

S.R.C. MINUTES

DISTRICT NO. 2

CECIL COUNTY

03-10-00
03-1-01

CE-8142-02, Perryville Connector Rd, MD 7-B Relocation

04/10/2003

This access permit allows the Board of County Commissioners of Cecil County to create a new connector road, Perryville Connector Rd in Perryville, between US 40 and MD 7-B.

Improvements on US 40 will fall between mile points 1.30 and 1.50 (approximately) and will include: widening/new aux. lanes, new crossovers, new traffic lights, median reconstruction, a new intersection, and the extension/reconstruction of a box culvert, which is currently small structure #07042X0 at Mill Creek (?).

Improvements on MD 7-B include road reconstruction and relocation between mile points 0.90 and 1.40 (approximately). Reconstruction includes 1500' of new shoulders, drainage system improvements, and road overlay.

The new Perryville Connector Rd intersection will occur approximately 1200' east of MD 222-Perryville Rd on the south side of US 40. On MD 7-B improvements should occur east of MD 327-Firestone Rd to, and possibly beyond, the Perryville corporate limits.

Cecil County will be given maintenance credit for the connector road when it is reported in their road improvement report.

The relocated portion of MD 7-B will be state maintained according to a phone conversation with Butch King, 4/8/03.

Another agreement, a signed agreement between the state and the county addressing funding, concerning this project should be forthcoming as it was referenced in the original access permit. When this project has been inventoried and processed add a description of the project and location to the SRC Minutes book unless the signed agreement already contains an accurate description.



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

State Highway
Administration

Robert L. Flanagan, Secretary
Nell J. Pedersen, Administrator

MARYLAND DEPARTMENT OF TRANSPORTATION

12/22/03

Corman Construction, Inc.
12001 Guilford Road
Annapolis Junction, MD 20701

RECEIVED

MAR 18 2004

Subject : Contract No. CE 7715184

Detail/Build MD 7D from MD 213 to South Street
PDMS No. 073093

HIGHWAY INFORMATION
SERVICES DIVISION

Gentlemen:

This is to notify you of the acceptance for maintenance (with exceptions) on December 18, 2003, of the above noted project by the State Highway Administration.

Final acceptance of this project will be given after the materials clearance is given by the State Highway Administration's Laboratory.

It is anticipated that the final quantities on all items will be computed by February 18, 2004, and will be ready for your inspection at that time.

Our records indicate that this project was completed within the allotted time.

* MD 7-D Transfer
Item 91020
Now Main Maint. 3/19/04

Very truly yours,

Jeffrey J. Amorello
for Richard K. Lindsay
District Engineer

RKL: DAR

CC: D.R. Rose; R. Harrison; R. Yurek; R. Weddle; G.R. Boyd; J.R. Miller; W. Owens;
N.J. Castellanos; R.L. Daff Sr.; T.O. Wright; J.B. Schmick; M.L. Lewis; J. Squires; G.
Holsey; D. North; B. Clothier; D.A. Redman; K. Russo; M.R. Baxter; J. Fahrman; C.
Larson

410.778.3061 or 800.637.9740

Maryland Relay Service for Impaired Hearing or Speech: 1.800.735.2258 Statewide Toll Free

Office of District Engineer • Street Address: 615 Morgue Road, P.O. Box 299 • Chestertown, Maryland 21620 • www.marylandroads.com



Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor

John D. Porcari
Secretary

Parker F. Williams
Administrator

MEMORANDUM OF ACTION OF DIRECTOR DOUGLAS H. SIMMONS
OFFICE OF PLANNING AND PRELIMINARY ENGINEERING

October 15, 2001

Douglas H. Simmons, Director of Office of Planning and Preliminary Engineering, executed a road transfer agreement dated October 5, 2001, between the State Highway Administration and The Town of Elkton, Maryland relative to the transfer of the following described section of highway and subject to the conditions more fully set forth in the agreement. The road transfer agreement will become effective upon completion and acceptance by the Town of the proposed project.

State Highway Administration to The Town of Elkton, Maryland:

MD 7D (West Main Street/East Main Street) -
From MD 213 (Bridge Street) to South Street,
a total distance of 0.40+ mile.

Total Mileage to the Town - 0.40+ miles

Item No.: 91020

Said agreement has previously been executed by the Town Administrator's Office - Town of Elkton and approved as to form and legal sufficiency by Special Counsel, Sidney S. Campen, Jr.

RECEIVED

OCT 22 2001

HTC:seb

HIGHWAY INFORMATION
SERVICES DIVISION

My telephone number is 2812

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

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

3

BRIDGE
RAILROAD

MCQUILKIN
ST

AVE

STREET

MAFFITT
STREET

STREET

WEST

STREET

CATHEDRAL
ST

AL #1



UNION
HOSP.

BOW
STREET

STREET

400



NORTH

FIRE-
HOUSE LN

COURT HOUSE

GROOME LN

CHURCH ST

BELLS LN

SOUTH

AVE

ST

MAIN

DRENNAN
STREET

ST

ST

7

-D

HATCHERY

PARK

WATER

EDER ST

MAIN

#2

HOWARD
ST

AUGUSTINE

ST

ST

S.H.A.

Mr. S. Ade	Mr. M. Lewis
Mr. M. Baxter	Mr. K. McClelland
Mr. W.E. Brauer, III	Mr. J. Miller
Mr. M. Lenhart	Mr. K. Powers
Ms. Rose Davis	Mr. D. Rose
Mr. Steve Foster	Mr. K.G. Shelton
Mr. K. McClelland	Mr. D. Simpson
Ms. C. Simpson	Mr. D. Ward
Mr. D. German	Mr. D. Weddle
Mr. G. Hadel	Mr. P.F. Williams
Mr. T. Hicks	Mr. M. Shah
Ms. E. Homer	Mr. Ed Schmidbauer
Mr. R Harrison	Mr. R. Lindsay
Mr. E.S. Freedman	Mr. P. Quinn
Mr. S. Foster	Mr. T. Wright
Mr. J. Franklin	Mr. N. Pedersen

THE TOWN OF ELKTON, MARYLAND

Mayor of Elkton

Town Administrator

Town Attorney

ROAD TRANSFER AGREEMENT

THIS ROAD TRANSFER AGREEMENT, made this 15 day of OCTOBER, 2001, by and between the State Highway Administration of the Department of Transportation of Maryland, hereinafter referred to as the "Highway Administration", party of the first part, and the Town of Elkton, 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 Highway Administration and the Town has agreed to accept same as an integral part of the Town highway system.

RECEIVED

OCT 22 2001

HIGHWAY INFORMATION
SERVICES DIVISION

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

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

SHA to the Town of Elkton:

MD 7D (West Main Street/East Main Street) - From
MD 213 (Bridge Street) to South Street, a total
distance of 0.40_± mile

Total Mileage to the Town - 0.40_± miles

Item No.: 91020

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

- A. The Highway Administration agrees to reconstruct the roadway inside the limits of the Town as specified under S.H.A. construction contract no. CE 771A21.
 - B. The effective date of transfer of the Roadway to the Town shall be upon the completion of construction.
 - C. The Roadway mileage will be included in the Town's inventory as of December 1st of the year following the date set forth in item 2-B above.
 - D. The basis for the allocation of funds to the Town will include the Roadway mileage (i.e., the additional 0.40+ mile) beginning July 1st of the year following the date as set forth in Item 2-B above.
 - E. The transfer of the Roadway to the Town is made on an "as-is" basis, including the reconstruction as specified in point 2-A above as well as all appurtenances and bridge structures.
 - F. 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 2-B above.
3. The Highway Administration will hereafter prepare a deed conveying ownership of 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 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

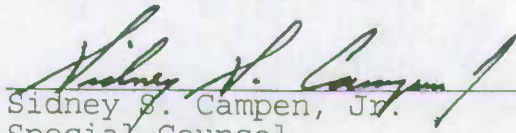
WITNESS:



By:


Douglas H. Simmons
Director, Office of Planning and
Preliminary Engineering

Approved as to form and legal
sufficiency this 16 day of
August, 2001.


Stephen N. Clarke, Jr.
Chief, Utility and Road
Conveyance Section
Sidney S. Campen, Jr.
Special Counsel

RECOMMENDED FOR APPROVAL:

TOWN OF ELKTON, MARYLAND

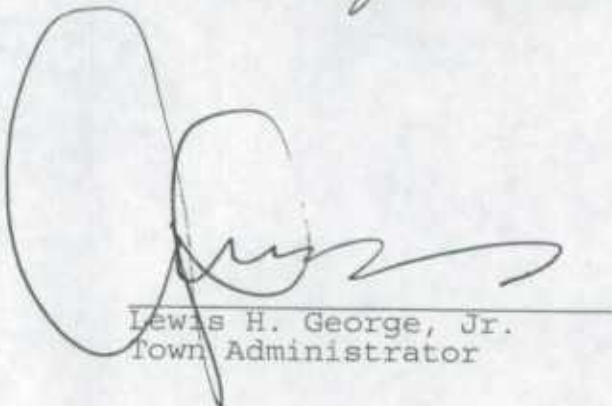
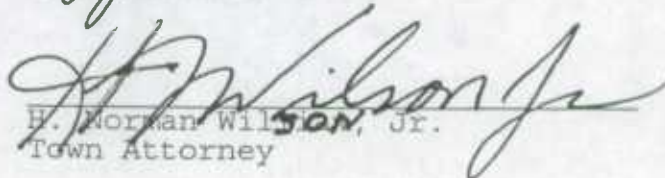
WITNESS:

