)
Mr. M. M. Brodsky
Mr. A. W. Tate
Mr. H. G. Downs
Mr. M. D. Philpot (2)
Mr. A. L. Grubb
Mr. H. P. Jones
Mr. G. W. Cassell
Mr. E. K. Lloyd
Mr. E. D. Reilly
Mr. J. E. Gerick
Mr. R. M. Thompson
Mr. Charles Lee
Mr. C. M. Heany
Co. Commissioners of Anne Arundel Co.
Secretary's File
SRC-Anne Arundel County

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, MARCH 17, 1971
* * *

On motion of Mr. Wilson, seconded by Mr. Brinsfield, the Commission approved and Chairman-Director Fisher executed duplicate copies of agreement dated March 17, 1971, between the State Roads Commission and Anne Arundel County, Maryland, relative to transfer by the Commission to the County for maintenance purposes as part of the County Highway System, of the following described section of State constructed road, subject to the conditions more fully set forth in the agreement:

> Tick Neck Road - Extending south from Old Mountain Road (Md. Route 177) to Magothy Beach Road (County 1889) as constructed under Contract AA-733-571; AA-733-518, for a distance of 1.10 miles.

Said agreement had previously been executed by Anne Arundel County, approved as to form and legal sufficiency by Special Attorney Rogers and approved by Chief Engineer Woodford.

Copy: Mr. W. E. Woodford, Jr.
Mr. C. W. Reese
Mr. H. G. Downs
Mr. L. E. McCarl
Mr. M. M. Brodsky
Mr. A. W. Tate
Mr. W. L. Shook
Mr. L. A. Yost, Jr.
Mr. G. N. Lewis, Jr.
Mr. T. Hicks
Mr. H. H. Bowers
Mr. B. Sedgwick
Mr. G. W. Cassell
Mr. Charles Lee
Mr. P. S. Jaworski
Miss D. J. Sinners
Anne Arundel County Council
Secretary's File
SRC-Anne Arundel County file
Contract AA-733-571;AA-733-518

EXTRACT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, MARCH 17, 1971

* * *

On motion of Mr. Wilson, seconded by Mr. Brinkfield, the Commission approved and Chairman-Director Fisher executed duplicate copies of agreement dated March 17, 1971, between the State Roads Commission and Anne Arundel County, Maryland, relative to transfer by the Commission to the County for maintenance purposes as part of the County Highway System, of the following described section of State constructed road, subject to the conditions more fully set forth in the agreement:

> Tick Neck Road - Extending south from Old Mountain Road (Md. Route 177) to nearby Fagan Road (County 1639) as constructed under Contract No-733-5711; No-733-5810, for a distance of 1.10 miles.

Said agreement had previously been executed by Anne Arundel County, approved as to form and legal sufficiency by Special Attorney Rogers and approved by Chief Engineer Hoofnagle.

Copy: Mr. C. E. Hoofnagle, Jr.
Mr. G. W. Rowe
Mr. H. G. Owens
Mr. L. C. Bollard
Mr. M. M. Drodsky
Mr. A. W. Tate
Mr. W. L. Slack
Mr. L. A. Foat, Jr.
Mr. R. W. Lewis, Jr.
Mr. T. Hicks
Mr. H. H. Bowers
Mr. T. Hodgdick
Mr. G. W. Cassell
Mr. Charles Lee
Mr. P. S. Lawrence
Miss G. L. Stevens
Anne Arundel County Council
Secretary's File
SRC-Anne Arundel County File
Contract No-733-5711; No-733-510

THIS AGREEMENT made this 17th day of March, 1971 by and between the State Roads Commission of Maryland, hereinafter referred to as "Commission," party of the first part, and Anne Arundel County, Maryland, hereinafter referred to as "County," party of the second part, Witnesseth:

WHEREAS, under authority contained in Section 79 of Article 89B of the Annotated Code of Maryland, the State Roads Commission of Maryland is empowered to transfer State Highways or portions thereof to the Governing Bodies of the several Counties and/or Towns of Maryland, for maintenance purposes, and

WHEREAS, the Commission, party of the first part, has agreed to transfer the following described section of road, constructed by the Commission, to the County, party of the second part, and the County has agreed to accept same for maintenance and snow removal purposes as part of the County Highway System.

NOW, THEREFORE, THIS AGREEMENT WITNESSETH that for and in consideration of the sum of $1.00 and other good and valuable consideration, the receipt whereof is hereby acknowledged, and in further consideration of the mutual covenants and conditions hereinafter set forth to be kept and performed, the parties do hereby agree as follows :

1. The "Commission", party of the first part, will perform at its sole expense, all repairs except minor surface repairs, and snow removal needed on the Tick Neck Road bridge spanning the New Mountain Road.
2. The "County," party of the second part, will at its sole expense, remove all snow and perform minor road surface repairs to the floor of the bridge. Minor road surface repairs are defined and mutually understood to include sealing surface cracks, patching small cavitations not more than two inches in depth and patching curb faces and tops. Where a floor defect extends through the floor slab, such a crack or hole or cavitation exposes the reinforcing steel, the County shall promptly advise the Commission. The Commission will then make the required structural repairs to the floor slab, and the County shall reimburse the Commission for 10% of the cost thereof.

IT IS UNDERSTOOD AND AGREED without the necessity of any further agreement between the parties hereto, the "Commission," party of the first part, does hereby transfer to the County, party of the second part, and the County, party of the second part, does hereby accept from the "Commission," the following described section of State constructed highway for maintenance purposes as part of the County Highway System:

Tick Neck Road - Extending south from Old Mountain Road (Md. Route 177) to Magothy Beach Road (Co. 1889) as constructed under contract AA-733-571 and AA-733-518 a distance of 1.10 miles. Includes aforesaid described maintenance and snow removal to the bridge over the New Mountain Road.

IT IS FURTHUR UNDERSTOOD AND AGREED between the parties hereto that the change in the status of the aforegoing section of State highway is authorized under the following conditions:

1. The aforegoing mileage will be included in the inventory as of December 1, 1969.
2. The basis for the allocation of funds will include the additional County mileage in the allocation to the County beginning July 1, 1970.
3. The effective date for the transfer of this section of road is upon complete approval and execution of this agreement.
4. The transfer of said road is made on an As-Is-Basis which pertains to the existing rights-of-way and to the existing conditions of the road involved, including all appurtanance and bridge structures, with the exception of the bridge constructed by the Commission and carrying Tick Neck Road over the New Mountain Road.

IN WITNESS WHEREOF, the parties involved have caused these presents to be executed by their proper officers thereunto duly authorized, the day and year first above written.

STATE ROADS COMMISSION OF MARYLAND

ATTEST :

By _____
Chairman and Director of Highways

_____
Secretary

Approved as to form and legal sufficiency this 16th day of February, 1971

APPROVED:

_____
Chief Engineer

_____
Special Attorney

ANNE ARUNDEL COUNTY, MARYLAND

ATTEST:

By _____
Joseph W. Alton, Jr.
County Executive

_____
Secretary

~~Thomas M. Downs~~
~~Asst. County Solicitor~~

APPROVED FOR LEGAL FORM
AND SUFFICIENCY
COUNTY SOLICITOR
_____ 12/29/69
OFFICE OF LAW DATE

Oct. 5

January 23, 1970

State Roads Commission
300 West Preston Street
Baltimore, Maryland

Re: Road Transfer Agreement
Anne Arundel County, Maryland

Gentlemen:

On recommendation of District Engineer Allan W. Tate, the Office of the Bureau of Highway Statistics prepared an agreement conveying the following described section of State constructed highway to Anne Arundel County for maintenance purposes.

Tick Neck Road -- Extending south from Old Mountain Road (Md. Road 177) to Magothy Beach Road (County 1889) as constructed under Contract AA-733-571 and AA-733-518 for a total distance of 1.10 miles.

For your information, under date of April 22, 1968 the Commission and Anne Arundel County executed duplicate copies of an agreement which refers to the county's request that the Commission participate in the construction of the road in question. This section of road was constructed as a part of the Commission's contract for construction of the New Mountain Road.

The agreement and one (1) copy of same covering the transfer of Tick Neck Road has been prepared and is attached, together with a map section indicating the location of said road. The agreement has been executed by the Anne Arundel County Officials and approved as to form and legal sufficiency by Special Attorney Nolan H. Rogers.

It is recommended the agreement be executed by the State Roads Commission.

Very truly yours,

Walter E. Woodford, Jr.
Chief Engineer

WEW:fcy
Attachments
c.c. - Messrs. L. E. McCarl, Allan W. Tate, Geo. W. Caspell

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR DAVID H. FISHER
WEDNESDAY, MARCH 4, 1970
* * *

Chairman-Director Fisher executed septuplicate copies of agreement dated March 4, 1970, between The Baltimore and Annapolis Railroad Company and the State Roads Commission, wherein the Commission by condemnation proceedings against the Railroad, acquired the necessary easements and right of way for the proposed construction of a ramp in the Northwest Quadrant of the interchange between Ritchie Highway and Md. 177 which will cross the Railroad's track, at grade, at Highway Station 11+45, and for installation of warning light signals at said grade crossing, at its sole cost and expense, in connection with extension of Md. 177* from Md. 2 (Ritchie Highway) east to Sharonville in the vicinity of Harundale, in Anne Arundel County (Contract AA-507-23-571), subject to the conditions more fully set forth therein.

Said agreement had been executed previously on behalf of the Railroad, approved by Chief Engineer Woodford and approved as to form and legal sufficiency by Special Attorney Polski.

* Later renumbered as MD 100 - KJP

Copy: Mr. W. E. Woodford, Jr.
Mr. L. E. McCarl
Mr. H. G. Downs
Office of Planning & Safety
Mr. M. D. Philpot
Mr. W. L. Shook (2)
Mr. A. L. Grubb
Mr. H. H. Bowers
Mr. P. R. Miller
Mr. A. W. Tate (2)
Mr. M. M. Brodsky
Mr. W. B. Duckett
Mr. L. A. Yost, Jr. (2)
Mr. G. N. Lewis, Jr.
Mr. T. Hicks
Mr. G. W. Cassell
Mr. C. S. Linville
Mr. E. K. Lloyd
Mr. H. B. Felter
Secretary's File
SRC-Anne Arundel County file
Contract AA-507-23-571

STATE OF MARYLAND

STATE ROADS COMMISSION

300 WEST PRESTON STREET
BALTIMORE, MD. 21201

(MAILING ADDRESS P. O. BOX 717, BALTIMORE, MD. 21203)

Date: September 25, 1969

TO THE Mr. George F. Neimeyer
Director of Public Works

FOR Anne Arundel County

CONTRACT NO. AA-572-2,6,7,8-571
F.A.P. NO.
ROUTE Arundel Expressway (MD 10)
Baltimore Beltway to Marley Creek

RE: Notice of Proposed County Road Closure

As a result of the State Roads Commission's proposed highway improvement described above, there is necessity for closing a portion or portions of the following County road(s) within the limits described below:

1. Snow Hill Road - To be closed for 1,320 L.F. from existing Ordnance Road northerly.

2. Hamlin Avenue - 800 L.F. to be severed from Ordnance Road southerly and replaced by 1,200 L.F. of relocated Hamlin Avenue.

3. Cherry Lane - To be closed for 910 L.F. from Hamlin Avenue westerly. Access to properties on east side of Arundel Expressway to be provided by 1,360 L.F. of Service road 'B' from relocated Md. Route 710.

4. Dover Road - To be closed at a point 2250 feet east of Md. Route 2 and replaced by 3650 L.F. of Service road 'A' from relocated Md. Route 710.

5. Hammarlee Road - 580 L.F. closed from the intersection with Md. 270 easterly.

6. Rose Anne Road - From the intersection of Md. 270 southerly for 170 feet to be closed and replaced by 540 feet of relocated Rose Anne.

7. Langley Road - 65 feet to be closed and replaced by 860 feet of service road.

8. Dotson Lane - 340 feet to be closed where severed by the Arundel Expressway.

9. Thompson Avenue - 325 feet to be closed were crossed by the Arundel Expressway to be replaced by 3400 feet of relocated Thompson Avenue.

10. Margate Road - 190 feet to be closed from intersection with Md. 270 easterly.

11. Stiemly Avenue - 290 feet to be closed where severed by the Arundel Expressway.

12. Seagrove Road - 280 feet to be closed where crossed by Arundel Expressway.

13. Biddle Road - 280 feet to be closed where crossed by Arundel Expressway.

14. Thomas Road - 200 feet to be relocated and connected to relocated Md. Route 270.

15. Glennwood Drive - From the intersection of Md. 648 southerly 380 feet to be closed.

16. Martha Road - 70 feet to be closed were crossed by Arundel Expressway.

17. Gogan Court - 140 feet to be closed at the intersection of Md. Route 648. To be replaced by 520 of relocated Glenn Circle.

18. Chester Circle - From the intersection of Md. Route 648 southerly, 160 feet to be closed.

19. Arundel Place - From the intersection of Md. 648 northerly 50 feet to be closed.

The extent of closure and proposed treatment of each affected road has been indicated on the attached prints of the State Roads Commission's right of way mosaic and tentative and/or final right of way plats which pertain to the areas involved. Preliminary construction plans furnished to the County August, 1968 and May, 1969 for participation in the preliminary field investigation and subsequent conference provide construction details to supplement the information provided by the mosaic and right of way plats.

The intent of this submission is to provide the County with sufficient information relative to road closings in order that an early understanding between the County and the Commission can be realized.

Acknowledgement from the County indicating concurrence in the State Roads Commission's proposed closing of the County road or roads within the limits described herein is requested.

A subsequent resolution by the Commission requesting the County's formal action to close affected county road(s) within the limits indicated above will be submitted.

Very truly yours,

M. D. Philpot

Malcolm D. Philpot, Chief
Bureau of Special Services

MDP/bs
CC: Mr. H.G. Downs
Mr. L.A. Yost
Mr. G.W. Cassell
Mr. A.W. Tate
District Engineer, District No.

B.S.S. 62

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR DAVID H. FISHER
WEDNESDAY, MAY 14, 1969
* * *

Secretary's File
No. 48887

Chairman-Director Fisher executed duplicate copies of agreement dated May 14, 1969, between the State Roads Commission and Anne Arundel County, which refers to the County's request that the Commission participate in construction of a new highway, Catherine Avenue, from existing Mountain Road (Md. 177) to Old Annapolis Road (Md. 648), including a bridge to carry Catherine Avenue over Relocated Md. 177* and interchange ramps with Catherine Avenue. The agreement sets forth the responsibilities of each party in connection with said construction as part of the Commission's contract for new Mountain Road (Relocated Md. 177)* and the costs and maintenance thereof, as more fully indicated therein.

Said agreement had been executed previously on behalf of the County, approved by Chief Engineer Woodford and approved as to form and legal sufficiency by Special Attorney Rogers.

* Renumbered as MD 100 - K.J.P.

Copy: Mr. W. E. Woodford, Jr. pl
Mr. W. J. Addison "
Mr. H. G. Downs "
Mr. L. E. McCarl "
Mr. W. L. Shook (2) "
Mr. L. A. Yost, Jr. (2) "
Mr. G. N. Lewis, Jr. (4) "
Mr. T. Hicks (4) "
Mr. M. M. Brodsky "
Mr. A. W. Tate (2) "
Mr. M. D. Philpot (2) "
Mr. A. L. Grubb "
Mr. P. R. Miller "
Mr. H. P. Jones pl
Mr. G. W. Cassell "
Mr. E. K. Lloyd "
Mr. E. D. Reilly "
Mr. J. E. Gerick "
Mr. R. M. Thompson "
Mr. Charles Lee "
Mr. C. M. Heany "
Mr. O. P. Mann "
Anne Arundel County Council ex cy
Secretary's File ✓
SRC-Anne Arundel County pl

Will be state maintained when completed

Md. 648 - Catherine Ave
Trans to Co 1607 3-20-73

Secretary's File

No. 48887

May 19, 1969

Re: Catherine Avenue
Anne Arundel County

Mr. Joseph W. Alton, Jr.
County Executive
Anne Arundel County
Courthouse
Annapolis, Maryland 21401

Dear Mr. Alton:

We are enclosing herewith for your information and files a fully executed copy of agreement dated May 14, 1969, between the County and the Commission, pertaining to participation in construction of a new highway, Catherine Avenue, from existing Mountain Road (Md. 177) to Old Annapolis Road (Md. 648), including a bridge and interchange ramps, in connection with the Commission's construction of new Mountain Road (Relocated Md. 177). Also enclosed is a copy of memorandum of action of the State Roads Commission by Chairman-Director Fisher dated May 14, 1969, on the same subject.

Very truly yours,

A. W. Smith
Secretary

AWS/bjh
Enclosures
CC: Mr. W. E. Woodford, Jr.
Secretary's File

THIS AGREEMENT, made this 14th day of May 1967, by and between the MARYLAND STATE ROADS COMMISSION, hereinafter called "Commission", party of the first part, and ANNE ARUNDEL COUNTY, MARYLAND, hereinafter called "County", party of the second part, witnesseth:

WHEREAS, the County has requested the Commission to participate in the construction of a new highway (Catherine Avenue) from existing Mountain Road (Md. Rte. 177) to Md. Rte. 648, and

WHEREAS, the parties hereto are desirous of cooperating each with the other, accomplishing the herein proposed project and desire to enter into an agreement to state more fully the terms and conditions connected therewith.

NOW, THEREFORE, this agreement witnesseth, that for and in consideration of the premises, and the sum of one dollar ($ 1.00) payable by each party hereto to the other, the receipt whereof is hereby acknowledged, and in further consideration of the mutual covenants and conditions hereinafter set forth to be kept and performed, the parties hereto do hereby agree as follows:

1. The Commission will be responsible for receiving bids, awarding contract and supervising construction of the entire facility.

2. The Commission shall be responsible for paying all costs for construction of a bridge to carry Catherine Avenue over Relocated Md. Route 177, including interchange Ramps with Catherine Avenue. This work will be included in the Commission's contract for new Mountain Road (Relocated Md. Route 177).

3. The County shall be responsible for paying all costs required for the construction of the described section of Catherine Avenue, exclusive of the bridge over relocated Md. Route 177. Said costs

to include, but not be limited to, engineering, rights-of-way, construction, utility adjustment, testing, inspection and administration and overhead.

4. The Commission will accept Catherine Avenue into the State's system of highways. The maintenance of existing Catherine Avenue will be the County's responsibility until such time as the construction of the improvement to Catherine Avenue begins.

5. The County will, through a Consultant engaged by them, furnish to the Commission complete right-of-way plats, engineering plans and proposals, prepared in the name of the Commission, for the proposed facility, exclusive of the bridge over relocated Md. Route 177, ready for advertising for receipt of bids by the Commission.

6. The Commission will appraise and acquire all rights-of-way required for construction of the facility. The total cost of acquisition to be paid by the County.

7. The County can finance their cost responsibility using all County funds or by programming the work as a "State-Aid" project. If financed as a "State-Aid" project, State-Aid matching funds will be in accord with approved State-Aid program.

8. Prior to award of a contract for construction of the facility, the County will deposit with the Comptroller to the Commission, the total estimated cost of the project based on the low bid and estimated rights-of-way cost, etc., in the event the project is to be financed by all County Funds or that portion of the total cost not covered by State-Aid funds in the event the project has been programmed and approved as a State-Aid project.

IN WITNESS WHEREOF, the parties hereto have caused these presents to be executed by their proper officers thereunto duly authorized the day and year first above written.

ATTEST:

Secretary

STATE ROADS COMMISSION OF MARYLAND

By

Chairman and Director of Highways
for the State of Maryland

APPROVED:

Chief Engineer

Approved as to form and legal sufficiency this 23rd day of April, 1969.

Special Attorney

ATTEST:

Secretary

ANNE ARUNDEL COUNTY, MARYLAND

By

County Executive

Assistant County Solicitor

Approved for availability of funds:

A. A. County Funds Not to Exceed $300,000.00

Controller

APPROVED FOR LEGAL FORM
AND SUFFICIENCY
COUNTY SOLICITOR
BY
OFFICE OF LAW

DATE 2/1/69

C. Hyatt

STATE OF MARYLAND
STATE ROADS COMMISSION
300 WEST PRESTON STREET
BALTIMORE, MD. 21201
(MAILING ADDRESS-P O. BOX 717, BALTIMORE, MD 21203)

March 18, 1969

The Wilson T. Ballard Company
2510 St. Paul Street
Baltimore, Maryland 21218

Contract No. AA739-1-571
F.A.P. No. F-915-1(1)
Relocated Maryland Route 32
Anne Arundel County Line
to Baltimore - Washington
Parkway
Sta. 1053 to Sta. 1103
Re: Preliminary Field
Investigation

ATTENTION: Mr. R.N. Bond

Gentlemen:

On February 26, 1969 a preliminary field review was conducted on the subject project and on March 13, 1969 a conference was conducted in the office of the Bureau of Special Services. Those in attendance were as follows:

		Field Review	Office Conference
Mr. R.N. Bond	W.T. Ballard Company	x	x
Mr. G.R. Maisenholder	W.T. Ballard Company	x	x
Mr. J. Pfaff	Soils and Foundations Section		x
Mr. R. Schilpp	Soils and Foundations Section	x	
Mr. C.D. Debus	Soils and Foundations Section	x	
Mr. T. Haislip	Soils and Foundations Section	x	
Mr. R.P. Melody	Federal Aid Right of Way	x	
Miss A. Scherr	Federal Aid Right of Way	x	x
Mr. W.C. Kreiger	Chief - District 5, R/W	x	x
Mr. A.W. Tate	District 5		x
Mr. A.L. Gardner	District 5	x	x

		Field Review	Office Conference
Mr. G. Pohler	Bureau of Constr. Inspection	x	x
Mr. E.T. Camponeschi	Bureau of Location and Surveys	x	x
Mr. J.L. Duerr	Development Engineering Section	x	
Mr. R. Bradford	Bureau of Public Roads	x	
Mr. J.M. Shrouds	Bureau of Public Roads	x	x
Mr. R. George	Bureau of Public Roads	x	x
Mr. D. Tsamouras	Anne Arundel County		x
Mr. R. Streib	Anne Arundel County		x
Mr. C.C. Schmidt	Bureau of Special Services	x	x
Mr. D.G. Honeywell	Bureau of Special Services	x	x

This project appears in the Federal Aid Program, Access Road Commitments for construction during fiscal year 1971; programmed cost = $457,000

It is anticipated that this roadway project will be advertised late in the summer of 1970 subsequent to the Baltimore and Ohio Railroad structure, Contract No. AA-739- -571, Ho-292- -771.

The estimated construction cost for this project as reviewed is $550,000.00

A preliminary earthwork analysis appears on the title sheet.

Bureau of Public Roads representatives have requested 4 lane construction initially, but would prefer 6 lane construction.

This project includes the requirement of a grade crossing with relocated Brock Bridge Road and the Fort Meade branch of the Baltimore and Ohio Railroad.

TITLE SHEET

Add Federal Aid numbers, show location of informational signs, indicate the soils legend and Anne Arundel County Line.

Add notation "Controlled Access Arterial Highway."

TYPICAL SECTION

The typical section for Relocated Maryland Route 32 is approved as shown.

The typical section for Brock Bridge Road and Jolly Acres Road will be 24'-0" width of pavement with a 1.6% cross-slope, 8'-0" shoulder with a 6% slope, and 9'-0" at 6:1 to hinge point.

		Field Review	Office Conference
Mr. G. Fuller	Bureau of Design, Investigation	x	x
Mr. J. Greenwood	Bureau of Location and Surveys	x	x
Mr. [illegible]	Highway Engineering Section	x	
Mr. E. Sandford	Bureau of Public Roads	x	
Mr. A.H. Silvers	Bureau of Public Roads	x	x
Mr. D. Deere	Bureau of Public Roads	x	x
Mr. D. Tarantino	Lake Arrowhead County		x
Mr. T. Stevens	Lake Arrowhead County		x
Mr. C.O. Bartlett	Bureau of Highway Maintenance	x	x
Mr. D.O. Hawkins	Bureau of Highway Maintenance	x	x

This contract appears in the Federal Aid Program, Adopted Road Construction for construction during fiscal year 1971; estimated cost = $[illegible],000

It is anticipated that this roadway project will be advertised late in the summer of 1970 subsequent to the Dillingham and Tate Railroad structure Contract No. 11-[illegible]-[illegible], Ch-[illegible]-[illegible].

The estimated construction cost for this project is reviewed in CEQ,[illegible]

A preliminary environmental analysis appears on the title sheet.

Bureau of Public Roads recommendations have requested 1 lane construction initially, but would prefer 2 lane construction.

This project includes the requirements of a grade crossing with relocated Fount Shelby road and the Fort Hands branch of the Dillingham and Tate Railroad.

TITLE SHEET

Add Federal Aid project, show location of Underpass and alone, indicate the public legend and Lake Arrowhead County line.

Add notation "Contract and Access Federal Highway".

STANDARD SHEETS

The typical section for Enlarged Lane Route 30 is approved as noted.

The typical section for Fount Shelby Road and Jerry Lewis Road will be plotted with a [illegible] with a light crossframe, 8'-0" shoulder with a 4:1 slope, and 8'-0" as will be below [illegible].

The aforementioned typical section was approved by the representatives of Anne Arundel County and the Bureau of Public Roads.

Include a entrance typical section.

Sheet 3

Indicate location of the Howard-Anne Arundel County Line. Make sure the acceleration and deceleration lanes meet minimum AASHO standards.

Show the B and O railroad switches right of Sta. 1060±.

A formal agreement will be required to convey the service roads and newly constructed county roads into the Anne Arundel County Highway system. Service road pavement widths will be determined upon County acceptance or rejection.

Sheet 4

A "Cul-de-sac" will be required in lieu of the 'T' turnaround if the service road, left of mainline Sta. 1063± to 1070±, becomes part of the county highway system. The County requires a minimum radius of 39' for "Cul-de-sac."

Sheet 5

It is the intention of the State Roads Commission to convey the unused portion of existing Maryland Route 32 to the respective property owners or to Anne Arundel County.

Locate the existing 8" gas main adjacent to Md. Route 32 and Jolly Acres Road.

Shift Jolly Acres Road 25'± easterly to improve the general alignment and grade. The grade should not exceed 5%±, if possible. Increase the grade on the entrance left of spur Sta. 10+00 Jolly Acres Road to 5%±. Eliminate the transverse pipe station 12+.

Remove the proposed entrance to the "Bowie Property", left of mainline Sta. 1089± to 1094, The access to this property will be determined by right-of-way negotiations.

Plan Sheet 6

Shift the ultimate centerline for Md. 32, 16'± easterly to provide for three (3) lanes in each direction plus a ten foot (10') shoulder. Show same on the final plans.

The aforementioned special meeting was approved by the superintendents of Anne Arundel County and the Bureau of Public Roads.

Describe a minimum typical section.

Clause 2

Indicate location of the Baltimore-Anne Arundel County line. Make sure the specifications-and descriptive lines meet relative AASHO standards.

Name the 2 and 3 preferred outlines right of 5th. 1962?.

A formal agreement will be required to convey the another reason and media concerning of county roads into the Anne Arundel County highway system. Service road conversion within will be determined upon County assessments or requests.

Clause 3

A "Cut-through" will be required in lieu of the 4th turnaround at the [illegible] left of medians 6th. 1962? to 3rd?. Become part of the county highway system. The County requires a minimum radius of 3rd 1962-a-wo.

Clause 4

It is the intention of the State Roads Commission to convey the median section of existing Maryland Route 32 to the respective property owners or to Anne Arundel County.

Describe the existing 32 pavement adjacent to 3rd. Route 32 and daily Anne Road.

Until daily Anne Road 1974 entirely to improve the general alignment and grade. The grade should not exceed 2%, if possible. Describe the grade on the minimum left of ever 6th. Route daily Anne Road to 3rd. Describe the Brooksville plan section 12%.

Describe the proposed entrance to the "Ilona Property", left of medians 6th. 1962? to 3rd. The access to this property will be determined by right-of-way negotiations.

Item Clause 5

Edit the existing cost-sheet for 1. 32, 3rd. Entirely to provide for three (3) lanes in each direction plus a 4th lane (left) northbound. The same on the final plans.

Improve the radius and taper, left of mainline Sta. 1099± to 1102+50, ramp of the Baltimore-Washington Parkway.

Consultant is instructed to prepare alternate studies for the relocation of Brock Bridge Road for submission to Anne Arundel County for review and comment.

All plan sheets shall include an index of pertinent survey books, right of way plats, and coordinate values of all horizontal control points.

Refer all drainage structures 60" in diameter or greater to Mr. M. Holland, Bridge engineer, Bureau of Special Services.

The only cross overs allowed on this project will be those at Brock Bridge Road and Jolly Acres Road.

The alignment and grade is hereby approved subject to soils report and comments contained on marked plans and herein.

A marked set of P.I. Plans with various minor comments, and the P.I. check list were forwarded to the consultant March 18, 1969.

Very truly yours,

DGH/bf

Malcolm D. Philpot, Chief
Bureau of Special Services

B: Haywell D.
Haywell

CC: Mr. H.G. Downs
Mr. A.L. Grubb
Mr. R. Jones
Mr. W.B. Duckett
Mr. N.L. Smith, Jr.
Mr. W.B. Greene
Mr. A.W. Tate
Mr. A.L. Gardner
Mr. L.A. Yost, Jr.
Mr. J.F. Curran
Mr. W.C. Kreiger
Mr. J. Pfaff
Mr. T. Keane
Mr. M.R. Anderson
Mr. C. Hyatt
Mr. T. Hicks
Bureau of Public Roads
Attn: Mr. R.D. Gingrich
Mr. J.M. Shrouds
Mr. R. George
Mr. R. Bradford
Anne Arundel County
Attn: Mr. D. Tsamouras
Mr. R. Streib

STATE OF MARYLAND

STATE ROADS COMMISSION

300 WEST PRESTON STREET
BALTIMORE, MD. 21201

(MAILING ADDRESS-P.O. BOX 717, BALTIMORE, MD. 21203)

Date: February 10, 1969

TO THE Mr. Frank J. Rice
Director of Public Works

FOR Anne Arundel County

CONTRACT NO. AA-507-30-571
F.A.P. NO.
ROUTE Md. Route 177 *
Renumbered MD 100

RE: Notice of Proposed County Road Closure

As a result of the State Roads Commission's proposed highway improvement described above, there is necessity for closing a portion or portions of the following County road(s) within the limits described below:

1. Jumper's Hole Road - From existing Mountain Road southerly for 1,400'. To be replaced by relocated Jumper Hole Road.

2. Old Mill Road to be severed at the point of intersection with relocated Md. Route 177. To be replaced by Catherine Avenue.

The extent of closure and proposed treatment of each affected road has been indicated on the attached prints of the State Roads Commission's right of way mosaic and tentative and/or final right of way plats which pertain to the areas involved. Preliminary construction plans furnished to the County July 18, 1968 for participation in the preliminary field investigation and subsequent conference provide construction details to supplement the information provided by the mosaic and right of way plats.

The intent of this submission is to provide the County with sufficient information relative to road closings in order that an early understanding between the County and the Commission can be realized.

Acknowledgement from the County indicating concurrence in the State Roads Commission's proposed closing of the County road or roads within the limits described herein is requested.

A subsequent resolution by the Commission requesting the County's formal action to close affected county road(s) within the limits indicated above will be submitted.

Very truly yours,

Malcolm D. Philpot, Chief
Bureau of Special Services

MDP/bs Mr. A.L. Grubb
CC: ~~Mr. [illegible]~~
Mr. L.C. Moser
Mr. G.W. Cassell
Mr. A.W. Tate
District Engineer, District No. 5

MD 695 - Baltimore Beltway
East of Md 2 To Md 10

Harbor Tunnel

Copy: Mr. D. H. Fisher
Mr. L. J. O'Donnell
Mr. M. M. Brodsky
P.T.-Binder
P.T.-General

Mr. J. D. Buscher (6 - including copies for Maryland National Bank, Miles & Stockbridge, Mr. Robert Mitchell, J. E. Greiner Company, and Mr. Richard Ackroyd)

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, DECEMBER 22, 1965

* * *

H H-V 60-20-34

The following resolution was adopted by the Commission, on motion duly made and seconded, as of November 17, 1965:

WHEREAS, the State Roads Commission proposes to extend the Baltimore Beltway east of the Ritchie Highway to connect with the proposed Arundel Expressway, and

WHEREAS, it has been determined to be neither practical, reasonable nor economical to construct an entirely new interchange at the intersection of the Baltimore Beltway and Ritchie Highway because of the proximity of the approach to the Patapsco Tunnel, and

WHEREAS, from an engineering standpoint, it has been determined that with the construction of an additional lane to the south approach of the existing tunnel ramp, the tunnel ramp as then improved can satisfactorily handle both the tunnel traffic and the traffic using this segment of the Baltimore Beltway, and

WHEREAS, this proposed construction and use will in no way impede traffic desiring to use the tunnel but, to the contrary, will, after the completion of the Arundel Expressway, provide better and more direct access to the tunnel facility from said Expressway, and

WHEREAS, the State Roads Commission has agreed to assume the entire maintenance expense of this Patapsco Tunnel ramp, and

WHEREAS, the Maryland National Bank, Trustee under the Trust Indenture under which the Patapsco Tunnel was constructed, and the firm of Miles and Stockbridge, Attorneys for the Trustee, as well as Robert Mitchell, Esq., of New York City, Attorney for the Principal Bond Underwriter, have all approved of traffic using the existing and proposed addition to the Patapsco Tunnel ramp in common with traffic using the Baltimore Beltway, provided this section of the tunnel ramp is maintained from State Roads Commission funds and not from toll receipts.

NOW, THEREFORE, BE IT RESOLVED, That the State Roads Commission determines, in connection with the construction of the Baltimore Beltway east of the Ritchie Highway to improve, at its expense, the existing Patapsco Tunnel ramp by construction of an additional lane leading from the Ritchie Highway to the Patapsco Tunnel approach, to permit both Patapsco Tunnel and Baltimore Beltway traffic to use this section of highway. Attached to this

Resolution is a plat dated November 18, 1965, prepared by Rummel, Klepper & Kahl, showing the present and proposed construction in this area, and

BE IT FURTHER RESOLVED, That the State Roads Commission will assume the entire expense of maintaining and keeping in repair this section of roadway when the construction is completed, thereby relieving the toll facilities of all maintenance cost, and

BE IT FURTHER RESOLVED, That a copy of this Resolution and attached plat be sent to the Maryland National Bank, Trustee under the Trust Agreement dated October 1, 1954, under which the Patapsco Tunnel was constructed, the firm of Miles and Stockbridge, Attorneys for the Trustee, Robert Mitchell, Esq., Attorney for the Principal Bond Underwriter, and J. E. Greiner Company, Consulting Engineer, each of the aforesaid parties having approved the above outlined construction plan.

For Details See
M.S.R.C. Contract AA 460-20,-34-54
DEC., 1965

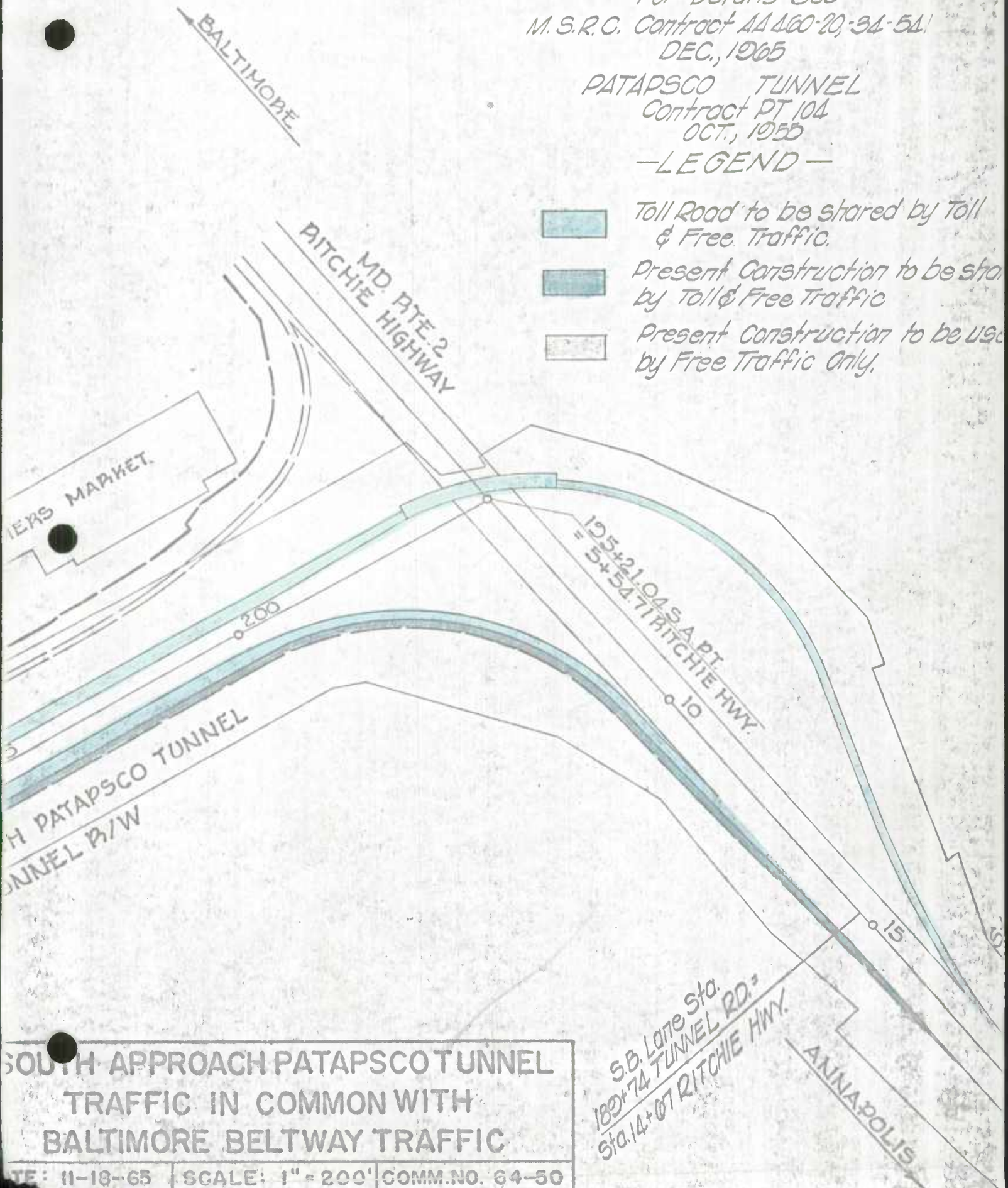
PATAPSCO TUNNEL
Contract PT 104
OCT., 1955

—LEGEND—

Toll Road to be shared by Toll & Free Traffic.

Present Construction to be sho by Toll & Free Traffic

Present Construction to be usc by Free Traffic Only.



SOUTH APPROACH PATAPSCO TUNNEL
TRAFFIC IN COMMON WITH
BALTIMORE BELTWAY TRAFFIC

TE: 11-18-65	SCALE: 1" = 200'	COMM. NO. 64-50

L, KLEPPER & KAHL
ULTING ENGINEERS
TIMORE, MARYLAND

DRAWING NO. R-20

EXISTING TUNNEL R/W
RAMP H & RAMP G
RAMP G
U.S. RTE. 695
PC 132+73.13
225+10.89 TUNNEL
=126+41.21 BELTWAY
180
190
PROPOSED R/W FOR RAMP Y
ULTIMATE RAMP Y
SOUTH APPROACH
EXISTING TUNNEL
TS 207+45.54
205
SC 211+45.54
210
215
220
125
230
LIMIT OF MAINTENANCE
STA 229+82
TUNNEL RD.
STATE ROADS
COMMISSION
C.S. 233+15.02
RAMP E
PROPOSED R/W FOR RAMP E
RAMP E STA 14+48.30 ℄
to 210+00 TUNNEL
RD.
EXISTING R/W
PT. 140
= 140
FARMER

STATE ROADS COMMISSION
OF MARYLAND

TO: Mr. Allen W. Tate
District Engineer

DATE: August 22, 1968

FROM: Mr. David H. Fisher
Deputy Director-Chief Engineer

SUBJECT: Arundel Hills Interceptor
Anne Arundel County
Project No. 86-7-6-193
Baltimore Beltway

This is in response to your letter dated May 24, 1968 pertaining to Mr. Eugene C. Harvey's Chief-Utility Design Division, Department of Public Works, Anne Arundel County, request for a temporary construction entrance off the Baltimore Beltway. The proposed entrance would be used to install the 10" sanitary sewer interceptor which is part of the County's above referenced project.

We have reviewed the plan data showing the County's proposed construction and entrance which you submitted with the aforementioned letter. It appears from our study that it would be more desirable to use the proposed Ramp F (concrete stub Station 121+) as the temporary entrance off the westbound lane of the Beltway, rather than the superimposed plan outlined in red on the montage forwarded with your correspondence. It would be necessary to also provide an "out entrance" similar to that shown at Station 115+33 but to be located as close as practicable to the concrete stub "in entrance". Traffic pattern observations in this area of the Beltway indicate there is a tendency of motorists to travel toward the median side of the bridge. Therefore, we believe that there will be less traffic interference by using the existing ramp stub.

Under the noted conditions herein issuance of a permit would be in order for the temporary construction entrance. The temporary entrance permit would be limited to a three (3) month period from its effective date. Any extensions which may be required by the County would be granted on no longer than a monthly basis.

Requirements for signing to warn traffic are to be reviewed and coordinated with Mr. George N. Lewis, Jr. Arrangements should also be made to require the contractor to keep the pavement surface free of all sand, gravel and other foreign materials.

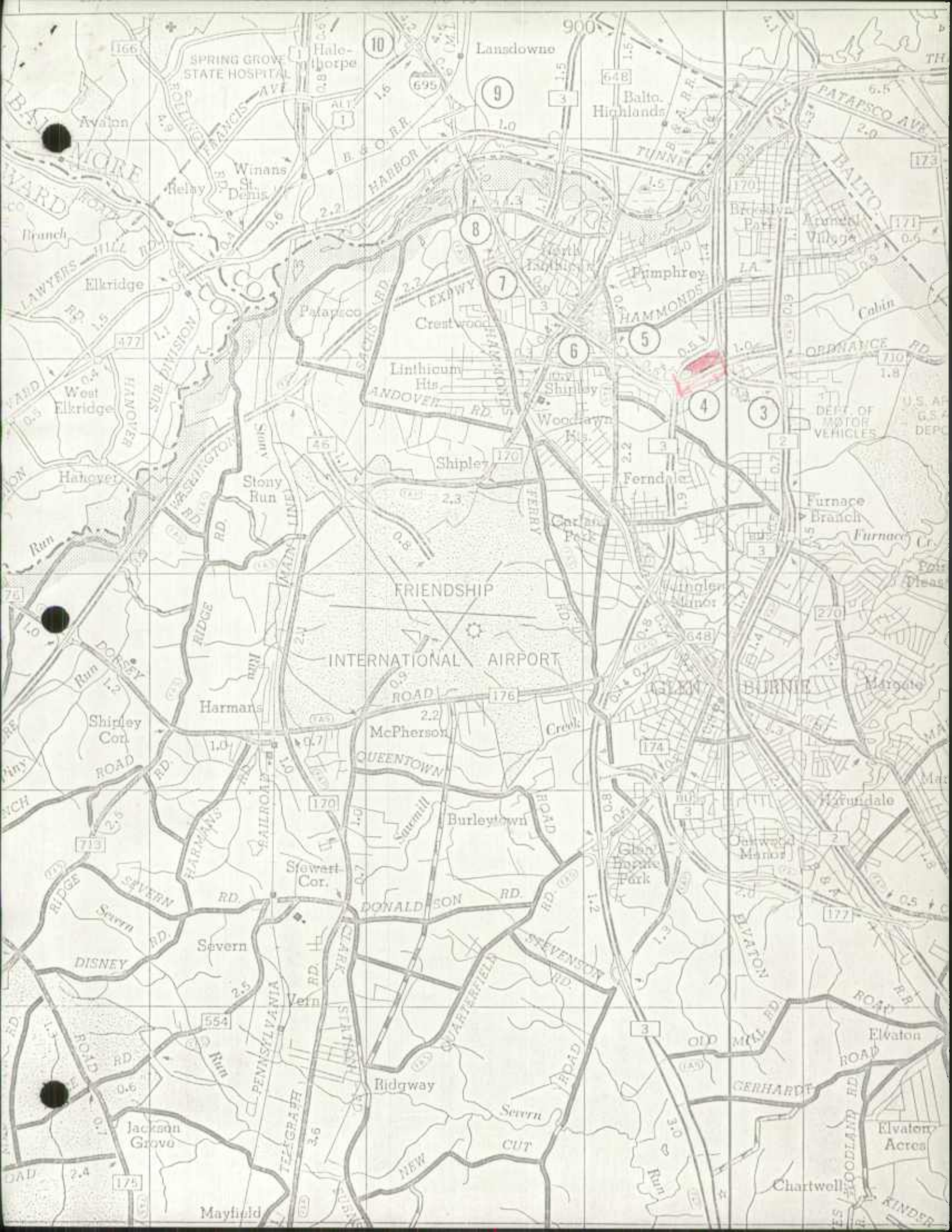
The question of access for maintenance of the sewer by County forces has been discussed with you. It is our understanding that you will review the County's plans for the sewer installation so that the need for access for maintenance purposes in this area is minimized. Also the County is to be advised that access for maintenance of this sewer line in the landlocked area would be by temporary permit.

We are returning the Commission's construction and right-of-way montages; also, the County's two construction prints (Sheets 4 & 5 of 6) which you forwarded with the May 24, 1968 letter.

DHF:JIC:bic
enclosures (4)

cc: Mr. L. E McCarl
Mr. G.W. Cassell - (Contract AA-460-8-520) This is to confirm telephone information from Mr. C. Hyatt and you that no Interstate or Federal Aid funds were used in construction and right-of-way acquisition of the Baltimore Beltway in this area. See attached map for subject area - colored in red crayon.

D.H.F.


SPRING GROVE STATE HOSPITAL
Halethorpe
Lansdowne
Balto. Highlands
Avalon
Winans
St. Denis
Relay
B. & O. R.R.
HARBOR
TUNNEL
PATAPSCO AVE.
BALTO.
Brooklyn Park
Arundel Village
Humphrey
HAMMONDS
Elkridge
LAWYERS HILL RD.
Patapsco
Crestwood
EXPWY
Linthicum Hts.
ANDOVER RD.
Shirley
Woodlawn Hts.
West Elkridge
HANOVER
SUBDIVISION
Hanover
WASHINGTON
Stony Run
Shipley
Ferndale
Furnace Branch
Furnace Cr.
ORDNANCE RD.
DEPT. OF MOTOR VEHICLES
U.S. AF G.S. A DEPO
FRIENDSHIP
INTERNATIONAL AIRPORT
MAIN LINE
RIDGE
DORSEY
Shirley Cor.
Harmans
McPherson
QUEENTOWN
Burleytown
Sawmill
Stewart Cor.
DONALDSON RD.
SEVERN RD.
Severn
DISNEY
Vein
PENNSYLVANIA
TELEGRAPH
Ridgway
QUARTERFIELD
STEVENSON RD.
Severn
CUT
NEW
Jackson Grove
Mayfield
GLEN BURNIE
Harundale
Oakwood Manor
Glen Burnie Park
ELVATON
OLD MILL RD.
GERHARDT
Elvaton
Elvaton Acres
Chartwell
WOODLAND RD.
KINDER
Cabin
Branch
Run
Creek

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JEROME B. WOLFF
THURSDAY, MAY 23, 1968

* * *

Chairman and Director Wolff executed one copy of agreement dated May 23, 1968, between the State Roads Commission of Maryland and Anne Arundel County, Maryland, relative to transfer by the Commission to the County for maintenance purposes as part of the County Highway System, of the following described section of State constructed road, the basis for allocation of funds to include the additional 1.4 miles of County highway mileage in the allocation to Anne Arundel County beginning July 1, 1969:

Herald Harbor Rd
Md. 465 - From Md. 178 to River Road (Co. 82), CO 1328
a distance of 1.4 miles.

Also, it is agreed that the County will transfer to the State as part of the State Roads System the following described section of County highway, the basis for allocation of funds to exclude the 1.4 miles of County highway mileage in the allocation to Anne Arundel County beginning July 1, 1969:

Annapolis Jct. Rd. (Co. 30) - Southeasterly from existing Md. 32 at the Howard County Line to beginning of U.S. Government maintenance at Fort George G. Meade, a distance of 1.4 miles. MD 32 CS 2-145

The above transfers are subject to the conditions more fully set forth in the agreement and are effective upon complete approval of the agreement.

Said agreement had previously been executed by the Anne Arundel County Executive J. W. Alton, Jr., approved by Deputy Director-Chief Engineer Fisher, and approved as to form and legal sufficiency by Special Attorney Rogers.

Copy: Mr. D. H. Fisher
Mr. C. W. Reese
Mr. W. E. Woodford, Jr.
Mr. W. J. Addison
Mr. C. A. Goldeisen
Mr. L. E. McCarl
Mr. M. M. Brodsky
Mr. A. W. Tate (2)
Mr. F. P. Scrivener
Mr. L. C. Moser (2)
Mr. G. N. Lewis, Jr. (8)
Mr. H. G. Downs (2)
Mr. M. D. Philpot (2)
Mr. A. L. Grubb
Mr. C. R. Jones
Mr. G. W. Cassell
Mr. E. K. Lloyd
Mr. R. M. Thompson
Mr. C. M. Heany
Mr. Charles Lee
Mr. E. D. Reilly
Mr. S. B. Brown
Anne Arundel County Council (2)
Secretary's File
SRC-Anne Arundel County

RESOLUTION OF ACTION BY STATE HIGHWAY COMMISSION OF KANSAS
BY CHAIRMAN AND DIRECTOR LEONARD F. SCHIFF
THURSDAY, MAY 23, 1968

* * *

Chairman and Director Wolff presented one copy of agreement dated May 23, 1968, between the State Highway Commission of Kansas and Anne Arundel County, Maryland, relating to grants for the Commission to the County for maintenance purposes on part of the County Highway System, of the following described section of State connecting road, the basis for allocation of funds to include the additional 0.9 miles of County Highway mileage in the allocation to Anne Arundel County beginning July 1, 1968:

No. 245 - From Rte. 170 to Hwy. Road (Co. 32), a distance of 1.4 miles.

Also, it is agreed that the County will transfer to the State as part of the Basic Grants System the following described section of County Highway, the basis for allocation of funds to include the 1.4 miles of County Highway mileage in the allocation to Anne Arundel County beginning July 1, 1968:

Annapolis Jct. Rte. (Co. 30) - Southwesterly from relation Rt. 32 at the Howard County Line to beginning at U.S. Government Reservation at Fort George G. Meade, a distance of 1.9 miles.

The above transfers are subject to the conditions more fully set forth in the agreement and are effective upon complete approval of the agreement.

Said agreement had previously been executed by the Anne Arundel County Secretary Z. V. Aiken, Jr., approved by County Executive-Chief Engineer Elder, and approved as to form and legal sufficiency by County Attorney Cogan.

Chairman Mr. A. J. Grubb
Mr. F. H. Shank Mr. C. T. Jones
Mr. W. E. Tomlinson, Jr. Mr. G. T. Cassell
Mr. J. Adkison Mr. E. T. Lowe
Mr. D. A. Goldstein Mr. R. M. Thomas
Mr. T. Wolff Mr. C. H. Blaney
Mr. F. E. Brady Mr. Charles Lee
Mr. A. D. Fox (2) Mr. T. Shelly
Mr. R. T. Seelinger Mr. R. E. Brown
Mr. L. C. Moser (2) Anne Arundel County Commissioners (2)
Mr. E. M. Lewis, Jr. (2) Secretary-Atty.
Mr. H. D. Cogan (2) Anne Arundel County
Mr. M. D. Pallot (2)

THIS AGREEMENT made this 23 day of May, 1968, by and between the State Roads Commission of Maryland, hereinafter referred to as "Commission", party of the first part, and Anne Arundel County, Maryland, hereinafter referred to as "County", party of the second part, Witnesseth:

WHEREAS, under authority contained in Section 79 of Article 89B of the Annotated Code of Maryland, the State Roads Commission of Maryland is empowered to transfer State Highways or portions thereof to the Governing Bodies of the several Counties and/or Towns of Maryland, for maintenance purposes, and the Governing Bodies of the several Counties and/or Towns of Maryland are empowered to transfer County roads and/or Town Streets, or portions thereof, to the State Roads Commission of Maryland, for maintenance purposes, and

WHEREAS, the "Commission", party of the first part, has agreed to transfer the following described section of road, constructed by the Commission, to the "County", party of the second part, and the "County" has agreed to accept same for maintenance purposes as part of the County Highway System.

NOW, THEREFORE, THIS AGREEMENT WITNESSETH that for and in consideration of the sum of $1.00 and other good and valuable considerations, the receipt whereof is hereby acknowledged, the "Commission", party of the first part, does hereby transfer to the "County" and the "County", party of the second part, does hereby accept from the "Commission" the following described section of State constructed road for maintenance purposes, as part of the County Highway System:

Md. 465 - From Md. 178 to River Road (Co. 82), a distance of 1.40 miles.

IT IS UNDERSTOOD AND AGREED between the parties hereto that the change in the status of the aforegoing sections of State highways is authorized under the following conditions:

Liber 2968 Page 62

1. The effective date of transfer shall be upon complete approval and execution of this agreement.

2. The aforegoing mileage will be included in the inventory as of December 1, 1968.

3. The basis for the allocation of funds will include the additional 1.40 miles of County Highway Mileage in the allocation to the "County" beginning July 1, 1969.

4. The transfer of said Roads is made on an "As-Is-Basis" which pertains to the existing rights of way and to the existing condition of the Roads involved, including all appurtenances and bridge structures.

AND BE IT FURTHER AGREED that in consideration of the aforegoing, the "County", party of the second part, do hereby transfer to the "Commission", party of the first part, as a part of the State Roads System the following described section of the County Highway:

Annapolis Jct. Rd. (Co. 30) - Southeasterly from existing Md. 32 at the Howard County Line to begin U.S. Government maintenance at Fort George G. Meade, a distance of 1.40 miles.

IT IS FURTHER UNDERSTOOD AND AGREED BETWEEN THE PARTIES HERETO that the change in the status of the County Highway is authorized under the following conditions:

1. The effective date of transfer shall be upon complete approval of this agreement.

2. The mileage respecting the aforesaid section of County Highway will be excluded from the inventory as of December 1, 1968.

3. The basis for the allocation of funds will exclude the 1.40 miles of County Highway mileage in the allocation to Anne Arundel County, Maryland, beginning July 1, 1969.

4. That such transfer is made on an "As-Is-Basis" which pertains to the existing Rights of Way and to the existing condition of the Road involved including all appurtenances and bridge structures at the time of acceptance for State maintenance.

IN WITNESS WHEREOF, the parties involved have caused these presents to be executed by their proper officers thereunto duly authorized, the day and year first above written.

STATE ROADS COMMISSION OF MARYLAND

By _____
Chairman and Director of Highways

ATTEST:

_____

Approved as to form and legal sufficiency this 20th day of May, 1968.

APPROVED:

_____
Deputy Director-Chief Engineer

_____
Special Attorney

ANNE ARUNDEL COUNTY, MARYLAND

BY _____
County Executive

ATTEST:

_____
Secretary
Anne Arundel County, Maryland

_____ 5/7/68
County Solicitor
Anne Arundel County, Maryland

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JEROME B. WOLFF
MONDAY, APRIL 22, 1968

* * *

Pursuant to Commission action of January 24, 1968, Chairman and Director Wolff executed duplicate copies of agreement dated April 22, 1968, between the Maryland State Roads Commission and Anne Arundel County, which refers to the County's request that the Commission participate in construction of Tick Neck Road, extending south from old Mountain Road (Md. 177) to Magothy Beach Road (County 1889), a distance of 1.11 miles. The agreement sets forth the conditions for cooperation between the parties in connection with construction of new Tick Neck Road as a part of the Commission's contract for construction of new Mountain Road, indicates the responsibility of each party with reference to payment of the various costs involved, and states that upon completion of construction the facility will be maintained as a State highway.

Said agreement had been executed previously on behalf of the County, approved by Deputy Director-Chief Engineer Fisher and approved as to form and legal sufficiency by Special Attorney Rogers.

