S.R.C. MINUTES

DISTRICT NO. 2

CAROLINE CO.

5. CAROLINE

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

State Highway Administration

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

December 18, 2003

Douglas Simmons, Director, Office of Planning and Preliminary Engineering executed a road transfer agreement dated April 23, 2002 between the State Highway Administration and The Town of Denton, Maryland, 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 Town is the date of the road transfer agreement.

State Highway Administration to The Town of Denton, Maryland, located in Caroline County, Maryland:

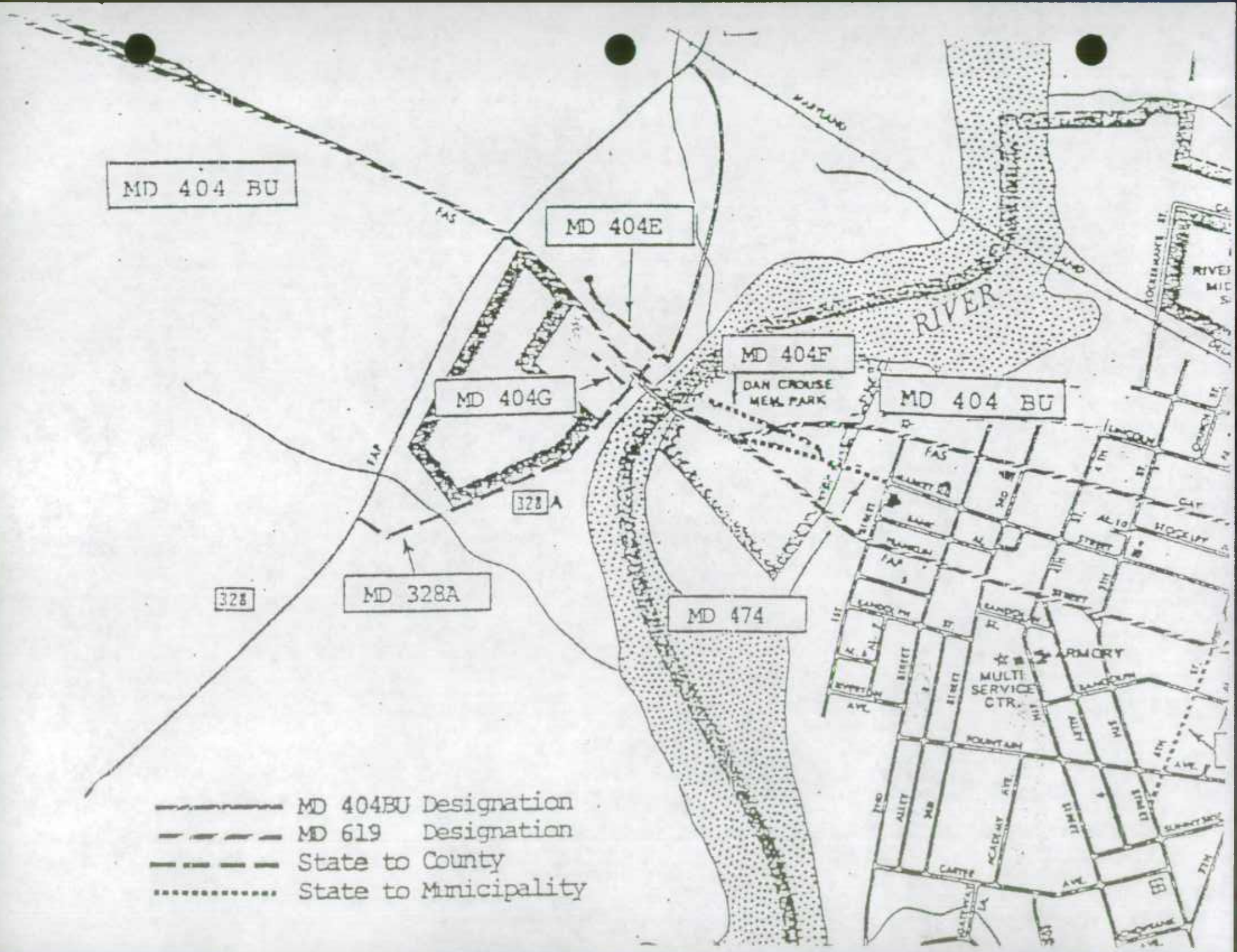
MD Route 404F (No Name) – From M.P. 0.00 (Road End) to M.P. 0.08 (Market Street) MD 0474, a total distance of 0.08± mile

Total mileage to the Town – 0.08± mile

Item No.: 87764

Said agreement has previously been executed by the appropriate officials of the SHA and The Town of Denton, Maryland and approved as to form and legal sufficiency by Special Counsel, Sidney S. Campen, Jr.

SNC:seb


MD 404 BU
MD 404E
MD 404F
DAN CROUSE MEM. PARK
MD 404 BU
MD 404G
MD 328A
MD 474
RIVER
MULTI SERVICE CTR.
MD 404BU Designation
MD 619 Designation
State to County
State to Municipality

ROAD TRANSFER AGREEMENT

THIS ROAD TRANSFER AGREEMENT, made this 22nd day of APRIL, 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 The Town of Denton, Maryland, hereinafter referred to as the "Town", 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 Town the hereinafter described section of road which heretofore was constructed by the State and the Town has agreed to accept same as an integral part of the Town'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 Town and the Town 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 Town's highway system, (hereinafter collectively referred to as the "Roadway") as shown on the Exhibit attached hereto and incorporated herein:

SHA to The Town of Denton, Maryland:

MD Route 404F (No Name) - From M.P. 0.00 (Road End) to M.P. 0.08 (Market Street) MD 0474, a total distance of 0.08± miles

Item No.: 87764 Total mileage - 0.08±

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

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

B. The Roadway will be included in the Town'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 Town will include the Roadway (i.e., the additional 0.08± 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 Town is made on an "as-is" basis, including the existing right of way, the existing condition of the roadway and all appurtenances and bridge structures.

E. The Town 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 Town 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 the 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: _____ 12/19/03
Director, Office of Planning
and Preliminary Engineering

Approved as to form and legal sufficiency this 1st day of November, 1999.

Chief, Utility and Road
Conveyance Section

Special Counsel

RECOMMENDED FOR APPROVAL

THE TOWN OF DENTON, MARYLAND

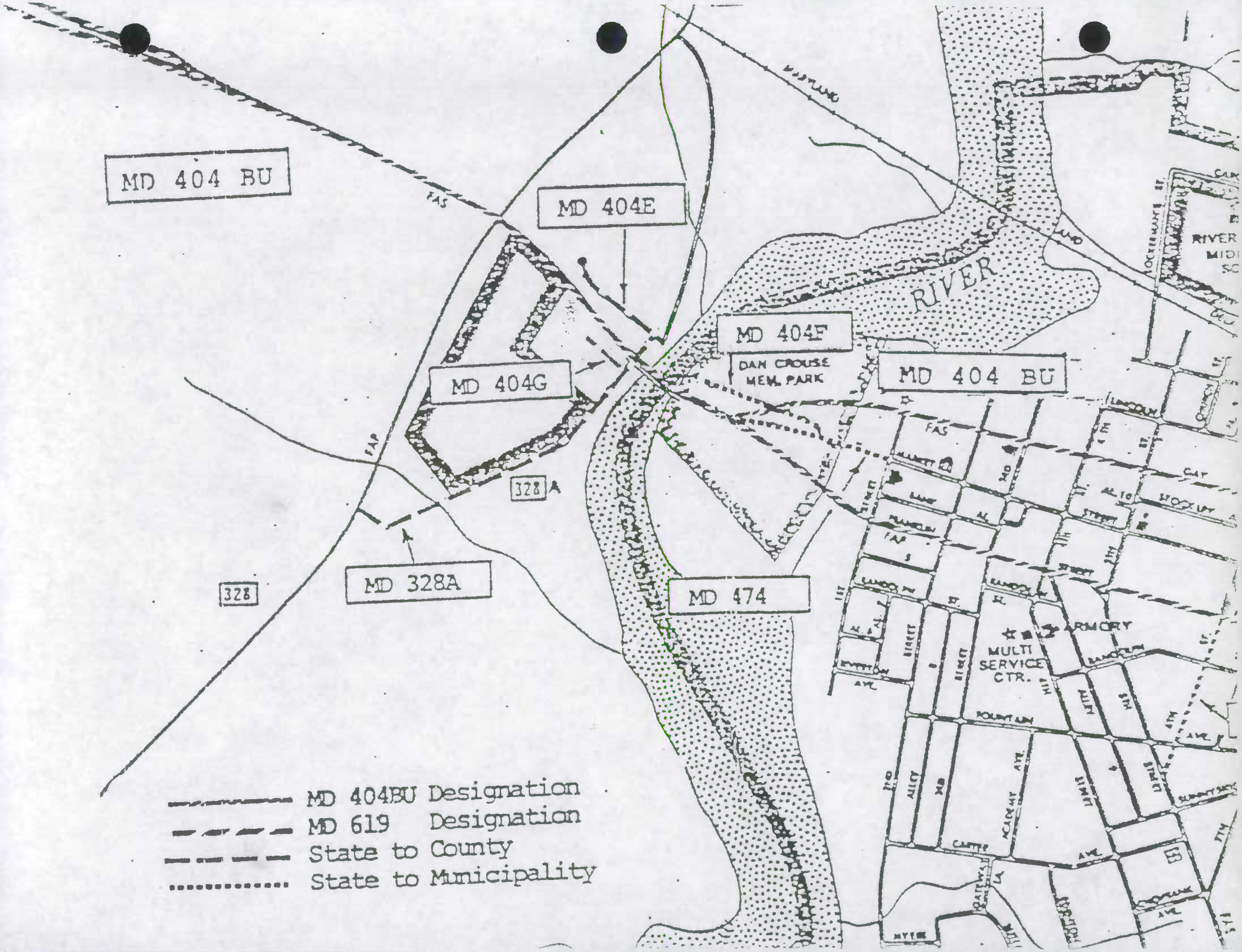
WITNESS:

By: _____
~~Town Administrator~~ MAYOR

Approval as to form and legal sufficiency this 23rd day of April, ~~19~~ 2002.

Town Public Works
Director

Town Attorney


MD 404 BU
MD 404E
MD 404F
DAN CROUSE MEM. PARK
MD 404 BU
MD 404G
328 A
MD 328A
328
MD 474
RIVER
ARMORY
MULTI SERVICE CTR.
MD 404BU Designation
MD 619 Designation
State to County
State to Municipality

Maryland Department of Transportation
State Highway Administration

David L. Winstead
Secretary
Parker F. Williams
Administrator

Caroline Co

November 13, 1997

MEMORANDUM

TO: Joseph Benedetta
H.I.S.T. Data Support

FROM: Robert M. Pontier, Sr.
Right of Way Coordinator
Utility and Road Conveyance Section

R.M.P.

SUBJECT: Road Conveyance to Town of Denton

MD 474 (Market St.) - From MD 404
(Gay & Franklin Sts.) to MD 313 (6th St.)
for a distance of 0.52± mile.
Item No.: 87766

In accordance with the attached copy of a Road Transfer Agreement dated November 23, 1973, and attached M.O.A. of same date, please delete MD 474 from the Highway Location Reference, Vol. 1, Caroline County, Page 14.

According to Mr. James B. Schmick, Resident Maintenance Engineer, the Town wants this road. They do not have any evidence of any other road transfer for it. Therefore, this office will convey the road as indicated in the above referenced agreement.

Please check your records to see if maintenance costs for the section shown in the Highway Location Reference book is being paid to the Town. If not, please credit them for maintenance.

For any further information, please contact the writer or Mr. James Schmick, Resident Maintenance Engineer, Denton Shop, telephone no. 410-479-0770.

Thank you.

RMP:seb
Attachment: Road Transfer Agreement and M.O.A. dated 11-23-73

My telephone number is 410-545-2810

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

Caroline County
state to town of Denton
Md 474
&
Md 619

MEMORANDUM OF ACTION OF STATE HIGHWAY ADMINISTRATOR BERNARD M. EVANS
FRIDAY, NOVEMBER 23, 1973
* * *

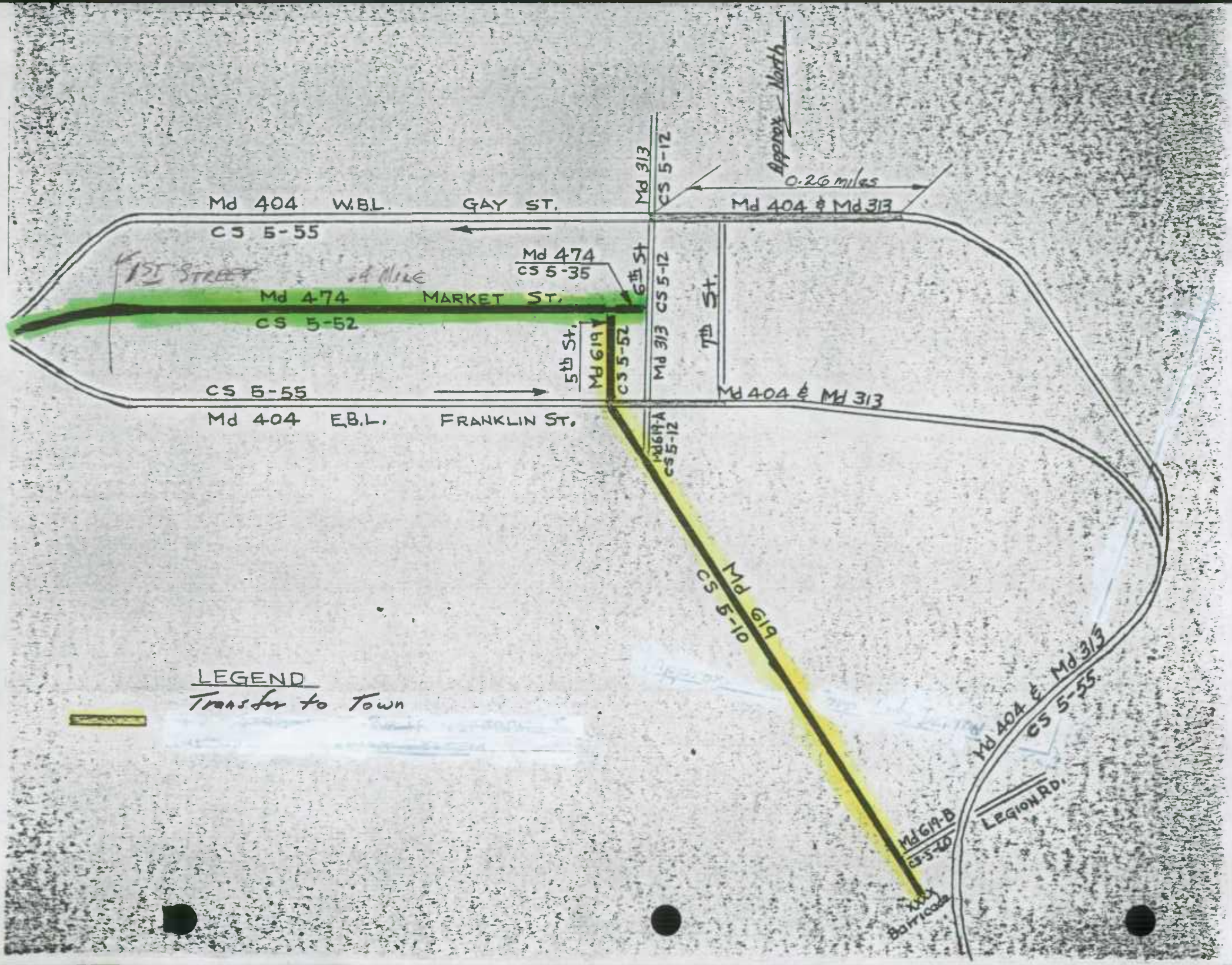
Administrator Evans executed agreement dated November 23, 1973, between the State Highway Administration and the Town of Denton, Maryland, relative to transfer by the Administration to the Town for maintenance purposes as part of the Town Highway System, of the following described sections of State constructed roads, subject to the conditions more fully set forth in the agreement:

Md. 474 (Market St.) - From Md. 404 (Gay and Franklin Sts.) to Md. 313 (6th St.) for a distance of 0.52± mile.

Md. 619 (5th Ave.) - From barricade south of Md. 619-B (Legion Rd.) to Md. 474 (Market St.) for a distance of 0.80± mile.

Said agreement had previously been executed by the Town of Denton, approved as to form and legal sufficiency by Administrative Special Attorney Sfekas, and approved by Director, Office of Planning and Preliminary Engineering Hajzyk.

Copy: Mr. W. E. Woodford, Jr.
Mr. H. G. Downs
Mr. N. B. Friese
Mr. L. E. McCarl
Mr. R. C. Pazourek
Mr. J. M. Wright
Mr. R. J. Hajzyk ✓
Mr. C. E. Caltrider
Mr. C. W. Reese
Mr. H. H. Bowers
Mr. T. Hicks
Mr. E. J. Dougherty
Mr. T. L. Cloonan
Mr. Charles Lee
Mr. P. S. Jaworski
Miss D. J. Sinners
Town of Denton
Secretary's File
SHA-Caroline County file


Approx. North
0.26 miles
Md 313
CS 5-12
Md 404 W.B.L.
GAY ST.
Md 404 & Md 313
CS 5-55
Md 474
CS 5-35
6th St.
CS 5-12
1st Street
1/4 Mile
Md 474
MARKET ST.
CS 5-52
5th St.
Md 619
CS 5-52
Md 313
7th St.
CS 5-55
Md 404 & Md 313
Md 404 E.B.L.
FRANKLIN ST.
Md 619-A
CS 5-12
Md 619
CS 5-10
Md 404 & Md 313
CS 5-55
LEGION RD.
Md 619-B
CS 5-10
Barricade
LEGEND
Transfer to Town

THIS AGREEMENT made this 23rd day of November, 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 Town of Denton, Maryland, hereinafter referred to as "Town," 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 sections of State roads 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 sections of roads which heretofore was constructed by the State to the "Town," party of the second part, and the "Town" has agreed to accept the same as an integral part of the Town 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 "State Highway Administration," party of the first part, does hereby transfer, convey and quitclaim unto the "Town" and the "Town," 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 Town Highway System:

Md. 474 (Market St.) - From Md. 404 (Gay and Franklin Sts.) to Md. 313 (6th St.) for a distance of 0.52± mile.

Md. 619 (5th Ave.) - From barricade south of Md. 619-B (Legion Rd.) to Md. 474 (Market St.) for a distance of 0.80± 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, 1973.

3. The basis for the allocation of funds will include the additional 1.32± miles in the allocation to the Town beginning July 1, 1974.

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.

WITNESS:

THE STATE HIGHWAY ADMINISTRATION OF THE DEPARTMENT OF TRANSPORTATION

By: Bernard M. Evans
Bernard M. Evans
State Highway Administrator

APPROVED:

Robert J. Hoggard
Director, Office of Planning and Preliminary Engineering

Approved as to form and legal sufficiency this 6th day of November, 1973.

James S. Fisher
Administrative Special Attorney

ATTEST:

Mary K. Turbington
Secretary-Treasurer

TOWN OF DENTON, MARYLAND

By: James E. Hammond
Mayor

Approved as to form and legal sufficiency this 31st day of October, 1973.

R. Thomas Fearnyhough
Town Attorney

5.7

6-0 3.0

1995 ROAD IMPROVEMENT CYCLE

ALLEY #12, DENTON MUNICIPAL ROUTE 8120

TRANSFER FROM MUNICIPAL TO CAROLINE COUNTY MAINTENANCE

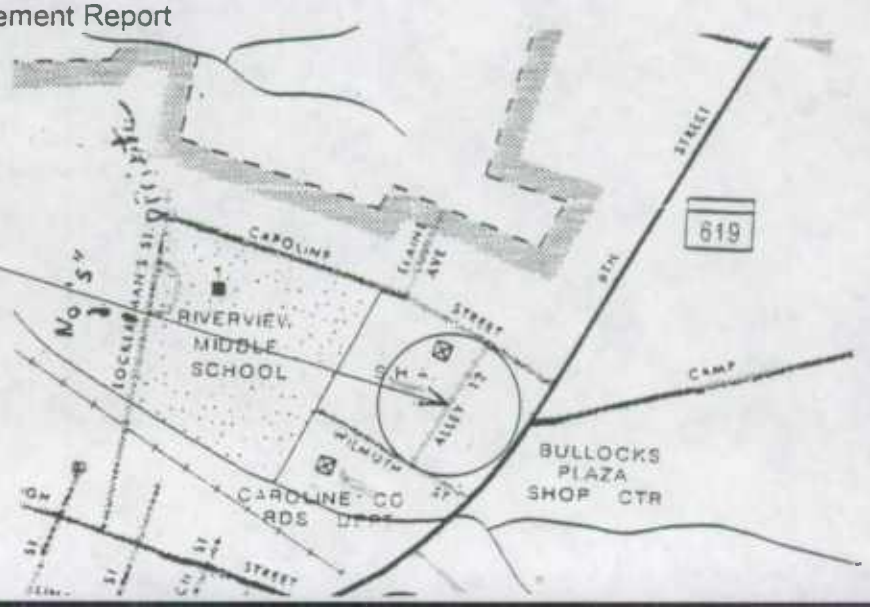
Friday, December 01, 1995

While reviewing the Caroline County 1995 Road Improvement Report, I saw a road formerly known as Denton Municipal Route 8120, Alley #12 had been reported as a State Highway Administration-to Caroline County road transfer (County Improvement number 95-15). The new name of this road is "**Quality Drive**." This road runs from Wilmuth Street to Caroline Street. I called Ms. Terry Fearins, the Town Manager of Denton to check the maintenance of this road. She said the town had always believed they owned and maintained the road until SHA first proposed transferring the road to the county. As the Denton town lawyer researched the issue, they discovered this road had **always been owned by SHA.** The reason this road had been owned by SHA is most probably it served as the only access to the SHA Maintenance shop in Denton.

I asked Ms. Fearins to include all this information in Denton's 1995 Road Improvement Report. This office will process the transfer as a direct municipal-to-county road transfer.

Kjp
cc: Caroline County 1995 Road Improvement Report
Denton 1995 Road Improvement Report
SHA Minutes file.

Now "Quality DRIVE"



USA
Schubert
1650

Fax Note 7672

To: Karen Towers
Company: SHA
Location: Room 105
Telephone #:
Fax #:
Comments:

No. of Pages: 1
Today's Date: 12-6-95
Time: 2:05 P.M.
From: Larry Lewis
Company: Caroline Co. Public Works
Location:
Dept. Charge:
Telephone #: 410-479-0520
Fax #: 410-479-0459
Original Disposition: ☐ Destroy ☐ Return ☐ Call for pickup

This is a cover letter to the deed. If you would like a copy of the deed, give me a call.

Maryland Department of Transportation
State Highway Administration

David L. Winstead
Secretary
Hal Kassoff
Administrator

September 26, 1995

Project: CO 214-X-215
Former: William Bullock
Item No.: 15780, COPM 2

Mrs. Diane Pippin
County Commissioners of Caroline Co.
P.O. Box 386
Denton, Maryland 21629

Dear Mrs. Pippin:

Thank you for County check number 025538 for $875.00.

Enclosed is the executed deed conveying the excess land of the above property. Please have this deed recorded among the Land Records of Caroline County and forward to us the date of recordation, Liber and folio numbers so that we may close our records. A recordation card is attached for your convenience.

Thank you for your cooperation in this matter.

Sincerely,

Dwayne R. Kershner
Property Manager
Real Estate Sales

DRK:seb
Enclosures: Deed with plat

QUALITY DRIVE IS PART OF PARCEL TRANSFERRED 12-7-95 KH

Check ~~Deed~~ Received: Dwayne R. Kershner
Date: 9/26/95

My telephone number is 333-1650

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

QUALITY

Maryland Department of Transportation
State Highway Administration

O. James Lighthizer
Secretary
Hal Kassoff
Administrator

OFFICE OF DISTRICT ENGINEER
615 MORGNEC ROAD - P. O. BOX 299
CHESTERTOWN, MARYLAND 21620

October 13, 1992

The Honorable William J. Messick
Town of Federalsburg
P. O. Box 471
Federalsburg, MD 21632

RE: MD 307
Academy Avenue

Dear Mayor Messick:

This is a follow-up to our recent meeting regarding the reconstruction of MD 307 (Academy Avenue) in Federalsburg.

In accordance with the agreement dated May 7, 1990, between the Town of Federalsburg and the State Highway Administration (SHA), ownership of this section of roadway was to be transferred to the Town at the completion of the reconstruction project. At our meeting, we were all in agreement that the project had been completed to everyone's satisfaction and the Town was ready to accept ownership.

It is therefore the purpose of this letter to officially transfer ownership of MD 307 to the Town of Federalsburg effective October 1, 1992.

I appreciate the opportunity to have worked with you and your staff on this project and if you have any further questions, please do not hesitate to contact this office.

Sincerely,

Paul D. Armstrong
Acting District Engineer

PDA/clk

cc: Mr. James Helm
Mr. James B. Schmick
Mr. Terry O. Wright

My telephone number is (410)778-3061 - 1-800-637-9740

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

May 11, 1990

M E M O R A N D U M

TO: Distribution List

FROM: John T. Neukam, Chief
Highway Information Services Division

SUBJECT: MD 313/404 Route Designations
Caroline County

Neil J. Pedersen, Director, Office of Planning and Preliminary Engineering, has approved the following route designations as a result of the construction of the Denton Bypass.

Existing MD 404 from relocated MD 404 west of Denton to relocated MD 404 southeast of Denton, a distance of 2.32± miles, shall be designated as MD 404BU (Business).

Existing MD 619A from 5th Street north to Gay Street, a distance of 0.33± miles, and existing MD 313 from Gay Street north to relocated MD 404, a distance of 0.76± miles, for a total distance of 1.09± miles, shall be designated as MD 619.

Relocated MD 404 from MD 313/619 southerly to MD 313 near Anderstown, a distance of 5.88± miles, shall be designated as MD 313/404 concurrent.

A map indicating the above route designations is attached.

JTN:jel
Attachments

My telephone number is (301) 333-1309

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

Distribution List

Mr. H. Kassoff
Ms. E. Homer
Mr. B. B. Myers
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. J. W. Williams
Mr. D. Lang
Mr. P. D. Armstrong
Mr. R. S. Vandevisser
Mr. J. T. Neukam
Mr. J. D. Bruck
Mr. R. C. Davison
Mr. R. W. Byron
Mr. W. E. Ensor
Mr. G. V. Kolberg

Mr. D. Clifford
Mr. C. Rose
Mr. A. M. Capizzi
Mr. T. Watts
Mr. R. L. Daff
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
Office of Public Affairs
Chairman, Road Board for Caroline County
Chairman, Planning Commission for Caroline County
Mr. William Muller, Engineer, Town of Denton


404
BUS 404
328
328A
313
313/404
619
WEST DENTON
RIVER
CHOPTANK
WESLEYAN RETIREMENT CENTER
WESLEYAN CAMP
MULTI SERVICE CTR
CHILD DEVEL CTR
CAROLINE NURSING HOME
LIONS PARK
SEWAGE PUMPING STATION
INDUSTRIAL CENTER

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

May 8, 1990

Director Pedersen, Office of Planning and Preliminary Engineering executed a road transfer agreement effective May 7, 1990, between the State Highway Administration and the Town of Federalsburg, 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 the Town of Federalsburg

MU0082 MD 306 (E. Central Avenue) from MD 315 (Liberty Road) easterly to the town limits of Federalsburg approximately 0.07± miles east of Geraldi Blvd., including the structure #50023P carrying MD 306 over Tanyard Branch, for a total distance of 0.29± miles.