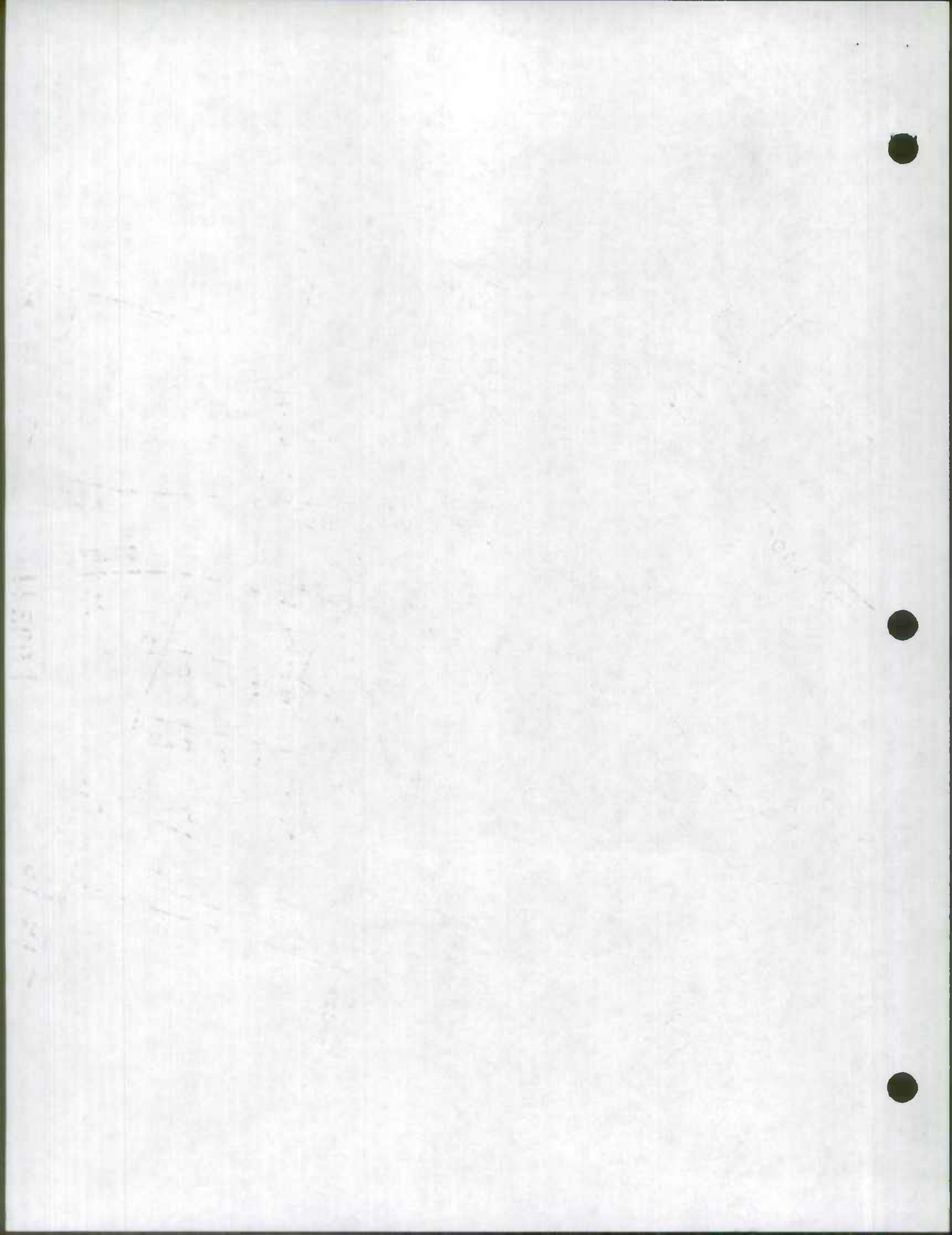


By:


Robert J. Alt
Mayor of Elkton

Approval as to form and legal
sufficiency this 19 day of
September, 2001


Lewis H. George, Jr.
Town Administrator
H. Norman Wilson, Jr.
Town Attorney



13

OSAGE ST
ST

MAFFITT STREET
WEST STREET

STREET

MCQUILKIN ST

BRIDGE RAILROAD

AVE

UNION HOSP.


CATHEDRAL ST

STREET

EDER ST

WATER

MAIN

#2

STREET

STREET

BOW

STREET



268

NORTH

FIRE-HOUSE LN

COURT HOUSE

GROOME LN

CHURCH ST

BELLS LN

SOUTH

MAIN

DRENNAN ST

ST STREET

7

-D

HATCHERY

PARK

AUGUSTINE

e k



Cecil

**Maryland Department of Transportation
State Highway Administration**

David L. Winstead
Secretary
Hal Kassoff
Administrator

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

NJ/
2/23/96

February 22, 1996

Director Neil J. Pedersen, Office of Planning and Preliminary Engineering, has approved the following route number redesignation for a portion of US 222 from US 40 to US 1 in Cecil County.

The redesignation for this section of roadway is MD 222.

This redesignation was reviewed and approved by AASHTO and is effective immediately.

A map indicating the affected roadway is attached.

Attachment

Distribution List

Mr. M. R. Baxter
Mr. D. A. Bochenek
Mr. W. E. Brauer, III
Mr. R. Burns
Mr. W. Butcher
Mr. A. M. Capizzi
Mr. D. A. Clifford
Mr. G. Courtney
Mr. R. L. Daff Sr.
Mr. R. D. Douglass
Mr. L. J. Ege, Jr.
Mr. R. J. Finck
Mr. E. S. Freedman
Mr. T. Hicks
Ms. E. L. Homer
Mr. H. Kassoff
Mr. J. Kelly
Mr. R. S. Kiel
Mr. J. L. Knight

Mr. J. S. Koehn
Mr. R. K. Lindsay
Mr. J. Miller
Mr. J. Muller
Mr. K. Oelmann
Mr. E. T. Paulis, Jr.
Mr. Neil J. Pedersen
Ms. M. E. Reichard
Mr. D. R. Rose
Mr. L. Schultz
Mr. K. G. Shelton
Mr. D. Simmons
Ms. D. J. Strausser
Mr. W. Walsek

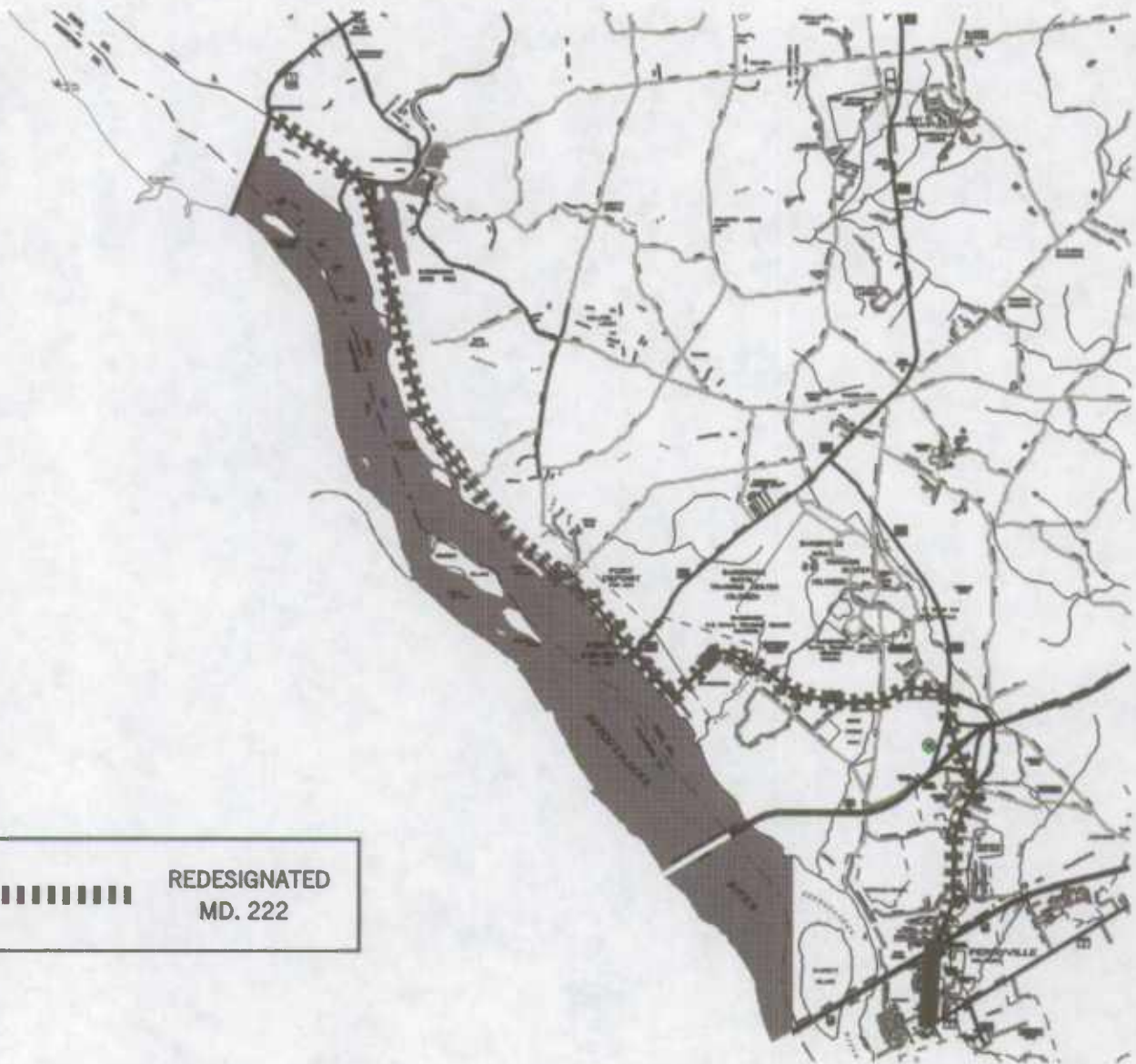
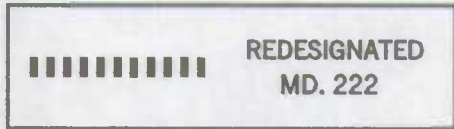
Department of Public Works
Cecil County
Board of Zoning Appeals
Cecil County

My telephone number is _____

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

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





CECIL COUNTY

REDESIGNATION OF US 222 TO MD 222
FROM US 40 TO US 1



Report of the
Special Committee on U.S. Route Numbering
to the
Standing Committee on Highways
April 23, 1995

— Neil
— Tom H. K.
— Paul Ramsey
— Liz K.

The AASHTO Special Committee on U.S. Route Numbering met on Saturday, April 22 in Savannah, Georgia. Members in attendance included Ray Zink, North Dakota, Allan Abbott, Nebraska, Alden Small, Maine; and Donna Tamburelli, AASHTO Staff. B.K. Jones, South Carolina, was not in attendance.

The members considered 24 applications from 12 member departments.

All applications were approved as submitted with the exception of the application from the Nebraska Department of Roads for the establishment of U.S. Route 183 Alternate, which was denied.

*1 Veed
Pass
B. Jones
E. Jones
for resigning
(Paul)
pls confirm
K.