Copy: Mr. D. H. Fisher (2)
Mr. W. J. Addison
Mr. C. A. Goldeisen
Mr. L. E. McCarl
Mr. F. P. Scrivener
Mr. L. C. Moser (2)
Mr. G. N. Lewis, Jr. (8)
Mr. M. M. Brodsky
Mr. A. W. Tate
Mr. H. G. Downs
Mr. M. D. Philpot (2)
Mr. A. L. Grubb
Mr. H. P. Jones
Mr. G. W. Cassell
Mr. E. K. Lloyd
Mr. E. D. Reilly
Mr. J. E. Gerick
Mr. R. M. Thompson
Mr. Charles Lee
Mr. C. M. Heany
Co. Commissioners of Anne Arundel Co.
Secretary's File
SRC-Anne Arundel County

THIS AGREEMENT, made this 22 day of April, 1968, by and between the MARYLAND STATE ROADS COMMISSION, hereinafter called "Commission", party of the first part and ANNE ARUNDEL COUNTY, MARYLAND, hereinafter called "County", party of the second part, Witnesseth:

WHEREAS, the "County", party of the second part has requested the "Commission", party of the first part, to participate in the construction of a new highway (Tick Neck Road) extending south from Old Mountain Road (Md. Route 177) to Magothy Beach Road (Co. 1889), a distance of 1.11 miles, and

WHEREAS, the parties hereto are desirous of cooperating each with the other, accomplishing the herein proposed project and desire to enter into an agreement to state more fully the terms and conditions connected therewith.

NOW, THEREFORE, THIS AGREEMENT WITNESSETH, that for and in consideration of the premises, and the sum of $1.00 payable by each party hereto to the other, the receipt whereof is hereby acknowledged, and in further consideration of the mutual covenants and conditions hereinafter set forth to be kept and performed, the parties hereto do hereby agree as follows:

1) The "Commission", party of the first part will be responsible for receiving bids, awarding contract and supervising construction of the entire facility.
2) The "Commission", party of the first part shall be responsible for paying all costs for construction of a bridge to carry Tick Neck Road over the new Mountain Road.

3) The "County" party of the second part shall be responsible for paying all costs required for the construction of the described section of Tick Neck Road exclusive of the bridge over New Mountain Road. Said costs to include, but not be limited to, engineering, rights-of-way, construction, utility adjustment, testing, inspection and administration and overhead.

4) The "County" part of the second part will, through a consultant engaged by them, furnish to the "Commission", party of the first part, complete right-of-way plats, engineering plans and proposals, prepared in the name of the "Commission", of the proposed facility exclusive of the bridge over new Mountain Road ready for advertising for receipt of bids by the "Commission".

5) The "Commission" party of the first part will appraise and acquire all rights-of-way required for construction of the facility. The total cost of acquisition to be paid by the "County", party of the second part.

6) The "County", party of the second part, can finance their cost responsibility using all County funds or by programming the work as a "State-Aid" project. If financed as a "State-Aid" project, State-Aid matching funds will be in accord with approved State-Aid program.

7) Prior to award of a contract for construction of the facility the County, party of the second part, will deposit with the Comptroller to the "Commission", party of the first part, the total estimated cost of the project as determined by the low bid in the event the project is to be financed by all County funds or that portion of the total cost not covered by State-Aid funds in the event the project has been programmed and approved as a State-Aid project.

8) Upon completion of construction the facility will be maintained as a State Highway.

IN WITNESS WHEREOF, the parties hereto have caused these presents to be executed by their proper officers thereunto duly authorized the day and year first above written.

STATE ROADS COMMISSION OF MARYLAND

ATTEST:

By _____
Chairman and Director of Highways

_____
Secretary

APPROVED:

_____
Deputy Director-Chief Engineer

Approved as to form and legal sufficiency this 17th day of April, 1968

_____
Special Attorney

ATTEST:

ANNE ARUNDEL COUNTY, MARYLAND

_____
~~Lorenzo T. May~~
Secretary

By _____
Joseph W. Alton, Jr.
County Executive

_____
~~Joseph W. Hoy~~ THOMAS M. DOWNS
Assistant County Solicitor

Secretary's File
No. 48541

STATE OF MARYLAND
STATE ROADS COMMISSION
300 WEST PRESTON STREET
BALTIMORE, MD. 21201
(MAILING ADDRESS-P.O. BOX 717, BALTIMORE, MD. 21203)

January 18, 1968

Re: Hilltop Lane, Forrest Avenue (Md. Rt. 665) to Bay Ridge Ave. (Md. Rt. 181)
FAP#US-1332(1)

Hon. Roger W. Moyer, Mayor
City of Annapolis
Annapolis, Maryland 21404

Dear Mayor Moyer:

Enclosed are copies of Memorandum of Action of State Roads Commission of Maryland by Chairman and Director Jerome B. Wolff Tuesday, January 16, 1968, and an executed copy of agreement, dated January 16, 1968, by and between the State Roads Commission and the City of Annapolis, applicable to the above-captioned project.

Very truly yours,

A. W. Smith
Secretary

AWS:MLK
Encs.
CC: Mr. D. H. Fisher
Secretary's File

Secretary's File

No. 48541

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JEROME B. WOLFF
TUESDAY, JANUARY 16, 1968

* * *

Chairman and Director Wolff executed for and on behalf of the Commission agreement, in duplicate, dated January 16, 1968, by and between the State Roa ds Commission, acting for and on behalf of the State of Maryland, party of the first part, therein called the "Commission," and the City of Annapolis, therein referred to as the "City," applicable to construction of a highway in Annapolis - Hilltop Lane - from Forrest Avenue (Maryland Route 665) to Bay Ridge Avenue (Maryland Route 181), a distance of approximately 1.42 miles, more particularly described as follows:

Federal Aid Project Number US-1332 (1) - Hilltop Lane

Said agreement stipulates the conditions under which this project is to be constructed and states that "The City shall keep open to traffic and maintain the project in a satisfactory manner and make ample provision each year for such maintenance."

This agreement had been executed previously by Roger W. Moyer, Mayor, on behalf of the City of Annapolis, recommended for approval by Deputy Director-Chief Engineer Fisher, and approved as to form and legal sufficiency by Special Attorney Rogers.

Copy: Mr. D. H. Fisher
Mr. L. E. McCarl
Mr. F. P. Scrivener
Mr. W. J. Addison
Mr. G. W. Cassell
Mr. C. A. Goldeisen
Mr. C. S. Linville
Mr. A. W. Tate (2)
Mr. G. N. Lewis, Jr. (8)
Mr. W. B. Duckett (2)
Mr. H. G. Downs (2)
Mr. A. L. Grubb (2)
Mr. M. M. Brodsky
Mr. H. P. Jones
Mr. L. C. Moser (3)
City of Annapolis (3)
Secretary's File
SRC-Anne Arundel County File

Secretary's File

No. 48541

THIS AGREEMENT, Made this 16 day of January, nineteen hundred and sixty-seven, by and between the STATE ROADS COMMISSION, acting for and on behalf of the STATE OF MARYLAND, party of the first part, hereinafter called the "COMMISSION", and the CITY OF ANNAPOLIS, hereinafter referred to as the "CITY", Witnesseth:

WHEREAS, the City proposes the improvement by construction of a highway in Annapolis, Hilltop Lane - from Forrest Avenue (Maryland Route 665) to Bay Ridge Avenue (Maryland Route 181) a distance of approximately 1.42 miles, more particularly described as follows:

Federal Aid Project Number US-1332 (1) - Hilltop Lane

WHEREAS, the Commission has accepted the proposal of the City to cooperate and to share in the cost of construction, and

WHEREAS, the City proposes to utilize Federal-aid funds for the construction of said project, and

WHEREAS, Title 23 of the U. S. Code recognizes the State Roads Commission as the authority to which allocations of Federal-aid funds are to be made and under whose direction, subject to the U. S. Bureau of Public Roads' approval, expenditures are to be accomplished, and

WHEREAS, the U. S. Bureau of Public Roads Policy and Procedure Memorandum No. 21-6.3 dated January 16, 1961, sets forth procedures whereby services and facilities of the local government may be utilized and requires that there be an executed agreement between the Commission and the local agency setting forth conditions under which the project would be constructed, and

WHEREAS, the Commission agrees to reserve the 1966, 1967 and 1968

Federal Aid Urban funds which have been allocated for use by the City of Annapolis in constructing the aforesaid project, and

WHEREAS, the City agrees to participate in the financing of the project to the extent of all costs in excess of Federal reimbursement, and

WHEREAS, the Commission finds that the design can be advantageously performed under the direction of the City, and

WHEREAS, the City desires and is willing to cooperate with the Commission in carrying out the objectives of the Federal Aid Act, all in accordance with the regulations, policies and procedures of the U. S. Bureau of Public Roads,

NOW, THEREFORE, THIS AGREEMENT WITNESSETH, That for and in consideration of the payment of One Dollar ($1.00) by each party to the other, receipt of which is hereby acknowledged, and further consideration of the respective benefits to and of the parties, the Commission and the City agree as follows:

1. The Commission agrees that the City shall make preliminary studies, preliminary and final designs, prepare specifications, estimates and contracts with their own forces or by utilizing the services of a consulting engineer. All work performed by the City and all contracts entered into by the City shall be subject to prior approval of the Commission and the U.S. Bureau of Public Roads, in conformance with Bureau Policy and Procedure, and reimbursement to the City shall be on the basis agreed upon at the time the work is authorized.

2. The City shall provide all nècessary rights of way for the construction and maintenance of the project at no expense to the Commission, and said rights of way shall be of the width and otherwise conform to the

requirements of any law applicable thereto, and the requirements of the U. S. Bureau of Public Roads.

3. Construction of the project shall be subject at all times to inspection by representatives of the Commission and the U.S. Bureau of Public Roads so as to insure full compliance with law, rules and regulations relating to projects upon which Federal funds are being expended. The Commission, at the cost to the City, shall be responsible for construction supervision which shall be accomplished by the assignment of inspection personnel in the same number and of the same qualifications as would be appropriate on comparable Commission contracts.

4. All construction work shall be performed in accordance with the standard specifications of the Commission or as specifically authorized by project approval.

5. Approved State standard plans shall be used to the maximum extent practicable.

6. Subject to the concurrence by the City and the prior authorization of the U. S. Bureau of Public Roads, the Commission, on behalf of the City, shall advertise for bids and award the contract.

7. Since the agreement covering Federal reimbursement will be between the Commission and the U. S. Bureau of Public Roads to secure Federal participation, it is understood and agreed that all work and all expenditures shall be in accord with the approved plans, specifications and estimates, except as modified by changes having prior approval of the Commission and the U. S. Bureau of Public Roads.

8. All contracts for work on the project will be between the Commission, on behalf of the City, and the successful bidder; however, the

Commission assumes no legal liability in connection therewith. The City agrees to save the Commission harmless from all law or equity suits for or on account of all contracts and construction, or from any liability whatever, either directly or indirectly arising from or out of said contracts or construction.

9. Prior to the award of the contract to the successful bidder, the City will deposit with the Commission the estimated amount of monies necessary to cover its share of the project costs not covered by Federal funds. Final determination of costs will be made after all claims are satisfied and adjustments will be made accordingly. If for any reason the City fails to pay any portion of said project costs, the Commission is hereby authorized to deduct such costs from the City's share of the gasoline tax due it.

10. All materials incorporated in the project shall be tested and incorporated in the work only when accepted as meeting the pertinent specifications. The testing laboratory of the Commission will be used to the extent practical for this purpose.

11. Reimbursement to the City for all eligible and participating costs expended in the accomplishment of the project will be made on audit of the pertinent records. The City will be required to maintain in readily accessible files all payrolls, contract documents, and other papers relating to quantities applicable to the project for a period of not less than three (3) years after the U. S. Bureau of Public Roads pays the final cost of its share of the project.

12. The City shall keep open to traffic and maintain the project in a satisfactory manner and make ample provision each year for such maintenance, and further agrees to regulate and control vehicular traffic and parking in conformity with Commission requirements.

13. The City further agrees that all signs, signals and markings shall conform to the Manual of Uniform Control Devices approved by the U. S. Bureau of Public Roads, and that future changes in traffic control measures will be subject to prior approval of the U. S. Bureau of Public Roads.

14. That where unsatisfactory maintenance is called to the attention of the City, immediate corrective action shall be taken.

15. The rights of way provided for said improvement shall be held inviolate for public highway purposes, and no signs, posters, billboards, roadside stands or other private installations shall be permitted within the right of way limits, and traffic control lights shall not be installed on the project without prior approval of the Commission.

16. The Commission shall be reimbursed for any and all expenditures or costs incurred, including but not limited to managerial expenses, which it incurs in the performance of this contract.

17. This agreement shall inure to and be binding upon the parties hereto, their agents, successors and assigns.

IN WITNESS WHEREOF, the parties hereto have caused these presents to be executed by their proper officers thereunto duly authorized the day and year first above written.

STATE ROADS COMMISSION OF MARYLAND

BY: _____
Chairman and Director of Highways

ATTEST:

_____
Secretary

Approved as to form and legal sufficiency this 1st day of December, 1967.

Special Attorney

RECOMMENDED FOR APPROVAL:

Chief Engineer
(State Roads Commission)

1/5/68
Date

CITY OF ANNAPOLIS, MARYLAND

Roger W. Moyer, Mayor

ATTEST:

Katherine S. Russell
City Clerk

Approved as to form and legal sufficiency.

Attorney
City of Annapolis

State Roads Commission
BUREAU OF T
OCT 4 1

AA 460-19-541
Service Rd
parallel to
MD 170

STATE OF MARYLAND
STATE ROADS COMMISSION
300 WEST PRESTON STREET
BALTIMORE, MD. 21201
(MAILING ADDRESS-P.O. BOX 717, BALTIMORE, MD. 21203)

October 2, 1967

I50695

Mr. Hugh G. Downs, Chief
Bureau of Highway Design
Maryland State Roads Commission
Room 604

Contract No. AA-460-19-541
F. A. P. No. U-153-1(14)
Baltimore Beltway
Interchange at Maryland Route 170

Re: Service Road

Dear Mr. Downs:

Enclosed herewith is the linen tracing of plan sheet 20-A, prints of plan sheets 1, 14 and 20 marked in red and six (6) original supplemental cross-section sheets, proposed for a red line revision to contract drawings to add a service road parallel to Maryland Route 170 from Laurel Road.

The revision has been authorized by the Deputy Director- Chief Engineer, Deputy Chief Engineer- Development, and approved by the Bureau of Public Roads by letter dated August 25, 1967.

Please have the necessary red line revisions made to the plans and distribute same in the normal manner.

Very truly yours,

Malcolm D. Philpot, Chief
Bureau of Special Services

By_____
Donald G. Honeywell

DGH/ggs

Enclosures:

CC: Mr. David H. Fisher
Mr. Cordt A. Goldeisen
Mr. George W. Cassell — no attachments
Mr. Herbert P. Jones
Mr. Lisle E. McCarl
Mr. M. Chapman Thompson, Jr.
Mr. William C. Krieger

STATE OF MARYLAND
STATE ROADS COMMISSION
300 WEST PRESTON STREET
BALTIMORE, MD. 21201
(MAILING ADDRESS-P.O. BOX 717, BALTIMORE, MD. 21203)

October 2, 1967

150695

Mr. Hugh G. Downs, Chief
Bureau of Highway Design
Maryland State Roads Commission
Room 604

Contract No. AA-460-19-541
F. A. P. No. U-153-1(14)
Baltimore Beltway
Interchange at Maryland Route 170

Re: Service Road

Dear Mr. Downs:

Enclosed herewith is the linen tracing of plan sheet 20-A, prints of plan sheets 1, 14 and 20 marked in red and six (6) original supplemental cross-section sheets, proposed for a red line revision to contract drawings to add a service road parallel to Maryland Route 170 from Laurel Road.

The revision has been authorized by the Deputy Director- Chief Engineer, Deputy Chief Engineer- Development, and approved by the Bureau of Public Roads by letter dated August 25, 1967.

Please have the necessary red line revisions made to the plans and distribute same in the normal manner.

Very truly yours,

Malcolm D. Philpot, Chief
Bureau of Special Services

By_____
Donald G. Honeywell

DGH/ggs

Enclosures:

CC: Mr. David H. Fisher
Mr. Cordt A. Coldeisen
Mr. George W. Cassell — no attachment
Mr. Herbert P. Jones
Mr. Lisle E. McCarl
Mr. M. Chapman Thompson, Jr.
Mr. William C. Krieger

STATE ROADS COMMISSION

September 19, 1967

TO: Mr. David H. Fisher
Deputy Director - Chief Engineer

FROM: L. E. McCarl

SUBJECT: Contract No. AA-460-19-541
Baltimore Beltway
Interchange at Maryland Route 170 -
Service Road

In your letter of August 16, 1967 you had asked that we assemble and forward to Mr. Goldeisen comments concerning utility relocations and contractor's attitude toward inclusion of the service road in the present contract.

We have determined that the utility relocations will be minor and represent no problem. Utility plans have been prepared and approved.

The contractor has agreed to the inclusion in the present contract and is preparing an estimate. This estimate should be received within the next week. We have made one change in the design of the paving section. The 6" base course of soil cement which was proposed we feel is entirely impractical at this time of year and for which we would expect an exorbitant estimate from the contractor. We have agreed to accept from the contractor 6 inches of crusher run which he will furnish at the contract unit prices. It is thoroughly impractical to specify small amounts of soil cement.

The contractor's one condition being that the completion of the service road would not prevent our acceptance for maintenance of the project as originally advertised.

Prices and the substitution of the crusher run for soil cement will be submitted to the Bureau of Public Road for their concurrence.

L.E. McC

LEMcC/m

cc: Mr. M. C. Thompson
Mr. W. C. Krieger
Mr. C. A. Goldeisen
Mr. L. C. Moser
Mr. M. D. Philpot
Mr. O. P. Mann
Mr. W. B. Greene
Mr. G. W. Cassell

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, SEPTEMBER 13, 1967

US0050

* * *

William Preston Lane, Jr
Memorial Bridge

On motion of Mr. Brinsfield, seconded by Mr. Bogley, the Commission adopted the following resolution:

WHEREAS, the 1967 Session of the General Assembly enacted Senate Joint Resolution No. 39, which was approved by the Governor and which requested the State Roads Commission to name the Chesapeake Bay Bridge the Wm. Preston Lane, Jr. Memorial Bridge in honor of the memory of the late Governor Wm. Preston Lane, Jr., and

WHEREAS, The State Roads Commission believes it is entirely proper to name this bridge in memory of the late Governor Wm. Preston Lane, Jr., particularly in view of the fact that the bridge was planned, financed and construction begun during the period the late Governor Lane served as Governor of the State of Maryland.

NOW, THEREFORE, BE IT RESOLVED that the State Roads Commission, pursuant to the request of the 1967 Session of the General Assembly, as set forth in Senate Joint Resolution No. 39 and under authority of Section 26 of Article 89B of the Annotated Code of Maryland, hereby officially [illegible] and names the crossing of the Chesapeake Bay between Sandy Point [illegible] County and Kent Island in Queen Anne's County the Wm. Preston La[illegible] Bridge, and

BE IT FURTHER RESOLVED that a committee be appointed t[illegible] marker to designate the name of the bridge and to arrange a prop[illegible] to which will be invited the family of former Governor Lane and [illegible] present and former State officials and others who in the opinion [illegible] should be invited to attend such ceremony.

Bay Bridge
Name

Copy:
Mr. D. H. Fisher
Mr. A. S. Gordon
Mr. G. N. Lewis, Jr. (8)
Mr. L. E. McCarl
Mr. C. A. Goldeisen
Mr. W. J. Addison
Mr. F. P. Scrivener
Mr. C. R. Sharretts (2)
Mr. M. C. Thompson, Jr. (2)
Mr. A. L. Grubb
Mr. M. D. Philpot
Mr. E. D. Reilly
Mr. C. S. Linville
Mr. L. S. Pfarr
Lt. Col. G. E. Davidson (2)
Mr. H. G. Downs
Mr. L. C. Moser (2)
Mr. H. P. Jones
Mr. E. K. Lloyd
Mr. G. W. Cassell (2)
Mr. W. B. Duckett
Mr. Charles Lee
Mr. C. W. Reese
Mr. Allan Lee
Mr. W. F. Bender
SCR - Name Designations file
C.B.B. - Binder
C.B.B. - General

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, DECEMBER 13, 1967

* * *

On motion of Mr. Brinkfield, seconded by Mr. Hogley, the Commission adopted the following resolution:

WHEREAS, the 1967 Session of the General Assembly enacted Senate Joint Resolution No. 39, which was approved by the Governor and which requested the State Roads Commission to name the Chesapeake Bay Bridge the "Preston Lane, Jr. Memorial Bridge in honor of the memory of the late Governor "Preston Lane, Jr.", and

WHEREAS, the State Roads Commission believes it is entirely proper to name this bridge in memory of the late Governor "Preston Lane, Jr.", particularly in view of the fact that the bridge was planned, financed and construction began during the period the late Governor Lane served as Governor of the State of Maryland.

NOW, THEREFORE, BE IT RESOLVED that the State Roads Commission, pursuant to the request of the 1967 Session of the General Assembly, as set forth in Senate Joint Resolution No. 39 and under authority of Section 30 of Article 89B of the Annotated Code of Maryland, hereby officially designates and names the roadway of the Chesapeake Bay between Kent County in Anne Arundel County and Bank Island in Queen Anne's County the "Preston Lane, Jr. Memorial Bridge", and

BE IT FURTHER RESOLVED that a committee be appointed to select a proper marker to designate the name of the bridge and to arrange a proper marker ceremony to which will be invited the family of former Governor Lane and such appropriate present and former State officials and citizens who in the opinion of the committee should be invited to attend such ceremony.

Copy to: Mr. D. R. Fisher
Mr. A. J. Gordon
Mr. W. H. Lewis, Jr. (2)
Mr. E. E. Pickel
Mr. C. A. Chalkley
Mr. [illegible] Addison
Mr. [illegible] Carstens
Mr. C. [illegible] Barrett (2)
Mr. C. C. Thompson, Jr. (2)
Mr. A. L. Crabb
Mr. [illegible] Tilghman
Mr. [illegible] Bailey
Mr. [illegible] Lutzius
Mr. [illegible] Carr
Lt. Col. C. S. Gwynn (2)
Mr. H. G. Dawes
Mr. L. C. Fisher (2)
Mr. H. W. Jones
Mr. H. K. Lloyd
Mr. [illegible] Cassell (2)
Mr. W. E. Brooks
Mr. Charles Lee
Mr. C. A. Dawes
Mr. Allen Lee
Mr. [illegible] Sadler
SCS - Name Designations File
C.E.B. - Fisher
C.E.B. - General

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, SEPTEMBER 13, 1967

US0050

* * *

William Preston Lane, Jr
Memorial Bridge

On motion of Mr. Brinsfield, seconded by Mr. Bogley, the Commission adopted the following resolution:

WHEREAS, the 1967 Session of the General Assembly enacted Senate Joint Resolution No. 39, which was approved by the Governor and which requested the State Roads Commission to name the Chesapeake Bay Bridge the Wm. Preston Lane, Jr. Memorial Bridge in honor of the memory of the late Governor Wm. Preston Lane, Jr., and

WHEREAS, The State Roads Commission believes it is entirely proper to name this bridge in memory of the late Governor Wm. Preston Lane, Jr., particularly in view of the fact that the bridge was planned, financed and construction begun during the period the late Governor Lane served as Governor of the State of Maryland.

NOW, THEREFORE, BE IT RESOLVED that the State Roads Commission, pursuant to the request of the 1967 Session of the General Assembly, as set forth in Senate Joint Resolution No. 39 and under authority of Section 26 of Article 89B of the Annotated Code of Maryland, hereby officially designates and names the crossing of the Chesapeake Bay between Sandy Point in Anne Arundel County and Kent Island in Queen Anne's County the Wm. Preston Lane, Jr. Memorial Bridge, and

BE IT FURTHER RESOLVED that a committee be appointed to select a proper marker to designate the name of the bridge and to arrange a proper naming ceremony to which will be invited the family of former Governor Lane and such appropriate present and former State officials and others who in the opinion of the committee should be invited to attend such ceremony.

Copy: Mr. D. H. Fisher
Mr. A. S. Gordon
Mr. G. N. Lewis, Jr. (8)
Mr. L. E. McCarl
Mr. C. A. Goldeisen
Mr. W. J. Addison
Mr. F. P. Scrivener
Mr. C. R. Sharretts (2)
Mr. M. C. Thompson, Jr. (2)
Mr. A. L. Grubb
Mr. M. D. Philpot
Mr. E. D. Reilly
Mr. C. S. Linville
Mr. L. S. Pfarr
Lt. Col. G. E. Davidson (2)
Mr. H. G. Downs
Mr. L. C. Moser (2)
Mr. H. P. Jones
Mr. E. K. Lloyd
Mr. G. W. Cassell (2)
Mr. W. B. Duckett
Mr. Charles Lee
Mr. C. W. Reese
Mr. Allan Lee
Mr. W. F. Bender
SCR - Name Designations file
C.B.B. - Binder
C.B.B. - General

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, SEPTEMBER 13, 1967

* * *

On motion of Mr. Reinhardt, seconded by Mr. Dagley, the Commission adopted the following resolution:

WHEREAS, the 1967 Session of the General Assembly enacted Senate Joint Resolution No. 39, which was approved by the Governor and which requested the State Roads Commission to name the Chesapeake Bay Bridge the "W. Preston Lane, Jr. Memorial Bridge" in honor of the memory of the late Governor "W. Preston Lane, Jr.", and

WHEREAS, The State Roads Commission believes it is entirely proper to name this bridge in memory of the late Governor "W. Preston Lane, Jr.", particularly in view of the fact that the bridge was planned, financed and constructed during the period the late Governor Lane served as Governor of the State of Maryland.

NOW, THEREFORE, BE IT RESOLVED that the State Roads Commission, pursuant to the request of the 1967 Session of the General Assembly, as set forth in Senate Joint Resolution No. 39 and under authority of Section 25 of Article 89B of the Annotated Code of Maryland, hereby officially designates and names the crossing of the Chesapeake Bay between Sandy Point in Anne Arundel County and Bone Island in Queen Anne's County the "W. Preston Lane, Jr. Memorial Bridge", and

BE IT FURTHER RESOLVED that a committee be appointed to select a proper marker to designate the name of the bridge and to arrange a proper ceremony, ceremony to which will be invited the family of former Governor Lane and such appropriate present and former State officials and citizens who in the opinion of the committee should be invited to attend such ceremony.

Copy to: Mr. E. H. Flater
Mr. E. E. Gordon
Mr. O. H. Lewis, Jr. (2)
Mr. L. E. Nebel
Mr. G. E. Dallenbach
Mr. . J. Addison
Mr. E. F. Smelzer
Mr. C. W. Sherwood (2)
Mr. H. C. Thompson, Jr. (2)
Mr. A. L. Grubb
Mr. M. E. Philpot
Mr. E. E. Reilly
Mr. G. E. Linville
Mr. C. W. Fiore
Mr. Carl. G. E. Davidson (2)
Mr. J. G. Hooks
Mr. L. E. Lauer (2)
Mr. H. E. Jones
Mr. E. K. Lloyd
Mr. G. C. Cassell (7)
Mr. E. E. Hughes
Mr. Charles Lee
Mr. C. A. Dixon
Mr. Allen Lee
Mr. E. F. Fender
BPR - Wash. Headquarters File
C.S.B. - Finance
C.S.B. - General

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, MAY 10, 1967
* * *

On motion of Mr. Brinsfield, seconded by Mr. Evans, Special Assistant Attorney General Buscher was authorized to name and head a committee to arrange ceremonial details and plaque installation in connection with the renaming and dedication of the Chesapeake Bay Bridge as the William Preston Lane Memorial Bridge. Mr. Buscher was requested to report to the Commission as such arrangements progress.

William Preston Lane
Memorial Bridge
(Chesapeake Bay Bridge)

Copy: Mr. J. D. Buscher
Mr. A. S. Gordon
Mr. W. P. Bender
Mr. W. E. Woodford, Jr.
Mr. G. W. Cassell
Mr. C. W. Reese
SRC-Name Designations file
C.B.B.-General
C.B.B.-Binder

Mr. Cassell

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JEROME B. WOLFF
MONDAY, MAY 8, 1967
* * *

MD 167
CS 2-163

Chairman and Director Wolff executed for and on behalf of the Commission duplicate copies of agreement dated May 8, 1967, by and between Anne Arundel County, Maryland, therein referred to as "County," party of the first part, and the State Roads Commission of Maryland, therein referred to as "Commission," party of the second part, relative to the transfer by the County to the Commission, for maintenance purposes as part of the State Highway System, of the following section of road, subject to the conditions more fully set forth therein:

> Hammonds Ferry Road from Md. Route 170 to south of Md. Route 176 for a distance of approximately 2.56 miles

Said agreement had been executed previously by County Executive Joseph W. Alton, Jr., approved by Chief Engineer Fisher and approved as to form and legal sufficiency by Special Attorney Rogers.

Hollins Ferry Rd Co 324 0.47 mi
Hammonds Ferry Rd Co 326 2.09 mi
Total 2.56 mi

Copy: Mr. A. S. Gordon
Mr. D. H. Fisher (2)
Mr. W. E. Woodford, Jr.
Mr. C. A. Goldeisen
Mr. F. P. Scrivener
Mr. L. C. Moser (2)
Mr. G. N. Lewis, Jr. (8)
Mr. M. M. Brodsky
Mr. W. J. Addison
Mr. M. C. Thompson, Jr. (2)
Mr. M. D. Philpot (2)
Mr. H. G. Downs
Mr. L. E. McCarl
Mr. A. L. Grubb
Mr. H. P. Jones
Mr. G. W. Cassell
Mr. E. K. Lloyd
Mr. E. D. Reilly
Mr. J. E. Gerick
Mr. R. M. Thompson
Mr. Charles Lee
Records & Research Section, R/W Div.
Anne Arundel County, Md. (3)
Secretary's File
SRC-Anne Arundel County

This section of highway to be transferred back to the county after improvements have been made per H. Jones 6/6/67

THIS AGREEMENT, Made this 8TH day of MAY, 1967 by and between Anne Arundel County, Maryland, hereinafter referred to as "COUNTY" party of the first part, and the State Roads Commission of Maryland, hereinafter referred to as "COMMISSION", party of the second part, and

WHEREAS, under authority contained in Section 79 of Article 89B of the Annotated Code of Maryland, the Governing Bodies of the several Counties and/or Towns of Maryland are empowered to transfer County roads and/or Town streets, or portions thereof, to the State Roads Commission of Maryland, as part of the State Roads System, and

WHEREAS, the County, party of the first part, has agreed to transfer the following described section of road to the Commission, party of the second part, and the Commission has agreed to accept same for maintenance purposes, as part of the State Highway System,

NOW, THEREFORE, THIS AGREEMENT WITNESSETH, That for and in consideration of the sum of $1.00 and other good and valuable considerations the receipt whereof is hereby acknowledged, the County, party of the first part, does hereby transfer to the Commission, and the Commission, party of the second part, does hereby accept from the County, the described section of highway for maintenance purposes, as part of the State Highway System:

Hammonds Ferry Road - From Maryland Route 170 to South of Maryland Route 176 for a distance of approximately 2.56 miles

IT IS UNDERSTOOD AND AGREED between the parties hereto that the change in the status of the aforegoing section of highway is authorized under the following conditions:

1. The effective date for the transfer of this section of highway is upon complete approval and execution of this agreement.
2. The aforegoing mileage will be excluded from the inventory beginning December 1, 1967.
3. The basis for the allocation of funds will exclude the 2.56 miles of county road mileage in the allocation to Anne Arundel

County beginning July 1, 1968.

4. That such exchange is made on an "As-Is-Basis" which pertains to the existing condition of the highway involved at the time of acceptance for State Maintenance and includes all appurtances thereunto belonging or in any/wise appertaining.

5. The County, party of the first part, has agreed that all Rights of Way will be acquired by the Commission at expense to the County.

6. The County, party of the first part, has proposed that the Consultant which has been retained by the County to do the necessary preliminary engineering and plan preparation for the improvement of the above described section of road be utilized by the Commission. All Consultant charges for the preliminary engineering will be paid by the County.

7. The County, party of the first part, has agreed to incur all costs for the testing of materials.

8. The County, party of the first part, has agreed to incur all costs for construction inspection.

9. The County, party of the first part, has agreed to pay the entire cost of the construction of the above project from its allocation of Urban funds and from its County funds.

10. Prior to the award of the contract to the successful bidder, the County will deposit with the Commission the estimated amount necessary to pay for its share of the project not covered by Federal funds. The Commission will deduct the applicable amount from the County Urban funds to cover the balance of the remaining cost.

IN WITNESS WHEREOF, the parties hereto have caused these presents to be executed by their proper officers thereunto duly authorized the day and year first above written.

ANNE ARUNDEL COUNTY, MARYLAND

BY: _____
County Executive

_____
Secretary
Anne Arundel County, Maryland

_____
County Solicitor
Anne Arundel County, Maryland

STATE ROADS COMMISSION OF MARYLAND

BY: _____
Chairman and Director of Highways

ATTEST:

_____
Secretary

_____
Chief Engineer
(State Roads Commission)

Approved as to form and legal sufficiency this 18th day of April, 1967.

_____
Special Attorney

Mr. Cassell

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JEROME B. WOLFF
WEDNESDAY, APRIL 26, 1967
* * *

On recommendation of Chief Engineer Fisher in letter of April 21, 1967, the following final payment was approved, this bridge to remain in the Anne Arundel County Road System for maintenance:

MD424

Final payment of $13,043.77 for completion of construction of steel beam bridge on Conaways Road (County road) over Little Patuxent River; spans - 70', 90', 70', roadway 30' with two 2' safety curbs; also, grading, drainage and paving of roadway approaches, 0.49 mile (flexible pavement), our Contract AA-676-517;FAP#S-9308(2), Warfield-Hamm Construction Co., Inc., contractor. The contract for this work was awarded on November 1, 1965 and was completed on November 3, 1966. The total amount of this contract is $257,934.70.

Copy: Mr. D. H. Fisher
Mr. C. A. Goldeisen
Mr. L. E. McCarl
Mr. M. M. Brodsky
Mr. A. L. Grubb
Mr. F. P. Scrivener
Mr. G. N. Lewis, Jr. (8)
Mr. H. G. Downs (2)
Mr. L. C. Moser (3)
Mr. M. C. Thompson, Jr. (2)
Mr. E. K. Lloyd
Mr. P. R. Miller
Mr. I. E. Feinstein
Mr. W. L. Cincibus
Mrs. E. Rossman
County Commissioners of Anne Arundel County (3)
SRC-Anne Arundel County
Contract AA-676-517;FAP#S-9308(2)

403

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JEROME B. WOLFF
MONDAY, APRIL 3, 1967
***

Pursuant to action of the Commission at its meeting September 21, 1966, Chairman and Director Wolff executed for and on behalf of the Commission duplicate copies of agreement, dated April 3, 1967, by and between Anne Arundel County, Maryland, a body corporate and public of the State of Maryland, therein referred to as "County," party of the first part, and the State Roads Commission of Maryland, therein referred to as "Commission," party of the second part, wherein, subject to the conditions more fully set forth in said agreement, the County transfers to the Commission the following described sections of highway for maintenance purposes, as part of the State Highway System:

Aquahart Road - From Md. Route 3 to Oakwood Road, for a distance of 0.63 mile Was Part of Co 1017 C S 2-162

Oakwood Road - From Md. Route 177 to Aquahart Road, for a distance of 0.74 mile * 0.87 Was Part of Co 524 C S 2-162

Total Distance of 1.37 miles. 1.47 1.50

Said agreement had been executed previously by Joseph W. Alton, Jr., County Executive, Anne Arundel County, Maryland, approved by Chief Engineer Fisher, and approved as to form and legal sufficiency by Special Attorney Rogers.

Copy: Mr. A. S. Gordon
Mr. D. H. Fisher (2)
Mr. W. E. Woodford, Jr.
Mr. W. J. Addison
Mr. C. A. Goldeisen
Mr. L. E. McCarl
Mr. F. P. Scrivener
Mr. L. C. Moser (3)
Mr. G. N. Lewis, Jr. (8)
Mr. M. M. Brodsky
Mr. M. C Thompson, Jr. (2)
Mr. H. G. Downs (2)
Mr. M. D. Philpot (2)
Mr. C. S. Linville
Mr. A. L. Grubb (2)
Mr. H. P. Jones
Mr. G. W. Cassell
Mr. E. K. Lloyd
Mr. E. D. Reilly
Mr. R. M. Thompson
Mr. Charles Lee
Records & Research Section, R/W Div.
Mr. W. B. Duckett (2)
Anne Arundel County, Md. (3)
Secretary's File
SRC-Anne Arundel County

* The additional 0.13 mile is the section of Oakwood Rd. that was constructed by the State under Contract AA 507-1-520 but was to be maintained by the county according to agreement dated 9-23-63

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JEROME B. WOLFF
MONDAY, APRIL 3, 1967

Pursuant to action of the Commission at its meeting September 21, 1966, Chairman and Director Wolff executed for and on behalf of the Commission duplicate copies of agreement, dated April 3, 1967, by and between Anne Arundel County, Maryland, a body corporate and public of the State of Maryland, hereinafter referred to as "County," party of the first part, and the State Roads Commission of Maryland, hereinafter referred to as "Commission," party of the second part, wherein, subject to the conditions more fully set forth in said agreement, the County transfers to the Commission the following described sections of highway for maintenance purposes, as part of the State Highway System:

Aquahart Road - From Md. Route 3 to Oakwood Road, for a distance of 0.63 mile

Oakwood Road - From Md. Route 177 to Aquahart Road, for a distance of 0.72 mile

Total Distance of 1.37 miles.

Said agreement had been executed previously by Joseph W. Alton, Jr., County Executive, Anne Arundel County, Maryland, approved by Chief Engineer Fisher, and approved as to form and legal sufficiency by Special Attorney Rogers.

Copy: Mr. A. S. Gordon
Mr. D. M. Fisher (2)
Mr. W.S. Woodford, Jr.
Mr. W. J. Addison
Mr. C. A. Gulderian
Mr. L. E. McCarl
Mr. J. P. Scrivener
Mr. L. C. Moser (2)
Mr. C. H. Lewis, Jr. (2)
Mr. M. H. Brady
Mr. J. C. Thompson, Jr. (2)
Mr. M. E. Downs (2)
Mr. H. O. Pellegrini (2)
Mr. C. S. Linville
Mr. A. L. Grubb (2)
Mr. H. G. Jones
Mr. C. W. Cassell
Mr. E. S. Lloyd
Mr. E. D. Reilly
Mr. H. M. Thompson
Mr. Charles Lee
Records & Research Section, R/W Div.
Mr. V. R. Duckett (2)
Anne Arundel County, Md. (2)
Secretary's File
BRC-Anne Arundel County

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, SEPTEMBER 21, 1966

* * *

Chief Engineer Fisher referred to letter request of August 30, 1966, from County Executive Joseph W. Alton, Jr., of Anne Arundel County, for the State Roads Commission to take into the State highway system Aquahart Road from Crain Highway to Md. Route 2, Oakwood Road from Aquahart Road to Md. Route 177, and Hammonds Ferry Road from Md. Route 170 to Md. Route 176. Mr. Alton's letter stated that it was recognized that the roads require widening and improvement to meet current standards and that if they are accepted into the State system the County would release its allocated 1965 and necessary subsequent years' Federal Aid secondary funds and provide all matching or other costs to fully finance the cost of such improvements.

On motion of Mr. Evans, seconded by Mr. Owings, the Commission authorized the improvement and taking into the State system of these roads, subject to the County entering into an agreement with the State Roads Commission to contribute necessary Federal Aid secondary funds and all matching or other costs as necessary to bring these roads up to standard.

Copy: Mr. D. H. Fisher
Mr. W. J. Addison
Mr. M. M. Brodsky
SRC-Anne Arundel County
Mr. L. C. Moser (2)
Secretary's File

THIS AGREEMENT, made this THIRD day of APRIL, 1967, by and between Anne Arundel County, Maryland, a body corporate and public of the State of Maryland, hereinafter referred to as "COUNTY", party of the first part, and the State Roads Commission of Maryland, hereinafter referred to as "COMMISSION", party of the second part, and

WHEREAS, under authority contained in Section 79 of Article 89B of the Annotated Code of Maryland, the Governing Bodies of the Several Counties and/or Towns of Maryland are empowered to transfer County roads and/or Town streets, or portions thereof, to the State Roads Commission of Maryland, as part of the State Roads System, and

WHEREAS, the County, party of the first part, has agreed to transfer the following described sections of road to the Commission, party of the second part, and the Commission has agreed to accept same for maintenance purposes, as part of the State Highway System.

NOW, THEREFORE, THIS AGREEMENT WITNESSETH: That for and in consideration of the sum of $1.00 and other good and valuable considerations, the receipt whereof is hereby acknowledged, the County, party of the first part, does hereby transfer to the Commission, and the Commission, party of the second part, does hereby accept from the County, the described sections of highway for maintenance purposes, as part of the State Highway System:

AQUAHART ROAD - From Md. Route 3 to Oakwood Road, for a distance of 0.63 mile

OAKWOOD ROAD - From Md. Route 177 to Aquahart Road, for a distance of 0.74 mile

Total Distance of 1.37 miles

IT IS UNDERSTOOD AND AGREED between the parties hereto that the change in the status of the aforegoing sections of highway is authorized under the following conditions:

1) The effective date for the transfer of these sections of highway is upon complete approval and execution of this agreement.

2) The aforegoing mileage will be excluded from the inventory beginning December 1, 1967.

3) The basis for the allocation of funds will exclude the 1.37 miles of county road mileage in the allocation to Anne Arundel County beginning July 1, 1968.

4) That such exchange is made on an "As-Is-Basis" which pertains to the existing condition of the highways involved at the time of acceptance for State Maintenance and includes all appurtenances thereunto belonging or in any appertaining.

5) The County, party of the first part, has agreed to acquire at its own expense all necessary rights of way for the construction of the above-described sections of road for the Commission, party of the second part. Any rights of way that have not been acquired by the County will be acquired by the Commission at expense to the County, and

6) The County, party of the first part, has proposed that the Consultant which has been retained by the County to do the necessary engineering and plan preparation for the improvement of the above-described sections of road be utilized by the Commission. All Consultant charges for engineering will be paid by the County.

7) The County, party of the first part, has agreed to incur all costs for the testing of materials.

8) The County, party of the first part, has agreed to incur all costs for construction inspection.

9) The County, party of the first part, has agreed to pay the entire cost of the construction of the above projects from its allocation of Urban funds and from its County funds.

10) Prior to the award of the contract to the successful bidder, the County will deposit with the Commission the estimated amount necessary to pay for its share of the project not covered by Federal funds. The Commission will deduct the applicable amount

from the County Urban funds to cover the balance of the remaining cost.

IN WITNESS WHEREOF, the parties hereto have caused these presents to be executed by their proper officers thereunto duly authorized the day and year first above written.

ANNE ARUNDEL COUNTY, MARYLAND

Jerome T. May, Secretary

By: Joseph W. Alton, Jr.
County Executive

Joseph W. Hoy

Joseph W. Hoy
Assistant County Solicitor

STATE ROADS COMMISSION OF MARYLAND

By: Chairman and Director of Highways

ATTEST:

Secretary

APPROVED

Chief Engineer
(State Roads Commission)

Approved as to form and legal sufficiency this 28th day of March, 1967.

Special Attorney

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, JANUARY 4, 1967
* * *

On recommendation of Assistant Chief Engineer-Traffic Lewis in letter of December 22, 1966, and at the request of the Anne Arundel County Council, the Commission authorized that the section of Md. 173 from the Baltimore City line to Foreman's Corner (junction of Solley Road), which has been identified variously as Marley Neck Road and Fort Smallwood Road, be named the "Fort Smallwood Road," and that signs reading "Fort Smallwood Road" be erected as follows:

1. for southbound traffic at the Baltimore City line
2. for north and southbound traffic at Marley Neck Road
3. for north and southbound traffic at Foreman's Corner (junction of Solley Road)
4. at Matuskeys Corner
5. for north and southbound traffic at the intersection of Bar Harbor Road
6. for north and southbound traffic at the intersection of Md. 607

All of Md 173 from Balto. City Line to Ft Smallwood now designated as Ft Smallwood Rd.

Copy: Mr. D. H. Fisher
Mr. G. N. Lewis, Jr. (8)
Mr. F. P. Scrivener
Mr. L. S. Pfarr
Lt. Col. G. E. Davidson (2)
Mr. M. C. Thompson, Jr. (2)
Anne Arundel County Council (2)
Mr. G. W. Cassell
SRC-Name Designations
SRC-Anne Arundel County
Mr. W. J. Addison

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JOHN B. FUNK
MONDAY, JULY 25, 1966
* * *

Chairman and Director Funk executed triplicate copies of agreement dated July 8, 1966, by and between The Philadelphia, Baltimore and Washington Railroad Company, a body corporate, and The Pennsylvania Railroad Company, also a body corporate, for itself and as lessee of the aforesaid Company, parties of the first part, therein called "Railroad," and the State Roads Commission of Maryland, acting for the State of Maryland, party of the second part, therein called "Commission, wherein, pursuant to agreement of August 16, 1937, covering construction of the present bridge, the Railroad and the Commission agree as to their respective aims and obligations in connection with the widening of the existing highway bridge over the mainline tracks of the Railroad, in the vicinity of Odenton, Anne Arundel County, Maryland, required in connection with the improvement of Md. Route 175 from Md. Route 677 to Fort Meade (Contract AA-656-4-541).

Said agreement had been executed previously on the part of the Railroad, approved by Chief Engineer Fisher and approved as to form and legal sufficiency by Special Attorney Puderbaugh.

AA-656-6

Copy: Mr. D. H. Fisher
Mr. C. A. Goldeisen
Mr. L. E. McCarl
Mr. F. P. Scrivener
Mr. M. M. Brodsky
Mr. M. C. Thompson, Jr. (2)
Mr. H. G. Downs
Mr. M. D. Philpot (2)
Mr. A. L. Grubb (2)
Mr. H. P. Jones
Mr. W. J. Addison
Mr. W. B. Duckett (2)
Mr. L. C. Moser (3)
Mr. G. N. Lewis, Jr. (8)
Mr. G. W. Cassell
Mr. C. S. Linville
Mr. E. K. Lloyd
Secretary's File
SRC-Anne Arundel County
Contract AA-656-4-541

MEMORANDUM OF ACTION OF STATE ROAD COMMISSION OF MARYLAND
BY THURSDAY AND TERROTOT JOHN B. BURN
MONDAY, JULY 25, 1966

Chairman and Director Burn executed triplicate copies of agreement dated July 8, 1966, by and between The Baltimore, Chesapeake and Washington Railroad Company, a body corporate, and the Maryland Railroad Company, also a body corporate, for lines and a lease of the aforesaid Company, parties of the first part, herein called "Railroad," and the State Roads Commission of Maryland, acting for the State of Maryland, party of the second part, herein called "Commission," wherein, pursuant to authorization of July 6, 1966, covering construction of the pavement bridge, the Railroad and the Commission agree as to their respective rights and obligations in connection with the relocation of the existing highway bridge over the railroad tracks of the Railroad, in the vicinity of Odenton, Anne Arundel County, Maryland, required in connection with the improvement of Md. Route 177 from Md. Route 177 to Fort Meade (Contract AA-152-4-66).

Said agreement had been executed previously on the part of the Railroad, approved by Chief Engineer Elmer and approved as to form and legal sufficiency, by Special Attorney Mulcahey.

Copy: Mr. J. D. Fisher
Mr. C. A. Coleman
Mr. L. E. Nodart
Mr. F. E. Scrivener
Mr. H. L. Fordney
Mr. M. C. Thompson, Jr. (2)
Mr. H. G. Jones
Mr. R. D. Lion (2)
Mr. A. L. Stubb (2)
Mr. H. W. Jones
Mr. H. A. Adkins
Mr. V. H. Dudley (2)
Mr. L. C. Moss (2)
Mr. C. W. Davis, Jr. (2)
Mr. W. Cassell
Mr. C. T. Lavelle
Mr. E. K. Lloyd
Correspondence file
BWC-Anne Arundel County
Contract AA-152-4-66

Mr. Cassell

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JOHN B. FUNK
MONDAY, SEPTEMBER 27, 1965
***

On recommendation of Chief Engineer Fisher in letter of September 24, 1965, the following final payment was approved, this project to remain in the Anne Arundel County Roads System for maintenance:

Final payment of $1,692.84 for completion of construction of triple 12' x 7' reinforced concrete box culvert on Stony Run Road (County Road) over Stony Run; including approach roadways; near Friendship International Airport, our Contract AA-648-517;FAP#S-9783(1), Smith Brothers Pile Driving, Inc., contractor. The contract for this work was awarded on November 9, 1964 and was completed on May 10, 1965. The total amount of this contract is $38,960.28.

Copy: Mr. D. H. Fisher
Mr. C. A. Goldeisen
Mr. L. E. McCarl
Mr. M. M. Brodsky
Mr. F. P. Scrivener
Mr. H. G. Downs (4)
Mr. A. L. Grubb
Mr. G. N. Lewis, Jr. (8)
Mr. L. C. Moser (3)
Mr. M. C. Thompson, Jr. (2)
Mr. C. W. Reid
Mrs. E. Rossman
Anne Arundel County, Md. (3)
Secretary's File #41884
SRC-Anne Arundel County
Contract AA-648-517;FAP#S-9783(1)

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JOHN B. FUNK
TUESDAY, JUNE 1, 1965
***

Chairman and Director Funk executed agreement, in duplicate, dated May 14, 1965, by and between The Baltimore and Annapolis Railroad Company, party of the first part, therein sometimes called "Railroad," and the State Roads Commission of Maryland, acting for the State of Maryland, party of the second part, therein sometimes called "Commission," wherein the Railroad grants to the Commission easements for proposed dual overhead bridges to carry the Baltimore Beltway over the Railroad, and overhead structures for Ramps 'G' and 'L' as therein described, eliminating the existing grade crossing in the vicinity of North Linthicum, Anne Arundel County, Maryland, and relocating Twin Oaks Road and its grade crossing by the Railroad approximately 210' to the south of its present location, said project identified as Commission's Contract No. AA-460-19-541, subject to the terms, limitations and agreements therein set forth.

Said agreement had been executed previously on the part of the Railroad, approved by Chief Engineer Fisher, and approved as to form and legal sufficiency by Special Attorney Cohen.

AA 460-19-541
Relocate Twin Oaks Rd

Copy: Mr. D. H. Fisher
Mr. C. A. Goldeisen
Mr. L. E. McCarl
Mr. F. P. Scrivener
Mr. M. C. Thompson, Jr. (2)
Mr. H. G. Downs (4)
Mr. M. D. Philpot (2)
Mr. A. L. Grubb (2)
Mr. G. N. Lewis, Jr. (8)
Mr. H. P. Jone
Mr. W. B. Duck
Mr. E. K. Lloy
Mr. L. C. Mose
Mr. G. W. Cassel
Mr. C. S. Linville
Secretary's File
SRC-Anne Arundel County
Contract AA-460-19-541

1 OK

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JOHN B. FUNK
TUESDAY, JUNE 1, 1965
***

Chairman and Director Funk executed agreement, in duplicate, dated May 14, 1965, by and between The Baltimore and Annapolis Railroad Company, party of the first part, therein sometimes called "Railroad," and the State Roads Commission of Maryland, acting for the State of Maryland, party of the second part, therein sometimes called "Commission," wherein the Railroad grants to the Commission easements for proposed dual overhead bridges to carry the Baltimore Beltway over the Railroad, and overhead structures for Ramps 'G' and 'L' as therein described, eliminating the existing grade crossing in the vicinity of North Linthicum, Anne Arundel County, Maryland, and relocating Twin Oaks Road and its grade crossing by the Railroad approximately 210' to the south of its present location, said project identified as Commission's Contract No. AA-460-19-541, subject to the terms, limitations and agreements therein set forth.

Said agreement had been executed previously on the part of the Railroad, approved by Chief Engineer Fisher, and approved as to form and legal sufficiency by Special Attorney Cohen.

Copy: Mr. D. H. Fisher
Mr. C. A. Goldeisen
Mr. L. E. McCarl
Mr. F. P. Scrivener
Mr. M. C. Thompson, Jr. (2)
Mr. H. G. Downs (4)
Mr. M. D. Philpot (2)
Mr. A. L. Grubb (2)
Mr. G. N. Lewis, Jr. (8)
Mr. H. P. Jones
Mr. W. B. Duckett (2)
Mr. E. K. Lloyd
Mr. L. C. Moser (3)
Mr. G. W. Cassell
Mr. C. S. Linville
Secretary's File
SRC-Anne Arundel County
Contract AA-460-19-541

1 Ok

THIS AGREEMENT, executed in duplicate, made and entered into this 14th day of May, 1965, by and between THE BALTIMORE AND ANNAPOLIS RAILROAD COMPANY, party of the first part, hereinafter sometimes called "Railroad", and the STATE ROADS COMMISSION OF MARYLAND, acting for the State of Maryland, party of the second part, hereinafter sometimes called "Commission", witnesseth:

WHEREAS, by a comdemnation award entered September 9, 1952 in the Circuit Court for Anne Arundel County and agreement dated April 2, 1952 between the parties hereto the Commission constructed the Baltimore Beltway across the Railroad, at grade, in the vicinity of North Linthicum, Anne Arundel County, Maryland, and

WHEREAS, in the interest of public safety and convenience, the Commission desires to eliminate the aforesaid grade crossing by the construction of dual highway bridges to carry the Baltimore Beltway over the Railroad, and overhead structures for proposed Ramps 'G' and 'L' and

WHEREAS, in connection with the improvement contemplated it is also necessary to relocate Twin Oaks Road and its grade crossing by the Railroad approximately 210' to the south of its present location incident thereto, and

WHEREAS, Commission may use Federal Aid Highway funds to assist in financing the Project, and by reason thereof the work and payment by and between parties hereto must comply with all pertinent Federal rules and regulations, and

WHEREAS, the parties hereto are desirous of cooperating with each other in accomplishing the proposed highway improvement and to enter into an agreement to state more fully the terms and conditions connected therewith.

NOW, THEREFORE, this agreement witnesseth that for and in consideration of the sum of One Dollar $1.00) paid by each party to the other, the receipt whereof is hereby acknowledged, the parties do hereby agree as follows:

1. Railroad, insofar as it has a legal right and its present

title permits, does hereby grant, subject to the terms, limitations and agreements hereinafter set forth, unto the Commission, the right, liberty and privilege of constructing, establishing, maintaining and renewing the dual overhead bridges and overhead structures for Ramps 'G' and 'L' as hereinbefore described, over and above the track and right of way of the Railroad, said Project to be paid by the Commission as further provided in Section 14 hereof.

2. Detailed plans and specifications for the Project shall be prepared by the Commission, and identified as Commission's Contract No. AA-460-19-541. Said plans and specifications and any subsequent changes therein shall be subject to the approval (in writing) of both parties to this agreement, to the extent that their respective interests are affected thereby. In addition, and where necessary, said plans and specifications shall be subject to Federal approval.

3. Railroad, insofar as it has the right so to do, hereby grants to the Commission, without monetary consideration, necessary easements for dual highway bridges and overhead structures for Ramps 'G' and 'L' on or over the right of way of the Railroad as shown on Commission's Plats Nos. 29928-29 inclusive and 29932-35 inclusive, a print of each being attached hereto and made a part hereof.

4. All work in accordance with the plans and specifications for said Project shall be performed by the Commission, the Railroad reserving the right to perform or cause to be performed such temporary or permanent alterations of pole lines, track, and all Railroad appurtenances and facilities of whatever kind, nature or description only insofar as same is made necessary by construction of said Project. Railroad's work may be performed by its own forces on a force account basis or by contract (awarded by the Railroad, subject to the approval of the Commission) or by a combination of both, and the Commission shall reimburse the Railroad as provided in Section 14 hereof.

5. It is agreed that in the construction of said Project, all engineering work, necessary falsework, bracing or forms on Railroad right of way and any other temporary construction and clearances affecting the Railroad, shall be subject to the

be subject to the approval of the Railroad, the Public Service Commission of Maryland, and, if necessary, the Interstate Commerce Commission.

6. Each party shall, in carrying out its work on the Project, provide the necessary engineering and inspection for its respective part of the work and the Commission shall reimburse the Railroad therefor as provided in Section 14 herein. However, the Commission shall have general charge of the engineering on the Project, subject to the provisions of Paragraph 5, supra.