MU0005 MD 307 from road end at South Main Street (MU #182) westerly to the town limits at Charles Street (MU #100), a total distance of 0.50± miles.

MU0255 MD 308 (Rosser Road) from the town limits at River Road (MU #250) northerly to the end of State maintenance at South Main Street (MU #182) and the Maryland-Delaware Railroad tracks, for a total distance of 0.24± miles.

MU0120 MD 630 (Denton Road) from MD 315 (North Main Street) northerly to the end of State maintenance at the town limits approximately 0.04± miles north of Laurel Grove Road (MU #170), a total distance of 0.24± miles.

MU0245 MD 634 (Reliance Avenue) from the intersection of MD 313 and MD 318 northerly to MD 315, a total distance of 0.48± miles.

Town of Federalsburg to the State Highway Administration

#5030 Marshyhope Creek bridge, carrying East Central Avenue over the Marshyhope Creek, (formally known as State structure #CA5010 prior to 1965), a total distance of 0.04± miles.

The effective date for the transfer of MD 307 shall be upon completion of the special project for sewer reconstruction to MD 307 as agreed to between the parties in an agreement dated November 2, 1989. The effective date of transfer for MD 306, MD 308, MD 630, MD 634 and the Marshyhope Creek bridge is May 7, 1990.

Said agreement had previously been executed by the Mayor of the Town of Federalsburg and approved as to form and legal sufficiency by Assistant Attorney General Jean Colburn.

Maps indicating the roads being transferred are attached.

JH:jel
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. J. W. Williams
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Mr. P. D. Armstrong
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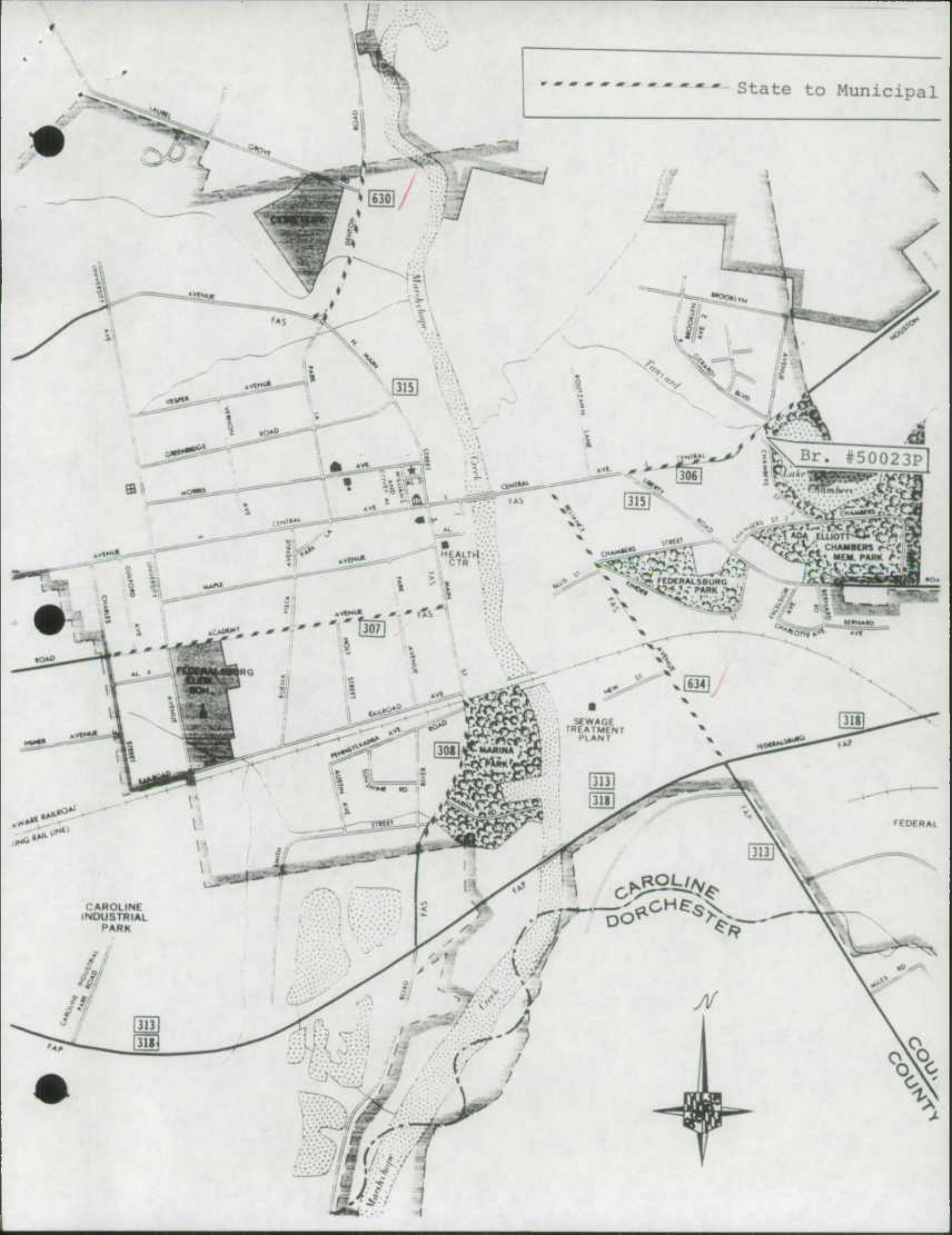
Mr. D. Clifford
Mr. C. Rose
Mr. A. M. Capizzi
Mr. T. Watts
Mr. R. L. Daff, Sr.
Mr. D. A. Bochenek
Mr. M. R. Baxter
Mr. E. T. Paulis, Jr.
Mr. P. E. Perkins
Mr. R. C. Pazourek
Mr. P. Stout
Mr. J. S. Koehn
Mr. J. Shea
Mr. J. Weisner
Mr. K. Oelmann
Mr. W. R. Smith
Mr. J. Thompson
Mr. L. Schultz
Office of Public Affairs
Chairman, Road Board for Caroline County
Chairman, Planning Commission for Caroline County


State to Municipal
Br. #50023P
630
315
306
307
308
634
318
313
HEALTH CTR
SEWAGE TREATMENT PLANT
MARINA PARK
FEDERALSBURG PARK
ADA ELLIOTT CHAMBERS MEM. PARK
CAROLINE INDUSTRIAL PARK
CAROLINE
DORCHESTER
COUNTY
FEDERAL
N

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

May 8, 1990

Director Pedersen, Office of Planning and Preliminary Engineering executed a road transfer agreement effective May 7, 1990, between the State Highway Administration and Caroline 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 Caroline County

Co465 MD 328A from MD 328 northerly to end of State maintenance at the intersection of MD 404E and River Road (Co. #438), for a total distance of 0.43± miles.

Co460 MD 404E from the intersection of MD 328A and River Road (Co. #438) westerly to road end, a total distance of 0.10± miles.

Co461 MD 404G from MD 328A westerly to road end, for a total distance of 0.05± miles.

Co462 MD 404H from MD 404BU westerly to road end approximately 0.06± miles west of Orly Drive (Co. 407), for a total distance of 0.46± miles.

Co463 MD 404I from MD 404 northerly to MD 404J, a total distance of 0.03± miles.

Co464 MD 404J from road end approximately 0.01± miles west of MD 404I easterly to road end approximately 0.35± miles east of MD 404I, for a total distance of 0.36± miles.

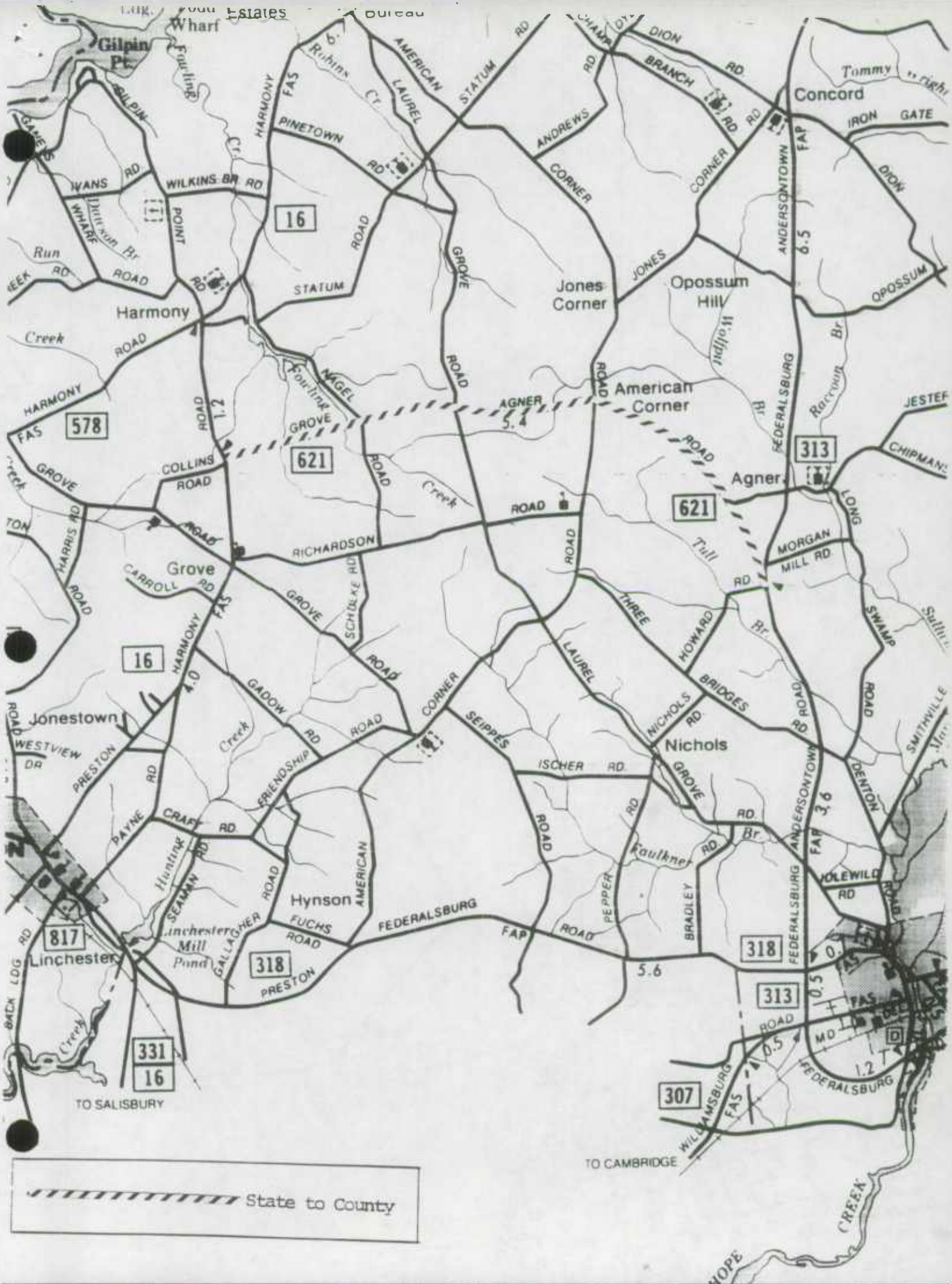
Co459 MD 621 from MD 16 easterly to MD 313, a total distance of 5.~~54~~ 77± miles.

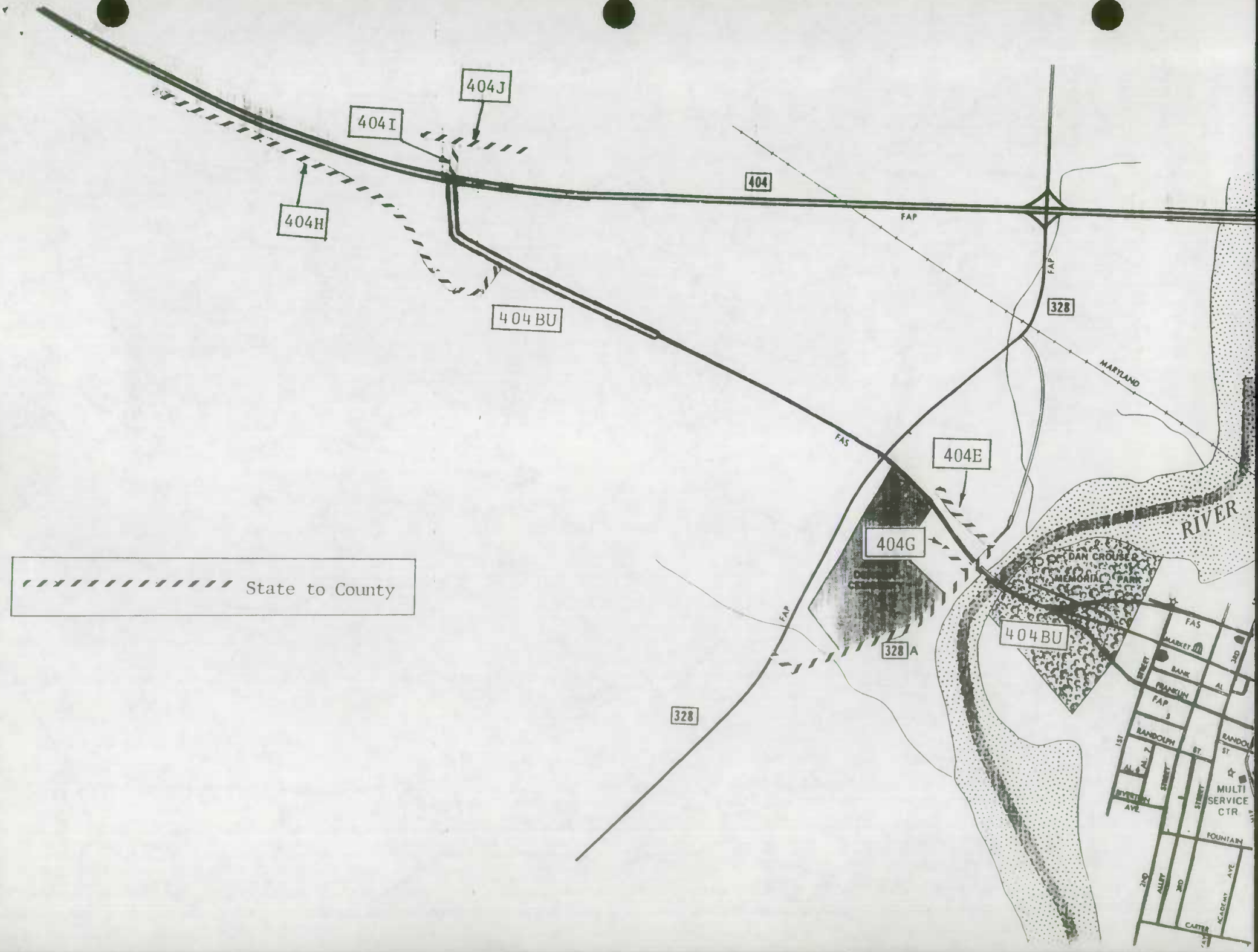
Said agreement had previously been executed by the County Officials of Caroline County and approved as to form and legal sufficiency by Assistant Attorney General Jean Colburn.

Maps indicating the roads being transferred are attached.

JH:jel
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. J. W. Williams
Mr. D. Lang
Mr. P. D. Armstrong
Mr. R. S. Vandevisser
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. 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
Office of Public Affairs
Chairman, Road Board for Caroline County
Chairman, Planning Commission for Caroline County


Wharf
Gilpin Pt.
Harmony
Grove
Jonestown
Linchester
Hynson
Jones Corner
Opossum Hill
American Corner
Agner
Nichols
Concord
16
578
621
313
817
318
331
307
TO SALISBURY
TO CAMBRIDGE
State to County


404J
404I
404H
404
FAP
404BU
328
MARYLAND
FAS
404E
404G
RIVER
DAN CROUSE MEMORIAL PARK
404BU
328A
FAP
328
FAS
MARKET
BANK
FRANKLIN
FAP
RANDOLPH
ST.
1ST
STREET
MULTI SERVICE CTR
FOUNTAIN
2ND
ALLEY
3RD
KARCAY AVE
CARTER
State to County

MEMORANDUM OF ACTION OF ADMINISTRATOR HAL KASSOFF
TUESDAY, MAY 23, 1989
* * *

Administrator Kassoff executed the following deed, dated May 23, 1989, 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 deed:

Grantees	Conveyance	In Accordance With
David W. Smith, Sr. & Robyn L, wife	0.455± A. (Parcel 1) & 0.042± A. (Parcel 2) of old road bed located on WS of Md. Rte. 313 (Denton-Greensboro Rd.) at Chapel Creek in Caroline County, Md.; former old unused R/W of Md. Rte. 313, Item 28665, Proj. CO-142-001-220.	Land offered to the Smiths & they bid $1,000, which was rejected, Informed of appraised value they bid the appraised fair market value of $1,811.

Copy: Mr. J. A. Agro, Jr.
Mr. B. B. Myers
Mr. C. Stickles
Mr. R. A. Conway
Mr. J. W. Williams
Mr. R. M. Pontier, Sr.
Mr. J.F. Mahorney (2)
Mr. J. T. Neukam ✓
Secretary's File
Proj. CO-142-001-220

MEMORANDUM OF ACTION OF ADMINISTRATOR HAL KASSOFF
THURSDAY, APRIL 6, 1989
* * *

Administrator Kassoff executed the following deed dated April 6, 1989, 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
Irl A. Daffin	9094.6 sq. ft. of old road bed of Md. Rte. 16 & 53 sq. ft. of former R.Maloney prop., located on SE side of Md. Rte. 16 (Harmony-Denton Rd.) in Williston, Caroline County; former prop. of R. Maloney, Item 57653-Parcel 1, Proj. CO-359-007-271.	Land offered to adjoining owner whose bid was rejected, after which he increased the amount to the fair appraisal value.

Copy: Mr. J. A. Agro, Jr.
Mr. B. B. Myers
Mr. C. Stickles
Mr. R. A. Conway
Mr. J. W. Williams
Mr. R. M. Pontier
Mr. J. F. Mahorney (2)
Mr. J. T. Neukam
Secretary's File
SHA-Caroline County File

MEMORANDUM OF ACTION OF ADMINISTRATOR HAL KASSOFF
FRIDAY, MARCH 18, 1988
* * *

Administrator Kassoff executed the following deed dated March 18, 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
Wallace E. Hutson & Janet K. Hutson, wife	0.542± A. excess land located NE side of MD Rte. 313 (Denton-Greensboro RD) 1/2 mile N. of the Denton City limits in Caroline County; former prop. of David N. Magaha, Item 72013, Proj. CO-321-305-270.	Standard Conveyance Deed (under the terms of an option)

Copy: Mr. J. A. Agro, Jr.
Mr. B. B. Myers
Mr. C. Stickles
Mr. J. F. Mahorney (2)
Mr. J. W. Williams
Mr. J. T. Neukam
Mr. R. A. Conway
Secretary's File
Project CO-321-305-270

MEMORANDUM OF ACTION OF ADMINISTRATOR HAL KASSOFF
MONDAY, DECEMBER 7, 1987
* * *

Administrator Kassoff executed the following deed dated December 7, 1987, 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
Melvin L. Cook and Barbara D. A., wife	22,690± Sq.Ft., with frame rancher, located on ES of Md. Rte. 16, approx. 650 ft. W. of Towes Rd., 4 mi. S. of Denton, Caroline Co.; former prop. of Chas. E. Carey et ux, Item 70131-A, Proj. CO-321-301-278.	Auction bid in amount of $35,000; initial deposit of $4,000, as requested by bid form, on file in the Cashier's Office.

Copy: Mr. J. A. Agro, Jr.
Mr. B. B. Myers
Mr. D. E. Muser
Mr. R. M. Pontier
Mr. J. T. Neukam
Secretary's File
Project CO-321-301-278.

MEMORANDUM OF ACTION OF ADMINISTRATOR HAL KASSOFF
MONDAY, OCTOBER 19, 1987
* * *

Administrator Kassoff executed the following deed dated October 19, 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 grantees named, the parcel of land as indicated and as more fully described in the deed:

Grantees	Conveyance	In Accordance With
Thomas S. Bilbrough & Phyllis A., wife	.087 A. excess land located WS of Md. Rte. 404 (Denton-Bridgeville Rd.) at intersection with Camp Rd. (Campground Rd.) in Denton, Caroline Co.; former prop. of Richard L. Wilson, Item 72035, Proj. CO-321-305-270.	Option Agreement

Copy: Mr. J. A. Agro, Jr.
Mr. B. B. Myers
Mr. C. Stickles
Mr. R. A. Conway
Mr. J. Williams
Mr. J. F. Mahorney (2)
Mr. J. T. Neukam
Secretary's File
Project CO-321-305-270

September 18, 1980

M E M O R A N D U M

TO: Mr. James W. Wright, District Engineer
District #2

FROM: J. T. Neukam, Chief
Bureau of Highway Statistics

SUBJECT: Denton, Caroline County
Route Designations

In accordance with your recent request and with the concurrence of the Director, Office of Planning and Preliminary Engineering, the Assistant Chief Engineer - Traffic and the Bureau of Highway Planning and Program Development, we are making the following route number changes:

1. Relocated Maryland Route 328 from 0.51 mile south of Old Maryland Route 404 to 0.39 mile north of Old Maryland Route 404 would be designated Maryland Route 328.

2. Old Maryland Route 328 from 0.39 mile south of Old Maryland Route 404 to Old Maryland Route 404 would be designated Maryland Route 328 A.

3. Relocated Maryland Route 404 from 0.33 mile west of Old Maryland Route 328 to First Street in Denton would be designated Maryland Route 404.

4. Old Maryland Route 404 from the barricade 0.10 mile west of River Road to the barricade on the west side of the Old Denton Draw Span would be redesignated Maryland Route 404 E.

5. Old Maryland Route 404 from the barricade on the east side of the Old Denton Bridge to Market Street would be redesignated Maryland Route 404 F.

6. Market Street from Maryland Route 404 to First Street would be designated Maryland Route 474.

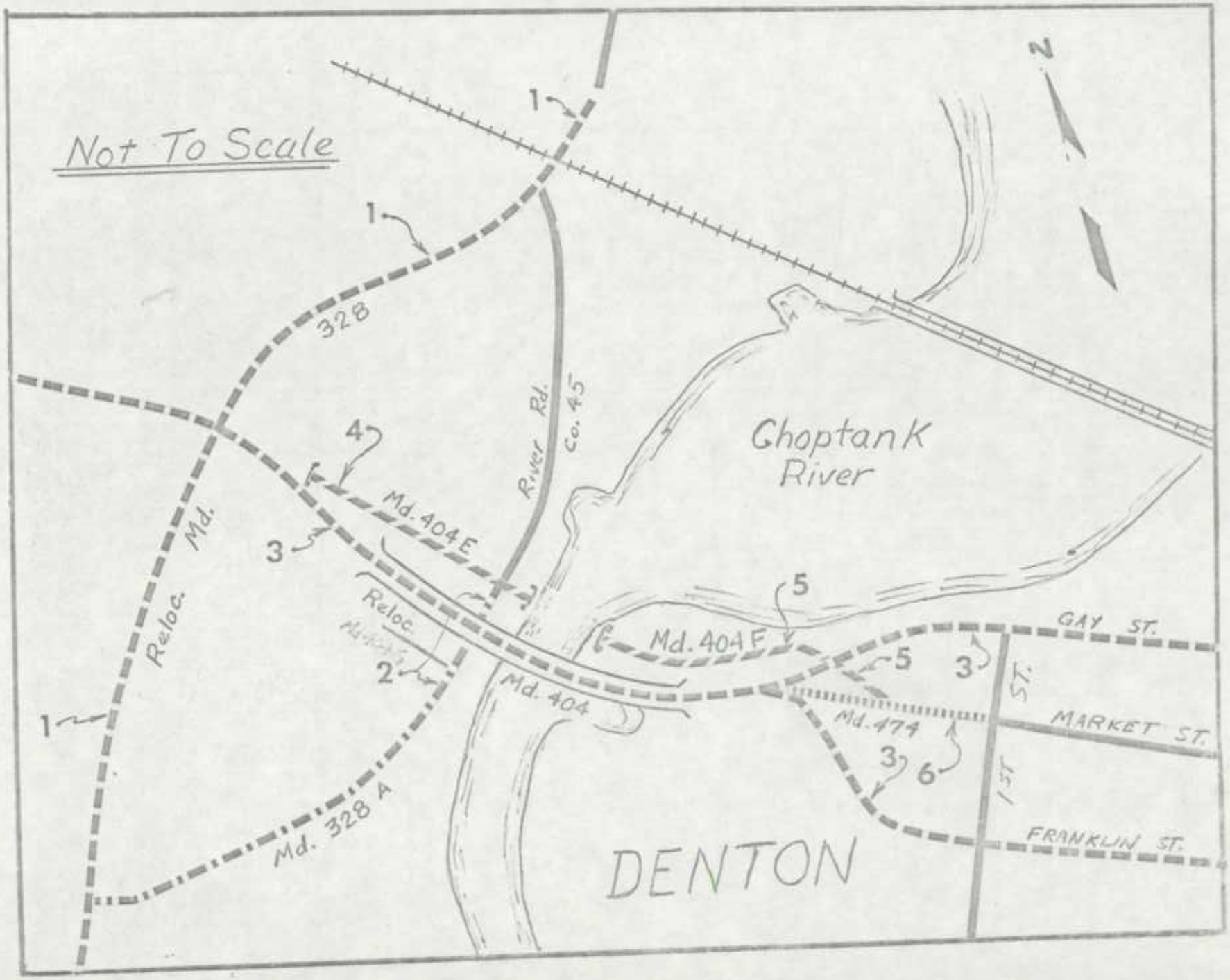
It was suggested by the Assistant Chief Engineer-Traffic that Md. 328 north of Md. 404 not be signed as such lest traffic be drawn to use it when they otherwise would not want to.

Attached, for your convenience, is a map segment indicating the proposed route designations.

Should you have any questions or a need for additional information, please do not hesitate to contact this Office.