MD 222

Submitted by:

Ray Zink
Ray Zink, Chairman



Maryland Department of Transportation
State Highway Administration

O. James Lighthizer
Secretary
Hal Kassoff
Administrator

VJP 2/5/95

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

JANUARY 30, 1995

Neil J. Pedersen, Director of Office of Planning and Preliminary Engineering executed a road transfer agreement dated November 30, 1994, between the State Highway Administration and the Mayor and Council of the Town of Chesapeake City relative to the transfer of the following described section of highway and subject to the conditions more fully set forth in the agreement.

State Highway Administration to the Mayor and Council of
the Town of Chesapeake City, Maryland:

MD Rte. 286-A (Bohemia Avenue) - from MD 286
to First Street, a total distance of 0.07± miles

TOTAL MILEAGE: 0.07± MILES

Item Nos.: 85482/72364

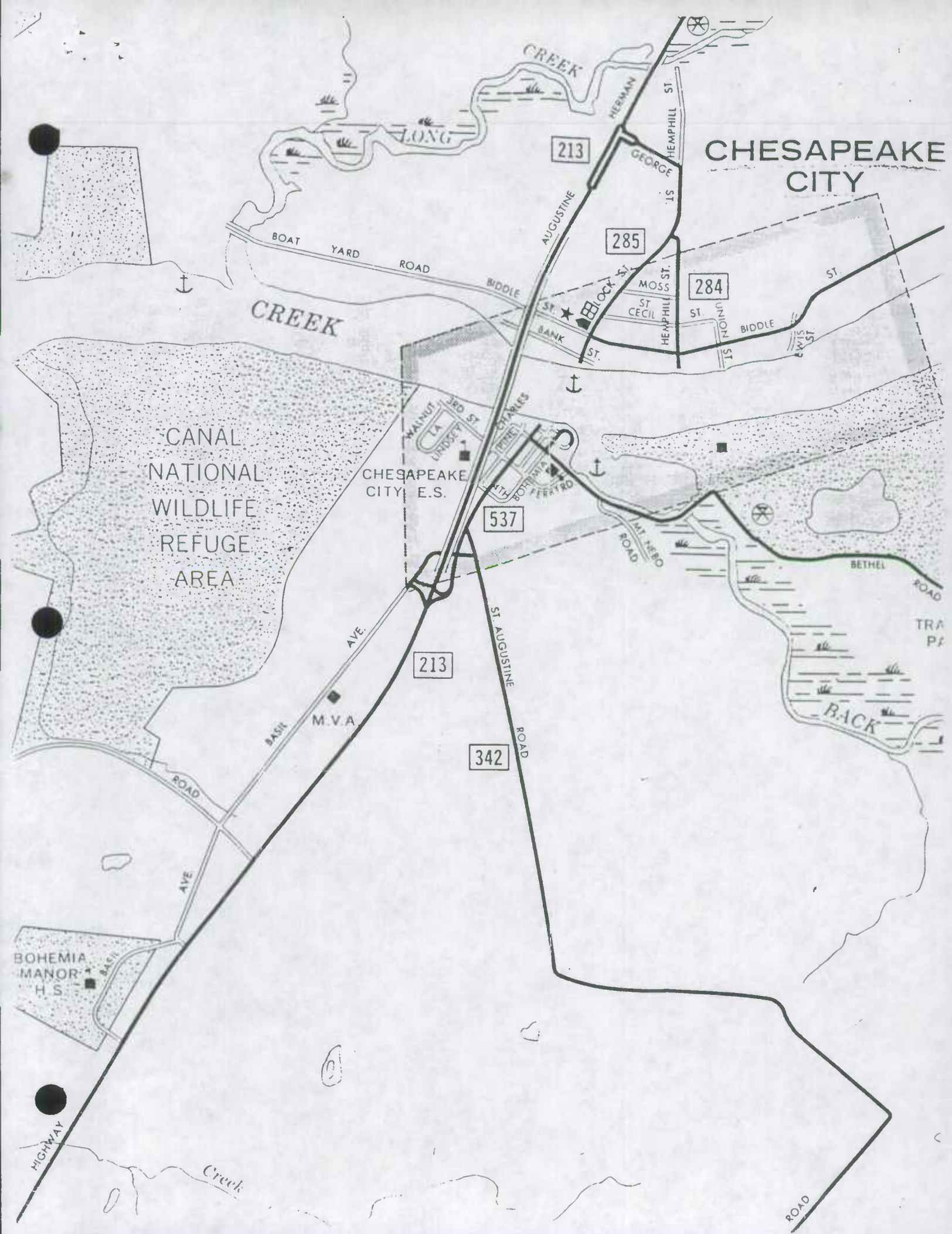
Said agreement has previously been executed by the Mayor and Council of the Town of Chesapeake City and approved as to form and legal sufficiency by Assistant Attorney General Libby C. Reamer.

KO:SNC:cej

My telephone number is 333-1627

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



S.H.A.

cc: Mr. P. Armstrong	Mr. H. Kassoff
Mr. M. R. Baxter	Mr. J. Kelly
Mr. D. A. Bockenek	Mr. J. S. Koehn
Mr. W. E. Brauer, III	Mr. R. Lipps
Mr. R. Burns	Mr. J. Miller
Mr. W. Butcher	Ms. A. Moore
Mr. A. M. Capizzi	Mr. J. Muller
Mr. D. A. Clifford	Mr. K. Oelmann
Ms. G. Courtney	Mr. C. R. Olsen
Mr. R. L. Daff, Sr.	Mr. E. T. Paulis, Jr.
Mr. R. D. Douglass	Mr. N. J. Pedersen
Mr. L. H. Ege, Jr.	Mr. L. Schultz
Mr. R. J. Finck	Mr. K. G. Shelton
Mr. E. S. Freedman	Mr. D. Simmons
Mr. T. Hicks	Mr. D. J. Strausser
Ms. E. Homer	Mr. L. Swift
Mr. G. S. Jannetti	Mr. R. S. VandeVisser

Mr. T. Wright
R/W Secretary File

TOWN OF CHESAPEAKE CITY

Mr. Findlay M. McCool, Mayor
Mr. Lawrence Bathon, Street Commissioner
Mr. Dexter Thompson, Town Attorney

MEMORANDUM OF ACTION OF ADMINISTRATOR HAL KASSOFF
THURSDAY, NOVEMBER 9, 1989
* * *

RECEIVED

NOV 27 1989

HIGHWAY INFORMATION
SERVICES DIVISION

Administrator Kassoff executed the following Deed of Conveyance, dated November 9, 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 parcel of land as indicated and as more fully described in the deed:

<u>Grantees</u>	<u>Conveyance</u>	<u>In Accordance With</u>
Robert B. Graybill & Marvella R., wife	0.101+ A. excess land located at SE side of the Bohemia River Bridge on Md. Rte. 213 (Augustine Herman Hwy.) in Cecil County; former prop. of the Grantees, Item 75369, Proj. CE-655-301-270.	of Permission to dispose/was granted on 3/29/89 by BFW-Item 10-RP. District Engineer requested that a portion of fee R/W acquired be sold back to original owner for reconstruction of his driveway entrance. Agreement made with Graybill to sell this prop. to him for \$3,030 (acquisition cost).

Copy: Mr. J. A. Agro, Jr.
Mr. B. B. Myers
Mr. C. Stickles
Mr. R. A. Conway
Mr. J. W. Williams
Mr. J. F. Mahorney
Mr. R. S. Greene
Mr. J. T. Neukam ✓
Secretary's File
Proj. CE-655-301-270

* was MD 685 (old section of MD 213)

Transferred to Co 12/27/79

was Co 570 and part of Co 569

↑
MD 685A

See MOA
12/27/79

Rodrigo

SEE HANFORD 6
MINUTES BOOK FOR
AGREEMENT

August 18, 1989

"Toll-Free" Agreement
I-95, JFK Memorial Highway

Mr. Richard H. Trainor
Secretary, Maryland Department
of Transportation
P.O. Box 8755 - Elm Road
Baltimore-Washington International
Airport, Maryland 21240

Dear Mr. Trainor:

Enclosed is a fully executed original of the "Agreement Concerning Eligibility of John F. Kennedy Memorial Highway for Federal-aid Highway Funds." This Agreement was signed by the Deputy Federal Highway Administrator on August 14, 1989.

Your cooperation, and that of Executive Secretary Frate, is truly appreciated in this matter. As we presently understand it, this Agreement will result in additional annual Interstate 495 apportionments approximately \$4.1 million. This increase will first be reflected in the F.Y. 1991 apportionment of IR funds which will be distributed on October 1, 1989.

Sincerely yours,
A. P. BARROWS

A. P. Barrows
Division Administrator

Enclosure

cc:
Executive Secretary Frate (w/enclosure)
State Highway Administrator Kassoff (w/enclosure)

Barrows (w/encl.)
Frick (w/encl.)
Rodrigo (w/encl.)
File 102

P.Barrows:jeh 8/18/89 a:Agree-95

Davis
Barker / - fgi

MEMORANDUM OF ACTION OF ADMINISTRATOR HAL KASSOFF
WEDNESDAY, MAY 11, 1988

* * *

Administrator Kassoff executed the following deed dated May 11, 1988, previously approved as to form and legal sufficiency by the Office of the Assistant Attorney General, by which the Administration conveys, subject to approval of the Board of Public Works of Maryland, unto the grantee named, the parcels of land as indicated and as more fully described in the deed:

<u>Grantee</u>	<u>Conveyance</u>	<u>In Accordance With</u>
Susquehanna Power Co.	7.508 A. (Parcel 1) located S. of Rte. 222 (Susquehanna River Rd.), 1 mile E. of Conowingo Dam bridge in Cecil County. 4.95 A. (Parcel 2) located NW side of US Rte. 1 just S. of Conowingo Dam Bridge in Harford County.	Previous agreement with grantee proposing a land exchange. Their deed will follow.