7. Any watchmen, flagmen and other protection or devices, necessary during the construction period of said Project to protect or safeguard Railroad's traffic, shall be provided by the Railroad. Commission shall provide all necessary watchmen and flagmen to protect highway traffic. Commission shall reimburse the Railroad for Railroad protective services in accordance with Section 14 hereof. It is agreed, however, that the providing of such watchmen, etc., by the Railroad and other precautionary measures taken either by the Railroad or the Commission, as a consequence of the work of the Commission's Contractor or Contractors, shall not relieve said Contractor or Contractors from liability for damage arising in connection with their operations.

8. All work herein provided to be done by the Commission on Railroad's right of way shall be done in a manner satisfactory to the Railroad, and as not to interfere with the movement of trains or traffic upon the track of the Railroad. The Commission agrees to require its Contractors to use all reasonable care and precaution in order to avoid accidents, damages or delay to or interference with Railroad's trains or other property. The Railroad shall allow to Commission's Contractors the right to reasonable use of Railroad property in the vicinity of said work, with his construction equipment used in the performance of the work contemplated hereunder, subject to supervision and approval of said use by Railroad's right of way engineer.

9. Commission shall require its Contractors, upon completion of the work of such Contractors and before final payment is made, to remove

from within the limits of the Railroad's land all machinery, equipment, surplus material, falsework, rubbish or temporary buildings and other property of such Contractors, and to leave the said land in a condition satisfactory to the Railroad.

10. Before any work on said Project is commenced, the Commission shall require its Contractor or Contractors, in addition to their construction bonds, to cause to be executed all insurance required by the Special Provisions of the Proposals for the contracts entered into by the Commission for the construction of the said Project and these contracts are hereby incorporated by reference thereto into this agreement and made a part hereof.

11. Upon completion of said Project, the Railroad shall, at its own cost and expense, repair and maintain its roadbed and track. Commission shall, at its own cost and expense, repair, renew and maintain the overhead structures and approaches to said bridge structures, and all other highway facilities. Commission shall, however, upon completion of said Project, at its cost and expense, remove from the right of way of the Railroad all the concrete and paving now constituting the present roadbed of the Beltway, so that the rails, ballast and ties can be repaired and maintained by the Railroad.

12. Commission agrees to permit the Railroad, without any charge to the Railroad for said privilege, the right to attach at the expense of the Railroad, to said bridge structures and approaches, at any time after their completion, signals, signal posts, telegraph, telephone, and other wires and devices of whatsoever kind, nature and description now used or hereafter to be used in the operations of the Railroad, provided they do not extend above the elevation of bridge deck and subject to the reasonable regulation and supervision of the Chief Engineer of the Commission.

13. In the event the said bridge structure and other highway facilities are damaged due to Railroad derailment, accidents or collisions on the Railroad, the Commission shall make the repairs necessary to restore the same substantially to their former condition and the Railroad agrees to reimburse the Commission for the actual cost of such repairs. In the event, however, the facilities of the Railroad and the said bridge structure and other highway facilities are damaged by reason of collision or accident arising out of the use of said highway, the Commission shall make or cause to be made the necessary repairs to restore the same to their former condition without cost to the Railroad.

14. Commission will reimburse the Railroad monthly for all costs and expenses of any labor, material and equipment which may be required by the Railroad on or in connection with temporary and permanent changes to its pole lines, track and roadbed, temporary track supports, Railroad watchmen and flagmen necessary for protection services, as well as engineering and inspection, only insofar as such expenses and services are caused solely by the construction of this Project, and in accordance with Policy and Procedure Memorandum No. 30-3 of the Bureau of Public Roads and amendments thereto.

15. Upon completion of the overhead bridges and approaches, and when the Project is ready to receive traffic, the Commission agrees to remove the present signal light system thus relieving the Commission of further responsibility in connection with the maintenance and operation of such a system. Said signal light system to become the property of the Commission.

16. The Railroad will renew the ties and ballast at the new grade crossing of Twin Oaks Road preparatory to construction of same by the Commission. The Commission will give reasonable notice to the Railroad as to when this work by the Railroad will be required and the Railroad agrees to complete this work not later than 30 days after written notification by the Commission. Reimbursement to be in accordance with item No. 14 above. If the Railroad deems that new rails should be installed, these rails will be furnished and placed at the sole expense of the Railroad.

17. The Railroad will renew the ties and ballast at the temporary grade crossing of the Baltimore Beltway detour road preparatory to construction of same by the Commission. The Commission will give reasonable notice to the Railroad as to when this work by the Railroad will be required and the Railroad agrees to complete this work not later than thirty (30) days after written notification by the Commission. Reimbursement to be in accordance with item No. 14 above.

18. As previously stated the Railroad hereby grants permission to the Commission and its contractors and/or sub contractors to perform certain work within the Railroad right of way to which the Commission agrees to the performance of work herein specified including but not limited to the following:

a. Construct temporary solid bolted timber grade crossing for the Baltimore Beltway detour road approximately 160 feet south of the centerline of the present Baltimore Beltway grade crossing.

b. Construct a new solid bolted timber grade crossing at relocated Twin Oaks Road.

c. Remove existing grade crossing including but not limited to the highway pavement and appurtenances at the Baltimore Beltway.

d. Remove existing grade crossing including but not limited to the highway pavement and appurtenances at existing Twin Oaks Road.

e. Remove temporary grade crossing for the Baltimore Beltway detour road including but not limited to the highway pavement, the solid bolted timber grade crossing and appurtenances.

f. Remove and relocate grade crossing warning signs from existing Twin Oaks Road to new Twin Oaks Road.

g. Relocation of existing highway - railroad warning signal light system at the Beltway as may be agreeable to both the Commission and the Railroad during the construction phase of the project.

19. The Commission hereby agrees to remove the existing grade crossing warning signs at existing Twin Oaks Road and to relocate these warning signs at new Twin Oaks Road crossing including the furnishing of new cement concrete bases for same in accordance with plans.

20. The Railroad hereby agrees to refurbish and/or refinish and repaint the Twin Oaks Road grade crossing warning signs at the sole expense of the railroad. Should the Railroad choose to illuminate these warning signs, cost of same will be at the sole expense of the Railroad.

21. Any work not specifically provided for herein shall be done by one of the parties hereto as may be mutually agreed upon from time to time during progress of the work.

22. This agreement shall inure to and be binding upon the parties hereto, their successors and assigns.

IN WITNESS WHEREOF, the parties have caused these presents to be executed, in duplicate, by their officers thereunto, duly authorized, the day and year first above written.

ATTEST:

THE BALTIMORE AND ANNAPOLIS RAILROAD COMPANY

SEAL

President

ATTEST:

STATE ROADS COMMISSION OF MARYLAND

Secretary

By

Chairman and Director of Highways for the State of Maryland

APPROVED:

Chief Engineer - State Roads Commission

Approved as to form and legal sufficiency this 18th day of May, 1965.

Special ~~Assistant~~ Attorney ~~General of Maryland~~

STATE OF MARYLAND)
COUNTY OF ~~ANNE ARUNDEL~~ Baltimore) ss.:

I HEREBY CERTIFY that on this 14th day of May, 1965, before me, the subscriber, a Notary Public of the State of Maryland, in and for ~~Anne Arundel~~ Baltimore County, personally appeared R. Edwin Lehrson, President, of THE BALTIMORE AND ANNAPOLIS RAILROAD COMPANY, and acknowledged the aforegoing Agreement to be the corporate act and deed of the said THE BALTIMORE AND ANNAPOLIS RAILROAD COMPANY.

AS WITNESS my hand and Notarial Seal.

Notary Public

My Commission Expires

July 1, 1965

MICHAEL F. MONAHAN NOTARY PUBLIC Baltimore County, Md.

STATE OF MARYLAND)
CITY OF BALTIMORE) ss.:

I HEREBY CERTIFY that on this 1st day of June, 1965, before me, the subscriber, a Notary Public of the State of Maryland, in and for the City of Baltimore, personally appeared John B. Funk, Chairman and Director of Highways, for THE STATE ROADS COMMISSION OF THE STATE OF MARYLAND, and acknowledged the aforegoing Agreement to be the act and deed of the State Roads Commission of the State of Maryland, acting for the State of Maryland

AS WITNESS my hand and Notarial Seal.

Harry A. Stoble
Notary Public

My Commission Expires

July 1, 1965

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JOHN B. FUNK
MONDAY, MAY 24, 1965

* * *

On recommendation of Chief Engineer Fisher in letter of May 20, 1965, the following final payment was approved. This project is to be maintained in accordance with agreement of April 24, 1963 between the Commission and Anne Arundel County, which provides that "Upon completion of the construction of this project and upon acceptance by the said Bureau of Public Roads, the County agrees to maintain the same as a part of its own road system, at its own expense, and in full compliance with all maintenance and other requirements of the Bureau of Public Roads, excepting that portion of the project which lies within the limits of U. S. Routes 50 and 301."

Final payment of $2,154.59 for completion of grading, drainage and paving of traffic storage lane, median crossover and Broad Neck Road from U. S. Route 50 (Blue Star Memorial Highway) northwesterly for a distance of 0.11 mile (flexible pavement), our Contract AA-621-517;FAP# S-A-AD-13(1), Reliable Contracting Company, Inc., contractor. The contract for this work was awarded on December 17, 1963 and was completed on June 25, 1964. The total amount of this contract is $22,453.32.

Copy: Mr. D. H. Fisher
Mr. L. E. McCarl
Mr. C. A. Goldeisen
Mr. M. M. Brodsky
Mr. A. L. Grubb
Mr. F. P. Scrivener
Mr. H. G. Downs (4)
Mr. G. N. Lewis, Jr. (8)
Mr. L. C. Moser (2)
Mr. M. C. Thompson, Jr. (2)
Mr. H. J. Hamilton
Mr. C. W. Reid
Mrs. E. Rossman
Anne Arundel County (3)
SRC-Anne Arundel County
Contract AA-621-517;FAP#S-A-AD-13(1)

Mr Cassell

File

G. N. Lewis, Jr.

Minutes

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, MAY 19, 1965
* * *

Md 177 extended
(Md 100)
K.J.P.

On motion of Mr. Bailey, seconded by Mr. Evans, the Commission authorized the Bureau of Highway Information to arrange for the printing of 100,000 small maps indicating the location of new Md. Route 177 between Md. Route 2 and Md. Route 3 in Anne Arundel County, presently scheduled for opening to traffic May 28, 1965, and further, authorized distribution to motorists through gasoline service stations, motor clubs, television and radio stations, etc.

Copy: Mr. E. J. Birrane, Jr.
Mr. G. N. Lewis, Jr. (2)
Mr. M. M. Brodsky
SRC-Maps
SRC-Anne Arundel County

Mr. Bassell

Copy: Mr. P. J. Bailey
Mr. D. H. Fisher
Mr. J. D. Buscher
Mr. M. C. Thompson, Jr. (2)
Mr. G. N. Lewis, Jr.
Mr. L. E. McCarl
Mr. C. A. Goldeisen
Mr. M. M. Brodsky
SRC-Anne Arundel County

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, DECEMBER 16, 1964
* * *

Md. 177 extended (Md. 100)
Opened 5-28-65

On motion of Mr. Bailey, seconded by Mr. Brinsfield, the Commission adopted the following resolution:

WHEREAS, the construction of Mountain Road (Md. Route 177) between Ritchie Highway and Md. Route 3 is nearing completion, and

WHEREAS, the said highway crosses the railroad track of the Washington, Baltimore & Annapolis Railroad, and

WHEREAS, the Railroad has requested this Commission to build a grade separation structure to accommodate two tracks on the theory that the Railroad may enlarge its facilities in this area, and

WHEREAS, Anne Arundel County indicates that it is planning the construction of a road parallel to the railroad track to service a proposed industrial park (however, said parallel road is only in the planning stage and no funds are available for its construction), and

WHEREAS, it would cost the State Roads Commission approximately $300,000 to build a structure of sufficient length to accommodate the proposed enlargement of the railroad and the proposed parallel road of the County, neither of which may come into being for some years in the future, if ever, and

WHEREAS, the railroad traffic over the existing single railroad track is very light, consisting of approximately two trains a day, and

WHEREAS, it is deemed unwise to expend a large sum of Commission money to construct a grade separation structure to accommodate the proposed, but indefinite, plans of the Railroad and the County.

NOW, THEREFORE, BE IT RESOLVED, That upon the completion of Mountain Road said road will cross the single track of the Washington, Baltimore & Annapolis Railroad at grade, such crossing at grade to be temporary and remain only until the plans of the Railroad and the County at this location are finalized, and

BE IT FURTHER RESOLVED, That advance warning lights shall be installed on each side of the grade crossing, and automatic gates with flasher lights also installed parallel to and on each side of the grade crossing, the said gates and their installation to be in accordance with modern safety standards for such crossings.

BE IT FURTHER RESOLVED, That the Commission will give consideration to a request by a majority of the Members of the County governing body, the majority of the Members of the House of Delegates, concurred in by the State Senator, to keep Mountain Road closed until such time as the grade separation problems have been resolved.

State Circle

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION

WEDNESDAY, OCTOBER 28, 1964

* * *

STATE CIRCLE
ANNAPOLIS

On motion of Mr. Bailey, seconded by Mr. Brinsfield, the Commission approved and Chairman and Director Funk executed duplicate copies of lease, as follows:

"This lease made this 12 day of October 1964, by and between the City of Annapolis, Maryland, party of the first part and the State Roads Commission of Maryland, party of the second part, witnesseth:

That the said party of the first part, in consideration of the payment of the rent hereinafter expressed to be paid, does hereby demise and lease unto the party of the second part, its successors and assigns all the surface from curb to curb of that certain street located in the City of Annapolis known and designated as State Circle.

To have and to hold the above demised street known and designated as State Circle unto the party of the second part, its successors and assigns, for the term of ninety nine years, it the said party of the second part, its successors and assigns, yielding and paying therefor in each and every year during the continuance of this demise unto the said party of the first part, its successors or assigns, the rent or yearly sum of One Dollar ($1.00), said lease to commence on the 1st day of November, 1964.

Reserving however unto the party of the first part its successors and assigns all traffic control and regulation of parking over and on the property hereby demised and leased, as well as all sub-surface rights therein, except during the period of reconstruction during which time the party of the second part shall have absolute control of traffic and regulation of parking thereon, said property hereby demised and leased to be maintained by the party of the first part on and after the completion of reconstruction."

City

The said lease, which had been executed previously for the City of Annapolis by Mayor Joseph H. Griscom, Sr., and approved as to form and legal sufficiency by Special Attorney F. A. Puderbaugh for the Commission, is to be forwarded to Mr. J. G. Rennie, Director, Department of Budget and Procurement, for approval by the Board of Public Works of Maryland.

ASSIGNED MD 797
Control Section 2-154

Copy: Mr. D. H. Fisher
Mr. L. C. Moser (2)
Mr. J. D. Buscher
Mr. M. M. Brodsky
Mr. G. N. Lewis, Jr.
Mr. M. C. Thompson, Jr. (2)
Mr. F.P. Scrivener
Mr. Geo. Cassell
Mr. J. G. Rennie
Board of Public Works File
Secretary's File
SRC-Anne Arundel County
SRC-Leases

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION

WEDNESDAY, OCTOBER 28, 1964

* * *

STATE CIRCLE
ANNAPOLIS

On motion of Mr. Bailey, seconded by Mr. Brinsfield, the Commission approved and Chairman and Director Funk executed duplicate copies of lease, as follows:

"This lease made this 12 day of October 1964, by and between the City of Annapolis, Maryland, party of the first part and the State Roads Commission of Maryland, party of the second part, witnesseth:

That the said party of the first part, in consideration of the payment of the rent hereinafter expressed to be paid, does hereby demise and lease unto the party of the second part, its successors and assigns all the surface from curb to curb of that certain street located in the City of Annapolis known and designated as State Circle.

To have and to hold the above demised street known and designated as State Circle unto the party of the second part, its successors and assigns, for the term of ninety nine years, it the said party of the second part, its successors and assigns, yielding and paying therefor in each and every year during the continuance of this demise unto the said party of the first part, its successors or assigns, the rent or yearly sum of One Dollar ($1.00), said lease to commence on the 1st day of November, 1964.

Reserving however unto the party of the first part its successors and assigns all traffic control and regulation of parking over and on the property hereby demised and leased, as well as all sub-surface rights therein, except during the period of reconstruction during which time the party of the second part shall have absolute control of traffic and regulation of parking thereon, said property hereby demised and leased to be maintained by the party of the first part on and after the completion of reconstruction."

The said lease, which had been executed previously for the City of Annapolis by Mayor Joseph H. Griscom, Sr., and approved as to form and legal sufficiency by Special Attorney F. A. Puderbaugh for the Commission, is to be forwarded to Mr. J. G. Rennie, Director, Department of Budget and Procurement, for approval by the Board of Public Works of Maryland.

ASSIGNED MD 797
Control Section 2-154

Copy: Mr. D. H. Fisher
Mr. L. C. Moser (2)
Mr. J. D. Buscher
Mr. M. M. Brodsky
Mr. G. N. Lewis, Jr.
Mr. M. C. Thompson, Jr. (2)
Mr. F.P. Scrivener
Mr. Geo. Cassell
Mr. J. G. Rennie
Board of Public Works File
Secretary's File
SRC-Anne Arundel County
SRC-Leases

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
TUESDAY, SEPTEMBER 29, 1964
* * *

Chairman and Director Funk executed for and on behalf of the Commission duplicate copies of agreement dated September 16, 1964, by and between The Baltimore and Annapolis Railroad Company, party of the first part, therein sometimes called "Railroad," and the State Roads Commission of Maryland, acting for the State of Maryland, party of the second part, therein sometimes called "Commission," pertaining to construction by the Commission of Md. Route 177 from Md. Route 2 (Ritchie Highway) to Md. Route 3 (Glen Burnie By-Pass) in the vicinity of Harundale, Anne Arundel County, Maryland, which will cross the present single track of the Railroad at grade at Highway Station 155+25 and require construction and maintenance of a highway-railroad grade crossing and installation of warning light signals, and contains a reference to the possible future necessity for elimination of the grade crossing and construction, at the sole expense of the Commission, of a grade separation structure, all in accordance with the terms, covenants and limitations more fully set forth in the agreement.

Said agreement had been executed previously on the part of the Railroad, approved by Chief Engineer Fisher and approved as to form and legal sufficiency by Special Attorney Cohen.

MD 177 extended
(MD 100)
KJP

Copy: Mr. D. H. Fisher
Mr. C. A. Goldeisen
Mr. L. E. McCarl
Mr. F. P. Scrivener
Mr. M. M. Brodsky
Mr. M. C. Thompson, Jr. (2)
Mr. H. G. Downs (4)
Mr. M. D. Philpot (2)
Mr. A. L. Grubb
Mr. G. N. Lewis, Jr. (8)
Mr. H. P. Jones
Mr. W. B. Duckett (2)
Mr. E. K. Lloyd
Mr. L. C. Moser (2)
Mr. G. W. Cassell
Mr. C. S. Linville
Secretary's File
SRC-Anne Arundel County

Mr. Cassell

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JOHN B. FUNK
MONDAY, AUGUST 24, 1964
***

Chairman and Director Funk executed for and on behalf of the Commission agreement, in triplicate, dated August 24, 1964, by and between the State Roads Commission of Maryland, acting for and on behalf of the State of Maryland, party of the first part, therein called the "Commission", and the County Commissioners of Anne Arundel County, Maryland, a body corporate, party of the second part, therein called the "County", applicable to construction of a highway in Anne Arundel County, Stony Run Road, with box culvert and approaches west of the Pennsylvania Railroad grade crossing for a distance of 0.076 mile, more particularly described as follows:

Federal-aid Project No. S-9783(1) - Stony Run Road

Said agreement stipulates the conditions under which this project is to be constructed and states that the County shall keep open to traffic and maintain the project in a satisfactory manner and make ample provision each year for such maintenance.

This agreement had been executed previously on the part of the County Commissioners by Joseph F. Collinson, Jr., President, recommended for approval by Chief Engineer Fisher and approved as to form and legal sufficiency by Special Attorney C. C. Seymour.

Copy: Mr. D. H. Fisher
Mr. F. P. Scrivener
Mr. L. E. McCarl
Mr. W. J. Addison
Mr. G. W. Cassell
Mr. C. A. Goldeisen
Mr. C. S. Linville
Mr. M. C. Thompson, Jr. (2)
Mr. G. N. Lewis, Jr. (8)
Mr. W. B. Duckett (2)
Mr. H. G. Downs (4)
Mr. A. L. Grubb (2)
Mr. M. M. Brodsky
Mr. H. J. Hamilton
Mr. L. C. Moser (3)
Co. Commrs. of A.A. Co. (3)
Secretary's File
SRC-Anne Arundel County

Mes A

Rec'd
P & P
Aug 5, 1964

Minutes

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
THURSDAY, JULY 16, 1964
* * *

On motion by Mr. Evans, seconded by Mr. Owings, the Commission directed that Md. Route 416 between Waysons Corner and Solomons be designated as Md. Route 4 so that there will be a continuous Md. Route 4 from the District of Columbia to Solomons.

MD 4
MD 416

Copy: Mr. G. N. Lewis, Jr. (2)
Mr. P. J. Bailey
Mr. M. C. Thompson, Jr. (2)
SRC-Anne Arundel County
SRC-Calvert County

Mr. Cassell

May 28, 1964

Contract AA 624-517
F.A.P. No. US 9312 (1)
Forest Drive between Maryland
Route 2 and Riva Road

FOREST DRIVE

E. Stewart Mitchell, Inc.
3301 Ridgewood Avenue
Baltimore 15, Maryland

Gentlemen:

This is to advise you the final inspection of the subject project was made on May 28, 1964 and the acceptance of the project was recommended.

Those attending the final and concurring in the acceptance for maintenance by Anne Arundel County were:

Mr. George Holdefer - Bureau of Public Roads
Mr. H. D. Peddicord - Assistant District Engineer-Construction Dist.5
Mr. G. E. Pohler - Area Construction Engineer
Mr. W. W. Owens - Project Engineer - District 5
Mr. T. T. Pantaleo - Director-Anne Arundel County Dept. of Public Works
Mr. Don Klakring - Anne Arundel County - Materials
Mr. Henry Bauer - E. Stewart Mitchell Co.
Mr. Lester Chaires - E. Stewart Mitchell Co.

Final acceptance of this contract will be given as soon as materials clearance is given by the State Roads Commission laboratory.

It is anticipated that the final quantities on all items will be computed by June 19, 1964, and will be ready for your inspection at that time.

Fidelity Onion Skin

100% COTTON

FLUORESCENT

Our contract records indicate that this project ran 12 days beyond the contract time. If you wish to request an extension of time, please submit your request at your earliest convenience, giving details of the reasons you think an extension of time is justified.

Very truly yours,

M. C. Thompson, Jr.
District Engineer

HDP:mc

cc: State Roads Commission
Mr. L. E. McCarl
Mr. George N. Lewis, Jr.
Mr. N. L. Smith, Jr.
Mr. R. M. Thompson
Mr. T. T. Pantaleo
Mr. G. Pohler
Mr. C. Ward
Mr. D. H. Fisher
Mr. W. B. Duckett
Mr. C. S. Linville
Mr. M. M. Brodsky
Bureau of Public Roads
Mr. W. W. Owens
Mr. J. A. Coleman
Mr. S. Duvall

Copy: Mr. A. S. Gordon (2)
Mr. D. H. Fisher (2)
Mr. W. E. Woodford, Jr.
Mr. R. J. Hajzyk
Mr. C. A. Goldeisen
Mr. L. E. McCarl
Mr. F. P. Scrivener
Mr. L. C. Moser (2)
Mr. G. N. Lewis, Jr. (8)
Mr. M. M. Brodsky
Mr. M. C. Thompson, Jr. (2)
Mr. H. G. Downs (4)
Mr. M. D. Philpot (2)
Mr. A. L. Grubb
Mr. H. C. Bowers
Mr. G. W. Cassell
Mr. E. K. Lloyd
Mr. E. D. Reilly
Mr. J. E. Gerick
Mr. R. M. Thompson
Mr. Charles Lee
Records & Research Section, R/W Div.
County Commrs. of Anne Arundel County (3)
Secretary's File
SRC-Anne Arundel County

WEEMS CREEK BRIDGE

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, MARCH 18, 1964
* * *

The Commission approved and Chairman and Director Funk executed for and on its behalf, duplicate copies of the following agreement dated March 18, 1964, by and between the County Commissioners of Anne Arundel County and the State Roads Commission of Maryland, transferring to the State Roads Commission for maintenance purposes as part of the State highway system, Weems Creek Drawbridge from the end of State Route 436 maintenance to the beginning of State Route 436 maintenance, a distance of 0.06 mile, which is known also as Ridgely Avenue. Said agreement had been executed previously by Joseph F. Collinson, Jr., President, County Commissioners of Anne Arundel County, Maryland, approved by Chief Engineer Fisher and approved as to form and legal sufficiency by Special Attorney Seymour.

"THIS AGREEMENT, Made this 18th day of March, 1964, by and between the County Commissioners of Anne Arundel County, Maryland, hereinafter referred to as 'County Commissioners,' parties of the first part, and the State Roads Commission of Maryland, hereinafter referred to as 'Commission,' party of the second part.

WHEREAS, under authority contained in Section 79 of Article 89B of the Annotated Code of Maryland, the Governing Bodies of the several Counties and/or Towns of Maryland are empowered to transfer County roads and/or Town streets, or portions thereof, to the State Roads Commission of Maryland, as part of the State Roads System, and

WHEREAS, the County Commissioners, parties of the first part, have agreed to transfer the following described section of road to the Commission, party of the second part, and the Commission has agreed to accept same for maintenance purposes as part of the State Highway System,

NOW, THEREFORE, THIS AGREEMENT WITNESSETH, That for and in consideration of the sum of $1.00 and other good and valuable considerations, the receipt whereof is hereby acknowledged, the County Commissioners, parties of the first part, do hereby transfer to the Commission, and the Commission, party of the second part, does hereby accept from the County Commissioners, the following described section of highway for maintenance purposes, as part of the State Highway System:

> Weems Creek Drawbridge - From end of State Route 436 maintenance to beginning of State Route 436 maintenance, for a distance of 0.06 mile, also known as Ridgely Avenue.

WWW Co. 929

IT IS UNDERSTOOD AND AGREED between the parties hereto that the change in the status of the aforegoing section of highway is authorized under the following conditions:

1. The effective date for the transfer of this section of highway is upon complete approval and execution of this agreement.

2. The aforegoing mileage will be excluded from the inventory December 1, 1964.

3. The basis for the allocation of funds will exclude the 0.06 mile of county road mileage in the allocation to Anne Arundel County beginning July 1, 1965.

4. That such exchange is made on an 'As-Is-Basis' which pertains to the existing condition of the Bridge involved at the time of acceptance for State Maintenance and includes all appurtenances thereunto belonging or in anywise appertaining.

IN WITNESS WHEREOF, the parties hereto have caused these presents to be executed by their proper officers thereunto duly authorized the day and year first above written."

Copy: Mr. A. S. Gordon (2)
Mr. D. H. Fisher (2)
Mr. W. E. Woodford, Jr.
Mr. R. J. Hajzyk
Mr. C. A. Goldeisen
Mr. L. E. McCarl
Mr. F. P. Scrivener
Mr. L. C. Moser (2)
Mr. G. N. Lewis, Jr. (8)
Mr. M. M. Brodsky
Mr. M. C. Thompson, Jr. (2)
Mr. H. G. Downs (4)
Mr. M. D. Philpot (2)
Mr. A. L. Grubb
Mr. H. C. Bowers
Mr. G. W. Cassell
Mr. E. K. Lloyd
Mr. E. D. Reilly
Mr. J. E. Gerick
Mr. R. M. Thompson
Mr. Charles Lee
Records & Research Section, R/W Div.
County Commrs. of Anne Arundel County (3)
Secretary's File
SRC-Anne Arundel County

Also See Min 12-11-63

MD 782
Now Co 391

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, MARCH 18, 1964
* * *

The Commission approved and Chairman and Director Funk executed for and on its behalf, duplicate copies of the following agreement dated March 18, 1964, by and between the State Roads Commission of Maryland and the County Commissioners of Anne Arundel County, transferring to the County Commissioners for maintenance purposes as part of the County highway system, Md. Route 782 (Kirkley Road) from a point 0.09 mile southeast of Md. Route 436 (Ridgely Avenue) to Fitzgerald Road, a distance of 0.32 mile. Said agreement had been executed previously by Joseph F. Collinson, Jr., President, County Commissioners of Anne Arundel County, Maryland, approved by Chief Engineer Fisher and approved as to form and legal sufficiency by Special Attorney Seymour.

"THIS AGREEMENT, Made this 18th day of March, 1964, by and between the State Roads Commission of Maryland, hereinafter referred to as 'Commission,' party of the first part, and the County Commissioners of Anne Arundel County, Maryland, hereinafter referred to as 'County Commissioners,' party of the second part.

WHEREAS, under authority contained in Section 79 of Article 89B of the Annotated Code of Maryland, the State Roads Commission of Maryland is empowered to transfer State Highways or portions thereof, to the Governing Bodies of the several Counties and/or Towns of Maryland, for maintenance purposes, and

WHEREAS, the 'Commission,' party of the first part, has agreed to transfer the following described section of road, constructed by the 'Commission,' to the 'County Commissioners,' party of the second part, and the 'County Commissioners' have agreed to accept same for maintenance purposes as part of the County Highway System.

NOW, THEREFORE, THIS AGREEMENT WITNESSETH, that for and in consideration of the sum of $1.00 and other good and valuable considerations, the receipt whereof is hereby acknowledged, the 'Commission,' party of the first part does hereby transfer to the 'County Commissioners' and the 'County Commissioners,' party of the second part, do hereby accept from the 'Commission' the following described section of State constructed road for maintenance purposes, as part of the County Highway System:

Md. Route 782 (Kirkley Road) from a point 0.09 mile southeast of Md. Route 436 (Ridgely Avenue) to Fitzgerald Road, a distance of 0.32 mile.

IT IS UNDERSTOOD AND AGREED between the parties hereto that the change in the status of the aforegoing section of State highway is authorized under the following conditions:

1. The effective date for the transfer of this section of road is upon complete approval and execution of this agreement.

2. The aforegoing mileage will be included in the inventory as of December 1, 1964.

3. The basis for the allocation of funds will include the additional County mileage in the allocation to the County Commissioners beginning July 1, 1965.

4. The transfer of said road is made on an 'As-Is-Basis,' which pertains to the existing rights of way and to the existing condition of the road involved, including all appurtenances.

IN WITNESS WHEREOF, the parties have caused these presents to be executed by their proper officers thereunto duly authorized, the day and year first above written."

File

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, DECEMBER 11, 1963
***

Md. 782

On motion of Mr. Bailey, seconded by Mr. Brinsfield, the Commission approved the recommendations of Chief Engineer Fisher, set forth in letter of December 9, 1963, reading as follows:

"In summary, it is recommended that the Commission take over from the County the Weems Creek Bridge with the County to accept into their system the 0.32 mile section of Md. 782 located in the vicinity of Bosco Rowe Boulevard just south of its intersection with U. S. Route 50 and that the Commission provide in its next year's budget funds in the amount of approximately $50,000 for necessary repairs to this structure, together with necessary annual sums estimated at $4,000 needed for operating expenses (electric energy and operator). It is also recommended that negotiations be entered into with Anne Arundel County for the transfer of Route 256 between present Md. Route 2 and Deale, Maryland, a distance of 2.7 miles to Anne Arundel County."

Copy: Senator Paul J. Bailey
Mr. D. H. Fisher
Mr. R. J. Hajzyk
Mr. M. C. Thompson, Jr. (2)
Mr. A. L. Grubb
Mr. N. H. Brodsky
Mr. T. T. Pantaleo
Secretary's File
SHC-Anne Arundel County

Exch. of Roads

December 9, 1963

State Roads Commission
300 West Preston Street
Baltimore 1, Maryland

Weems Creek Bridge

Gentlemen:

Anne Arundel County has previously been in contact with the Commission requesting consideration be given to accepting into the State System the Weems Creek Bridge on Maryland Route 436 in Annapolis and the Tracy's Creek and Rockhold Creek Bridges on Maryland Route 256. All three of these structures were originally constructed by the County and while the approaches are now State Roads the Bridges have remained a part of the County's system.

With reference to the Weems Creek Bridge it appears reasonable to grant the County's request since we now have jurisdiction over the approaches. We had previously had the structure examined by our Bureau of Bridges and it is estimated that the cost of necessary repairs would amount to approximately $30,000. In addition, we would also have the annual operating expense for electrical energy and drawbridge operator which we estimate at $4000. In view of this it would seem reasonable that in return the County should take over a short disconnected piece of State Roads located in the same area. We would suggest the 0.32 mile section of Maryland 782 located in the vicinity of Rosco Rowe Boulevard just south of its intersection with U.S. Route 50 and as indicated in green on the attached sketch. If the County will agree to accept this section of Route 782 and the Commission will provide funds for the necessary repairs then we recommend the Weems Creek Bridge be accepted into the State System.

Not Concurred

With reference to the structures on Route 256 over Tracy and Rockhold Creeks it should be noted that Route 256 parallels the new Bay Front Road between Route 2 and Masons Beach Road. In view of this, Route 256 between these points, will become local in character. It would therefore appear more appropriate that it be taken into the county

system along with the structures which they now own rather than transfer the structures to the Commission. In support of this, it is of interest to note that in a report of the Maryland State Secondary Highway System as of January 1, 1961, it was recommended that Md. Route 256 from Md. Route 2 to Deale, a length of 2.7 miles be transferred to Anne Arundel County after completion of construction of the Bay Front Road and that also under the criteria for the classification system developed in connection with the current Needs Study to be submitted to the Legislature in February of 1964, it is again being recommended that the section of Route 256 from Md. Route 2 to Deale be transferred to Anne Arundel County as the Bay Front Road in this area has now been completed and is open to traffic. A report by the Bureau of Bridges indicates that both the Rockhold Creek Bridge and Tracy's Creek Bridge, which were built by Anne Arundel County sometime in the 1920's, appear to be in sound condition, although the timber flooring would undoubtedly need to be replaced in the next several years.

In summary, it is recommended that the Commission take over from the County the Weems Creek Bridge with the County to accept into their system the 0.32 mile section of Md. 782 located in the vicinity of Bosco Rowe Boulevard just south of its intersection with U. S. Route 50 and that the Commission provide in its next year's budget funds in the amount of approximately $50,000 for necessary repairs to this structure, together with necessary annual sums estimated at $4,000 needed for operating expenses (electric energy and operator). It is also recommended that negotiations be entered into with Anne Arundel County for the transfer of Route 256 between present Md. Route 2 and Deale, Maryland, a distance of 2.7 miles to Anne Arundel County.

Very truly yours,

David H. Fisher
Chief Engineer

DHF:NBF:ak

cc: Senator Paul J. Bailey
Mr. M. C. Thompson
Mr. Albert L. Grubb
Mr. Robert J. Hajzyk

Secretary's File

No. 40688

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JOHN B. FUNK
MONDAY, SEPTEMBER 23, 1963
* * *

Elvaton Road
Oakwood Road

Chairman and Director Funk executed triplicate copies of agreement dated September 23, 1963, by and between the State Roads Commission of Maryland, acting for and on behalf of the State of Maryland, therein called the "Commission," and the County Commissioners of Anne Arundel County, Maryland, a body corporate, therein called the "County," wherein the Commission agrees to acquire necessary rights of way and to construct a portion of Elvaton Road (to be designated Hospital Drive), and a portion of Oakwood Road to the dimensions proposed by the County, and to prepare plans and provide construction engineering inspection and supervision of all work in connection with Contract AA-507-1-520, and the County agrees to pay the difference in construction and right of way costs occasioned by their proposed section over the section originally contemplated by the Commission along Elvaton Road, estimated to be $16,400, and to take all legal steps required to close Old Stage Road at the proposed limits of construction under this contract. Upon completion of construction, the Commission will relinquish all right, title and interest in and to those aforementioned portions of Oakwood and Elvaton Roads to the County, which agrees to accept them for maintenance.

Said agreement had previously been executed for the County Commissioners of Anne Arundel County by Joseph F. Collinson, Jr., President, recommended for approval by Chief Engineer Fisher and approved as to form and legal sufficiency by Special Attorney Seymour.

Copy: Mr. D. H. Fisher
Mr. L. E. McCarl
Mr. L. C. Moser (2)
Mr. W. B. Duckett (2)
Mr. M. C. Thompson, Jr. (2)
Mr. M. M. Brodsky
Secretary's File
Contract AA-507-1-520
SRC-Anne Arundel County

The above section of Oakwood Road transferred to State per agreement 4/3/67

12-23-65 Checks

Secretary's File No. 40685

THIS AGREEMENT, executed this 23rd day of September, in the year nineteen hundred and sixty-three, by and between the STATE ROADS COMMISSION OF MARYLAND, acting for and on behalf of the STATE OF MARYLAND, hereinafter called the "COMMISSION", and the COUNTY COMMISSIONERS OF ANNE ARUNDEL COUNTY, MARYLAND, a body corporate, hereinafter called the "COUNTY", Witnesseth:

WHEREAS, the Commission proposes the construction of Maryland Route 177 (MD 100) Rte 7-1997 Extended from Maryland Route 2 to Maryland Route 3 in Anne Arundel County, Maryland, and particularly designated by State Roads Commission contract AA-507-1-520 and

WHEREAS, the Commission, by constructing Maryland Route 177 Extended, will sever and close a section of the existing Elvaton Road and

WHEREAS, the Commission originally proposed to construct and relocate the section of Elvaton Road (to be designated Hospital Drive) from Elvaton Road to the existing Oakwood Road to a 20 foot width with two 8' shoulders and

WHEREAS, the County, in order to facilitate the anticipated traffic volumes which will occur as a result of pending urban development along Elvaton Road, has requested the Commission to construct this section of Elvaton Road, (to be designated Hospital Drive) from Elvaton Road to the existing Oakwood Road to a 44 foot width curb to curb urban section which is shown in Exhibit 'A' attached hereto and made a part hereof and the Commission has agreed to construct same; and

WHEREAS, it is mutually agreed between the County and the Commission that the County will reimburse the Commission for the difference in the right-of-way acquisition and construction costs between a 20 foot width roadway and a 44 foot width (closed urban section) roadway on this portion of Elvaton Road Relocated (to be designated Hospital Drive) and

WHEREAS, the Commission originally proposed to construct Oakwood Road through the interchange area at Maryland Route 177 as a 24' width roadway, open section, with two 10' shoulders and

WHEREAS, since the County proposes to improve Oakwood Road north of the interchange area with Maryland Route 177 in the near future, the Commission will construct at this time the aforesaid interchange area to width consisting of two 33' lanes with a median width of 4' and a 5' width from face of curbs to face of bridge piers, or an overall width of 80' as shown in Exhibit 'A' attached hereto and a part hereof.

WHEREAS, it will be necessary that the County take the required steps to close Old Stage Road at the proposed limit of construction on sides of Maryland Route 177.

NOW, THEREFORE, THIS AGREEMENT WITNESSETH, that for and in consideration of the payment of One Dollar ($1.00) by each party to the other, receipt of which is hereby acknowledged, and further consideration of the respective benefits to and of the parties, the Commission and County hereby agree as follows:

1. That the Commission will negotiate to acquire all the necessary rights-of-way required to construct this project, and further, upon completion of construction will immediately relinguish all right, title and interest in and to those portions of Oakwood Road and Elvaton Road Relocated (Hospital Drive) to the County and the County agrees to accept same for maintenance.

2. That the difference in construction cost between the aforementioned 20' roadway and a 44' roadway (closed urban section) of Elvaton Road Relocated (Hospital Drive) is estimated to be $16,400.00, which amount shall be deposited by the County with the Commission prior to construction along with the actual cost of the difference in right-of-way acquisition as submitted by the Commission, and if any portion of such costs are not paid, the County agrees to have such costs deducted from the County's share of the gasoline tax revenue. The aforesaid estimated cost, namely $16,400.00, includes engineering, overhead and cost of construction and will be adjusted to equal the Commission's actual cost of same for the section of Elvaton Road after completion of this project.

3. That the construction through the Oakwood Road interchange area will be done by the Commission at no expense to the County.

4. The Commission shall make construction drawings with their own forces or with consultant forces.

5. The contract for construction shall be between the Commission and the successful bidder.

6. The Commission shall provide the construction, engineering inspection and supervision of all work necessary for the completion of said contract.

7. All construction work shall be performed in accordance with the standard specifications of the Commission.

8. The County agrees to take all legal steps required to close Old Stage Road at the proposed limits of construction on both sides of Maryland Route 177 and further agrees to grant a permit to the Commission for the barricading of same so as to prohibit any access from Old Stage Road to the newly constructed Maryland Route 177.

IN WITNESS WHEREOF, the parties hereto have caused these presents to be executed by their proper officers thereunto duly authorized.

STATE ROADS COMMISSION OF MARYLAND

Attest:

BY: _____
Chairman and Director of Highways

_____
Asst. Secretary

RECOMMENDED FOR APPROVAL:

_____
Chief Engineer
(State Roads Commission)

Approved as to form and legal sufficiency this 1st day of Aug. 1963.

_____
Special Attorney

COUNTY COMMISSIONERS OF ANNE ARUNDEL COUNTY, MARYLAND, a body corporate

Attest:

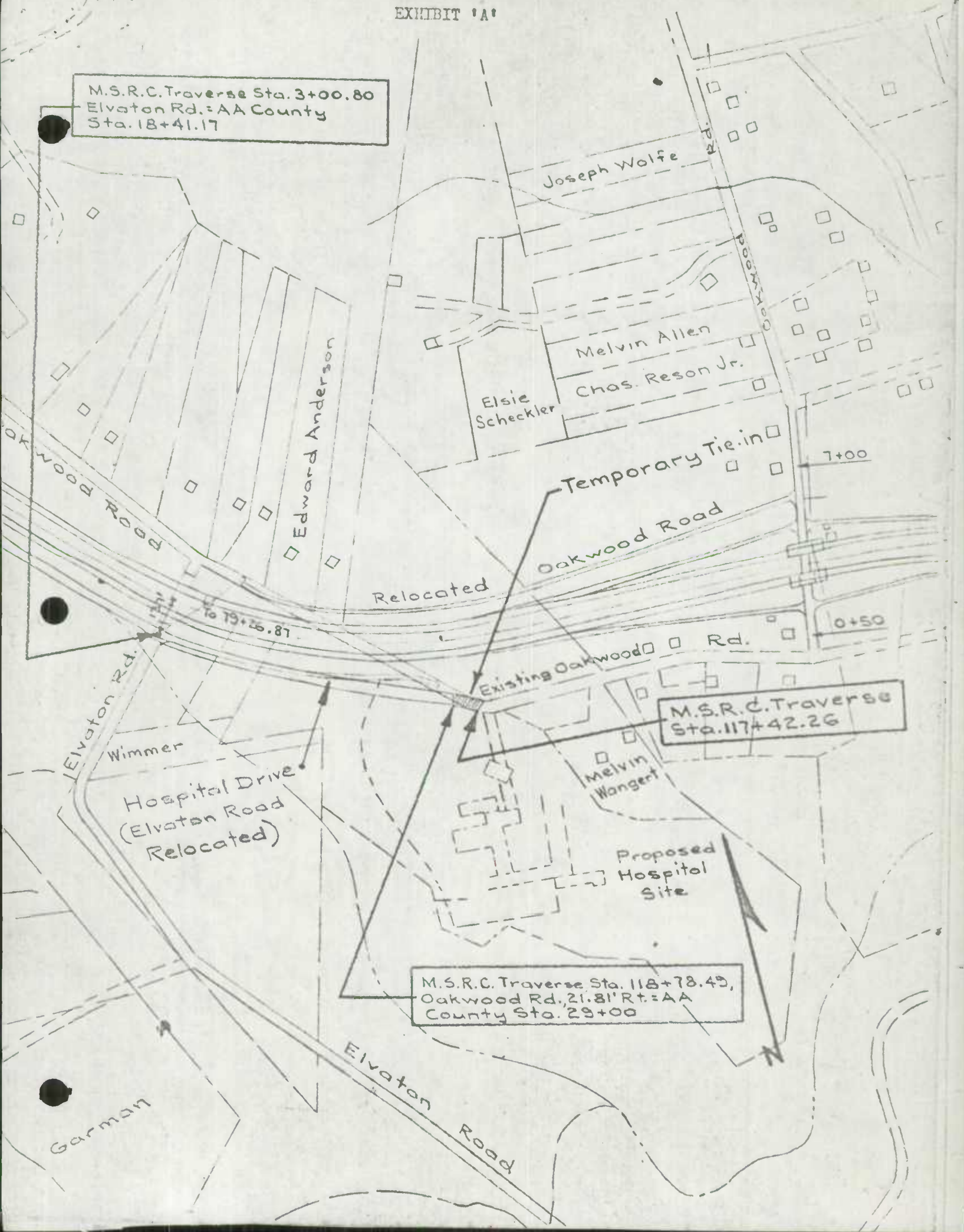
BY: _____
President

_____
Chief Clerk to County Commissioners of Anne Arundel County

Approved as to form and legal sufficiency this 26th day of July, 1963.

Asst _____
Counsel to County Commissioners of Anne Arundel County

EXHIBIT 'A'


M.S.R.C. Traverse Sta. 3+00.80
Elvaton Rd. = AA County
Sta. 18+41.17
Joseph Wolfe
Oakwood Rd.
Melvin Allen
Chas. Reson Jr.
Elsie Scheckler
Edward Anderson
Temporary Tie-in
7+00
Oakwood Road
Relocated
Oakwood Road
to 19+26.87
0+50
Existing Oakwood Rd.
M.S.R.C. Traverse
Sta. 117+42.26
Elvaton Rd.
Wimmer
Melvin Wangert
Hospital Drive
(Elvaton Road
Relocated)
Proposed
Hospital
Site
M.S.R.C. Traverse Sta. 118+78.49,
Oakwood Rd., 21.81' Rt. = AA
County Sta. 29+00
Elvaton Road
Garman

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, JUNE 19, 1963
* * *

On motion of Mr. Bailey, seconded by Mr. Clagett, the Commission adopted the following resolution:

BE IT RESOLVED by the State Roads Commission of Maryland that the bridge carrying the Bay Front Road, Md. 258, over Rockhold Creek in Anne Arundel County shall, upon completion, be designated the "Nutwell Memorial Bridge" in dedication to one of the first and oldest families in Maryland, thereby giving recognition to the many years of leadership and service contributed to the State of Maryland by members of that family.

Copy: Mr. P. J. Bailey
Mr. D. H. Fisher
Mr. R. J. Hajzyk
Mr. C. A. Goldeisen
Mr. L. E. McCarl
Mr. William Jabine, II
Mr. G. N. Lewis, Jr. (8)
Mr. A. L. Grubb
Mr. G. B. Chaires
Mr. F. P. Scrivener
Senator J. W. Alton, Jr.
Mr. L. S. Pfarr
Mr. M. C. Thompson, Jr. (2)
Mr. H. G. Downs
Mr. L. C. Moser
Mr. G. W. Cassell
SRC-Anne Arundel County
SRC-Name Designations

State Roads Commission
TRAFFIC DIVISION

MAY 14 1963

Geo. N. Lewis, Jr.
Director

Copy: Mr. A. S. Gordon (2)
Mr. D. H. Fisher
Mr. W. E. Woodford, Jr.
Mr. R. J. Hajzyk
Mr. C. A. Goldeisen
Mr. G. B. Chaires
Mr. F. P. Scrivener
Mr. L. E. McCarl
Mr. L. C. Moser (3)
Mr. G. N. Lewis, Jr. (8)
Mr. M. M. Brodsky
Mr. H. G. Downs (4)
Mr. A. L. Grubb (2)
Mr. G. W. Cassell
Mr. M. C. Thompson, Jr. (2)
Mr. E. D. Reilly
Mr. E. K. Lloyd (2)
Mr. H. C. Bowers
Mr. Charles Lee
Mr. M. D. Philpot (2)
Mr. J. E. Gerick
Records & Research Section, R/W Div.
County Commrs. of Anne Arundel County (3)
Secretary's File
SRC-Anne Arundel County
Contract AA-573-1/2/3-520

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JOHN B. FUNK
WEDNESDAY, MAY 8, 1963
* * *

Chairman and Director Funk executed quadruplicate copies of agreement dated May 8, 1963, by and between Anne Arundel County, Maryland, acting through its County Commissioners, therein called "County," party of the first part, and the Maryland State Roads Commission, acting for and on behalf of the State of Maryland, therein called the "Commission," party of the second part, wherein the County transfers to the State of Maryland, to the use of the State Roads Commission of Maryland, all of its right, title and interest in and to that portion of the county roads, streets or avenues, including paper streets, described in "Exhibit A," attached thereto and made a part thereof (Little Road, Fischers Station Road, Crandall Road, McKendree Road, Darnall Road, Deale Sudley Road, Parks Road Relocation and Swamp Circle Road), including that portion within the outermost right of way, right of way of through highway, easement, right of way and coincidental existing right of way lines, as shown and indicated on State Roads Commission of Maryland plats, duly recorded or intended to be recorded among the Land Records of Anne Arundel County, all in connection with construction by the Commission of a highway known as Bay Front Road, Md. Route 258 from Md. Route 2 to Md. Route 256, Contract Nos. AA-573-1/2/3-520, and the County approves the Commission's construction plans, which provide for the closing, alteration and/or relocation of said roads, streets and avenues as shown on State Roads Commission of Maryland construction drawings as submitted to the County, and as advertised, copies of which are to be filed with the Department of Public Works of the County.

Darnall Rd also known as Brookwoods Rd.

In said agreement, the Commission agrees to reimburse and indemnify the County for such legal compensation as the County is required by law to pay such abutting owners whose rights are invaded by the obstruction, alteration and relocation of said County roads, streets or avenues, as stipulated in Section III.

Said agreement had previously been executed on the part of the County Commissioners of Anne Arundel County by Joseph F. Collinson, Jr., President, recommended for approval by Chief Engineer Fisher and approved as to form and legal sufficiency by County Solicitor H. J. Tarantino and Special Attorney C. C. Seymour.

Agreement prepared by Special Services. According to Mr Don Honeywell of that Section these roads are to return to county upon completion of Construction

THIS AGREEMENT, made this 8th day of May, 1963, by and between Anne Arundel County, Maryland, acting through its County Commissioners, hereinafter called "County", party of the first part, and the Maryland State Roads Commission, acting for and on behalf of the State of Maryland, hereinafter called the "Commission", party of the second part.

WHEREAS, the Commission is in the process of constructing a certain highway known as the Bay Front Road, Maryland Route 258 from Maryland Route 2 to Maryland Route 256, Contract Numbers AA-573-1,2,3-520 and deems it necessary to take possession of and obstruct or relocate certain portions of the County roads, streets or avenues or alter or adjust as necessary those so noted, all as listed in "Exhibit A", hereto attached and made a part hereof, and;

WHEREAS, the County as a matter of public convenience and in order to best serve the needs of the traveling public, deems it necessary to require the Commission to relocate and/or alter said County roads, streets or avenues in such manner as may be mutually agreed upon and in pursuance thereof is agreeable to transfering said roads, streets or avenues or portions thereof, to the Commission, as hereinafter more particularly set forth.

NOW, THEREFORE, THIS AGREEMENT WITNESSETH, that in consideration for the sums of one dollar ($1.00) each to the other paid, receipt of which is hereby acknowledged and the mutual benefits enuring to both, the parties do mutually agree as follows:

I

The County hereby transfers to the State of Maryland, to the use of the State Roads Commission of Maryland, all its right, title and interest in and to that portion of the County roads, streets or avenues including paper streets, as described in "Exhibit A", attached hereto and made a part thereof, including that portion within the outermost right-of-way, right-of-way of through highway, easement, right-of-way and coincidental existing right-of-way lines, as shown and indicated on "State Roads Commission of Maryland" plats duly recorded or intended to be recorded among the Land Records of Anne Arundel County pertaining to

said roads, streets or avenues described or referred to in said "Exhibit A". Unless previously transferred by separate agreement between the parties hereto, it is understood and agreed, that the effective date of transfer of title to the several roads, streets and avenues already utilized or appropriated in the construction of the Bay Front Road, Maryland Route 258 from Maryland Route 2 to Maryland Route 256, Contract Numbers AA-573-1,2,3-520 shall be the completed execution of this agreement, at which time title to the roads, streets and avenues so affected shall pass from Anne Arundel County to the State Roads Commission. As to the remaining roads, streets and avenues, it is understood and agreed that the effective date of transfer of title shall be the date on which "notice" is given a contractor "to proceed" with actual construction of the particular section involved, at which time title to the roads, streets and avenues affected by the construction of that particular section shall pass from Anne Arundel County to the State Roads Commission. Copies of such "notices to proceed" as issued, shall be furnished the Department of Public Works of Anne Arundel County. As to the sections of County roads, streets or avenues already utilized or appropriated for construction purposes, the same shall be excluded from the inventory as of December 1, 1962 and excluded from the allocation of funds as of July 1, 1962, and as to the remaining sections of roads, streets, or avenues, the same shall be excluded from the inventory as of December 1, following the effective date of transfer and excluded from the allocation of funds as of July 1 the following year.

II

That the County hereby approves the Commission's construction plans which provide for the closing, alteration, and/or relocation of said roads, streets and avenues as shown on "State Roads Commission of Maryland" Construction Drawings as submitted to the County, and as advertised, copies of which are to be filed with the Department of Public Works of the County.

III

That, if, by the obstruction, alteration and relocation of said County roads, streets or avenues any private vested rights of any owners of lands abutting upon said County roads, streets or avenues or laying in

the vicinity thereof, are invaded so as to entitle such owners to legal compensation under the laws of the State of Maryland, and if the County is required by law to pay just compensation to such abutting owners, the Commission agrees to reimburse and indemnify the County for such payment. However, no negotiations are to be initiated for the acquisition of privately owned property or rights until the matter is first submitted to the State Roads Commission for its prior approval. Such payment shall include court costs, appraiser's fees and other expenses directly incurred by the County, however, the Commission shall not be liable to pay any cost or loss occasioned by the negligence of the County, its agent and employees.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement as of the day and year aforesaid.

ATTEST:

Lucy F. Lockerby
Chief Clerk, Board of
County Commissioners

COUNTY COMMISSIONERS OF ANNE ARUNDEL COUNTY, MARYLAND

By Joseph F. Collison Jr.
President

April 15/63 T. R. Sandoloo
Date: County Roads Engineer

Approved as to form and legal sufficiency:

Henry A. Tarantino
County Solicitor

ATTEST:

Secretary

STATE ROADS COMMISSION OF MARYLAND

By
Chairman and Director of Highways

Recommended for Approval:

4/18/63
Date: Chief Engineer

Approved as to form and legal sufficiency:

Special Attorney

INDEX TO EXHIBIT A

EXHIBIT A

1. Little Road

Approximately 340' of Little Road will be relocated along its present alignment from the present intersection with Maryland Route 258 northeasterly. The relocation to consist of 20' roadway and 4' shoulders centered on a nominal 60' right-of-way.

2. Fischers Station Road

Approximately 500' of Fischers Station Road will be relocated along its present alignment from the present intersection with Maryland Route 258 southwesterly. The relocation of 375' length to consist of 20' roadway and 4' shoulders centered on a nominal 60' right-of-way.

3. Crandall Road

Approximately 400' of Crandall Road will be closed beginning at its present intersection with Maryland Route 258 and proceeding westerly the said 400'. This will be replaced by approximately 550' of relocated Crandall Road beginning at the proposed intersection with Bay Front Road and proceeding north then west the said distance to tie into the existing road at the western most point of closure. This relocation shall consist of 20' roadway and 4' shoulders centered on a nominal 60' right-of-way.

4. McKendree Road

Approximately 400' of McKendree Road will be relocated along the present alignment beginning at its present intersection with Maryland Route 258 and proceeding southwesterly. The relocation of 320' length will consist of 20' roadway and 4' shoulders centered on a nominal 60' right-of-way.

5. Darnall Road (Also known as Brooks Woods Road)

Approximately 555' of Darnall Road will be closed beginning at its present intersection with Maryland Route 258 northwesterly. Darnall Road will be replaced by a relocation to the west of the existing road beginning at the proposed intersection with Bay Front Road and proceeding northerly to the northern most point of closure. The relocation of 465' length will consist of 20' roadway and 4' shoulders centered on a nominal 60' right-of-way.

EXHIBIT A

6. Deale Sudley Road

Approximately 265' of Deale Sudley Road will be relocated along its present alignment from the intersection with Parks Road northwesterly and approximately 290' along the present alignment southeasterly from the present intersection with Parks Road to consist of a 20' roadway and 2 - 4' shoulders on a 60' right-of-way.