JTN:GLS:eh
Attachment

cc: M. S. Caltrider
F. J. Gottemoeller
W. K. Lee, III
H. Kassoff
A. L. Gardner
W. F. Lins, Jr.
T. Hicks
T. L. Cloonan
E. L. Davis
J. N. Day
Wm. F. Schneider, Jr.
R. J. Housf
P. S. Jaworski
W. W. Knipple
C. Lee
D. W. Taylor
P. A. Milash
R. S. Kiel
C. W. Reese
E. K. Roche
2nd Lieut. C. Troutman
Md. State Police
W. G. Schreiber
B. Sedgwick
B. L. Stewart
J. L. White
R. Ward, Tax Maps
A. F. Yurek
R C Davison


Not To Scale
N
1
1
328
River Rd.
Co. 45
4
Md. 404 E
3
Reloc. Md.
Reloc.
2
1
Md. 328 A
Md. 404
Choptank River
5
Md. 404 E
5
3
GAY ST.
1ST ST.
MARKET ST.
Md. 474
3
6
FRANKLIN ST.
DENTON

Caroline County
State to town of Denton
Md 474
&
Md 619

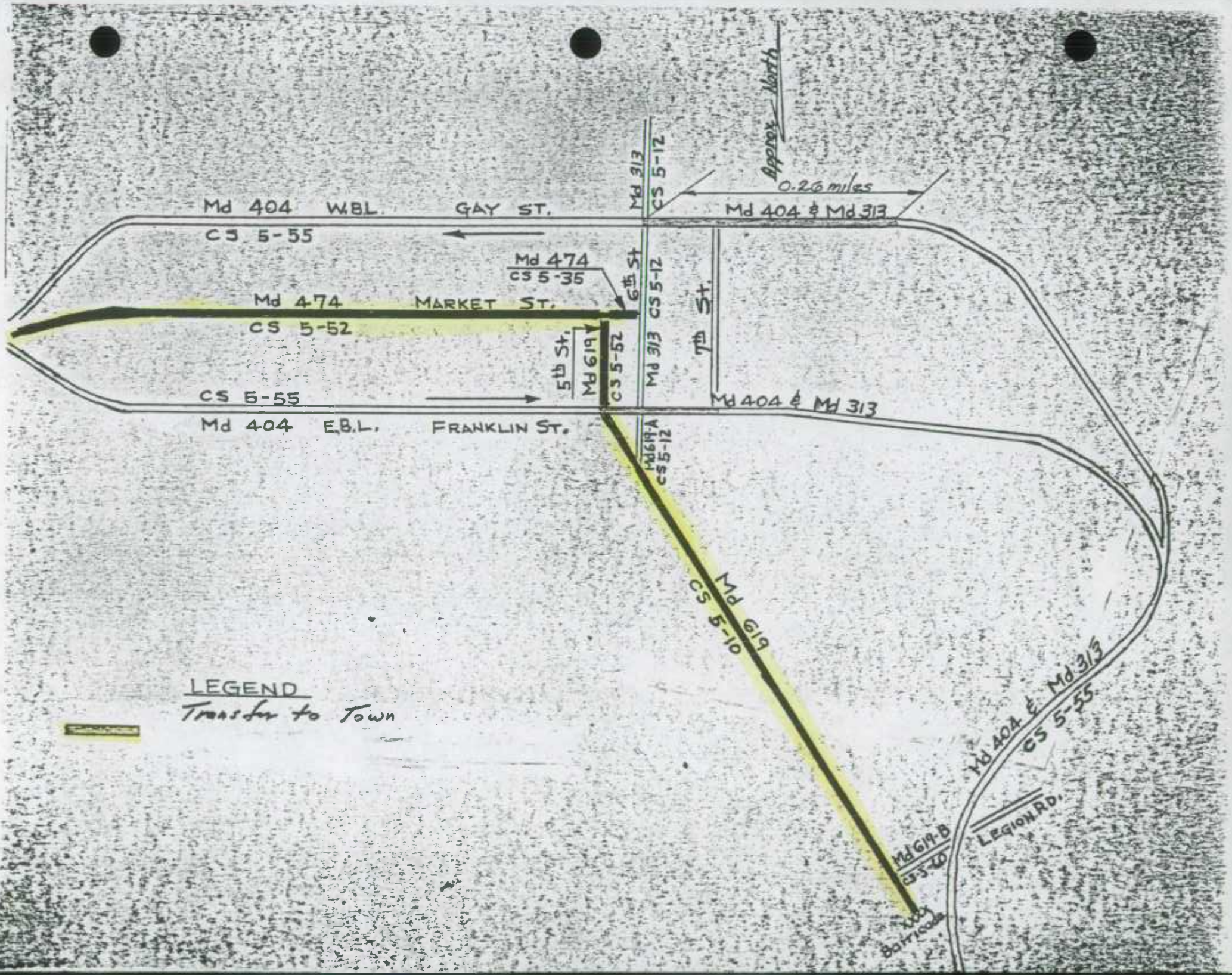
MEMORANDUM OF ACTION OF STATE HIGHWAY ADMINISTRATOR BERNARD M. EVANS
FRIDAY, NOVEMBER 23, 1973
* * *

Administrator Evans executed agreement dated November 23, 1973, between the State Highway Administration and the Town of Denton, Maryland, relative to transfer by the Administration to the Town for maintenance purposes as part of the Town Highway System, of the following described sections of State constructed roads, subject to the conditions more fully set forth in the agreement:

Md. 474 (Market St.)	-	From Md. 404 (Gay and Franklin Sts.) to Md. 313 (6th St.) for a distance of 0.52± mile.
Md. 619 (5th Ave.)	-	From barricade south of Md. 619-B (Legion Rd.) to Md. 474 (Market St.) for a distance of 0.80± mile.

Said agreement had previously been executed by the Town of Denton, approved as to form and legal sufficiency by Administrative Special Attorney Sfekas, and approved by Director, Office of Planning and Preliminary Engineering Hajzyk.

Copy: Mr. W. E. Woodford, Jr.
Mr. H. G. Downs
Mr. N. B. Friese
Mr. L. E. McCarl
Mr. R. C. Pazourek
Mr. J. M. Wright
Mr. R. J. Hajzyk ✓
Mr. C. E. Caltrider
Mr. C. W. Reese
Mr. H. H. Bowers
Mr. T. Hicks
Mr. E. J. Dougherty
Mr. T. L. Cloonan
Mr. Charles Lee
Mr. P. S. Jaworski
Miss D. J. Sinners
Town of Denton
Secretary's File
SHA-Caroline County file


Approx. North
0.26 miles
Md 404 W.B.L. GAY ST.
CS 5-55
Md 313
CS 5-12
Md 404 & Md 313
Md 474
CS 5-35
6th St.
Md 474 MARKET ST.
CS 5-52
5th St.
Md 619
CS 5-52
Md 313 CS 5-12
7th St.
CS 5-55
Md 404 & Md 313
Md 404 E.B.L. FRANKLIN ST.
Md 619-A
CS 5-12
Md 619
CS 5-10
Md 404 & Md 313
CS 5-55
LEGION RD.
Md 619-B
CS 5-10
Barricade
LEGEND
Transfer to Town

THIS AGREEMENT made this 23rd day of November, 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 Town of Denton, Maryland, hereinafter referred to as "Town," 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 sections of State roads 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 sections of roads which heretofore was constructed by the State to the "Town," party of the second part, and the "Town" has agreed to accept the same as an integral part of the Town 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 "State Highway Administration," party of the first part, does hereby transfer, convey and quitclaim unto the "Town" and the "Town," 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 Town Highway System:

Md. 474 (Market St.) - From Md. 404 (Gay and Franklin Sts.) to Md. 313 (6th St.) for a distance of 0.52± mile.

Md. 619 (5th Ave.) - From barricade south of Md. 619-B (Legion Rd.) to Md. 474 (Market St.) for a distance of 0.80± 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, 1973.

3. The basis for the allocation of funds will include the additional 1.32± miles in the allocation to the Town beginning July 1, 1974.

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.

WITNESS:

THE STATE HIGHWAY ADMINISTRATION OF THE DEPARTMENT OF TRANSPORTATION

By: Bernard M. Evans
Bernard M. Evans
State Highway Administrator

APPROVED:

Robert J. Hoffman
Director, Office of Planning and Preliminary Engineering

Approved as to form and legal sufficiency this 6th day of November, 1973.

James S. Weber
Administrative Special Attorney

ATTEST:

Mary K. Turbington
Secretary-Treasurer

TOWN OF DENTON, MARYLAND

By: [illegible]
Mayor

Approved as to form and legal sufficiency this 3rd day of October, 1973.

R. Thomas Finnegan
Town Attorney

MEMORANDUM OF ACTION OF STATE HIGHWAY ADMINISTRATOR BERNARD M. EVANS
FRIDAY, NOVEMBER 23, 1973
* * *

Administrator Evans executed agreement dated November 23, 1973, between the State Highway Administration and the Town of Denton, Maryland, relative to transfer by the Administration to the Town for maintenance purposes as part of the Town Highway System, of the following described sections of State constructed roads, subject to the conditions more fully set forth in the agreement:

Md. 474 (Market St.) - From Md. 404 (Gay and Franklin Sts.) to Md. 313 (6th St.) for a distance of 0.52± mile.

Md. 619 (5th Ave.) - From barricade south of Md. 619-B (Legion Rd.) to Md. 474 (Market St.) for a distance of 0.80± mile.

Said agreement had previously been executed by the Town of Denton, approved as to form and legal sufficiency by Administrative Special Attorney Sfekas, and approved by Director, Office of Planning and Preliminary Engineering Hajzyk.

Copy: Mr. W. E. Woodford, Jr.
Mr. H. G. Downs
Mr. N. B. Friese
Mr. L. E. McCarl
Mr. R. C. Pazourek
Mr. J. M. Wright
Mr. R. J. Hajzyk
Mr. C. E. Caltrider
Mr. C. W. Reese
Mr. H. H. Bowers
Mr. T. Hicks
Mr. E. J. Dougherty
Mr. T. L. Cloonan
Mr. Charles Lee
Mr. P. S. Jaworski
Miss D. J. Sinners
Town of Denton
Secretary's File
SHA-Caroline County file

THIS AGREEMENT made this 23rd day of November, 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 Town of Denton, Maryland, hereinafter referred to as "Town," 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 sections of State roads 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 sections of roads which heretofore was constructed by the State to the "Town," party of the second part, and the "Town" has agreed to accept the same as an integral part of the Town 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 "State Highway Administration," party of the first part, does hereby transfer, convey and quitclaim unto the "Town" and the "Town," 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 Town Highway System:

Md. 474 (Market St.) - From Md. 404 (Gay and Franklin Sts.) to Md. 313 (6th St.) for a distance of 0.52± mile.

Md. 619 (5th Ave.) - From barricade south of Md. 619-B (Legion Rd.) to Md. 474 (Market St.) for a distance of 0.80± 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, 1973.

3. The basis for the allocation of funds will include the additional 1.32± miles in the allocation to the Town beginning July 1, 1974.

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.

WITNESS:

THE STATE HIGHWAY ADMINISTRATION OF THE DEPARTMENT OF TRANSPORTATION

By: Bernard M. Evans
Bernard M. Evans
State Highway Administrator

APPROVED:

Director, Office of Planning and Preliminary Engineering

Approved as to form and legal sufficiency this 6th day of November, 1973.

Administrative Special Attorney

ATTEST:

Secretary-Treasurer

TOWN OF DENTON, MARYLAND

By: Mayor

Approved as to form and legal sufficiency this 3rd day of October, 1973.

Town Attorney

Town of Denton
To State

MEMORANDUM OF SCTION OF STATE HIGHWAY ADMINISTRATOR DAVID H. FISHER
WEDNESDAY, AUGUST 30, 1972
* * *

Administrator Fisher executed duplicate copies of agreement dated August 30, 1972, between the Town Commissioners of Denton, Maryland, in Caroline County, and the State Highway Administration, relative to transfer by the Town to the State for maintenance purposes as part of the State Highway System, the following described sections of roads, subject to the conditions more fully set forth in the agreement:

Franklin Street - From Fifth Avenue easterly to Seventh Street, a distance of 0.21 miles.

Gay Street - From Sixth Street (Md. 313) easterly for a distance of 0.26 miles.

Said agreement had previously been executed by the Town of Denton, 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. J. M. Wright
Mr. W. L. Shook
Mr. R. H. Trainor
Mr. E. J. Dougherty
Mr. T. Hicks
Mr. R. J. Hajzyk
Mr. H. H. Bowers
Mr. T. N. Cloonan
Mr. Charles Lee
Mr. P. S. Jaworski
Mr. D.J. Sinners
Town of Denton
Secretary's file
SHA-Caroline County file

THIS AGREEMENT made this 30TH day of August 1972, by and between the Town of Denton, hereinafter referred to as "Town", 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, 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 "Town", party of the first part, has agreed to transfer the following described sections of roads to the "Highway Administration", party of the second part, and the "Highway Administration" 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 "Town", party of the first part, does hereby transfer to the "Highway Administration", and the "Highway Administration", party of the second part, does hereby accept from the "Town" the following described sections of roads for maintenance purposes, as part of the State Highway System:

Franklin Street - From Fifth Avenue easterly to Seventh Street, a distance of 0.21 miles.

Gay Street - From Sixth Street (Md.313) easterly for a distance of 0.26 miles.

IT IS UNDERSTOOD AND AGREED between the parties hereto that the change in the status of the aforegoing sections of 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 excluded from the inventory

as of December 1, 1972.

3. The basis for the allocation of funds will exclude the 0.46 mile of Town street mileage in the allocation to Denton 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 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

WITNESS:

By _____
State Highway Administrator

Approved as to form and legal sufficiency this 18th day of August 1972

APPROVED:

_____
Chief Engineer

_____
Administrative Special Attorney

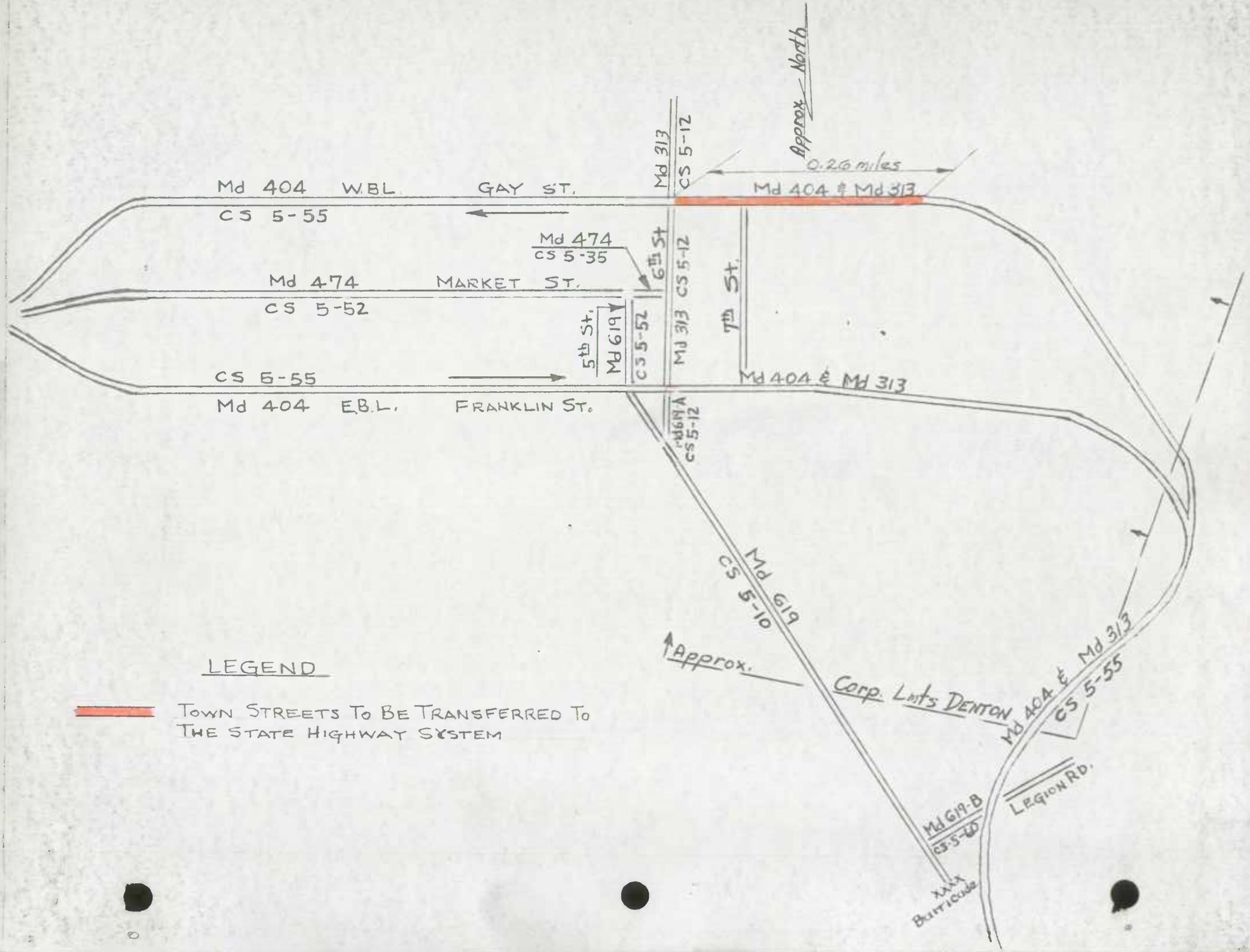
TOWN OF DENTON, MARYLAND

By _____
Mayor

ATTEST:

_____
Secretary-Treasurer

_____
Town Attorney


Approx. North
0.26 miles
Md 404 & Md 313
Md 313
CS 5-12
Md 404 W.B.L.
GAY ST.
CS 5-55
Md 474
CS 5-35
6th St.
Md 474
MARKET ST.
CS 5-52
5th St.
Md 619
CS 5-52
Md 313
CS 5-12
7th St.
CS 5-55
Md 404 & Md 313
Md 404 E.B.L.
FRANKLIN ST.
Md 619-A
CS 5-12
Md 619
CS 5-10
Approx.
Corp. Lmts DENTON
Md 404 & Md 313
CS 5-55
LEGION RD.
Md 619-B
CS 5-60
BRIDGE
LEGEND
TOWN STREETS TO BE TRANSFERRED TO THE STATE HIGHWAY SYSTEM

Check With Bush

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, DECEMBER 16, 1970
* * *

On motion of Mr. Brinsfield, seconded by Mr. Bucher, the Commission approved and Chairman-Director Fisher executed duplicate copies of agreement dated December 16, 1970, between the State Roads Commission and Caroline 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:

Old Md. 307 - From the Caroline/Dorchester County Line to Standard Beam Type Barricade adjacent to New Md. 307 C/L station 284 + 75+ as shown on plan sheet 5 of Contract Number D-344-11-171 & Co. 374-3-271; with a connection from New Md. 307 to Old Md. 307 adjacent to New Md. 307 C/L station 282 + 00+ as shown on plan sheet 5 of Contract Number D-344-11-171 and Co. 374-3-271; a total distance of 0.33± miles.

Was Md 927
Now Co. 437

Said agreement had previously been executed by the 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. J. M. Wright
Mr. W. L. Shook
Mr. C. E. Caltrider
Mr. L. A. Yost, Jr.
Mr. G. N. Lewis, Jr.
Mr. T. Hicks
Mr. B. Sedgwisk
Mr. G. W. Cassell ✓
Mr. P. S. Jaworski
Mr. Charles Lee
Miss D. J. Sinners
Caroline County Commissioners
Secretary's File
SRC-Caroline County file

THIS AGREEMENT made this 16TH day of DECEMBER 1970, by and between the State Roads Commission of Maryland, hereinafter referred to as "Commission", party of the first part, and Caroline 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 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 highway for maintenance purposes, as part of the County Highway System:

Old Md. 307 - From the Caroline/Dorchester County Line to Standard Beam Type Barricade adjacent to New Md. 307 C/L station 284 + 75± as shown on plan sheet 5 of Contract Number D 344-11-171 & Co. 374-3-271; with a connection from New Md. 307 to Old Md. 307 adjacent to New Md. 307 C/L station 282 + 00± as shown on plan sheet 5 of Contract Number D 344-11-171 and Co. 374-3-271; a total distance of 0.33± miles.

IT IS FURTHER UNDERSTOOD AND AGREED between the parties hereto that the change in the status of the aforegoing section of State constructed highway is authorized under the following conditions:

1. The aforegoing mileage will be included in the inventory as of December 1, of the year following completion of the construction of New Md. 307 from the Caroline/Dorchester County Line to the Federalsburg By-Pass.

2. The basis for the allocation of funds will include the additional 0.33± miles in the allocation to the County beginning July 1, of the year following the year and date set forth in Item 1 hereof.

3. The effective date for the transfer of this section is upon completion of the indicated improvements by the Commission as set forth in Item 1 hereof.

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 appurtenance and bridge structures, however this includes Item 3 above.

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:

Secretary

By

Chairman-Director of Highways

Approved as to form and legal sufficiency this 23rd day of November, 1970

APPROVED

Chief Engineer

Special Attorney

CAROLINE COUNTY, MARYLAND

ATTEST:

Rachel Collison

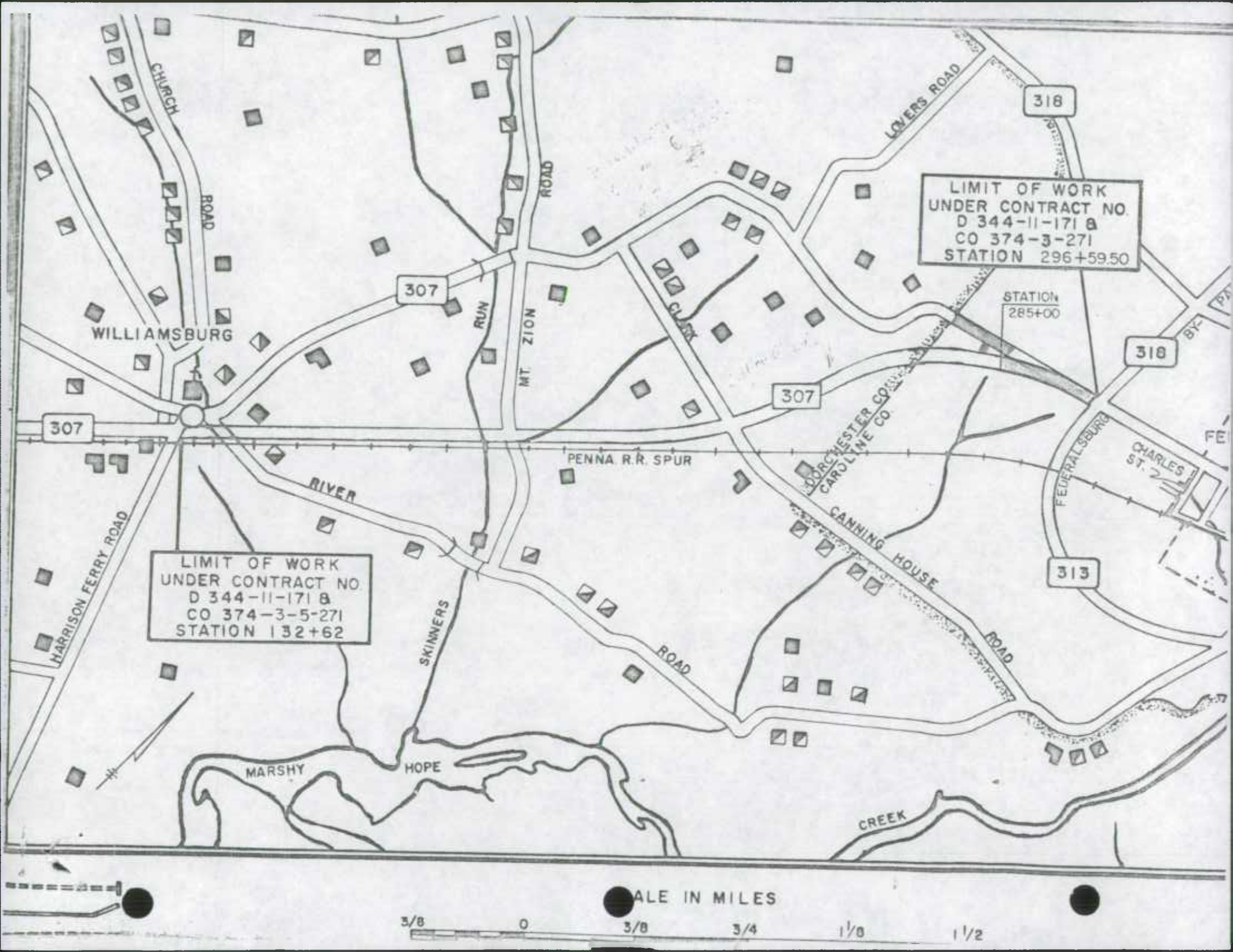
County Clerk

By

President, Office of County Commissioners

Approved as to form and legal sufficiency this 12th day of November, 1970

~~County~~ Attorney for County Commissioners


CHURCH ROAD
WILLIAMSBURG
307
MT. ZION ROAD
RUN
CLARK
LOVERS ROAD
318
LIMIT OF WORK
UNDER CONTRACT NO.
D 344-11-171 B
CO 374-3-271
STATION 296+59.50
STATION
285+00
318
BY-
307
307
PENNA. R.R. SPUR
DORCHESTER CO.
CAROLINE CO.
FEDERALSBURG
CHARLES ST.
FE
RIVER
CANNING HOUSE ROAD
313
HARRISON FERRY ROAD
LIMIT OF WORK
UNDER CONTRACT NO.
D 344-11-171 B
CO 374-3-5-271
STATION 132+62
SKINNERS ROAD
MARSHY HOPE CREEK
ALE IN MILES
3/8 0 3/8 3/4 1 1/8 1 1/2

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, AUGUST 4, 1965
***

MD 315
&
MD 308

The Commission approved and Chairman and Director Funk executed for and on its behalf duplicate copies of Agreement dated August 4, 1965 by and between the State Roads Commission of Maryland therein referred to as "Commission", party of the first part, and Mayor and Council of Federalsburg, therein referred to as "Town Council", party of the second part, concerning the transfer by the Commission to the Town Council of the sections of State constructed roads and/or streets set forth therein for maintenance purposes as part of the Town's street system, subject to the terms and conditions more fully set forth therein.

Said Agreement had been previously executed by Town Council, approved by Chief Engineer Fisher and approved as to form and legal sufficiency by Special Attorney Puderbaugh.

Copy: Mr. A. S. Gordon
Mr. D. H. Fisher (2)
Mr. W. E. Woodford
Mr. C. A. Goldeisen
Mr. L. E. McCarl
Mr. F. P. Scrivener (2)
Mr. L. C. Moser (3)
Mr. G. N. Lewis, Jr. (8)
Mr. M. M. Brodsky
Mr. C. R. Sharretts (2)
Mr. H. G. Downs (2)
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. H. Thompson
Mr. Charles Lee
Records & Research Sec.,R/W Div.
Mayor & Council of Federalsburg
Secretary's File
SRC-Caroline County

MHS:esm 7/21/65

THIS AGREEMENT, Made this 4th day of August, 1965, by and between the State Roads Commission of Maryland, hereinafter referred to as "Commission", party of the first part, and Mayor and Council of Federalsburg, a municipal corporation of the State of Maryland, hereinafter referred to as "Town Council", 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 Town Council, party of the second part, and the Town Council has agreed to accept same for maintenance purposes as part of the Town's 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 Town Council and Town Council, party of the second part, does hereby accept from the Commission the following described section of State constructed roads for maintenance purposes, as part of the Town's Street System:

Md. Route 315 - Bloomingdale Avenue - From Western Limits of Federalsburg near University Avenue to Md. Route 630 (Denton Road), a distance of 0.33 miles. C.S. S-28

Md. Route 315 - North Main Street - From Md. Route 630 (Denton Road) to Central Avenue, a distance of 0.32 miles. C.S. S-7

Md. Route 315 - Central Avenue - From North Main Street to Liberty Road, a distance of 0.31 miles. C.S. S-7 S-27

Md. Route 315 - Liberty Road - From Central Avenue to Eastern Limits of Federalsburg, a distance of 0.37 miles. C.S. S-27

Md. Route 308 - Main Street - From Md. Route 315 (Central Avenue) to the Pennsylvania Railroad, a distance of 0.29 miles. C.S. S-19

IT IS UNDERSTOOD AND AGREED between the parties hereto that the change in the status of the aforegoing section of State highways is authorized under the following conditions:

1. The aforegoing mileage will be included in the inventory as of December 1, 1965.
2. The basis for the allocation of funds will include the additional Town street mileage in the allocation to the Town Council beginning July 1, 1966.
3. The effective date for the transfer of this section of any one Route is upon the completion of the indicated improvement as described below:

Contract Co 34-1-241 Completed 11-26-65

Md. Route 315 - Bloomingdale Avenue - (acquire right-of-way, construct Curb and Gutter, improve vertical sight distance and resurface) from Western limits of Federalsburg near University Avenue to Md. Route 630 (Denton Road), a distance of 0.33 miles.