Copy: Mr. J. A. Agro, Jr.
Mr. B. B. Myers
Mr. C. Stickles
Mr. R. A. Conway
Mr. C. R. Olsen
Mr. J. W. Williams
Mr. J. F. Mahorney (2)
Mr. J. T. Neukam ✓
Secretary's File
SHA-Cecil & Harford County Files

RECEIVED
MAY 16 1988
BUREAU OF HIGHWAY
SURVEILLANCE

MEMORANDUM OF ACTION OF ADMINISTRATOR HAL KASSOFF
WEDNESDAY, NOVEMBER 18, 1987
* * *

RECEIVED
NOV 20 1987
BUREAU OF HIGHWAY
STATISTICS

Administrator Kassoff executed the following deed dated November 18, 1987, previously approved as to form and legal sufficiency by the Office of the Assistant Attorney General (also the Director of the Maryland Historical Trust and the County Commissioners of Cecil County, Md.), whereby 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:

<u>Grantee</u>	<u>Conveyance</u>	<u>In Accordance With</u>
Board of County Commissioners of Cecil County.	1.249 A. excess land plus a historic covered wooden bridge,* located on SE side of Md. Rte. 272 (Northeast Road) at Northeast Creek in Cecil County; former prop. of Boy Scouts of America, Item 41099, E. M. Woods, Item 42156, Proj. AW-867-103-070/CE-359-9-270.	Memorandum of Understanding between SHA & County Commissioners of Cecil Co., dated October 27, 1986; subject to Md. Historical Trust Easement.

Note - Two original copies of this deed are being sent to the Board for their signatures on both, with a photostat for your files. Please return both originals to the Secretary's Office-SRC - one to be forwarded to the Maryland Historical Trust and the other to the Board of Cecil County Commissioners.

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 AW-867-103-070/
CE-359-9-270.

* BRIDGE # 7061
Gilpins Falls Covered Bridge

01-11-77

Signature



MEMORANDUM OF ACTION OF ADMINISTRATOR HAL KASSOFF
MONDAY, JANUARY 28, 1985

* * *

Administrator Kassoff executed a Road Transfer deed, dated January 28, 1985, to transfer ten roads from the State Highway Administration to Cecil County, as covered in the supporting data and plats attached, subject to the approval of the Board of Public Works of Maryland.

Said deed had been previously approved as to form and legal sufficiency by the Office of Counsel and concurred in by the Director, Office of Real Estate. Upon approval by the Board of Public Works of Maryland, the deed will be returned to the Special Acquisition Section for further handling. A copy of the deed is being held in the Secretary's Office-SRC for Administration records.

See Transfer of Dec 27, 1979

Copy: Mr. J. A. Agro, Jr.
Mr. G. E. Dailey
Mr. R. J. Finck
Mr. H. Lempert
Mr. C. Stickles
Mr. J. M. Wright
Mr. J. Thomas Neukam ✓
Mr. R. A. Conway
Secretary's File
SHA-Cecil County

RECEIVED

FEB 4 1985

**BUREAU OF HIGHWAY
STATISTICS**

RECEIVED

1971

STATE

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

December 11, 1984

Director Pedersen, Office of Planning and Preliminary Engineering, has approved the following route number designations for two sections of State Highway acquired in a road transfer agreement with Cecil County, Maryland.

- Delancy Road from US 40 to Maryland Route 281 has been designated as Maryland Route 781
- Fletchwood Road from Maryland Route 279 to Maryland Route 277 @ Maryland Route 316 has been designated as Maryland Route 277

This proposal has been reviewed and concurred in by District Engineer James M. Wright and by the Bureau of Highway Planning and Program Development.

GLS:eh

cc: Mr. J. Agro
Mr. G. E. Dailey
Mr. C. T. Carter
Mr. E. M. Loskot
Mr. N. J. Pedersen
Mr. J. M. Wright
Mr. R. J. Finck
Mr. J. L. White
Mr. R. C. Davison
Ms. R. W. Byron
Mr. J. N. Day
Mr. R. S. Kiel
Mr. C. D. Sullivan
Mr. D. Ramsey
Mr. L. Ege
Mr. K. V. Dodson
Secretary's File
Mr. P. E. Becker
Mr. E. S. Freedman
Mr. P. W. Jaworski
Mr. T. Hicks
Mr. C. Lee
Mr. A. M. Capizzi
Mr. R. C. Pazourek
Mr. R. Weaver
Mr. J. W. Williams
Mr. J. S. Koehn
Mr. J. Shea
Mr. M. Munk



Delancy Road - Maryland route 781



Fletchwood Road - Maryland Route 277

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

June 11, 1984

Acting Director Pedersen, Office of Planning and Preliminary Engineering, executed a Road Transfer Agreement dated May 16, 1984 between the State Highway Administration and Cecil County, relative to the transfer of the following described sections of road, subject to the conditions more fully set forth in the Agreement.

SHA to Cecil County

- MD 269 from US 222 to MD 813A
- A total distance of +6.40 miles

Co 713, 714, 715

Cecil County to SHA

- Delancy Road (Co 215) from US 40 to MD 281
- A total distance of +1.01 miles
- Fletchwood Road (Co 422) from MD 279 to MD 277
- A total distance of +1.37 miles

Md. 781

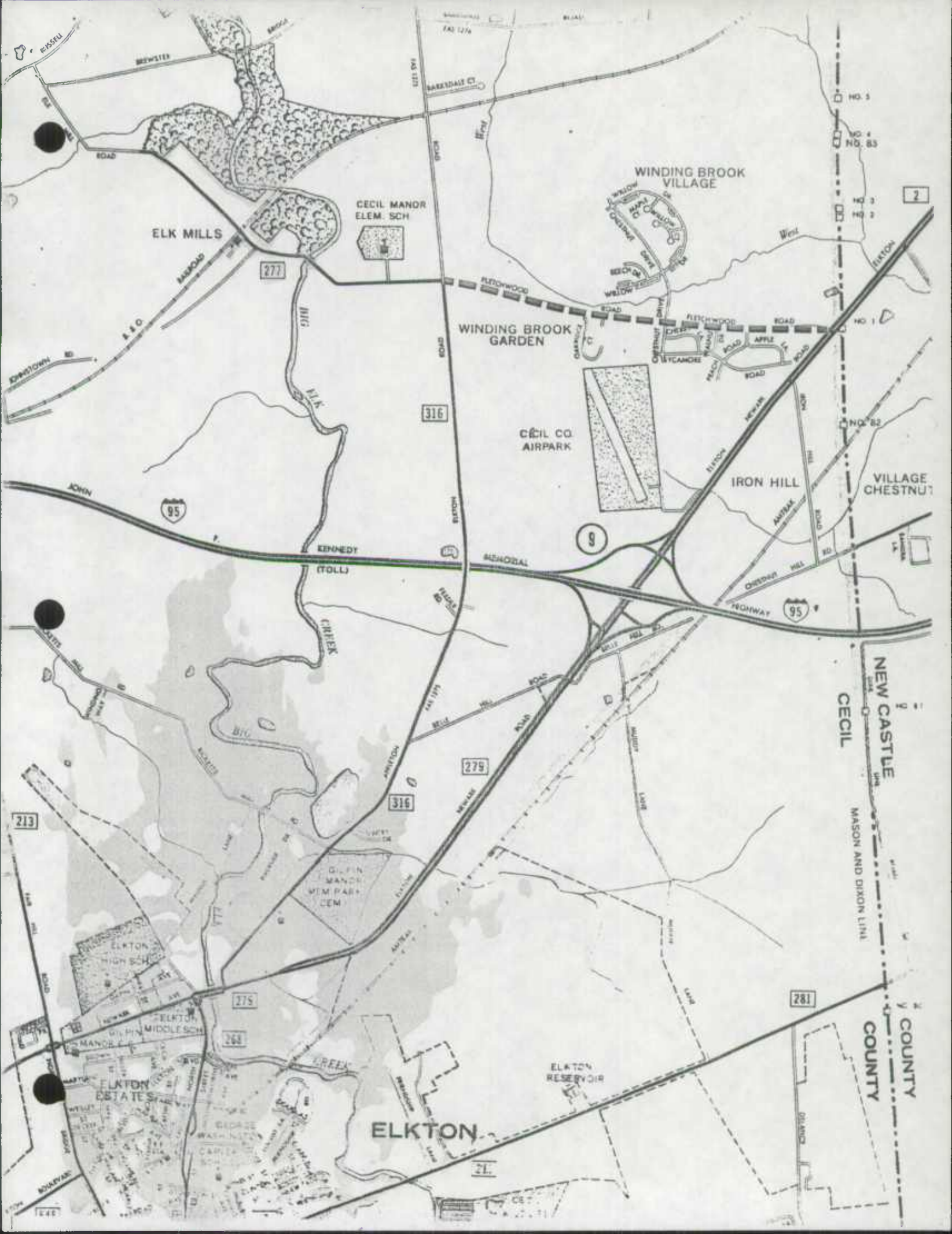
Md. 277

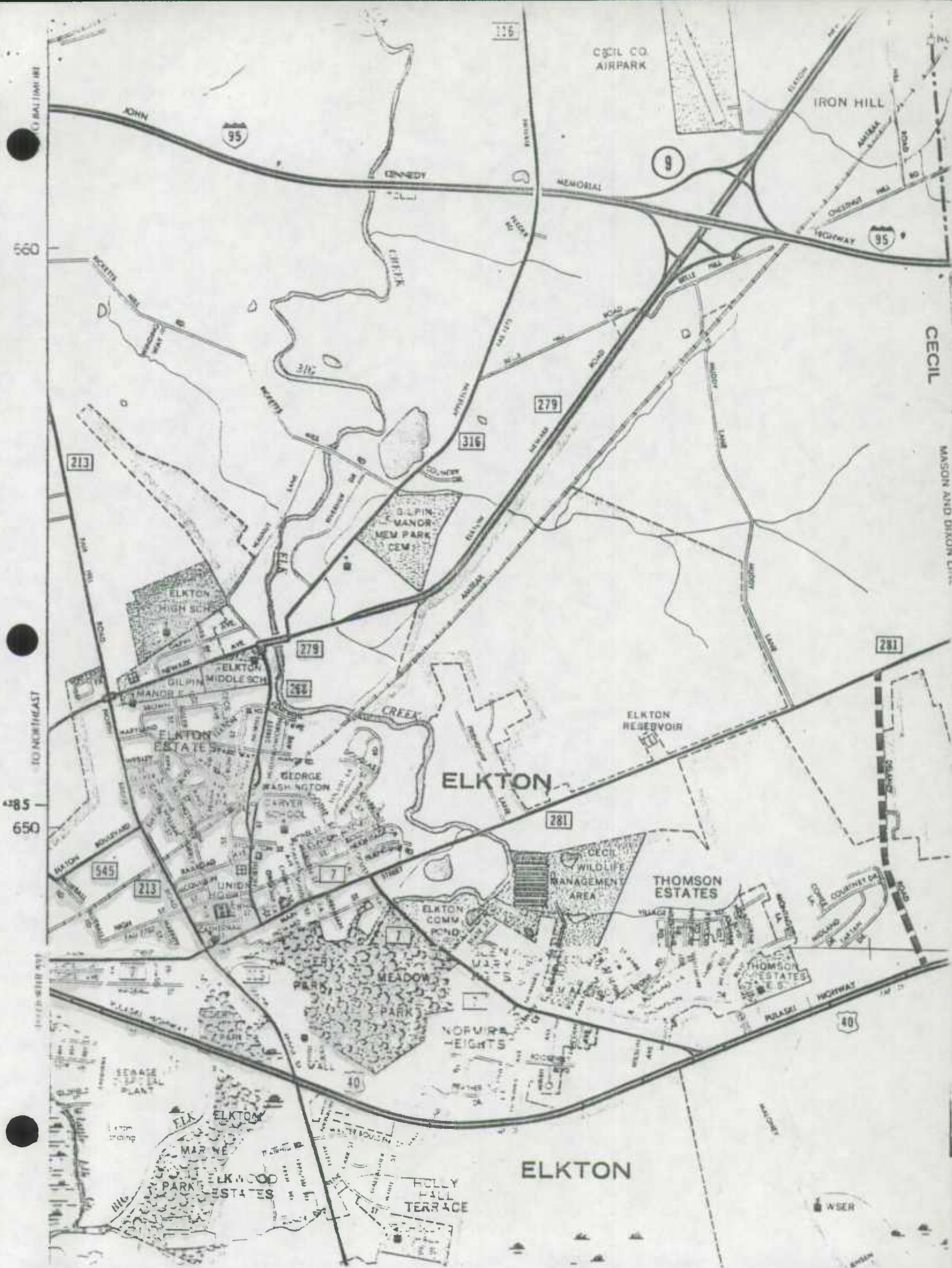
Said Agreement had previously been executed by the President of the Cecil County Commissioners and approved as to form and legal sufficiency by Assistant Attorney General Norman Polski.