7. Parks Road Relocation

2600' of Parks Road will be obliterated and replaced in general by the Bay Front Road beginning at Deale Sudley Road and extending easterly more or less along the center line of the existing Parks Road said distance. A barricade will be erected at the latter point described. Parks Road will be relocated easterly on new location as shown in "Exhibit B" attached.

This relocation, as requested by the County, mutually agreed upon and contained in a separate agreement, is described as 972' in length, 20' width of roadway, 2 - 4' shoulders with a nominal 60' right-of-way.

8. Swamp Circle Road

Approximately 222'± of Swamp Circle Road will be relocated along its present alignment from the proposed intersection with Bay Front Road northerly, and approximately 303'± along the existing alignment southeasterly from said intersection, consisting of a 20' roadway and 2 - 4' shoulders on a 60' right-of-way.

Exhibit A

Copy: Mr. A. S. Gordon (2)
Mr. D. H. Fisher
Mr. W. E. Woodford, Jr.
Mr. R. J. Hajzyk
Mr. C. A. Goldeisen
Mr. G. B. Chaires
Mr. F. P. Scrivener
Mr. L. E. McCarl
Mr. L. C. Moser (3)
Mr. G. N. Lewis, Jr. (8)
Mr. M. M. Brodsky
Mr. A. L. Grubb (2)
Mr. H. G. Downs (4)
Mr. G. W. Cassell
Mr. E. D. Reilly
Mr. E. K. Lloyd (2)
Mr. H. C. Bowers
Mr. Charles Lee
Mr. M. D. Philpot (2)
Mr. J. E. Gerick
Records & Research Section, R/W Div.
County Commrs. of Anne Arundel County
Secretary's File
SRC-Anne Arundel County
Contract AA-573-2-520
Mr. M. C. Thompson, Jr. (2)

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JOHN B. FUNK
WEDNESDAY, MAY 8, 1963
* * *

Chairman and Director Funk executed quadruplicate copies of agreement dated May 8, 1963, by and between the State Roads Commission of Maryland, acting for and on behalf of the State of Maryland, therein referred to as the "Commission," party of the first part, and Anne Arundel County, Maryland, a body corporate and politic, acting through its County Commissioners, therein referred to as the "County," party of the second part, wherein the parties, in connection with the construction of Bay Front Road (Md. Route 258) between Md. Route 2 and Md. Route 256, set forth and establish the responsibility of each for constructing a portion of former county road known as Parks Road, as more fully outlined on the construction plans, Contract AA-573-2-520, on file with the Anne Arundel County Department of Public Works. Upon completion of the projects set forth in the agreement, the County agrees to accept and maintain the same as part of its own road system, at its own expense, payment to the Commission for the work performed to include all items directly relative to the work limits set forth, and settlement therefor to be made within a period of six months from the date of completion.

Said agreement had previously been executed for the County Commissioners of Anne Arundel County by Joseph F. Collinson, Jr., President, recommended for approval by Chief Engineer Fisher and approved as to form and legal sufficiency by County Solicitor H. J. Tarantino and Special Attorney C. C. Seymour.

STATE ROADS COMMISSION
ANNE ARUNDEL COUNTY

Parks Road Relocation
Connection to Parks Road Relocation

THIS AGREEMENT, made this 7th day of May, in the year 1963, by and between the STATE ROADS COMMISSION OF MARYLAND, acting for and on behalf of the STATE OF MARYLAND, hereinafter referred to as the "Commission", party of the first part, and ANNE ARUNDEL COUNTY, MARYLAND, a body corporate and politic acting through its County Commissioners, hereinafter referred to as the "County", party of the second part.

WHEREAS, the Commission and the County as a part of the Bay Front Road (Maryland Route 258) project are desirous of entering into an agreement to ascertain, set forth and establish the responsibility for the construction of a portion of a former county road known as Parks Road, as more fully set forth on the construction plans, Contract AA-573-2-520, which are on file with the Anne Arundel County Department of Public Works, and

WHEREAS, by Agreement dated May 1963, the County has transferred to the Commission to the use of the State of Maryland, as a part of the state highway system, the roads or sections of roads hereinafter more particularly referred to, and

WHEREAS, the Commission is agreeable to a procedure involving the acquisition of the necessary right-of-way, the preparation of plans and specifications and the said construction thereof with the general supervision under the engineers of the Commission, provided the Commission shall be compensated in full for all expenditures involved, as more specifically set forth herein, for engineering, land acquisition, construction and other expenditures. Such Federal participation as may be arranged will be the responsibility of the County.

NOW THEREFORE THIS AGREEMENT WITNESSETH, that for and in consideration of the premises, and the further sum of One Dollar ($1.00)

payable by each party hereto to the other, the receipt of which is hereby acknowledged, the State Roads Commission of Maryland, acting for and on behalf of the State of Maryland, and Anne Arundel County, Maryland a body corporate and politic acting through its County Commissioners, hereby covenant and agree as follows:

1. This agreement shall be applicable and pertain to a portion of the following project as noted in Anne Arundel County, Maryland.

State Roads Commission Contract Number	Description
AA-573-2-520	Parks Road Relocation as contained in the Bay Front Road (Md.Rte.258) Improvement between Md. Route 2 and Md. Route 256.

2. The Commission shall prepare all plans, specifications, estimates, contracts, and other data necessary to comply with design requirements at the County's own cost and expense, and said plans, specifications estimates, contracts and other data necessary shall be subject to the prior approval of the County before bids are requested or work is authorized.
3. The Commission shall provide all necessary right-of-way for the construction and maintenance of said construction at the County's cost and expense, and said right-of-way shall be of the width and otherwise conform to the requirements of any law applicable thereto.
4. The Commission shall advertise for, receive bids for, and award said project as a portion of the Bay Front Road Contract. No alteration in the contract will subsequently be made to the above Relocation without mutual approval of the parties hereto.
5. The financing of all acquisition and construction shall be borne by the County as more particularly indicated hereafter. Reimbursement to the Commission will be on actual construction, engineering and rights-of-way purchase costs. The figures herein set forth are merely an estimate and that the County agrees to any adjustment which may be necessary based upon the final costs involved. The estimate is as follows:

1.	Connection to Parks Road at existing location	$ 1,462.88
	Right-of-Way	900.00
	Connection to Parks Road Relocated	6,431.83
	Right-of-Way	1,900.00
	County Participation (Construction & R/W)	$ 5,968.95
	Engineering 3.5%	208.91
	Total due State Roads Commission	$ 6,177.86

Payment to the Commission by the County for the work performed shall include all items directly related to the work limits as set forth and settlement therefore shall be made within a period of six months from the date of completion of said items of work.

Upon completion of the projects as set forth above the County agrees to accept and maintain the same as a part of its own road system, at its own expense.

This agrement shall inure to and be binding upon the parties hereto, their agents, successors and assigns.

IN WITNESS WHEREOF, the parties hereto have caused these presents to be executed by their proper offices unto duly authorized.

ATTEST:

County Commissioners of ANNE ARUNDEL COUNTY, MARYLAND

By _____
President

_____
Chief Clerk-Board of County Commissioners

Approved as to form and legal sufficiency:

_____
County Solicitor

ATTEST:

STATE ROADS COMMISSION OF MARYLAND

_____
Secretary

By _____
Chairman and Director of Highways

Recommended for Approval:

4/18/63 _____
Date: Chief Engineer-S.R.C.

Approved as to form and legal sufficiency:

_____
Special Attorney

CONTRACT NUMBER

AA-573-2-520

MARYLAND ROUTE 258

BAY FRONT ROAD

MARYLAND ROUTE 2 TO MARYLAND 256

CONNECTION TO PARKS ROAD RELOCATION

FINAL ESTIMATE

BY

ANNE ARUNDEL COUNTY

ITEM NO.	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL PRICE
		971			
1	Constr. Stakes, Line & Gr.	18628	L.S.	L.S.	$ 365.00
2	Clearing & Grubbing		L.S.	L.S.	100.00
3	Class 1 Excavation	58	C.Y.	0.61	35.38
5	Class 2 Excavation	469	C.Y.	0.61	286.09
9	Borrow Excavation	610	C.Y.	0.70	427.00
18	18" ACCMP Type A	50	L.F.	5.50	275.00
24	18" x 11" CMAP, 16 Ga.	30	L.F.	5.00	150.00
40	'E' Endwall, 18" Pipe	1	EA.	150.00	150.00
42	End Support Wall, 18" Pipe	1	EA.	80.00	80.00
58	9" Gravel Base Course	2353	S.Y.	0.50	1,176.50
60	6" Stabilized Shoulders	857	S.Y.	0.32	274.24
61	Gravel Surface Course Entrances	299	S.Y.	0.40	199.60
64	Calcium Chloride	2.70	TON	60.00	162.00
65	Bit. Mat. for Tack Coat	165.00	GAL.	0.25	41.25
66	Bit. Mat. for Prime Coat	706	GAL.	0.145	102.37
67	Bit. Mat. for Seal Coat	0	GAL.	0.145	0.0
68	Min. Aggregate	0	TON	10.00	0.0
79	Std. Beam Type Barricade	20	L.F.	3.20	64.00
84	Placing 2" Top Soil	2052	S.Y.	0.12	246.24
85	Seeding & Mulching	2052	S.Y.	0.08	164.16
90	Bit. Conc. Spec. 'B', 2" Surface	270	TON	7.90	2,133.00
	Right-of-Way				1,900.00
					$8,331.83
	County Participation	$8,331.83 - $2,362.88 +			$5,968.95

CONTRACT NUMBER

AA-573-2-520

MARYLAND ROUTE 258

BAY FRONT ROAD

MARYLAND ROUTE 2 TO MARYLAND 256

CONNECTION TO PARKS ROAD AT EXISTING LOCATION

FINAL ESTIMATE

BY

ANNE ARUNDEL COUNTY

ITEM NO.	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL PRICE
1	Constr. Stakes, Line & Gr.	338 ~~18,628~~	L.S.	L.S.	$ 127.00
2	Clearing & Grubbing	0	L.S.	L.S.	0.0
3	Class 1 Excavation	0	C.Y.	0.61	0.0
5	Class 2 Excavation	41	C.Y.	0.61	25.01
9	Borrow Excavation	300	C.Y.	0.70	210.00
18	18" ACCMP, Type 'A'	0	L.F.	5.50	0.0
24	18" x 11" CMAP, 16 Ga.	30	L.F.	5.00	150.00
40	'E' Endwall, 18" Pipe	0	EA.	150.00	0.0
42	End Support Wall, 18" Pipe	0	EA.	80.00	0.0
58	9" Gravel Base Course	680	S.Y.	0.50	340.00
60	6" Stabilized Shoulders	260	S.Y.	0.32	83.20
61	Gravel Surface Course Entrances	99	S.Y.	0.40	39.60
64	Calcium Chloride	.80	TON	60.00	48.00
65	Bit. Mat. for Tack Coat	0	GAL.	0.25	0.0
66	Bit. Mat. for Prime Coat	204	GAL.	0.145	29.58
67	Bit. Mat. for Seal Coat	442	GAL.	0.145	64.09
68	Min. Aggregate	22	TON	10.00	220.00
79	Std. Beam Type Barricade	0	L.F.	3.20	0.0
84	Placing 2" Topsoil	632	S.Y.	0.12	75.84
85	Seeding and Mulching	632	S.Y.	0.08	50.56
90	Bit. Conc. Spec. 'B', 2" Surface	0	TON	7.90	0.0
	Right-of-Way				900.00
					$2,362.88

File in
A.A Co.
Minutes

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
THURSDAY, NOVEMBER 29, 1962

* * *

Upon motion duly made and seconded, the Commission adopted the following resolution:

WHEREAS, the respective District Engineers have recommended the following changes in route numbers, and

WHEREAS, these changes have been approved by the Bureau of Traffic and the Division of Planning and Programming, namely:

1. Kent County - Extend Md. 291 to the junction with U. S. 213 at Chestertown.

2. Kent County - Extend Md. 298 from present junction with Md. 566 to U. S. 213 at Harmony Corner, providing a continuous route from Md. 20 at Fairlee to U. S. 213.

3. Anne Arundel and Prince George's Counties - Extend Md. 198 from Laurel to Fort Meade, providing continuous route from Md. 650 (Brown's Corner) in Montgomery County to Fort Meade.

NOW, THEREFORE, BE IT RESOLVED that these proposals be adopted by the State Roads Commission of Maryland effective January 1, 1963.

Copy: Mr. D. H. Fisher
Mr. R. J. Hajzyk
Mr. G. N. Lewis, Jr. (8)
Mr. C. A. Goldeisen
Mr. L. E. McCarl
Mr. William Jabine, II
Mr. G. B. Chaires
Mr. F. P. Scrivener
Mr. L. S. Pfarr
Mr. H. G. Downs (2)
Mr. L. C. Moser (2)
Mr. A. L. Grubb
Mr. C. R. Sharretts (2)
Mr. W. L. Shook (3)
Mr. M. C. Thompson, Jr. (2)
Major G. E. Davidson (2)
Mr. G. W. Cassell
SRC-Anne Arundel County
SRC-Kent County
SRC-Prince George's County

Copy: Mr. D. H. Fisher
Mr. R. J. Hajzyk
Mr. C. A. Goldeisen
Mr. L. E. McCarl
Mr. G. B. Chaires
Mr. F. P. Scrivener
Mr. Rolph Townshend
Mr. L. C. Moser (2)
Mr. G. N. Lewis, Jr. (8)
Mr. C. L. Wannen
Mr. J. E. Gerick
Mr. M. C. Thompson (2)
Mr. H. G. Downs (4)
Mr. E. K. Lloyd
Mr. H. C. Bowers
Mr. F. V. Dreyer
Mr. G. W. Cassell
Mr. E. D. Reilly
Mr. M. D. Philpot (2)
Mr. A. L. Grubb (2)
Records & Research Sec.
R/W Div.
Co. Commissioners Anne Arundel Co.
Secretary's File
SRC-Anne Arundel County

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JOHN B. FUNK
THURSDAY, AUGUST 16, 1962
***

On request of Anne Arundel County and on recommendation of Right of Way Division Chief Moser in letter dated July 25, 1962, Chairman and Director Funk executed the following agreement, in quadruplicate, dated August 16, 1962, by and between the State Roads Commission of Maryland, therein referred to as "Commission," and the County Commissioners of Anne Arundel County, Maryland, therein referred to as "County Commissioners." Said agreement had previously been executed by the County Commissioners, approved by Chief Engineer Fisher and approved as to form and legal sufficiency by Special Attorney C. C. Seymour.

"THIS AGREEMENT, made this 16th day of August, 1962, by and between the State Roads Commission of Maryland, hereinafter referred to as the "Commission," party of the first part, and the County Commissioners of Anne Arundel County, Maryland, hereinafter referred to as the "County Commissioners," party of the second part.

WHEREAS, under the authority contained in Section 79 of Article 89B of the Annotated Code of Maryland (1957 Edition), the "Commission" is empowered to transfer State highway or portions thereof to the governing bodies of the several Counties of Maryland, for maintenance purposes, and

WHEREAS, the "County Commissioners" have requested the transfer to them of that section of highway hereinafter described and have agreed to accept same as a part of the County Road System.

NOW, THEREFORE, THIS AGREEMENT WITNESSETH: That for and in consideration of the sum of One ($1.00) Dollar, and other good and valuable considerations, the receipt whereof is hereby acknowledged, the said "Commission", party of the first part, does hereby transfer unto the "County Commissioners," party of the second part, all right, title and interest it may have in and to that section of Manhattan Beach Road lying between Station 1 + 20± on the south and Station 3 + 00 on the north containing 0.16 acres more or less and shown shaded thus ▒▒▒▒ on State Roads Commission Plat No. 26852 attached hereto ~~and made a part~~ hereof, including in the transfer hereby effected all of the easement area adjacent to the Easternmost side of the shaded area referred to, and reserving unto the "Commission" all of the easement area adjacent to the Westernmost side of the shaded area referred to and along the Easternmost side of Maryland Route 2 (Ritchie Highway), as indicated on said plat.

Co249

Anne Arundel County

Copy: Mr. D. M. Adams Mr. C. A. Green Mr. M. L. Hutton (2)
Mr. H. W. Fairle (2) Mr. J. Hunter Mr. A. Langford (2)
Mr. G. A. Gelderman Mr. G. Jameson (2) Keeping a separate file
Mr. L. A. Hubert Mr. H. Jones (2) Mr. Div.
Mr. H. W. Gardner Mr. J. J. Lloyd Co. Coordinator Mrs.
Mr. F. T. Lightner Mr. H. W. Meyers Wendell Co.
Mr. Alice Vanderson Mr. J. T. Cooper Secretarial Pool
Mr. W. J. Jones (2) Mr. J. L. Jamieson Dakoma County County
Mr. H. H. Andrews (8) Mr. J. D. Hutton

DESIGNATION OF AUTHORITY OF THE STATE HIGHWAY COMMISSION OF NAPOLEAN
TO CONDUCT AND ADMINISTER WORK ON THE
MONDAY, OCTOBER 22, 1962
***

On request of Lake County and at the recommendation of Highway Commissioner Oliver Lopez in Jackson State City, 1962, Highway and Director Fine assumed the following resolution, in Lake County, dated October 16, 1962, to the extent the State Conservation of Forestland, therein referred to as "Conservation," and the County Conservation of the Atlantic County, Forestland, therein referred to as "County Conservation." This extension has previously been executed by the County Conservation, approved by Chief Engineer Fisher and approved as to form and legal validity by Special Attorney G. H. Jackson.

"THIS AGREEMENT, made this 16th day of January, 1962, by and between the State Board Conservation of Forestland, hereinafter referred to as the "Conservation," party of the first part, and the County Conservation of Lake County, Forestland, hereinafter referred to as the "County Conservation," party of the second part.

"WHEREAS, under the authority contained in Section 70 of Article 12B of the Constitution Code of Forestland (1957 Edition), the "Conservation" is authorized to transfer state highway or portions thereof to the governing bodies of the several Counties of Forestland, for maintenance purposes, and

"WHEREAS, the County Conservation has requested the transfer to them of that section of highway hereinafter described and have agreed to accept same as a part of the county road system.

"NOW, THEREFORE, THIS AGREEMENT WITNESSETH, That for and in consideration of the sum of One (1.00) Dollar, and other good and valuable considerations, the receipt whereof is hereby acknowledged, the State "Conservation," party of the first part, does hereby transfer unto the "County Conservation," party of the second part, all rights, title and interest it may have in and to that section of Rockdale Road from Station 0+00 to Station 24+ 32 on the north and Station 0+00 to the north containing 0.10 acres line or less and shown shaded thereon on state road conveyance plan No. 2002 attached hereto and made a part hereof. Included in the transfer hereby effected all of the appurtenances thereto and the maintenance also of the "Conservation" not of the present area of Rockdale Road, and the maintenance also of the "Conservation" not of the present area of Rockdale Road, as the same is delineated on the plan of Rockdale Road 2 (Atlantic Highway) as annotated on said plan.

"BEING part of the land which by deed dated March 23, 1937 and recorded among the Land Records of Anne Arundel County in Liber 161, folio 123 was conveyed by Camille K. G. Sonneborn to the State of Maryland, to the use of the State Roads Commission of Maryland.

TOGETHER with any and all structures, privileges, easements, rights and appurtenances thereunto belonging or in anywise appertaining.

IT IS UNDERSTOOD AND AGREED: That the aforegoing transfer of said section of highway is made upon condition that the "County Commissioners" will maintain the same as a part of the County Road System. In the event the "County Commissioners" desire to change the location of this section of Manhattan Beach Road the "County Commissioners" agree that they will provide or cause to be provided a facility at least equal to that which now exists, the same generally to be located as indicated on the aforesaid plat.

IN CONSIDERATION of the aforegoing, the "County Commissioners" by the execution of these presents do formally accept the transfer of the aforesaid section of highway into the County Road System, upon the terms and conditions named.

IN WITNESS WHEREOF, the parties have caused these presents to be executed in duplicate by their proper officers thereunto duly authorized the day and year first above written."

ATTEST:

(sgd.) C. R. Pease
Secretary

STATE ROADS COMMISSION OF MARYLAND

By (Sgd.) John B. Funk
Chairman and Director of Highways

APPROVED:

(Sgd.) David H. Fisher
Chief Engineer

Approved as to form and legal sufficiency.

(Sgd.) C. C. Seymour
Special Attorney

ATTEST:

(Sgd.) Lucy F. Loskosky
Chief Clerk to the Board of County Commissioners

COUNTY COMMISSIONERS OF ANNE ARUNDEL COUNTY

By (Sgd.) Frank W. Wilde
President

Anne Arundel County

Mr. Tagell

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JOHN B. FUNK
TUESDAY, MARCH 6, 1962
* * *

On recommendation of Chief Engineer Fisher in letter of February 21, 1962, the following final payment was approved, this bridge to remain in the Anne Arundel County Road System for maintenance:

Final payment of $340.00 for completion of installation of twelve steel street lighting poles and wiring on County's existing bridge over South River at Riva, our Contract #AA-525-2-517;FAP#S-9310(4), S. H. Jackson, contractor. The contract for this work was awarded on August 3, 1961 and was completed on December 5, 1961. The total amount of this contract is $6,879.20.

Copy: Mr. D. H. Fisher
Mr. C. A. Goldeisen
Mr. L. E. McCarl
Mr. C. L. Wannen
Mr. G. B. Chaires
Mr. F. P. Scrivener
Mr. H. G. Downs (4)
Mr. G. N. Lewis, Jr. (8)
Mr. L. C. Moser (3)
Mr. M. C. Thompson, Jr. (2)
Mr. J. Cincibus
Mrs. J. Freeman
County Commissioners of Anne Arundel County (3)
SRC-Anne Arundel County
Contract AA-525-2-517;FAP#S-9310(4)

Mr. Cassell

Copy: Mr. A. S. Gordon (2)
Mr. D. H. Fisher
Mr. W. E. Woodford, Jr.
Mr. R. J. Hajzyk
Mr. C. A. Goldeisen
Mr. L. E. McCarl
Mr. G. B. Chaires
Mr. F. P. Scrivener
Mr. L. C. Moser (2)
Mr. G. N. Lewis, Jr. (8)
Mr. C. L. Wannen
Mr. H. G. Downs (2)
Mr. A. L. Grubb (2)
Mr. E. K. Lloyd
Mr. M. D. Philpot (2)
Mr. M. C. Thompson, Jr. (2)
Mr. F. V. Dreyer
Mr. Charles Lee
Mr. G. T. Cassell
Mr. W. A. Friend
Mr. J. E. Gerick
Records & Research Section, R/W Div.
County Commrs. of Anne Arundel County (3)
Secretary's File
SRC-Anne Arundel County

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JOHN B. FUNK
MONDAY, FEBRUARY 19, 1962
* * *

Riva Rd
Co Rd 111

Chairman and Director Funk executed for and on behalf of the Commission agreement, in duplicate, dated February 19, 1962, relative to the transfer of certain sections of Riva Road in Anne Arundel County to the County Commissioners of that County, as follows:

"THIS AGREEMENT, made this 19th day of February 1962, by and between the State Roads Commission of Maryland, hereinafter referred to as 'Commission,' party of the first part, and the County Commissioners of Anne Arundel County, Maryland, hereinafter referred to as 'County Commissioners,' party of the second part.

WHEREAS, under authority contained in Section 79 of Article 89B of the Annotated Code of Maryland (1957 Edition), the Commission is empowered to transfer State Highways, or portions thereof, to the governing bodies of the several counties of Maryland, for maintenance purposes, and

WHEREAS, the Commission by resolution dated September 16, 1959, did accept from the County Commissioners as of July 1, 1958 certain sections of Riva Road, for the purpose of acquiring rights of way for the construction of the Riva Bridge Approaches, the same to have the status of a State road, and

WHEREAS, the County Commissioners have agreed to maintain and control Riva Road in its entirety as a County road, and

WHEREAS, by action of the Commission dated March 27, 1961, it was indicated that the construction of the above bridge and approaches was completed November 21, 1960, and

WHEREAS, the County Commissioners accepted the aforementioned bridge and approaches for maintenance purposes on November 21, 1960, but due to inadvertence or otherwise, said acceptance was not formalized by an agreement between the parties involved.

NOW THEREFORE THIS AGREEMENT WITNESSETH that for and in consideration of the sum of $1.00 and other good and valuable considerations, the receipt whereof is hereby acknowledged, the said Commission, party of the first part, does hereby transfer, nunc pro tunc, as of November 21, 1960, to the County Commissioners, party of the second part, for maintenance purposes, subject to the continuance in effect

of any controls of access which may have been established by the party of the first part for the protection of the traveling public, those sections of Riva Road in Districts 1 and 2 of Anne Arundel County, as shown within the limits of the right of way lines on Maryland State Roads Commission's right of way Plats Nos. 20061 and 20062.

IN CONSIDERATION of the aforegoing, the County Commissioners, by the execution of these presents do, as of November 21, 1960, confirm the acceptance of the aforesaid sections of Riva Road into the County Road System, for maintenance purposes, subject to the continuance in effect of any controls of access which may have heretofore been established by the Commission.

IT IS FURTHER UNDERSTOOD AND AGREED between the parties hereto that:

1. The effective date of transfer is November 21, 1960.

2. The mileage respecting the aforementioned sections of State roads was included in the inventory as of December 1, 1960.

3. The basis for the allocation of funds was included in the additional county road mileage in the allocation to Anne Arundel County, beginning July 1, 1961.

4. The transfer of said sections of roads was made on an 'As-Is-Basis,' which pertains to the existing right of way and to the existing condition of the roads involved, including all appurtenances and bridge structures, at the time of acceptance in the County Road System.

IN WITNESS WHEREOF, the parties have caused these presents to be executed in duplicate by their proper officers thereunto duly authorized, the day and year first above written.

STATE ROADS COMMISSION OF MARYLAND

by (signed) John B. Funk
Chairman and Director of Highways

ATTEST:

(signed) C. R. Pease
Secretary

APPROVED AS TO FORM AND LEGAL SUFFICIENCY

(signed) C. C. Seymour
Special Attorney

APPROVED

(signed) David H. Fisher
Chief Engineer

COUNTY COMMISSIONERS OF
ANNE ARUNDEL COUNTY, MARYLAND

by (signed) Frank W. Wilde
President

ATTEST:

(signed) Lucy F. Loskosky
Chief Clerk to the Board
of County Commissioners"

Copy: Mr. A. S. Gordon (2)
Mr. D. H. Fisher
Mr. J. E. Woodford, Jr.
Mr. R. J. Hajzyk
Mr. C. A. Goldeisen
Mr. L. E. McCarl
Mr. G. B. Chaires
Mr. F. P. Scrivener
Mr. L. C. Moser (2)
Mr. G. N. Lewis, Jr. (8)
Mr. C. L. Wannen
Mr. H. G. Downs (4)
Mr. E. K. Lloyd
Mr. W. A. Friend
Mr. G. W. Cassell
Mr. F. V. Dreyer
Mr. M. C. Thompson, Jr. (2)
Mr. Charles Lee
Mr. A. L. Grubb
Mr. M. D. Philpot
Mr. J. E. Gerick
Records & Research Section, R/W Div.
Anne Arundel County Commissioners (3)
Secretary's File
SRC-Anne Arundel County

Mr. Cassell

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JOHN B. FUNK
FRIDAY, JANUARY 5, 1962
* * *

Chairman and Director Funk confirmed prior execution, for and on behalf of the Commission, of agreement, in triplicate, dated January 2, 1962, covering transfer to the Commission by the County Commissioners of Anne Arundel County of 0.03 mile of Robinson Station Road, near Severna Park, between Md. Route 2 and Md. Route 648, reading as follows:

"THIS AGREEMENT, made this 2nd day of January 1962, by and between the County Commissioners of Anne Arundel County, Maryland, hereinafter referred to as 'County Commissioners,' party of the first part, and the State Roads Commission of Maryland, hereinafter referred to as 'Commission,' party of the second part.

WHEREAS, under authority contained in Section 79 of Article 89B of the Annotated Code of Maryland (1957 Edition), the Commission is empowered to transfer State highways, or portions thereof, to the governing bodies of the several counties of Maryland, for maintenance purposes.

WHEREAS, the governing bodies of the several counties of Maryland are empowered to transfer county roads, or portions thereof, to the State Roads Commission of Maryland, as part of their State road system.

NOW, THEREFORE, BE IT AGREED by the County Commissioners, party of the first part, to transfer the following described section of county road, located in Anne Arundel County, to the Commission, party of the second part, as part of their State road system.

AND, NOW THEREFORE, BE IT AGREED by the Commission, that they will accept the above described section of county road into the State road system, for maintenance purposes.

NOW, THEREFORE, THIS AGREEMENT WITNESSETH that for and in consideration of the sum of $1.00 and other good and valuable considerations, the receipt whereof is hereby acknowledged, the said County Commissioners, party of the first part, do hereby agree to transfer to the Commission, party of the second part, as part of their State road system, the following described section of county road:

Robinson Station Road, near Severna Park, between Md. Route 2 and Md. Route 648, a distance of 0.03 mile.

WAS Co 266

ADDED TO C.S. 2-88.

IN CONSIDERATION of the aforegoing, the County Commissioners, by the execution of these presents, do hereby agree to transfer the aforesaid section of county road to the Commission as part of their State road system.

IT IS FURTHER UNDERSTOOD AND AGREED between the parties hereto that:

1. The effective date for the transfer of the above described section of county road shall be July 1, 1962.

2. The aforesaid county road mileage will be deleted from the county road inventory as of the 1st day of December, 1961.

3. The basis for the allocation of funds will exclude the aforesaid county road mileage in the allocation to Anne Arundel County beginning the 1st day of July, 1962.

4. The transfer of said road will be made on an 'As-Is-Basis,' which pertains to the existing condition of the road involved and will include all appurtenances and bridge structures.

IN WITNESS WHEREOF, the parties have caused these presents to be executed in triplicate by their proper officers thereunto duly authorized, the day and year first above written.

STATE ROADS COMMISSION OF MARYLAND

by (signed) John B. Funk
Chairman and Director of Highways

ATTEST:

(signed) C. R. Pease
Secretary

APPROVED

(signed) David H. Fisher
Chief Engineer

APPROVED AS TO FORM AND LEGAL SUFFICIENCY

(signed) C. C. Seymour
Special Attorney

COUNTY COMMISSIONERS OF ANNE ARUNDEL COUNTY

by (signed) Frank W. Wilde
President

ATTEST:

(signed) Lucy F. Loskosky
Chief Clerk to the County Commissioners"

Mr Cassell

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JOHN B. FUNK
MONDAY, MARCH 27, 1961
* * *

On recommendation of Chief Engineer Fisher in letter of March 8, 1961, the following final payment was approved, this bridge to be turned over to Anne Arundel County for maintenance:

Final payment of $51,014.87 for completion of construction of 28-span steel beam bridge, 26' roadway, 1,572' long, on Riva Road over South River at Riva, and approaches, 0.29 mile, our Contract #AA-525-1-517;FAP#S-682(2), McLean Contracting Company, contractor. The contract for this work was awarded on July 14, 1959 and was completed on November 21, 1960. The total amount of this contract is $813,069.98.

Copy: Mr. D. H. Fisher
Mr. W. C. Hopkins
Mr. C. A. Goldeisen
Mr. C. L. Wannen
Mr. G. B. Chaires
Mr. F. P. Scrivener
Mr. E. K. Lloyd
Mr. H. G. Downs (4)
Mr. G. N. Lewis, Jr. (8)
Mr. L. C. Moser (2)
Mr. A. L. Grubb (2)
Mr. S. T. Nottingham
Mr. H. C. Bowers
Mr. M. C. Thompson (2)
Mr. J. Cincibus
Mrs. J. Freeman
Anne Arundel County Commissioners (3)
SRC-Anne Arundel County
Contract A -525-1-517;FAP#S-682(2)

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, FEBRUARY 15, 1961
***

Upon motion duly made and seconded, the Commission adopted the following resolution:

WHEREAS, the late THOMAS HARRY RILEY, Traffic Analyst of the Baltimore News-Post and a member of the Maryland Traffic Safety Commission, during his life time rendered outstanding and lasting services to the cause of safety and improved traffic conditions in the City of Baltimore as well as throughout the State of Maryland, and

WHEREAS, in view of the many services rendered, not only to the people of Maryland, but to the travelling public in general, it would seem only fitting that a permanent memorial be established commemorating these services, and

WHEREAS, the Safety First Club of Maryland, pursuant to a Resolution duly adopted, has requested that a Maryland highway, road, bridge or similar project be formally named for the said Thomas Harry Riley, and

WHEREAS, the Counties of Baltimore and Anne Arundel have expressed a desire that public recognition be given for the outstanding services rendered by the said Thomas Harry Riley.

NOW, THEREFORE, BE IT RESOLVED: That the State Roads Commission of Maryland, pursuant to authority conferred upon it by the General Assembly of Maryland, and in honor of the outstanding services rendered, does hereby name and designate the new Hammonds Ferry Road Bridge at Wades Crossing of the Patapsco River, the Thomas Harry Riley Bridge, and

BE IT FURTHER RESOLVED, that copies of this Resolution be forwarded to the family of the late Thomas Harry Riley, the Safety First Club of Maryland, Inc., to the County Executive for Baltimore County and to the President of the County Commissioners for Anne Arundel County.

Copy: Family of the late Thomas Harry Riley
Safety First Club of Maryland, Inc.
Mr. Christian H. Kahl
Mr. Frank W. Wilde
Mr. A. S. Gordon (2)
Mr. Wm. Jabine III
Mr. D. H. Fisher
Mr. W. C. Hopkins
Mr. C. A. Goldeisen
Mr. G. B. Chaires
Mr. E. C. Chaney (2)
Mr. L. E. McCarl (2)
Mr. R. J. Hajzyk
Mr. H. C. Bowers
Mr. C. L. Wannen
Mr. C. E. Hasson
SRC-Baltimore County
Mr. E. F. Gleason
Mr. J. E. Gerick
Mr. Charles Lee
Mr. A. L. Grubb (4)
Mr. H. G. Downs (4)
Mr. E. K. Lloyd
Mr. M. D. Philpot (2)
Mr. C. S. Linvilla
Mr. F. P. Scrivener
Mr. L. S. Pfarr
Mr. F. V. Dreyer
Mr. W. A. Friend
Mr. G. N. Lewis, Jr. (8)
Mr. L. C. Moser (2)
Mr. J. D. Buscher
Mr. W. B. Duckett
Mr. Allan Lee
SRC-Name Designations
SRC-Anne Arundel County

ANNE ARUNDEL COUNTY

Mr. Cassell

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
FRIDAY, DECEMBER 23, 1960
* * *

On recommendation of Traffic Bureau Chief Lewis in letter of December 21, 1960, the Commission authorized that Md. 613 from its junction with Md. 2 at Friendship, Anne Arundel County, be renumbered Md. 261, thus providing a continuous route by that number from Friendship southward to the end of State maintenance on Md. 261 in Calvert County.

SECTION OF COUNTY ROAD TAKEN INTO STATE SYSTEM

ANNE ARUNDEL COUNTY

Copy: Mr. D. H. Fisher
Mr. G. N. Lewis, Jr. (8)
Mr. H. G. Downs
Mr. G. B. Chaires
Mr. F. P. Scrivener
Mr. L. S. Pfarr
Major G. E. Davidson (2)
Mr. L. E. McCarl (2)
SRC-Anne Arundel County
SRC-Calvert County

ANNE ARUNDEL COUNTY

December 21, 1960

State Roads Commission
Office

Gentlemen: Route and Section Numbers

The State Roads Commission recently accepted into its system a section of highway between Rose Haven and North Beach in Calvert and Anne Arundel Counties.

The present State highway from Route 2 in Anne Arundel County in the vicinity of Friendship feeding into Old Colony Cove-Rose Haven area, bears Md. Route No. 613, while along the entire Bay front in Calvert County through Chesapeake Beach and North Beach, this highway bears Md. Route No. 261.

For continuity in route numbering we are recommending that Md. 613 from its junction with Md. 2 at Friendship, be re-numbered Md. 261 which will then provide a continuous route by that number from Friendship southward in Calvert County to the end of State maintenance on that particular highway.

Very truly yours,

GNLjr-d
cc: Mr. David H. Fisher
Geo. N. Lewis, Jr.,
Chief-Bureau of Traffic

Senator Paul J. Bailey
Commissioner

Mr. Geo. W. Cassell

APPROVED
SRC MINUTES
12-23-60

Wednesday 21, 1970

State Road Commission
Office

Gentlemen: Route and Description Numbers

The State Road Commission recently accepted into its system a section of highway between Rose Bayou and North Rosen in Calvert and Anne Arundel Counties.

The previous route ending from Route 2 in Anne Arundel County in the vicinity of Friendship Corners into Calvert County covering Farm area, Route No. 214, while along the entire day front in Calvert County through Chesapeake beach and North Beach, this highway route was, Route No. 261.

Now continuity in route numbering we are recommending that No. 214 from its junction with Md. 2 at Friendship, be renumbered Md. 261 which will then provide a continuous route by that number from Friendship northward in Calvert County to the end of State maintenance at Chesapeake Beach.

Very truly yours,

FM:jcd
cc: Mr. David M. Blaney
Mr. Jos. M. Lewis, Jr.
Assistant to Director

Senator Paul J. Dorsey
Senator

Delegate Joseph

ANNE ARUNDEL COUNTY

December 21, 1960

State Roads Commission
Office

Gentlemen: Route and Section Numbers

The State Roads Commission recently accepted into its system a section of highway between Rose Haven and North Beach in Calvert and Anne Arundel Counties.

The present State highway from Route 2 in Anne Arundel County in the vicinity of Friendship feeding into Old Colony Cove-Rose Haven area, bears Md. Route No. 613, while along the entire Bay front in Calvert County through Chesapeake Beach and North Beach, this highway bears Md. Route No. 261.

For continuity in route numbering we are recommending that Md. 613 from its junction with Md. 2 at Friendship, be re-numbered Md. 261 which will then provide a continuous route by that number from Friendship southward in Calvert County to the end of State maintenance on that particular highway.

Very truly yours,

Geo. N. Lewis, Jr.,
Chief-Bureau of Traffic

GNLjr-d
cc: Mr. David H. Fisher

Senator Paul J. Bailey
Commissioner

Mr. Geo. W. Cassell

APPROVED
SRC MINUTES
12-23-60

Copy: Mr. A. S. Gordon (2)
Mr. D. H. Fisher
Mr. W. E. Woodford, Jr.
Mr. R. J. Hajzyk
Mr. W. C. Hopkins
Mr. C. A. Goldeisen
Mr. G. B. Chaires
Mr. F. P. Scrivener
Mr. L. C. Moser (2)
Mr. G. N. Lewis, Jr. (8)
Mr. C. L. Wannen
Mr. H. G. Downs (4)
Mr. L. E. McCarl (2)
Mr. A. L. Grubb
Mr. W. A. Friend
Mr. E. K. Lloyd(2)
Mr. H. C. Bowers
Mr. F. V. Dreyer
Mr. Charles Lee
Mr. M. D. Philpot (2)
Mr. J. E. Gerick
Records & Research Section, R/W Div.
Anne Arundel County Commissioners
Secretary's File
SRC-Anne Arundel County

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, NOVEMBER 16, 1960
* * *

On recommendation of Planning and Programming Division Chief Hajzyk, the Commission adopted the following resolution:

WHEREAS, the County Commissioners of Anne Arundel County, with the concurrence of the State Delegation from Anne Arundel County, by Joint Resolution #60-79 adopted June 21, 1960, have requested the State Roads Commission of Maryland to accept as a part of its State roads system for future maintenance, the existing County road known as Walnut Avenue in North Beach Park, Eighth Election District, from the end of Md. 613 at Rose Haven to Md. 261 at the Calvert County line, an approximate distance of 1.3 miles, and

WHEREAS, the said Walnut Avenue is now a connection between the termini of two sections of State roads which, for the purposes of a well-integrated system and the best interest of the traveling public, it would be desirable for the State to maintain as a part of its highway system, and

WHEREAS, by letter of November 4, 1960, Anne Arundel County agrees to accept into its County system for maintenance:

Md915 (1) Old Md. 416 from new Md. 416 to Lyons Creek - 0.41 mile C S 2-120

Md-778-H (2) Old Md. 2 from Md. 423 to intersection with new Md. 2 - 1.0 mile C S 2-12

NOW, THEREFORE, BE IT RESOLVED by the State Roads Commission of Maryland that the following County road located in Anne Arundel County be, and it is hereby accepted, as is, into the State roads system of Maryland:

Walnut Avenue, North Beach Park, Eighth Election District:

From	To	Mileage
End of Md. 613 at Rose Haven	Md. 261 at Calvert County line	1.3

ADDED TO C.S. 2-86

Copy: Mr. J. J. Jordan (2)
Mr. J. J. Kane
Mr. T. T. Woodward, Jr.
Mr. J. J. Mulvey
Mr. J. C. Hopkins
Mr. C. A. Goldstein
Mr. G. E. Chapman
Mr. F. E. Tarkington
Mr. L. C. Moore (4)
Mr. G. T. Lewis, Jr. (2)
Mr. C. L. Vernon
Mr. H. G. Young (4)
Mr. L. S. Medvil (2)

Mr. J. L. Jordan
Mr. T. A. Fenwick
Mr. C. A. Chapman
Mr. H. C. Jones
Mr. V. Chapman
Mr. Charles Lee
Mr. H. C. Pritchard (2)
Mr. L. E. Parks
Mr. Lonnie A Jameson Section, DW Div.
Mr. Hugh Arundel County Commissioners
Secretary's File
Prince Georges County

EXCERPT FROM MINUTES OF MEETING BY THE STATE ROADS COMMISSION
November 8, 1960

On recommendation of Planning and Programming Division (John Mulvey), the Commission adopted the following resolution:

WHEREAS, the County Commissioners of Prince Georges County, with the concurrence of the State Highwaymen from Prince Georges County, by joint resolution 1960-79 adopted June 24, 1960, have requested the State Roads Commission to alter and to accept as a part of the State roads system the following described, the existing County road known as "Pine Avenue in Accid Park, Eighth District, Maryland, from the end of Md. 413 at Rose Haven to Md. 301 at the Delaware County line, for approximate distance of 1.5 miles, and

WHEREAS, the said Pine Avenue is now a connection between the terminal of two secondary State roads which, for the purposes of a well-designed system and the best interest of the travelling public, it would be desirable for the State to maintain as a part of its highway system, and

WHEREAS, by letter of November 4, 1960, the Prince Georges County agrees to accept into its County system for maintenance:

(1) Md. 414, 414 from Md. 414 to Lyons Creek - 0.61 mile

(2) Md. 2 from Md. 429 to intersection with new Md. 2 - 1.2 mile

NOW, THEREFORE, BE IT RESOLVED by the State Roads Commission of Maryland that the existing County road located in Prince Georges County be, and it is hereby accepted, as is, into the State roads system of Maryland:

Highway Number, Begin Point, End Point, Length, Jurisdiction Maintain:

From	To	Miles
End of Md. 413 at Rose Haven	Md. 301 at Delaware County line	1.5

AND BE IT FURTHER RESOLVED by the State Roads Commission of Maryland that the following State roads located in Anne Arundel County be, and they are hereby transferred, as is, to the County Commissioners of Anne Arundel County and shall henceforth have the status of County roads:

(1) Old Md. 416 from new Md. 416 to Lyons Creek - 0.41 mile

(2) Old Md. 2 from Md. 423 to intersection with new Md. 2 - 1.0 mile

Form-RW-

Mr Cowell

COPY

Mr Lewis

State Roads Commission
TRAFFIC DIVISION
JUN 10 '80
Geo. N. Lewis, Jr.
Director

June 6, 1980

ANNE ARUNDEL COUNTY

Contract: AA 477-5-520
Relocation of Md. Rte. 170
Dorsey Road toward Severn Road
Re: Transfer of Dogwood Road
To Anne Arundel County
File No.: 31084

State Roads Commission
Baltimore, Maryland

Gentlemen:

In the construction of the above captioned project, a service road was required in Severnsides Subdivision. This road which is approximately 575 feet long is designated as Dogwood Road, and Anne Arundel County accepted this short section of service road for maintenance. They have now requested that title of this roadbed be transferred from the State Roads Commission to the County Commissioners of Anne Arundel County.

Enclosed please find a deed which will accomplish this transfer. Attached to the deed is the pertinent right of way plat 21901.

This deed has been approved by Mr. Frederick A. Paderbaugh as to form and legal sufficiency.

When this deed is executed, please forward it to the Board of Public Works for execution, and return to this Division, so that we can submit it to the County Commissioners of Anne Arundel County.

Very truly yours,

LeRoy C. Moser
Chief, Right of Way Division

HBP:sc

Enclosure

Part
Cont. Sect 2-45

Form-RW-

Mr Cruell

COPY

Mr. Lewis

State Roads Commission
TRAFFIC DIVISION
JUN 10 1960

Geo. N. Lewis, Jr.
Director

June 6, 1960

ANNE ARUNDEL COUNTY

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Very truly yours,

LeRoy C. Moser
Chief, Right of Way Division

HBF:sc

Enclosure

Part
Cont. Sect 2-45

Copy: Mr. A. S. Gordon (2)
Mr. N. M. Pritchett
Mr. D. H. Fisher
Mr. R. J. Hajzyk
Mr. W. C. Hopkins
Mr. C. A. Goldeisen
Mr. G. B. Chaires
Mr. F. P. Scrivener
Mr. L. C. Moser (2)
Mr. G. N. Lewis, Jr. (8)
Mr. C. L. Wannen
Mr. E. C. Chaney (2)
Mr. L. E. McCarl (2)
Mr. H. G. Downs (4)
Mr. W. A. Friend
Mr. W. A. Jordan (2)
Mr. H. C. Bowers
Mr. F. V. Dreyer
Mr. Charles Lee
Mr. M. D. Philpot (2)
Mr. A. L. Grubb (2)
Mr. L. W. Carr
Mr. David Silver, Jr.
Mr. J. E. Gerick
Anne Arundel County Commissioners
Baltimore County
Secretary's File
SRC-Anne Arundel County
SRC-Baltimore County
Records & Research Section, R/W Div.

MD 167 & MD 916 A & B

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, JUNE 1, 1960
* * *

Chairman and Director Funk executed, for and on behalf of the Commission, agreement in triplicate dated April 26, 1960, by and between the State Roads Commission of Maryland, therein called "Commission," party of the first part; Baltimore County, Maryland, a body corporate and politic, acting through its County Executive, therein called "Baltimore County," party of the second part; and the County Commissioners of County of Anne Arundel, Maryland, therein called "Anne Arundel County," party of the third part, concerning the construction of a new bridge and approaches over the Patapsco River at Wades, Maryland, wherein the parties thereto agree as to their respective obligations and responsibilities in connection with the construction, maintenance and ultimate transfer of relocated Hammonds Ferry Road to Baltimore County and sections of Md. 167 and Md. 916 A & B to Anne Arundel County, effective upon opening of the structure for use.

The said agreement had previously been executed on behalf of Baltimore County by Acting County Executive W. E. Fornoff and by the County Commissioners of Anne Arundel County, and approved as to form and legal sufficiency by Special Attorney C. C. Seymour.

MD 167 C.S 2-38
2.36 Mi

MD 916A C.S 2-121
0.15 Mi

MD 916 B C S 2-121
0.14 Mi

BRIDGE ACCEPTED
BY S.R.C 6-30-61

SEE AGREEMENT DATED
4-26-60 - MD 167

BRIDGE DEDICATED ON
JULY 26, 1961

THIS AGREEMENT, executed in triplicate, made and entered into this 26th day of April, 1960, by and between the STATE ROADS COMMISSION OF MARYLAND, acting for and on behalf of the State of Maryland, hereinafter called "Commission", party of the first part, and BALTIMORE COUNTY, MARYLAND, a body corporate and politic, acting through its County Executive, hereinafter called "Baltimore County", party of the second part, and the COUNTY COMMISSIONERS OF COUNTY OF ANNE ARUNDEL, MARYLAND, hereinafter called "Anne Arundel County", party of the third part, witnesseth:

WHEREAS, Hammonds Ferry Road bridge over the Patapsco River located at Wades, Maryland, connects Maryland Route 167 in Anne Arundel County on the south with a Baltimore County road on the north, the north portion of said bridge being owned and maintained by Baltimore County and the south portion of said bridge, including trestle, being owned and maintained by Anne Arundel County, and

WHEREAS, the present bridge and trestle being obsolete was closed to all highway traffic during the year 1959, and in order to facilitate the movement of present day traffic Anne Arundel County has initiated and proposes to reopen this roadway and desires to replace the existing bridge and trestle with a modern highway structure to better serve the requirements of the aforesaid Baltimore and Anne Arundel County, and

WHEREAS, Anne Arundel County has requested Baltimore County and the Commission to participate in the construction of a new bridge over Patapsco River and approaches as well as in the removal of the existing bridge and trestle in order to reopen this portion of the road to highway traffic and to defray a portion of the costs, as hereinafter set forth, it being understood that Anne Arundel County will commit such funds as may be needed in addition to its currently available Federal Aid Urban Funds and together with other parties hereto will provide matching funds in order to accomplish the project herein contemplated, and

WHEREAS, the parties hereto are desirous of cooperating, each with the other, in accomplishing the herein proposed project and desire to enter into an agreement to state more fully the terms and conditions connected therewith.

NOW, THEREFORE, THIS AGREEMENT WITNESSETH, that for and in consideration of the premises, and the sum of $1.00 payable by each party hereto to the other, the receipt whereof is hereby acknowledged, and in further consideration of the mutual covenants and conditions hereinafter set forth to be kept and performed, the parties hereto do hereby agree as follows:

1. By mutual understanding of the parties hereto the Commission will arrange for necessary surveys, preparation of right of way plats, design drawings and specifications for the new highway bridge over Patapsco River and approaches, it being understood that the structure will be designed to meet the Commission's standards. Plans and specifications and any revisions thereof shall be subject to the approval (in writing) of all parties hereto, insofar as their respective interest are affected thereby. Said plans and specifications when so approved shall become a part of this agreement by reference.

2. The Commission will acquire all rights of way needed for construction of the new bridge and its approaches, the cost thereof to be chargeable to the project fund established under Section 5 hereof.

3. The Commission will canvass bids for construction of new bridge and approaches by advertising; distributing plans and proposals; opening, reading and considering bids; and making award when and if an acceptable low bid is obtained, it being understood, however, that Baltimore County and Anne Arundel County must all concur in the amount bid as well as selection and approval of the contractor before award is made by the Commission, it being further understood and agreed that the construction of said bridge and approaches thereto shall be under the general supervision and control of the Commission.

4. The parties hereto agree that the plans and specifications are to make provision for the removal of existing bridge and trestle, as well as barricading of the existing roads leading thereto.

5. The cost of the project herein contemplated shall include preliminary engineering, surveying, right of way plats, design drawings, specifications, legal fees, right of way acquisitions, searching titles, laboratory expense, overhead, payments to contractors, construction and inspection costs, divided as follows:

(A) - Commission will pay 17% of total project, but not to exceed $50,000.

(B) - Baltimore County will pay 17% of the total project, but not to exceed $50,000, it being understood that Baltimore County shall make necessary payment of its share of the project cost to the Commission on or before January 31, 1961.

(C) - Anne Arundel County will use currently available Federal Aid Urban Funds, plus Anne Arundel County's own funds as necessary to make up the remaining project cost but not to exceed the sum of $53,000. Anne Arundel County agrees to deposit with the Commission its estimated share of the cost of the improvement prior to the award of contract, final adjustment to be made upon completion of the project.

6. Before any work on the project is commenced, the Commission will require the contractor to provide all necessary insurance to protect the parties hereto and keep same in full force and effect until work required for the construction of the improvement has been completed and accepted.

7. Baltimore County and Anne Arundel County hereby quitclaim and transfer to the Commission, its successors and assigns, all the right, title and interest which they may have in the existing highway bridge and trestle over Patapsco River, said bridge to be removed and replaced by a new bridge as provided herein.

Upon completion of the project and the opening of said bridge for the use of the traveling public, and without the necessity of any further agreement between the parties hereto, the Commission does hereby transfer to Baltimore County and Baltimore County does hereby accept from the Commission for maintenance purposes and subject to the continuance in effect of any controls or conditions which may have been established or imposed by the Commission all its right, title and interest in Hammonds Ferry Road, as relocated, lying at the northern end of the new bridge to be constructed pursuant to the terms of this agreement, of which is more particularly set forth on a sketch marked Exhibit "A" dated March , 1960 attached hereto and made a part hereof, and

Upon the completion of the project and the opening of said bridge for the use of the traveling public, and without the necessity of any further agreement between the parties hereto, the Commission does hereby transfer to Anne Arundel County and Anne Arundel County does hereby accept from the Commission, for maintenance purposes and subject to the continuance in effect

of any controls or conditions which may have been established or imposed by the Commission, all its right, title and interest in existing Maryland Route 167, and any relocation thereof, from the south end of the Patapsco River Bridge to Shipley, a distance of approximately 2.34 miles together with two sections of Maryland Route 916 (which are service roads north and south of the Baltimore-Washington Expressway) for distances of .14 miles and .15 miles respectively, excluding however, the structures over the Baltimore-Washington Expressway, all of which is more particularly set forth in "green" on a sketch showing the location of said sections of roads dated March , 1960 marked Exhibit "A", attached hereto and made a part hereof.

IT BEING UNDERSTOOD AND AGREED That the aforegoing transfer of roads or sections of roads to Anne Arundel County is made expressly subject to the rights of the Commission insofar as its operation and maintenance of the Beltway, which crosses said sections of roads, is concerned.

IT BEING FURTHER UNDERSTOOD AND AGREED between the Commission, Baltimore County and Anne Arundel County that:

(A) The effective date for the transfer of the above described roads or portions of roads shall be the date of which the aforesaid bridge is opened for the use of the traveling public.

(B) The additional mileage, if any, will be included in the inventory as of December 1st of the year in which said bridge is opened for the use of the traveling public.

(C) The basis for the allocation of funds will include the additional and/or adjusted county mileage in the allocation to Baltimore County and Anne Arundel County beginning July 1st of the year following the year in which said bridge is opened for the use of the traveling public.

(D) The transfer of said roads or portions of roads is made on an ("As-Is Basis") which pertains to the condition of the roads or portions of roads involved existing as of the effective date of transfer hereinabove mentioned.

8. Upon completion of the work herein described the ownership and responsibility for maintenance shall be as follows:

(A) - Commission shall own the new highway bridge over Patapsco River, and at its sole cost and expense, repair, nenew and maintain the said bridge.

(B) - Baltimore County, at its sole cost and expense, shall maintain the future north approach road to said bridge, as well as perform necessary work involved in snow removal, sanding and cleaning of the deck of the bridge, as hereinafter more particularly set forth.

(C) - Anne Arundel County, at its sole cost and expense, shall maintain the south approach road to said bridge, as well as perform necessary work involved in snow removal, sanding and cleaning of the deck of the bridge, as hereinafter more particularly set forth.

IT IS UNDERSTOOD AND AGREED between Baltimore County and Anne Arundel County that the performance of the duties outlined under B and C above, shall be shared equally and handled on a cooperative basis so as to keep the bridge open for highway traffic at all times and that pursuant to such an understanding, the work necessary to be performed shall be handled alternately by the one County and then the other, for the entire length of the bridge, or in lieu thereof shall be handled by the County that has forces immediately available for such work, for the entire length of the bridge, the cost thereof to be shared by the other County on a 50-50 basis, to be paid immediately upon the rendition of a statement therefor.

IT IS UNDERSTOOD AND AGREED between the parties hereto that any approach embankments which may project through, under and along side of the new bridge shall be considered as an approach to said bridge, and shall be owned and maintained by and at the cost of the County responsible therefor. Any bulkheads, sheeting and other construction features will be considered as a part of the bridge proper and will be maintained, repaired and renewed at the sole cost and expense of the Commission.

9. This agreement shall inure to and be binding upon the parties hereto, their successors and assigns.

IN WITNESS WHEREOF, the parties hereto have caused these presents to be executed in triplicate by their proper officers thereunto duly authorized the day and year first above written.

ATTEST:

Secretary

STATE ROADS COMMISSION OF MARYLAND

By: _____
Chairman and Director of Highways for the State of Maryland.

Approved:

Norman M. Pentlovitz
Chief Engineer, State Roads Commission.

Approved:

~~Regional Member - State Roads Commission.~~

~~Regional Member - State Roads Commission.~~

Approved as to form and legal sufficiency this _____ day of _____, 1960.

Special ~~Assistant~~ Attorney ~~General~~ of Maryland

BALTIMORE COUNTY, MARYLAND

By: Albert B. Zoltenbach
Director of Public Works,
Baltimore County.