Md. Route 315 - North Main Street - (Resurface between existing curbs.) From Md. Route 630 (Denton Road) to Central Avenue, a distance of 0.32 miles.

Md. Route 315 - Central Avenue - (Resurface) From North Main Street to Liberty Road, a distance of 0.31 miles.

Md. Route 315 - Liberty Road - (Resurface to sidewalk or outer edge of shoulder.) From Central Avenue to Eastern limits of Federalsburg, a distance of 0.37 miles.

Md. Route 308 - Main Street- (Resurface to new curbs built by town.) From Md. Route 315 (Central Avenue) to the Pennsylvania Railroad, a distance of 0.29 miles.

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; however, this will include Item 3 above.

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.

ATTEST:

Secretary

STATE ROADS COMMISSION OF MARYLAND

By

Chairman and Director of Highways

APPROVED:

Chief Engineer

Approved as to form and legal sufficiency this 3 day of August, 1965.

Special Attorney

ATTEST:

Mary E. Meredith,
Clerk of Federalsburg

MAYOR AND COUNCIL OF FEDERALSBURG

By

Lee E. James,
Mayor

Approved as to form and legal sufficiency this 21st day of July, 1965

Marvin H. Smith,
Town Attorney

Copy: Mr. A. S. Gordon (2)
Mr. D. H. Fisher
Mr. R. J. Hajzyk
Mr. W. E. Woodford, Jr.
Mr. L. E. McCarl
Mr. C. A. Goldeisen
Mr. G. B. Chaires
Mr. F. P. Scrivener
Mr. L. C. Moser (2)
Mr. G. N. Lewis, Jr. (8)
Mr. M. M. Brodsky
Mr. H. G. Downs
Mr. E. K. Lloyd
Mr. E. D. Reilly
Mr. G. W. Cassell
Mr. F. V. Dreyer
Mr. C. R. Sharretts (2)
Mr. Charles Lee
Mr. A. L. Grubb
Mr. M. D. Philpot
Mr. J. E. Gerick
Records & Research Section, R/W Div.
Town Commissioners of Denton (3)
Secretary's File
SRC-Caroline County

Mr Cassell

FRANKLIN ST.
&
GAY ST
DENTON

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JOHN B. FUNK
FRIDAY, FEBRUARY 15, 1963
* * *

Chairman and Director Funk confirmed prior execution, for and on behalf of the Commission, of agreement in triplicate, dated November 30, 1962, relative to transfer by the Town Commissioners of Denton, Caroline County, Maryland, to the State Roads Commission of Maryland, of certain sections of Town streets in Denton, reading as follows:

"THIS AGREEMENT, made this thirtieth day of November 1962, by and between the Town Commissioners of Denton, Caroline County, Maryland, hereinafter referred to as 'Town 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 Town Commissioners, parties of the first part have agreed to transfer the following described sections of town streets to the State Roads 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 Town 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 Town Commissioners the following described sections of Town streets for maintenance purposes, as part of the State highway system:

ASSIGNED

(1) Franklin Street from Market Street (Md. 404) easterly to 5th Avenue (Md. 404), a distance of 0.45 mile. } MD 829-A C S 5-55

(2) Gay Street from 6th Street to 1st Street, a distance of 0.40 mile. } MD 829-B 5-55

IT IS UNDERSTOOD AND AGREED between the parties hereto that the change in the status of the aforegoing sections of Town streets is authorized under the following conditions:

Copy: Mr. A. S. Gordon (2)
Mr. G. H. Elmore
Mr. T. J. Hurley
Mr. R. E. Woodson, Jr.
Mr. L. E. McCaul
Mr. C. A. Gaskins
Mr. G. W. Craig
Mr. F. G. Lawson
Mr. W. C. Moore (2)
Mr. G. W. Zevely, Jr. (2)
Mr. H. M. Hodges
Mr. H. G. Jones
Mr. S. F. Lloyd
Mr. T. E. Beatty
Mr. R. H. Gewell
Mr. W. Y. Hodges
Mr. C. D. Gaskins (2)
Mr. C. A. Gough
Mr. H. D. Phillips
Mr. J. R. Curtis
Mr. Jacobs & Hanover Section, Ltd.
Mr. Jim Constantinopoulos
Secretary, Fairfax County
Mr. Cove Lake County

TESTIMONY OF VIRGINIA STATE WATER CONTROL BOARD
BY CHARLES W. MCDANIEL JOHN S. KING
RICHMOND, VIRGINIA, 1985

Chairman and Members, Town Council, prior to 1985, the Town of Vienna, in behalf of the Commission, of appearance in Virginia, which Thursday 20, 1985, intervene to transfer by the Town Council alongside of Vienna, Fairfax County, Virginia, in the State South Commission of Virginia, of certain-tracts of Town Parcels in Dunbar, Virginia or Editors.

THIS ARGUMENT, made this chairman or Fairfax Town, by the Mayor, the Town Commissioners of Vienna, Virginia Commission, Hereinafter, Hereinafter referred to as "Town Commissioners", parcels of the "Town" Parcels, and the Town Commission plan of Virginia, hereinafter referred to as "Commission" Area of Virginia Commission.

WHEREAS, under authority conferred in Section 15 of Article VIII of the Virginia Code of Virginia the governing bodies of the several municipalities of Virginia are empowered to transfer county, land, and other State Parcels, by Section Charter, to the State Water Commission of Virginia, as part of the State Commission system, and

WHEREAS, the Town Commissioners, Parcels of the State Parcels Commission to transfer the following described portions of Town Parcels to the State Water Commission, party of the second part, and the Commission has agreed to accept said 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 Town Commissioners, parties of the first part, do hereby transfer to the Commission, and the Commission, party of the second part, do hereby accept from the Town Commissioners the following described portions of Town streets for maintenance purposes, as part of the State highway system:

(1) Franklin Street from Orchard Street (Rt. 674) easterly to 5th Avenue (Rt. 674), a distance of 0.25 miles.

(2) Oak Street from 6th Street to 1st Street, a distance of 0.10 miles.

IT IS UNDERSTOOD AND AGREED between the parties hereto that the streets in the status of the aforesaid sections of Town streets is accepted under the following conditions:

1. The effective date for the transfer of this section of street is July 1, 1963.

2. The aforegoing mileage will be excluded from the inventory as of December 1, 1962.

3. The basis for the allocation of funds will exclude the 0.85 mile of municipal street mileage in the allocation to the Town of Denton beginning July 1, 1963.

4. That such exchange is made on an 'As-Is-Basis,' which pertains to the existing condition of the street 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.

TOWN COMMISSIONERS OF DENTON

By: (Signed) Harold C. Towers
President

ATTEST:

(Signed) Pearle L. McAllister
Clerk to Town Commissioners

STATE ROADS COMMISSION OF MARYLAND

By (Signed) John B. Funk
Chairman-Director

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 - SRC"

1. The effective date for the transfer of this section of trust is July 1, 1983.

2. The accounting change will be processed through inventory on or December 3, 1983.

3. The media for the allocation of funds will use the c.01 method of equivalent expenditures in the allocation to the Town of Dublin beginning July 1, 1983.

4. That such authority is made on an 'as-is-basis' which contains no the certifying resolution or the annexe incorporates the use of accounts for first maintenance and materially approximate resources balances of the Annexed area totals.

In witness whereof, the parties hereto have caused these presents to be executed by their proper officers, authorized thereunto by and year first above written.

FOR THE TOWN OF DUBLIN

ATTEST:

(Signed) Sheila G. Washington
Clerk to Town Commissioners

Mayor (Signed) Ralph E. Wright
President

STATE BOARD FOR COMMISSIONERS OF DUBLIN

ATTEST:

(Signed) C. E. Tuggs
Secretary

By (Signed) Jack E. Owens
Chairman-Treasurer

Approved as to form and the legal sufficiency

APPROVED:

(Signed) David H. Pfohs
Office Engineer - HRDC

(Signed) Co. Co. Bowman
Special Attorney

STATE OF MARYLAND
STATE ROADS COMMISSION
300 WEST PRESTON STREET
BALTIMORE 1, MD.
(MAILING ADDRESS-P. O. BOX 717, BALTIMORE 3, MD.)

December 19, 1962

Re: Town of Denton - Gay Street

Mr. W. Hyland VanSant
Attorney - Town of Denton
Caroline County
Denton, Maryland

Dear Mr. VanSant:

It has been brought to my attention during the presentation of the State-wide Highway Needs Study to Caroline County, on December 12, 1962, that no mention was made to improve Gay Street. The representatives of the Maryland State Roads Commission were not aware of the commitments that had been made by the Commission to the Town Officials of Denton, Maryland.

I wish to advise that improvements to Gay Street have not been omitted from the Needs Study but have been included in the highway needs for the Town of Denton. The Commission is comitted to improve this section of road and will, therefore, place this section of Gay Street under contract during calendar year 1963. Prior to advertising this contract, the transfer of Gay Street from the Town of Denton to the State Roads Commission will be officially consumated.

I hope this brief summary will confirm the intent of the State Roads Commission to proceed with improvements to Gay Street.

Very truly yours,

Robert J. Hajzyk, Chief
Division of Planning & Programming

RJH:ag

cc: Mr. D. H. Fisher, Chief Engineer
Mr. Tom Kay, Commissioner - SRC
Mr. George Cassell, Planning Survey

STATE OF MARYLAND
STATE ROADS COMMISSION
300 WEST PRESTON STREET
BALTIMORE 1, MD.
(MAILING ADDRESS-P.O. BOX 717, BALTIMORE 3, MD.)

C. ROLAND SHARRETTS
DISTRICT ENGINEER

OFFICE OF THE DISTRICT ENGINEER
CHESTERTOWN, MARYLAND

November 15, 1962

Contract No. Co 321-1-220

Mr. Robert J. Hajzyk
Chief, Division of Planning and Programming

Dear Mr. Hajzyk:

As far as my records show, Franklin Street in the Town of Denton has never been transferred to the State Roads Commission, therefore I am holding the Authorization for Expenditure in this office and charging all maintenance to the contract number. None of this Denton transaction originated in this office, therefore I do not know the status of it. It seems to me, however, that some action should be taken to place the street in the proper category and a route and section assigned to it.

Very truly yours,

C. Roland Sharretts

District Engineer

CRS:W

Geo Carroll

COPY

STATE ROADS COMMISSION
CHESTERTOWN, MARYLAND

November 15, 1962

Contract No. Co 321-1-220

Mr. Robert J. Hajzyk
Chief, Division of Planning and Programming

Dear Mr. Hajzyk:

As far as my records show, Franklin Street in the Town of Denton has never been transferred to the State Roads Commission, therefore I am holding the Authorization for Expenditure in this office and charging all maintenance to the contract number. None of this Denton transaction originated in this office, therefore I do not know the status of it. It seems to me, however, that some action should be taken to place the street in the proper category and a route and section assigned to it.

Very truly yours,

District Engineer

CRS:W

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JOHN B. FUNK
THURSDAY, AUGUST 16, 1962
***

On recommendation of Chief Engineer Fisher in letter of August 10, 1962, Chairman and Director Funk executed supplemental agreement, in triplicate, dated June 4, 1962, by and between The Delaware Railroad Company and The Pennsylvania Railroad Company, through its lease of The Philadelphia, Baltimore and Washington Railroad Company, parties 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 "State," (which supplements agreement between the said parties, dated August 28, 1959) wherein the Railroad insofar as it has a legal right and its present title permits, grants unto the State an easement for the purpose of construction, establishing, repaving and maintaining at its sole cost and expense, public highway at grade over and across the right of way and track of the Railroad at Valuation Station 515+15± and SRC Station 33+51.36±, South Main Street in Caroline County, near Federalsburg, Maryland, Contract No. Co-253-4-220, Federalsburg By-Pass, subject to the terms, limitations, covenants, and conditions set forth in the aforesaid agreement of August 28, 1959.

The said supplemental agreement had previously been executed by the Railroad, approved by Chief Engineer Fisher and approved as to form and legal sufficiency by Special Attorney C. C. Seymour.

Copy: Mr. D. H. Fisher
Mr. L. E. McCarl
Mr. C. A. Goldeisen
Mr. C. R. Sharretts (2)
Mr. C. L. Wannen
Mr. H. G. Downs (4)
Mr. M. D. Philpot (2)
Mr. W. B. Duckett (2)
Mr. C. S. Linville
Mr. L. C. Moser (2)
Mr. G. N. Lewis, Jr. (8)
Mr. G. W. Cassell
Secretary's File #~~33139~~ 33193
SRC-Caroline County
Contract #Co-253-4-220

Caroline County

THIS SUPPLEMENTAL AGREEMENT, executed in triplicate, made and entered into this 4th day of June, 1962, by and between THE DELAWARE RAILROAD COMPANY and THE PENNSYLVANIA RAILROAD COMPANY, through its lease of The Philadelphia, Baltimore and Washington Railroad Company, parties 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 "State," Witnesseth:

WHEREAS, the parties hereto under date of August 28, 1959, entered into an Agreement respecting the highway improvement and grade crossings on Route 318 at Federalsburg, and

WHEREAS, the State proposes a further highway improvement as part of the above noted improvement which will create a grade crossing respecting a spur road known as South Main Street, which will cross the property of the parties of the first part at Valuation Stations 515+15± and S.R.C. Station 33+51.36± in Caroline County, near Federalsburg, Maryland, more particularly set forth on Md. S.R.C. Right-of-Way Plat #26726 attached hereto and made a part hereof, and

WHEREAS, State and Railroad, pursuant to certain preliminary discussions have agreed that the aforesaid further highway improvement and grade crossing shall be constructed and maintained under the terms and conditions set forth in said Agreement of August 28, 1959.

NOW, THEREFORE, THIS SUPPLEMENTAL AGREEMENT WITNESSETH: That for and in consideration of the premises and the sum of One Dollar ($1.00), paid by each party to the other, the receipt whereof is hereby acknowledged, State and Railroad covenant and agree to and with each other as follows:

Railroad insofar as it has a legal right and its present title permits, hereby grants unto the State of Maryland, to the use of the State Roads Commission of Maryland, an easement for the purpose of construction, establishing, repaving and maintaining at its sole cost and expense, public highway at grade over and across the right of way and track of the Railroad at Valuation Station 515+15± and S.R.C. Station 33+51.36± , South Main Street in Caroline County, near Federalsburg, Maryland.

The construction and maintenance of the aforesaid highway improvement and grade crossing respecting South Main Street shall be

done in accordance with the terms, limitations, covenants and conditions set forth in the aforesaid Agreement of August 28, 1959, which said Agreement is hereby referred to and made a part hereof the same as though texually incorporated herein.

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

ATTEST:

Assistant Secretary

THE DELAWARE RAILROAD COMPANY

By

Vice President

ATTEST:

Asst. to the Secretary

THE PENNSYLVANIA RAILROAD COMPANY

By

Regional Manager

ATTEST:

Secretary

STATE ROADS COMMISSION OF MARYLAND

By

Chairman and Director of Highways

Approved as to form and legal sufficiency this 6E day of Aug., 1962.

Special Attorney

APPROVED:

8/10/62

Date: Chief Engineer

STATE OF MARYLAND,
CITY OF BALTIMORE, To wit:

I HEREBY CERTIFY that on this 4th day of June, 1962, before me, the subscriber, a Notary Public of the State of Maryland, in and for the City of Baltimore, personally appeared G. M. Smith Vice President, THE DELAWARE RAILROAD COMPANY, and acknowledged the foregoing Agreement to be the corporate act and deed of the said The Delaware Railroad Company.

AS WITNESS my hand and Notarial Seal.

Robert L. Knight
Notary Public

My Commission Expires 5/6/63.

STATE OF MARYLAND,
CITY OF BALTIMORE, To wit:

I HEREBY CERTIFY that on this 4th day of June, 1962, before me the subscriber, a Notary Public of the State of Maryland, in and for the City of Baltimore, personally appeared G. M. Smith Regional Manager, of THE PENNSYLVANIA RAILROAD COMPANY, and acknowledged the foregoing Agreement to be the corporate act and deed of the said The Pennsylvania Railroad Company.

AS WITNESS my hand and Notarial Seal.

Robert L. Knight
Notary Public

My Commission Expires 5/6/63.

STATE OF MARYLAND,
CITY OF BALTIMORE, To wit:

I HEREBY CERTIFY that on this 16th day of August, 1962, 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 Highways, of 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.

CORRECTED COPY

Excerpt From Minutes of Meeting of the State Roads Commission
Wednesday, November 16, 1960

Following discussion of the several alternative plans presented in the "Denton . . . Bypass versus One-Way Streets" report, prepared by Jerome B. Wolff, covering the improvement of Md. 404 at Denton, and in consideration of action by the Commissioners of Denton as referred to in letter dated November 15, 1960, as well as that of the Denton Planning Commission in letter of November 14, 1960, the Commission, on motion of Mr. Kay, seconded by Mr. Bailey, approved the said report and authorized the Engineering Division to proceed with the improvement listed as Stages 1 and 2 of System "H" recommended therein.

Copy: Mr. D. H. Fisher
Mr. R. J. Hajzyk
Mr. C. R. Sharretts (2)
SRC Caroline County

CAROLINE COUNTY

CAROLINE COUNTY

Copy: Mr. A. S. Gordon (2)
Mr. D. H. Fisher
Mr. W. E. Woodford
Mr. R. J. Hajzyk
Mr. W. C. Hopkins
Mr. C. A. Goldeisen
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
Secretary's File
Mr. H. G. Downs (4)
Mr. W. A. Friend
Mr. E. K. Lloyd
Mr. H. C. Bowers
Mr. F. V. Dreyer
Mr. C. R. Sharretts (2)
Mr. Charles Lee
Mr. M. C. Philpot (2)
Mr. A. L. Grubb (2)
Mr. J. E. Gerick
Records & Research Sec., R/W Div.
Town Commissioners of Denton (3)
SRC-Caroline County

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JOHN B. FUNK
TUESDAY, OCTOBER 25, 1960
***

Chairman and Director Funk executed for and on behalf of the Commission agreement, in duplicate, dated October 25, 1960, covering the transfer to the Town of Denton of a section of Maryland Route 474 from Sixth Street (Md. Route 313) to the East Corporate Limits of Denton, a distance of 0.45 mile, reading as follows: C.S 5-35

"THIS AGREEMENT, made this 25th day of October, 1960, by and between the State Roads Commission of Maryland hereinafter referred to as 'Commission,' party of the first part, and the Town Commissioners of Denton, Maryland hereinafter referred to as 'Town 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 State Roads Commission of Maryland is empowered to transfer State Highways, or portions thereof, to the governing bodies of the several Towns of Maryland, for maintenance purposes, and

WHEREAS, the Town Commissioners of Denton, Maryland, agree to accept for maintenance purposes the road hereinafter more particularly described,

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 to the 'Town 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, the following described section of State Highway:

A section of State Route No. 474 from Sixth Street (Md. Route No. 313) to the East Corporate Limits of Denton, a distance of 0.45 mile.

IN CONSIDERATION of the aforegoing, the 'Town Commissioners' by the execution of these presents do hereby accept the aforesaid road, into the Town System of Streets, 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 for the transfer of the above-described road shall be upon complete approval of this agreement.

2 - The additional mileage will be included in the inventory as of December 1, 1960.

3 - The basis for the allocation of funds will include the additional municipal mileage in the allocation to the Town of Denton beginning July 1, 1961.

4 - The transfer of said road is 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 duplicate by their proper officers thereunto duly authorized, the day and year first above written."

Said agreement had previously been executed on behalf of the Town Commissioners of Denton, Maryland by G. D. Crouse, President, approved by Chief Engineer David H. Fisher, and approved as to form and legal sufficiency by Special Attorney C. C. Seymour.

CAROLINE COUNTY

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JOHN B. FUNK
TUESDAY, MARCH 22, 1960
***

F.A.S

On request of the Caroline County Roads Board, through John S. Legates, Chairman, and Paul J. Yoash, County Roads Engineer, and concurring in recommendation of John E. Wolf, Chief, Bureau of Programming, for Robert J. Hajzyk, Director, Planning & Programming Division, in letter of March 21, 1960, Chairman and Director Funk authorized the programming of the following projects with the Bureau of Public Roads as Federal Aid Secondary projects in Caroline County:

Project	FAS Rt.	Length	Type of Paving	Estimated Cost
Plummer's Lane Road	1267	2.15 mi.	Compacted Gravel, Triple Bit. Surf. Tr.	$ 14,537.31
Ninetown Road	1265	0.85 "	Same as above	8,266.19
Fisher Road	1271	2.10 "	Same as above	20,038.35
Statum Road	37	0.40 "	Triple Bit. Surf. Tr.	2,203.14

Mr. Wolf's letter states that the total estimated cost of the improvements is $45,044.99, and Federal funds will participate to the extent of 50%, the remainder of the cost to be borne by the County. Caroline County has to its credit an unprogrammed balance of $29,369.00 in Federal Aid Secondary funds, which is in excess of $22,522.50 to be expended on these improvements. These projects, upon completion, will be maintained by Caroline County as a part of its Secondary System.

Copy: Mr. N. M. Pritchett
Mr. W. C. Hopkins
Mr. R. J. Hajzyk
Mr. J. E. Wolf
Mr. C. A. Goldeisen
Mr. G. B. Chaires
Mr. C. S. Linville
Mr. C. R. Sharretts (2)
Mr. W. A. Jordan
Mr. F. P. Scrivener
Mr. R. Townshend
Mr. H. G. Downs (4)
Mr. A. L. Grubb (2)
Mr. G. N. Lewis, Jr. (8)
Mr. L. C. Moser (2)
Mr. C. L. Wannen
Mr. H. C. Bowers
Caroline County Commissioners
" " Roads Board
SRC-Caroline County

CAROLINE COUNTY

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JOHN B. FUNK
THURSDAY, DECEMBER 10, 1959
***

On request of the Caroline County Roads Board, Denton, Maryland, through John S. Legates, Chairman, and Paul J. Yoash, County Roads Engineer, in letter dated November 24, 1959, and concurring in recommendation of John E. Wolf, Chief, Bureau of Programming, for Robert J. Hajzyk, Director, Planning & Programming Division, Chairman and Director Funk authorized the programming of the following projects with the Bureau of Public Roads for utilization of Federal-aid Secondary funds allocated to Caroline County:

Project	Miles	Estimated Cost
Eveland Road, FAS 874	1.50	$ 11,980.00
Drapers Mill Road, FAS 1201	4.40	33,780.00
Concord-Smithville Road, FAS 1229	4.0	41,660.00
Burkett Road, FAS 943	2.90	30,940.00

Mr. Wolf's letter states that the total estimated cost of the improvements is $118,360.00 and Federal funds will participate to the extent of 50%, the remainder of the cost to be borne by the County, which has to its credit an unprogrammed balance of $88,499.00 in Federal Aid Secondary Funds, which is in excess of the $59,180.00 to be expended on these improvements. These projects, upon completion, will be maintained by Caroline County as a part of its Secondary System.

Copy: Mr. N. M. Pritchett
Mr. W. C. Hopkins
Mr. J. E. Wolf
Mr. R. J. Hajzyk
Mr. C. A. Goldeisen
Mr. G. B. Chaires
Mr. C. S. Linville
Mr. C. R. Sharretts (2)
Mr. W. A. Jordan
Mr. F. P. Scrivener
Mr. H. G. Downs (4)
Mr. A. L. Grubb (2)
Mr. G. N. Lewis, Jr. (8)
Mr. L. C. Moser (2)
Mr. C. L. Wannen
Mr. H. C. Bowers
Caroline County Roads Board
SRC-Caroline County

CAROLINE COUNTY
Mr. Cassell

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JOHN B. FUNK
TUESDAY, SEPTEMBER 29, 1959
* * *

On recommendation of Chief Engineer Pritchett in letter of September 28, 1959, Chairman and Director Funk executed Agreement, in triplicate, dated August 28, 1959, by and between The Delaware Railroad Company and The Pennsylvania Railroad Company, through its lease of The Philadelphia, Baltimore and Washington Railroad Company, therein sometimes called "Railroad," and the State Roads Commission of Maryland, therein sometimes called "State," wherein the Railroad, insofar as it has a legal right and its present title permits, grants, subject to the terms, limitations, covenants and agreements therein set forth, unto the State to the use of right, liberty and privilege of constructing, establishing, repaving and maintaining at its sole cost and expense, a public highway, at grade, over and across the right of way and track of the Railroad at Valuation Stations 477+46 and 563+89, Cambridge Branch, near Federalsburg, Maryland, Contract Co-253-4-220.

Said Agreement had previously been executed by the Railroad, approved by Chief Engineer Pritchett, 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. H. G. Downs (4)
Mr. M. D. Philpot (2)
Mr. C. S. Linville
Mr. H. C. Bowers
Mr. L. C. Moser
Mr. G. N. Lewis, Jr. (8)
Mr. C. R. Sharretts (2)
Mr. W. A. Jordan
Secretary's File
SRC-Caroline County
Contract Co-253-4-220

CAROLINE COUNTY

F.A.S.

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JOHN B. FUNK
MONDAY, JULY 6, 1959
* * *

On request of the Caroline County Roads Board in letter of June 15, 1959, and concurring in recommendation of Engineer, Contracts and Federal Aid Linville, for Chief Engineer Pritchett in letter of June 30, 1959, Chairman and Director Funk authorized programming of the following projects with the Bureau of Public Roads for use of Federal Aid Secondary funds, in Caroline County:

Henderson School Road	Length - 0.35 mile
Bee Tree Road	" - 1.65 miles
Whites Lane Road	" - 2.75 "
Marblehead Road	" - 2.15 "
Cherry Lane Road	" - 3.00 "
Newton-Harmony Road	" - 1.00 mile
Labor Camp Road	" - 1.00 "
High Porch Road	" - 0.80 "

Mr. Linville's letter states that the estimated cost of improvements is $115,500.00, of which Federal funds will participate to the extent of 50%, and that Caroline County has to its credit an unprogrammed balance of $146,000.00 in Federal Aid Secondary funds. The projects, upon completion, will be maintained by Caroline County as part of its secondary system.