GS:eh

cc: Mr. J. Agro
Mr. G. E. Dailey
Mr. C. T. Carter
Mr. E. M. Loskot
Mr. N. Pedersen
Mr. J. Wright
Mr. C. W. Reese
Mr. J. L. White
Mr. R. C. Davison
MS. R. W. Byron
Mr. J. N. Day
Mr. J. W. Williams

Mr. K. V. Dodson
Secretary's File
Mr. P. E. Becker
Mr. E. S. Freedman
Mr. P. W. Jaworski
Mr. T. Hicks
Mr. C. Lee
Mr. A. M. Capizzi ✓
Mr. R. C. Pazourek
Mr. R. Weaver
Mr. R. S. Kiel
Mr. J. L. Knight





TO BALTIMORE

560

TO NORTHEAST

585

650

TO WEST

CECIL CO AIRPARK

IRON HILL

CECIL

MASON AND DRAGON LINES

ELKTON

ELKTON

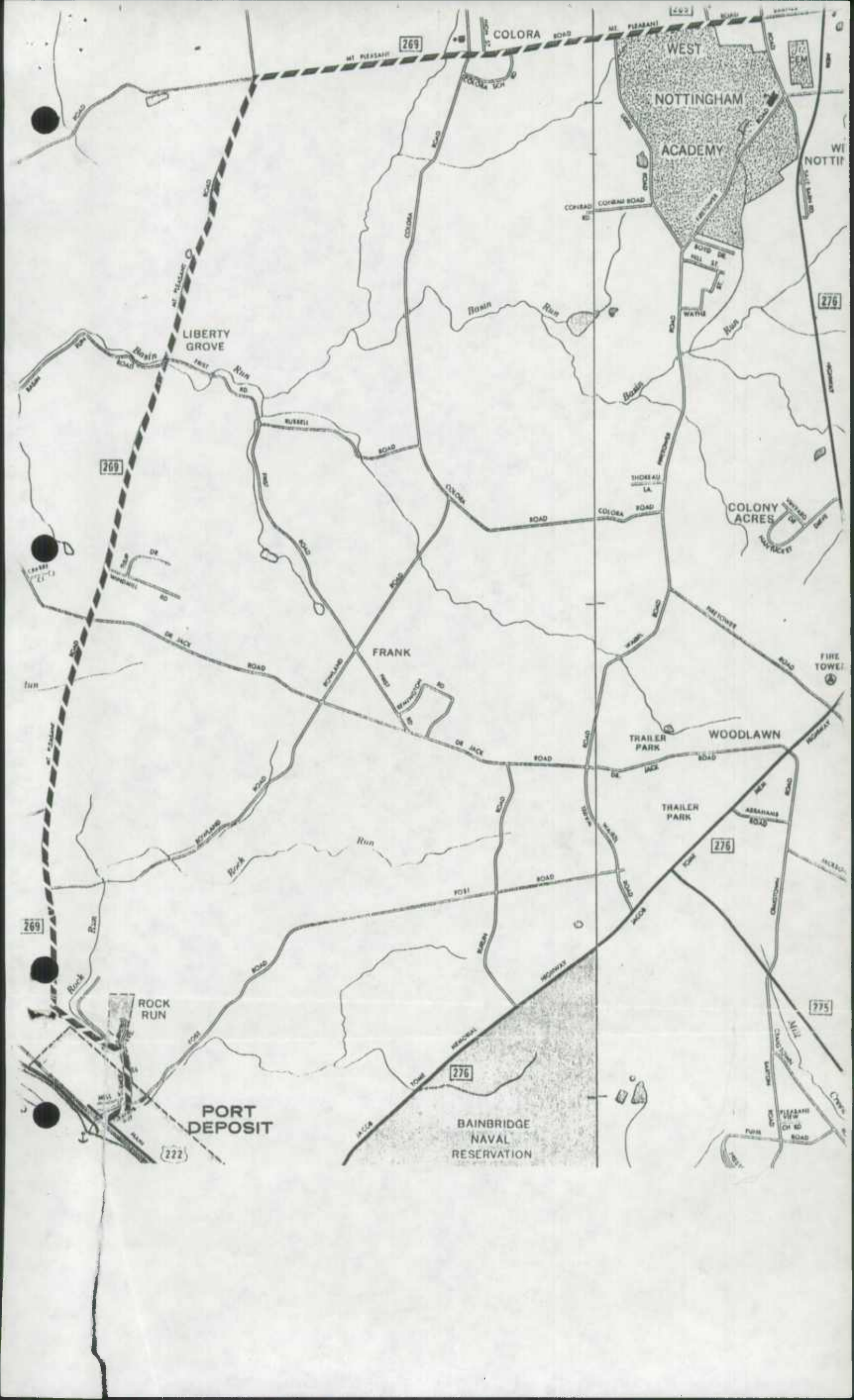
ELKTON
MARINE
PARK
ESTATES

HOLLY
HILL
TERRACE

THOMSON
ESTATES

THOMSON
ESTATES

WSER



269

COLORA ROAD

WEST NOTTINGHAM ACADEMY

276

LIBERTY GROVE

269

FRANK

COLONY ACRES

FIRE TOWER

WOODLAWN

TRAILER PARK

TRAILER PARK

276

275

269

ROCK RUN

PORT DEPOSIT

222

BAINBRIDGE NAVAL RESERVATION

276

THIS AGREEMENT made this 16th day of May 19 84
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 Cecil County,
Maryland, hereinafter referred to as "County" party of the second
part.

WHEREAS, under authority contained in Transportation
Article Title 8-304, the State Highway Administration of the
Department of Transportation of Maryland is empowered to enter
into an agreement to transfer jurisdiction over and the responsi-
bility for the maintenance of any State Highway, or portion there-
of with the governing bodies of the several Political Subdivisions
of Maryland for the purpose of reducing the cost of road mainten-
ance and the governing bodies of the several Political Subdivisions
of Maryland are empowered to enter into an agreement to transfer
jurisdiction over and responsibility for maintenance of any county
or municipal road or portion thereof with the State Highway
Administration of the Department of Transportation of Maryland,
for the purpose of reducing the cost of road maintenance; and,

WHEREAS, it has been determined that the conveyance of
the subject section of State Highway to the "County" will result
in reduction in the cost of road maintenance; and

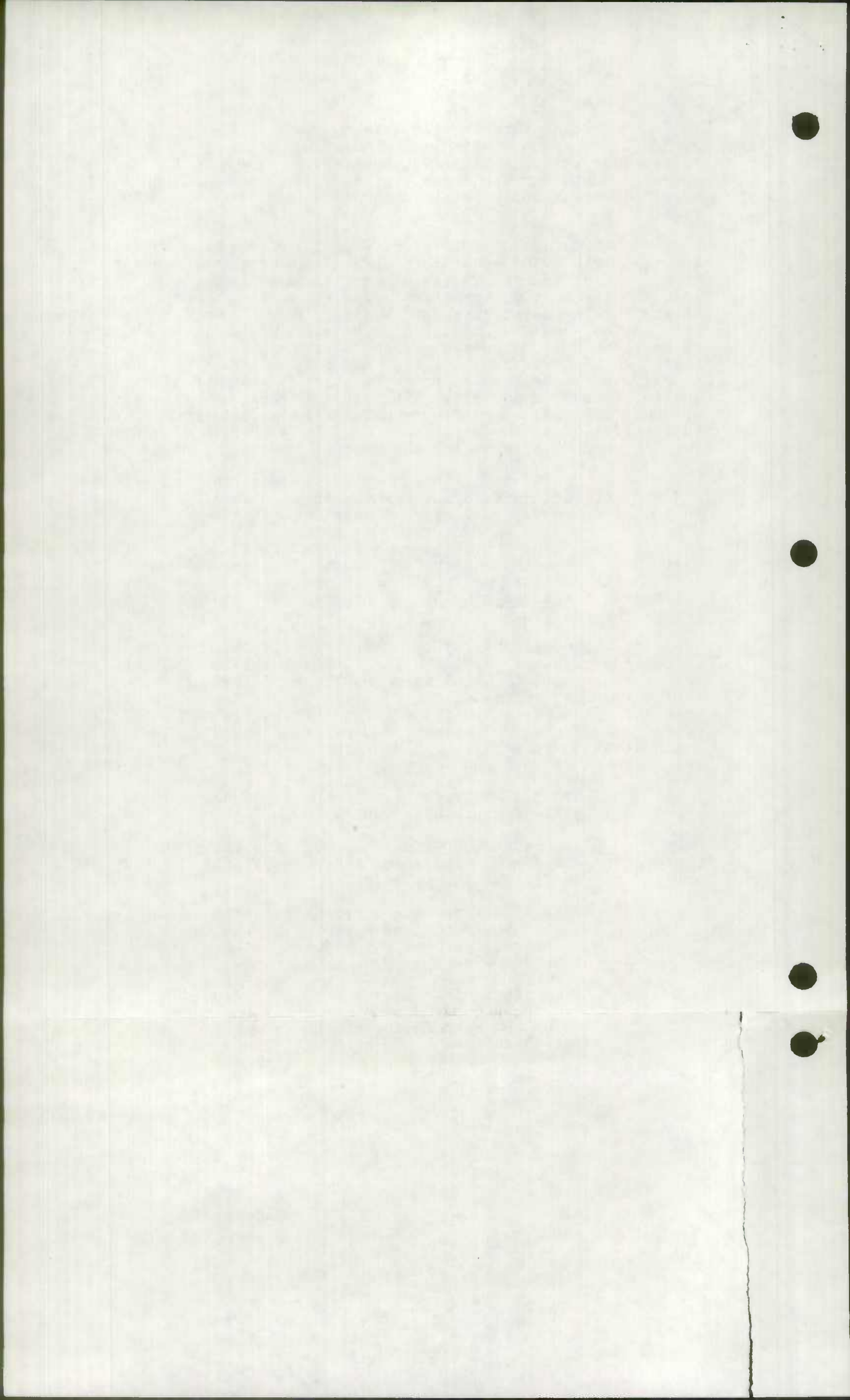
WHEREAS, the "Highway Administration" party of the first
part, has agreed to transfer the hereinafter described section of
road to the "County" party of the second part and the "County"
has agreed to accept same as an integral part of the County
Highway System.