BALTIMORE COUNTY, MARYLAND

By: [illegible]
acting County Executive

ATTEST:

[illegible]
Secretary to County Executive

COUNTY COMMISSIONERS OF COUNTY OF
ANNE ARUNDEL, MARYLAND

By: [illegible]
President

[illegible]

Approved as to Form and Legal Sufficiency

Thomas J. Kennedy
Assistant County Solicitor

ATTEST:

Lucy F. Lockerby
CLERK

STATE OF MARYLAND)
CITY OF BALTIMORE) ss.:

I HEREBY CERTIFY that on this 1st day of June, 1960, before me, the subscriber, a Notary Public of the State of Maryland, in and for Baltimore City, personally appeared John B. Funk Chairman and Director of Highway, for the STATE ROADS COMMISSION OF THE STATE OF MARYLAND, and acknowledged the foregoing agreement to be the act and deed of the State Roads Commission of the State of Maryland, acting for the State of Maryland.

AS WITNESS my hand and Notarial Seal,

Harry G. Stone
Notary Public

My Commission Expires:
May 1, 1961.

STATE OF MARYLAND)
BALTIMORE COUNTY) ss.:

I HEREBY CERTIFY that on this 24 day of May, 1960, before me, the subscriber, a Notary Public of the State of Maryland, in and for Baltimore County, personally appeared William E. Tornoff County Executive, and Albert B. Wittstadt, Director of Public Works being all and acting on behalf of BALTIMORE COUNTY, MARYLAND, and each severally acknowledge the foregoing agreement to be the act and deed of Baltimore County, Maryland.

AS WITNESS my hand and Notarial Seal.

Alice D. Fringer
Notary Public

My Commission Expires:

May 1, 1961.

STATE OF MARYLAND)
COUNTY OF ANNE ARUNDEL) ss.:

I HEREBY CERTIFY that on this 26 day of April, 1960, before me, the subscriber, a Notary Public of the State of Maryland, in and for the County of Anne Arundel personally appeared Frank W. Wilde, Joseph F. Collinson, Jr., Samuel J. Carr, Paul T. Pitcher, Louis A. Boehm, Carl Purvis Russell, Henry C. Wigley, AND Edward J. Klima, being all and acting for COUNTY COMMISSIONERS OF COUNTY OF ANNE ARUNDEL, MARYLAND, and each severally acknowledged the foregoing agreement to be the act and deed of County Commissioners of County of Anne Arundel, Maryland.

AS WITNESS my hand and Notarial Seal.

Penny O. Porter
Notary Public

My Commission Expires:

May 1, 1961.

COUNTY OF ANNE ARUNDEL
Annapolis, Maryland
COUNTY COMMISSIONERS
Resolution #60-48

At the regular meeting of the County Commissioners of Anne Arundel County held at its office on April 26, 1960, upon motion duly made, and seconded, the following resolution was adopted.

WHEREAS, Hammonds Ferry Road Bridge over the Patapsco River, located at Wades, Maryland, connects Maryland Route 167 in Anne Arundel County on the south side with a Baltimore County road on the north, the north portion of said bridge being owned and maintained by Baltimore County and the south portion of said bridge, including the trestle, being owned and maintained by Anne Arundel County, Maryland, and

WHEREAS, the present bridge and trestle being obsolete was closed to all highway traffic during the year 1959 and in order to facilitiate the movement of present day traffic, it is proposed to reopen this roadway and replace the existing bridge and trestle with a modern highway structure to better serve the requirements of the traveling public, and

WHEREAS, Baltimore County and the State Roads Commission have agreed to participate in the construction of a new bridge over the Patapsco River at Wades, Maryland, and the approaches thereto, each to the extent of seventeen (17%) per cent of the total cost of the project, which is not to exceed Fifty Thousand ($50,000.00) Dollars each, with the understanding that Anne Arundel County will commit its currently available Federal Aid Urban Funds plus its own funds as necessary to make up the remaining project cost but not to exceed the sum of $53,000, and

WHEREAS, it is further agreed that effective upon the completion of said project and the opening of said bridge for the use of the traveling public, the State Roads Commission will transfer to Anne Arundel County for maintenance purposes, a section of Hammonds Ferry Road and two sections of service roads located on both sides of the Baltimore-Washington Expressway, hereinafter more particularly set forth, and

WHEREAS, Anne Arundel County is agreeable to the construction of said new bridge and to the acceptance of said sections of roads for maintenance purposes.

NOW, THEREFORE, BE IT RESOLVED: That the President of the County Commissioners of Anne Arundel County be and is hereby authorized to join in the execution of an agreement with the State Roads Commission and Baltimore County for the construction of a new bridge across the Patapsco River at Wades, Maryland, upon the terms hereinabove outlined and such other terms and conditions as may be mutually agreeable to all parties concerned, and

BE IT FURTHER RESOLVED: That effective as of the date of said project is completed and said bridge is opened for the use of the traveling public, the County Commissioners of Anne Arundel County do hereby accept into the County road system for future maintenance purposes, subject to the continuance in effect of any controls or conditions which may have been established or improsed by the State Roads Commission, the existing and relocated sections of Hammonds Ferry Road (Maryland Route 167) from the Patapsco River to Shipley, a distance of approximately 2.34 miles, and two sections of Maryland Route 916 (a service road) located on both sides of the Baltimore-Washington Expressway, of distances of approximately .14 miles and .15 miles respectively, excluding, however, the structures over the Baltimore-Washington Expressway, the acceptance of said roads or portions of roads being also subject to the rights of the State Roads Commission insofar as its operation and maintenance of the Beltway, which crosees Hammonds Ferry Road, is concerned, all of which is more particularly set forth on a sketch marked Exhibit "A" prepared by the State Roads Commission dated March, 1960, attached to the aforesaid agreement and made a part thereof.

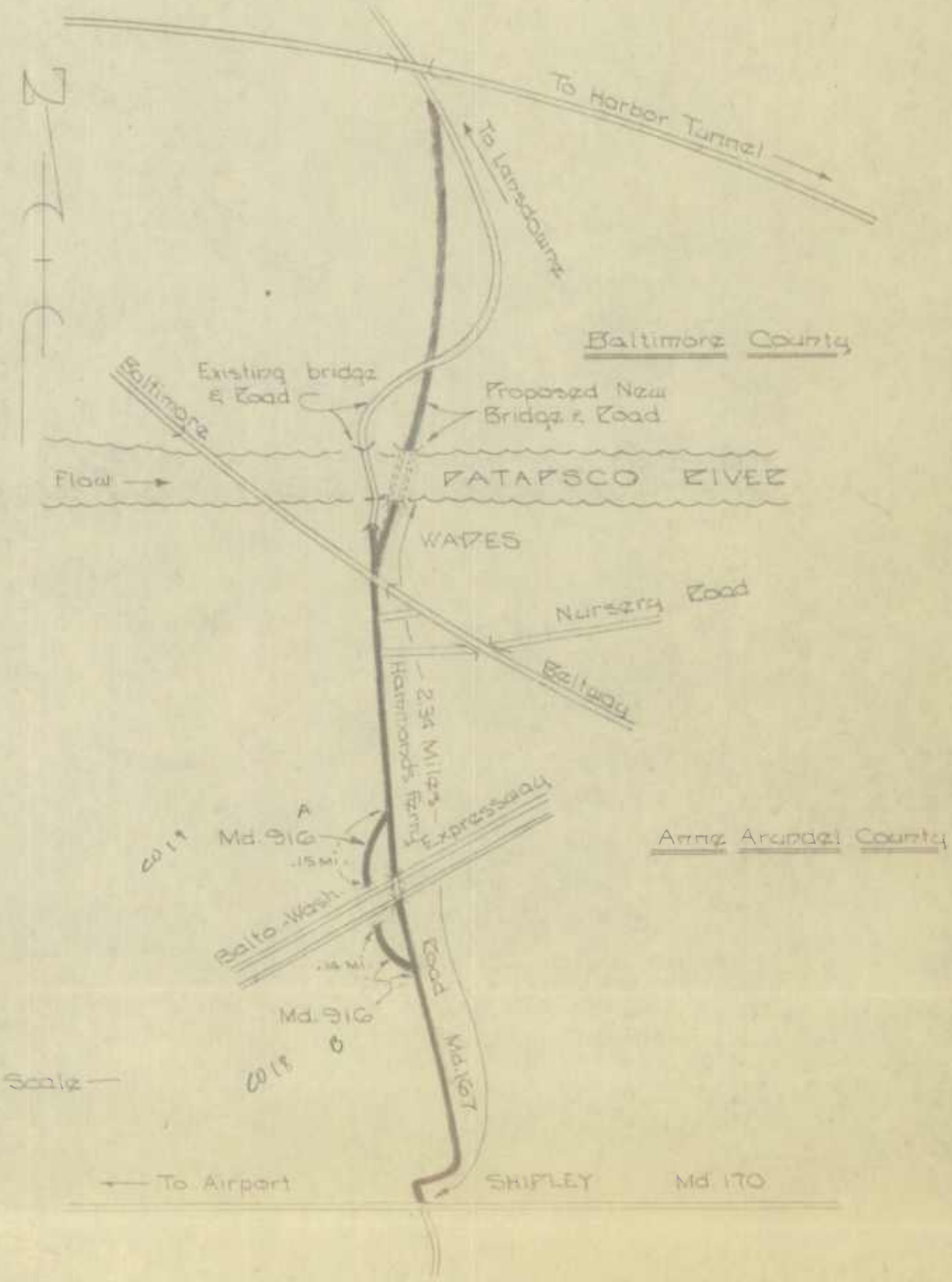
I, HEREBY, CERTIFY that the aforegoing is a true copy of the resolution adopted by the Board of County Commissioners of Anne Arundel County at their regular meeting held _____, 1960.

TRUE COPY, TEST

Margaret T Baker
Assistant Clerk

Exhibit "A"

Sketch showing location of approach roads and new bridge at Wades Crossing and portions of Hammonds Ferry Road and Service Roads to be maintained by Anne Arundel Co. and Baltimore Co.,



Prepared By
State Roads Commission
March '60

STATE OF MARYLAND
STATE ROADS COMMISSION
RIGHT OF WAY DEPARTMENT
300 W. PRESTON STREET
BALTIMORE 3, MARYLAND

March 24, 1960

Transfer of Roads Within the U. S.
Naval Academy in Annapolis, Maryland

Mr. R. J. Hajzyk
Director of Department
of Planning and Programming

Mr. George N. Lewis, Jr.
Chief, Traffic Bureau

Gentlemen:

Enclosed please find a copy of a letter from Harlow Dammann, Director, Real Estate Division, U. S. Naval Weapons Plant, suggesting certain changes in the status of roads through the U. S. Naval Academy. Insofar as the Right of Way Division is concerned, I can see no objection to these transfers; but, before writing to Mr. Dammann, I would appreciate your comments. I am also enclosing for your information a copy of the two drawings to which Mr. Dammann refers in his letter.

Inasmuch as the State Roads Commission of Maryland did not exist until after 1908, it is doubtful if we have any rights in the right of way shown in red on the map entitled "Enclosure 1". As this road was conveyed in 1882 to Anne Arundel County, there may be some blanket rights transferred from Anne Arundel County to the State Roads Commission which would include this proposed road within the Naval Academy grounds. In any event, I presume that we could convey to the Navy whatever right, title and interest the State Roads Commission may have in and to this old abandoned right of way.

May I have your comments, so that I can reply to Mr. Dammann.

Very truly yours,

Haines B. Felter
Chief
Bureau of Government and Public Utility
Right of Way Acquisition

HBF:sc
cc:
Mr. Joseph D. Buscher
Mr. Norman M. Pritchett
Mr. LeRoy C. Moser
Mr. Frank V. Dreyer
Mr. L. E. McCarl
Mr. William C. Krieger

Enclosure

STATE OF MARYLAND

STATE ROADS COMMISSION
BUREAU OF LAND DEPARTMENT
300 W. PRESTON STREET
BALTIMORE 3, MARYLAND

March 24, 1960

Transfer of Roads within the U. S.
Naval Academy to Annapolis, Maryland

Mr. R. J. Malsik
Director of Operations
of Planning and Programming

Mr. Wadye R. Lewis, Jr.
Chief, Traffic Bureau

Gentlemen:

Enclosed please find a copy of a letter from Burton Dressman, Director, Land Estate Division, U. S. Naval Academy Plant, requesting certain changes in the status of roads through the U. S. Naval Academy. Inasmuch as the Traffic Bureau is concerned, I can see no objection to these transfers but, before dealing on the Dressman, I would appreciate your comments. I am also enclosing for your information a copy of the map referred to which Mr. Dressman refers in his letter.

Inasmuch as the State Roads Commission of Maryland did not exist until June 1952, it is a matter of no have any rights in the right of way shown in red on the map enclosed herewith. As this road was conveyed in 1872 to Anne Arundel County, there may be some claims rights transferred from Anne Arundel County to the State Roads Commission. This would include this proposed road within the Naval Academy grounds. In any event, I presume that we could convey to the Navy whatever right, title and interest the State Roads Commission may have in and to this old abandoned right of way.

May I have your comments, so that I can reply to Mr. Dressman.

Very truly yours,

Chief

Bureau of Government and Public Utility
Right of Way Acquisition

Enc.

cc: Mr. Joseph M. Brashear
Mr. Norris R. Fritzhugh
Mr. Ludwig C. Moser
Mr. Frank V. Moser
Mr. L. F. McCart
Mr. William G. Kringer

AREA PUBLIC WORKS OFFICE
and
OFFICE OF OFFICER IN CHARGE OF CONSTRUCTION
CHESAPEAKE
BLDG. 57, U.S. NAVAL WEAPONS PLANT
WASHINGTON 25, D.C.

IN REPLY REFER TO
NOy(R)55843(1)
E-300 HB:des

15 MAR 1960

State of Maryland
State Roads Commission
108 East Lexington Street
Baltimore 3, Maryland

Attention Mr. Haines B. Felter

Gentlemen:

The State of Maryland is maintaining State Road No. 450 through lands of the U. S. Naval Academy, Annapolis, Maryland, and State Road No.436 from Road No. 450 northwesterly to the right of way of the Baltimore and Annapolis Railroad, the northwesterly boundary of the Naval Academy.

The two roads have long been used as public thoroughfares through the Naval Academy, but their existence has never been formally authorized by an appropriate document. This letter is written as an initiating action to document the existence of the road right of ways and to eliminate any misunderstanding regarding these two roads and an unused right of way across the lands of the Naval Academy, authorized by an Act of Congress of June 10, 1882.

An outline of the road situation at the Naval Academy will be given here to acquaint you with the background of this action.

a. Act of Congress of June 10, 1882 (22 Stat 100) granted the County of Anne Arundel a right of way across a portion of the Navy owned property at Annapolis. The approximate location of this right of way is shown in red on the enclosed plan of the U. S. Naval Academy. Records indicate that this authorized right of way was never used either by the County or the State.

b. In 1889 a new bridge was built across College Creek, and the Board of Commissioners of Anne Arundel County informally yielded its original right of way and accepted the new bridge as well as a new road extending from the Severn River Bridge to the limits of the City of Annapolis. This road, now known as State Road No. 450 is delineated in blue on the attached plan.

RECEIVED

MAR 16 1960

HAINES B. FELTER

PER .....

NDy(R)55843(1)
E-300 HD:dcs

c. On March 10, 1914 by an Act of the State Legislature, the State Roads Commission of Maryland was authorized to acquire and take over from the County, and maintain the "County Bridge". Section 32-BA of this act, in addition, directed that the State Roads Commission shall "maintain the roadway connecting the "County Bridge" and the Severn River Bridge" (now State Road No. 450).

d. On June 28, 1922, November 17, 1933, and October 19,1949 the Navy granted the State of Maryland licenses to (1) construct the southern portion of a new bridge across the Severn River on property of the Naval Academy; (2) construct the east approach to the proposed new bridge on a strip of land within the Naval Academy, and (3) construct and maintain an extension to the width of State Road and King George Street within the boundaries of the Naval Academy.

e. This office has no record of any agreement covering the State Road No. 436 shown in green on the plan.

In order that this situation may be clarified and the State of Maryland formally authorized to utilize the road right of ways, this office proposes to recommend that an easement be granted the State of Maryland over the right of ways shown on the enclosed drawing entitled "Centerline of Maryland State Roads 450 and 436 through Naval Academy Grounds", FWO Dwg. No. 16094, covering the roads shown in red and blue on the attached plan, in exchange for the release by the State and County of any and all rights and interest in the right of way granted by the aforementioned Act of Congress, as shown in red on said plan.

Prior to the initiation of action to obtain necessary Navy approval of this proposed grant of easement, the comments of the State Roads Commission relative to the action suggested herein and your application for a grant of easement for road purposes over the right of ways delineated on the enclosed drawing FWO 16094 are requested.

Sincerely yours,

Harlow Dammann

HARLOW DAMMANN
Director, Real Estate Division
By direction of the
Area Public Works Officer

Encl:
(1) Marked Plan of U.S.Naval Academy
(2) FWO Dwg. 16094

SUMMARY OF RIGHTS

NOW APPARENTLY HELD BY THE "STATE ROADS COMMISSION"

ACROSS

"U.S. NAVAL ACADEMY PROPERTY"

ITEMS are identified by the same letter designations (Items "A" thru "F") as referred to in Capt. Coxe's letter dated December 6, 1956, addressed to Chairman Bonnell:

ITEM "A" -- (Green Area)

(Secretary's File #4490)

Revokable Permit dated November 17, 1933, granting the State of Maryland permission to construct and maintain the East approach to the Bridge over the W.B.& A. tracks on Annapolis Street. This Permit, with few variations, follows the general form now used on most Government Permits: See Plat #1052 -- Northeast corner owned by Government.

ITEM "B" -- (Red Line)

ACT OF CONGRESS - (22 Stat. 100) Approved June 10, 1882:

This "Act" indicated that the County wanted to bring a new bridge over the Severn River from the present public or county wharf, at the foot of Wagner Street, to Ferry Bar -- but the Naval Academy authorities recommended, because of fleet movements, that the bridge be built higher - up the river from "Meadow Bar" to "Brice's Point".

It ended up by granting the County of Anne Arundel, a right of way not less than 30-feet wide - beginning at "Meadow Bar" -- (Point B) to the road adjoining the Naval Cemetery lot; thence along with and following the line of said road to the bridge spanding College Creek; and thence over and across said bridge to and following the road leading therefrom to the corporate limits of Annapolis.

This "Act" contains a Proviso - that Anne Arundel County shall keep the road and the present bridge over College Creek in good repair, to the satisfaction of the Superintendent of the U.S. Naval Academy and before turning the bridge over to the county, the Government of the United States shall put the same in good repair.

Although the County was obligated, under this "Act", to keep the said road and the present bridge in good repair to the satisfaction of the U.S. Naval Academy Superintendent, there is nothing said about any reverter and to effectively protect the Naval Academy, it would be necessary to have a conveyance by the County and/or the State, releasing all their right, title and interest.

ITEM "C" -- (Purple Line)

Supposed 1889 AGREEMENT - Between U.S. Naval Academy Supt., and Anne Arundel County Commissioners, and the 1914 ACT OF THE GENERAL ASSEMBLY OF MARYLAND.

Capt. Coxe's letter of December 6, 1956, to the Chairman, implies that, by Agreement, the County Commissioners assumed use of and maintenance liability for the new bridge and the road beyond,

meaning King George Street Extended, but when requested for copy of this document, they provided a "brief" which indicated that the matter had been the subject of considerable dispute between the County and the Naval Academy authorities, and that although the County Commissioners did pass an order acquiescing to the proposed changes, the County apparently refused to go any further and would not assume further liability or responsibility. In other words, it was obvious that they intended to maintain the status quo.

One letter in this "brief" indicated that, when finished, the County road will pass entirely with-out the limits of the academic enclosure instead of through it, as the present road leads.

> Summarizing; apparently as far as the County is concerned, their April 23rd, 1890 Resolution accepted the new bridge and the new road, shown in purple (?), in exchange for the old road, shown in red; but they refused to modify their orders to include provisions requiring the County to keep the road and bridge in repair to the satisfaction of the Supt. of the Naval Academy.
>
> Note: Had this have been logically carried through, it is at least reasonable to expect that Congress should have given the County an equal right to a 30-Ft. roadway, as shown in purple, in exchange for the abandonment of a right, previously conveyed by Congress, to a 30-Ft. width along the red lines.

Coming next to the 1910 ACT OF THE GENERAL ASSEMBLY; Section 32-Ra directed the State Roads Commission of Maryland, not later than March 10, 1914, to acquire, take over and maintain, as a part of the Annapolis-Baltimore Boulevard, the bridge over College Creek and the roadway connecting the bridge with the Severn River Bridge; which two bridges and the roadway connecting the same shall be under the care and jurisdiction of the said State Roads Commission and maintained by it as a part of the Annapolis-Baltimore Boulevard.

> We can only surmise what happened between 1889 and 1910, but apparently the purple road had been in use as a County road during these years and it was desired that the State Roads Commission take over and maintain this road as a State Highway. It would have been necessary for this road to be at least 30-Feet wide (and possibly 40-Feet) to have been eligible for inclusion in this State's System.

ITEM "D" -- (Orange Line)
(Secretary's File #1197)

LICENSE, dated June 28, 1922, granting the State Roads Commission permission to Re-locate the South(West) Approach to a New Bridge to replace the old wooden bridge which was the subject of the 1882 "ACT".

This "LICENSE", signed by the Asst. Secretary of the Navy, Theodore Roosevelt, allows the Re-location of a part of the old road, as per drawings attached thereto. It provides that within 6-months after the New Bridge and Road have been opened to traffic, to remove the old bridge; also for certain re-conditioning of the old road-bed area. The language used is as follows:

> "The Licensee (State Roads Commission) is hereby granted an easement over that portion of the property of the Licensor, occupied by the bridge and road aforesaid, for such period as said bridge and road are maintained in the location

shown on the plans accompanying this Agreement; PROVIDED that no Act or Acts of the Licensee, under this Agreement, shall be construed or considered as giving it any title or permanent interest in any property of the United States."

COMMENTS: It is obvious that the Commission obtained, by this License, a lesser degree of title than was covered by the 1882 ACT in and to the area where the road and bridge were changed, but we do not agree with Capt. Coxe's statement that the License itself nullified any remaining effective portions of the ACT of 1882. Time may have accomplished the same result as to the areas no longer used as a State road.

ITEM "E" -- (Brown Area)

Capt. Coxe's letter indicates that the December 11, 1951 letter grants permission to the State Roads Commission to widen the road, but the letter itself seems to indicate that, as the result of discussions, the State Roads Commission would extend the surfacing at the request of the Navy, and loan them materials to install a traffic light.

ITEM "F" -- (Yellow Areas)
(Secretary's File #12139)

REVOKABLE PERMIT - from the United States of America, represented by the Chief of the Bureau of Yards and Docks, acting under the direction of the Secretary of the Navy, giving the State of Maryland, represented by the State Roads Commission, permission to occupy and use certain strips of land, owned by the Government, for the purpose of bringing the paved road to certain widths as shown on plat attached.

The highlights say - that the PERMIT is for an indefinite period of time and Revokable at the will of the Permittee until such time as Congress passes Legislation ceding the land. Permittee acquires no permanent interest of any nature in the land.

##

At its meeting, on Wednesday, January 16, 1957, "the State Roads Commission authorized Right of Way Engineer Moser and Special Assistant Attorney General Buscher to confer with the Naval Academy authorities, with a view to working out a new and up-to-date Permit, to include all of the Commission's interests in the use and occupancy of Naval Academy land. The new Permit would serve the purpose of consolidating into one instrument the several separate licenses, permits and agreements now in effect."

Prepared by:
R. D. Wooton
Asst. Right of Way Engineer

Date: 2-5-57

Secretary's File

No. 12188

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
TUESDAY, SEPTEMBER 20, 1949
***

Present: Mr. Robert M. Reindollar, Chairman, Senator Joseph M. George and Mr. Russell H. McCain.

Chairman Robert M. Reindollar, on behalf of the Commission, executed in triplicate, in acknowledgment and acceptance of the terms set forth therein, Revocable Permit, granting unto the State of Maryland, represented by its State Roads Commission, by the United States of America, represented by the Chief of the Bureau of Yards and Docks, acting under the direction of the Secretary of the Navy, permission to occupy and use, for the purpose of constructing and maintaining an extension to the width of State Road (State Route 2 and U. S. 50) and King George Street, land owned by the United States of America within the boundaries of the United States Naval Academy, Annapolis, Maryland, more clearly defined on a copy of Yard Map P&S4 entitled "United States Naval Academy, Annapolis, Maryland, Map of Reservations on S.W. Bank of Severn River Showing Improvements to June 30, 1948", attached as Exhibit "A" to said Revocable Permit and made a part thereof, said land being more particularly described as follows:

"(1) A strip of land on both sides of the existing State Road, as delineated in red on Exhibit "A", for a distance of approximately 825 feet, more or less, extending easterly from the intersection of King George Street, and as required for a paved road width of 34.5 feet.

(2) A strip of land on the North and East side of existing State Road, as delineated in red on Exhibit "A", for a distance of approximately 760 feet, more or less, extending westerly from the intersection of King George Street, and as required for a paved road width of 34.0 feet.

(3) A strip of land on the west side of King George Street, as delineated in red on Exhibit "A", starting approximately 210 feet south of State Road and extending southerly for approximately 290 feet, more or less, and as required for a paved road width of 31.6 feet between curbs."

This permit is granted subject to certain provisions and conditions as more fully set forth therein.

It was directed that said permit, which has been approved as to form and legal sufficiency by Special Attorney Clarke Murphy, Jr., be returned to W. G. Fisher, Captain, U. S. N., Chief of Staff, Headquarters Severn River Naval Command, United States Naval Academy, Annapolis, Maryland, for execution on behalf of the Government.

Copy: Mr. R. M. Reindollar
Mr. E. G. Duncan
Mr. A. L. Grubb
Mr. C. L. Wannen
Mr. W. F. Childs, Jr.
Mr. Allan Lee
Mr. L. W. Kern
Secretary's File

SRC
9/20/49

All public bills for payment under this contract should make reference to No. NOy(R)-44856

Secretary's File

No. 12139

R-E-V-O-C-A-B-L-E P-E-R-M-I-T

In consideration of the mutual benefits and advantages to be derived, THE UNITED STATES OF AMERICA, represented by the Chief of the Bureau of Yards and Docks, acting under the direction of the Secretary of the Navy, hereinafter called the Permitter, hereby grants unto the STATE OF MARYLAND, represented by its State Roads Commission, an agency of said state, hereinafter called the Permittee, permission to occupy and use, for the purpose of constructing and maintaining an extension to the width of State Road and King George Street, land owned by the United States of America within the boundaries of the United States Naval Academy, Annapolis, Maryland, as shown in red on a copy of Yard Map P-834 entitled "United States Naval Academy, Annapolis, Maryland, Map of Reservations on S. W. Bank of Severn River Showing Improvements to June 30, 1948", attached hereto as Exhibit "A" and made a part hereof, said land being more particularly described as follows:

(1) A strip of land on both sides of the existing State Road, as delineated in red on Exhibit "A", for a distance of approximately 825 feet, more or less, extending easterly from the intersection of King George Street, and as required for a paved road width of 34.5 feet.

(2) A strip of land on the North and East side of existing State Road, as delineated in red on Exhibit "A", for a distance of approximately 780 feet, more or less, extending westerly from the intersection of King George Street, and as required for a paved road width of 34.0 feet.

(3) A strip of land on the west side of King George Street, as delineated in red on Exhibit "A", starting approximately 210 feet south of State Road and extending southerly for approximately 290 feet, more or less, and as required for a paved road width of 31.6 feet between

THIS PERMIT is granted subject to the following provisions and conditions:

1. This permit shall be for an indefinite period of time and revocable at the will of the Permitter but, unless so revoked, shall continue in force and effect until such time as the Permitter secures enactment of legislation by the Congress of the United States authorizing the ceding to the Permittee of the land herein identified.

2. This permit shall not be assigned or transferable except upon the written consent of the Permitter or its duly authorized representative.

3. The Permittee is not to be considered as acquiring hereunder any permanent interest of whatever nature in the land of the Permitter.

4. The Permittee will undertake the construction, maintenance and repair work on the property authorized to be occupied and used hereunder only at such times and under such restrictions, if any, as the Permitter or its duly authorized representative may consider proper and all costs incurred in connection with such construction, maintenance and repair work shall be borne by the Permittee.

5. The Permittee will provide the necessary maintenance and repair of the sections of road widening under the terms and provisions of this agreement in a manner at all times satisfactory to the Permitter or its duly authorized representative.

6. The Permittee shall be responsible for and shall replace any Naval Academy construction, including sub-surface utilities, that may be damaged during construction. The location of all sub-surface utilities will be indicated to the

Officer, United States Naval Academy. Existing ornamental light standards and trolley poles for railroad siding will be relocated by the Permitter.

7. Upon the completion of the work contemplated by this permit, the Permittee shall promptly remove from within the limits of the United States Naval Academy all surplus materials and equipment used in the project. If the Permittee shall fail or neglect to so remove the same, the Permitter may cause them to be removed at the expense of the Permittee and the cost thereof shall be paid to the Permitter on demand. No claim for any damages against the Permitter or any officer or agent thereof shall be created by or made on account of such removal.

8. In the event that death or injury occurs to any person, or loss, destruction or damage occurs to any property in connection with the construction, maintenance, operation or repair of the road and street authorized hereunder, occasioned in whole or in part by the acts or omissions of the Permittee, its agents, employees or servants, or by the operation of any vehicles or other means of transportation whatsoever, the Permittee agrees to indemnify and save harmless the Permitter from and against any loss, expense, claims or demands to which the Permitter may be subjected as a result of such death, loss, destruction or damage.

9. The Permitter reserves the right at any time to use the property hereby permitted for purposes not inconsistent with the privileges granted hereunder to the Permittee.

10. All activities authorized hereunder shall be subject to such rules and regulations as regards supervision or otherwise, as may from time to time be prescribed by the Permitter, or by the Superintendent, United States Naval Academy, Annapolis,

Maryland, who is hereby designated as the local representative of the Permitter.

11. No Member of or Delegate to Congress or Resident Commissioner shall be admitted to any share or part of this permit or to any benefit to arise therefrom. Nothing, however, herein contained shall be construed to extend to any incorporated company, if the permit be for the general benefit of such corporation or company.

IN WITNESS WHEREOF, the Department of the Navy on behalf of the United States of America has caused this permit to be executed this 19th day of October, 1949.

THE UNITED STATES OF AMERICA

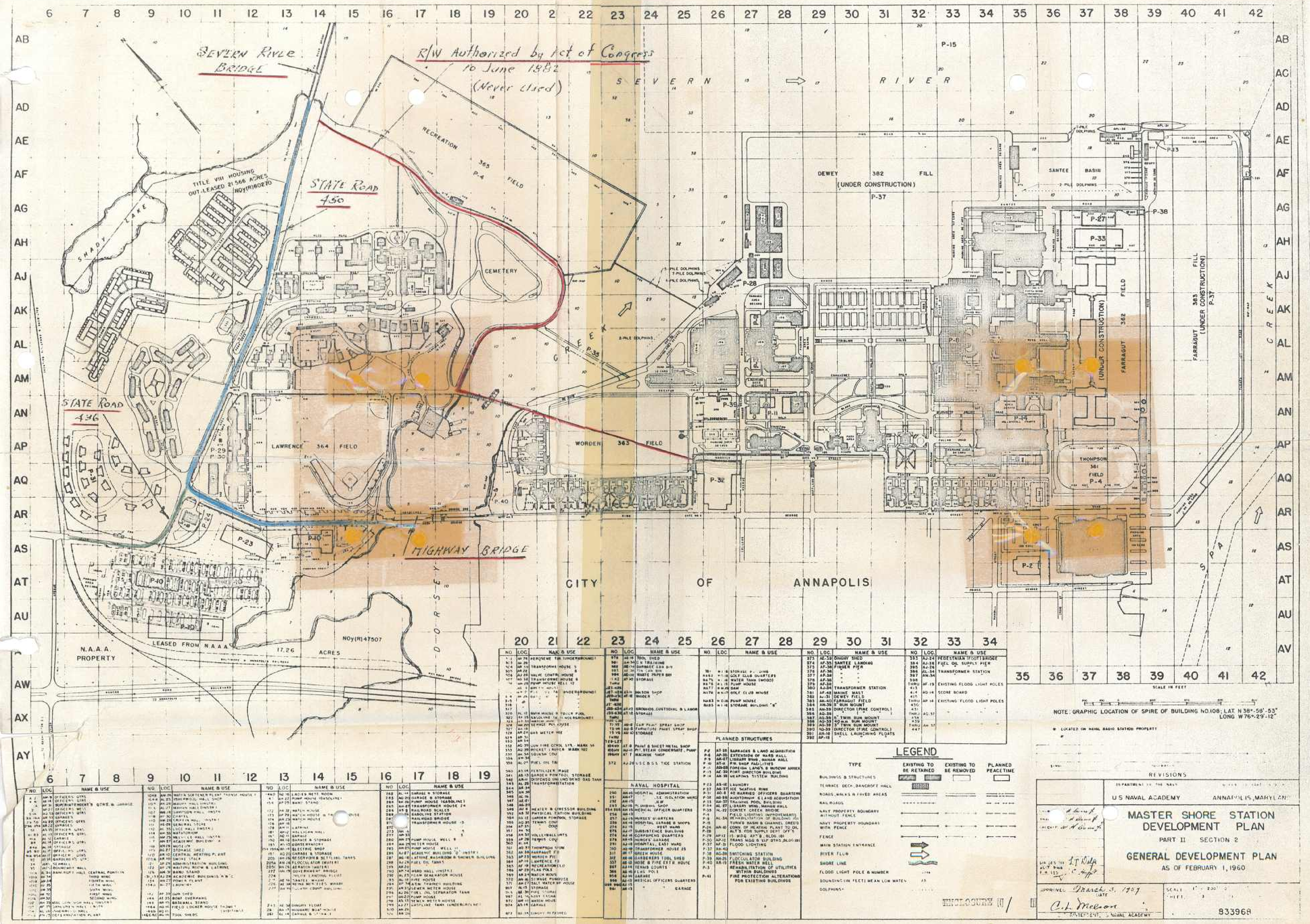
By [signature]
By direction of the Chief of the Bureau of Yards and Docks, acting under the direction of the Secretary of the Navy.

THIS PERMIT is also executed by the Permittee in acknowledgment and acceptance of the terms herein set forth.

Approved as to form and legal sufficiency
[illegible] 19 49
[illegible]
Special Attorney

STATE OF MARYLAND

By [illegible]



NO.	LOC.	NAME & USE
[illegible]	[illegible]	STORAGE [illegible]
NA81	[illegible]	GOLF CLUB QUARTERS
NA75	[illegible]	WATER TANK (WOOD)
NA76	[illegible]	PUMP HOUSE
NA77	[illegible]	DAM
NA78	[illegible]	GOLF CLUB HOUSE
NA83	[illegible]	PUMP HOUSE
NA85	[illegible]	STORAGE BUILDING "B"

PLANNED STRUCTURES

NO.	LOC.	NAME & USE
P-2	AT-38	BARRACKS & LAND ACQUISITION
P-6	AP-35	EXTENSION OF WARD HALL
P-9	AR-27	LIBRARY WING, MAHAN HALL
P-10	AT-11	P.W. SHOP FACILITIES
P-11	AQ-28	FOREIGN LANG'S & MUSEUM ANNEX
P-13	AE-39	PORT DIRECTOR BUILDING
P-14	AR-38	WEAPONS SYSTEM BUILDING
P-23	AS-12	LAUNDRY
P-27	AG-37	ICE SKATING RINK
P-31	AQ-8	48 MARRIED OFFICERS QUARTERS
P-32	AQ-28	AUDITORIUM & LAND ACQUISITION
P-33	AH-37	TRAINING POOL BUILDING
P-34	AL-27	LIBRARY WING, MAHAN HALL
P-35	AL-22	DORSEY CREEK BRIDGE
P-4		FIELD LIGHTING IMPROVEMENTS
P-8	AL-34	REHABILITATION OF BUILDING 101
P-15		TURNING BASIN & CHANNEL DREDG
P-24	AR-10	CONV. OF HEATING PLANT TO OIL
P-28		ALT'S FOR SUPPLY DEPT OFF'S
P-29	AP-12	15 MOQ APT'S, BLDG 181
P-30	AP-12	TRANS MOQ & VIP QTRS, BLDG 181
P-37	AF-31	FLOOD LIGHTING
P-37	AH-40	
P-38	AG-39	SWITCHING STATION
P-39	AN-25	FLOCCULATOR BUILDING
P-40	AR-19	FRESH WATER WELL
P-3		REHABILITATION OF UTILITIES WITHIN BUILDINGS
P-41		FIRE PROTECTION ALTERATIONS FOR EXISTING BUILDINGS

NO.	LOC.	NAME & USE
373	AE-39	DINGHY SHED
374	AF-35	SANTEE LANDING
375	AF-38	FINGER PIER
376	AF-38	" "
377	AF-38	" "
378	AF-38	" "
379	AF-38	" "
380	AJ-34	TRANSFORMER STATION
381	AF-42	MAINE MAST
382	AJ-31	DEWEY FIELD
383	AN-40	FARRAGUT FIELD
384	AN-39	5" GUN MOUNT
385	AN-39	DIRECTOR (FIRE CONTROL)
386	AQ-39	" " " "
387	AQ-38	5" TWIN GUN MOUNT
388	AQ-39	40mm GUN MOUNT
389	AQ-38	3" TWIN GUN MOUNT
390	AQ-39	DIRECTOR (FIRE CONTROL)
391	AH-16	SHELL LAUNCHING FLOATS
392	AP-18	" " "

NO	LOC.	NAME & USE
393	AJ-24	PEDESTRIAN (FOOT) BRIDGE
394	AJ-26	FUEL OIL SUPPLY PIER
395	AJ-26	" " " "
396	AL-34	TRANSFORMER STATION
397	AN-34	" "
398 THRU 413	AF-19	EXISTING FLOOD LIGHT POLES
414	AO-14	SCORE BOARD
415 THRU 430	AP-14	EXISTING FLOOD LIGHT POLES
431 THRU 438	AQ-37	" " " "
439 THRU 447	AN-37	" " " "

LEGEND

TYPE	EXISTING TO BE RETAINED	EXISTING TO BE REMOVED	PLANNED PEACETIME
BUILDINGS & STRUCTURES	▨ ▨	☐	☐
TERRACE DECK, BANCROFT HALL	▦		
ROADS, WALKS & PAVED AREAS	═	═	═
RAILROADS			
NAVY PROPERTY BOUNDARY WITHOUT FENCE			
NAVY PROPERTY BOUNDARY WITH FENCE			
FENCE			
MAIN STATION ENTRANCE	➡		
RIVER FLOW	⇨		
SHORE LINE			
FLOOD LIGHT POLE & NUMBER	196		
SOUNDING (IN FEET) MEAN LOW WATER	15		
DOLPHINS			

SCALE IN FEET

NOTE: GRAPHIC LOCATION OF SPIRE OF BUILDING NO.108; LAT. N 38°-58'-53"
LONG W 76°-29'-12"

* LOCATED ON NAVAL RADIO STATION PROPERTY

REVISIONS

DEPARTMENT OF THE NAVY

U.S. NAVAL ACADEMY ANNAPOLIS, MARYLAND

MASTER SHORE STATION DEVELOPMENT PLAN

PART II SECTION 2

GENERAL DEVELOPMENT PLAN

AS OF FEBRUARY 1, 1960

APPROVED March 3, 1959
DATE

C. L. Melson
SUPERINTENDENT, U.S. NAVAL ACADEMY

SCALE 1" = 300'
SHEET 3

833968

ENCLOSURE (1/

RIGHT OF WAY LINE OF THROUGH HIGHWAY

RIGHT OF WAY LINE & EXISTING RIGHT OF WAY LINE AS SHOWN ON PLAT 10513

RIGHT OF WAY LINE & EXISTING DEDICATION LINE

REVERTIBLE EASEMENT FOR SUPPORTING SLOPES

TEMPORARY EASEMENT AREA TO BE USED ONLY DURING THE PERIOD OF CONSTRUCTION FOR THE PURPOSE OF CREATING THE NECESSARY SUPPORTING SLOPES, AND ALL RIGHTS HEREBY GRANTED TO THE COMMISSION SHALL THEN TERMINATE AND REVERT TO THE GRANTORS

CURVE DATA
BASE LINE RIGHT OF WAY
Δ = 05°45'00"
Dc = 1° 30'00"
R = 3819.72
T = 191.83
L = 383.33

END RIGHT OF WAY LINE OF THROUGH HIGHWAY AS SHOWN ON PLAT 10513

RIGHT OF WAY LINE

HARRISON L. 3 WINTE 63853

EXISTING DEDICATION LINE

SEE M/B PLAT 43220

EXISTING MACADAM PAVING

WEST Plat Book "A"

ANNAPOLIS PLAT NO 21

RIDGELY AVENUE

TO ANNAPOLIS

ROWE BOULEVARD

TAYLOR AVENUE

BASE LINE OF RIGHT OF WAY

PIPE CULVERT

WOODS

State of Maryland Board of Public Works 62391

PERPETUAL EASEMENT FOR OUTLET DITCH

RIGHT OF WAY LINE & EXISTING RIGHT OF WAY LINE AS SHOWN ON PLAT 22739

CURVE DATA
BASE LINE RIGHT OF WAY
Δ = 04°20'30"
Dc = 1° 30'00"
R = 3819.72
T = 144.79
L = 289.44

END RIGHT OF WAY LINE OF THROUGH HIGHWAY AS SHOWN ON PLAT 22739

RIGHT OF WAY LINE & EXISTING RIGHT OF WAY AS SHOWN ON PLAT 10513

TEMPORARY EASEMENT AREA TO BE USED ONLY DURING THE PERIOD OF CONSTRUCTION FOR THE PURPOSE OF CREATING THE NECESSARY SUPPORTING SLOPES, AND ALL RIGHTS HEREBY GRANTED TO THE COMMISSION SHALL THEN TERMINATE AND REVERT TO THE GRANTORS

RIGHT OF WAY LINE

STATE OF MARYLAND BOARD OF PUBLIC WORKS 62391

BALTIMORE, WASHINGTON AND ANNAPOLIS RAILROAD

U.S. NAVAL ACADEMY 62389

RIGHT OF WAY LINE

BASE LINE OF RIGHT OF WAY

EXISTING PAVING

U.S. NAVAL ACADEMY 62389

ANNAPOLIS STREET

PERPETUAL EASEMENT FOR STORM DRAINAGE

EXISTING DEDICATION LINE

RIGHT OF WAY LINE

CURVE DATA
BASE LINE RIGHT OF WAY
Δ = 02°37'10"
Dc = 1° 30'00"
R = 3819.72
T = 87.33
L = 174.63

SEE MATCH LINE "A-A"

REVERTIBLE EASEMENT FOR TEMPORARY DETOUR ROAD

RIGHT OF WAY LINE

TO SEVERN RIVER

RIGHT OF WAY LINE & EXISTING RIGHT OF WAY LINE AS SHOWN ON S.R.C. PLAT No. 105

MATCH LINE "B-B"

REVERTIBLE EASEMENT FOR SUPPORTING SLOPES

RIGHT OF WAY LINE OF THROUGH HIGHWAY

State of Md. Board of Public Works

RIGHT OF WAY LINE & 62391

EXISTING RIGHT OF WAY LINE AS SHOWN ON PLAT 10513

ROSCOE

MATCH LINE "B-B"

LEGEND

- REVERTIBLE EASEMENT FOR SUPPORTING SLOPES
- REVERTIBLE EASEMENT OR RIGHT FOR SPECIAL PURPOSE AS INDICATED BY NOTATION ON THIS PLAT
- PERPETUAL EASEMENT FOR SPECIAL PURPOSE AS INDICATED BY NOTATION ON THIS PLAT.
- PERPETUAL EASEMENT FOR DRAINAGE FACILITY AS INDICATED BY NOTATION ON THIS PLAT.
- (ARROW NDICATES GENERAL DRAINAGE FLOW PATTERN)
- PERPETUAL EASEMENT TO DISCHARGE FLOW OF WATER FROM OR INTO EXISTING WATERWAY OR NATURAL DRAINAGE COURSE.
- PERPETUAL EASEMENT TO DISCHARGE FLOW OF WATER UPON EXISTING GROUND
- APPROXIME GENERAL DRAINAGE FLOW PATTERN (NOT TO SCALE-FOR EXPLANATORY PURPOSE ONLY)

A PORTION OF THIS RIGHT OF WAY IS FOR A CONTROLLED ACCESS ARTERIAL HIGHWAY AND NO ACCESS EITHER VEHICULAR, PEDESTRIAN, AND/OR ANIMAL WILL BE PERMITTED ACROSS THE LINES DESIGNATED "RIGHT OF WAY LINE OF THROUGH HIGHWAY" EXCEPT BY MEANS OF SUCH PUBLIC ROAD CONNECTIONS AS THE COMMISSION MAY CONSTRUCT OR PERMIT TO BE CONSTRUCTED

NAMES OF REPORTED PROPERTY OWNERS AS SHOWN ON THIS PLAT ARE THOSE OF ORIGINAL GRANTORS TO THE COMMISSION. THE APPROXIMATE PROPERTY LINES SHOWN WERE NOT ESTABLISHED BY ACTUAL SURVEY. BUT ARE INTENDED FOR AN APPROXIMATE GUIDE ONLY.

SENT TO RECORD OFFICE _____ 19

FINALIZED BY CHAIRMAN AND DIRECTOR _____ 19

REVISIONS

Replaces Part of Plat No 38317
REVISED 5-13-71
Rev. 7-17-72

LOCATED IN ANNE ARUNDEL COUNTY

PREPARED BY RIGHT OF WAY DIVISION - PLAT SECTION

Richard R. Baker
CHIEF, R/W PLATS & DESCRIPTIONS SECTION

CONSTRUCTION PROJECT:
RELOCATED MD. RTE. 450
ROSCOE ROWE BLVD. TO SEVERN RIVER BRIDGE
CONSTRUCTION PROJECT NO: AA 725 - - 515

STATE ROADS COMMISSION OF MARYLAND

RIGHT OF WAY PROJECT: RELOCATION MD. RTE. 450
ROSCOE ROWE BLVD. & TAYLOR AVE. TO S. END OF SEVERN RIVER BRIDGE ON MD. R
RIGHT OF WAY PROJECT NO. AA 725-2-515
FEDERAL AID PROJECT NO. N-NR 17(1)

ISSUED February 1, 1971
SCALE 1" = 50'

Louis A. Frost Jr.
CHIEF, RIGHT OF WAY DIVISION

PLAT No. 41671

United States Naval Academy

ANNAPOLIS, MARYLAND

MAP OF RESERVATIONS ON S.W. BANK OF SEVERN RIVER SHOWING

IMPROVEMENTS TO JUNE 30, 1948

1-A L-26 SUPT QUARTERS
1-A L-26 " GARAGE (3 cars)
2 L-25 OFFICERS MESS
3 N-30 " QUARTERS
5-A N-33 GARAGE (2 cars)
6 N-33 OFFICERS QUARTERS
5 N-33 " "
5-V " GARAGE (12 cars)
N " OFFICERS QUARTERS
7 " " "
7-A N-29 GARAGE (1 car)
8 N-29 OFFICERS QUARTERS
8-A N-29 GARAGE (1 car)
9 N-28 OFFICERS QUARTERS
9-A N-28 GARAGE (2 cars)
10 N-28 OFFICERS QUARTERS
11 N-29 " "
11-A N-28 GARAGE (1 car)
12 N-28 OFFICERS QUARTERS
12-A N-28 GARAGE (1 car)
14 N-27 COMD'T & QUARTERS
14-A N-27 GARAGE (2 cars)
15 N-27 OFFICERS QUARTERS
15-A N-27 GARAGE (1 car)
16 N-26 OFFICERS QUARTERS
16-A N-26 GARAGE (1 car)
29 N-20 OFFICERS QUARTERS
29-A N-20 GARAGE (1 car)
30 N-20 OFFICERS QUARTERS
30-A N-20 GARAGE (2 cars)
31 N-19 OFFICERS QUARTERS
32 N-19 " "
32-A N-19 GARAGE (1 car)
33 N-19 OFFICERS QUARTERS
33A N-19 GARAGE (1 car)
34 N-19 OFFICERS QUARTERS
34A N-19 GARAGE (2 cars)
35 N-18 OFFICERS QUARTERS
36 N-18 " "
36A N-18 GARAGE (1 car)
37 N-18 OFFICERS QUARTERS
37A N-18 GARAGE (1 car)
38 N-18 OFFICERS QUARTERS
38A N-17 GARAGE (1 car)
39 N-17 OFFICERS QUARTERS
39A N-17 GARAGE (1 car)
4 " OFFICERS QUARTERS
4CD L-17 GARAGE (1 car)
41 N-16 OFFICERS QUARTERS
41A N-17 GARAGE (1 car)
42 N-16 OFFICERS QUARTERS
42A N-16 GARAGE (2 cars)
43 N-16 OFFICERS QUARTERS
43A N-16 GARAGE (1 car)
44 N-16 OFFICERS QUARTERS
44A N-16 GARAGE (1 car)
45 N-16 OFFICERS QUARTERS
46 N-16 " "
46A L-15 GARAGE (1 car)
47 L-16 OFFICERS QUARTERS
47A L-15 GARAGE (2 cars)
48 L-16 OFFICERS QUARTERS
49 L-16 " "
49A L-15 GARAGE (2 cars)
50 N-15 OFFICERS QUARTERS
51 N-10 " "
A L-4 " "
B K-4 " "
C J-4 " "
D J-4 " "
E I-5 " "
F I-5 " "
G J-6 " "
H J-5 " "
I K-5 " "
J L-5 " "
K H-9 " "
L H-9 " "
M H-9 " "
N H-10 " "
81 I-7 " "
81A I-8 GARAGE
82 I-8 OFFICERS QUARTERS
83 I-8 " "
" " GARAGE
85 I-10 OFFICERS QUARTERS
86 I-10 " "
87 I-10 " "
88 I-11 " "
89 I-11 " "
90 H-11 " "
91 H-11 " "
92 D-9 GARDENER'S HOUSE
92A I-11 OFFICERS QUARTERS
" " "
94 D-15 SEAWALL
94A I-12 OFFICERS QUARTERS
95 N-20 WALL
95A I-12 OFFICERS QUARTERS
96 I-29 BANCROFT HALL (CENTRAL PORTION
96A I-29 " THIRD WING
96B I-29 " FOURTH WING
96C I-29 " FIFTH WING
96D I-29 " SIXTH WING
96E I-29 " TERRACES
96D E-29 " "
96D E-29 " COLONADES
96E E-29 " "
96F E-29 " CONNECTING CORR
96H E-29 " "
96K I-28 " FIRST WING
96L I-28 " SECOND WING
102 P-30 MACDONOUGH HALL
103 L-30 LUNDERMAN HALL
104 I-21 ISHERWOOD HALL
104A I-21 DEFERRIZATION PLANT
104B I-21 WATER SOFTENER PLANT (TRANS.)
104C I-21 ISHERWOOD HALL - SHOP
105 N-21 MAURY HALL
106 I-23 MAHAN HALL
107 I-23 SAMPSON HALL
108 I-26 CHAPEL
109 I-20 STADIUM
110 J-21 GRIFFIN HALL
111 K-23 GENERAL STORE
112 K-30 LOCKE HALL
114 G-30 NATATORIUM
116 J-20 MELVILLE HALL
117 K-22 AVIATION BLDG.
118 K-23 MUSEUM
119 K-22 STORAGE SHED
120 N-5 CENTRAL HEATING PLANT
120A N-5 SMOKE STACK
121 L-26 ADMINISTRATION BLDG.
122 L-24 WAITING ROOM & TOILET
126 J-26 BAND STAND
131 L-23 GENERAL STORE
133 K-22 SHOP BLDG.
134 K-23 POWER PLANT
134A K-22 LAUNDRY
138 N-31 MEN'S TOILET
139 N-31 LADIES "
140 N-32 STAND S.W. (Thompson Stadium)
140A N-32 FIELD LOCKER HOUSE
140B N-33 " "
140C L-32 STAND N.E. (Thompson Stadium)
142 L-34 GUN SHED
143 G-28 BOAT OVERHANG
144 F-28 "
145 F-22 PAINT SPRAY HOUSE
146 N-10 BASEBASE STAND
146A M-11 FIELD LOCKER HOUSE (Home)
146B M-11 " " " (Visiting)
146C M-11 DRYING
146D M-11 LADIES TOILET
147 N-22 PUMP HOUSE (Gasoline)
150 O-11 MEN'S TOILET
154 L-20 BAND STAND
156 N-33 STORAGE
157 N-33 "
158 N-32 "
159 N-32 "
160 N-34 "
161 N-33 "
162 N-33 "
163 N-33 "
164 N-33 "
165 N-32 "
166 N-31 "
171 N-31 RECEIVING STATION (Laundry)
172 N-27 WATCH HOUSE
173 L-24 " & TRANSF. HOUSE
174 N-20 "
176 N-11 SENTRY POST
178 K-7 TOILET
181 L-7 HALLIGAN HALL (P.G. School)
187 M-6 GARAGE
190 I-9 " & STORAGE
193 O-8 CONSERVATORY
194 O-9 COMMISSARY
194A O-9 STORE HOUSE
195 P-6 CHILDEN'S NURSERY
197 N-15 GARAGE (4 cars)
205 K-21 RESERVOIR & SETTLING TANKS
205A K-21 FLOCCULATOR
206 K-21 AERATOR
222 K-15 GOVERNMENT BRIDGE
224 L-24 PHLOX LANDING
225 C-30 SANTEE WHARF
226 C-34 REINA MERCEDES WHARF
227 P-30 CORRECTIVE GYMNASIUM
228 L-32 STORAGE
229 L-32 "
230 L-32 "
231 L-32 "
232 L-32 "
233 L-32 "
234 L-34 "
235 L-35 "
236 L-35 "
237 L-33 "
238 L-33 "
239 L-33 "
240 L-33 "
241 L-33 "
242 K-30 TIDE STA. & MOBILE PUMPER UNIT
243 E-28 AIRCRAFT TENDING FLOATS
250 F-12 HOSPITAL ADMINISTRATION
251 F-12 " S.E. WARD
252 F-11 " N.E. WARD
253 G-12 POWER HOUSE
254 F-10 MEDICAL OFFICERS QUARTERS
255 F-9 " " "
256 F-9 "
257 G-10 NURSE'S QUARTERS
258 H-11 HOSPITAL GARAGE
260 K-13 HUBBARD BOAT HOUSE
261 I-9 GARAGE & STORAGE
262 I-9 "
263 H-8 GARAGE (4 cars)
264 H-21 PUMP HOUSE (Gasoline)
265 P-22 TRANSFORMER HOUSE No. 24
266 D-3 RAIL ROAD SCALE
268 K-21 GASOLINE STA.; 2-1000 gal. Tanks
269 K-21 " "
269 K-11 R. R. BRIDGE
270 H-12 TRANSFORMER HOUSE No. 13
272 L-6 " " No. 11
273 H-11 " " No. 15
274 H-10 WEST WARD
275 G-12 SUBSISTANCE BLDG.
276 H-10 CARPENTER'S QUARTERS
277 H-29 TRANSFORMER HOUSE No. 3
278 H-10 NURSE'S GARAGE
280 K-21 PUMP HOUSE ARTESIAN WELL No. 9
283 E-24 POWER HOUSE PIER
284 K-21 PUMP " No. 10 ARTESIAN WELL
285 K-21 " No. 11
286 N-23 SHOP BLDG.
287 K-13 TOILET, WASH RM & SHOWER BLDG
288 G-22 FUEL OIL TANKS (Steel)
289 H-23 " " " (Concrete)
290 M-19 WARD HALL (Recitation Hall)
291 G-13 EAST WARD
292 H-20 DAM GENERATOR HOUSE
293 I-13 FIRE ENGINE HOUSE
294 L-19 WARD " & A.A. TR. BLDG.
295 N-30 SEWER METER HOUSE
296 G-22 FUEL OIL SEPERATOR TANK
297 K-13 PUMP HOUSE
298 P-8 SEWER METER HOUSE
299 H-22 GASOLINE TANK 1,400 gal.
300 H-21 " " 1,000 "
301 H-21 " " 1,000 "
302 H-21 KEROSENE " 500 "
303 H-21 " " 500 "
304 N-34 TRANSFORMER HOUSE No. 5
305 N-17 " " No. 8
306 G-20 VALVE CONTROL HOUSE
307 E-33 BOOSTER PUMP HOUSE
308 L-21 PUMP HOUSE & WELL No. 12
309 O-8 GREEN HOUSE
310 K-13 TRANSFORMER HOUSE
311 H-12 GREEN HOUSE
312 H-11 GARDENER'S TOOL SHED
313 K-7 FUEL OIL TANK (Underground)
314 H-21 GASOLINE TANK 10,000 gal.
315 H-22 " " 10,000 "
316 H-21 " " 11,500 "
317 H-21 " " 11,500 "
320 I-17 BATH HOUSE & OUTDOOR POOL
321 K-34 WATCH HOUSE
322 P-31 GASOLINE TANK 1,000 gal.
323 K-34 MAGAZINE
324 K-34 MOTION PICTURE BOOTH & TRANSF.
325 N-33 WATCH HOUSE
326 K-15 KEROSENE PUMP HOUSE
327 I-13 " " "
328 N-10 GAS METER HOUSE
329 N-27 " "
330 N-29 " "
917 I-8 STORAGE
956 D-9 GARAGE
958 I-8 MEDICAL OFFICERS QUARTERS
959 I-8 " " "
960 I-8 " " "
961 H-8 " " GARAGE
962 E-24 STORAGE SHED
966 C-33 COAL STORAGE BIN
967 C-33 REFRIGERATION BLDG.
968 C-33 GARAGE (3 cars)
972 J-7 WATCH HOUSE
974 D-9 GARAGE (2 cars)
975 C-13 FOAM HOUSE
977 C-33 GARAGE (2 cars)
978 C-13 STORE HOUSE
979 F-23 PIPE SHED
980 D-26 BOAT SLIP OFFICE
981 P-30 C.N. TRAINING BLDG
982 C-33 GARBAGE CAN BIN
983 C-33 TIN CAN BIN
984 C-33 WASTE PAPER BIN

REFERENCES
ELECTRIC RAILROAD
" " POLE
ELECTRIC LIGHTS
PERMANENT BUILDING
FRAME BUILDING
FENCE
HEDGE FENCE
ROADS
PAVED ROADS
U.S.C.&G.S. BENCH MARKS
NAVAL ACADEMY BENCH MARKS
(FLOODLIGHTS)

PURCHASED LAND 189 1/4 ACRES
RECLAIMED LAND 67 1/16
TOTAL 256 1/16

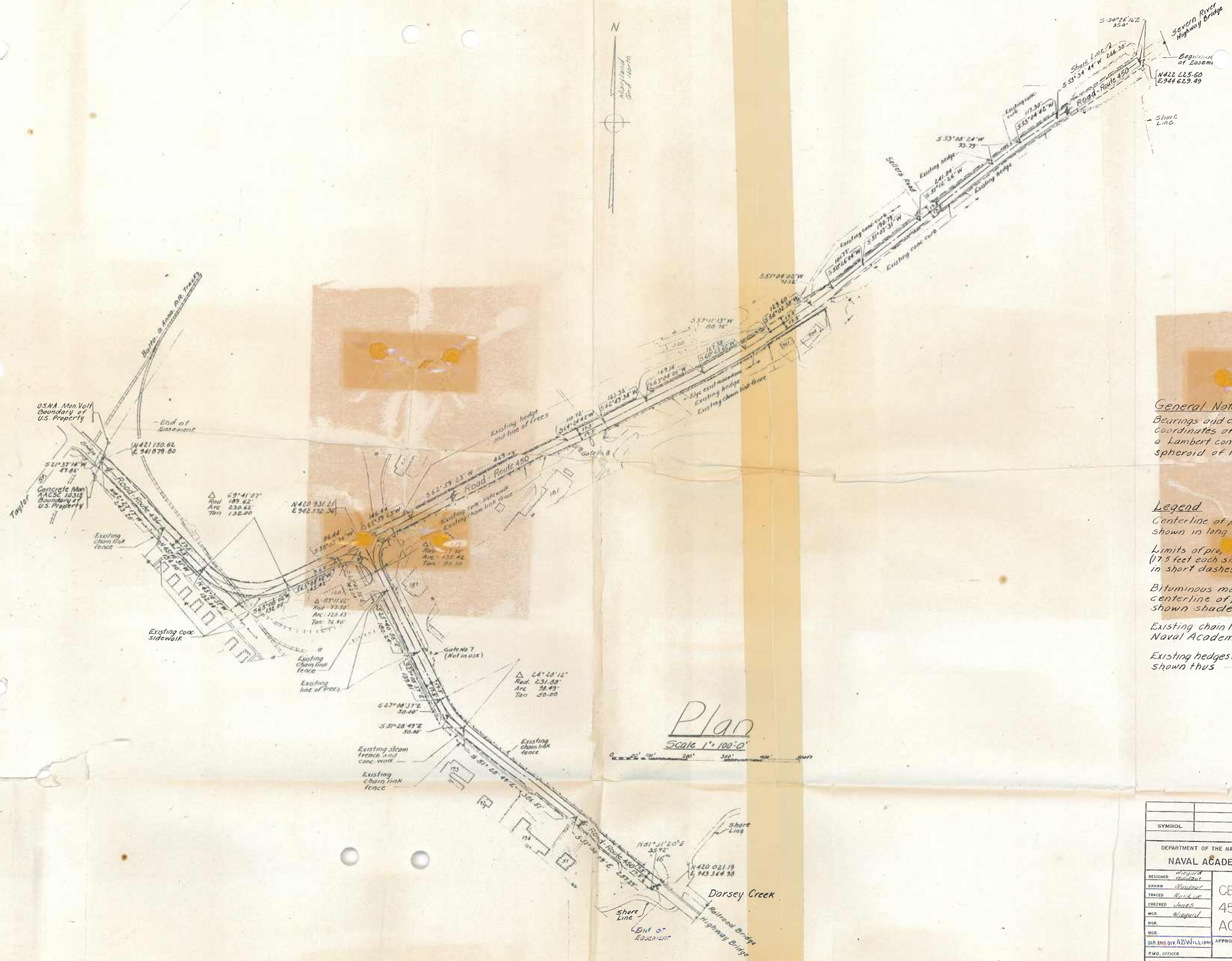
ELEVATIONS
M.L.W. DATUM FOR ELEVATIONS
HIGH TIDE AUG. 23, 1933 +7.00 ABOVE STATION DATUM

LAND ASSIGNMENTS
NAVAL ACADEMY 255.1316 ACRES
NAVAL HOSPITAL 0.125 "
NAVAL CEMETERY 8 "
TOTAL 256 1/16 ACRES

Scale in Feet

Adopted by Board of Visitors
Maryland State Legislature

Chief, U.S. Public Works Officer



Plan

Scale 1" = 100'-0"

General Notes

Bearings and coordinates shown are bearings and coordinates of the Maryland coordinate system, a Lambert conformal projection of the Clarke spheroid of 1866.