Copy: Mr. N. M. Pritchett
Mr. C. S. Linville
Mr. W. C. Hopkins
Mr. C. A. Goldeisen
Mr. C. B. Chaires
Mr. P. P. Scrivener
Mr. W. A. Jordan
Mr. H. G. Downs (4)
Mr. G. N. Lewis, Jr. (8)
Mr. L. C. Moser (2)
Mr. C. L. Wannen
Mr. H. C. Bowers
Mr. C. R. Sharretts (2)
Caroline County Roads Board
SRC-Caroline County

FILE CAROLINE COUNTY

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
THURSDAY, DECEMBER 18, 1958

* * *

Present: Mr. Robert O. Bonnell, Chairman, Senator Edgar T. Bennett, and Mr. John J. McMullen.

On recommendation of Chief Engineer Pritchett in letter December 17, 1958, the Commission executed agreement in duplicate dated September 30, 1958, by and between the Baltimore and Eastern 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 "State," relative to the relocation of Maryland Route 331--Beulah to Preston (Contract Co-252-3-220, D-245-11-120), which will cross the Railroad's track and property at grade, at Valuation Station 1393 +45, in Dorchester County near Preston, Maryland, wherein the parties thereto agree as to the terms and conditions under which the highway-railroad grade crossing shall be constructed and maintained, as more fully set forth therein.

The said agreement had previously been executed on the part of the Railroad by its Vice President, J. A. Schwab, and approved as to form and legal sufficiency by Special Attorney Robert S. Rothenhoefer.

Copy: Mr. N. M. Pritchett
Mr. W. C. Hopkins
Mr. R. E. Jones
Mr. C. A. Goldeisen
Mr. C. A. Skirven (2)
Mr. C. R. Sherretts
Mr. A. F. DiDomenico
Mr. C. L. Wannen
Mr. A. L. Grubb (4)
Mr. H. G. Downs (2)
Mr. C. W. Clawson (4)
Mr. C. S. Linville
Mr. H. C. Bowers
Mr. L. C. Moser (2)
Mr. G. N. Lewis, Jr. (8)
Secretary's File
SRC-Dorchester County
SRC-Caroline County
Contract Co-252-3-220; D-245-11-120

At the regular meeting of the State Roads Commission of Maryland, held at the office of the Commission in Baltimore, Maryland, on August 22, 1957, upon motion duly made and seconded, the following resolution was adopted.

WHEREAS, under authority contained in Section 65 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, 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 Roads System,

NOW, THEREFORE, BE IT RESOLVED by the State Roads Commission of Maryland that the following described sections of State Roads located in Caroline County be and they are hereby transferred to the County Commissioners of Caroline County and shall henceforth have the status of County Roads:

Map No.	Route No.	From	To	Miles
1	Md. 486	Old Md. 313 at Hollingsworth X-Rds.		0.55
5	Md. 457	Md. 317 (Burrsville)	Twd. Greensboro	3.92
6	Md. 485	Md. 404 & Md. 313	Southerly to Md. 16	1.11
7	Md. 474	Hobbs, Northerly	Twd. Denton	1.48
10	Md. 617	Md. 621 at American Cor.	Twd. Hynson School	1.89
11	Md. 433	Smithsville, S.W.	Twd. Federalsburg	2.72
13	Md. 324	S.W. Limits Preston	S.W. to Choptank	2.95
15	Old Md.317	Relocation at Burrsville		0.60
			Total	15.22

AND NOW, THEREFORE, BE IT FURTHER RESOLVED by the State Roads Commission of Maryland that the following County Roads located in Caroline County, be and they are hereby accepted into the State Roads System of the State of Maryland:

Map No.	Route No.	From	To	Miles
16	County Rd.	Md. 311	Md. 313 (Goldsboro)	0.30
17	County Rd.	Md. 312	Q.A.Co.Line, Md. 405	0.50
18	County Rd.	Md. 404	Md. 312 nr. Ridgely	2.60
			Total	3.40

AND NOW, THEREFORE, BE IT FURTHER RESOLVED by the State Roads Commission of Maryland that the change in the status of these roads is authorized under the following conditions:

1. The effective date for such transfer of roads be July 1, 1958.
2. The basis for allocation of funds will include the additional County Road mileage in the allocation to Caroline County beginning July 1, 1958.

At the regular meeting of the State Roads Commission of Maryland, held at [illegible] Building, Baltimore, Maryland, on August [illegible], 19[illegible], upon motion duly made and seconded, the following resolution was adopted.

WHEREAS, under authority contained in Section [illegible] of Article [illegible] 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, 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 Roads System.

NOW, THEREFORE, BE IT RESOLVED by the State Roads Commission of Maryland that the following described sections of State roads located in Caroline County be and they are hereby transferred to the County Commissioners of Caroline County and shall henceforth have the status of County Roads:

Sec. No.	Route No.	From	To	Miles
1	Cl. 608	Old Md. 313 at Hollingsworth X-Rds.	[illegible]	[illegible]
5	[illegible]	Md. 317 [illegible]	[illegible]	[illegible]
6	[illegible]	[illegible]	[illegible] to Md. 16	[illegible]
7	[illegible]	[illegible]	[illegible]	[illegible]
10	[illegible]	[illegible]	[illegible]	[illegible]
11	[illegible]	[illegible]	[illegible]	[illegible]
13	[illegible]	[illegible]	[illegible]	[illegible]
16	Old Md. 317	[illegible]	[illegible]	[illegible]
			Total	[illegible]

AND NOW, THEREFORE, BE IT FURTHER RESOLVED by the State Roads Commission of Maryland that the following County Roads located in Caroline County, be and they are hereby accepted into the State Roads System of the State of Maryland:

Sec. No.	Route No.	From	To	Miles
16	County Rd. Md. 311		Md. 313 (Goldsboro)	[illegible]
17	County Rd. Md. 318		[illegible]	[illegible]
18	County Rd. Md. 404		Md. 312 nr. Ridgely	[illegible]
			Total	[illegible]

AND NOW, THEREFORE, BE IT FURTHER RESOLVED by the State Roads Commission of Maryland that the change in the status of these roads is conditioned under the following conditions:

1. The effective date for each transfer of roads be July 1, 19[illegible].

2. The basis for allocation of funds will include the additional [illegible] road mileage in the allocation to Caroline County beginning July 1, 19[illegible]

3. That such exchange be made on an "As-is Basis", which pertains to the existing condition of the roads involved.

STATE ROADS COMMISSION OF MARYLAND

ATTEST:

By (Sgd.) Robt. O. Bonnell
Robert O. Bonnell, Chairman

(Sgd.) C. R. Pease
C. R. Pease, Secretary

At the regular meeting of the Governing Body of Caroline County, Maryland, held at its office on November 19, 1957, upon motion duly made and seconded, the following resolution was adopted.

WHEREAS, the State Roads Commission, at its meeting held on AUG 22 1957, did formally transfer to this County, for maintenance purposes, the State Roads described in the foregoing section of their resolution, bearing the said date, and the Governing Body is willing to accept the aforesaid roads into the County Road System, for maintenance purposes; and

WHEREAS, the State Roads Commission, at its meeting held AUG 22 1957, did formally accept from this County, as part of the State Roads System, the County Roads described in the foregoing section of their resolution, bearing the said date, and the County Commissioners are willing to transfer the aforesaid County Roads to become a part of the State Roads System; NOW THEREFORE,

BE IT RESOLVED by the Governing Body of Caroline County, Maryland, that the foregoing roads, transferred by the State Roads Commission of Maryland to this County and the foregoing roads, transferred by Caroline County to the State Roads Commission of Maryland by virtue of the resolution adopted by the State Roads Commission on AUG 22 1957, be, and the exchange of roads, as heretofore outlined, are accepted by Caroline County.

COUNTY COMMISSIONERS OF

CAROLINE COUNTY, MARYLAND

ATTEST:

By (Sgd.) John W. Eveland
Approved President

(Sgd.) Rachel Collison
Chief Clerk to the Board of
County Commissioners

State Roads Commission
TRAFFIC DIVISION
NOV 27 19[illegible]
Geo. N. Lewis, Jr.

At the regular meeting of the State Roads Commission of Maryland held at the office of the Commission in Baltimore, Maryland, on AUG 22 1957, upon motion duly made and seconded, the following resolution was adopted.

WHEREAS, under authority contained in Section 65 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, 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 Roads System,

NOW, THEREFORE, BE IT RESOLVED by the State Roads Commission of Maryland that the following described sections of State Roads located in Caroline County be and they are hereby transferred to the County Commissioners of Caroline County and shall henceforth have the status of County Roads:

Map. No.	Route No.	From	To	Miles
1	Md. 486	Old Md. 313 at Hollingsworth X-Rds.		0.55
5	Md. 457	Md.317(Burrsville)	Twd. Greensboro	3.92
6	Md. 485	Md.404 & Md.313	Southerly to Md.16	1.11
7	Md. 474	Hobbs, Northerly	Twd.Denton	1.48
10	Md. 617	Md.621 at American Cor.	Twd Hynson School	1.89
11	Md. 433	Smithsville, S.W.	Twd. Federalsburg	2.72
13	Md. 324	S.W.Limits Preston	S.W. to Choptank	2.95
15	Old Md.317	Relocation at Burrsville		0.60
			Total	15.22

AND NOW, THEREFORE, BE IT FURTHER RESOLVED by the State Roads Commission of Maryland that the following County Roads located in Caroline County, be and they are hereby accepted into the State Roads System of the State of Maryland:

Map. No.	Route No.	From	To	Miles
16	County Rd. Md. 311		Md. 313 (Goldsboro)	0.30
17	County Rd. Md. 312		Q.A.Co.Line, Md. 405	0.50
18	County Rd. Md. 404		Md. 312 nr. Ridgely	2.60
			Total	3.40

AND NOW, THEREFORE, BE IT FURTHER RESOLVED by the State Roads Commission of Maryland that the change in the status of these roads is authorized under the following conditions:

1. The effective date for such transfer of roads be July 1, 1958.

2. The basis for allocation of funds will include the additional County Road mileage in the allocation to Caroline County beginning July 1, 1958.

3. That such exchange be made on an "As-is Basis", which pertains to the existing condition of the roads involved.

STATE ROADS COMMISSION OF MARYLAND

ATTEST:

C. R. Pease, Secretary

By Robert O. Bonnell, Chairman

Approved as to form and legal sufficiency this 22 day of Aug 1957
Special Asst. Attorney General

At the regular meeting of the Governing Body of Caroline County, Maryland, held at its office on November 19, 1957, upon motion duly made and seconded, the following resolution was adopted.

WHEREAS, the State Roads Commission, at its meeting held on AUG 22 1957, did formally transfer to this County, for maintenance purposes, the State Roads described in the foregoing section of their resolution, bearing the said date, and the Governing Body is willing to accept the aforesaid roads into the County Road System, for maintenance purposes; and

WHEREAS, the County Commissioners, at its meeting held AUG 22 1957, did formally accept from this County, as part of the State Roads System, the County Roads described in the foregoing section of their resolution, bearing the said date, and the County Commissioners are willing to transfer the aforesaid County Roads to become a part of the State Roads System; NOW THEREFORE,

BE IT RESOLVED by the Governing Body of Caroline County, Maryland, that the foregoing roads, transferred by the State Roads Commission of Maryland to this County and the foregoing roads, transferred by Caroline County to the State Roads Commission of Maryland by virtue of the resolution adopted by the State Roads Commission on AUG 22 1957, be, and the exchange of roads, as heretofore outlined, are accepted by Caroline County.

ATTEST:

Rachel Collison
Chief Clerk to the Board of County Commissioners

COUNTY COMMISSIONERS OF CAROLINE COUNTY, MARYLAND

By John W. Eveland
President

Approved

8/21/57 Norman M. Cantler
Date Chief Engineer

Geo. N. L. Jr.

CAROLINE COUNTY

March 8, 1957

State Roads Commission
Baltimore, Maryland

Re: Federalsburg By-Pass

Gentlemen:

The Commission entered into an agreement with the Caroline County Commissioners for the construction of the Andersontown-Concord Road and the Federalsburg By-Pass. One of the conditions of that agreement was that the County Commissioners would take over into their system of highways several sections of the old road which were replaced by the construction of the new highways.

Both of the projects have been completed and the attached resolution from the Board of County Commissioners will consummate the agreement and place the old road under County jurisdiction.

It is recommended that the Commission accept the resolution and take suitable action by recordation in the Minutes and notification to the Caroline County Commissioners.

Very truly yours,

NMP:LP

Chief Engineer

cc: Mr. G. N. Lewis, Jr. :-

I trust that the distribution of funds can still be taken care of. The resolution (copy of which is attached) was apparently held in the Commission office for several weeks. (attachment)
N. M. P.

C O P Y

CAROLINE Co.

Office of the

CAROLINE COUNTY ROADS BOARD

Denton, Maryland

February 19, 1957

RESOLUTION

As the result of a meeting with representatives of the Maryland State Roads Commission on February 4, 1957, be it resolved:

The County Roads Board of Caroline County requests for maintenance the following two sections of State Highways into the County System as of July 1, 1957;

5.24 Md. Route 630 from Md. Route 16 at Bureau to Md. Route 621 and Md. Route 617 at American Corners . . . . . 4.46 Miles Co. 368

5.3 Md. Route 630 from beginning of By-Pass to North corporate limits of Federalsburg . . . . . 1.82 Miles Co. 369

THE COUNTY ROADS BOARD OF CAROLINE COUNTY

Chairman _____
John S. Legates

Board Member _____
John W. Eveland

Board Member _____
A. Webster Todd

February 11, 1957

County Commissioners of Caroline County
Court House
Denton, Maryland

Gentlemen:

On Monday afternoon, February 4th, you and your representatives met with representatives of the State Roads Commission in my office to finalize agreements that had been previously made with respect to the Andersontown-Concord Road and the Federalsburg By-Pass.

As a result of the meeting it was mutually agreed that Caroline County would accept for County maintenance the following two sections of highways into the County system:

Md. Route 630 from Md. Route 16 at Bureau to Md. Route 621 and Md. Route 617 at American Corner. . . . . 4.46 Miles

Md. Route 630 from beginning of By-pass to North corporate limits of Federalsburg. . . . . 1.82 "

Caroline County will receive credit for this mileage in the distribution of motor vehicle revenue funds beginning July 1, 1957. Until that date the State Roads Commission will continue the maintenance of these two sections of roads, and a copy of this letter is being transmitted to the District Engineer with the request that he bring the maintenance up to date and keep it so until the July 1st date. It will be appreciated if the County Commissioners will take official action and notify the Commission of the acceptance of the above noted sections of highway into the County system so that the Comptroller's office can be notified regarding the distribution of motor vehicle revenues as promptly as possible.

It was a pleasure to have met with you gentlemen and I trust we will be able to get together at an early date to effect transfers of isolated sections of our respective systems in order to afford continuity in the systems with resulting lower maintenance cost.

Very truly yours,

Chief Engineer

RMP:LP
cc: Mr. G. N. Lewis, Jr.
Mr. W. A. Friend
Mr. R. Townshend
Mr. Wilbur R. Hicks

STATE ROADS COMMISSION

PROPOSED EXCHANGE of ROADS ~ CAROLINE COUNTY

MAP Nº	Route Nº	FROM	To	Mi.	TYPE	Width	Traffic	Allocated In 12 Yr. Prog.	Period Prog.	REMARKS
		PROPOSED from STATE SYSTEM to COUNTY SYSTEM								
1	Mo. 486	(old Mo. 313) at Hollingsworth	Crossroads	0.55	P.C.C. (J)	22		Deferred	—	
2	Mo. 314	Mo. 480 in Greensboro	West to P.R.R.	0.60 0.06	P.C.C. (J) P.C.C. (J)	15 26	331	$39,000	3rd. 4 Yrs.	0.43 Mi. Urban - Greensboro
3	Alt. Mo. 404	Talbot Co. Line	Mo. 404 E. of Hillsboro	1.75	P.C.C. (J)	22		Deferred	—	0.45 Mi. Urban - Hillsboro
4	Mo. 474	Mo. 313 in Denton	E. Twd. Hobbs	0.17 0.28	Bit. Conc. (I) Bit Conc. (I)	25 22	428	15,000	3rd. 4 Yrs.	0.45 Mi. Urban - Denton
5	Mo. 457	Mo. 317 at Burrsville	N.W. Twd. Greensboro	3.92	Mix. Bit (G)	20	389	100,000	3rd. 4 Yrs.	
6	Mo. 485	Mo. 404 & Mo. 313	Southerly to Mo. 16	1.11	Bit. Conc (H)	22	100	Deferred	—	
7	Mo. 474	Hobbs Northerly	Twd. Denton	1.48	Bit. Sur. Tr. (F)	16	177	$80,000	3rd. 4 yrs.	
8	Mo. 16	Mo. 404 S.E. Andersontown - Hickman at Del. Line		2.52	P.C.C. (J)	16	214	Deferred	—	
9	Mo. 630	Mo. 16 at Bureau	Mo. 621 & Mo. 617 Amer. Corner	4.46	P.C.C. (J)	14	517	"	—	
10	Mo. 617	Mo. 630 & Mo. 621 at Amer. Cor. - So. Twd. Hynson		1.87	Bit. Sur. Tr. (F)	17	305	"	—	
11	Mo. 433	Smithville S.W.	Twd. Federalsburg	2.72	Mix. Bit. (G)	18	91	"	—	
12	Mo. 306	Mo. 318 in Federalsburg	N.E. to Del. Line	0.17 4.32	Bit. Pen. (H) Mix. Bit. (G)	14 22	357	"	—	0.26 mi. Urban - Federalsburg
13	Mo. 324	Mo. 324 in Preston	S.W. to Choptank	0.29 0.80 2.15	P.C.C. (J) P.C.C. (Sur. Tr.) (J) Bit. Sur. Tr. (F)	15 15 16	301	"	—	0.29 mi. Urban - Preston
14	Mo. 307 (old Mo. 308)	Mo. 307 in Federalsburg	- R.R. Ave. in Federalsburg	0.13	P.C.C. (J)	30'		"	—	0.13 mi. Urban — Federalsburg
		TOTALS		29.37				$234,000		2.01 Mi. Urban + 27.36 " Rural 29.37 " Total
		PROPOSED from COUNTY SYSTEM To STATE SYSTEM								
		NONE								

CAROLINE COUNTY

February 5, 1957

County Commissioners of Caroline County
Court House
Denton, Md.

Gentlemen:

During the meeting in our office yesterday afternoon between the members of your Board together with other representatives of Caroline County and the State Roads Commission, represented by Mr. Geo. N. Lewis, Jr., Director of Traffic, Mr. Walter A. Friend, Assoc. Engineer, and myself to discuss the roads in your County, it was mutually agreed between both parties that Caroline County would accept for county maintenance the two sections of Md. Route 630 (Old Md. 313) as follows:

524 Md. 630 from Md. 16 at Bureau to Md. 621 and Md. 617 at American Corner . . . . . 4.46 Miles Co 368

513 Md. 630 from beginning of By-pass to North corporate limits of Federalsburg . . . . . 1.82 " Co. 369

Total 6.28 "

Caroline County will receive credit for this mileage and the allocation of funds for this additional mileage beginning July 1, 1957. In the meantime the State Roads Commission will continue the maintenance of these two sections of roads.

At this meeting your County Roads Engineer, Mr. Yoash, was furnished with a map of Caroline County on which is indicated in red the State roads. The sections of State roads outlined in green and identified by numbers are the sections proposed by the State Roads Commission for acceptance by the County.

We are enclosing a tabulation of these numbered sections for your information. The map and tabulation are furnished for your review and study.

Very truly yours,

Norman M. Pritchett
Chief Engineer

d

cc: Mr. Geo. N. Lewis, Jr.
Mr. Walter A. Friend
Mr. Ralph Townshend
Mr. Wilbur R. Hicks

STATE ROADS COMMISSION

PROPOSED EXCHANGE of ROADS ~ CAROLINE COUNTY

	MAP Nº	Route Nº	FROM	TO	Mi.	TYPE	Width	Traffic	Allocated In 12 Yr. Prog.	Period Prog.	REMARKS
			PROPOSED from STATE SYSTEM to COUNTY SYSTEM								
Co 370	1	Mo. 486	(old Mo. 313) at Hollingsworth	Crossroads	0.55	P.C.C. (J)	22		Deferred	—	TRANS MINS 8-22-57
	2	Mo. 314	Mo. 480 in Greensboro	West to P.R.R.	0.60 0.06	P.C.C. (J) P.C.C. (J)	15 26	331	$39,000	3rd. 4 Yrs.	0.43 Mi. Urban - Greensboro
	3	Alt. Mo. 404	Talbot Co. Line	Mo. 404 E. of Hillsboro	1.75	P.C.C. (J)	22		Deferred	—	0.45 Mi. Urban - Hillsboro
	4	Mo. 474	Mo. 313 in Denton	E. Twd. Hobbs	0.17 0.28	Bit. Conc. (I) Bit. Conc. (I)	25 22	428	15,000	3rd. 4 Yrs.	0.45 Mi. Urban - Denton
Co 371	5	Mo. 457	Mo. 317 at Burrsville	N.W. Twd. Greensboro	3.92	Mix. Bit (G)	20	389	100,000	3rd. 4 Yrs.	TRANS MINS 8-22-57
Co 372	6	Mo. 485	Mo. 404 & Mo. 313	Southerly to Mo. 16	1.11	Bit. Conc (H)	22	100	Deferred	—	" " " " "
Co 373	7	Mo. 474	Hobbs Northerly	Twd. Denton	1.48	Bit. Sur. Tr. (F)	16	177	$80,000	3rd. 4 yrs.	" " " " "
	8	Mo. 16	Mo. 404 S.E. Andersontown	-Hickman at Del. Line	2.52	P.C.C. (J)	16	214	Deferred	—	
Co 368	9	Mo. 630	Mo. 16 at Burrsville	Mo. 621 & Mo. 617 Amer. Corner	4.46	P.C.C. (J)	14	517	"	—	TRANS. TO Co. BY RES. 2/19/57
Co 374	10	Mo. 617	Mo. 630 & Mo. 621 at	Amer. Cor. - So. Twd. Hyson	1.87	Bit. Sur. Tr. (F)	17	305	"	—	TRANS MINS 8-22-57
Co 375	11	Mo. 433	Smithville S.W.	Twd. Federalsburg	2.72	Mix. Bit. (G)	18	91	"	—	" " " " "
	12	Mo. 306	Mo. 318 in Federalsburg	N.E. to Del. Line	0.17 4.32	Bit. Pen. (H) Mix. Bit. (G)	14 22	357	"	—	0.26 mi. Urban - Federalsburg
Co 376	13	Mo. 324	Mo. 324 in Preston	S.W. to Choptank	0.29 0.80 2.15	P.C.C. (J) P.C.C. (Non-Tr.) (J) Bit. Sur. Tr. (F)	15 15 16	301	"	—	TRANS MINS 8-22-57 0.29 mi. Urban - Preston
	14	Mo. 307 (old Mo. 308)	Mo. 307 in Federalsburg	-P.R. Ave. in Federalsburg	0.13	P.C.C. (J)	30'		"	—	0.13 mi. Urban — Federalsburg
				TOTALS	29.37				$234,000		2.01 Mi. Urban + 27.36 " Rural 29.37 " Total
			PROPOSED from COUNTY SYSTEM TO STATE SYSTEM NONE								

S... y's File

24098

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, MAY 9, 1956

***

Present: Mr. Russell H. McCain, Chairman, Senator Edgar T. Bennett and Mr. Bramwell Kelly.

Pursuant to resolution adopted by the County Commissioners of Caroline County dated March 28, 1956, and subsequent notification dated May 8, 1956, from the said Commissioners of intention to take over and perform the construction, reconstruction and maintenance of Caroline County roads at the beginning of the next fiscal year, to wit: July 1, 1956, the following Resolution was duly moved, seconded and adopted:

WHEREAS this Commission, pursuant to the requirements of Section 171, Article 89B of the Annotated Code of Maryland (1951 Edition), has undertaken, carried out and performed the construction, reconstruction and maintenance of the county roads of Caroline County, as said county roads are defined in Section 2 of said Article, and

WHEREAS the said Caroline County, through its County Commissioners, has indicated in writing to this Commission that it desired to take over and perform the construction, reconstruction and maintenance of its own county roads, said notice having been made pursuant to and in compliance with the provisions contained in Section 173 of said Article 89B, and

WHEREAS it has been satisfactorily proven to this Commission and this Commission so finds, as required by Section 173 of said Article, that said Caroline County is reasonably assured of obtaining adequate facilities for constructing, reconstructing and maintaining roads and that said county is reasonably assured of obtaining the services of a roads engineer having a degree of civil engineering and experience in constructing roads, or who has had at least 10 years practical experience in constructing roads in a supervisory and executive capacity, and

WHEREAS said Section 173 requires this Commission by resolution to relinquish and transfer to the county the functions of constructing, reconstructing and maintaining the county roads.

NOW, THEREFORE, BE IT RESOLVED, That the State Roads Commission of Maryland hereby relinquishes and transfers to Caroline County, the functions of constructing, reconstructing and maintaining its county roads, as the same are defined in Section 2 of Article 89B of the Annotated Code of Maryland, to the end that, after the effective date of this transfer as hereinafter provided, this Commission shall have no duties, responsibilities or authority with respect to the construction, reconstruction or maintenance of the said county roads other than as prescribed by Section 24 of said Article with respect to county roads in general, and

BE IT FURTHER RESOLVED, That the transfer hereinbefore made shall become effective on July 1, 1956, the same being the first day of the first State fiscal year following the request by said county for the said transfer.

Copy: Mr. R. H. McCain
Sen. Edgar T. Bennett
Mr. N. M. Pritchett
Mr. W. C. Hopkins
Mr. P. A. Morison
Mr. Rolph Townshend
Mr. C. L. Wannen
Mr. J. D. Buscher
Caroline Co. Commrs.
Secretary's File
SRC-Caroline County

Minutes

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, MAY 9, 1956

***

Present: Mr. Russell H. McCain, Chairman, Senator Edgar T. Bennett and Mr. Brunwell Kelly.

On recommendation of Chief Engineer Norman M. Pritchett, the Commission executed Supplemental Agreement, in triplicate, dated May 9, 1956, wherein conditions Four and Five of Grant and Agreement, dated August 11, 1955, by and between The Delaware Railroad Company, a body corporate, and The Pennsylvania Railroad Company, operating the railroad of the Delaware Railroad Company, through its lease of The Philadelphia, Baltimore and Washington Railroad Company, a body corporate, parties of the first part, and the State Roads Commission of Maryland, acting for the State of Maryland, party of the second part, requiring an automatic highway-railroad flashing light signal at the proposed crossing at the grade of the tracks of Oxford Branch of said Railroad, at Marydel, Caroline County, Contract Co-223-1-220, are deleted and conditions numbered Four-A and Five-A, covering installation of manually operated, electric, warning and traffic control signal at the aforesaid crossing, are substituted in lieu thereof. Said Supplemental Agreement had previously been approved as to form and legal sufficiency by Special Attorney Robert S. Rothenhoefer.