NOW THEREFORE, THIS AGREEMENT WITNESSETH, that for and
in consideration of \$1.00 and good and valuable consideration,
the receipt whereof is hereby acknowledged the "Highway
Administration", party of the first part does hereby transfer
unto the "County" party of the second part and the "County" party
of the second part does hereby accept from the "Highway
Administration" the following described section of State Highway
for maintenance purposed as part of the County Highway System.

MD Rte. 269 - from U.S. 222 to MD 813-A
A total distance of ±6.40 miles

IT IS UNDERSTOOD AND AGREED between the parties hereto
that conveyance of the foregoing sections of State Highway is
subject to the following conditions.

1. The effective date of transfer shall be
upon completion and approval of the re-
surfacing currently scheduled on the
subject Highway.
2. The foregoing mileage will be included
in the "County" inventory as of December
1 of the year following the date as set
forth in Item 1 above.



3. The basis for the allocation of funds will include the mileage in the allocation to the "County" beginning July 1 of the year following the date set in Item 2 above.
4. The transfer of said road is made on an as is basis which pertains to the existing right-of-way and to the existing condition of the road involved including all appurtenances and bridge structures.
5. The "County" accepts jurisdiction over and responsibility for the maintenance of said road as of the effective date of transfer.

AND BE IT FURTHER AGREED that in consideration of the foregoing, the "County", party of the second part, does hereby transfer to the "Highway Administration" party of the first part, the following described sections of "County" Highways for maintenance purposes, as part of the State Highway System.

Delancy Road (Co 215)- from U.S. 40 to MD 281

A total distance of +1.01 miles

Fletchwood Road (Co 422) - from MD 279 to MD 277

A total distance of +1.37 miles.

IT IS FURTHER UNDERSTOOD AND AGREED between the parties hereto that conveyance of the foregoing sections of "County" Highways is subject to the following conditions.

1. The effective date of transfer shall be upon complete approval and execution of this agreement.
2. The foregoing mileage will be excluded from the County inventory as of December 1 of the year following the date as set forth in Item 1 above.
3. The basis for the allocation of funds will exclude the mileage in the allocation to the "County" beginning July 1 of the year following the date as set in Item 2 above.
4. The transfer of said roads is made on an as is basis which pertains to the existing condition of the roads involved including all appurtenances and bridge structures.
5. The "Highway Administration" accepts jurisdiction over and responsibility for the maintenance of said roads as of the effective date of transfer.

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

RECOMMENDED FOR APPROVAL:

Harry G. Buford
Director of Public Works

County Commissioners of Cecil
County, Maryland.

Charles V. Rice
WITNESS

By: Frank D. Ragan
President

Approved as to form and legal
sufficiency this 2 day of
April, 1987.

RECOMMENDED FOR APPROVAL:

John T. Newkome
Chief, Bureau of Highway Statistics

Robert V. Jones
County Attorney

THE STATE HIGHWAY ADMINISTRATION
OF THE DEPARTMENT OF TRANSPORT-
ATION

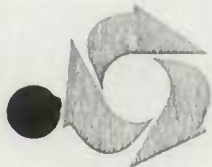
WITNESS:

Wm. J. DeLoach

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

Approved as to form and legal
sufficiency this 21 day of
Feb, 1984

Norman R. Blach
Assistant Attorney General



Maryland Department of Transportation

State Highway Administration

August 18, 1983

*Leanna -
Make this change
as part of 1983 improvements*

Lowell K. Bridwell
Secretary

M. S. Caltrider
Administrator

MEMORANDUM

TO: Mr. James M. Wright
District Engineer - District #2

FROM: John T. Neukam, Chief *John T. Neukam*
Bureau of Highway Statistics

SUBJECT: Route Redesignation
Maryland Route 537B
Cecil County

*done
5-23-84 JMD
coded*

In accordance with a request by District #2 Traffic Engineer Robert Kiel and with the approval of Hal Kassoff, Director, Office of Planning and Preliminary Engineering and the concurrence of the Bureau of Highway Planning and Program Development and Assistant Chief Engineer -Traffic Thomas Hicks, the following route number change has been made:

Maryland Route 537B from Biddle Street
Northerly to Maryland Route 213 has
been redesignated as Maryland Route 285

For your convenience, we have attached a map segment indicating the new designation.

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

JTN:GLS:eh
Attachment

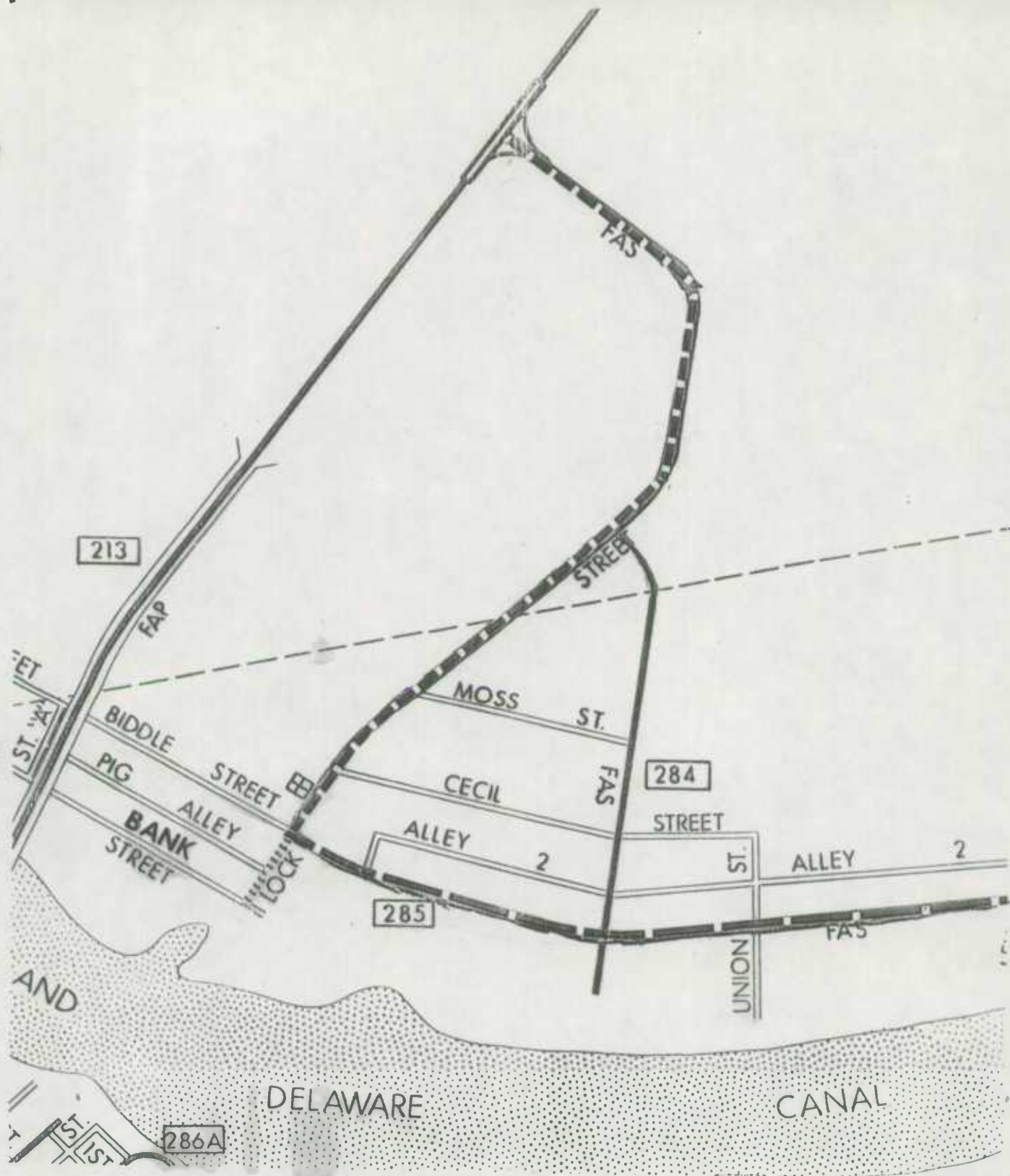
cc: Mr. M. S. Caltrider	Mr. C. Lee
Mr. F. Gottemoeller	Mr. C. W. Reese
Mr. W. K. Lee, III	Mr. W. G. Schreiber
Mr. H. Kassoff	Mr. R. Kiel
Mr. C. T. Carter	Mr. K. V. Dodson
Mr. G. E. Dailey	Mr. J. L. White
Mr. P. E. Becker ✓	Mr. R. Ward - Tax Maps
Mr. R. C. Davison	Mr. A. F. Yurek
Mr. E. S. Freedman	Mr. Clifford D. Sullivan
Mr. W. F. Schneider	Mr. John L. Knight
Mr. P. S. Jaworski	

My telephone number is 659-1369

Teletypewriter for Impaired Hearing or Speech

383-7555 Baltimore Metro — 565-0451 D.C. Metro — 1-800-492-5062 Statewide Toll Free

P.O. Box 717 / 707 North Calvert St. Baltimore, Maryland 21203 - 0717



- EXISTING MD 285
- - - EXISTING MD 537B
- - - PROPOSED MD 285 (OLD MD 537B)

MEMORANDUM OF ACTION OF STATE HIGHWAY ADMINISTRATOR M. S. CALTRIDER
MONDAY, AUGUST 30, 1982

Administrator Caltrider executed a revised Confirmatory Road Transfer Deed of Conveyance, dated August 30, 1982, which is in accordance with an agreement to transfer in Fee Simple title and maintenance of Old MD Route 697 (Old Farmington Road). Since the previous deed dated February 9, 1982 was issued, we have found that additional right of way should have been transferred to Cecil County (Grantee) as part of the road that is the subject of this deed. We have therefore revised the description as shown on corrected deed which is subject to approval of the Board of Public Works.