Legend

Centerline of proposed easement shown in long and short dashes thus

Limits of proposed 35 ft wide easement (17.5 feet each side of centerline) shown in short dashes thus

Bituminous macadam surfacing along centerline of proposed easement shown shaded thus

Existing chain link fence owned by Naval Academy shown thus

Existing hedges and lines of trees shown thus

SYMBOL	DESCRIPTION	DATE	APPROVAL

REVISIONS

DEPARTMENT OF THE NAVY — NAVAL ACADEMY

BUREAU OF YARDS & DOCKS — ANNAPOLIS, MD.

DESIGNED Wiegand
DRAWN Windsor
TRACED Windsor
CHECKED Jones
MGR. Wiegand
MGR.
MGR.
DIR. ENG. DIV. A.B. Williams
P.W.O. OFFICER

CENTERLINES OF MD. STATE ROADS 450 AND 436 THROUGH NAVAL ACADEMY GROUNDS

APPROVED J. Kawzily DATE 2/14/60

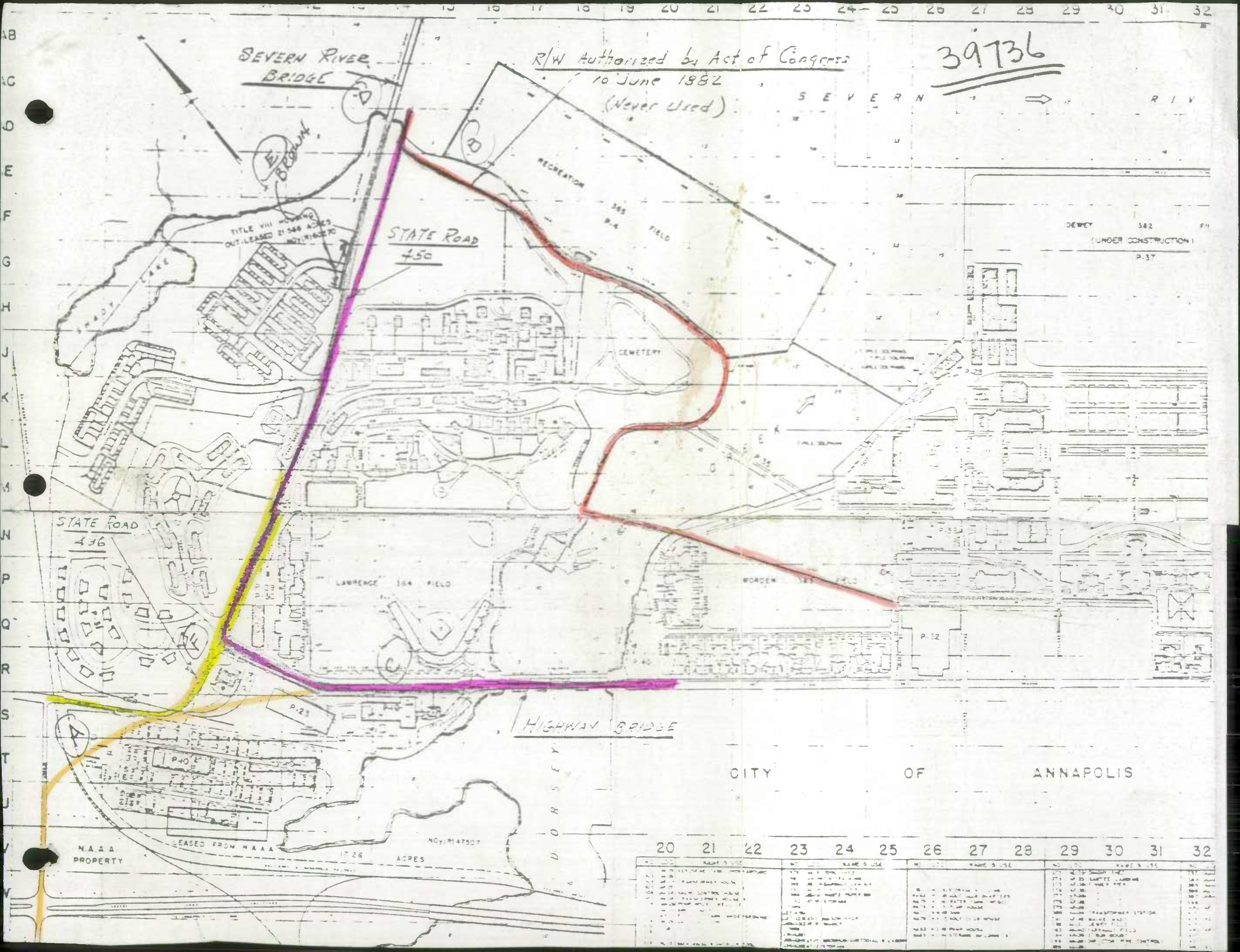
SATISFACTORY TO

DATE

SCALE 1" = 200'-0" SPEC.

P.W.O. DRAWING NO. 16,094

39736


SEVERN RIVER BRIDGE
R/W Authorized by Act of Congress 10 June 1882 (Never Used)
SEVERN
RIV
E BRANCH
TITLE VIII HOUSING OUT-LEASED 21.548 ACRES
STATE ROAD 450
RECREATION
FIELD
CEMETERY
DEWEY 382
(UNDER CONSTRUCTION)
P-37
STATE ROAD 436
LAWRENCE 384 FIELD
WORDEN FIELD
P-32
HIGHWAY BRIDGE
CITY OF ANNAPOLIS
P-40
P-23
N.A.A.A. PROPERTY
LEASED FROM N.A.A.A.
17.26 ACRES
DORSEY

Copy: Mr. A. S. Gordon (2)
Mr. N. M. Pri[illegible]ett
Mr. D. H. Fis[illegible]
Mr. W. C. Hopkins
Mr. R. J. Hajzyk
Mr. C. A. Goldeisen
Mr. G. B. Chaires
Mr. F. P. Scrivener
Mr. L. C. Moser (2)
Mr. G. N. Lewis, Jr. (8)
Mr. C. L. Wannen
Mr. J. E. Gerick
Mr. L. E. McCarl (2)
Mr. H. G. Downs (4)
Mr. W. A. Friend
Mr. W. A. [illegible]dan (2)
Mr. H. C. Bowers
Mr. F. V. Dreyer
Mr. Charles Lee
Mr. M. D. Philpot (2)
Mr. A. L. Grubb (2)
Records & Research Section, R/W Div.
Co. Commrs. of Anne Arundel County
Secretary's File
Secretary's File #18964
SRC-Anne Arundel County
SRC-Twelve Year Program

ANNE ARUNDEL

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
THURSDAY, MAY 5, 1960
* * *

Upon motion duly made and seconded, the following resolution was adopted by the Commission:

WHEREAS, Section 1 of Chapter 1 of the Acts of the General Assembly of Maryland of 1960 provides that the State Roads Commission may, upon the request of the majority of the members of a governing body of any county and a majority of the members of the legislative delegation of any county, substitute a project not included in either the "Yellow Book" or the "Green Book" for a project included in the document generally referred to as the "Yellow Book," and

WHEREAS, the proper request having been made by the County Commissioners and the Legislative Delegation of Anne Arundel County, it is desired to substitute certain projects as hereinafter more particularly set forth.

NOW, THEREFORE, BE IT RESOLVED:

That the State Roads Commission of Maryland does hereby delete from the projects presently listed in the "Yellow Book" the following projects or portions of projects:

(1) Maryland Route 177, from Gibson Island, Westerly — 3.00 miles

(2) Maryland Route 258, from Maryland Route 2 toward Maryland Route 416 — 3.50 miles

(3) Maryland Route 256, from Maryland Route 2 toward Maryland Route 468 — 3.60 miles

and does hereby substitute in lieu thereof, the following projects or portions of projects:

(1) Maryland Route 177, extended westerly from Maryland Route 2 to Maryland Route 3 — 3.00 miles
Now MD 100

(2) New Bay Front Road, from Maryland Route 416 easterly to Maryland Route 256 — 7.10 miles

Secretary's File
No. 34002

Copy: Mr. C. E. Wyant, Jr.
Mr. L. C. Moser (8)
Board of Public Works of Md.
Secretary's File (3)
Contract File (3)

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JOHN B. FUNK
MONDAY, FEBRUARY 29, 1960

* * *

Chairman and Director Funk executed the following deeds, in duplicate, dated February 29, 1960, which had previously been approved as to form and legal sufficiency by the office of the Special Assistant Attorney General, by which the Commission conveys, subject to approval of the Board of Public Works of Maryland, unto the grantees named, parcels of land as indicated and as more fully described in the respective deeds:

Grantee	Property Conveyed	In Accordance With
Edward P. Sprecher and Maria A., wife	11,875± sq. ft. of former properties of Walter H. Miller, R/W Item 26495, Frederick W. Loewe, R/W Item 27767 and George Seeds, Jr. et al, R/W Item 29580, Contract B-635-23-415	Option, R/W Item 27775-A, Contract B-635-23-415 (Contract B-635-6-420 shown on deed)
Daniel H. Benedict and L. Virginia, wife	0.10± acre of former Lewis E. Wingert, et al, property, R/W Item 42117, Contract W-428-2-620	Option, R/W Item 42118, Contract W-428-2-620
Mayor and City Council of Baltimore City	Abandoned right of way of old Md. Route 170 running through center of Friendship Airport, in exchange for a new 200-foot wide right of way provided by the grantee for Relocated Md. Route 170 at the time of the Airport construction	Plan for R/W exchange to cover Md. Route 170 Relocation, R/W Item 25037, Contract AA-392-4-515

Md 652 from Md 176 northerly to cemetery

ary to file
3/17/60

FORM R.W.—26 File 85241 CHD:T 1-27-60 (1) (STATE ITEM NO. 25037)

STANDARD DEED FROM THE STATE ROADS COMMISSION AND THE BOARD OF PUBLIC WORKS OF MARYLAND

Secretary's File No. 34062

FEB 29 1960

This Deed, Made this day of in the year 1960,

by and between the STATE ROADS COMMISSION OF MARYLAND, acting for and on behalf of the STATE OF MARYLAND, party of the first part; and

J. Millard Tawes, Governor of Maryland, Louis L. Goldstein, Comptroller of Maryland and Hooper S. Miles, Treasurer of Maryland, constituting the BOARD OF PUBLIC WORKS OF MARYLAND, party of the second part; hereinafter sometimes called the "GRANTORS"; and MAYOR AND CITY COUNCIL OF BALTIMORE, a municipal corporation of the State of Maryland, party of the third part,

hereinafter sometimes called the "GRANTEE(S)".

WHEREAS, the State Roads Commission of Maryland, acting for and on behalf of the State of Maryland, has hertofore acquired certain property and rights, situate lying and being in Anne Arundel County(ies), State of Maryland, and

WHEREAS, the said Commission has constructed, or is about to construct (a) certain State Highway(s) and/or Bridge(s) known and designated as relocation of Old Fort Meade Road

and,

WHEREAS, the said Commission has prepared, or caused to be prepared, (a) Right of Way Plat(s) designated as State Roads Commission of Maryland's Plat(s) numbered 6783 and 20015 (Revised 2-9-60)

which Plat(s) has (have) been recorded among the Land Records of the aforesaid County(ies) in the appropriate Plat Book, and

~~WHEREAS, the said Plat(s) show(s) the land, easements, rights and controls of access which have been determined by the~~ said Commission as necessary to be retained by the State for the construction, operation, maintenance, use and protection of ~~the highway(s) and/or bridge(s) constructed, or to be constructed, as aforesaid, and~~

WHEREAS, the State Roads Commission has agreed, for good and valuable considerations, to convey unto the "GRANTEE(S)" herein, certain land, hereinafter described, which the Commission has determined is no longer needed by it in connection with the construction, operation, maintenance, use and protection of the State Highway System, and which conveyance was approved by the Board of Estimates of Baltimore City on the day of , 1960;

WHEREAS, under the provisions of Section 6, Article 89B of the Public General Laws of the State of Maryland, it is necessary for the Board of Public Works of Maryland to join in the conveyance of any land by the State Roads Commission.

NOW, THEREFORE, THIS DEED WITNESSETH:—That for and in consideration of the sum of One ($1.00) Dollar, and other good and valuable considerations, the receipt of which is hereby acknowledged, the said parties of the first and second parts do hereby grant, convey and quit claim unto MAYOR AND CITY COUNCIL OF BALTIMORE, its successors and assigns,

all right title and interest of the State Roads Commission and the State of Maryland, in and to all of the following described

lot(s) or parcel(s) of land, situate, lying and being in Anne Arundel County(ies) State of Maryland, and described as follows, to wit:—

BEGINNING for the same at a point in the North 54 degrees 36 minutes West 80 foot line of a deed from the Mayor and City Council of Baltimore City to the State of Maryland to the use of the State Roads Commission of Maryland dated April 10, 1951 and being recorded among the Land Records of Anne Arundel County in Liber 620, Folio 289; said point of beginning being the intersection of the aforesaid North 54 degrees 36 minutes West 80 foot line of the former location of Maryland Route Number 170; said point of beginning being more particularly indicated on the State Roads Commission's plat number 6783, attached hereto and made a part hereof; said point of beginning being situated 400 feet, more or less, Southwesterly from the intersection of the South 85 degrees 51 minutes 48 seconds West 300 feet line in a deed from the Mayor and City Council of Baltimore City to the State of Maryland to the use of the State Roads Commission of Maryland and indicated on the State Roads Commission's plat number 6783, attached hereto, running thence and binding on a part of said North 54 degrees 36 minutes West 80 foot line in a Northwesterly direction to the intersection of said North 54 degrees 36 minutes West 80 foot line with the Westernmost right of way line of the former location of the aforesaid Maryland Route Number 170 running thence and binding along said Westernmost Right of Way Line in a Southwesterly direction approximately 3 miles, more or less to intersect the Northernmost Right of Way Line of the relocated road leading from Harmans to Glen Burnie By-pass known as Maryland Route Number 176; said point of intersection being situated 15 feet measured at right angles from station 6+00 of the Base Line, as shown on the State Roads Commission's plat number 20015, revised 2-9-60, attached hereto and made a part hereof, running thence and binding along a part of said Northernmost Right of Way Line of the relocated road leading from Harmans to Glen Burnie By-pass in a Southeasterly direction 30 feet to a point of intersection of said Northernmost Right of Way Line of said relocated road with the Easternmost Right of Way Line of the former location of the Maryland Route Number 170 running thence and binding on said Easternmost Right of Way Line in a Northeasterly direction 3 miles, more or less, to intersect the hereinbefore mentioned North 54 degrees 36 minutes West 80 foot line of the aforesaid conveyance from the Mayor and City Council of Baltimore City to the State of Maryland as said North 54 degrees 36 minutes West 80 foot, as indicated on the State Roads Commission's plat number 6783 aforesaid and running thence and binding along the part of said North 54 degrees 36 minutes West 80 foot line in a Northwesterly direction to the place of beginning.

TOGETHER WITH any right, title or interest of the Grantors in and to the bed of the former location of Maryland Route Number 170.

RESERVING unto the STATE OF MARYLAND, TO THE USE OF THE STATE ROADS COMMISSION OF MARYLAND, its successors and assigns, forever, in fee simple, all the land, together with the appurtenances thereto belonging, or in any wise appertaining, lying between the outermost lines designated "Right of Way Line" as shown and/or indicated on the aforesaid plat(s).

RESERVING unto the STATE OF MARYLAND, TO THE USE OF THE STATE ROADS COMMISSION OF MARYLAND, its successors and assigns, the right to create, use and maintain on the land shown hatched thus //////// and thus \\\\\\\\ on the above-mentioned plat(s) such drainage structures, stream changes and facilities as are necessary in the opinion of the State Roads Commission to adequately drain the highway and/or adjacent property and such slopes as are necessary to retain the highway and/or adjacent property; it being agreed upon between the parties hereto, however, that at such time as the contour of the land over which this easement is retained is changed so that the easement for slopes is no longer necessary to support the property retained by the State in fee-simple, then said easement for slopes shall cease to be effective.

RESERVING unto the STATE OF MARYLAND, TO THE USE OF THE STATE ROADS COMMISSION OF MARYLAND, its successors and assigns, the right to create, use and maintain on or across the land hereby conveyed and across the adjacent land of the "GRANTEE(S)" such waterways and/or inlets and outlets as are necessary in the opinion of the State Roads Commission for the drainage structures indicated in the legend shown in the left hand corner of the above mentioned plat(s).

RESERVING unto the STATE OF MARYLAND, TO THE USE OF THE STATE ROADS COMMISSION OF MARYLAND, its successors and assigns, the right to create, use and maintain on the land shown cross-hatched thus XXXXXXX on the above mentioned plat(s), such stream changes, inlet ditches, outlet ditches and facilities as are necessary in the opinion of the State Roads Commission to care for whatever drainage structures which may be determined necessary by the State Roads Commission for the above mentioned project.

RESERVING unto the STATE OF MARYLAND, TO THE USE OF THE STATE ROADS COMMISSION OF MARYLAND, its successors and assigns, any and all right whatsoever of the "GRANTEE(S)", their heirs, successors and assigns, of any means whatsoever of ingress or egress between the THROUGH HIGHWAY and the property hereby conveyed across the line which is designated "Right of Way Line of Through Highway", to the end that there never will be any vehicular, pedestrian and/or animal access to or from said THROUGH HIGHWAY and the remaining property of the "GRANTEE(S)" across the lines which are so marked on the above mentioned plat(s) except by means of such public road connections to EXPRESSWAYS or by means of such public and/or private road connections to CONTROLLED ACCESS ARTERIAL HIGHWAYS, as the "COMMISSION" may construct, or permit to be constructed.

RESERVING unto the STATE OF MARYLAND, TO THE USE OF THE STATE ROADS COMMISSION OF MARYLAND, its successors and assigns, any and all right whatsoever of the "GRANTEE(S)", their heirs, successors and assigns, of vehicular ingress or egress between the property hereby conveyed and the highway across that portion of the right of way line which is marked "THROUGHOUT THIS PORTION OF RIGHT OF WAY LINE ALL VEHICULAR ACCESS IS DENIED", to the end that there will never be any vehicular access to or from said highway and the remaining property of the "GRANTEE(S)" across those portions of the said right of way lines which are so marked on the above mentioned plat(s).

RESERVING unto the STATE OF MARYLAND, TO THE USE OF THE STATE ROADS COMMISSION OF MARYLAND, its successors and assigns, the perpetual right to erect and maintain between October 1st and April 1st of each year, snow fences within 100 feet of the land, hereby retained in fee simple, provided that said snow fences shall not interfere with the construction and use of buildings now erected or hereafter erected or with growing crops.

SUBJECT TO and excepting from the operation and effect of this deed any and all rights and reservations that may have been granted or reserved by former owners of this property or their predecessors in title and/or covenants or restrictions which may have been established with respect to said land by such former owners or their predecessors in title.

SUBJECT TO and excepting from the operation and effect of this deed any and all existing rights now hold or used by any public utility or public utilities across or adjacent to the land herein conveyed.

TOGETHER with the buildings and improvements thereon, and the rights, roads, ways, waters, privileges and appurtenances thereunto belonging or in anywise appertaining.

TO HAVE AND TO HOLD the land and premises, hereinbefore described and mentioned, to the extent of the State's right, title and interest thereto, unto and to. Mayor and City Council of Baltimore, its successors and assigns

SUBJECT, HOWEVER, TO EACH AND EVERY RESERVATION, RESTRICTION, CONDITION, COVENANT AND CONTROL SET FORTH IN THIS INSTRUMENT OF WRITING.

AND THE GRANTEE(S) HEREIN, by the acceptance of this deed, do hereby covenant and agree, on behalf of themselves, their heirs, successors and assigns, to abide by and respect each and every reservation, restriction, condition, covenant and control set forth in this instrument of writing, it being the intention hereof to perpetuate all of right and privileges retained by the State of Maryland, to the use of the State Roads Commission of Maryland, by this deed. It is expressly understood and agreed that these covenants shall run with and bind the property hereby conveyed and the remaining property of the "GRANTEE(S)" and shall be binding upon the "GRANTEE(S)", their heirs, successors and assigns, forever.

IN TESTIMONY WHEREOF, Witness the hands and seals of the parties hereto:

ATTEST:—

C. R. Pease
Secretary

STATE ROADS COMMISSION OF MARYLAND

By: .....(SEAL)
John B. Funk
Chairman and Director of Highways
for the State of Maryland

Approved as to Form
and Legal Sufficiency

Special Attorney

Concurred in by

Chief Right of Way Engineer

ATTEST:—

Andrew Heubeek Jr.
Secretary

.....(SEAL)
J. Millard Tawes—Governor of Maryland

.....(SEAL)
Louis L. Goldstein—Comptroller of Maryland

.....(SEAL)
Hooper S. Miles—Treasurer of Maryland
Constituting the BOARD OF PUBLIC WORKS
OF MARYLAND.

APPROVED as to form and legal sufficiency
this day of , 1960:

HARRISON L. WINTER, City Solicitor

CHARLES H. DORN, Asst. City Solicitor

STATE OF MARYLAND, CITY OF BALTIMORE, To Wit:

I HEREBY CERTIFY, that on this 29th day of February in the year 1960, before me, the subscriber, a Notary Public of the State of Maryland, in and for the City aforesaid, personnally appeared John B. Funk, Chairman and Director of Highways for the State of Maryland and acknowledged the foregoing deed to be the act of the State Roads Commission of Maryland, and at the same time made oath in due form of law that he is fully authorized to execute and acknowledge the same.

NOTARY SEAL

WITNESS MY HAND AND NOTARIAL SEAL.

My Commission expires May 1961

Notary Public

STATE OF MARYLAND, COUNTY OF BALTIMORE, To Wit:

I HEREBY CERTIFY, that on this 14th day of March in the year 1960, before me, the subscriber, a Notary Public of the State of Maryland, in and for the County aforesaid, personally appeared

J. Millard Tawes—Governor of Maryland
Louis L. Goldstein—Comptroller of Maryland and
Hooper S. Miles—Treasurer of Maryland,

constituting the BOARD OF PUBLIC WORKS OF MARYLAND, and acknowledged the foregoing deed to be the act of the said Board of Public Works of Maryland.

NOTARY SEAL

WITNESS MY HAND AND NOTARIAL SEAL.

My Commission expires May 1, 1961

Notary Public

DEED
FROM
THE STATE ROADS COMMISSION
OF MARYLAND
ACTING FOR AND ON BEHALF OF
THE STATE OF MARYLAND
AND
THE BOARD OF PUBLIC WORKS
OF MARYLAND
TO

Received for Record.....19.....
at.....o'clock.....M. Same day recorded
in Liber.....No.....Folio.....&c.,
one of the Land Records of.....
.....and examined per
.....Clerk.
Cost of Record, $.....

Secretary's File
No. 39062

ANNE ARUNDEL COUNTY

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, JANUARY 13, 1960
* * *

On recommendation of Traffic Division Director Lewis in letter of December 22, 1959, the Commission approved the request of Mayor Arthur G. Ellington of Annapolis in letter of December 15, 1959, that the portion of old Md. 665 (Forest Drive) lying between its intersection with Md. 181 (Bay Ridge Road) and its intersection with new Md. 665 immediately south of Barbud Lane, be named "Forest Hills Avenue." This is in Anne Arundel County.

Md. 788-B
C.S. No. 2-935

Copy: Mr. N. M. Pritchett
Mr. H. G. Downs
Mr. G. N. Lewis, Jr. (8)
Mr. G. B. Chaires
Mr. F. P. Scrivener
Mr. L. S. Pfarr
Mr. E. G. Duncan (2)
Major G. E. Davidson (2)
Mayor A. G. Ellington
SRC-Anne Arundel County

MD 718.B

Mr Cassell

December 22, 1959

State Roads Commission
Office

Gentlemen: Special Studies 1874

I am attaching copy of letter of December 15th from Mayor Arthur G. Ellington of Annapolis, advising that by action of the Mayor and Board of Alderman of the City of Annapolis, it is requested that that portion of old Md. 665 (Forest Drive,) lying between its intersection with Md. 181, the Bay Ridge Road and its intersection with new Md. 665, immediately south of Barbud Lane, be named "Forest Hills Avenue".

The subject section of Forest Drive is a portion of the old road remaining after our recent improvement and relocation through the area.

It would appear that it would be helpful for purposes of addresses and the post office, that there should not be two Forest Drives, therefore, I would recommend the State Roads Commission approve naming of the remaining portion of Forest Drive as "Forest Hills Avenue". approved by S.R.C. 1/13/60

Since this section of old Forest Drive appears to no longer serve any purpose in the State Highway System, I am writing to Mayor Ellington with the request that the City of Annapolis give consideration to accepting it for maintenance as part of the city street system of Annapolis.

This is in Anne Arundel County.

Very truly yours,

GNLjr-d
cc: Mr. N. M. Pritchett
Mr. Paul J. Bailey,
Commissioner
Mr. J. L. Hintions
Mr. G. W. Cassell

Geo. N. Lewis, Jr.,
Director-Traffic Division

December 22, 1969

State Goods Conservation
Office

Gentlemen:

Enquiry Stopping Left

I am enclosing copy of letter by Douglas Lith from Mayor Arthur G. Illington of Angelville, advising that by action of his mayor and council at Alchemar of the City of Angelville, it is proposed that that province of old Ind. Gas Consol Swiss, Ltd. begins its prospecting with Ed. 18; the day video bond has its interaction with our Ed. 066, immediately south of Sandy Lure. We issued Drawer Elite Gamma.

The subject matter of Issue Three is a portion of the old Gas Consol claims over which Angelville has proposed its location through the area.

It would appear that it would be helpful for purposes of [illegible] (Gas Consol, Drawer, Elite) which [illegible] Gas Consol Petroleum [illegible] of the [illegible] of Angelville as "Lower Hills Avenue".

Since this position is [illegible] to us [illegible] Angelville Mayor [illegible] Gas Consol [illegible] that the City of Angelville [illegible] in [illegible] as part of the [illegible] system of Angelville.

Why is it [illegible] Gas Consol?

Very truly yours,

Copy to:
Mr. J. M. Pinchbeck
Mr. Paul J. Bailey,
Consultants
Mr. J. L. Stirling
Mr. G. R. Cassell

Geo. R. Lewis, d.l.
Director-Legal Relations

Md 788-B

Office of The Mayor

Chas. H. Lewis, Jr.
Director

ARTHUR G. ELLINGTON
MAYOR

December 15, 1959

Mr. George Lewis
Traffic Division
Maryland State Roads Commission
301 West Preston Street
Baltimore 3, Maryland

Subject: Street Name

Dear Mr. Lewis:

By action of the Mayor and Aldermen of the City of Annapolis, it is requested that the portion of old Route 665 (Forest Drive) lying between its intersection with Route 181 (Bay Ridge Road) and its intersection with new Route 665 immediately south of Barbud Lane be named "Forest Hills Avenue".

It will be appreciated if you will present this request for action by the Maryland State Roads Commission.

Md 788-B
C.S. No. 2-93 S

Very truly yours,

Arthur G. Ellington
Mayor.

AGE:VC

approved by S.R.C.
1/13/60

ANNE ARUNDEL COUNTY

Copy: Mr. N. M. Pritchett
Mr. W. C. Hopkins (2)
Mr. G. B. Chaires
Mr. C. L. Wannen
Mr. E. G. Duncan (2)
Mr. F. P. Scrivener
Mr. C. A. Goldeisen
Mr. W. A. Jordan
Mr. H. G. Downs (4)
Mr. G. N. Lewis, Jr. (8)
Mr. L. C. Moser (2)
Mr. L. J. O'Donnell
Mr. H. L. Cohen
J. E. Greiner Company
SRC-Anne Arundel County
Secretary's File #22299
" " (deed)
P. T.-General
P. T.-Binder

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JOHN B. FUNK
TUESDAY, NOVEMBER 3, 1959

* * *

On recommendation of Special Attorney Herbert L. Cohen in letter of October 30, 1959, and in accordance with the Commission's action at meeting August 11, 1955 approving submission of Petition to the County Commissioners of Anne Arundel County for the closing of portions of Creswell Road, Cedar Hill Road and Bon Air Road and opening of extensions to Robinwood Road and Helerich Road, and subsequent action by the County Commissioners of Anne Arundel County at meeting October 6, 1955, Chairman and Director Funk executed for and on behalf of the Commission, deed, in duplicate, dated November 3, 1959, by which it conveys, subject to approval of the Board of Public Works of Maryland, unto the County Commissioners of Anne Arundel County parcels of land in Anne Arundel County as more fully described in said deed, being the following roads in Anne Arundel County which the Commission agreed to convey to the County Commissioners during the course of construction of the Patapsco Tunnel Project approaches in said County:

1. Cedar Avenue - Plat No. 62
2. Robinwood Road - Plat No. 57
3. Helfrich Road - Plat No. 57
4. Access road from Ritchie Highway to Capitol View Homes, known as Zimlin Access Road - Plat No. 63
5. Access road from Ritchie Highway along east side of tunnel project northbound on ramp, known as Wiley Access Road - Plat No. 64
6. Access road replacing paper street from north side of Hammond's Lane along west side of Expressway, known as Hammond's Lane Access Road No. 3 - Plat No. 65

Co. 1708

J. E. GREINER - PLAT Nos.

Mr. Cohen states in aforesaid letter that Mr. T. T. Pantaleo, Director of the Department of Public Works of Anne Arundel County, has inspected these roads and approved of their construction.

Said deed had previously been concurred in by Chief Right of Way Engineer Moser and approved as to form and legal sufficiency by Special Attorney Cohen.

ANNE ARUNDEL COUNTY
-R/W TRANSFER-

Copy: Mr. N. M. Pritchett
Mr. W. C. Hopkins
Mr. F. P. Scrivener
Mr. G. B. Chaires
Mr. C. A. Goldeisen
Mr. L. C. Moser (2)
Mr. G. N. Lewis, Jr. (8)
Mr. C. S. Linville (3)
Mr. C. L. Wannen
Mr. E. G. Duncan (2)
Mr. A. L. Grubb
Mr. E. D. Reilly
Mr. H. G. Downs (4)
Mr. W. A. Friend
Mr. J. A. Jordan (2)
Mr. F. V. Dreyer
Mr. M. D. Philpot (2)
Mr. A. S. Gordon
Records & Research Section, R/W Div.
Anne Arundel County Commissioners (3)
Secretary's File
SRC-Anne Arundel County

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, SEPTEMBER 16, 1959
* * *

At the regular meeting of the State Roads Commission of Maryland, held at the office of the Commission in Baltimore, Maryland, on September 16, 1959, upon motion duly made and seconded, the following resolution was adopted.

WHEREAS, under authority contained in Section 79 of Article 89B of the Annotated Code of Maryland, the State Roads Commission of Maryland is empowered to transfer State Highways, or portions thereof, to the governing bodies of the several counties of Maryland, for maintenance purposes, and

WHEREAS, it has been agreed that the following described road shall hereafter be under the jurisdiction of the designated county for maintenance purposes, subject to the continuance in effect of any controls of access which may have been established by the State Roads Commission for the protection of the traveling public and which may be shown and/or designated on the State Roads Commission Plat number, hereinafter mentioned; now, therefore

BE IT RESOLVED by the State Roads Commission of Maryland that the following described section of State Highway, located in Anne Arundel County, Maryland, be, and it is, hereby transferred to the Governing Body of Anne Arundel County for maintenance purposes, subject to the continuance in effect of the controls relative to access, as designated on the following plat.

Former Route No.	From	Toward	Length	SRC Plat No.
County Road	Ritchie Highway Route #2	Robinson Station	220 ft.	2301

ATTEST:

(Sgd) C. R. Pease
Secretary

9/10/59 (Sgd) Norman M. Pritchett
Chief Engineer

STATE ROADS COMMISSION OF MARYLAND

By (Sgd) John B. Funk
Chairman and Director of Highways
for the State of Maryland

Approved as to form and legal sufficiency
Sept. 14, 1959 (Sgd) F. A. Puderbaugh
Special Attorney

* * * * * * * * * * * * * * *

ANNE ARUNDEL COUNTY

At the regular meeting of the Governing Body of Anne Arundel County, Maryland, held at its office on June 23, 1959, upon motion duly made and seconded, the following resolution was adopted.

WHEREAS, the State Roads Commission, at its meeting held on September 16, 1959, did formally transfer to this County, for maintenance purposes, and subject to the continuance in effect of the controls of access shown and/or designated on the hereinbefore mentioned plat, the State road described in the foregoing section of their resolution, bearing the said date, and the Governing Body is willing to accept the aforesaid road into the County Road System, for maintenance purposes; now, therefore,

BE IT RESOLVED by the Governing Body of Anne Arundel County, Maryland, that the foregoing road, transferred by the State Roads Commission of Maryland to this County by virtue of the resolution adopted by the State Roads Commission on September 16, 1959, be, and it is, hereby accepted into the County Road System of this County.

COUNTY COMMISSIONERS OF
ANNE ARUNDEL COUNTY, MARYLAND

ATTEST:

(Sgd) Lucy F. Loskosky
Chief Clerk to the Board of
County Commissioners

By (Sgd) Frank W. Wilde
President

ANNE ARUNDEL COUNTY

Copy: Mr. N. M. Pritchett
Mr. W. C. Hopkins
Mr. F. P. Scrivener
Mr. G. B. Chaires
Mr. C. A. Goldeisen
Mr. L. C. Moser (2)
Mr. G. N. Lewis, Jr. (8)
Mr. C. S. Linville (3)
Mr. C. L. Wannen
Mr. A. L. Grubb (2)
Mr. E. G. Duncan (2)
Mr. E. D. Reilly
Mr. H. G. Downs (4)
Mr. J. A. Friend
Mr. W. A. Jordan (2)
Mr. M. D. Philpot (2)
Mr. F. V. Dreyer
Mr. A. S. Gordon
Records & Research Section, R/W Div.
Anne Arundel County Commissioners (3)
Secretary's File
SRC-Anne Arundel County

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, SEPTEMBER 16, 1959
* * *

Upon motion duly made and seconded, the following resolution, submitted by Special Attorney William D. Macmillan, Jr., with his letter of September 15, 1959, was adopted by the Commission:

WHEREAS, the County Commissioners for Anne Arundel County, in the interest of public safety and welfare did on July 1, 1958, pass a resolution transferring to the State Roads Commission of Maryland certain sections of Riva Road in Districts One and Two of Anne Arundel County and more particularly shown on the Maryland State Roads Commission's Right of Way Plats No. 20061 and 20062, and

WHEREAS, the State Roads Commission of Maryland accepted said transfer as of the above mentioned date but due to inadvertence or otherwise the above mentioned acceptance was not formalized by a resolution of the State Roads Commission of Maryland.

NOW, THEREFORE, BE IT RESOLVED, that the State Roads Commission of Maryland formally accepts the transfer of certain sections of Riva Road as shown within the limits of the right of way lines on the Maryland State Roads Commission's Plats No. 20061 and 20062 and the same shall have the status of a State Road, and

BE IT FURTHER RESOLVED, that upon its adoption, this resolution shall be effective, nunc pro tunc, as of July 1, 1958.

THIS R/W WILL BE TRANSFERED BACK TO THE COUNTY UPON COMPLETION OF THE SOUTHRIVER BRIDGE - PER GEO. W. CASSELL
9/24/59
WRH

ANNE ARUNDEL COUNTY

BRIDGE (BEARR OVER MD 176 (DORSEY ROAD))

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JOHN B. FUNK
MONDAY, JULY 6, 1959
* * *

On recommendation of Chief Engineer Pritchett in letter of June 30, 1959, Chairman and Director Funk executed for and on behalf of the Commission, agreement in duplicate dated July 6, 1959, by and between the State Roads Commission of Maryland, party of the first part, and The Baltimore and Annapolis Railroad Company, party of the second part, wherein the parties thereto agree as to their respective responsibilities and participation in connection with the construction of a new railroad bridge over Md. 176, north of Glen Burnie in Anne Arundel County, Maryland, as more fully set forth therein.

The said agreement had previously been executed on the part of The Baltimore and Annapolis Railroad Company and approved as to form and legal sufficiency by Special Attorney C. C. Seymour.

Copy: Mr. N. M. Pritchett
Mr. W. C. Hopkins
Mr. C. A. Goldeisen
Mr. C. L. Wannen
Mr. A. L. Grubb (4)
Mr. H. G. Downs (4)
Mr. M. D. Philpot (2)
Mr. C. S. Linville
Mr. L. C. Moser
Mr. G. N. Lewis, Jr. (8)
Mr. E. G. Duncan (2)
Mr. W. A. Jordan
Secretary's File
SRC-Anne Arundel County
Contract AA-452-515

Mrs D

400

Minutes

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
TUESDAY, FEBRUARY 10, 1959

* * *

US 301
Rte. Number extension

Present: Senator Edgar T. Bennett and Mr. John J. McMullen.

On recommendation of Chief Engineer Pritchett in letter of February 10, 1959, the Commission authorized the Engineering Department to cooperate with the States of Delaware, New Jersey, and Virginia in submitting a formal request to the A.A.S.H.O. to extend U. S. Route 301 from its junction with U. S. Route 50 in Prince George's County along U. S. Route 50 and Md. Route 71 to the Maryland-Delaware Line in the vicinity of Warwick in Cecil County.

Copy: Mr. N. M. Pritchett
Mr. G. N. Lewis, Jr.
Mr. H. G. Downs
Mr. E. G. Duncan
Mr. L. E. McCarl
Mr. C. R. Sharretts
SRC-Anne Arundel County
SRC-Cecil County
SRC-Kent County
SRC-Queen Anne's County
SRC-Prince George's County

FILE
ANNE ARUNDEL COUNTY
Mr. Lassell

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
TUESDAY, AUGUST 5, 1958
***

Present: Mr. Robert O. Bonnell, Chairman, Senator Edgar T. Bennett and Mr. John J. McMullen.

On recommendation of Chief Engineer Pritchett, as set forth in his letter of August 4, 1958, the following final estimate was approved for payment, this bridge to remain in the County System for maintenance by Anne Arundel and Howard Counties:

Final estimate of $3,045.13 for completion of construction of single span prestressed concrete beam bridge on Hanover Road over Deep Creek at Race Road, our Contract AA-519-1-517; Ho-303-1-717; FAP #S-66 (3), The John D. Sheetz Construction Company, contractor. The contract for this work was awarded November 29, 1957 and was completed June 2, 1958. The total amount of this contract is $46,086.53.

Copy: Mr. N. M. Pritchett
Mr. W. C. Hopkins
Mr. C. A. Goldeisen
Mr. T. G. Mohler (2)
Mr. E. G. Duncan (2)
Mr. A. F. DiDomenico
Mr. F. P. Scrivener
Mr. C. L. Wannen
Mr. A. L. Grubb (2)
Mr. G. N. Lewis, Jr. (8)
Mr. W. O. Robins
Co. Commrs. of Anne Arundel Co.
" " " Howard Co.
SRC-Anne Arundel County
SRC-Howard County
Contract AA-519-1-517; Ho-303-1-717; FAP#S-66(3)
Secretary's File #26836
Mr. A. F. Shure
Mr. H. C. Bowers

ANNE ARUNDEL

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
THURSDAY, JULY 17, 1958
***

Present: Mr. Robert O. Bonnell, Chairman, Senator Edgar T. Bennett and Mr. John J. McMullen.

Upon motion duly made and seconded, the following resolution was adopted.

WHEREAS, the State Roads Commission of Maryland is empowered to substitute projects or portions thereof in the Twelve Year Program, with compensating mileage, from one construction period to another, when mutually agreed upon by the Governing Bodies of the several Counties of Maryland and the County Delegations, and

WHEREAS, the Governing Body and County Delegation of Anne Arundel County have agreed with the Commission to make a certain substitution for a project or portion thereof in the 12 Year Program,

NOW, THEREFORE, BE IT RESOLVED by the State Roads Commission of Maryland that the following described section of State Road in the Twelve Year Program, located in Anne Arundel County, be and it is hereby eliminated from the 12 Year Program, in lieu of which a section of State Road, not in the 12 Year Program, is hereby substituted as indicated below:

Md. 665 (Forest Drive)	From Md. 2 Easterly for	0.81 Miles
(In 1st 4 yrs. of 12 Year Program)	Eliminated from Program.	
Md. 450 (West St. in Annapolis)	From a point 507 feet West of Hicks Ave., to a point 120 feet West of N. Southwood Ave., for a distance of	0.811 Miles
(Not in 12 Year Program)	To be substituted for above described section of State Road.	

Copy: Mr. A. S. Gordon
Mr. N. M. Pritchett
Mr. W. C. Hopkins
Mr. R. E. Jones
Mr. C. A. Goldeisen
Mr. A. F. Shure
Mr. G. N. Lewis, Jr. (8)
Mr. E. G. Duncan (2)
Mr. W. A. Friend
Mr. F. P. Scrivener
Secretary's File #18964
" "
Mr. C. L. Wannen
Mr. A. F. DiDomenico
Mr. F. V. Dreyer
Mr. C. W. Clawson (4)
Mr. A. L. Grubb
Mr. L. C. Moser (2)
Mr. C. S. Linville
Mr. H. G. Downs (2)
SRC-12 Yr. Program
" -Anne Arundel County

At the regular meeting of the State Roads Commission of Maryland, held at the office of the Commission in Baltimore, Maryland, on July 17 1958, upon motion duly made and seconded, the following resolution was adopted.

WHEREAS, the State Roads Commission of Maryland is empowered to substitute projects or portions thereof in the Twelve Year Program, with compensating mileage, from one construction period to another, when mutually agreed upon by the Governing Bodies of the several Counties of Maryland and the County Delegations, and

WHEREAS, the Governing Body and County Delegation of Anne Arundel County have agreed with the Commission to make a certain substitution for a project or portion thereof in the 12 Year Program,

NOW, THEREFORE, BE IT RESOLVED by the State Roads Commission of Maryland that the following described section of State Road in the Twelve Year Program, located in Anne Arundel County, be and it is hereby eliminated from the 12 Year Program, in lieu of which a section of State Road, not in the 12 Year Program, is hereby substituted as indicated below:

Md. 665 (Forest Drive) From Md. 2 Easterly for 0.81 Miles
(In 1st. 4 yrs. of 12 Year Program) Eliminated from Program.

Md. 450 (West St. in Annapolis) From a point 507 feet West of Hicks Ave., to a point 120 feet West of N. Southwood Ave., for a distance of 0.811 Miles
(Not in 12 Year Program) To be substituted for above described section of State Road.

STATE ROADS COMMISSION OF MARYLAND

by Edgar P. Cornell Jr. Acting for
Robert O. Bennett, Chairman

ATTEST:

C. E. Pease, Secretary

Approved as to form and legal sufficiency
May 1 1958

ANNE ARUNDEL Co.

At the regular meeting of the Governing Body of Anne Arundel County, Maryland, held at its office on May 22nd 1958, upon motion duly made and seconded, the following resolution was adopted.

WHEREAS, the State Roads Commission, at its meeting held on July 17 1958, did formally eliminate a section of State Road from the 12 Year Program and substituted a section of State Road not in the 12 Year Program, as described in the foregoing section of their resolution, bearing the said date and the Governing Body is willing to accept the substitutions as described;

NOW THEREFORE,

BE IT RESOLVED by the Governing Body of Anne Arundel County, Maryland, that the foregoing sections of roads to be substituted one for another by virtue of the resolution adopted by the State Roads Commission of Maryland on July 17 1958, be, and the substitution of sections of roads, as heretofore outlined, are accepted by Anne Arundel County.

COUNTY COMMISSIONERS OF
ANNE ARUNDEL COUNTY, MARYLAND

by Ralph L. Lowman
Approved President

ATTEST:

Lucy F. Loskosky
Chief Clerk to the Board of
County Commissioners

Member House of Delegates

Member House of Delegates

Member House of Delegates

Member House of Delegates

Member House of Delegates

Member House of Delegates

Member House of Delegates

State Senator

Herbert Norman McCrillis
Chief Engineer

7/16/58
Date

A. A. Co.
ANNE ARUNDEL COUNTY

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
TUESDAY, NOVEMBER 19, 1957
***

HARBOR TUNNEL
(I-895)

Present: Mr. Robert O. Bonnell, Chairman, Senator Edgar T. Bennett and Mr. John J. McMullen.

Upon motion duly made and seconded, the following resolution was formally approved and adopted:

WHEREAS, the Baltimore Harbor Tunnel and its Approaches will soon be completed and opened to traffic, and

WHEREAS, said facility is being financed from the proceeds of revenue bonds which bonds will be amortized through the collection of tolls imposed upon the users of the facility and other toll facilities in Maryland, and

WHEREAS, in order that there be no question concerning the jurisdiction of and the right of the law enforcement officers of the State Roads Commission, the Department of Maryland State Police, Baltimore City, Anne Arundel, Baltimore and Howard Counties, to enforce the laws and regulations relating to the use of said facility, it is deemed desirable to proclaim said facility and its approaches as an integral part of the State Highway System of Maryland as of the day and hour it is opened to traffic.

NOW, THEREFORE, BE IT RESOLVED BY THE STATE ROADS COMMISSION OF MARYLAND, That the Baltimore Harbor Tunnel and its Approaches is hereby designated and made a part of the State Roads System of Maryland as of the day and hour it is opened to traffic.

Copy: Mr. N. M. Pritchett
Mr. W. C. Hopkins (2)
Mr. L. J. O'Donnell (6)
Mr. C. L. Wannen
Mr. J. D. Buscher
Patapsco Tunnel-General
P.T. Binder
SRC-Rules & Regulations
Major W. H. Weber (2)
~~Baltimore City Police Dept.~~
Anne Arundel Co. " "
~~Baltimore County~~ " "
~~Howard County~~ " "
Mr. P. A. Morison
Mr. E. C. Chaney (2)
Mr. E. G. Duncan (2)
Mr. T. G. Mohler (2)
Mr. C. A. Goldeisen
Mr. F. P. Scrivener
Mr. A. F. DiDomenico
Mr. C. W. Clawson (4)
Mr. G. N. Lewis, Jr. (8)
SRC - AA, B, BC, HO Files
Mr. C. S. Linville

ANNE ARUNDEL Co.

(US 50)

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, APRIL 10, 1957
******

Present: Mr. Robert O. Bonnell, Chairman, Senator Edgar T. Bennett and Mr. John J. McMullen.

In connection with the request by Anne Arundel County that an interchange be provided on the John Hanson Highway at its intersection with the Davidsonville Road (Md. 424), on the basis of the substitution of such interchange project for a secondary project in the 12-year program, Chief Engineer Pritchett, in a letter dated March 28, 1957, states in part:

> "It would be quite feasible to substitute a portion of the Md. Route 468 project for the necessary monies and mileages required for the construction of an interchange and the supporting lengths of mileage through the interchange area and its approaches on Md. Route 424, Davidsonville Road",

and recommends, "on the basis of the County Commissioners' request, that we schedule the construction of the Davidsonville Road interchange at such time as the monies would normally become available for the construction of Md. Route 468. This would probably mean that the Md. Route 468 project would be one of approximately 3½ miles in length instead of 5 miles in lenght, and that the interchange, as well as the 3½ miles of Md. Route 468, would be advertised for construction early in 1958.

"It is further recommended that the Commission proceed with the surveys and plans for the development of the Davidsonville Road interchange in order to have contract plans completed for advertising in 1958."

The Commission approved the recommendations as made.

Copy: Messrs Pritchett, Hopkins, Morison, Goldeisen, Shure, Duncan, Wannen, Clawson, Dreyer, DiDomenico, Lewis.
Secretary's File #18964
Co. Commrs. A.A.Co.
SRC-12 yr. Program
E Anne Arundel Co.

ANNE ARUNDEL Co.

December 7, 1956

Mr. E. G. Duncan,
District Engineer
State Roads Commission
Upper Marlboro, Maryland

Dear Mr. Duncan:

Route and Section Numbers

It has now been very definitely agreed that US 301 will leave the present roadway at the south end of the new Glen Burnie By-Pass and will follow this By-Pass to a connection with the Beltway, then along the Beltway to the Baltimore-Washington Expressway. It will then follow the Baltimore-Washington Expressway into Baltimore City. The Traffic Engineering Department of Baltimore City has agreed that they will pick up the markings at the City line and carry them through showing connections with US 40 and US 1 and the direction to US 111.

We have been instructed that the present US 301 markings along the Crain Highway to the north of the south terminus of the Glen Burnie By-Pass will be removed along its entire route including the Ritchie Highway to the City line.

In addition, all of the Alt. US 301 markers will be removed from the Baltimore-Annapolis Road.

These changes will be effective after the opening of the By-Pass on December 20, 1956.

Very truly yours,

Geo. W. Lewis, Jr.,
Director

J. L. Mintiens

By: J. L. Mintiens,
Associate Engineer

JLM-h

cc: Mr. P. A. Morison
Mr. E. G. Chaney
Mr. Louis Pfarr
Mr. G. W. Cassell

Mr. Henry A. Barnes,
Traffic Director
Department of Traffic
Engineering of Baltimore City
413 St. Paul Place
Baltimore 2, Maryland

above punking not definitely agreed upon 12/27/56

ANNE ARUNDEL COUNTY

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
TUESDAY, SEPTEMBER 11, 1956
***

Present: Mr. Robert O. Bonnell, Chairman, Senator Edgar T. Bennett and Mr. John J. McMullen.

On recommendation of District Engineer E. G. Duncan and Advisory Engineer W. F. Childs, Jr., concurred in by Chief Engineer Pritchett in letter dated September 5, 1956, the Commission formalized the transfer from the State Roads System to the County Roads System of Anne Arundel County, of section of State Highway approaching the bridge over the B. & O. R.R. at Fort Meade Junction, approximately 0.13 mile in length, known as Md. Route 647, in accordance with action taken at meeting June 19, 1956 by the County Commissioners of Anne Arundel County, certified copy of excerpt from minutes of which meeting reads as follows:

Md 32 letter May 21, 1956 Ho. Co.