Copy: Mr. N. M. Pritchett
Mr. H. C. Hopkins
Mr. P. A. Morison
Mr. C. A. Goldeisen
Mr. Ralph Townshend (2)
Mr. A. F. DiDomenico
Mr. C. L. Wannen
Mr. A. L. Grubb
Mr. C. W. Gleason
Mr. G. N. Lewis, Jr.
Mr. A. F. Shure
Mr. L. C. Moser
Secretary's File
Contract Co-223-1-220
ARC-Caroline Co.
Secretary's File #22952

THIS SUPPLEMENTAL AGREEMENT, Made this 25 day of May, 1956, Witnesseth:

WHEREAS, the DELAWARE RAILROAD COMPANY, a body corporate, and THE PENNSYLVANIA RAILROAD COMPANY, operating the railroad of the DELAWARE RAILROAD COMPANY, through its lease of THE PHILADELPHIA, BALTIMORE AND WASHINGTON RAILROAD COMPANY, a body corporate, parties of the first part, hereinafter called "Railroad", and the STATE ROADS COMMISSION OF MARYLAND, acting for the State of Maryland, party of the second part, hereinafter sometimes called "State", entered into a Grant and Agreement on the 11th day of August, 1955, and

WHEREAS, under conditions Four and Five of the aforesaid Agreement, an automatic highway-railroad flashing light signal was required at the proposed crossing at the grade of the tracks of said Railroad, and

WHEREAS, it has been mutually agreed by the State and the Railroad that the best interests of both parties would be served by the installation of manually operated, electric, warning and traffic control signal at the aforesaid crossing.

NOW, THEREFORE, in consideration of the mutual benefits to accrue to each party herein, it is mutually agreed that the aforesaid conditions numbered Four and Five are hereby deleted from the aforesaid agreement and the following conditions numbered Four-A and Five-A are substituted in lieu thereof.

4-A. State at its expense shall install a manually operated, electric, warning and traffic signal mounted so as to be clearly visible to highway traffic approaching from each direction. Signal to be of three faced type, one face flashing an amber color in normal condition; warning condition to display two faces continuous red color facing highway traffic. Poles supporting the signal to be a minimum of ten feet from the nearest rail and provide a vertical clearance at least twenty-two feet above the top of rail. Poles to be located on right of way or easement of the State. Signal control to be effected by a two-way switch in weather proof enclosure mounted on each of the supporting poles. If it becomes necessary to relocate, change or alter the protection facilities to accommodate the widening of the highway or otherwise, State at its expense, shall perform such work. If in the future it

becomes necessary to improve such facilities, or other or additional protection (manual or automatic, or both) which is required at the crossing, Railroad or State as may be mutually agreed, at expense of State, shall furnish, improve or install the same. Railroad shall permit the State to install conduit, in an approved manner, under the tracks as may be necessary to accommodate conductors serving the traffic signal and controls. Railroad will incorporate in time table instructions that a member of the train crew must go to the signal control box where switch is located and operate switch to place traffic signal in stop position after which the member of the train crew will precede the train with a flag to the crossing and after the train has passed over the crossing, he will then operate the switch on the opposite side of the highway thereby restoring traffic conditions on the highway. Railroad shall be advised at least seven days prior to anticipated completion date of signal installation so that instructions may be issued to train crews.

5-A. State, at its expense, shall maintain, repair and renew the entire manually operated, electric, warning and traffic control system after its installation. Operation, maintenance, repair and renewal of any other future protection will be by State or Railroad as mutually agreed, at State expense.

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

THE PENNSYLVANIA RAILROAD COMPANY

ATTEST: [signature]

ASSISTANT SECRETARY

By [signature]
Regional Manager

STATE ROADS COMMISSION OF MARYLAND

By [signature]
Chairman

[signature]

ATTEST:

[signature]

Being and Constituting the State Roads Commission of the State of Maryland

Approved as to form and legal sufficiency this 18th day of April 1956.

[signature]
Special Attorney

Approved
THE DELAWARE RAILROAD COMPANY
By [signature]

ATTEST: [signature]
ASSISTANT SECRETARY

Caroline

TRAFFIC DIVISION

MAY 4 1955

Geo. N. Lewis, Jr.
Director

April 30, 1955

Mr. R.Townshend, District Engineer
Chestertown, Md.

Re: Route Number Changes-Federalsburg, Caroline Co.
Md. 306, 307, 308, 313, 318, 319, 630

Dear Mr.Townshend:

The following route number changes have been made in connection with the opening of the new Federalsburg By-pass:

1. Md. 319, Bloomingdale Ave. from Md. 313 in Federalsburg to Md. 331 near Linchester is renumbered Md. 318.

2. Route Md. 319 is withdrawn from use.

3. Md. 318 from Delaware Line will terminate at Md. 313 in Federalsburg instead of Md. 306 as formerly.

4. Md. 306 will terminate at Md. 318 in Federalsburg instead of Md. 313 as formerly.

5. Md. 630 is assigned to old portion of Md. 313 from junction with By-pass north of Federalsburg to Junction of Md. 313 and Md. 318, Bloomingdale Ave. in Federalsburg.

6. Md. 308 is withdrawn from use, and included in Md. 307. Md. 307 will terminate at Md. 313, with spur to Railroad Avenue. Spur will not carry markers.

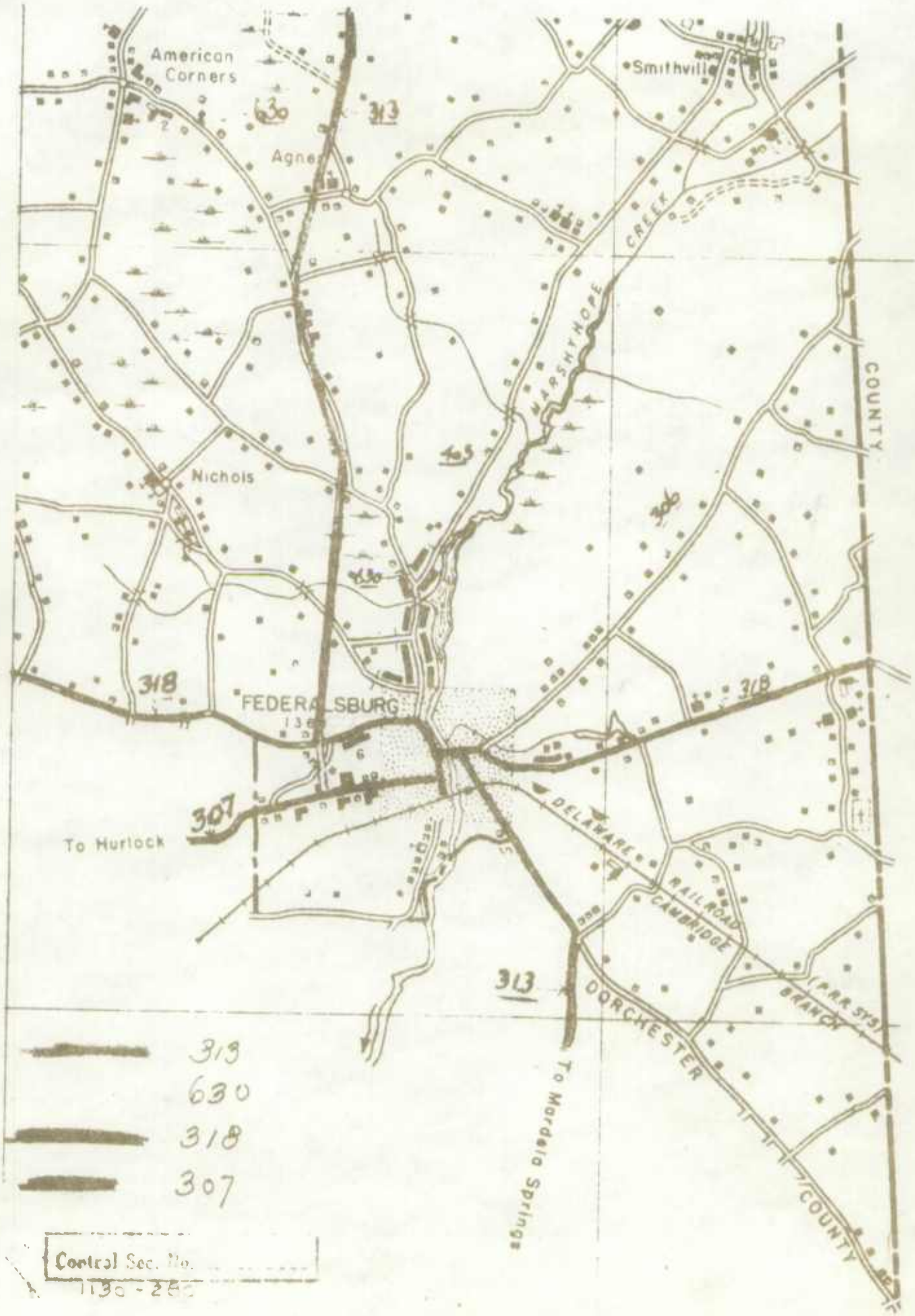
7. Md. 313 is assigned to new By-pass from junction with old Md. 313 (now Md. 630) north of Federalsburg and Md. 318 (formerly Md. 319) west of Federalsburg.

8. Md. 313 route markers will be carried along Md. 318, Bloomingdale Ave. from junction of Md. 318 and new By-pass to Md. 313 in Federalsburg, and from this point, Md. 318 markers will be carried along Md. 313 easterly to junction of Md. 313 and Md. 318.

Very truly yours,

P. A. Morisen
Asst. Chief Engineer

PAM/blg
cc:Mr. F.P.Scrivener
Mr. G.N.Lewis,Jr.



Control Sec. No.
130-255

Secretary's File

No. 20233

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, JUNE 9, 1954
***

Present: Mr. Russell H. McCain, Chairman, Senator Edgar T. Bennett and Mr. Bramwell Kelly.

On recommendation of Chief Engineer Norman M. Pritchett, by Assistant to Chief Engineer Austin F. Shure, the Commission executed "Agreement By Municipality or Political Subdivision To Maintain Highways Improved Under The Federal Aid Highway Acts", in duplicate, said agreement having been executed on the 18th day of May, 1954 by the County Commissioners of Caroline County, and approved as to form and legal sufficiency by Joseph D. Buscher, Special Assistant Attorney General for the State Roads Commission of Maryland, and being applicable to projects for the improvement of 10.70 miles of secondary highways described as follows, subject to the condition that the County shall provide for proper maintenance of said highways after completion of improvement:

S.R.C. Contract No.	F.A.P. Number	Name of Road	Length (Miles)
Co-244x-217	S-536 (1)	Henderson to Mt. Zion	2.10
Co-245x-217	S-537 (1)	Greensboro - Oakland	1.25
Co-246x-217	S-369 (2)	Hobbs to Andersontown	1.55
Co-247x-217	S-370 (3)	Friendship - Hypson	1.65
Co-248x-217	S-538 (1)	Tanyard to Cedar Lane	1.60
Co-249x-217	S-539 (1)	Poplar Neck Road	1.65
Co-250x-217	S-540 (1)	Oak Grove Road	0.90
		Total	10.70

Copy: Mr. N. M. Pritchett
Mr. Rolph Townshend
Mr. A. F. Shure
Mr. C. L. Wannen
Mr. H. C. Bowers
Secretary's File
Co. Commrs. of Caroline Co.
SRC-Caroline County

Secretary's File

No. 20233

AGREEMENT BY MUNICIPALITY OR POLITICAL
SUBDIVISION TO MAINTAIN HIGHWAYS IMPROVED
UNDER THE FEDERAL AID HIGHWAY ACTS

The County Commissioners of Caroline County, State of Maryland, hereinafter referred to as County, and the State Roads Commission, hereinafter referred to as the Highway Department, hereby agree as follows:

1. That the Highway Department will submit projects for the improvement of 10.70 miles of secondary highways described as follows:

S.R.C. Contract No.	F.A.P. Number	Name of Road	Length (Miles)
Co-244X-217	S-536 (1)	Henderson to Mt. Zion	2.10
Co-245X-217	S-537 (1)	Greensboro - Oakland	1.25
Co-246X-217	S-369 (2)	Hobbs to Andersontown	1.55
Co-247X-217	S-370 (3)	Friendship - Hypson	1.65
Co-248X-217	S-538 (1)	Tanyard to Cedar Lane	1.60
Co-249X-217	S-539 (1)	Poplar Neck Road	1.65
Co-250X-217	S-540 (1)	Oak Grove Road	0.90
		Total	10.70

The Highway Department will recommend approval of the aforesaid projects by the Bureau of Public Roads for construction with funds apportioned to the State under provisions of the Federal-aid Highway Acts; subject, however, to the condition that the County shall provide for their proper maintenance after completion of their improvement.

2. That the said County hereby requests the Highway Department to submit the aforesaid projects with recommendations that they be approved by the Bureau of Public Roads, and agrees that if such projects are approved and constructed by the Highway Department and the Bureau of Public Roads, it thereafter, at its own cost and expense, will maintain said projects in a manner satisfactory to them or their authorized representatives, and will make ample provision each year for such maintenance.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures, the COUNTY COMMISSIONERS OF CAROLINE COUNTY (municipality or political subdivision) on the Eighteenth day of May, 1954.

COUNTY COMMISSIONERS OF CAROLINE COUNTY
(municipality or political subdivision)

By Emmett Fronutt

John W. Eveland

Edward D. Sparks

Attest:

Rachel Collison
(~~Secretary or~~ Clerk)

Approved as to form and legal sufficiency this 19th day of May, 1954.

Robert W. Downes Jr.
(Counsel to municipality or political subdivisio
Robert W. Downes, Jr., Attorney

STATE ROADS COMMISSION OF MARYLAND

By Russell H. McCain
Chairman

Bramwell Phillips
Member

Attest:

(Secretary)

Member

Approved as to form and legal sufficiency this 1st day of June, 1954.

Joseph D. Buscher
Special Assistant Attorney General for the State Roads Commission of Maryland

6/4/54
Date

Chief Engineer

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
THURSDAY, April 29, 1954

****

Present: Mr. Russell H. McCain, Chairman, Senator Edgar T. Bennett, and Mr. Bramwell Kelly.

On request of the County Commissioners of Caroline County, and on recommendation of District Engineer Rolph Townshend, concurred in by Chief Engineer Norman M. Pritchett, the Commission accepted for maintenance as part of the County Roads System of Caroline County, section of the Adams Landing Road, from end of Key #5 to the Choptank River, in the Third Election District of Caroline County, length .55 mile.

Road Condition Survey Report submitted by District Engineer Rolph Townshend indicates a proposed graded width of 30 feet, and letter, dated March 30, 1954, from Emmett Hignutt, President of the County Commissioners of Caroline County, states that the right of way to this section of road is recorded in Liber D.R.H. 121 folio 375.

Copy: Messrs Pritchett, Hopkins, Morrison, Goldeisen, Townshend, Scrivener, Mannen, DiDomenico, Clawson, Lewis.
Co. Commrs. of Caroline Co.
SRC-Caroline County

Co. 104 EXT
~~To Be Ind.~~
mv. 8-17-56

Mr Cowell

COPY

September 8, 1953

Mr. R. Townshend, District Engineer
Chestertown, Md.

Dear Mr. Townshend:-

Re: Md. #312
Ridgely, Caroline County

Route Md. #776 has been assigned to that portion of Md. #312 through Ridgely now excluded by re-routing Md. #312 via Central Avenue and the new road recently completed (contract Co 179-1-215). This route (Md. #776) is not to be route marked.

The new road above has been assigned Control Section 5-44.

Very truly yours,

P. A. Morison
Asst. Chief Engineer

PAM/GS/blg
cc: Mr. G.N.Lewis,Jr.
Mr. C. Norris
Mr. G. Springer

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
THURSDAY, JUNE 25, 1953
***

Present: Mr. Russell H. McCain, Chairman, Messrs. Avery W. Hall and David M. Nichols.

On request of the County Commissioners of Caroline County, and on recommendation of District Engineer Rolph Townshend, concurred in by Chief Engineer W. F. Childs, Jr., the Commission accepted section of road in the Fifth Election District of Caroline County, know as Williams Street, from Route 306 to the Federal Game Preserve Fence, a length of 400 feet, for maintenance as part of the County Road System of Caroline County.

Road Condition Survey Report submitted by District Engineer Townshend indicates that this section of road has been accepted and recorded by the County Commissioners of Caroline County, providing for a 30 foot right of way.

In paragraph 18 of said Report, Mr. Townshend states: "Ungraded native sand -- shape and gravel with selected bank run material if accepted.

COSTS:-	To shape and spread gravel	$ 50.00
	150 cu. yds. Gravel @ $1.00	150.00
	TOTAL	$ 200.00"

Copy: Messrs. Childs, Jr.
Hopkins
Morison
Goldeisen
Townshend
Wannen
DiDomenico
Lee
Scrivener
Lewis, Jr.
Co. Commrs. of Caroline Co.
SRC-Caroline Co.

0.076 Miles
~~To Be Inc~~ OK Co. 367
Clerk 6/20/55

100% CULTURE CONTENT

Vaudeville Office Staff

Library Journal 1 [illegible] the state book commission
[illegible], August 29, 1927
[illegible]

Present: Mr. Russell H. Wells, Chairman, Miss. Avery E. Hall and Orvie A. Kimball.

On request of the county Commissioners of Develine County, and on recommendation of Patrick Anthony Kough Commissioner, conferred in by their Chairman H. [illegible], the Commission accepted section of road in the Eleventh Election District of Develine County, known as Milltown Road, from Route 306 to the Federal Cove Prudence Forest, a length of 900 feet, for maintenance as part of the County road system of Develine County.

Road Bond in Survey Bonds executed by Develine Washington Construction Company for the sum of $[illegible] have been accepted and approved by the County Commissioners of Develine County, covering for a 30 foot road of way.

In pursuance letter of [illegible] Report, Mr. Tremblay matter "Prudence Marine road -- Bridge and Grade Crossing" referred back to Commission if necessary.

Note:- Textbook and advance payment	$ 50.00
150 gm. rds. [illegible] @1.70	100.00
TOTAL	$ 150.00

Copy: Chairman, Crisler, Mr.
Hopkins
Nelson
Richardson
Thornburg
Warren
Olivarrete
Lee
Sutphenner
[illegible]
Secretary, Bd. of Develine Co.
Supt. Develine Co.

Secretary's File

No. 19002

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, MAY 20, 1953

***

Present: Mr. Russell H. McCain, Chairman, and Mr. David M. Nichols.

On recommendation of Chief Engineer W. F. Childs, Jr., the Commission executed "Agreement By Municipality Or Political Subdivision To Maintain Highways Improved Under The Federal Aid Highway Acts", in duplicate, said agreement having been executed on the 28th day of April, 1953 by the County Commissioners of Caroline County, and approved as to form and legal sufficiency by Andrew W. Starratt, Jr., Special Assistant Attorney General for the State Roads Commission of Maryland, and being applicable to projects for the improvement of 6.75 miles of secondary highways described as follows, subject to the condition that the County shall provide for proper maintenance of said highways after completion of improvement:

S.R.C. Contract No.	F.A.P. Number	Name of Road	Length (Miles)
Co-232X-217	S-370(2)	Greer's Corner toward Hynson	1.66
Co-233X-217	S-473(2)	Griffin to State Route No. 328	1.95
Co-234X-217	S-499(1)	Clark's Lane	1.37
Co-235X-217	S-500(1)	Hillsboro toward Crouse's Mill	1.77
		Total -	6.75

Copy: Mr. W. F. Childs, Jr.
Mr. Rolph Townshend
Mr. A. F. Shure
Mr. C. L. Wannen
Mr. H. C. Bowers
Secretary's File
SRC-Caroline County
Co. Commrs. of Caroline Co.

COPY

May 4, 1953

Mr. Rolph Townshend
District Engineer
Chestertown, Maryland

RE: Md. 322

Dear Mr. Townshend:

The attached map shows route numbers changed because of routing Md. 313 over the Andersontown-Concord Road, formerly Md. 322.

The portion marked in red shows portion of road between Denton and Watts Creek approximately 2.41 mi. that was carried both on Con. Sec. 5-10 - Mr. 404 from S. Corp Limits thru Watts Creek to Md. 322 (now Md. 313) near Andersontown and Route Section 313-8 - Denton to Bureau.

Just a matter for our files, we would like to know how you charged the maintenance on the portion of road involved.

Very truly yours,

Frank P. Scrivener
Maintenance Engineer

GES:rk
Attach.
c.c. Mr. Charles Norris
Mr. George N. Lewis

COPY

Nov. 4, 1955

Mr. Ralph Tomlinson
Material Engineer
Augusta, Maine

Re: Rte. 202

Dear Mr. Tomlinson:

The attached map shows the proposed change of location of routing No. 202 over the Independence-Conway Road, formerly Rte. 282.

The portion lying in the above portion of road between Denton and Kettle Creek approximately 5.41 mi. this was carried both on Rte. 5-10 - Rte. 140 from E. Corp Limits thru Kettle Creek to Rte. 282 (now Rte. 202) near Independence and Route Section 214-5 - Denton to Jewett.

Just a notice for our files, so would like to know how you change Rte. 202 on your map to be parallel of road involved.

Very truly yours,

Frank P. Bertrand
Director of Traffic

cc: Mr. Lewis
Attach.
c.c. Mr. Clarence Morris
Mr. George R. Leeds

Mr Cowell

State Roads Commission
TRAFFIC DIVISION

APR 30 1953

Geo. N. Lewis, Jr.
Director

April 27, 1953

Mr. Rolph Townshend
District Engineer
Chestertown, Maryland

Re: Md. 313
Md. 16-322-630

Dear Mr. Townshend:

In reference to telephone conversation on routing Md. 313 via Andersontown and Concord, certain changes are required:

Route No. Md. 322 is to be withdrawn from use. Old portion of Md.313 from Bureau toward Federalsburg is to be renumbered Md. 630. Between Watts' Creek and Bureau, that portion of old Md. 313 will be known as Md. 16.

There are some minor corrections of Route Numbers required in your control section records, as follows:

Con.Sec.	5-3	Change	Md.322 to Md.630
	5-6	"	Md.322 to Md.313
	5-6	"	Md.313 to Md.630
	5-10	"	Md.322 to Md.313
	5-11	"	Md.322 to Md.313

New Control Section 5-24

Route Md.630 from Md.16 at Bureau
to Md.313 N. of Federalsburg

has been released to cover all future charges on old Route Section-

313	Bureau toward	J
9	Federalsburg	1914-15
2		
Co 14' Conc. S.T.		6.63

as soon as you have changed the Route Number to Md. 630.

Mr. R. Townshend April 27, 1953

New Control Section 5-23

Route Md. 16
Md. 404 (near Watts' Creek)
to Md. 630 at Bureau 3.52 Mi.

has been released to cover all future charges on old Route Section-

313	Denton to Bureau	H 1911-40-49	
8	15' Pen. Mac. 2 - 3.5' S.A. Sho.		1.30
2	24' Pen.Mac.		1.11
Co	15' Mac. 2-3.5' S.A. Sho.		3.50

as soon as you have changed the Route Number to Md. 16.

Please note in connection with this data, new Control Section reads from Watts' Creek to Bureau, while old card reads from Denton. There seems to be a duplication, as the road from Denton to Watts' Creek is also covered in Control Section 5-10 - Route 404 - Denton through Andersontown. For our records will you advise us how you have handled this in the past.

Please advise if this data is satisfactory and the date that you have made same effective.

The use of the new Control Section Numbers which were scheduled for July 1, 1953, was requested at this time to overcome the issuance of new Route Section Numbers under the old system.

Very truly yours,

P. A. Morison
Asst. Chief Engineer

GES:rk
c.c. Mr. Charles Morris
Mr. George N. Lewis, Jr.

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, OCTOBER 1, 1952
***

Caroline

Present: Mr. Russell H. McCain, Chairman, Messrs. Avery W. Hall and David M. Nichols.

On request of the County Commissioners of Caroline Couty, and on recommendation of District Engineer Rolph Townshend, concurred in by Chief Engineer W. F. Childs, Jr., the Commission accepted for maintenance as part of the County Road System of Caroline County the following sections of the road:

River Front Road, in 4th Election District, from end of Md. Route 324 to point where it intersects Md. Route 14, a distance of 0.3 mile; To Be Inv.

Wilmuth Street, in 3rd Election District, from Route 313 to limit of dedication, a distance of 0.1 mile. To Be Inv.

Road Condition Survey Reports submitted by District Engineer Townshend indicate that these sections of road have been accepted and recorded by the County Commissioners of Caroline County, providing for a 30 ft. right of way.

In said Reports, Mr. Townshend states with regard to the River Front Road: "Road has been maintained as part of County system for years and was merely overlooked in 1933 when State took over maintenance," and with regard to Wilmuth Street. "Poorly graded. Proposed grade surface 6 inches compact gravel and surface treat.

Grade - - - - -	$100.00
Gravel- 250 Sq. Yds. @ $1.00 - -	250.00
Surface: 1056 Sq. Yds. @ .40 - -	422.40
Total	772.40"

Copy: Mr. W. F. Childs, Jr.
Mr. W. C. Hopkins
Mr. C. L. Wannen
Mr. P. A. Morison
Mr. C. A. Goldeisen
Mr. Rolph Townshend
Mr. F. P. Scrivener
Mr. A. F. DiBomenico
Mr. Allan Lee
Mr. G. N. Lewis, Jr.
Co. Commrs. of Caroline Co.

No Location Sketch
Cond. Surveys In
To Be Inv. File.

Secretary's File

No. 16518

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, JULY 16, 1952
***

Present: Mr. Russell H. McCain, Chairman, and Mr. Avery W. Hall.

On recommendation of Chief Engineer W. F. Childs, Jr., the Commission executed "Agreement By Municipality Or Political Subdivision To Maintain Highways Improved Under The Federal-Aid Highway Acts", in duplicate, said agreement having been executed on the 8th day of July, 1952 by the County Commissioners of Caroline County, and approved as to form and legal sufficiency by Edwin T. Steffy, Jr., Special Assistant Attorney General for the State Roads Commission of Maryland, and being applicable to projects for the improvement of 6.250 miles of secondary highways described as follows, subject to the condition that the County shall provide for proper maintenance of said highways after completion of improvement:

S.R.C. Contract No.	F.A.P. Number	Name of Road	Length (Miles)
Co-228X-217	S-420(1)	Boyce Mill Road	1.650
Co-230X-217	S-473(1)	Hillsboro-Griffin Rd.	2.250
Co-231X-217	S-474(1)	Nichols to Greer's Cross Roads	2.350
		Total -	6.250

Copy: Mr. W. F. Childs, Jr.
Mr. Rolph Townshend
Mr. A. F. Shure
Mr. C. L. Wannen
Mr. H. C. Bowers
Co. Commrs. of Caroline Co.
Secretary's File

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, AUGUST 22, 1951

***

Present: Messrs. Avery W. Hall and David M. Nichols.