Said deed has been previously approved as to form and legal sufficiency by the Office of Counsel. Upon approval by the Board of Public Works of Maryland, the deed will be returned to the Special Acquisition Section so settlement can be concluded. A copy of the deed is being held in the Secretary's - S.R.C. Office for Administration record.

Now C 571 - Letter Transfer 12-27-79

Copy: Mr. F. Gottemoeller
Mr. W. K. Lee, III
Mr. C. W. Reese
Mr. B. Ditto
Mr. L. K. Jenkins
Mr. E. C. Chambers
Mr. J. M. Wright
Mr. W. Knipple ✓
Mr. R. VandeVisser
Mr. J. A. Miller
Mr. H. Lempert
Mr. C. Stickles
Secretary's File
SHA-Cecil County File

MEMORANDUM OF ACTION OF STATE HIGHWAY ADMINISTRATOR M. S. CALTRIDER
TUESDAY, FEBRUARY 9, 1982

Administrator Caltrider executed a Road Transfer Deed of Conveyance, dated February 9, 1982, which is in accordance with an agreement to transfer in Fee Simple title and maintenance of Md. Routes 272-B (Rogers Road Spur), 699-D (Old Bayview Road) 699-F (N. Leslie Road), 699-G (Rogers Road) 699-H (North Main Street Extension), 699-I (N. Main Street), 699-M (Bailey Road), 164 (Carpenters Point Road), 338 (Kilby Corner Road), 697 (Old Farmington Road), 809-A (Stonehouse Lane), and 685-A (Frontage Road Spur) to Cecil County, Maryland, subject to approval of the Board of Public Works of Maryland, unto the grantee named, the parcel of land as indicated and as more fully described in the deed.

Said deed has been previously approved as to form and legal sufficiency by the Office of Counsel. Upon approval by the Board of Public Works, the deed will be returned to the Special Acquisition Section so settlement can be concluded. A copy of the Deed is being held in the Secretary's - S.R.C. Office for Administration record.

Copy: Mr. F. Gottemoeller
Mr. W. K. Lee, III
Mr. C. W. Reese
Mr. W. C. Krieger
Mr. L. K. Jenkins
Mr. E. C. Chambers
Mr. J. M. Wright
Mr. C. P. Hyatt ✓
Mr. J. A. Miller
Mr. H. Lempert
Mr. C. Stickles
Secretary's File
SHA-Cecil County File

MEMORANDUM OF ACTION OF STATE HIGHWAY ADMINISTRATOR M. S. CALTRIDER
THURSDAY, MARCH 27, 1980

* * * *

MOA 11/22/78

Administrator Caltrider executed a Road Transfer Deed of Conveyance, dated March 27, 1980, in connection with the conveyance of State Highway Administration Routes Maryland 812 and Maryland 812-A to Cecil County, subject to approval of the Board of Public Works of Maryland, unto the grantee named, the parcel of land as indicated and as more fully described in the deed.

Said deed had been previously approved as to form and legal sufficiency by the Office of Counsel. Upon approval by the Board of Public Work, the deed will be returned to the Government and Public Utility Section so settlement can be concluded. A copy of the deed is being held in the Secretary's Office-SRC for Administration records.

Copy: Mr. F. Gottemoeller
Mr. W. K. Lee, III
Mr. C. W. Reese
Mr. H. Lempert
Mr. W. C. Krieger
Mr. W. L. Schneider ✓
Mr. C. P. Hyatt
Mr. J. C. Caspare
Mr. L. K. Jenkins
Mr. J. M. Wright
Secretary's File
SHA-Cecil County file
Bd. of Public Works of Maryland
Mr. E. J. Trexler

RECEIVED

APR 08 1980

BUREAU OF HIGHWAY
STATISTICS

Md. 811

MEMORANDUM OF ACTION OF STATE HIGHWAY ADMINISTRATOR M. S. CALTRIDER
WEDNESDAY, FEBRUARY 6, 1980 AM 9 52

* * * *

STATE HIGHWAY
ADMINISTRATION
PROJECT PLANNING

Administrator Caltrider executed a Road Transfer Deed of Conveyance, dated February 6, 1980, which is in accordance with an agreement to transfer Fee Simple title and maintenance of Maryland Route 811, from the State Highway Administration to the Town of Rising Sun, from the corporate limits of Rising Sun northerly to Maryland Route #273, subject to approval of the Board of Public Works of Maryland, unto the grantee named, the parcel of land as indicated and as more fully described in the deed.

Said deed has been previously approved as to form and legal sufficiency by the Office of Counsel. Upon approval by the Board of Public Works, the deed will be returned to the Government and Public Utility Section so settlement can be concluded. A copy of the Deed is being held in the Secretary's Office-SRC for Administration records.

Copy: Mr. F. Gottemoeller
Mr. W. K. Lee, III
Mr. C. W. Reese
Mr. H. Lempert
Mr. W. C. Krieger
Mr. L. K. Jenkins
Mr. E. C. Chambers
Mr. J. M. Wright
Mr. W. F. Schneider ✓
Mr. J. C. Caspare
Secretarys' File
SHA-Cecil County file

Maint Agr. 1-8-79

RECEIVED

FEB 14 1980

BUREAU OF HIGHWAY
STATISTICS

MEMORANDUM OF ACTION OF DIRECTOR, HAL KASSOFF
OFFICE OF PLANNING AND PRELIMINARY ENGINEERING

December 27, 1979

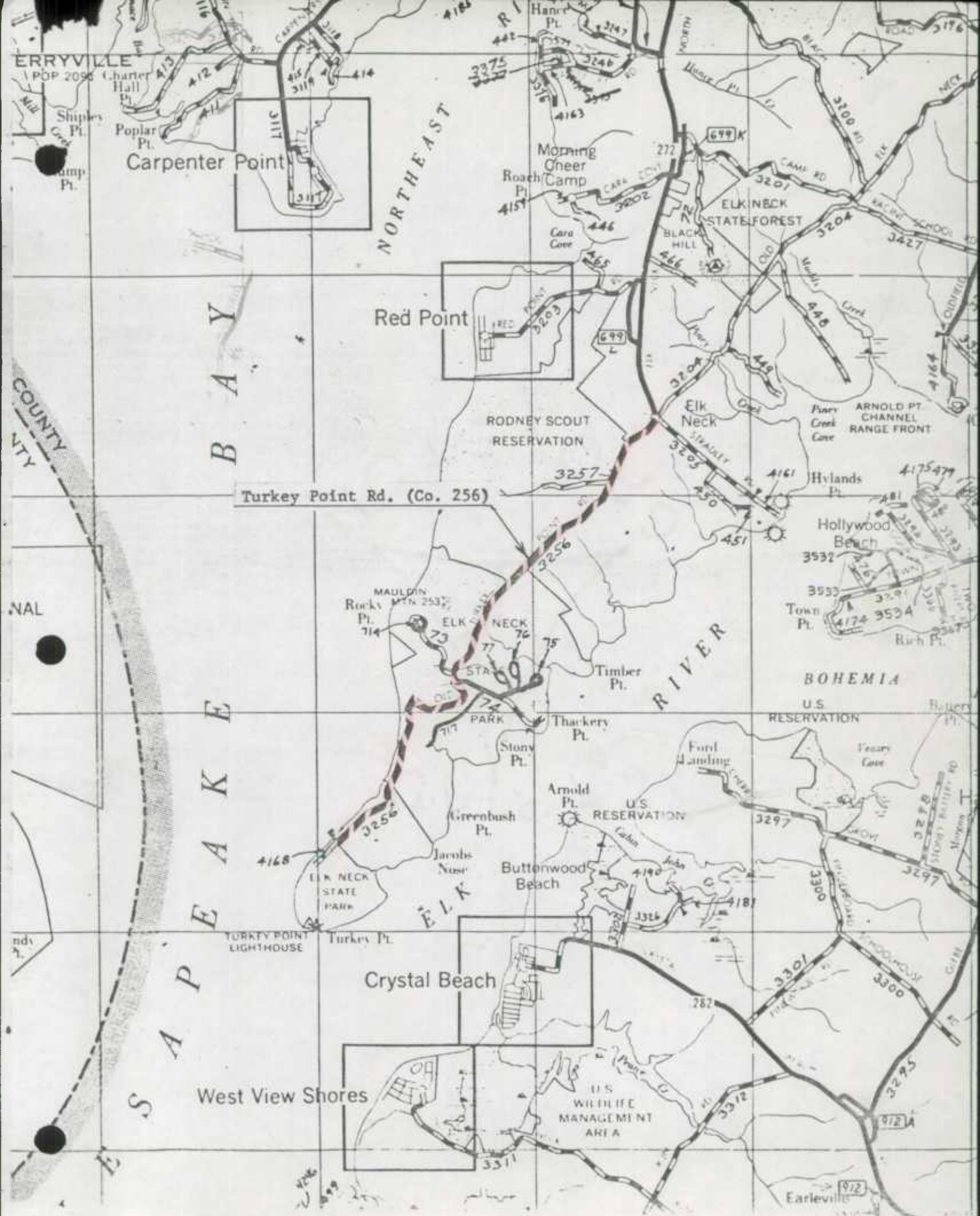
Director Kassoff, Office of Planning and Preliminary Engineering, executed an Agreement dated December 26, 1979 between the State Highway Administration and Cecil County, Maryland, relative to the transfer by Cecil County to the Administration of the following described section of road subject to the conditions more fully set forth in the agreement.