"On May 17, 1956 a letter was received from the Maryland State Roads Commission stating they are presently maintaining a section of road approaching the bridge over the B. & O. R. R. at Forte Meade Junction, approximately 0.1 of a mile in length and requested that the County consider taking this section into the County Road System, which was referred to Public Works Department for review and recommendation. On motion of Commissioner Wigley, seconded by Commissioner Everd, the Board accepted the favorable report of the Public Works Department and accepted the section of road."

Copy: Mr. A. S. Gordon
Mr. N. M. Pritchett
Mr. W. C. Hopkins
Mr. W. F. Childs, Jr.
Mr. P. A. Morison
Mr. C. A. Goldeisen
Mr. A. F. Shure
Mr. E. G. Duncan (2)
Mr. W. A. Friend
Mr. F. P. Scrivener
Mr. C. L. Wannen
Mr. A. F. DiDomenico
Mr. G. N. Lewis, Jr. (8)
Mr. L. C. Moser
Mr. F. V. Dreyer
Mr. C. W. Clawson (4)
Mr. A. L. Grubb
Co. Commrs. of Anne Arundel County (3)
Secretary's File
SRC-Anne Arundel County

Mr Cowell
Do you know
what this is
about?
3/7/56

Minutes of SRC meeting
dated 3/1/55 contains
agreement with Public Rds to
accept road upon completion
Jack

File

State Roads Commission
TRAFFIC DIVISION

MAR 6 1956

Geo. N. Lewis, Jr.
Director

March 5, 1956

Re: Route #713

Mr. J. C. Wilkerson
Glen Burnie, Maryland

Dear Sir:

This office has been advised that the 0.469 mile of highway recently constructed under supervision of the Bureau of Public Roads and extending from our Route #175 to the Fort Meade Reservation is to be maintained by us as a part of the State Roads System.

As this is actually an extension of Md. Route #713 you will make all charges for work performed thereon accordingly unless and until we are instructed to use a different number.

Very truly yours,

E. G. Duncan

E. G. Duncan
District Engineer

EGD/rs
cc: Mr. P. A. Morison
Mr. G. N. Lewis, Jr.

Mrs Cassell

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
THURSDAY, AUGUST 11, 1955
*****

Present: Mr. Russell H. McCain, Chairman, Senator Edgar T. Bennett and Mr. Bramwell Kelly.

The Commission approved the submission of the following Petition to the County Commissioners of Anne Arundel County, for the closing of portions of Creswell Road, Cedar Hill Road, and Bon Air Road and opening of extensions to Robinwood Road and Helerich Roads:

"To the Honorable Commissioners
for Anne Arundel County
Annapolis, Maryland

PETITION FOR CLOSING PORTIONS OF
CRESWELL ROAD, CEDAR HILL ROAD, AND BON AIR ROAD
AND OPENING OF EXTENSIONS TO ROBINWOOD ROAD AND HELERICH ROAD

Now comes the State Roads Commission of Maryland, pursuant to Section 124 of Article 25, Annotated Code of Maryland, 1951, and prays that proper action be taken to authorize the closing and opening of certain portions of public roads being within the limits of the Fifth District of Anne Arundel County. Maryland, that is to say:

For the closing of these parts of public roads in Anne Arundel County commonly called Creswell Road, Cedar Hill Road, and Bon Air Road, which are included within the following limits, that is to say:

Creswell Road - Beginning at a point 240' easterly from the centerline of Robinwood Road and extending for a distance of 375' to a point 93' - 6" westerly from the centerline of Helerich Road.

Cedar Hill Road - Beginning at a point 261' easterly from the centerline of Robinwood Road and extending for a distance of 346' to a point 97' - 6" westerly from the centerline of Helerich Road.

Bon Air Road - Beginning at a point 247' ~~westerly~~ Easterly from the centerline of Robinwood Road and extending for a distance of 352' to a point 103' - 6" westerly from the centerline of Helerich Road.

For the opening of extensions to these public roads in Anne Arundel County commonly called Robinwood Road and Helerich Road, which are included within the following limits, that is to say:

Robinwood Road - Beginning at Cedar Hill Road extending existing Robinwood Road in a northerly direction a distance of 400' so as to intersect existing Hammonds Lane.

Copy: Messrs Pritchett, Hopkins, Morison, Wanne, Duncan, Scrivener, Goldeisen, DiDomenico, Clawson, Lewis, Moser, Rebbert
Secretary's File - SRC - Anne Arundel Co. - Patapsco Tunnel - General
" " - Binder

aa

SRC 8/11/55

Helerich Road - Beginning at Bon Air Road and extending existing Helerich Road in a northerly direction a distance of 497' so as to intersect existing Hammonds Lane.

It is further petitioned that the proposed extensions to Robinwood Road and Helerich Road be added to the County Road System and maintained with County policy regarding new road additions.

The portions of the aforementioned roads proposed to be closed or opened are shown ona plat prepared by the State Roads Commission of Maryland, filed in the office of the County Commissioners for Anne Arundel County and open for the inspection of the public.

WHEREFORE, as this petition for closing and opening of portions of the aforementioned roads is necessary for the construction of the Patapsco Tunnel Project and to provide convenient access for property owners in the Arundel Gardens area, petitioner respectfully prays that the Commissioners for Anne Arundel County authorize and order appropriate action requested with respect to the aforementioned public roads.

Dated: 8/11/55

STATE ROADS COMMISSION OF MARYLAND

By (Sgd.) Russell H. McCain
Russell H. McCain, Chairman

(Sgd) C. R. Pease
C. R. Pease, Secretary

Approved as to form and
legal sufficiency:

(Sgd) Joseph D. Buscher
Joseph D. Buscher
Special Assistant Attorney General"

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
THURSDAY, JUNE 2, 1955

Present: Mr. Russell H. McCain, Chairman, Senator Edgar T. Bennett and Mr. Bramwell Kelly.

Chairman Russell H. McCain executed for and on behalf of the Commission, triplicate copies of Agreement and Grant of Permission, dated the 2nd day of June 1955, by and between the State Roads Commission of Maryland, party of the first part, and the Sunset Beach Improvement Association, Pasadena Post Office, Anne Arundel County, Maryland, party of the second part, whereby, in consideration of the acceptance by the parties of the second part (for and on behalf of themselves, their heirs, successors and assigns) of each and every term, reservation, restriction and condition therein set forth, the State Roads Commission of Maryland (as far as it has the right and power so to do) grants and gives unto the Sunset Beach Improvement Association of Pasadena Post Office, Anne Arundel County, Maryland, the revokable right and permission to use or beautify, for the benefit of the community, the three (3) following parcels of land situate in Anne Arundel County, Maryland, and designated as Parcels 1, 2 and 3 to wit:

PARCEL NO. 1 - The remainder of Lots Nos. 1 to 29 incl. of Sunset Beach lying north of the right of way as shown on State Roads Commission of Maryland Plat No. 6066.

PARCEL NO. 2. - The remainder of Lots Nos. 1 to 7 incl., of Sunset Beach lying between the right of way as shown on State Roads Commission of Maryland Plat No. 6066 and the former Fort Smallwood Road.

PARCEL NO. 3 - The remainder of Lots Nos. 10 to 29 incl., of Sunset Beach lying between the right of way as shown on State Roads Commission of Maryland Plat No. 6066 and the Old Fort Smallwood Road.

The Permission therein given is expressly subject to the understanding that all use of the said property, all work performed therein and all installations made under the terms of said agreement shall be done by the party of the second part at its own cost and expense, and strictly in accordance with the conditions set forth therein. Said Agreement and Grant of Permission, forwarded to the

9.9.

Commission by Right of Way Engineer LeRoy C. Moser with letter dated June 1, 1955, Re: Sunset Beach File #13136, Contract AA-262, had previously been executed by the party of the second part and approved as to form and legal sufficiency by Special Attorney F. A. Puderbaugh.

Copy: Messrs Moser, Shure, Duncan, Lewis,
Secretary's File
SRC-Anne Arundel Co.
Cont. AA-262

Mr. Carroll

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
THURSDAY, MAY 5, 1955
*****

Co. Rd 127

Present: Mr. Russell H. McCain, Chairman, Senator Edgar T. Bennett and Mr. Bramwell Kelly.

On recommendation of Chief Engineer Norman M. Pritchett as set forth in his letter of April 21, 1955 to the State Roads Commission, the following final estimate was approved for payment, this section of road to remain in the County system for maintenance by Anne Arundel County.

Final estimate of $13,733.60 for completion of construction of road beginning at South end of State Route 424 at Davidsonville and extending Southeasterly to Birdsville for a distance of 2.907 miles, our Contract ##AA-398-1-517 FAP#3-199(1). H. N. McNutt and A.V. Williams, contractor. The contract for this work was awarded on February 20, 1953 and was completed on June 2, 1954. The total amount of this contract is $127,908.34. Due to enforcement of Liquidated Damages for 9 days at $50.00 per day, or $450.00, the total amount paid the contractor, including the amount of this final estimate, is $127.458.34.

Copy: Messrs Pritchett, Hopkins, Morison, Goldeisen, Duncan, DiDomenico, Scrivener, Wannen, Clawson, Lewis, Robins.
Co. Commrs. of A. A. Co.
SRC-Anne Arundel Co.
Contract #AA-398-1-517 FAP#S-199(1)

a.a.

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION

WEDNESDAY, APRIL 6, 1955

*

Present: Mr. Russell H. McCain, Chairman, Senator Edgar T. Bennett and Mr. Bramwell Kelly.

On recommendation of Chief Engineer Norman M. Pritchett, as set forth in his letter of March 30, 1955, to the State Roads Commission, the following final estimate was approved for payment and this section of highway accepted into the State Roads System for maintenance:

Final estimate of $21,181.71 for completion of construction of a road on the Chesapeake Railroad bed, beginning approximately 0.26 mile southwest of Chaney and extending southeasterly to Owings for a distance of 2.924 miles, our Contract #AA-428-2-515; O-197-6-515 FAP#S-205 (5). Williams Construction Company, Inc., contractor. The contract for this work was awarded on October 1, 1952 and was completed on June 7, 1954. The total amount of this contract is $223,023.30. Due to enforcement of Liquidated Damages for 25 days at $65.00 per day, in amount of $1,625.00, the total amount paid the contractor, including the amount of this final estimate, is $321,401.90.

Copy: Messrs Pritchett, Hopkines, Morison, Goldeisen, Duncan, DiDomenico, Scrivener, Wannen, Clawson, Lewis, Robins.
Contract #AA-428-2-515; C-197-6-515
SRC-Anne Arundel Co.
SRC-Calvert Co.

EXCERPT FROM MINUTES OF MEEYING OF THE STATE ROADS COMMISSION
TUESDAY, MARCH 1, 1955
*****

MD 713

Present: Mr. Russell H. McCain, Chairman, Senator Edgar T. Bennett and Mr. Bramwell Kelly.

In accordance with request in letter from Mr. E. F. Gleason, District Engineer, Bureau of Public Roads, to Chief Engineer Norman M. Pritchett, dated January 17, 1955, and as referred to in letter to the Commission from Chief Engineer Norman M. Pritchett, by Assistant to Chief Engineer Austin F. Shure, dated March 1, 1955, the Commission agrees to accept the extension of Md. Route 713, south from Md. Route 175 to the Fort George G. Meade boundary, a distance of .469 mile, for maintenance as a part of the State Roads System followin its completion by the Bureau of Public Roads and its acceptance by the Engineering Division of this Commission. It is understood that all costs of construction, including acquisition of rights of way, are to be borne by the Federal Government.

Copy: Messrs Pritchett, Hopkins, Morison, Goldeisen, Shure, Duncan, Scrivener, Wannen, DiDomenico, Clawson, Lewis, Gleason
SRC-Anne Arundel County

Taken into state system in 1956
See letter from district engineer Duncan
to Mr Whikersen dated 3-5-56

Jno. Carroll

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
MONDAY, NOVEMBER 8, 1954
*****

MD 416

Present: Mr. Russell H. McCain, Chairman, Senator Edgar T. Bennett and Mr. Bramwell Kelly.

On recommendation of Chief Engineer Norman M. Pritchett, as set forth in his letter of October 29, 1954 to the State Roads Commission, the following final estimate was approved for payment and this section of highway accepted into the State Roads System for maintenance.

Final estimate of $27,704.95 for completion of grading, drainage, surfacing and surface treatment of a relocation of a section of State Route No. 416, beginning at a point approximately 1.5 miles south of Bristol, and extending southerly toward Dunkirk, for a distance of 0.966 mile, and along the Chesapeake Beach Railroad bed from a point on relocated State Route No. 416, southeasterly toward Owings, for a distance of 1,349 miles, a total distance of 2.315 miles (Gravel Surfacing and Bituminous Surface Treatment), project also including the construction of a steel I-beam bridge, our Contract #AA-428-1-515; C-197-3-515 FAP#F-199(3) S-205(3), C. H. Lawson, contractor. The contract for this work was awarded on October 29, 1952 and was completed on June 7, 1954. The total amount of this contract is $342,114.42.

Copy: Messrs Pritchett, Hopkins, Morison, Goldeisen, Duncan, DiDomenico, Scrivener, Wannen, Clawson, Lewis, Robins
Cont.AA-428-1-515; C-197-3-515
SRC-Anne Arundel County
SRC-Calvert County

State Roads Commission
TRAFFIC DIVISION

Minutes

SEP 30 1954

Geo. N. Lewis, Jr.
Director

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
FRIDAY, SEPTEMBER 17, 1954

***

Present: Mr. Russell H. McCain, Chairman, Senator Edgar T. Bennett and Mr. Bramwell Kelly.

The Commission executed agreement, in duplicate, dated August 9, 1954, by and between the City of Annapolis and the State Roads Commission of Maryland, acting for and on behalf of the State of Maryland, for the purpose of stating said parties' respective obligations and responsibilities with respect to the construction, maintenance and payment for the combination curbs and gutters included at the request of the City of Annapolis in the construction of Route U. S. 50 in accordance with Contract #AA-263-27-515, said agreement having been recommended for approval by Chief Engineer Norman M. Pritchett, approved as to form and legal sufficiency by Special Assistant Attorney General Joseph D. Duscher, and previously executed by Mayor Ellington for the City of Annapolis.

Copy: Mr. N. M. Pritchett
Mr. W. C. Hopkins
Mr. P. A. Morison
Mr. C. A. Goldeisen
Mr. E. G. Duncan
Mr. C. L. Ramon
Mr. A. F. DiDomenico
Mr. C. W. Clawson
Mr. A. P. Shure
Mr. L. C. Moser
Mr. G. N. Lewis, Jr.
Mr. F. P. Scrivener
Secretary's File
SRC-Anne Arundel Co.
Contract #AA-263-27-515

THIS AGREEMENT executed in duplicate and made this 9th day of August, 1954, by and between the City of Annapolis, hereinafter sometimes called the "City", and the State Roads Commission of Maryland, acting for and on behalf of the State of Maryland, hereinafter sometimes called the "Commission".

WHEREAS the Commission plans to reconstruct Route U. S. 50 in accordance with Contract AA-263-27-515, and

WHEREAS the City has requested that the Commission include in the above mentioned contract the construction of combination curbs and gutters as hereinafter described, and

WHEREAS the parties hereto are desirous of entering into this agreement for the purpose of stating their respective obligations and responsibilities with respect to the construction, maintenance and payment for the combination curbs and gutters.

NOW, THEREFORE, THIS AGREEMENT WITNESSETH: That for and in consideration of the sum of One ($1.00) Dollar, each to the other paid, the receipt whereof is hereby acknowledged, the parties hereto mutually covenant and agree as follows:

1. The Commission shall include in the reconstruction of Route U.S. 50 the construction of combination curbs and gutters at the following locations:

   1. On the north side of reconstructed Route U.S. 50 from approximately station 8+50 to the eastern limits of the proposed project at station approximately 9+.

   2. On the south side of the proposed reconstructed Route U. S. 50 from the east side of Kirby Lane at approximate station 10+50 to the eastern limits of the proposed project at approximate station 9+.

2. The City of Annapolis shall reimburse the Commission for the cost of the combination curbs and gutters and the tamped backfill required by that item upon their completion; amount of reimbursement to be determined by the actual quantities of work at the contract unit bid prices.

3. The roadway section will be designed so that the above mentioned curbs and gutters will be constructed on the right of way of the Commission.

4. The maintenance of the curbs and gutters shall be at the expense of and the responsibility of the City of Annapolis.

5. That the construction of the said curbs and gutters shall be under the sole charge and supervision of the Commission and shall be done in compliance with the said contract, by the contractor submitting the lowest acceptable bid to the Commission after advertisement for the same by the Commission.

~~6. That the present plan does not provide for the construction of the curb and gutter on the east side of Bladensburg Road, and that any time they will be the sole obligation and responsibility of the City of Annapolis and constructed by the Commission under a separate agreement with the City.~~

7. That the provisions of this agreement shall inure to and be binding upon the respective successors, if any, of the parties hereto.

IN WITNESS WHEREOF, the parties hereto by their duly authorized representatives have subscribed their names and affixed their seals the day and year first above written.

STATE ROADS COMMISSION OF MARYLAND

By Russell McGrath (SEAL)
Chairman

Brunswick Kelly (SEAL)
Member

_____ (SEAL)
Member

ATTEST:

Secretary

THE CITY OF ANNAPOLIS

By Ralph G. Ely (SEAL)
Mayor

ATTEST:

Catherine S Russell
city clerk

Approved as to form and legal sufficiency this 14th day of September, 1954.

Joseph D. Bernstein
Special Assistant Attorney General
of Maryland

MD 70

Municipally Maintained from College Ave To Beginning of Bridge over College Creek.

*- Also see Annapolis Mun. Rte. 2730 (Rowe Blvd.).

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
THURSDAY, NOVEMBER 19, 1953
***

Present: Mr. Russell H. McCain, Chairman, Messrs. Avery W. Hall and David M. Nichols.

Chairman Russell H. McCain executed for and on behalf of the Commission, agreement, in duplicate, dated the 19th day of November, 1953, by and between the City of Annapolis and the State Roads Commission of Maryland, covering the construction, maintenance and method of paying for the spur road for access to the Annapolis By-Pass from the City of Annapolis by way of bridges over Weems Creek and College Creek (sometimes known as Dorsey Creek), said agreement having been recommended for approval by Chief Engineer W. F. Childs, Jr. and approved as to form and legal sufficiency by Special Attorney W. Warren Stultz.

The Commission directed that this agreement be forwarded to the City of Annapolis for execution on its part, superseding agreement executed October 6, 1953.

Copy: Mr. W. F. Childs, Jr. (Chronological)
Mr. W. C. Hopkins
Mr. P. A. Morison
Mr. C. A. Geldaisen
Mr. E. G. Duncan
Mr. C. L. Wamsley
Mr. A. F. DiDomenico
Mr. Allan Lee
Mr. A. F. Shure
Mr. L. C. Moser
Mr. G. N. Lewis, Jr.
Mr. F. P. Scrivener
Secretary's File
SRC - Anne Arundel Co.
Contract #AA-263-18-515

#AA-263-1-515

Secretary's File

No. 19670

THIS AGREEMENT executed in duplicate and made this 19th day of November, 1953, by and between the City of Annapolis, hereinafter sometimes called the "City", and the State Roads Commission of Maryland, acting for and on behalf of the State of Maryland, hereinafter sometimes called the "Commission", witnesseth:

WHEREAS the Commission is in the process of constructing a State road to be known as the Annapolis By-Pass, which said road will connect the Governor Ritchie Highway with the Washington-Annapolis Expressway and

WHEREAS a spur road is to be constructed for access to the said By-Pass from the City of Annapolis by way of bridges over Weems Creek and College Creek (sometimes known as Dorsey Creek, but hereinafter referred to as College Creek), and

WHEREAS the parties hereto are desirous of entering into this agreement for the purpose of stating their respective obligations and responsibilities with respect to the construction, maintenance and method of paying for said spur road,

NOW, THEREFORE, THIS AGREEMENT WITNESSETH, That for and in consideration of the sum of One ($1.00) Dollar each to the other in hand paid, and in further consideration of the mutual promises, benefits and obligations hereinafter contained, the parties hereto do hereby agree as follows:

1. That the Commission will construct at its initial sole cost and expense, but subject to the City's obligation to repay such portion thereof as is hereinafter set forth, a four lane, median divided, spur road from the Annapolis By-Pass at or near Station 92 thereon, southerly into the City of Annapolis as hereinafter described.

2. That the Commission will construct said Spur Road in accordance with its plans for Contracts numbered AA-263-1-515, AA-263-20-515, AA-263-18-515 and AA-263-19-515.

3. That the route of said Spur Road shall be as follows: after entering the present boundaries of the City of Annapolis on the south side of Weems Creek approximately 1,650 feet southeast of said Station 92 on said By-Pass, the said Spur Road shall run in a southerly direction crossing said College Creek to a point approximately 100 feet south of said College Creek, then the inbound or westernmost two lanes of said Spur Road shall diverge

from the outbound or easternmost two lanes of said Spur Road and run along a curve to the west in a southwesterly direction to intersect with Northwest Street at a point approximately 100 feet south of the intersection of said Northwest Street and Calvert Street, as measured along the centerline of said Northwest Street; the said outbound or easternmost two lanes of said Spur Road shall continue southerly from said point of divergence to the present north end of Bladen Street and thereafter shall continue southerly along said Bladen Street to the north margin of College Avenue, all as shown on Commission right of way plats numbered 10254, 10255, 10511, 10512, 10513, 10514, 10515, 10516, 11222, 11223 and 11224.

4. That the Commission will acquire, at its sole cost and expense, such rights of way as are necessary, according to said plats, to construct that part of said Spur Road lying between the northern terminus of said Spur Road at or near Station 92 on said By-Pass and the south side of said College Creek.

5. That the Commission will acquire, at its initial sole cost and expense, but subject to the City's obligation to repay as hereinafter set forth, such other rights of way, as shown on said plats as are necessary to construct the said Spur Road from the said south margin of said College Creek to the southern termini of said Spur Road, provided, that upon the acquisition by the Commission of the title to all such right of way and after the completion of construction thereon, and when requested so to do by the City, the Commission will cause a good and sufficient, quitclaim deed to be executed conveying said rights of way and road to the City, to the end that the City will thereafter own that part of said Spur Road and adjoining right of way as it is hereinafter required to maintain and repair.

6. That the construction of said Spur Road shall be under the sole charge and supervision of the Commission and shall be done, in compliance with the said plans, by the contractor submitting the lowest acceptable bid to the Commission after advertisement for the same by the Commission.

7. That upon completion of said Spur Road, its maintenance and repair, and that of the adjoining right of way, to minimum State standards, will be divided as follows:

a. The Commission will maintain and repair, at its sole cost and expense, that part of said Spur Road and adjoining right of way lying between the northern terminus of said Spur Road at or near Station 92 on the said Annapolis By-Pass and the south margin of College Creek.

b. The City will maintain and repair, at its sole cost and expense, that part of said Spur Road and adjoining right of way lying between the southern termini of said Spur Road and the south margin of said College Creek.

8. That during the construction of said Spur Road the Commission will cause the contractor to carry public liability and property damage insurance in such reasonable amounts as may hereafter be prescribed by the City.

9. That, notwithstanding the obligation of the City as hereinafter expressed with respect to paying the Commission for the cost of that part of the Spur Road lying between the old northern boundary of the City at the south margin of College Creek and the southern termini of said Spur Road, the Commission will at no time charge to or demand of the City any part of the cost of said Spur Road lying between the said old northern boundary of the City and the northern terminus of said Spur Road at or near Station 92 on said By-Pass.

10. That the total cost of said Spur Road shall be determined by the Commission using therefor the unit price and final quantity of each item of the construction thereof plus the actual cost to the Commission of engineering and overhead expenses and the consideration, costs and expenses paid by the Commission in the acquisition of such land as may be acquired by it pursuant to the hereinbefore mentioned plats for the right of way of said Spur Road.

11. That although the Commission initially will pay the said total cost of said Spur Road, the parties hereto hereby agree that ultimately the said total cost will be divided between them as follows:

a. The City hereby assumes and agrees to pay, as hereinafter set forth, that part of said total cost of said Spur Road attributable to the cost of construction and the actual engineering and overhead expenses thereof, plus the actual consideration paid for right of way therefor and

the condemnation expenses and costs (not including salaries and expenses of regular Commission employees), if any, within the old limits of the City of Annapolis, that is to say, from the southern termini of said Spur Road to the south margin of College Creek, including the grading south of said creek which is part of the contract for the College Creek Bridge, Contract No. AA-263-19-515, but excluding the cost of that portion of said bridge which extends south of the south margin of said College Creek.

b. The Commission hereby assumes and agrees to pay the remainder of said total cost.

12. The City hereby covenants and agrees that it will pay its part of said total cost as hereinbefore stated on or before the expiration of four years from the date of this Agreement.

13. The Commission hereby covenants and agrees that it will accept the City's part of said total cost in such installments and at such times as the City may desire or in a lump sum at the option of the City, subject only to the four year limitation hereinbefore imposed and agreed to by the City; the Commission further covenants and agrees that it will at no time charge to or demand of the City any interest on the unpaid balance of said City's part of said total cost.

14. That nothing in this Agreement contained shall be construed as or in anywise taken to be an indemnity of the City by the Commission for accidents which might happen or damage which might occur to people or property on or about said Spur Road during the construction thereof and/or after the same is completed.

15. That the provisions of this Agreement shall inure to and be binding upon the respective successors, if any, of the parties hereto.

IN WITNESS WHEREOF, the parties hereto by their respective, duly authorized representatives have subscribed their names and affixed their seals the day and year first above written.

STATE ROADS COMMISSION OF MARYLAND

Witness:

By Russell H. McCosland (SEAL)
Chairman

WITNESS AS TO SIGNATURE AND
ATTEST AS TO CORPORATE SEAL

THE CITY OF ANNAPOLIS

By Robt. H. Funkhouser

Approved as to form and legality
Date 11/5/53
Chief Counsel

Approved for execution
Nov. 5, 1953
Mayor

Mr Cassell

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
Wednesday, DECEMBER 23, 1953
*****

Present:- Mr. Russell H. McCain, Chairman, Senator Edgar T. Bennett and Mr. David M. Nichols.

On recommendation of Chief Engineer W.F. Childs, Jr., as set forth in his letter of December 17, 1953 to the State Roads Commission, the following final estimate was approved for payment and this section of road turned over to the County Commissioners of Anne Arundel County for maintenance as part of the County Roads System. Detail of the cost of this contract will be submitted by the Comptroller and recorded in the minutes at a subsequent meeting of the Commission.

Final estimate of $3,974.73 for completion of gravel surfacing-bituminous surface treated, on the Anderson's Corner Road, beginning at Millersville, at the intersection of U.S. Route 301 and State Route 175 and extending easterly for a distance of 0.360 mile, our Contract #AA-433-317 FAP #S- 434 (3), Reliable Contracting Company, Inc., contractor. The contract for this work was awarded on January 16, 1952 and was completed on July 31, 1952. The total amount of this contract is $29,228.46.

Copy Messrs Childs, Jr.
Hopkins
Morison
Goldeisen
Duncan
DiDomenico
Scrivener
Wannen
Allan Lee
Lewis, Jr.
Friend
Robins
Rice
Co. Commrs. of A.A. Co.
Cont. #AA-433-317 FAP #S-434 (3)

Co 178 X
Type F

G. N. Lewis Jr.

State Roads Commission
TRAFFIC DIVISION

OCT 13 1953

Memo

Geo. N. Lewis, Jr.
Director

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, SEPTEMBER 30, 1953
***

Present: Mr. Russell H. McCain, Chairman, and Mr. Avery H. Hall.

The Commission directed that the following letter from Acting Director Theodore T. Pantaleo, Department of Public Works, County of Anne Arundel, be set forth in the minutes as a matter of record:

"September 10, 1953

Mr. Gerdt A. Goldeisen
Asst. Chief Engineer-Construction
State Roads Commission
108 East Lexington Street
Baltimore 3, Maryland

Dear Mr. Goldeisen:

I have your letter of August 17, 1953, addressed to Mr. John Strohm, Director, Department of Public Works, regarding the replacement of a section of Hill Bottom Road by a newly constructed access road connecting the Old Annapolis Boulevard and the Revell Highway.

Mr. Strohm retired as of September 1, 1953, and I have been appointed to fill his position.

The matter to which you refer was taken up with the Board of County Commissioners at their regular meeting held September 1, 1953, and they agreed that the old section of County road be abandoned and the newly constructed section be maintained by the State Roads Commission. The action of the Board will concur with the recommendations in your letter.

Yours very truly,

Theodore T. Pantaleo

Acting Director,
Department of Public Works"

TTP/eep

The above letter has reference to the section of the Old Hill Bottom Road, 1550' in length, which, according to the Engineering Department, was rendered inaccessible to the traveling public by construction of a new connection between the Old Annapolis Boulevard and the eastbound lane of the Revell Highway.

The Commission concurs in the abandonment of the old section of Mill Bottom county road, inasmuch as the newly constructed section is to be maintained by the State Roads Commission, and directed that the Traffic Division and the Comptroller be supplied with copies of this action so that the total county road mileage records may be properly adjusted.

Copy: Mr. H. F. Childs, Jr.
Mr. W. C. Hopkins
Mr. P. A. Morison
Mr. C. A. Goldeisen
Mr. E. G. Duncan
Mr. F. P. Scrivener
Mr. C. L. Wannen
Mr. A. F. DiDemenico
Mr. Allan Lee
Mr. G. M.Lewis, Jr.
Co. Commrs. of A. A. Co.
Mr. T. T. Pentaleo
SRC-Anne Arundel County

Mr. Lewis

For Council & Beatty Comment and return

State Roads Commission
TRAFFIC DIVISION

SEP 15 1953

Geo. N. Lewis, Jr.
Director

September 14, 1953

Mr. W. F. Childs, Jr.
Chief Engineer
State Roads Commission

AA-263-22-515
Ritchie-Revell Interchange

Dear Mr. Childs:

We are referring to correspondence in your files dated August 7th, August 12th and August 17th relative to status of the section of the old Mill Bottom Road which was rendered inaccessible to the traveling public by the construction of a new connection between the Old Annapolis Boulevard and the eastbound lane of the Revell Highway; also the status of the new connecting roadway as described above.

We are attaching hereto a copy of letter of September 10th directed to the attention of this office by Mr. Theodore T. Pantaleo, which contains the information that the Commissioners for Anne Arundel County have agreed to the abandonment of the section of old Mill Bottom Road and therefore, its elimination as a subject for participation in distribution of gasoline tax funds.

The connecting roadway, which replaces the original intersection of the Revell Highway and the Old Annapolis Boulevard at grade, will be maintained by the State Roads Commission, as will a similar connection presently in use in the northeast quadrant of the interchange.

Very truly yours,

Cordt A. Goldeisen
Asst. Chief Engineer - Construction

CAG:g
CC: Mr. E. G. Duncan
Mr. G. N. Lewis, Jr. ✓
Mr. A. F. DiDomenico
Mr. P. A. Morison

C O P Y

COUNTY OF ANNE ARUNDEL

Annapolis, Md.

September 10, 1953

Mr. Cordt A. Goldeisen
Asst. Chief Engineer - Construction
State Roads Commission
108 East Lexington Street
Baltimore 3, Maryland

Dear Mr. Goldeisen:

I have your letter of August 17, 1953, addressed to Mr. John Strohm, Director, Department of Public Works, regarding the replacement of a section of Mill Bottom Road by a newly constructed access road connecting the Old Annapolis boulevard and the Revell Highway.

Mr. Strohm retired as of September 1, 1953, and I have been appointed to fill his position.

The matter to which you refer was taken up with the Board of County Commissioners at their regular meeting held September 1, 1953, and they agreed that the old section of County road be abandoned and the newly constructed section be maintained by the State Roads Commission. The action of the Board will concur with the recommendations in your letter.

Yours very truly,

Theodore T. Pantaleo /s/
Acting Director,
Department of Public Works

TTP/eep

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION- WED. SEPT. 30, 1953.

Present: Mr. Russell H. McCain, Chairman and Mr. Avery W. Hall, Commissioner

The Commission directed that the following letter from Acting Director Theodore T. Pantaleo, Dept. of Public Works, County of Anne Arundel, be set forth in the minutes as a matter of record:

" September 10, 1953

Mr. Cordt A. Goldeisen
Asst. Chief Engineer-Construction
State Roads Commission
108 E. Lexington St.,
Baltimore 3, Md.

Dear Mr. Goldeisen:

I have your letter of August 17, 1953, addressed to Mr. John Strohm, Director Department of Public Works, regarding the replacement of a section of Mill Bottom Road by a newly constructed access road connecting the Old Annapolis Boulevard and the Revell Highway.

Mr. Strohm retired as of September 1, 1953, and I have been appointed to fill his position.

The matter to which you refer was taken up with the Board of County Commissioners at their regular meeting held September 1, 1953 and they agreed that the old section of County road be abandoned and the newly constructed section be maintained by the State Roads Commission. The action of the Board will concur with the recommendations in your letter.

Yours very truly,

Theodore T. Pantaleo
Acting Director
Department of Public Works"

TTP/eep

The above letter has reference to the section of the Old Mill Bottom Road, 1550' in length, which according to the Engineering Department, was rendered inaccessible to the traveling public by construction of a new connection between the Old Annapolis Boulevard and the eastbound lane of the Revell Highway.

The Commission concurs in the abandonment of the old section of Mill Bottom county road, inasmuch as the newly constructed section is to be maintained by the State Roads Commission, and directed that the Traffic Division and the Comptroller be supplied with copies of this action so that the total county road mileage records may be properly adjusted.

Copy: Messrs: Childs
Hopkins
Morison
Goldeisen
Duncan
Scrivener
Wannen
DiDomenico
Lee
Lewis
SRC - Anne Arundel Co.
Mr. T. T. Pantaleo
Co.Commrs. of A.A.Co.

E=mc²

18

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
MONDAY, MARCH 23, 1953
***

Present: Mr. Russell H. McCain, Chairman, and Mr. David M. Nichols.

In a letter dated October 8, 1952 addressed to the Commission, Chief Engineer W. F. Childs, Jr., recommended that the Commission convey to Anne Arundel County a service road which entered the Baltimore-Washington Expressway opposite Station 297 +, stating in said letter as follows:

"The Commission acquired right of way for the access road and constructed same, but it is evident that the actual status should be that of a Couty road. Negotiations with the Commissioners for Anne Arundel County, as conducted by our District office at Laurel, has resulted in action by the County Commissioners indicating their acceptance of this section of highway into the County road system provided the State Roads Commission and the Board of Public Works convey to the County all right, title and interest in the rights of way acquired.

We are recommending to the Commission that they take favorable action in placing this section of highway under the jurisdiction of Anne Arundel County by the process above noted and upon notification of same, we will have the necessary right of way plats prepared and the Right of Way and Legal Departments proceed with the necessary formalities."

The Commission concurred in Mr. Childs' recommendation and verbally authorized him to proceed with the necessary formalities.

At this meeting Right of Way Engineer LeRoy C. Moser, with his letter of March 17, presented for execution by the Commission and the Board of Public Works a deed conveying to the County Commissioners of Anne Arundel County, its sucessors and assigns all right, title and interest in and to the service road shown on State Roads Commission of Maryland's Plats Numbers 10481, 9201, 9202 and 9203 entitled "Baltimore-Washington Expressway - Service Road, Contract Number AA-368-9-358", copies of which are attached thereto and made a part thereof, together with the additional rights and easements therein set forth.

The Commission executed said deed, in duplicate, dated March 23, 1953, which has been approved as to form and legal sufficiency by Special Assistant Attorney General J. D. Buscher, and directed that it be forwarded to the Board of Public Works for similar action.

Copy: Messrs.	Childs, Jr.	Hopkins	Morison
	Goldeisen	Chaney	Scrivener
	Wannen	DiDomenico	Lee
	Lewis, Jr.	SRC-A.A. Co.	Secretary's File

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, JANUARY 16, 1952
***

Present: Mr. Russell H. McCain, Chairman, Messrs. Avery W. Hall and David M. Nichols.

In a letter to the Commission, dated January 10, Assistant Chief Engineer P. A. Morison refers to certain recommendations of the Traffic Division, intended to improve conditions in the vicinity of Gates #8 and #9 on the Governor Ritchie Highway, Md. #2, at the Post Graduate School of the Naval Academy at Annapolis. It is proposed that the section of highway at the above location will be widened to accommodate three lanes of traffic, with the Naval Academy authorities agreeing to remove an existing hedge on the west side of the highway and construct a curb, and with the State Roads Commission to pave the area between the edge of the existing pavement and the curb constructed by Naval Academy authorities. Estimate of State Roads Commission cost is $1,500.00.

The Commission voted approval of the recommendation as made, and authorized the Engineering Department to pave the area described.

The Commission also approved the recommendation of the Traffic Division that a permit be issued to the Naval Academy authorities for the erection of a semi-actuated traffic signal with push button controls at Gate #8 entrance, to be operated by the guard or watchman on duty as required.

Copy: Mr. W. F. Childs, Jr.
Mr. P. A. Morison (2)
Mr. E. G. Duncan
Mr. A. F. Shure
Mr. C. L. Wannen
Mr. G. N. Lewis, Jr.
Mr. Allan Lee
Md. Traffic Safety Commission
Major R. M. Ridgely (2)

Ref
TR 01

JAN 28 1972

Geo. H. Lewis Jr.

MINUTES FROM MEETING OF MEMBERS OF THE STATE PLANE COMMISSION
MONTGOMERY, ALABAMA IN, 1968

***

Present: Mr. Donald E. Mobley, Chairman, Messrs. Harry M. Hall and David H. Blevins.

In a letter to the Commission, dated January 10, Assistant State Engineer - A. Duncan refers to certain recommendations of the Traffic Division, intended to improve conditions in the vicinity of Union St and St. on the Montgomery Airport, Ala. 2, as the first Obstacle of the Naval Academy at Annapolis. It is proposed that the section of Highway 14 the State Institute will be widened to accommodate three lanes of traffic, with the Naval Academy authorities agreeing to remove an existing photo on the west side of the highway and construct a curb, and with the State Highway Department to pave the area between the edge of the existing pavement and the curb constructed by Naval Academy authorities. Estimate of State for a construction cost is $1,500.00.

The Commission voted approval of the recommendation as made, and authorized the Highway Department to pave the area described.

The Commission also approved the recommendation of the Traffic Division that a permit be issued to the Naval Academy authorities for the operation of a semi-actuated traffic signal with plan method controls at Gate 8 entrance, to be operated by the guard or patrolman on duty as required.

Mr. H. F. Mullis, Jr.
Mr. F. A. Dejean (2)
Mr. A. D. Martin
Mr. A. T. Moore
Mr. D. L. Brown
Mr. E. Stanley, Jr.
Mr. Allen Lee
Mr. Traffic Safety Commission
Major E. K. Kingsly (2)

STATE OF MARYLAND
STATE ROADS COMMISSION
108 EAST LEXINGTON STREET
BALTIMORE-3, MD.

July 9, 1951

To: Mr. Cassell

From: Mr. Lewis

Subject: SRC Minutes

We transmit herewith Excerpt from Minutes of Meeting of the State Roads Commission, Wednesday, June 27, 1951, concerning abandonment... the public road in Anne Arundel County known as the old Fort Meade Road, running from the Patuxent River easterly to the new Laurel - Fort Meade Road.

Please correct our records accordingly.

Very truly yours,

Geo. N. Lewis, Jr.
Director

a

STATE OF MARYLAND

STATE ROADS COMMISSION

BALTIMORE 3, MD

July 9, 1951

To: Mr. Wassell

From: Mr. Davis

Subject: SRC Minutes

An excerpt between Excerpt from Minutes of Meeting of the State Roads Commission, Wednesday, June 27, 1951, concerning abandonment... the public road in Anne Arundel County known as the old Fort Meade Road, running from the Patuxent River westerly to the new Laurel - Fort Meade Road.

Please correct our records accordingly.

Very truly yours,

Geo. M. Leavy, Jr.
Director

Md 602

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, JUNE 27, 1951
***

Present: Mr. Russell H. McCain, Chairman, Messrs. Avery W. Hall and David M. Nichols.

Upon motion duly made and seconded, the Commission formally adopted the following resolution:

WHEREAS the public road known as the old Fort Meade Road in Anne Arundel County, running from the Patuxent River easterly to the new Laurel-Fort Meade Road, has been maintained by the State Roads Commission for a number of years, and

WHEREAS siad public road has become obsolete due to the construction of the new Laurel-Fort Meade Road, State Route 602, which adequately serves the same area, so that the old Fort Meade Road serves no purpose at present.

NOW, THEREFORE, BE IT RESOLVED by the State Roads Commission of Maryland that the public road in Anne Arundel County known as the old Fort Meade Road, running from the Patuxent River easterly to the new Laurel - Fort Meade Road, be and the same is hereby, abandoned by the State Roads Commission."

Copy:

Mr. W. F. Childs, Jr.	Mr. F. P. Scrivener
Mr. W. C. Hopkins	Mr. C. L. Wannen
Mr. P. A. Morison	Mr. Allan Lee
Mr. C. A. Goldeisen	Mr. G. N. Lewis, Jr.
Mr. A. F. Shure	Co. Commrs. of A.A. Co.
Mr. E. G. Duncan	Mr. Simon E. Sobeloff
Mr. A. F. DiDomenico	Town of Laurel

Md. 216 — O.T. abandoned from the Patuxent River Co. bridge east of Laurel, easterly to Md. 602 whether this road reverts back to O.T. or Priv. will have to be checked

SPECIAL FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, JUNE 27, 1951

***

Present: Mr. Maxwell H. McAlin, Chairman, Martin, Avery W. Hall and Devin H. Sisnoff.

Upon motion duly made and seconded, the Commission formally adopted the following resolution:

WHEREAS the public road known as the old Fort Meade Road in Anne Arundel County, running from the Patuxent River easterly to the new Laurel-Fort Meade Road, has been abandoned by the State Roads Commission for a number of years, and

WHEREAS said public road has become obsolete due to the construction of the new Laurel-Fort Meade Road, State Route 032, which adequately serves the area area, so that the old Fort Meade Road serves no purpose at present.

NOW, THEREFORE, BE IT RESOLVED by the State Roads Commission of Maryland that the public road in Anne Arundel County known as the old Fort Meade Road, running from the Patuxent River easterly to the new Laurel - Fort Meade Road, be and the same is hereby, abandoned by the State Roads Commission.

Copy: Mr. W. C. Phillips, Jr.
Mr. W. D. Hopkins
Mr. F. A. Harlan
Mr. C. A. Coldsmith
Mr. A. F. Shure
Mr. E. E. Duncan
Mr. A. F. Dashiell
Mr. F. P. Zarkowski
Mr. C. L. Tarman
Mr. Allen Lee
Mr. G. E. Lewis, Jr.
Co. Comm. of A.A. Co.
Mr. Alex. E. Schlaff
Town of Laurel

AA

MD 438
Weems Creek Bridge
Ridgely Ave

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, NOVEMBER 29, 1950

***

Present: Mr. Robert M. Reindollar, Chairman, Senator Joseph M. George and Mr. Russell H. McCain.

In a letter to the Commission, dated November 20, 1950, Chief Engineer W. F. Childs, Jr. referred to request of the Anne Arundel County Department of Public Works to transfer funds set aside for the Weems Creek Bridge, State Route 438, which had been approved by the Commission on April 20, 1949 for inclusion in the Anne Arundel County construction program, to the Batts Hill Road Project, Contract AA-397-1.

Following discussion, the Commission approved the request and authorized withdrawal of the Weems Creek Bridge Project from the county program, and authorized transfer of the funds to the Batts Hill Road Project.

Copy: Mr. R. M. Reindollar
Mr. W. F. Childs, Jr.
Mr. W. C. Hopkins
Mr. P. A. Morison
Mr. C. A. Goldeisen
Mr. A. F. Shure
Mr. E. G. Duncan
Mr. G. M. Lewis, Jr.
Mr. Allan Lee
Mr. A. L. Grubb
Mr. C. L. Warmen
Mr. H. C. Bowers
Mr. F. P. Scrivener
Mrs. G. S. Rice
Co. Commrs. for A. A. Co.

Note: can not find any record of this road being transferred into state system
County reported improvement on this road (Co 306) in 1951

November 17, 1950

To: Mr. Cassell

From: Mr. Lewis

Subject: SRC Minutes

We are transmitting excerpt from minutes of meeting of the State Roads Commission, dated Nov. 1, 1950, at which time the Commission, at which time the final estimate was approved for payment for completion of gravel surfacing on the Friendship-Old Colony Cove Road, beginning at a point approximately 1.6 miles southeast of Friendship and extending to Old Colony Cove. This section of road was accepted into the State highway system for maintenance. Please correct our records accordingly.

Very truly yours,

Geo. N. Lewis, Jr.,
Director

d

cc: Roads accepted into the State system
County Road Projects - Anne Arundel

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, NOVEMBER 1, 1950
***

Present: Mr. Robert M. Reindollar, Chairman, and Mr. Russell H. McCain.

On recommendation of Chief Engineer W. F. Childs, Jr., as set forth in his letter of October 31, 1950 to the State Roads Commission, the following final estimate was approved for payment and this section of road accepted into the State Highway System for maintenance. Detail of the cost of this contract will be submitted by the Comptroller and recorded in the minutes at a subsequent meeting of the Commission.

Final estimate of $314.77 for completion of gravel surfacing on the Friendship-Old Colony Cove Road, beginning at a point approximately 1.6 miles southeast of Friendship and extending to Old Colony Cove, for a distance of 2.484 miles, our Contract #AA-242-1-350 FAPS-338 (2), Mueller Contracting Company, contractor. The contract for this work was awarded on November 10, 1948 and was completed on November 7, 1949. The total amount of this contract is $150,777.87.

Copy: Mr. W. F. Childs, Jr.
Mr. W. C. Hopkins
Mr. P. A. Morison
Mr. C. A. Goldeisen
Mr. E. G. Duncan
Mr. A. F. DiDomenico
Mr. F. P. Scrivener
Mr. C. L. Wannen
Mr. Allan Lee
Mr. G. N. Lewis, Jr.
Mr. W. A. Friend
Mr. W. O. Robins
Mrs. G. S. Rice
Co. Commrs. of A. A. Co.

Mr. P
C.C. Letter should be sent to the Council
JH 11/13/50

C O P Y

C O P Y

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, NOVEMBER 1, 1950
***

MD 613

Present: Mr. Robert M. Reindollar, Chairman, and Mr. Russell H. McCain.

On recommendation of Chief Engineer W. F. Childs, Jr., as set forth in his letter of October 31, 1950 to the State Roads Commission, the following final estimate was approved for payment and this section of road accepted into the State Highway System for maintenance. Detail of the cost of this contract will be submitted by the Comptroller and recorded in the minutes at a subsequent meeting of the Commission.

Final estimate of #314.77 for completion of gravel surfacing on the Friendship-Old Colony Cove Road, beginning at a point approximately 1.6 miles southeast of Friendship and extending to Old Colony Cove, for a distance of 2,484 miles, our Contract #AA-242-1-350 FAPs-338 (2), Mueller Contracting Company, contractor. The contract for this work was awarded on November 10, 1948 and was completed on November 7, 1949. The total amount of this contract is $150,777.87.

SEE MIN. 4-21-48 5-5-48

Copy: Mr. W. F. Childs, Jr.
Mr. W. C. Hopkins
Mr. P. A. Morison
Mr. C. A. Goldeisen
Mr. E. G. Duncan
Mr. A. F. DiDomenico
Mr. F. P. Scrivener
Mr. C. L. Wannen
Mr. Allan Lee
Mr. G. N. Lewis, Jr.
Mr. W. A. Friend
Mr. W. O. Robins
Mrs. G. S. Rice
Co. Commrs. of A. A. Co.

Md. 613.

Was Co. Rte. No. 195

Inv. Index Map o.k.
To Be Put on Rd. Impr Index Map.
Inv. Not Needed
Tracing o.k.
SM + LM — (2)
Tab. Sheets — (2)
Road Life — (2)
SLD — (2)

COPY

Geo. Cassell
Traffic Division
Refer to Minutes
1/11/50
Mr. Wolfe

A.A. Co.

State Roads Commission
TRAFFIC DIVISION
MAR 6 1950
Geo. N. Lester Jr.
Director

Mr. F. P. Scrivener
Maintenance Engineer
State Roads Commission
Baltimore, Maryland

Dear Sir:

I have a copy of an Excerpt of the minutes of a meeting of the State Roads Commission of January 11, 1950 which states that the Commission has approved the recommendation of Chief Engineer Childs to accept for maintenance as a part of the State Highway Commission the section of road running from the traffic light on Maryland Route 2 at the Naval Academy Post Graduate School to connect with Maryland Route 435 at Dittings Avenue in West Annapolis, a distance of 0.32 mile.

It will be appreciated if you will furnish me witha a route and section number for this piece of road, so that these maintenance costs can be properly charged.

Very truly yours,

E. G. Duncan
District Engineer

EGD:ems

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, MARCH 1, 1950
***

Present: Mr. Robert M. Reindollar, Chairman, Senator Joseph M. George and Mr. Russell M. McCain.

The following resolution was duly moved, seconded and adopted:

WHEREAS, the State Roads Commission of Maryland, did, by resolution duly passed on September 20, 1949, designate the Revell Highway as a "Freeway", and

WHEREAS, the State Roads Commission now deems it desirable and necessary to limit access to and from said Revell Highway between the Ritchie Highway and its terminus at the shoreline of the Chesapeake Bay.

NOW, THEREFORE, BE IT RESOLVED, That the State Roads Commission of Maryland hereby designates the Revell Highway from the Ritchie Highway to its terminus at the shoreline of the Chesapeake Bay as a "Controlled Access Arterial Highway", thereby denying all access to and from said highway, except for existing public roads, which will be allowed to connect with said highway at grade.

AND BE IT FURTHER RESOLVED, That the Engineering Department and the Right of Way Department of said Commission are hereby directed to take whatever action that be necessary to acquire the right to deny access to so make said highway a "Controlled Access Arterial Highway".

Copy: Mr. R. M. Reindollar
Mr. W. P. Childs, Jr.
Mr. P. A. Morison
Mr. M. G. Duncan
Mr. A. F. Shure
Mr. G. N. Lewis, Jr.
Mr. Allan Lee
Mr. A. L. Grubb
Mr. G. S. Rinehart
Mr. C. L. Wannen
Mr. L. V. Kern

Anne Arundel

See Balto. City S.R.C. minutes

Copy: Mr. W. F. Childs, Jr. Mr. W. C. Hopkins Mr. F. A. Morison
Mr. G. S. Rinehart Mr. E. G. Duncan Mr. F. I. Scrivener
Mr. A. F. Dibomenico Mr. Allan Lee Mr. C. L. Hannen
Mr. G. M. Lewis, Jr. Mr. L. T. Kern

A.A. Co.

MD 46

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
THURSDAY, FEBRUARY 2, 1950

***

Present: Mr. Robert M. Reindollar, Chairman, Senator Joseph M. George and Mr. Russell L. McCain.

Chairman Robert M. Reindollar, for and on behalf of the State Roads Commission of Maryland, executed in triplicate the following agreement:

"THIS AGREEMENT, Made this 2nd day of February, nineteen hundred and fifty, by and between the STATE ROADS COMMISSION OF MARYLAND, hereinafter sometimes referred to as the "Commission", party of the first part, and the CITY OF BALTIMORE, hereinafter sometimes referred to as the "City", party of the second part.

WHEREAS, the Commission and the City have agreed that the Commission will construct approximately 1.08 miles of road to connect the Administration Building of the Friendship International Airport road with the Baltimore-Washington Expressway under certain conditions, and

WHEREAS, it is deemed desirable that the conditions relating to the construction of said road be set forth in writing.

NOW, THEREFORE, THIS AGREEMENT WITNESSETH, That in consideration of the sum of One Dollar ($1.00) paid by each of the parties hereto to the other and for mutual considerations flowing to each party, the parties hereto agree to the following:

The Commission hereby agrees -

(1) To prepare the right-of-way plats and complete the construction plans for the said road;

(2) To prepare the contract, advertise for bids and award the contract for said road;

(3) Supervise the construction of the project;

(4) Maintain the road after construction;

(5) Pay Four Hundred and Sixty Thousand ($460,000.00) Dollars toward the cost of constructing said road;

The City hereby agrees -

(1) To convey by deed to the Commission the title to the land in the right-of-way and the easement area necessary for the construction and maintenance of said road;

(2) To pay to the Commission the total cost of said road in excess of Four Hundred and Sixty Thousand ($460,000.00) Dollars, said total cost being the amount of the project authorization as established by the Commission after bids are received.

(3) To pay to the Commission the said total cost less Four Hundred and Sixty Thousand ($460,000.00) Dollars when requested to do so by the Commission, it being mutually understood and agreed that said request to pay will not be made until the Commission has expended the Four Hundred and Sixty Thousand ($460,000.00) Dollars for the cost of said road as agreed to herein. And it is further agreed that the final adjustment between the Commission and the City will be made on the basis of actual cost.

The City and the Commission jointly agree -

(1) To make joint application to the Civil Aeronautics Authority or other Federal agency for additional unallocated funds to defray the cost of or part of the cost of said road;

(2) To make such other and further agreements, not inconsistent herewith, that might be necessary or desirable in connection with the obtaining of financial aid from the Federal Government or any agency thereof;

(3) That the right-of-way plats, construction plans, contract, and the award of the contract shall be subject to the approval of the Director of the Department of Aviation.

The parties to this contract further agree that any funds that may be forthcoming from the Civil Aeronautics Authority or other Federal agency for this project shall be prorated between the Commission and the City on the basis of actual expenditures by each governing body for the cost of this project. However, the sum of Sixty-Two Thousand Five Hundred ($62,500.00) Dollars which the City has received or will receive from the Civil Aeronautics Authority from funds not already allocated, shall be used exclusively by the City and shall not be prorated between the Commission and the City as above set forth.

IN WITNESS WHEREOF, the parties have executed this Agreement the day and year first above written.

STATE ROADS COMMISSION OF MARYLAND

TEST:

(Sgd.) C. M. Pease
Secretary

By (Sgd.) Robert M. Reindollar
Robert M. Reindollar, Chairman

MAYOR AND CITY COUNCIL OF BALTIMORE
(SEAL)

TEST:

By (Sgd.) Thomas D'Alesandro, Jr.
Thomas D'Alesandro, Jr., Mayor

(Sgd.) M. Apple
M. Apple, Deputy Treasurer

D.W. Carroll

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, JANUARY 11, 1950

***

Present: Mr. Robert M. Reindollar, Chairman, Senator Joseph M. George and Mr. Russell H. McCain.

The Commission approved the recommendation set forth in letter dated January 5 from Chief Engineer William F. Childs, Jr., providing for acceptance for maintenance as a part of the State Highway System of section of highway in Anne Arundel County running from the Traffic light on Md. 2 at the Naval Academy Post Graduate School to connect with Md. 435 at Gittings Avenue in West Annapolis, a distance of 0.32 mile. This in accordance with agreement between the Commission and the County Commissioners of Anne Arundel County during the summer of 1949, providing that the cost of placing this road in condition to meet minimum State standards would be borne by the Anne Arundel County authorities.

0.274

In his letter Mr. Childs states:

"The work was done by prison labor under the supervision of Maintenance Engineer F. P.Scrivener. It was resurfaced with 3" of asphaltic concrete using gravel as an aggregate. The road is of varying widths as follows:

From Route 2 to the south end of the third lane, south of the Post Graduate School, 0.12 mile, 33 feet in width.
From the end of the above section to Taylor Avenue, 0.08 mile, 25 feet in width.
From Taylor Avenue towards Gittings Avenue, 0.02 mile, varying in width from 25 feet to 40 feet.
From the end of the above section to Gittings Avenue, 0.10 mile, 40 feet in width.

Now MD 436

By letter dated December 30th, Mr. Morison advises that this work has been completed in a satisfactory manner and recommends that the Commission accept it for maintenance as a part of the State Highway System. The cost of the work, the records having been supplied the Comptroller, should be billed to the County Commissioners of Anne Arundel County."

Copy: Mr. W. F. Childs, Jr.
Mr. P. A. Morison
Mr. E. G. Duncan
Mr. F. P. Scrivener
Mr. C. L. Wannen
Mr. Allan Lee
Mr. G. N. Lewis, Jr.
Co. Commrs. of A.A.Co.

Md. 425B — 0.274 miles
Inv. needed for breakdown.
Inv. Index Map O.K.
To Be Put on Rd. Impr. Index Map
Tracing - New map O.K.
SM Forms To Be Checked
LM " " "
Tab Sheets " " "
Rd. Life Cards " " "
SLD " " "

Comm Cond.1

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, OCTOBER 26, 1949

Present: Mr. Robt. M. Reindollar, Chairman, and Mr. Russell H. McCain.