On request of the County Commissioners of Caroline County, and on recommendation of District Engineer Rolph Townshend, concurred in by Chief Engineer W. F. Childs, Jr., the Commission accepted the following sections of road in Caroline County for maintenance as part of the County Road System. Road Condition Survey Reports submitted by District Engineer Townshend indicate that these sections of road have been accepted and recorded by the County Commissioners of Caroline County providing for right of way width, as well as present condition of road and recommended improvement with estimated cost of proposed improvement, as set forth below:

Section of Road	R/W	Condition, Recommended Improvement and Estimated Cost	
Co. 361 To Be Inv. Leland Short Road in 3rd Election District, from Route 313 to Short Property, a distance of 0.36 mile.	30'	Poorly graded-generally neglected, proposed to grade, drain and surface with 6" compacted material.	
		Estimated costs:- Grade	$ 60.00
		Surface: 823 cu. yds. surf. in place	575.00
		Drain 77'-15" R.C.C. Pipe 30'-12" R.C.C. Pipe in place	195.00
		Total	$830.00
Co. 362 To Be Inv. Second Street Extended, from corporate limits of the Town of Denton, to southern limit of Sunset Drive, including Sunset Drive which lies west of this portion of Second St., a distance of 0.54 mile, in 3rd Election District.	40'	Clear first .05 mi. shape, drain and surface with 6" compacted gravel binder material.	
		Clear & shape and grade	$100.00
		40'-15" R.C.C. pipe in place @ 1.90	76.00
		1060 cu. yds. @ .75 in place	795.00
		Total	$971.00

Copy: Mr. W. F. Childs, Jr.
Mr. W. C. Hopkins
Mr. P. A. Morison
Mr. C. A. Goldeisen
Mr. Rolph Townshend
Mr. F. P. Scrivener
Mr. C. L. Wannen
Mr. A. F. DiDomenico
Mr. Allan Lee
Mr. G. N. Lewis, Jr.
Co. Commrs. of Caroline Co.

MINUTES FROM MEETINGS OF BOARD OF THE STATE ROADS COMMISSION
WEDNESDAY, AUGUST 22, 1951

Present: Messrs. Avery R. Hall and David H. Nicholls.

On request of the County Commissioners of Carolina County, and on recommendation of District Engineer Robin Townsend, concurred in by Chief Engineer E. T. Dunlap, Jr., the Commission accepted the following sections of road in Carolina County for maintenance as part of the County Road System. Road Conditions Survey Report submitted by District Engineer Townsend indicates that these sections of road have been accepted and recorded by the County Commissioners of Carolina County providing for right of way width, as well as present condition of road and recommended improvement with estimated cost of proposed improvement, as set forth below:

Section of Road	W/W	Condition, Recommended Improvement and Estimated Cost
Lafayette Street Road in Jed Election District, from Route 213 to Short Property, a distance of 0.35 mile.	30'	Poorly graded-practically negligible, proposed to grade, drain and surface with 6" compacted material. Estimated course- grade surface; 583 cu. yds. mat. in place Drain 375'-15" R.C.C. Pipe 30'-12" R.C.C. Pipe in place Total $ 60.00 576.00 96.00 $1,101.00
Second Street Extended, from corporate limits of the Town of Jedwin, to southern limit of Dowdy Drive, including Sunset Drive-which also part of this portion of Second St., & Mid Ave. 1 0.62 mile, in Jedwin Election District.	40'	Clear first .05 mi. surface, drain and surface with 6" compacted gravel binder material. Clear & shape and grade 40'-15" R.C.C. pipe in place @ 1.00 1000 cu. yds. @ .75 in place Total $120.00 750.00 $1,870.00

Copy: Mr. T. T. Dunlap, Jr.
Mr. R. E. Hopkins
Mr. J. A. Morrison
Mr. C. A. Coleman
Mr. Robin Townsend
Mr. F. C. Harrison
Mr. C. L. Manner
Mr. A. E. Dillemuth
Mr. Allen Cox
Mr. C. H. Lewis, Jr.
Co. Comm. of Carolina Co.

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, JUNE 13, 1951
***

Present: Mr. Russell H. McCain, Chairman, Messrs. Avery W. Hall and David M. Nichols.

On recommendation of Chief Engineer W. F. Childs, Jr., as set forth in his letter of June 13, 1951 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 $1,570.99 for completion of bituminous stabilized base course on the Greensboro-Burrsville Road, beginning at a point approximately 0.265 mile southeast of Chapel Branch, and extending southeasterly to Burrsville, on State Route 317, for a distance of 2.219 miles, our Contract #Co-140-6-217 FAP#S-129 (1), E. Stewart Mitchell, Inc., contractor. The contract for this work was awarded on May 11, 1950 and was completed on September 9, 1950. The total amount of this contract is $18,656.09.

Copy: Mr. W. F. Childs, Jr.
Mr. W. C. Hopkins
Mr. P. A. Morison
Mr. C. A. Goldeisen
Mr. Rolph Townshend
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 Caroline Co.

Md. 457

Co

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, MAY 9, 1951
***

Present: Mr. Russell H. McCain, Chairman, Messrs. Avery W. Hall and David M. Nichols.

On recommendation of Chief Engineer W. F. Childs, Jr., as set forth in his letter of May 8, 1951 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. Deatil 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 $9,232.98 for completion of the bituminous stabilized base course and bituminous concrete surfacing in Caroline County beginning at a point on State Route 404, approximately 0.20 mile southeast of Andersontown and extending southerly toward Federalsburg, a distance of 3.594 miles, our Contract #Co-215-2-215, The Bituminous Construction Company, contractor. The contract for this work was awarded on August 16, 1950 and was completed on November 27, 1950. The total amount of this contract is $81,939.98.

Copy: Mr. W. F. Childs, Jr.
Mr. W. C. Hopkins
Mr. P. A. Morison
Mr. C. A. Goldeisen
Mr. Rolph Townshend
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. Caroline Co.

EXCERPTS FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, MAY 9, 1951

***

Present: Mr. Maynard H. Nodine, Chairman, Messrs. Avery R. Hall and Delia H. Nichols.

The recommendation of Chief Engineer R. V. Cuthbe, Jr., as set forth in his letter of May 8, 1951 to the State Roads Commission, the following final estimate was approved for payment and title section of road accepted into the State Highway System for maintenance. Overall of the cost of this contract will be substituted by the Comptroller and recorded in the minutes as a subsequent meeting of the Commission.

Final estimate of $[illegible] for completion of the [illegible] widening been course and bituminous concrete surfacing in Garrett County, beginning at a point on State Route [illegible], approximately 0.2 mile northeast of Friendsville and extending southerly toward Yoakum's a distance of 2.[illegible] miles, our Contract FC-[illegible]-2-[illegible], the Bituminous Construction Corporation, contractor. The contract for this work was awarded on August [illegible], 1[illegible] and was completed on November [illegible], 1950. The total amount of this contract is $[illegible].

Copy: Mr. A. E. Duling, Jr.
Mr. W. [illegible] Dowling
Mr. E. A. Bowman
Mr. D. A. [illegible]
Mr. Ralph Tressler
Mr. A. M. [illegible]
Mr. E. F. Corkrover
Mr. C. [illegible] Seaman
Mr. Milton Lee
Mr. [illegible] W. Davis, Jr.
Mr. A. E. Friend
Mr. H. G. Perkins
Mrs. G. [illegible] Miller
Co. Commrs. Garrett Co.

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
THURSDAY, JANUARY 11, 1951
***

Caroline

Present: Senator Joseph M. George, Chairman, Messrs. Leonard E. Kolner and Russell H. McCain.

On recommendation of Chief Engineer W. F. Childs, Jr., at set forth in his letter of January 10, 1951 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 $1,309.86 for completion of a bituminous stabilized base course on the Greensboro-Burrsville Road, beginning at Russell's Cross-Roads and extending Southeasterly across Chapel Branch for a distance of 1.684 miles, our Contract #CO-140-7-217 FAP#S-129 (2), Richard B. Groves, contractor. The contract for this work was awarded on May 18, 1950 and was completed on July 25, 1950. The total amount of this contract is $13,181.34.

Copy: Mr. W. F. Childs, Jr.
Mr. W. C. Hopkins
Mr. P. A. Morison
Mr. C. A. Goldeisen
Mr. Rolph Townshend
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. Carolina Co.

Rd. 457 (old Co. 65) — 1.690 Miles By Inv. 10/2/50
Inv. Index Map O.K.
To Be Put on Rd. Impr. Index Map
Inv. By Daugherty + Forrest 10/2/50
Tracing O.K.
SM —
LM —
Tab Sheets —
SLD —

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, JANUARY 25, 1950

Present: Mr. Robert M. Reindollar, Chairman, Senator Joseph M. George and Mr. Russell H. McCain.

In a letter dated January 23, 1950, Chief Engineer William F. Childs, Jr. concurred in recommendation by both District Engineer Rolph Townshend and Assistant Chief Engineer P. A. Morison, that the section of road between Smithville and Federalsburg in Caroline County having been completed in accordance with the specifications, be accepted into the State Highway System, in accordance with the originally contemplated plan that it would be so accepted upon satisfactory completion.

This section of road was completed under Contract #Co-180-3-250 and has been accepted by District Engineer Rolph Townshend from the contractor. The section involved is more specifically described as follows:

Between Station 148+85 and Station 5+08, a distance of 2.723 miles
Width of surfacing, 20 feet
Width of shoulders, 8 feet
Kind of surfacing - Bituminous stabilization 5" depth

The Commission, by appropriate action, approved the recommendation as made.

Copy: Mr. W. F. Childs, Jr.
Mr. W. C. Hopkins
Mr. P. A. Morison
Mr. G. S. Rinehart
Mr. R. Townshend
Mr. F. P. Scrivener
Mr. C. L. Wannen
Mr. A. F. DiDomenico
Mr. Allan Lee
Mr. G. N. Lewis, Jr.
Co. Commrs. Caroline Co.

Old Co. 167 - Now Md. 433 - 2.723 Miles (Pr)
Inv. Needed - File
Inv. Index Map O.K.
Tracing O.K.
To be checked on SM forms
To be " " LM "
To be " " T&B Sheets
To be " " Md. Life
To be " " SLD
To be put on Md. Impr. Index Map

MINUTES OF MEETING OF THE STATE HIGHWAY COMMISSION
MONDAY, JANUARY 23, 1950

Present: Mr. Robert R. Reynolds, Chairman, presiding
Mr. George and Mr. Russell M. Wright.

In a letter dated January 21, 1950, Brig. Gen. William F. Childs, Jr., concurred in recommendation by both District Engineer Ralph Woodward and Resident Chief Engineer T. A. Burton, that the section of road between Guthrie and Sedalia in Pettis County be designated as a part of the State Highway System, in accordance with the original tentative plan that it would be accomplished upon satisfactory completion.

This section of road was constructed under contract MO-[illegible] and has been accepted by District Engineer Childs from the contractor. The results involved in more specifically described as follows:

Between Station [illegible] and Station [illegible], a distance of [illegible] miles
Width of roadway, 20 feet
Width of shoulders, 8 feet
Kind of surface - Bituminous [illegible] "

On motion, by appropriate action, approve the recommendation on file.

Copy: Mr. [illegible], Jr.
Mr. [illegible]
Mr. [illegible]
Mr. [illegible]
Mr. [illegible]
Mr. [illegible]
Mr. [illegible]
Mr. [illegible]
Mr. [illegible]
Mr. [illegible]
Mr. [illegible], Jr.
Mr. [illegible], Contractor Co.

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, DECEMBER 28, 1949

Present: Mr. Robert M. Reindollar, Chairman, Senator Joseph M. George and Mr. Russell H. McCain.

On request of the County Commissioners of Caroline County, and on recommendation of Chief Engineer W. F. Childs, Jr. and District Engineer Rolph Townshend, the Commission accepted for maintenance as part of the County Road System, Caroline and Lockerman Streets, from Route 313 to the corporate limits of Denton in Election District No. 3, a length of .393 mile, in Caroline County.

Road Condition Survey Report submitted by District Engineer Townshend indicates that this section of road has been accepted and recorded by the County Commissioners of Caroline County, providing for a 50' right of way on Caroline Street and for a 25' right of way on Lockerman Street.

In said report, Mr. Townshend states: "Poorly graded-generally neglected. Proposed to grade, drain and surface with 4 inches of compacted gravel.

Estimated cost: -	Grade	$ 30.00
	1200 cu. yds. gravel in place @ $.75	800.00
	No pipe required.	
	TOTAL	$830.00"

Copy: Mr. W. F. Childs, Jr.
Mr. P. A. Morison
Mr. R. Townshend
Mr. F. P. Scrivener
Mr. C. L. Wannen
Mr. Allan Lee
Mr. G. N. Lewis, Jr.
Co. Commrs. Caroline Co.

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION

11/13/47

Present: Mr. Robert M. Reindollar, Chairman, Messrs. P. Watson Webb and Russell H. McCain.

Acting on the recommendation of the County Commissioners of Caroline County, supported by recommendation of District Engineer Townshend and Chief Engineer W. F. Childs, Jr., the Commission accepted for maintenance as a part of the County Road System of Caroline County, section of road in the 4th Election District of said County, known as the Hog Island Extension from the end of the present Hog Island Road to the Choptank River, a distance of 1,056' (0.2 mile).

The County Commissioners, in their letter of November 12 addressed to District Engineer Townshend, state that the right of way of 30' has been deeded and the conveyance record3d into the land records of Caroline County.

District Engineer Rolph Townshend, in his Road Condition Survey Report, states: "Present road consists of low marshy loam about 12' wide and under tidewater at times. Recommend widening to 25' and raising 1.5' with sand fill and surfacing with 16' of clay gravel. Estimated cost $1200.00."

5280)1056.00(.20
10560

CC: Messrs. Childs
Towshend
Scrivener
Codd
Kahn
Lewis
Co. Commrs. Caroline Co.

O.K on G.H. ~~map~~ Tracing
O.K on L.M. Forms
~~Inventory needed.~~ Inv attached
O.K. on Inv Index Map.
Inv. 10/6/48

Copy: Mr. R. M. Reindollar
Mr. W. T. Ballard
Mr. P. A. Morison
Mr. A. F. Shure
Mr. R. Townshend
Mr. W. F. Childs, Jr.
Mr. L. A. Kahn
Mr. W. C. Hopkins
Mr. W. A. Codd
County Commissioners

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
TUESDAY, MAY 7, 1946
***

Present: Mr. Robert M. Reindollar, Chairman, Messrs. P. Watson Webb and Russell H. McCain.

In order to record certain changes made by the Commission in the three-year construction program for Caroline County, which appears in the minutes of May 22, 1945, there is set forth herewith letter, dated April 29, 1946, from Chairman R. M. Reindollar to Mr. N. Roland Towers, President, Commissioners of Caroline County:

"In reply to your letter of April 2, I wish to advise that from the list of projects submitted by your Board to this Commission under date of April 4, 1944, and after conferences between the members of your Board and representatives of this Commission, the State Roads Commission officially adopted a three-year construction program for Caroline County. This program was set forth in detail in the minutes of the meeting of the State Roads Commission on May 22, 1945, copy of which was made available to you.

There has been a series of letters between your Board and this Commission since that date, but generally speaking, these letters merely indicated that arrangements had been developed whereby, after a sufficient amount of money had been retained from gasoline tax revenue available to Caroline County from the "One and One-half Cent Lateral Road Gasoline Tax Fund" to satisfactorily maintain the system of county roads, additional funds over and above this amount would be applied to the construction fund.

This was in order to build up to the credit of the construction account, a sufficient sum with the unexpended balances already transferred to this account, to make possible the matching of the Federal funds allocated to the County from the Federal-aid Highway Act of 1944 and made available for construction purposes for the fiscal years 1946, 1947, and 1948.

Your letter of April 2, 1946 indicates that as the approaches to the Tuckahoe River Bridge are considered to be on a primary route, you are requesting that this Commission withdraw from the previously approved program, the $9,000.00 set up on this project under the first year program and the $3,000.00 under the third year program, and that these costs be absorbed by the State Roads Commission. The Commission will agree to do this.

You further indicate that your participation in the Tuckahoe River Bridge will be on the basis of one-eighth of the total cost, or an amount of $30,750.00, instead of one-fourth of the cost previously set up in the first year's program at $61,500.00

The Commission agrees to have the cost of the Tuckahoe River Bridge financed on this basis, it being understood that the amount of money is not the binding figure, but the percentage of the cost of the actual construction of the bridge when the bids are received, will be the amount of money actually charged against the County's apportionment.

Copy: Mr. R. M. Heinbolier
Mr. E. T. Collins
Mr. P. L. Morrison
Mr. A. F. Shore

Mr. R. Townsend
Mr. A. F. Collins, Jr.
Mr. L. A. Kahn
Mr. R. C. Hopkins

Mr. W. A. Todd
County Commissioners

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
TUESDAY, MAY 7, 1946

Present: Mr. Robert M. Heinbolier, Chairman, Members. R. Walton Moore and Randall H. McSain.

In order to record certain changes made by the Commission in the three-year construction program for Carolina County, which appears in the minutes of May 22, 1945, there is set forth herewith letter, dated April 29, 1946, from Chairman H. M. Heinbolier to Mr. R. Melland Towson, President, Commissioners of Carolina County:

"In reply to your letter of April 2, I wish to advise that from the list of projects submitted by your Board to this Commission under date of April 4, 1946, and after conferences between the members of your board and representatives of this Commission, the State Roads Commission officially adopted a three-year construction program for Carolina County. This program was set forth in detail in the minutes of the meeting of the State Roads Commission on May 22, 1945, copy of which was made available to you.

There has been a series of letters between your Board and this Commission since that date, but generally speaking, these letters merely indicated that arrangements had been developed whereby, after a sufficient amount of money had been retained from gasoline tax revenue available to Carolina County from the "One and One-Half Cent Federal Road Gasoline Tax Fund" to satisfactorily maintain the system of county roads, additional funds over and above this amount would be applied to the construction fund.

This was in order to build up to the credit of the construction account, a sufficient sum with the unexpended balance already transferred to this account, to make possible the matching of the Federal funds allotted to the County from the Federal-Aid Highway Act of 1944 and made available for construction purposes for the fiscal years 1946, 1947, and 1948.

Your letter of April 2, 1946 indicates that as the improvement to the Tuckahoe River Bridge are considered to be on a primary road, you are requesting that this Commission withdraw from the previously approved program, $15,000.00 set up on this project under the first year program and the $5,000.00 under the third year program, and that these costs be absorbed by the State Roads Commission. The Commission will agree to do this.

You further indicate that your participation in the Tuckahoe River Bridge will be on the basis of one-eighth of the total cost, or an amount of $30,750.00, instead of one-fourth of the cost previously set up in the first year's program at $61,500.00

The Commission agrees to have the cost of the Tuckahoe River Bridge financed on this basis, it being understood that the amount of money is not the binding figure, but the percentage of the cost of the actual construction of the bridge when the bids are received, will be the amount of money actually charged against the County's apportionment.

You request that the Federalsburg-Smithville Road be moved up from the third year to the first year as Item #2 of the new sequence of construction, the Tuckahoe River Bridge remaining as Item #1.

For Item #3 you now indicate the Greensboro-Burrsville Road. This was previously set up for 2.5 miles to be constructed in the second year, and 1.8 miles to be constructed in the third year, the total cost of the combined projects amounting to $140,200.00.

You place the Ridgely Cut-off as Item #4, and this will take it from the first year and probably place it in the third year, due to the amount of funds as estimated as the construction cost of the other work which you have now placed ahead of this.

The Hunting Creek Bridge, the Backlanding Bridge, and the Crouse's Mill Bridge follow as Items 5, 6, and 7, respectively. In putting them in this order, however, it will place all of them in the third year of the program, whereas Dorchester County has included the Hunting Creek Bridge and Backlanding Bridge in the second year, and the Crouse's Mill Bridge is set up in the first year of the Queen Anne's County program.

You have also added Items 8 and 9 to the program, in addition to those which were previously set up in the minutes of May 22, 1945.

A review of the finances of the County, under which it is contemplated to construct this program, would indicate that unexpended balances, together with revenue available from the "One and One-half Cent Lateral Road Gasoline Tax Fund" applicable to the County in excess of that which must be set aside for county road maintenance, and the Federal funds, would be sufficient in the three-year period to construct only Items 1 to 7 inclusive, and there will not be any funds which can be used for the construction of Items 8 and 9, even though the Commission agrees to absorb certain expenses in connection with the Matthews-Tuckahoe project as indicated herein.

It will therefore be necessary, if you want to include the latter two projects, for you to make some other arrangements for financing."

C
O
P
Y

You request that the Fredericksburg-Smithville road be moved up from the third year to the first year as Item #2 of the new sequence of construction, the Rockbridge River Bridge remaining as Item #1.

For Item #3 you now indicate the Greenbrier-Burnsville road. This was previously set up for 4.5 miles to be constructed in the second year, and 1.0 mile to be constructed in the third year, the total cost of the combined projects amounting to $140,000.00.

You place the Ridgely Cut-off as Item #4, and this will take it from the first year and probably place it in the third year, due to the amount of funds as estimated as the construction cost of the other work which you have now placed ahead of this.

The Hunting Creek Bridge, the Buckhanding Bridge, and the Orange's Mill Bridge follow as Items 5, 6, and 7, respectively. In putting them in this order, however, it will place all of them in the third year of the program, whereas Dorchester County has included the Hunting Creek Bridge and Buckhanding Bridge in the second year, and the Orange's Mill Bridge is set up in the first year of the Queen Anne's County program.

You have also added Items 8 and 9 to the program, in addition to those which were previously set up in the minutes of May 22, 1945.

A review of the finances of the County, under which it is contemplated to construct this program, would indicate that unexpended balances, together with revenue available from the "One and one-half cent Internal Road Gasoline Tax Fund" applicable to the County, in excess of that which must be set aside for county road maintenance, and the Federal funds, would be sufficient in the three-year period to construct only Items 1 to 7 inclusive, and there will not be any funds which can be used for the construction of Items 8 and 9, even though the Constabulary agrees to absorb certain expenses in connection with the Battlemen-Tuckahoe project as indicated herein.

It will therefore be necessary, if you want to include the latter two projects, for you to make some other arrangements for financing."

Copy: Mr. W. T. Ballard,
R. M. Reindoller
W. C. Hopkins
L. A. Kahn
A. F. Shure
W. A. Codd
R. Townshend
W. F. Childs, Jr.

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
TUESDAY, MAY 22, 1945.

Present: Mr. Ezra B. Whitman, Chairman, Messrs. P. Watson Webb and W. Frank Thomas

The following letter from Chief Engineer Wilson T. Ballard, dated March 16, 1945, and addressed to the State Roads Commission, which letter was considered and approved by the Commission at a prior meeting, is herewith set forth in full for the purpose of information and record and in substitution of a letter addressed to the State Roads Commission by Chief Engineer Ballard, dated Feb. 9, 1945, which appears in minutes of the meeting of February 13, 1945.

March 16, 1945.

State Roads Commission
Baltimore, Maryland.

Gentlemen:

Under date of October 24, 1944 the Commission considered the recommendations from Caroline County for post-war construction of bridges and highways. As a result it was decided that the Tuckahoe Bridge, which appears as item #1 in the letter of Feb. 21, 1944 of the County Commissioners, shall have priority over all other recommendations made by the County Board and that such proportion of the Federal funds, properly chargeable to Caroline County, in connection with this bridge shall be first expended and the balance of the funds available to this County as at the present time approved, shall be expended in the construction of roads in the order as recommended by the County Board in their letter of April 4, 1944.

The Tuckahoe Bridge is on the Federal Primary System and funds have been made available for projects on the Federal System by the 1944 Federal Highway Act. The funds for the secondary and feeder road construction will not be eligible, so it will be necessary in matching the funds to be made available by Caroline and Talbot Counties (which will be one-half the total cost of the project, Caroline County contributing 25% and Talbot County contributing the remainder) to provide either State or Federal Primary funds to the extent of one-half of the estimated cost of $246,000 or $123,000.

It is likely that Caroline County will provide its portion of the finances for the building of the Tuckahoe Bridge from the reserve of $80,595.00. The Caroline County Approach to the Bridge, which the Plans and Surveys Department estimates will cost $24,000.00, may likewise be financed by the County to the extent of ½ or $12,000.00 from this reserve fund, in which event the County would use the greater part of its reserve funds for the construction of the Tuckahoe River Bridge and the Caroline County Approach, and it would appear to be in order to plan for the expenditure of the total feeder funds of $252,128.94 (inclusive of the County matching funds) and the reserve, making a grand total of $332,723.94 during the three year post-war period.

District Engineer Townshend in his letter under date of December 20, 1944 advises that "upon consultation with the County Commissioners it is definitely determined that they desire to construct all of the four County line bridges which they have recommended, acquiring the use of any Federal Aid funds which may be available to them under the

Copy: Mr. W. T. Mallard,
J. A. Schaffer
W. C. Hopkins
C. A. Kahn
A. T. Shore
T. L. Duda
H. Fernandez
F. T. Collins, Jr.

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
TUESDAY, MAY 22, 1945.

Present: Mr. Eric M. Mathesen, Chairman, Messrs. F. Malcom Smith and W. Frank Thomas

The following letter from Chief Engineer Allison T. Mallard, dated March 16, 1945, and addressed to the State Roads Commission, which letter was considered and approved by the Commission at a prior meeting, is hereby set forth in full for the purpose of information and record and in substitution of a letter addressed to the State Roads Commission by Chief Engineer Mallard, dated Feb. 9, 1945, which appears inadvertent of the meeting of February 13, 1945.

March 16, 1945.

State Roads Commission
Baltimore, Maryland.

Gentlemen:

Under date of October 24, 1944, the Commission considered the recommendations from Caroline County for post-war construction of bridges and highways. At a meeting it was decided that the Tuckahoe Bridge, which appears as item #1 in the letter of Feb. 21, 1944 of the County Commissioners, shall have priority over all other recommendations made by the County Board and that upon completion of the Tuckahoe Bridge, consideration be given to the Denton Bypass, in connection with which the Commission accepted and the Delegation of the funds available to this County as at the present time amounts, shall be expended in the construction of roads in the order as recommended by the County Board in their letter of April 4, 1944.

The Tuckahoe Bridge is on the Federal Primary System and funds have been made available for projects on the Federal System by the 1944 Federal Highway Act. The funds for the secondary and feeder road construction will not be eligible, as it will be necessary in matching the funds to be made available by Caroline and Talbot Counties (which will be one-half the total cost of the project, Caroline County contributing 75% and Talbot County contributing the remainder) to provide either State or Federal Primary funds to the extent of one-half of the estimated cost of $240,000 or $120,000.

It is likely that Caroline County will provide its portion of the funds for the building of the Tuckahoe Bridge from the reserve of $80,000.00. The Caroline County Approach to the Bridge, which the Roads and Surveys Department estimates will cost $24,000.00, may likewise be financed by the County as the amount of $ or $12,000.00 from this reserve fund, in which event the County would use the greater part of its secondary funds for the construction of the Tuckahoe River Bridge and the Caroline County Approach, but it would appear to be in order to plan for the expenditure of the total feeder funds of $252,152.04 (in lieu of the County matching funds) and the reserve, making a grand total of $332,152.04 during the three year post-war period.

District Engineer Woodward in his letter under date of December 20, 1944 states that "Upon consultation with the County Commissioners it is definitely determined that they desire to construct all of the four County Bridge projects which they have recommended, requiring the use of any Federal Aid funds which may be available to them under the

highway bill now pending before Congress" Questions arise, however, with respect to this procedure first, because the Hunting Creek and the Back Landing Bridges dividing Caroline County from Dorchester County are indicated as last in the order of priority for projects which are to be financed by Dorchester County and in the case of the Crouse's Mill Bridge which divides Caroline County from Queen Anne's County, I find that the County Commissioners of Queen Anne's County have listed this bridge among the last in order of priority for the post-war construction.

In any event, and on the assumption that the situation might be worked out among the counties to have the several bridges constructed during the three years of the post-war period, they are included in the three year annual program as presented hereunder.

The following order of construction is, therefore, presented for your approval. It follows the order of priority established by the County Commissioners.

Recommendation - First Year	Mileage	Est. Cost
1- Tuckahoe River Bridge (County Funds - ½ cost)		$61,500.00
1- Ridgely Cut-off Road	.5	36,500.00
1- Approach to Tuckahoe River Bridge (½ cost of state construction)		9,000.00
		$107,000.00

Gravel surfacing is proposed for the approaches to the Tuckahoe River Bridge, which surfacing is to be stabilized with bituminous material and at a later date it is to receive a bituminous surface course. The cost for the first year covers grading, drainage, gravel surfacing and bituminous stabilization. It does not include the bituminous surface course.

Recommendation - Second Year	Mileage	Est. Cost
2- Hunting Creek Bridge (Caroline Co. Funds - ½ cost)		$16,000.00
3- Back Landing Bridge (Caroline Co. Funds - ½ cost)		7,000.00
2- Greensboro-Burrsville Road	2½	81,500.00
		$104,500.00

The two Dorchester County line bridges are listed for construction in the same year because they are in the same locality and could likely be advertised as a unit.

Recommendation - Third Years	Mileage	Est. Cost
4- Crouse's Mill Bridge (Caroline County Funds)		$ 4,750.00
2- Greensboro-Burrsville Road	1.8	58,700.00
1- Approach to Tuckahoe River Bridge (½ cost of completion)		3,000.00
3- Smithville Road	1.5	54,800.00
		$121,250.00

The cost of the bituminous surface course on the bridge approach is included in the work of the third year. The gravel surfacing and approach fills having had an opportunity to settle.

The aggregate estimated construction cost of the program is $332,750.00 and which indicates that the funds to be made available for construction will be approximately the same as the estimated cost of the part of the program listed.

[illegible] upon the recommendations of the Traffic Division and the County Commissioners bridge [illegible] highway items #1 of the first year's proposed improvement will be constructed to standards acceptable to the State Roads Commission with the understanding that these projects will be accepted into the State Highway System upon completion.

primary difficulty confronting Dungeness. Questions arise, however, with respect to this procedure first, because the funding areas and the Task Force recognize priorities Counties only from Dorchester County are indicated as list in the order of priority for projects which are to be financed by Commonwealth funds and in the case of the County's Mill Bridge which straddles the Dungeness County from Green Ann's County, I find that the County Commissioners of Green Ann's County have listed this bridge among the last in order of priority for the post-war construction.

In any event, and at the assumption that the rehabilitation might be worked out among the counties to give the several bridges constructed during the three years of the post-war period, they are included in the three year construction programs as presented herewith.

The following order of construction is, therefore, presented for your approval. It follows the order of priority established by the County Commissioners.

Recommendation - First Year	Miles	Est. Cost
1- Lynnhaven River Bridge (County funds - 3 years)		$[illegible]
2- Nassau cut-off road		75,000.00
3- Approach to Dungeness River Bridge, cost of		[illegible]
Total expenditure		$[illegible]

Several matters are proposed for the approaches to the Dungeness River Bridge, which surveying is to be established with Dorchester material and as a temporary is to provide a dependable surface course. The approach the Dorchester County Commissioners propose, and which seems practicable, is to have the Dorchester County Commissioners provide the bituminous material and to have the Dungeness County provide the pitch, gravel, etc.

Recommendation - Second Year	Miles	Est. Cost
1- Dunning Creek Bridge (Carolina Co. funds - 3 years)		[illegible]
2- Sand Landing Bridge (Carolina Co. funds - 3 years)		[illegible]
3- Dromedary-Kerrsville road		21,000.00
Total		$[illegible]

The two Dorchester County line bridges are slated for construction in the same year because they are in the same locality and would likely be advertised as a unit.

Recommendation - Third Year	Miles	Est. Cost
1- Cowpen's Mill Bridge (Carolina County funds)		$ [illegible]
2- Dromedary-Kerrsville Road	1.8	[illegible]
3- Approach to Chickahoo River Bridge (2 cost of approach)		[illegible]
4- Bethville Road	1.2	[illegible]
Total		$[illegible]

The work of the Dungeness Bridge course on the bridge approach is limited to the work of the first year. The gravel surfacing and a rock fill development a subsidiary to parts.

The aggregate estimated construction cost of the program is $[illegible] and which indicates that the funds to be made available for construction will be approximately the same as the estimated cost of the part of the program listed.

Upon such the recommendations of the Traffic Division and the Dorchester County Bridge and Highway Lines of the first year's proposed improvement will be constructed to standard reasonable to the State Roads Commission with the understanding that these projects will be authorized into the State Highway System upon completion.

Bridge projects items #2, 3, and 4 in the second and third post-war years will in accordance with the recommendations of the Traffic Division remain a part of the County system. Highway projects #2 and 3 of the second and third year's recommendation will be constructed to standards conforming with the requirements of this Commission for acceptance into the State highway system and the County Board recommends such action

The approval of the program as submitted for the three year post-war period is requested. in order that the Engineering Department may proceed with the making of the surveys, preparation of plans and specifications, and with arrangements for securing rights-of-way.

Very truly yours,

(sgd) Wilson T. Ballard

AFS/S

Chief Engineer

Copies: Mr. W. T. Ballard
Mr. R. M. Reindollar
Mr. A. F. Shure
Mr. W. A. Codd
Mr. L. A. Kahn
Mr. W, C. Hopkins
Mr. W. F. Childs, Jr.
Mr. R. Townshend

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
TUESDAY, OCTOBER 24, 1944
***

Present: Mr. Ezra B. Whitman, Chairman, Messrs. P. Watson Webb and W. Frank Thomas.

The recommendations from Caroline County, submitted to the Commission by letters dated February 21, 1944 and April 4, 1944 as a program for post-war construction and improvement of bridges and highways in the said County, were given formal consideration by the Commission at this meeting. For the purpose of record, the recommendations submitted by the County Commissioners of Caroline County, by letter dated February 21, 1944, for the improvement and/or construction of bridges, lists the following named structures in their respective order:

1. Tuckahoe Bridge - Line Bridge between Caroline and Talbot Counties.
2. Hunting Creek Bridge at Choptank - Line Bridge between Caroline and Dorchester Counties.
3. Backlanding Bridge over Hunting Creek, also a line bridge between Caroline and Dorchester Counties.
4. Crouses Mill Bridge over Tuckahoe River - a line bridge between Caroline and Queen Anne County and on the road between Ridgely and Ruthsburg.

"In every case we recommend closed bridges where draws are involved and treated timber construction and they are listed in order of their importance." - - - "We have listed all the remaining old long timber bridges over streams which are the dividing lines between the above counties and therefore they would be financed by splitting the cost on a 50-50 basis between the counties involved and by matching this amount with the proposed 75% contribution from the Federal Government."

With respect to the recommendations of the said County Board for the improvement of roads, the following list is taken from the recommendations submitted in their letter of April 4, 1944:

			Remarks
1.	Ridgely Cut-off	0.5 mi.	
2.	Greensboro-Burrsville Rd.	5.0 mi.	Const. already begun
3.	Fed'bg-Smithville Exten. to R.404	4.0 mil.	Already partly built
4.	Greensboro-Boyce Mill to Del. Line	1.5 mi.	" " "
5.	American Cor. to Hynson	3.5 mi.	" " "
6.	Judge Harper Road	1.5 mi.	60 ft. R/W available
7.	Andersontown to Jones Corner	4.5 mi.	see below
8.	Williston to Concord	1.5 mi.	partly built
9.	Hobbs to Andersontown	1.5 mi.	to connect with R. 404
10.	Wilkins Bridge Road	1.0 mi.	to be relocated and new bridge
11.	Ridgely-Masons Branch Rd.	1.3 mi.	partly built
12.	Ridgely to Crouse Mill Bge.	3.0 mi.	to Queen Anne Line & Ruthsburg
13.	Hillsboro to Tuckahoe Bge.	4.0 mi.	
14.	Henderson to Mud Hill	2.0 mi.	To connect with Del. Line
15.	Greensboro to Oakland	1.7 mi.	to connect with R. 312
16.	Hillsboro to Ridgely	2.5 mi.	to connect R.404 with cut-off

Total 39.0 miles

Copies, Mr. W. T. Ballard Mr. W. A. Cook Mr. W. E. Tuttle, Jr.
Mr. R. M. Tolmeyliz Mr. L. A. Kahn Mr. L. Tomchuck
Mr. A. F. Shaw Mr. E. P. Hughes

MINUTES FOR ADVICE OF MEETING OF THE STATE ROAD COMMISSION OF
VIRGINIA, OCTOBER 24, 1934

Present: Mr. Dunn, Mr. Williams, Chairman, Mr. Tuttle, Mr. Hughes and Mr. Flood, Clerk.

The meeting was called to order at 10:00 A.M. by Chairman Williams.

Letters dated October 22, 1934 and April 1, 1934 [illegible] were read concerning the construction of bridges and culverts in the Gold County, were, from forces and matters by the Commission at this meeting. For the purpose of record, the recommendations submitted by the County Supervisors of Gaston County, by letter dated February 21, 1934, for the improvement [illegible] of bridges, also the following major structures in that respective order:

1. Tuckahoe Bridge - Line Bridge between Powhatan and Gaston Counties.
2. Buffalo Creek Bridge on Chapman - Line Bridge between Gaston and Northampton Counties.
3. Tuckahoe Bridge over Buffalo Creek, also a line bridge between Gaston and Northampton Counties.
4. Dragon Mill Bridge over Tuckahoe River - a line bridge between Gaston and Northampton County and on the road system Gaston County and Northampton.

"In every case an approved closed bridge or where there are involved and unusual design construction and they are listed in order of their importance." - - - "We have listed all the remaining old long timber bridges over streams which are the existing lines between the above counties and therefore they should be financed by applying the amount of a 50-50 basis between the proposed Bureau and by matching with funds of the proposed WPA construction from the Federal Government."

With respect to the recommendations of the Gold County Board for the improvement of roads, the following list is taken from the recommendations submitted in their letter of April 4, 1934:

		Remarks
1. Midway Cut-off	0.5 mi.	
2. Greenville-Burnsville Rd.	2.0 mi.	Gaston, already paved
3. Fort Hill-Gatlinburg Road, to R.R.	4.0 mi.	already partly built
4. Greenville-Dogwood Mill to Bal. Slope	1.5 mi.	" " "
5. Gaston Cut, to Byron	2.5 mi.	" " "
6. Long Burner Road	1.5 mi.	20 ft. R/W available
7. Intersections to Gaston Corner	4.5 mi.	see below
8. Midway to Tomkey	2.5 mi.	partly built
9. Rodes to Sugarcreek	1.5 mi.	to connect with R. 404
10. Gilkey Bridge Road	2.0 mi.	to be relocated and new bridge
11. Edgely-Gaston Branch Rd.	1.5 mi.	partly built
12. Midway to Gaston Mill Top	3.0 mi.	to Green Line & Blackburg
13. Midway to Tomkins Fork	4.5 mi.	
14. Gaston to Mud Hill	3.0 mi.	to connect with Rd. 1[illegible]
15. Greenville to Dalton	1.7 mi.	to connect with R. 302
16. Midway to Midway	3.0 mi.	to connect R.404 with out-off

Total 32.0 miles

"In nearly every case the building of the above roads would fill gaps over roads already partly built or to connect with the Delaware State Line or adjacent county lines and the mileages given above represent the net mileages to be built. Number 7 above from Andersontown to Jones Corner would be a large portion of the relocation and rebuilding of present Route 313 between Denton and Federalsburg, which should be one of the first considerations for post war construction on State Roads in Caroline Co."

Chief Engineer Ballard, in transmitting the recommendations of the County Commissioners of Caroline County, states in his letter addressed to the Commission under date of October 24, 1944:

"Referring to the statement from Chief Auditor Codd of October 16, 1944, it appears that the county may have approximately $92,000 available, which could be used to match a like amount of Federal funds, thus enabling them to construct approximately $180,000 worth of work."

"Inasmuch as, at present, it does not appear that they will have more than approximately $200,000 to spend, we should not extend the making of surveys and plans beyond Item 3 (Road Program) unless the county should subsequently indicate to us that additional funds will be provided."

These statements with respect to the probable amount of funds that will be available for post-war work in the said County were given full consideration. However, in view of the fact that the General Assembly of 1943 having passed an Act (Chapter 404) to the effect "that the State Roads Commission be and it is hereby authorized and directed to construct and maintain a bridge over the Tuckahoe River at New Bridge to connect Caroline and Talbot Counties; the said bridge to be constructed from Federal, State or County Funds which may be available for this purpose", it was decided by the Commission that this bridge, which appears as Item 1 in the letter of February 21, 1944 of the County Commissioners, shall have priority over all other recommendations made by the said County Board, and that such proportion of the said funds properly chargeable to Caroline County, in connection with this project shall be first expended, and the balance of funds available to this County as at the present time approximated, shall be expended in the construction of roads in the order as recommended by the said County Board in their letter of April 4, 1944. Should further funds for construction purposes become available to this County, such funds may then be applied to either the bridge or road recommendations as submitted by the said County Board, assuming that with respect to the bridge program, the Counties of Dorchester and Queen Anne will support the recommendation by Caroline County for the construction of these line bridges.

Rds. Accept. for maint.

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
THURSDAY, FEBRUARY 26, 1942

Present: Mr. Ezra B. Whitman, Chairman, Messrs. P. Watson Webb and W. Frank Thomas.

On recommendation of the Engineering Department, the following County Roads in their respective Counties having been constructed or improved to meet State specifications or requirements, were formally accepted to be maintained hereafter as part of the State Highway System :

CAROLINE COUNTY

Allen's Corner - Reliance	(Route 577, Sec. 2)	2.70 miles
Houston Branch Road	(" 306, " 2)	4.26 "
Bethlehem-Harmony Road	(" 578, " 2)	2.79 "

KENT COUNTY

Kentmore Park Road	(Route 444, Sec. 2)	3.0 miles
Smithville-Newtown Road	(" 297, " 4)	3.75 "

QUEEN ANNE'S COUNTY

Centreville-Ruthsburg Road	(Route 304, Sec. 5)	2.16 miles
Price-Bridgetown Road	(" 405, " 3)	2.31 "

COPY

Carroline County
Kent County
Queen Anne's County

9.5.2.

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
THURSDAY, FEBRUARY 26, 1942

Present: Mr. Ezra B. Whitman, Chairman, Messrs. P. Watson Webb and W. Frank Thomas.

On recommendation of the Engineering Department, the following County Roads in their respective Counties having been constructed or improved to meet State specifications or requirements, were formally accepted to be maintained hereafter as part of the State Highway System :

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Allen's Corner - Reliance	(Route 577, Sec. 2)	2.70 miles
Houston Branch Road	(" 306, " 2)	4.26 "
Bethlehem-Harmony Road	(" 578, " 2)	2.79 "

KENT COUNTY

Kentmore Park Road	(Route 444, Sec. 2)	3.0 miles
Smithville-Newtown Road	(" 297, " 4)	3.75 "

QUEEN ANNE'S COUNTY

Centreville-Ruthsburg Road	(Route 304, Sec. 5)	2.16 miles
Price-Bridgetown Road	(" 405, " 3)	2.31 "

COPY

W. T. BALLARD,
CHIEF ENGINEER

L. H. STEUART,
SECRETARY

DEPARTMENT OF PUBLIC WORKS
STATE OF MARYLAND
STATE ROADS COMMISSION
FEDERAL RESERVE BANK BUILDING
BALTIMORE, MD.

January 3, 1942

County Commissioners of Caroline County,
Denton, Maryland.

Gentlemen -

The Commission at its meeting on December 23 approved acceptance into the State road system of the following roads:

American Corner - Grove Cemetery Road - Length 3.25 miles

Preston - Choptank Road - Length 2.12 miles

American Corner - Hynson Road - Length 1.86 miles

Denton - Hobbs Road - Length 1.47 miles

Very truly yours,

Chief Engineer

WTB+MRV

cc- Mr. Steuart
Mr. Townshend
Mr. Childs
State Roads Commission

CAROLINE COUNTY

CAROLINE COUNTY

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, DECEMBER 31, 1941

Present: Mr. Ezra B. Whitman, Chairman, Messrs. P. Watson Webb and W. Frank Thomas.

At the meeting of the State Roads Commission held April 18, 1939, the minutes of said meeting indicate a formal request was made by the County Commissioners of Caroline County in letters dated March 21, 1939 and April 11, 1939, that the State Roads Commission take over for maintenance as part of the State Roads System the following named roads:

The Denton - Hobbs Road
The American Corner - Friendship Rd.
The American Corner - Grove Cemetery Rd.
The Preston - Choptank Road

Reference is made in the letter of March 21 that "these roads were all built of the traffic compacted type of the standard width of 16 feet, inside a 50 to 60 foot right of way and have all been surface treated with three applications of tar and chips."

Mr. Nathan L. Smith, the then Chief Engineer, by letter dated March 30, 1939, addressed to the then Chairman J. Glenn Beall, in reference to the letter from the County Commissioners of Caroline County, states,

" The thought which I had when I went over the various projects with them in 1935 was that after they had been thoroughly stabilized they would be given a road-mix surface course and would then be acceptable as part of the State system. Instead of that, you will remember that last fall the County Commissioners insisted upon our oiling the roads, and at that time I protested that it would not be in the interest of modern construction to do this work. If this oil had not been placed last fall the roads could now be given a road-mix surface course and probably would require no maintenance for many years to come.

However, a single oiling such as was applied last fall will not place them in suitable condition for acceptance and I certainly would not recommend that we take them over until the second application had been given."

The Commission accepted Mr. Smith's recommendation and voted that the Secretary notify the Board of County Commissioners of Caroline County that their request cannot be complied with until after eadh of these sections of roadway has received "one more oiling."

Chief Engineer Ballard, at this meeting, informed the Commission that he had received communications both from the County Commissioners of Caroline County and District Engineer Rolph Townshend, which indicate that the requirement with respect to the oiling of these roads has now been complied with, and on his recommendation the Commission formally voted that

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, NOVEMBER 22, 1944

Present: Mr. Earl E. Whitlow, Chairman, Messrs. P. Hanson Tabb and W. Frank Timmons.

At the meeting of the State Roads Commission on April 18, 1939, the minutes of said meeting indicate a formal request was made by the County Commissioners of Carroline County in letters dated March 21, 1939 and April 11, 1939, that the State Roads Commission make over for maintenance as part of the State Roads System the following named roads:

The Denton - Hobbs Road
The Harmony Corner - Tuckahoe Rd.
The Harmony Corner - Goose Creek Rd.
The Preston - Greenback Road

Reference is made in the letter of March 21 that "these roads were all duplicate of the traffic connected, are of the standard width of 16 feet, inside a 20 to 60 foot right of way and have all some curving trends with steep gradients of one and other."

Mr. Benjamin L. Smith, the Road Chief Engineer, in letter dated March 20, 1939, addressed to the Hon. Charles L. Bishop Jr., in response to the letter from the County Commissioners of Caroline County, states:

"The attempt which I had when I went over the various projects with them in 1935 was that after they had been thoroughly established they would be given a good-dirt surface course and would then be acceptable as part of the State system. Instead of that, you will remember that last fall the County Commissioners insisted upon oiling the roads, and at that time I protested that it would not be in the interest of modern construction to do this work. If this oil had not been placed last fall the roads would now be given a good-dirt surface course and probably would require no maintenance for many years to come.

However, a single oiling such as was applied last fall will not place them in suitable condition for acceptance and I certainly would not recommend that we take them over until the second application has been given."

The Commission accepted Mr. Smith's recommendation and voted that the Secretary notify the Board of County Commissioners of Caroline County that their request cannot be complied with until after such of some sections of roadway has been had "one more oiling."

Chief Engineer Bullard, at this meeting, informed the Commission that he had received communications both from the County Commissioners of Carolina County and Delegate Delaney Solon Tomlinson, which indicate that the requirements with respect to the oiling of these roads has now been complied with, and on his recommendation the Commission formally voted that

the said roads, namely -

American Corner - Grove Cemetery Road -	Length	3.25	miles
Preston - Choptank Road -	"	2.12	"
American Corner-Hynson(Friendship Rd.) -	"	1.86	"
Denton - Hobbs Road -	"	1.47	"

be accepted for maintenance as a part of the State Roads System.

Copies: MR. W. T. BALLARD
MR. R. TOWNSHEND
MR. W. A. CODD
MR. A. F. SHURE
MR. W. F. CHILDS, JR.

EXCERPT FROM MINUTES OF MEETINF OT THE STATE ROADS COMMISSION
WEDNESDAY, DECEMBER 31, 1941

Present: Mr. Ezra B. Whitman, Chairman, Messrs. P. Watson Webb and W. Frank Thomas.

At the meeting of the State Roads Commission held Apg. 18, 1939, the minutes of said meeting indicate a formal request was made by the County Commissioners of Caroline County in letters dated March 21, 1939 and April 11, 1939, that the State Roads Commission take over for maintenance as part of the State Roads System the following named roads:

The Denton - Hobbs Road
The American Corner - Friendship Rd.
The American Corner - Grove Cemetery Rd.
The Preston - Choptank Road

Reference is made in the letter of March 21 that "these roads were all built of the traffic compacted type of the standard width of 16 feet, inside a 50 to 60 foot right of way and have all been surface treated with three applications of tar and chips."

Mr. Nathan L. Smith, the then Chief Engineer, by letter dated March 30, 1939, addressed to the then Chairman J. Glenn Beall, in reference to the letter from the County Commissioners of Caroline County states:

> "The thought which I had when I went over the various projects with them in 1935 was that after they had been thoroughly stabilized they would be given a road-mix surface course and would then be acceptable as part of the State system. Instead of that, you will remember that last fall the County Commissioners insisted upon our oiling the roads and at that time I protested that it would not be in the interest of modern construction to do this work. If this oil had not been placed last fall the roads could now be given a road-mix surface course and probably would require no maintenance for many years to come.
>
> However, a single oiling such as was applied last fall will not place them in suitable condition for acceptance and I certainly would not recommend that we take them over until second application had been given."

The Commission accepted Mr. Smith's recommendation and voted that the Secretary notify the Board of County Commissioners of Caroline County that their request cannot be complied with until after each of these sections of roadway has received "one more oiling."

Chief Engineer Ballard, at this meeting, informed the Commission that he had received communications both from the County Commissioners of Caroline County and District Engineer, Rolph Townshend, which indicate that the requirement with respect to the oiling of these roads has now been complied

Caroline County

with, and on his recommendation the Commission formally voted that the said roads, namely:

American - Groove Cemetery Road	- Length	3.25	miles
Preston Choptank Road	"	2.12	"
American Corner-Hynson (Friendship Rd.)	"	1.86	"
Denton - Hobbs Road	"	1.47	"

be accepted for maintenance as a part of the State Roads Commission.

Copies - Messrs. Ballard
Townshend
Codd
Shure
Childs,

Caroline County

APR 27 1940

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADSCOMMISSION
APRIL 16-17, 1940
***

Present: Mr. Ezra B. Whitman, Chairman, Messrs. P. Watson Webb and W. Frank Thomas.

Caroline

Acting on the recommendation of the County Commissioners of ~~Carroll~~ County, supported by the recommendation of Chief Engineer Ballard, the Commission voted to take over and maintain as a part of the County Road System of said County the Garland Lake Road, from the Denton-Burrsville State Road to Garland Lake, a distance of 0.6 mile.

Copy to: Mr. W. T. Ballard
Mr. W. A. Codd
Mr. A. F. Shure
Mr. W. F. Childs, Jr.

See Caroline Corr.

CAROLINE COUNTY

Copy made for S.R.C. minutes file.

JAN 26 1940

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
FRIDAY, JANUARY 19, 1940
****

Present: Mr. Ezra B. Whitman, Chairman, and Mr. W. Frank Thomas,

On recommendation of Chief Engineer Ballard, which recommendation was concurred in by the Commission, it was formally voted to take over for maintenance as a part of the State Highway System, Fifth Avenue in the Town of Denton, Caroline County, from Sixth Avenue northward to Market Street. This section of Fifth Avenue forms a connection between Routes 313 and 404. The Commissionerssof Denton have, by Ordinance, granted to the State of Maryland, State Roads Commission, the public easement in the bed of said street to the full extent of the title thereof which is vested in the said Commissioners.

Copy to: W.T. Ballard
W.A. Codd
A.F. Shure
W.F. Childs, Jr.

Recopied
8/11/44.
T. L.

CAROLINE COUNTY

St. Roads Syst.

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, DECEMBER 31, 1939

Present: Mr. Ezra B. Whitman, Chairman, Messrs. P. Watson Webb and W. Frank Thomas.

At the meeting of the State Roads Commission held April 19, 1939, the minutes of said meeting inkicate a formanl request was make by the County Commissinners of Caroline County in le tters dated March 21, 1939 and April 11, 1939, that the State Roads Commission take over for maintenance as part of the State Roads System the following named roads

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The American Corner * Friendship Rd.
The American Corner - Grove Cemetery Rd.
The Preston - Choptank Road

Reference is made in the letter of March 21 that "these roads were all built of the traffic compacted type of the standard width of 16 feet, inside a 50 to 60 foot right of way and have all been surface treated with three applications of tar and Chips."

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Caroline County

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American Corner - Grove Cemetery Road -	Length	3.25	miles
Preston - Choptank Road -	"	2.12	"
American Corner -Hynson (Friendship Rd.) -	"	1.86	"
Denton - Hobbs Road -	"	1.48	"

be accepted for maintenance as a part of the State Roads System.

Copies: Mr. W. T. Ballard
Mr. R. Townshend
Mr. W. A. Codd
Mr. A. F. Shure
Mr. W. F. Childs, Jr.

Caroline County

Lo Rd Sup

OCT 24 1939

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
TUESDAY, OCTOBER 17, 1939
****

Present: Mr. Ezra B. Whitman, Chairman, Messrs. P. Watson Webb and W. Frank Thomas.

Acting on the recommendation of the County Commissioners of Caroline County, which recommendation was concurred in by Chief Engineer Wilson T. Ballard, the Commission voted to take over for maintenance as part of the County Road System of said County the Gilpins Point Road, .3 mile from Gilpins Point to Gaynes Point, and to expend the amount of $575.00 in the repair of said road, this expenditure to be charged to the Caroline County Road Account.

Copt to: W.T. Ballard
A.F. Shure
W.A. Codd
W.F. Childs, Jr.

Recopied
8/11/44.
T. L.

OCT 24 1939

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
TUESDAY, OCTOBER 17, 1939
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Present: Mr. Ezra B. Whitman, Chairman, Messrs. P. Watson Webb and W. Frank Thomas.

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Copt to: W.T. Ballard
A.F. Shure
W.A. Codd
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Recopied
8/11/44.
T. L.