The Commission approved the recommended program to cover the 1951 Federal-aid Primary funds, as set forth in letter of October 19, 1949 from Chief Engineer W. F. Childs, Jr. to the Commission, as follows:

"F.A. Project No.	Description	Length	Total Est. Cost	F.A. Funds
HPS-1 (11)	Highway Planning		$ 49,070.00	$ 24,535.00
FI-465 (15)	(B-W Express.) Hanover Rd. to Dorsey Road	1.29	825,000.00	395,000.00
FI-465 (16)	(B-W Express.) Dorsey Rd. Interchange	0.31	705,000.00	340,000.00
FI-465 (17)	(B-W Express.) Dorsey Rd. to Jessup Rd.	2.15	1,000,000.00	476,177.00
FI-465 (18)	(B-W Express.) Jessup Rd. Interchange	0.48	850,000.00	400,000.00
	TOTALS	4.23	$3,429,070.00	$1,635,712.00

The estimated cost given above covers construction items only and is exclusive of engineering overhead and rights of way."

CC: Mr. R. M. Reindollar
Mr. W. F. Childs, Jr.
Mr. W. C. Hopkins
Mr. P. A. Morison
Mr. G. S. Rinehart
Mr. A. F. Shure
Mr. G. N. Lewis, Jr.
Mr. Allan Lee
Mr. A. L. Gruss
Mr. C. L. Wannen
Mr. H. C. Bowers
Mrs. G. S. Rice

Tam - Copy filed with min.

Anne Arundel

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
TUESDAY, OCTOBER 4, 1949.

Present: Mr. Robert M. Reindollar, Chairman, Senator Joseph M. George and Mr. Russell H. McCain.

By appropriate action, the Commission adopted name designations for certain sections of highway as indicated.

The new limited access divided highway between Baltimore and Washington: "Baltimore-Washington Expressway";

The new limited access highway between Annapolis and Washington: "Annapolis-Washington Expressway";

The new limited access highway between Baltimore and the Pennsylvania State Line along the general location of the present York Road: "Baltimore-Harrisburg Expressway";

The highway between Baltimore and Frederick: "Baltimore National Pike".

The highway from Frederick to Washington; "Washington National Pike".

Copy: Mr. W. F. Childs, Jr.
Mr. W. C. Hopkins
Mr. P. A. Morison
Mr. G. S. Rinehart
Mr. A. F. Shure
Mr. Allan Lee
Mr. A. L. Grubb
Mr. G. N. Lewis, Jr.
Mr. C. L. Wannen
District Engineers

SRC
Trans.

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
TUESDAY, SEPTEMBER 20, 1949

***

Present: Mr. Robert H. Reindoller, Chairman, Senator Joseph N. George and Mr. Russell H. McCain.

The following resolution was duly moved, seconded and adopted:

WHEREAS, the State Roads Commission of Maryland, under the provisions of Section 151, of Article 89B of the Annotated Code of Maryland (1947 Supplement), has been given the authority to designate as a Freeway, all or any portion of any State Highway theretofore laid out, adopted, established and constructed; and

WHEREAS, the State Roads Commission of Maryland deems it advisable and necessary to designate the Revell Highway from the Governor Ritchie Highway to its terminus at the shoreline of the Chesapeake Bay as a Freeway.

NOW, THEREFORE, BE IT RESOLVED, That the State Roads Commission of Maryland hereby designates as a Freeway, all of the Revell Highway, to become effective September 20, 1949.

Copy: Mr. R. H. Reindoller
Mr. H. F. Childs, Jr.
Mr. F. A. Morison
Mr. H. C. Duncan
Mr. A. F. Shure
Mr. G. N. Lewis, Jr. ✓
Mr. Allen Lee
Mr. A. L. Grubb
Mr. C. N. Rinehart
Mr. C. L. Hannan

Anne Arundel County

File

July 29, 1949

Mr. Wm. F. Childs, Jr.
Chief Engineer
Office

Dear Mr. Childs:

Please be advised that on July 27, District Engineer Duncan accepted for maintenance, the Chinquapin Round Road, extending from Route 2 to the Bay Ridge Road, Route 181. The surface width is 20 ft. and the distance is 3.139 miles.

Very truly yours,

Frank F. Scrivener
Maintenance Engineer

FFS:as

c.c. Mr. P. A. Morison
Mr. E. G. Duncan
Mr. A. F. Di Domenico
Mr. Allan Lee
Mr. Geo. N. Lewis, Jr. ✓
Mr. T. H. McNulty

Anne Arundel County

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, JULY 20, 1949
***

Present: Mr. Robert M. Reindollar, Chairman, Senator Joseph N. George and Mr. Russell H. McCain.

Under date of July 18, 1949 in a letter addressed to the State Roads Commission, Assistant Chief Engineer P. A. Morison states that the Traffic Division has investigated complaints received regarding the parking of automobiles on the approaches to the Stoney Creek Bridge in Anne Arundel County, and they have recommended, which recommendation is concurred in by the County Commissioners of Anne Arundel County, that stopping or parking be prohibited along the south side of Maryland Route 173 from the intersecting road, just east of the Stoney Creek Bridge, to the connection of the old bridge, and to the road on the west side running to the site of the old bridge, having a total distance of 0.3 of a mile.

They make a further recommendation that stopping or parking be prohibited on the north side of Md. 173, from a point 0.24 of a mile east of the Stoney Creek Bridge to the first intersecting road west of the bridge, a total distance of approximately 0.4 of a mile.

These recommendations were, upon motion duly made and seconded, approved, and authority for the erection of signs and/or markers at the locations as indicated voted.

Mr. Morison states further it is recommended that all fishing or swimming from the superstructure or substructure of the Stoney Creek Bridge be prohibited. This recommendation was approved.

Copy: Mr. W. F. Childs, Jr.
Mr. P. A. Morison (2)
Mr. E. G. Duncan
Mr. G. N. Lewis, Jr.
Mr. J. L. Mintiens
Mr. Allan Lee
Co. Commrs. A.A. Co.
Capt. R. M. Ridgely (2)

Anne Arundel

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, APRIL 20, 1949

Present: Mr. Robt. M. Reindollar, Chairman, Senator Joseph M. George and Mr. Russell H. McCain.

The Commission, by appropriate action, adopted as a part of the County construction program for Anne Arundel County the reconstruction of existing bridge over Weems Creek, State Route #438, at an estimated cost of $68,000.00, the cost to be paid "from gasoline funds allocated to Anne Arundel County". It is the further intention of the Commission, and it was so voted, that as soon as this bridge has been reconstructed and placed in a condition satisfactory for acceptance by the State Roads Commission it will be taken over for inclusion as a part of the State Highway System.

Chief Engineer W. F. Childs, Jr., in a letter dated April 14, 1949 addressed to Mr. R. M. Reindollar, Chairman, in referring to the reconstruction of the Weems Creek Bridge, makes reference to a letter which he addressed to Mr. John C. Strohm, Acting County Engineer, on April 7, 1949, and to letter from the County Commissioners for Anne Arundel County, dated April 12, 1949, addressed to Mr. Robt. M. Reindollar, Chairman, signed by Weems R. Duvall, President, Board of County Commissioners. Quoting from Mr. Childs' letter of April 14:

> "The estimate of $68,000 was that prepared by the Division of Bridge Design, and I attach copy of report of April 5 from Mr. Grubb to the writer, together with copy of the estimate transmitted with his letter.
>
> This is the minimum estimated cost of the work that will be required to place this structure in a condition acceptable to the Engineering Division. It is believed that the estimates are reasonably accurate, but we would not guarantee that the final cost will stay within this estimated cost.
>
> Mr. Strohm called me over the 'phone recently and asked if we would prepare the plans and advertise this work. I told him that the Bridge Division was loaded down with work, and I did not believe that we could do it very soon, but we would take the matter up with the Division of Bridge Design to ascertain when they felt they could get the plans out if it is the Commission's desire that we prepare the plans and advertise the structure."

CC: Messrs. Reindollar
Morison
Duncan
Grubb
Mrs. Rice

Messrs. Childs
Rinehart
Lewis
Wannen
Co. Commrs. for AA Co.

Messrs. Hopkins
Shure
Lee
Bowers

Weems Cr Bridge
M-438 - Ind Index Map on
To be noted in IND Book
" " S.M. Memo
" " Tab sheets
" " Bd List Cards

To be noted in S.L.D
" " on Bd Imp. Index
" " Bridge Sheets

EXCERPT FROM MINUTES OF MEETING OF THE STATE HIGHWAY COMMISSION
WEDNESDAY, APRIL 20, 1949

Present: Mr. Hubb. M. Rutledoffer, Chairman, Senator Joseph M. Dorrie and Mr. Russell H. Mobsin.

The Commission, by appropriate action, adopted as a part of the County construction program for Anne Arundel County the reconstruction of existing bridge over Moses Creek, State Route 2A39, at an estimated cost of $66,000.00, the cost to be paid "from gasoline funds allocated to Anne Arundel County". It is the further intention of the Commission, and it was so voted, that as soon as this bridge has been reconstructed and placed in a condition satisfactory for acceptance by the State Roads Commission it will be taken over for maintenance as a part of the State Highway System.

Chief Engineer R. P. Quinlan, Jr., in a letter dated April 14, 1949 addressed to Mr. M. Rutledoffer, Chairman, in referring to the reconstruction of the Moses Creek Bridge, makes reference to a letter which he addressed to Mr. John G. Strohm, Acting County Engineer, on April 7, 1949, and to letter from the County Commissioners for Anne Arundel County, dated April 5, 1949, addressed to Mr. M. Rutledoffer, Chairman, signed by Moses H. Donald, President, Board of County Commissioners. Quoting from Mr. Quinlan's letter of April 14,

"The estimate of $66,000 was then prepared by the Division of Bridge Design, and I attach copy of report of April 4 from Mr. Strohm to the writer, together with copy of the estimate presented with his letter.

This is the minimum estimated cost of the work that will be required to place this structure in a condition acceptable to the Engineering Division. I do believed that the estimates are reasonably accurate, but we would not guarantee that the final cost will stay within this estimated cost.

Mr. Strohm called me over the phone recently and asked if we would prepare the plans and advertise this work. I told him that the Bridge Division was loaded down with work, and I did not believe that we could do it very soon, but we would take the matter up with the Division of Bridge Design so accordingly when they felt they could get the plans out it is the Commission's feeling that we prepare the plans and advertise the structure."

Cc: Messrs. Rutledoffer
Harrison
Hamm
Webb
Mr. Rice

Messrs. Dorrie
Stromberg
Lewis
Hanson
Co-Counsel for Am Co.

Messrs. Hopkins
Shaw
Lee
Downey

AA

Md. 438

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, APRIL 20, 1949
***

Present: Mr. Robert M. Reindollar, Chairman, Senator Joseph M. George and Mr. Russell H. McCain.

The Commission, by appropriate action, adopted as a part of the County construction program for Anne Arundel County the reconstruction of existing bridge over Weems Creek, State Route #438, at an estimated cost of $68,000.00, the cost to be paid "from gasoline funds allocated to Anne Arundel County". It is the further intention of the Commission, and it was so voted, that as soon as this bridge has been reconstructed and placed in a condition satisfactory for acceptance by the State Roads Commission it will be taken over for inclusion as a part of the State Highway System.

Chief Engineer W. P. Childs, Jr., in a letter dated April 14, 1949 addressed to Mr. R. M. Reindollar, Chairman, in referring to the reconstruction of the Weems Creek Bridge, makes reference to a letter which he addressed to Mr. John C. Strohm, Acting County Engineer, on April 7, 1949, and to letter from the County Commissioners for Anne Arundel County, dated April 12, 1949, addressed to Mr. Robert M. Reindollar, Chairman, signed by Weems H. Duvall, President, Board of County Commissioners. Quoting from Mr. Childs' letter of April 14:

> "The estimate of $68,000 was that prepared by the Division of Bridge Design, and I attach copy of report of April 5 from Mr. Grubb to the writer, together with copy of the estimate transmitted with his letter.
>
> This is the minimum estimated cost of the work that will be required to place this structure in a condition acceptable to the Engineering Division. It is believed that the estimates are reasonably accurate, but we would not guarantee that the final cost will stay within this estimated cost.
>
> Mr. Strohm called me over the 'phone recently and asked if we could prepare the plans and advertise this work. I told him that the Bridge Division was loaded down with work, and I did not believe that we could do it very soon, but we would take the matter up with the Division of Bridge Design to ascertain when they felt they could get the plans out if it is the Commission's desire that we prepare the plans and advertise the structure."

Copy:	Mr. R. M. Reindollar	Mr. W. P. Childs, Jr.	Mr. W. C. Hopkins
	Mr. P. A. Morison	Mr. G. S. Hinehart	Mr. A. P. Shure
	Mr. E. O. Duncan	Mr. G. H. Lewis, Jr.	Mr. Allan Lee
	Mr. A. L. Grubb	Mr. C. L. Wannen	Mr. H. C. Bowers
	Mrs. G. S. Rice	Co. Commrs. for A.A.Co.	Mr. F. P. Scrivener

[Anne Arundel] File

CC: Messrs. R.M. Reindollar, W.F. Childs, Jr., W.C. Hopkins, P.A. Morison, G.S. Rinehart, A. F. Shure, E.G. Duncan, G.N. Lewis, Jr., Allan Lee, A.L. Grubb, C.L. Wannen, H.C. Bowers, Mrs. G.S. Rice, Co. Commrs. A.A. Co.

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, MARCH 23, 1949

***

Present: Mr. Robert M. Reindollar, Chairman, Senator Joseph M. George and Mr. Russell H. McCain.

The Commission received a letter from the County Commissioners for Anne Arundel County, dated March 2, 1949, signed by Weems R. Duvall, President, to the effect that:

> "On Tuesday, March 2, 1949, the Board of County Commissioners passed a resolution requesting the State Roads Commission to incorporate in their system that section of road leading from the school at Shady Side to the end of the existing County road at Shady Side.
>
> The Board of County Commissioners have agreed to the necessity of the construction of this road from funds available from gasoline money and respectfully recommend that the State Roads Commission proceed with the necessary plans, securing rights-of-ways and construction of the road when funds are available. It is understood that the pending projects will be completed first."

This letter was referred to Chief Engineer W. F. Childs, Jr. for his recommendation, and under date of March 21 Mr. Childs addressed a letter to the State Roads Commission, to which he attached copy of letter dated March 16, to him, from Mr. Geo. N. Lewis, Jr., Director of the Traffic Division, which refers to the section of road in question. Mr. Childs states that the section of road referred to is 0.45 mile in length, and has a 12' oiled gravel surfacing, and makes a connection from Md. Route 255 at Shadyside to shore developments known as Idlewilde, Snug Harbor and Cedarhurst. The road is not on the Federal Aid Secondary System, but in his opinion the system could be extended to cover it.

However, on the examination of the area, it appears to the Engineering Department that it is well provided with State highways and that this particular county road does not carry a great deal of traffic, as indicated by the report of the Traffic Division. This being the case, the greatest benefit is derived by Anne Arundel County from taxes received.

Mr. Childs ends his letter by recommending that if the road is to be improved, that it remain in the county system and not be taken into the State highway system.

Following some discussion on the subject, the Commission voted to comply with the request of the County authorities by adding said road to the construction program to be improved to meet S.R.C. requirements.

Co. 168 - Indefinite whether S.R.C. road or not.
~~Md. 255 (?)~~ Md. 468 - (?) McNulty 5/4/49

[illegible]

December 3, 1948

To: Mr. Cassell

From: Mr. Lewis

Subject: SRC Minutes

We transmit herewith Excerpt from Minutes of Meeting of the State Roads Commission on Wednesday, November 17, 1948 and direct your attention to the acceptance as part of the State Highway System of the Bartgis Store Road in Anne Arundel County.

Please correct our records accordingly.

Very truly yours,

rf

Geo. M. Lewis, Jr.,
Director

cc: Roads Accepted into State System
Rd. Inv. Rev. Data
County Road Projects - Anne Arundel Co.

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, NOVEMBER 17, 1948

Present: Mr. Robert M. Reindollar, Chairman, Senator Joseph M. George and Mr. Russell H. McCain.

Under date of November 16, Chief Engineer W. F. Childs, Jr., in a letter addressed to the State Roads Commission, reports that he has been advised by District Engineer E. G. Duncan "that the repair work on the above project (Bartgis Store Road) for a distance of 2.4 miles from the Patuxent River to the Defense Highway (in Anne Arundel County) has been completed to his entire satisfaction".

Mr. Childs therefore recommended that this section be accepted by the State Roads Commission for maintenance as a part of the State Highway System. This recommendation was, upon motion duly made and seconded, formally approved.

The section of road referred to, which will be designated as Route #424-2 Section 2, was originally a 16' macadam road, widened to 22' with Specification "B", patched and surface treated in 1948. The primary construction was performed by the road forces of Anne Arundel County.

CC: Mr. W. F. Childs, Jr.
Mr. E. G. Duncan
Mr. F. P. Scrivener
Mr. C. L. Wannen
Mr. Allan Lee
Mr. G. N. Lewis, Jr.
Co. Commrs. of Anne Arundel Co.

EXTRACT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, NOVEMBER 17, 1948

Present: Mr. Robert M. Reinhardt, Chairman, Senator Joseph E. George and Mr. Russell H. McCain.

Under date of November 15, Chief Engineer W. F. Childs, Jr., in a letter addressed to the State Roads Commission, reports that he has been advised by District Engineer R. T. Duncan, "that the repair work on the above project (Burtonia Store Road) for a distance of 2 miles from the Patuxent River to the Potomac Highway (in Anne Arundel County) has been completed to his entire satisfaction".

Mr. Childs therefore recommended that this section be accepted by the State Roads Commission for maintenance as a part of the State Highway System. This recommendation was upon motion duly made and seconded, formally approved.

The section of road referred to, which will be designated as Route #254-2 Section 2, was originally a 18' macadam road, widened to 22' with Specification "B" paved and surface treated in 1938. The primary construction was performed by the road forces of Anne Arundel County.

Cc: Mr. W. F. Childs, Jr.
Mr. R. T. Duncan
Mr. T. P. Scrivener
Mr. C. E. Barron
Mr. Allan Lee
Mr. C. M. Lewis, Jr.
Co. Comrs. of Anne Arundel Co.

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, NOVEMBER 17, 1948
***

Present: Mr. Robert M. Reindollar, Chairman, Senator Joseph M. George and Mr. Russell H. McCain.

Under date of November 16, Chief Engineer W. F. Childs, Jr., in a letter addressed to the State Roads Commission, reports that he has been advised by District Engineer E. G. Duncan "that the repair work on the above project (Bartgis Store Road) for a distance of 2.4 miles from the Patuxent River to the Defense Highway (in Anne Arundel County) has been completed to his entire satisfaction."

Mr. Childs therefore recommended that this section be accepted by the State Roads Commission for maintenance as a part of the State Highway System. This recommendation was, upon motion duly made and seconded, formally approved.

The section of road referred to, which will be designated as Route #424-2 Section 2, was originally a 16' macadam road, widened to 22' with Specification "B", patched and surface treated in 1948. The primary construction was performed by the road forces of Anne Arundel County.

Copy: Mr. W. F. Childs, Jr.
Mr. E. G. Duncan
Mr. F. P. Scrivener
Mr. C. L. Wannen
Mr. Allan Lee
Mr. G. N. Lewis, Jr.
Co. Commrs. of Anne Arundel Co.

December 3, 1948

To: Mr. Cassell

From: Mr. Lewis

Subject: SRC Minutes

We transmit herewith Excerpt from Minutes of Meeting of the State Roads Commission on Wednesday, November 17, 1948 and direct your attention to the acceptance as part of the State Highway System of the Fort Meade Road Relocation, State Route 170.

Please correct our records accordingly.

Very truly yours,

rf

Geo. N. Lewis, Jr.,
Director

cc: Roads Accepted into State System
Rd. Inv. Rev. Data
County Road Projects - Anne Arundel Co.

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, NOVEMBER 17, 1948
***

Present: Mr. Robert M. Reindollar, Chairman, Senator Joseph M. George and Mr. Russell H. McCain.

A letter from Chief Engineer W. F. Childs, Jr., addressed to the State Roads Commission under date of November 15, 1948, advises that he is now in receipt from District Engineer E. G. Duncan of notice to the effect that the Fort Meade Road Relocation, State Route 170, built by the American Paving and Contracting Company for the Department of Aviation, Baltimore City, has been completed to his entire satisfaction, and it is recommended that it be accepted by the State Roads Commission for maintenance as a part of the State Roads System.

This section of road is 3.52 miles in length, with a surface width of 24' and two 10' shoulders. The surfacing consists of 2" Screenings foundation layer, 4" W. B. Macadam Base, 4" Penetration Macadam Top, 1½" Asphaltic Concrete Base, and 1½" Asphaltic Concrete surfacing, or a total of 13".

Originally, Md. Route 170 ran directly through the site of the Baltimore Airport at Friendship, Anne Arundel County, and this section of road referred to was built by the Department of Aviation, Baltimore City, to replace that section of Route 170 which was within the area of the proposed airport and which was abandoned to Baltimore City.

Following consideration of the facts as submitted and recommendation made, it was moved and seconded that this relocated section of the Fort Meade Road, State Route No. 170, for a length of 3.52 miles, and forming a connection with the Dorsey Road, be accepted for maintenance as a part of the State Highway System.

Copy: Mr. W. F. Childs, Jr.
Mr. E. G. Duncan
Mr. F. P. Scrivener
Mr. C. L. Wannen
Mr. Allan Lee
Mr. G. N. Lewis, Jr.
Dept. of Aviation

MD 170

Anne Arundel

Present: Mr. Robert H. Wolfolkin, Chairman, Member Joseph
H. Gaynor and Mr. Russell B. Stokes.

A letter from Guy F. Lapinsky, Secretary, Department of Public Works, dated November 17, 1960, addressed to the State House Construction Study Committee, was read, which letter is as follows:

"Dear Sir:

In response to your request for information on the Boston Metropolitan Area Highway System, I am pleased to submit the following information.

Main section of road is 5.20 miles in length, with a surface width of 64' and 100' abutment. The accident experience of 27 involving fatalities, 47 P.I., 3 property damage, 7 motorcycle involving injury, 47 automobile involving injury, and 327 property damage involving, or a total of 12".

Originally, Mr. Route 128 was already known as the Boston Metropolitan Area Highway, Essex County, and was another of most referred to was built by the Department of Public Works, Boston, to replace the existing Route 128 which was within the area of its proposed airport and which was abandoned in Salisbury City.

Following consideration of the facts as submitted and recommendations made, it was noted and recommended that this relocated section of the Boston Metropolitan Highway, State Route No. 128, be a length of 5.20 miles, and forming a connection with the Highway Area, be accepted for maintenance as a part of the State Highway System.

Yours, Mr. A. Gaylis, Jr.
Mr. A. Gaynor
Mr. J. Gardiner
Mr. F. Fagan
Mr. Allan Lee
Mr. A. H. Lewis, Jr.
Director of Aviation

EXCERPT FROM MINUTES OF THE STATE ROADS COMMISSION
WEDNESDAY, NOVEMBER 17, 1948
***

A.A. Co.

Present: Mr. Robert M. Reindollar, Chairman, Senator Joseph M.George and Mr. Russell H. McCain

A letter from Chief Engineer W.F. Childs, Jr., addressed to the State Roads Commission under date of November 15, 1948, advises that he is now in receipt fromDistrict Engineer E. G. Duncan of notice to the effect that the Fort Meade Road Relocation, State Route 170, built by the American Paving and Contracting Company for the Department of Aviation, Baltimore City, has been completed to his entire satisfaction, and it is recommended that it be accepted by the State Roads Commission for maintenance as a part of the State Roads System.

This section of road is 3.52 miles in length, with a surface width of 24' and two 10' shoulders. The surfacing consists of 2" Screenings foundation layer, 4" W.B. Macadam Base, 4" Penetration Macadam Top, 1½" Asphaltic Concrete Base, and 1½" Asphaltic Concrete surfacing, or a total of 13".

Originally, Md.Route 170 ran directly through the site of the Baltimore Airport at Friendship, AnneArundel County, and this section of road referred to was built by the Department of Aviation, Baltimore City, to replace that section of Route 170 which was within the area of the proposed airport and which was abandoned to Baltimore City.

Following consideration of the facts as submitted and recommendation made, it was moved and seconded that this relocated section of the Fort Meade Road, State Route No. 170, for a length of 3.52 miles, and forming a connection with the Dorsey Road, be accepted for maintenance as a part of the State Highway System.

Copy: Mr. W. F. Childs, Jr.
Mr. E. G. Duncan
Mr. F. P. Scrivener
Mr. C. L. Wannen
Mr. Allan Lee
Mr. G. N. Lewis, Jr.
Dept. of Aviation

Next Md 170 — 3.520 Miles — 24' I According To Dec 4/1/49
Ent Sabbatical ok
Ent Book ok
To Be Put on Tracing
To Be Put In S.M. Forms ok
To Be Charged on Tab Sheets ok
To Be Shown on Road Log Cards ok
To Be Shown on Map
To Be Put on Rd. Improve. Index Map

EXCERPT FROM MINUTES OF THE STATE ROADS COMMISSION
WEDNESDAY, NOVEMBER 19, 1952

***

Present: Mr. Robert M. Falkenhayn, Chairman, Senator Joseph E. Duffy and Mr. Russell H. Smith.

A letter from Fred C. Gardner and F. Phillips, Jr., addressed to the State Roads Commission under date of November 12, 1952, advises that he is now in receipt from Plaintiff Thirteen H. D. Duncan and notice to the effect that the Fort Meade Road Relocation, State Route 170, Section 1A, Section 1B, Section 2A and Section 2B, commencing for the purpose of Parcel 3, Subpart D-1A, was terminated by his entire satisfaction, and he is recommended that it be accepted by the State Roads Commission for maintenance as a part of the state roads system.

This section of road is 2.52 miles in length, with a surface width of 24' and the 100' alignment. The surfacing consists of 2" Bituminous Foundation Layer; 4" W.B. Macadam Base, 1"Penetration Macadam Top, 1½" Asphaltic Concrete Base, and 1½" Asphaltic Concrete surfacing, or a total of 12".

Probably, Md. Route 170 ran directly through the site of the Baltimore Airport at Friendship, Anne Arundel County, and this section of road referred to was built by the Department of Aviation, Baltimore City, to replace that portion of Route 170 which was within the area of the proposed airport and which was abandoned to Baltimore City.

Following consideration of the facts as submitted and recommendation made, it was moved and seconded that this relocated section of the Fort Meade road, State Route No. 170, for a length of 2.52 miles, and forming a connection with the Dorsey Road, be accepted for maintenance as a part of the State Highway System.

Copy: Mr. M. V. Phillips, Jr.
Mr. H. D. Duncan
Mr. F. P. Scrivener
Mr. F. L. Simmons
Mr. William Lee
Mr. H. H. Lewis, Jr.
Dept. of Aviation

Binder
aaCo.

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
THURSDAY, AUGUST 26, 1948

Present: Mr. Robert M. Reindollar, Chairman, and Mr. Russell H. McCain.

Under date of July 26, 1948 the Marley Fire and Improvement Association, Inc., Marley Park, Glen Burnie, Maryland, addressed a letter to the State Roads Commission requesting the erection of speed limit signs and other signs through Marley Park on Old Annapolis Boulevard, Route #648.

The matter was referred to the Traffic Division, and under date of August 13, Mr. George N. Lewis, Jr., Director of the said Traffic Division, in a letter addressed to Assistant Chief Engineer P. A. Morison, made the following recommendations:

> That the speed limit of 50 miles be reduced to 30 miles per hour on Route 648, beginning at a point 0.1 mile north of the intersection with Md. 270 and extending for a distance of one mile to the south.
>
> A partial channelization to be made at the intersection of Routes 270 and 648 to prevent the entry of Traffic from Md. 270 into Route 648 from being askew. This channelization would also correct the hazardous parking condition which is caused by vehicles parking in the intersection proper.

These recommendations, after consideration by the Commission, were approved and the Engineering Department directed to erect appropriate signs and/or markers in compliance with this action.

CC: Mr. Childs
Mr. Morison
Mr. Duncan
Mr. Lewis
Mr. Mintiens
Mr. Lee
Mr. Bishop
Capt. Ridgely
Marley Fire & Imp. Assoc. Inc.

Beider
Anne Arundel Co.

EXCERPT FROM MINUTES OF MEETINF OF THE STATE ROADS COMMISSION
TUESDAY, AUGUST 17, 1948

Present: Mr. Robert M. Reindollar, Chairman, Senator Joseph M. George and Mr. Russell H. McCain.

On recommendation of the Traffic Division, supported by a recommendation of Asst. Cf. Engr. P. A. Morison, the Commission authorized the establishment of a "NO PARKING" zone along the Furnace Branch Road, Route #270, in Anne Arundel Co., for a distance of 40' along the fence from the filling station to Hill's Tavern, on the south side of the said road just west of the Gov. Ritchie Hwy. The Engineering Department was directed to erect appropriate signs and/or markers.

CC: Mr. Childs
Mr. Morison
Mr. Duncan
Mr. Lewis
Mr. Mintiens
Mr. Lee
Capt. Ridgely

Copy of Sec Council

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, MAY 5, 1948

Present: Mr. Robt. M. Reindollar, Chairman, Senator Joseph M. George and Mr. Russell H. McCain.

In connection with the Federal Aid Secondary Program for Anne Arundel County, for which the Commission at its meeting of April 21 approved the Old Colony Cove Road and the Batts Hill Road as the first and second projects, respective, the Commission received a letter dated May 4, 1948, from the County Commissioners of said County, in which they state:

"On Thursday, March 25th your Commission met with a delegation from Anne Arundel County who requested the taking over and construction by the State Roads Commission of that Section of road from Birdsville to Davidsonville.

The Board of County Commissioners have agreed to the necessity of the construction of this road from funds available from gasoline money and respectfully recommend that the State Roads Commission proceed with the necessary plans, securing of rights-of ways and construction of the road when funds are available. It is understood that the Old Colony Cove and the Batts Hill Road projects will be completed first."

On the recommendation of the County Commissioners, as above set forth, the Commission, upon motion duly made and seconded, approved the section of road from Birdsville to Davidsonville as the third project for Anne Arundel County's Secondary Program, to be built from funds available under the Federal Highway Act of 1944 which must be matched with a like amount by the County, all three of these roads, when completed according to State standards, to be accepted for maintenance as part of the State Road System in Anne Arundel Co.

CC:

RMR	AL
WFC JR	ALG
WCH	CLW
PAM	HCB
AFS	GSR
ECD	FPS
GNL JR	CO Commrs. of AA Co.

Md. 424

Co. Rd. 127 From Md. 214 To Md. 4 To Be Inv. Given Sec. No.
To Be Put on Tracing
To Be Put on Eng. Inv. Map
To Be Tab

Never taken into State system

Geo. N. Lewis, Jr.
Director

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, APRIL 21, 1948

***

Present: Mr. Robert M. Reindollar, Chairman, Senator Joseph M. George and Mr. Russell H. McCain.

At a meeting today between the County Commissioners of Anne Arundel County and their engineer and the Members of the Commission, it was decided by the Commission

Md. 423 513

(1) That the Old Colony Cove Road, going around the head of Red Lion Creek, be given first consideration for the Federal Aid Secondary Program for Anne Arundel County, subject to the approval of the Public Roads Administration, SEE MIN 11-1-50

Md. 100

(2) That Batts Hill Road, from the Mountain Road at Klug's Store to the State Road at Foreman's Corner, be set up as the second project, subject to the approval of the Public Roads Administration, and SEE MIN 11-29-50

(3) That the Commission will accept for maintenance as a part of the State Road System 0.2 mile of road from Md. Route 2 at West Annapolis, contingent upon Anne Arundel County developing the road to the standards acceptable to the State Roads Commission. This work must be performed from funds of the County. SEE MIN. 1-11-50

Copies:

Mr. R. M. Reindollar	Mr. Allen Lee
Mr. W. F. Childs, Jr.	Mr. A. L. Grubb
Mr. W. C. Hopkins	Mr. C. L. Wannen
Mr. P. A. Morison	Mr. H. C. Bowers
Mr. A. F. Shure	Mrs. C. S. Rice
Mr. E. G. Duncan	Mr. F. P. Scrivener
Mr. G. N. Lewis, Jr.	Co. Commrs. of A. A. Co.

Mr. Carrell

COPY

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, APRIL 21, 1948

Present: Mr. Robt. M. Reindollar, Chairman, Senator Joseph M. George and Mr. Russell H. McCain.

At a meeting today between the County Commissioners of Anne Arundel County and their engineer and the Members of the Commission, it was decided by the Commission

(1) That the Old Colony Cove Road, going around the head of Red Lion Creek, be given first consideration for the Federal Aid Secondary Program for Anne Arundel County, subject to the approval of the Public Roads Administration.

Md 613 →

(2) That Batts Hill Road, from the Mountain Road at Klug's Store to the State Road at Foreman's Corner, be set up as the second project, subject to the approval of the Public Roads Administration, and

Md. 706 →

(3) That the Commission will accept for maintenance as a part of the State Road System 0.2 mile of road from Md. Rt. 2 at West Annapolis, contingent upon Anne Arundel County developing the road to the standards acceptable to the State Roads Commission. This work must be performed from funds of the County.

MD 435E →

Copies:

Mr. R. M. Reindollar
Mr. W. F. Childs, Jr.
Mr. W. C. Hopkins
Mr. P. A. Morison
Mr. A. F. Shure
Mr. E. G. Duncan
Mr. G. N. Lewis, Jr.
Mr. Allen Lee
Mr. A. L. Grubb
Mr. C. L. Wannen
Mr. H. C. Bowers
Mrs. G. S. Rice
Mr. F. P. Scrivener
Co. Commrs. of A.A. Co.

COPY

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
ELLENSBURG, APRIL 24, 1962

Present: Mr. Robt. M. Reinholdtsen, Chairman, Senator Joseph E. Stinson and Mr. Russell H. McCain.

At a meeting today between the County Commissioners of Anne Arundel County and their engineer and the Members of the Commission, it was decided by the Commission

(1) That the Colony Core Road, going around the head of Rock Hall Creek, be given first consideration for the Federal Aid Secondary Program for Anne Arundel County, subject to the approval of the Public Roads Administration.

(2) That Metts Hill Road, from the Maryland and Delaware Store to the State Road at Wyman's Corner, be set up as the second project, subject to the approval of the Public Roads Administration, and

(3) That the Commission will accept for maintenance as a part of the State Road System 0.4 mile of road from Md. Rte. 2 at Fort Smallwood, contingent upon Anne Arundel County developing the road to the standards acceptable to the State Roads Commission. This work must be performed from funds of the County.

Copies: Mr. R. M. Reinholdtsen
Mr. A. E. Duffie, Jr.
Mr. W. C. Hopkins
Mr. F. A. Morton
Mr. A. F. Shure
Mr. E. C. Bowman
Mr. G. H. Davis, Jr.
Mr. Allen Lee
Mr. A. E. Wroth
Mr. C. L. Benson
Mr. E. C. Sparks
Mr. G. G. Tice
Mr. F. T. Galvener
Co. Commr. of A.A. Co.

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION, WEDNESDAY, JULY 3, 1946.

Present: Mr. Robert M. Reindollar, Chairman, Messrs. P. Watson Webb and Russell H. McCain

On the recommendation of Chief Engineer Wilson T. Ballard, the Naval Academy Radio Road, from Old Annapolis Boulevard to the Naval Radio Station, improved in 1941-42, under W.P.A. Project #AA-317-X-311 (Authorization #147-42), was accepted for maintenance as a part of the State Road System. The type of construction is 8" slag, macadam base, with 2" plant mix asphaltic concrete top and 3' macadam shoulders. The length of this improvement is 0.2 mile.

Copy: Messrs: Ballard
Duncan
Scrivener
Codd
Kahn
Childs
County Commissioners

Md. 672

C
O
P
Y

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION, WEDNESDAY, JULY 3, 1946.

Present: Mr. Robert M. Reinhalter, Chairman, presiding.
P. Watson Webb and Russell H. Wolain

On the recommendation of Chief Engineer Elias T. Ballard, the Naval Academy Radio Road, from Old Annapolis Boulevard to the Naval Radio Station, improved in 1941-42, under R.F.A. Project #AA-317-1-311 (Authorization #117-42), was accepted for maintenance as a part of the State Road System. The type of construction is 8" slag, macadam base, with 2" plant mix asphaltic concrete top and 3' macadam shoulders. The length of this improvement is 0.2 mile.

Copy: Messrs: Ballard
Duncan
Herivener
Gadd
Kahn
Childs
County Commissioners

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, SEPTEMBER 1, 1943.

Present: Mr. Ezra B. Whitman, Chairman and Mr. W. Frank Thomas.

On recommendation of Chief Engineer Ballard, the Commission voted to accept for maintenance as part of the State Highway System Cherry Lane in Anne Arundel County, which was built as a defense highway project, the W.P.A. furnishing funds for labor and materials to cover all costs, except the cost of engineering, rights of way, and certain equipment rental.

MD 710

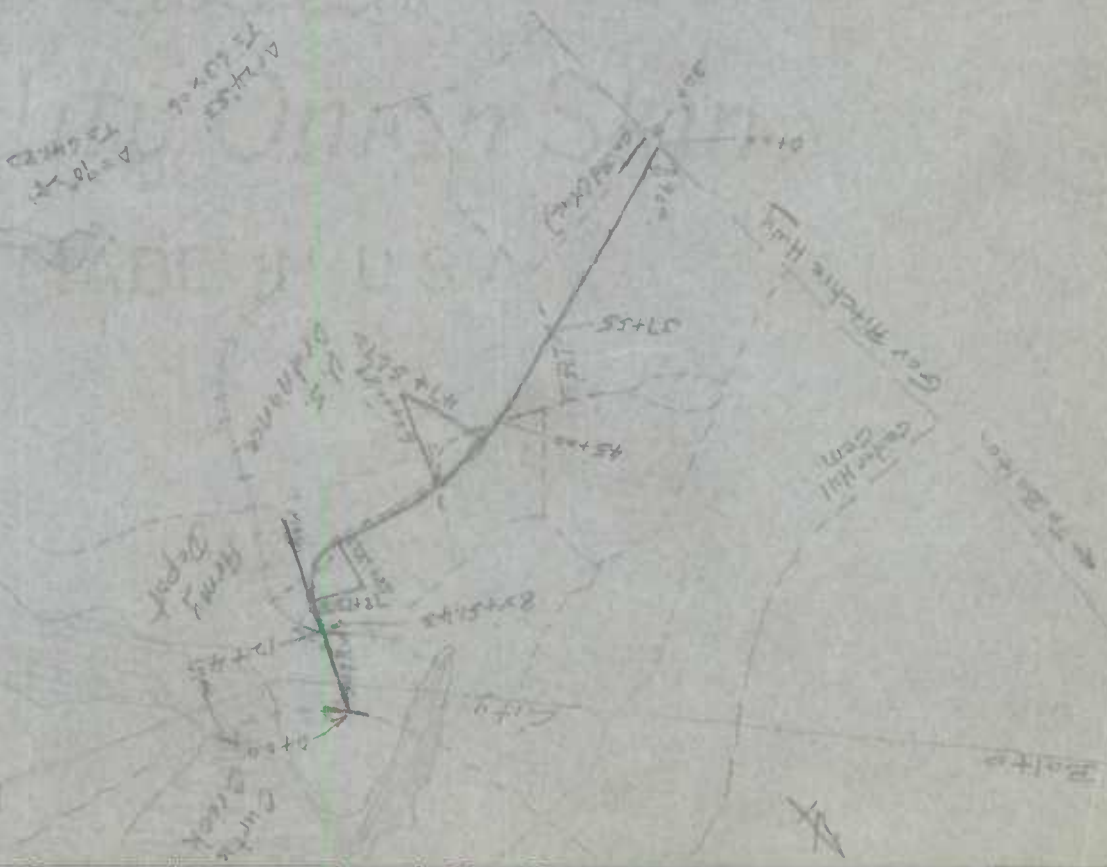
Cherry Lane, according to Mr. Ballard's letter, runs from the Governor Ritchie Highway to Pennington Avenue, and is comprised of two contracts, as follows:

Contract	AA-312-X-1-311	0.24 mile
"	AA-312X-2-311	1.56 "

This highway is of concrete construction providing a 24-foot width of surfacing, with 8½ foot shoulder stabilization. It has an over-all graded width of 44 feet.

Mr. Ballard's Recommendation was made following the receipt of a letter from E. G. Dunca, District Engineer, who advised that both contracts have been substantially completed in accordance with the plans, etc. and that maintenance of this project should begin at once, as the shoulders and ditches are washing rather badly.

(COPY)



EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, SEPTEMBER 1, 1943.

Present: Mr. Zane B. Mathews, Chairman and Mr. W. Frank Thomas.

On recommendation of Chief Engineer Ballard, the Commission voted to accept for maintenance as part of the State Highway system Cherry Lane in Anne Arundel County, which was built as a defense highway project, the W.P.A. furnishing funds for labor and materials to cover all costs, except the cost of engineering, rights of way, and certain equipment rental.

Cherry Lane, according to Mr. Ballard's letter, runs from the Governor Ritchie Highway to Fairlington Avenue, and is comprised of two contracts, as follows:

Contract AA-312-Y-1-311	0.24 mile
" AA-312Y-2-311	1.56 "

This highway is of concrete construction providing a 24-foot width of surfacing, with 8½ foot shoulder stabilization. It has an over-all graded width of 44 feet.

Mr. Ballard's recommendation was made following the receipt of a letter from E. O. Dunne, District Engineer, who advised that both contracts have been substantially completed in accordance with the plans, etc. and that maintenance of this project should begin at once, as the shoulders and ditches are washing rather badly.

(over)

Lake Waterford Rd
MD 706
MD 648-E (?)

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
TUESDAY, JANUARY 12, 1943
***

Present: Mr. Ezra R. Whitman, Chairman, and Mr. W. Frank Thomas.

District Engineer E. G. Duncan reported to Chief Engineer Wilson T. Ballard, by letter dated January 8, 1943, that the Lake Waterford Road, Contract AA-307-1-330, which had, under agreement, been constructed by the County Commissioners of Anne Arundel County, has been completed and two applications of bituminous material applied by State forces, and the cost of same charge to the proper project number.

Mr. Duncan further stated, "This section of road is in first class condition and I recommend that it be accepted for State Maintenance."

In a letter to the Commission, dated January 11, 1943, from Chief Engineer Ballard, he states, "Based upon advice from Mr. Duncan that the Lake Waterford Road, contract AA-307-1-350, has been satisfactorily completed and is in first-calss condition, and, inasmuch as it is one of the road projects approved for Anne Arundel County which upon completion is to be taken into the State system, it is my recommendation that it be so accepted as a part of the State highway system at this time, and assigned a route and section number."

The Commission voted its concurrence in the recommendation made by Mr. Ballard, and directed that the Lake Waterford Road improvement above referred to, be accepted for maintenance by the State Roads Commission as a part of the State Highway System, and that a route number and section number be assigned to this project, which has a length of 5,690 feet and consists of two course gravel, total thickness 8 inches, surface treated with bituminous material, designated as Type F-9, width of surfacing 20 feet.

MD 706
C.S. 2-98

Copies: Mr. W.T. Ballard
Mr. E.G. Duncan
Mr. R.M. Reindollar
Mr. W.A. Codd
Mr. L.A. Kahn
Mr. W.F. Childs, Jr.

TRAFFIC DIVISION
STATE ROADS COMMISSION

INTEROFFICE CORRESPONDENCE

To: Mr. E. W. Bunting

Date: Jan. 26, 1943.

From: Mr. W. F. Childs, Jr.,

Subject: S. R. C. Minutes

LAKE WATERFORD RD
MD 706

Following is excerpt from minutes of the meeting of the State Roads Commission of Tues. Jan. 12, 1943:

"District Engineer E. G. Duncan reported to Chief Engineer W. T. Ballard, by letter dated Jan. 8, 1943, that the Lake Waterford Road, Contract AA-307-1-350, which had, under agreement, been constructed by the County Commissioners of Anne Arundel Co. has been completed and two applications of bituminous material applied by State forces, and the cost of same charged to the proper project number."

"Mr. Duncan further stated, 'This section of road is in first class condition and I recommend that it be accepted for State Maintenance.'"

"In a letter to the Commission, dated Jan. 11, 1943, from Chief Engineer Ballard, he states, 'Based upon advice from Mr. Duncan that the Lake Waterford Rd. contract AA-307-1-350, has been satisfactorily completed and is in first-class condition, and, inasmuch as it is one of the road projects approved for Anne Arundel County which upon completion is to be taken into the State system, it is my recommendation that it be so accepted as a part of the State highway system at this time, and assigned a route and section number.'"

"The Commission voted its concurrence in the recommendation made by Mr. Ballard, and directed that the Lake Waterford Road improvement above referred to, be accepted for maintenance by the State Roads Commission as a part of the State Highway System, and that a route number and section number be assigned to this project, which has a length of 5,690 feet andconsists of two course gravel, total thickness 8 inches, surface treated with bituminous material, designated as Type F-9, width of surfacing 20 feet."

Wm. F. Childs, Jr.
Director

D

cc: Road Inv. Rev. Data
County Rd. Projects - Anne Arundel Co.

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, SEPTEMBER 30, 1942

Present: Mr. P. Watson Webb, Acting Chairman, and Mr. W. Frank Thomas.

Upon motion of Mr. Thomas, seconded by Mr. Webb, the following Resolution was adopted:

WHEREAS, under an Agreement dated the 5th day of August, 1941, by and between the State Roads Commission and The Baltimore and Ohio Railroad Company, provision was made for the elimination of a grade crossing at Jessup, in Anne Arundel and Howard Counties, Maryland, and a substitution therefor of an overhead crossing and approaches to carry the highway traffic over the railroad tracks, pursuant to the terms of said Agreement, and

WHEREAS the work called for in the said Agreement has now been fully completed and the new structure opened to traffic,

BE IT THEREFORE RESOLVED That pursuant to the matters and facts above set forth and the terms of the Agreement above referred to, that the grade crossing which previously existed across the right of way and tracks of The Baltimore and Ohio Railroad at Jessup, be and the same is hereby ordered to be legally vacated, abandoned and closed as at September 22, 1942, and the engineers of the Commission are directed to physically close and obsturct the same.

COPY

J. S. G

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
TUESDAY, AUGUST 5, 1941

Present: Mr. Ezra B. Whitman, Chairman, Messrs. P. Watson Webb and W. Frank Thomas.

An Agreement in duplicate, dated the 5th day of August, 1941, between the State Roads Commission of Maryland and the Baltimore and Ohio Railroad Company, covering the grade elimination project at Jessup, was executed by the Commission, the said agreement having previously been approved as to form and legal sufficiency by Special Assistant Attorney General Edmond H. Johnson.

COPY

EXCERPT FROM MINUTES OF MEETING OF THE STATE HEALTH COMMISSION,
TUESDAY, AUGUST 5, 1941

Present: Mr. Lera S. Gibbons, Chairman, Masters, P. Andrews Hogg and E. Frank Tuttle.

An Agreement in duplicate, dated the 5th day of August, 1941, between the State Health Commission of Maryland and the Baltimore and Ohio Railroad Company, covering the grade elimination project at Jessup, was executed by the Commission, the said agreement having previously been approved as to form and legal sufficiency by Special Assistant Attorney General Thomas H. Johnson.

DOFF

9-P.3.

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION

JUNE 11 - 12, 1940

***

Present: Mr. Ezra B. Whitman, Chairman, Messrs. P. Watson Webb and W. Frank Thomas.

An agreement, in duplicate, dated the 11th day of June, 1940, between the State Roads Commission of Maryland and The Baltimore and Annapolis Railroad Company, for the installation of flashing light signals at Saunders Range and North Linthicum grade crossings, was formally executed by the Commission, and it was directed that said agreement be forwarded to The Baltimore and Annapolis Railroad Company for exectuion on its part.

COPY

MS 195?

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, SEPTEMBER 27, 1939
***

Present: Mr. Ezra B. Whitman, Chairman, Messrs. P. Watson Webb and W. Frank Thomas.

The following resolution was offered by Mr. Thomas and seconded by Mr. Webb:

WHEREAS, a public highway of the State of Maryland, in Anne Arundel County, crosses the tracks and property of The Philadelphia, Baltimore and Washington Railroad Company and its lessee, The Pennsylvania Railroad Company, at grade, known as Odenton grade crossing; and

WHEREAS, it appears to the State Roads Commission of Maryland that said crossing is dangerous to public safety and that the public travel on such way is impeded thereby; and

WHEREAS, by an agreement dated the 16th day of August, 1937, by and between the State Roads Commission of Maryland, acting for the State of Maryland, and The Philadelphia, Baltimore and Washington Railroad Company and The Pennsylvania Railroad Company, for itself and as lessee of the said The Philadelphia, Baltimore and Washington Railroad Company, it was agreed to alter said public highway grade crossing by substituting therefor a crossing not at the grade of said public highway by constructing an overhead bridge carrying said public highway over the tracks and property of the said railroad companies, thereby eliminating the said existing public highway grade crossing known as Odenton Grade Crossing, over the tracks and property of the said railroad companies, and vacating, relocating and changing the lines, width, direction and/or location of said highway and/or opening a new highway in the place of the one to be ordered vacated and closed, to be constructed over said overhead bridge approximately 1100 feet north by railroad direction from the said existing public highway grade crossing, and it was also agreed to construct a pedestrian underpass approximately 50 feet south of the said existing grade crossing; and

WHEREAS, the said overhead bridge, pedestrian underpass and said new highway have been constructed.

NOW, THEREFORE, BE IT RESOLVED, that in pursuance of the matters and facts above referred to and under the authority vested in it by the Public General Laws of Maryland and Particularly under the provisions of Article 89B of the Public General Laws of Maryland, as enacted by Chapter 539 of the Laws of Maryland of 1931, the existing public highway grade crossing over the tracks and property of the Philadelphia, Baltimore and Washington Railroad Company and its lessee, The Pennsylvania Railroad Company, known as Odenton Grade Crossing, a portion of a public highway of the State of Maryland, in Anne Arundel County, herein mentioned and described in the aforesaid agreement be and the same is hereby vacated and closed and the said new highway herein mentioned and described in said agreement, in place of the one herein vacated and closed, be and the same is hereby opened to public travel.

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
TUESDAY, FEBRUARY 14, 1939
***

Present: Senator J. Glenn Beall, Chairman, Messrs. Elmer R. Jarboe and George F. Obrecht, Sr.

An agreement, in duplicate, dated February 14, 1939, with The Baltimore and Annapolis Railroad Company, was executed by the Commission this agreement providing for the installation of flashing light signals at four grade crossings in Anne Arundel County, namely,

Pasadena
Elvaton
Earleigh Heights
Robinson

EXCERPT FROM MINUTES OF MEETING OF STATE ROADS COMMISSION
TUESDAY, JUNE 7, 1938

Present: Senator J. Glenn Beall and Mr. Frank F. Luthardt.

Under date of April 26, 1938, the Board of County Commissioners of Anne Arundel County, addressed Dr. H. E. Tabler, Chairman, as follows:

"During the past several years due to the relocation for better alignment and other reasons, certain short sections of State Roads have been abandoned. The particular sections referred to are located as follows:

(1) HARMAN'S: due to the elimination of grade crossings.

(2) SECTION OF CRAIN HIGHWAY: at Van Meter's Store, 2 miles south of Glenburnie in order to secure better alignment.

(3) SOUTH RIVER BRIDGE: On the Solomon's Island road, two sections due to relocation of the bridge.

(4) FRIENDSHIP: To secure better alignment.

In most cases little or no maintenance has been applied to these abandoned sections of road whereas they are still continued to be used to a limited degree. Because of this will you please advise whether or not you still desire to maintain these sections of road as a part of the State Roads system, or whether or not you intend to abandon them to be maintained by the County. If they are to be abandoned then it will be necessary to furnish a quit claim deed to all rights, title and interest in the sections tabulated above."

****

Chief Engineer Smith, at this meeting, presented the correspondence file and after consideration of the recommendations made by District Engineer Duncan, and of the letter of May 24th of Mr. Jenifer, on recommendation of Chief Engineer Smith the Commission decided to be governed by the recommendations made by its District Engineer, which are as follows:

"(1) The two short sections of road at Harmans, one on either side of the Penna. R. R. is of local importance only since the completion of the overpass and closing of the grade crossing. These are the only means of ingress and egress to the people living on them and they should be kept in condition and the Commission should decide whether we are to turn them over to the County Commissioners.

(2) I understand that an attempt was made to close the section of Crain Highway at Van Meters Store, after the relocation was completed, by placing barricades across it, but after about six weeks the barricades were taken down. This section of old road is used by

about half a dozen families and until other means of reaching their property is provided, it should be kept open. No maintenance work has been performed on the road and there is no route and section number to which to charge any maintenance cost and it is quite evident that a previous Commission had intended to abandon it. I suggest that this piece of road be turned over the County Commissioners for future maintenance.

(3) The two sections of road at South River, which are dead-ended because of relocating the bridge, are used considerably in the summer months and are being maintained by our State forces and I feel that we should continue to maintain them. They are known as Route #553, Sections #1 and #2.

(4) The section at Friendship has not been maintained by our forces and there is no maintenance number povided for it. The southern end of this stretch of road could be abandoned because there are no entrances to private property adjacent to it. The other portion of this old piece of road is the continuation of a county road and I feel that it should be turned over to the County so that they can maintain it."

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, APRIL27, 1938

Present: Dr. H. L. Tabler, Chairman, Senator J. Glenn Beall and Mr. Frank F. Luthardt.

The following resolution closing old grade crossing at Fort George G. Meade Junction was carried:

WHEREAS, under an Agreement dated September 10, 1936, by and between the State Roads Commission and The Baltimore and Ohio Railroad Co., provision was made for the elimination of a grade crossing at Fort George G. Meade Junction in Anne Arundel and Howard Counties, and a substitution therefor of an overpass, pursuant to the terms of said Agreement, and

WHEREAS the work called for in the said Agreement has now been fully completed and the new structure opened to traffic, and

WHEREAS, on the 12th day of April, 1938, the Board of County Commissioners of Anne Arundel County, meeting in regular session at Anapolis, Maryland, and the Board of County Commissioners of Howard County, meeting in regular session at Ellicott City, Maryland, passed Resolutions which were unanimously adopted by the respective Boards, requesting that the State Roads Commission of Maryland legally vacate, abandon and close, and the engineers of the Commission be directed to physically close and obstruct the grade crossing of the County Road which previously existed across the right of way and tracks of the Baltimore and Ohio Railroad, located about 575 feet West of the Railroad's Bridge No. 19-A,

BE IT THEREFORE RESOLVED that pursuant to the matters and facts above set forth, and the terms of the Agreement above referred to, that the grade crossing of the County Road which previously existed across the right of way and the Railroad's Bridge No. 19-A, be and the same is hereby legally vacated, abandoned and closed, and the engineers of the Commission are directed to physically close and obstruct the same.

Bookmarks

Pike County Historical Society

Pike County to acquire or lease a Presidential Museum
Hamburg, Arkansas, 1992

ORIGINAL TEXT

Present: Dr. R. . Ratliff, Chairman, Dwayne C. Nixon, Pearl and Sr. Frank A. Lawrence.

The following resolution closing old grade crossing at Fort Jackson, Arkansas was carried:

WHEREAS, under an Agreement dated December 10, 1918, by and between the State Highway Commission and the Railroad and Utilities Co., provision was made for the elimination of a grade crossing at Fort Jackson, Arkansas in Lake Township and Board Counties, and a substitution therefor of an overpass, pursuant to the terms of said Agreement, and

WHEREAS, the work called for in the said Agreement has now been fully completed and the new overpass opened to traffic, and

WHEREAS, on the 12th day of April, 1928, the Board of County Commissioners of Pike County, acting on a request received at Hopelle, Arkansas, and the Board of County Commissioners of Boone County, meeting in regular session at Mountain City, Arkansas, passed resolutions which were unanimously adopted by the respective Boards, providing that the State Highway Commission of Arkansas legally vacate, abandon and close, and the engineers of the Commission be directed to permanently close and obstruct the grade crossing, the County Boards hereby waived and release the rights of way and grade of the railroad as to Railroad, lying about 250 feet east of the Railroad's Station No. 1270.

NOW, IT THEREFORE RESOLVED that pursuant to the Section and Law, and the terms of the Agreement above referred to, that the Board of the County, does order and provide that the grade crossing at Fort Jackson, Arkansas, Bridge No. 1254, be and the same is hereby legally vacated, abandoned and closed, and the engineers of the Commission are directed to physically close and obstruct the same.