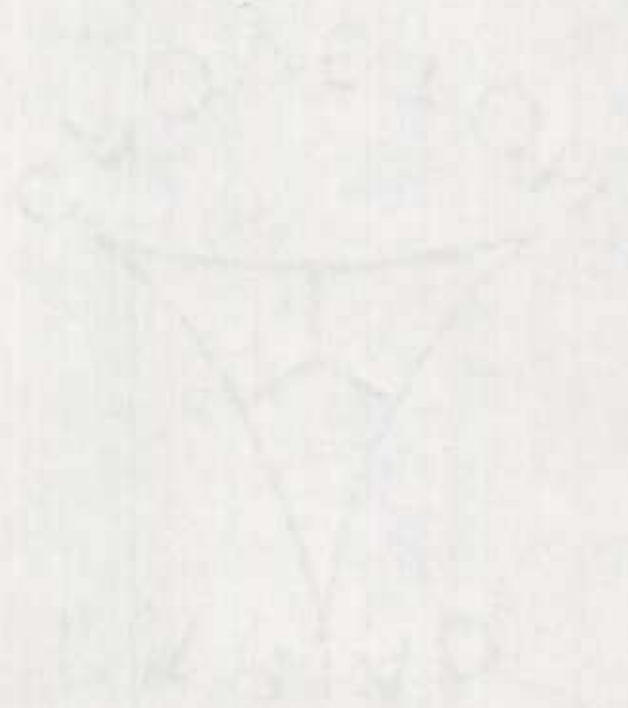
Turkey Point Road (Co.256) from the entrance
of Elk Neck State Park to Maryland
Route 272. A total distance of
±5.50 miles.

Said agreement had previously been executed by the President, County Commissioners of Cecil County, Maryland and approved as to form and legal sufficiency by Assistant Attorney General, L. J. Kazlakowski.

cc: Mr. F. Gottemoeller
Mr. W. K. Lee, III
Mr. W. F. Lins, Jr.
Mr. A. L. Gardner
Mr. H. Kassoff
Mr. C. W. Reese
Mr. J. M. Wright
Mr. P. S. Jaworski
Mr. R. N. Spalding
Mr. R. C. Davison

Mr. A. T. Landon, Jr.
Mrs. E. K. Roche
Mr. J. N. Day
Mr. T. Hicks
Mr. R. C. Pazourek
Mr. P. A. Milash
✓ Mr. C. P. Hyatt
Mr. E. S. Freedman
Mr. C. Lee
Secretary's File





THIS AGREEMENT made this 26th day of December
19 29 by and between Cecil County, Maryland, hereinafter
referred to as "County", party of the first part and the State
Highway Administration of the Department of Transportation of
Maryland, hereinafter referred to as "Highway Administration",
party of the second part.

WHEREAS, under authority contained in Transportation
Article Title 8-304, the State Highway Administration of the
Department of Transportation of Maryland is empowered to enter
into an agreement to transfer jurisdiction over and the re-
sponsibility for the maintenance of any State Highway, or
portion thereof with the governing bodies of the several
Political Subdivisions of Maryland for the purpose of reducing
the cost of road maintenance and the Governing Bodies of the
several Political Subdivisions of Maryland are empowered to
enter into an agreement to transfer jurisdiction over and re-
sponsibility for the maintenance of any county or municipal
road or portion thereof with the State Highway Administration
of the Department of Transportation of Maryland, for the
purpose of reducing the cost of road maintenance; and,

WHEREAS, it has been determined that the conveyance
of the subject section of "County Highway" to the "Highway
Administration" will result in a reduction in the cost of
road maintenance; and

WHEREAS, the "County" party of the first part, has
agreed to transfer the hereinafter described section of road
to the "Highway Administration", party of the second part and
the "Highway Administration" has agreed to accept same as an
integral part of the State Highway System.

NOW THEREFORE, THIS AGREEMENT WITNESSETH, that for
and in consideration of \$1.00 and good and valuable consideration,
the receipt whereof is hereby acknowledged the "County", party
of the first part does hereby transfer unto the "Highway
Administration" and the "Highway Administration", party of the

second part does hereby accept from the "County" jurisdiction over and responsibility for the maintenance of the following described section of County Highway for maintenance purposes, as part of the State Highway System.

Turkey Point Road (County 256) from the entrance to Elk Neck State Park to Maryland Route 272-a
Total distance of \pm 5.50 miles

IT IS UNDERSTOOD AND AGREED between the parties hereto that conveyance of the foregoing section of County Highway is subject to the following conditions:

1. The effective date of transfer shall be upon complete approval and execution of this agreement.
2. The foregoing mileage will be excluded from the County inventory as of December 1 of the year following the date as set forth in Item 1 above.
3. The basis for the allocation of funds will exclude the mileage in the allocation to the County beginning July 1 of the year following the date as set forth in Item 2 above.
4. The transfer of said roads is made on an as is basis which pertains to the existing rights-of-way and to the existing condition of the roads involved including all appurtenances and bridge structures.
5. The "Highway Administration" accepts jurisdiction over and responsibility for the maintenance of said road as of the effective date of transfer.

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

My dear Mr. [Name]

100-1000-1000

Dear Sir,

I have the honor to acknowledge the receipt of your letter of the 10th inst.

and in reply to inform you that the same has been forwarded to the proper authorities.

I am, Sir, very respectfully,

Your obedient servant,

[Signature]

Very truly yours,

[Signature]

Enclosed for you are the documents referred to in my letter of the 10th inst.

I am, Sir, very respectfully,

Your obedient servant,

[Signature]

I am, Sir, very respectfully,

RECOMMENDED FOR APPROVAL

Harry G. Belford
Director of Public Works

WITNESS:

COUNTY COMMISSIONERS OF
CECIL COUNTY, MARYLAND

By: Robert C. Adams
President

Approved as to form and legal
sufficiency this 14th day of

November 19 79

Dennis J. Clune
County Attorney

RECOMMENDED FOR APPROVAL:

Wm. F. Schneider
Chief, Bureau of Highway Statistics

WITNESS:

Clyde P. Hyatt

THE STATE HIGHWAY ADMINISTRATION
OF THE DEPARTMENT OF
TRANSPORTATION

By: Hal Kornell
Director, Office of Planning
and Preliminary Engineering

Approved as to form and legal
sufficiency this 26th day of

December 1979 19 79

Lf Kyzalovich
Assistant Attorney General

MEMORANDUM OF ACTION OF DIRECTOR, HAL KASSOFF
OFFICE OF PLANNING AND PRELIMINARY ENGINEERING

December 27, 1979

Director Kassoff, Office of Planning and Preliminary Engineering, executed an Agreement dated December 26, 1979 between the State Highway Administration and Cecil County, Maryland, relative to transfer by the Administration to the County of the following described sections of state constructed road subject to the conditions more fully set forth in the agreement.

- 6117 1. Md. 164 (Carpenters Point Rd.) - From Md. 267 to Co. 117 at the Corporate Limits of Charlestown - a Total Distance of +0.22 mile.
- 6562 2. Md. 272A - Spur from Md. 699A to Md. 272 - a Total Distance of \pm 0.02 mile.
- 6563 3. Md. 272B - Spur from Md. 272 to Md. 699G - a Total Distance of \pm 0.05 mile.
- 6564 4. Md. 272C - Spur from Md. 272 to Md. 699E - a Total Distance of \pm 0.08 mile.
- 6565 5. Md. 282A - Spur from Co. 305 (Sandy Bottom Rd.) to Md. 282 - a Total Distance of \pm 0.03 mile.
- 6566 6. Md. 282B - Spur from Co. 305 (Sandy Bottom Rd.) to Md. 282 - a Total Distance of \pm 0.03 mile.
- 6567 7. Md. 310 A - Spur from Md. 213 to Md. 310 - a Total Distance of \pm 0.16 mile.
- Now Co 568 8. Md. 338 - From Begin SHA Maintenance at Co. 38 to U.S. 1 at U.S. 222 - a Total Distance of \pm 1.24 mile.
- 6569 9. Md. 685 - From Md. 213 to Md. 213 - a Total Distance of \pm 0.16 mile.
- 6570 10. Md. 685A - From Md. 685 to Road End - a Total Distance of \pm 0.06 mile.
- 6571 11. Md. 697 - From Md. 274 (Farmington Rd.) to Md. 699D - a Total Distance of \pm 0.25 mile.

see MOA
11/9/89



- 6572 12. Md. 699A - From Md. 272 to Md. 273 - a Total Distance of \pm 0.52 mile.
- 6573 13. Md. 699C - From Md. 272 at Co. 69 to Md. 272 - a Total Distance of \pm 0.93 mile.
- 6574 14. Md. 699D - From Md. 272 to Md. 272 - a Total distance of \pm 0.99 mile.
- 6575 15. Md. 699E - From Md. 272 to Road End north of Bethel Church Rd. (Co. 128) - a Total Distance of \pm 0.67 mile.
- 6576 16. Md. 699F - From Road End south of Md. 699E to Md. 699E - a Total Distance of \pm 0.30 mile.
- 6577 17. Md. 699G - From U.S. 40 at Co. 207 northerly to Md. 272 - a Total Distance of \pm 0.31 mile.
- 6207 18. Md. 699H - From Road End northerly to Co. 207 at the Corporate Limits of Northeast - a Total Distance of \pm 0.02 mile.
- 6578 19. Md. 699I - From Md. 272 N.B.L. northerly to Road End at Penn Central R.R. - a Total Distance of \pm 0.14 mile.
- 6579 20. Md. 699J - From Md. 272 to Md. 272 at Co. 200 - a Total Distance of \pm 1.76 mile.
- 6580 21. Md. 699K - From Md. 272 at Co. 202 to Road End north of Co. 201 - a Total Distance of \pm 0.55 mile.
- 6581 22. Md. 699L - From Md. 272 to Md. 272 at a point near Co. 203 - a Total Distance of \pm 0.60 mile.
- 694 23. Md. 699M - From Begin SHA Maintenance at Co. 94 to Md. 699D - a Total Distance of \pm 0.13 mile.
- 6582 24. Md. 699N - From Md. 699F to Md. 699E - a Total Distance of \pm 0.01 mile.
- 6583 25. Md. 699O - From Md. 272 to Md. 699J - a Total Distance of \pm 0.09 mile.
- 6333 26. Md. 803 - From Md. 299 to Co. 333 and from Co. 333 to Delaware State Line - a Total Distance of \pm 1.53 mile.

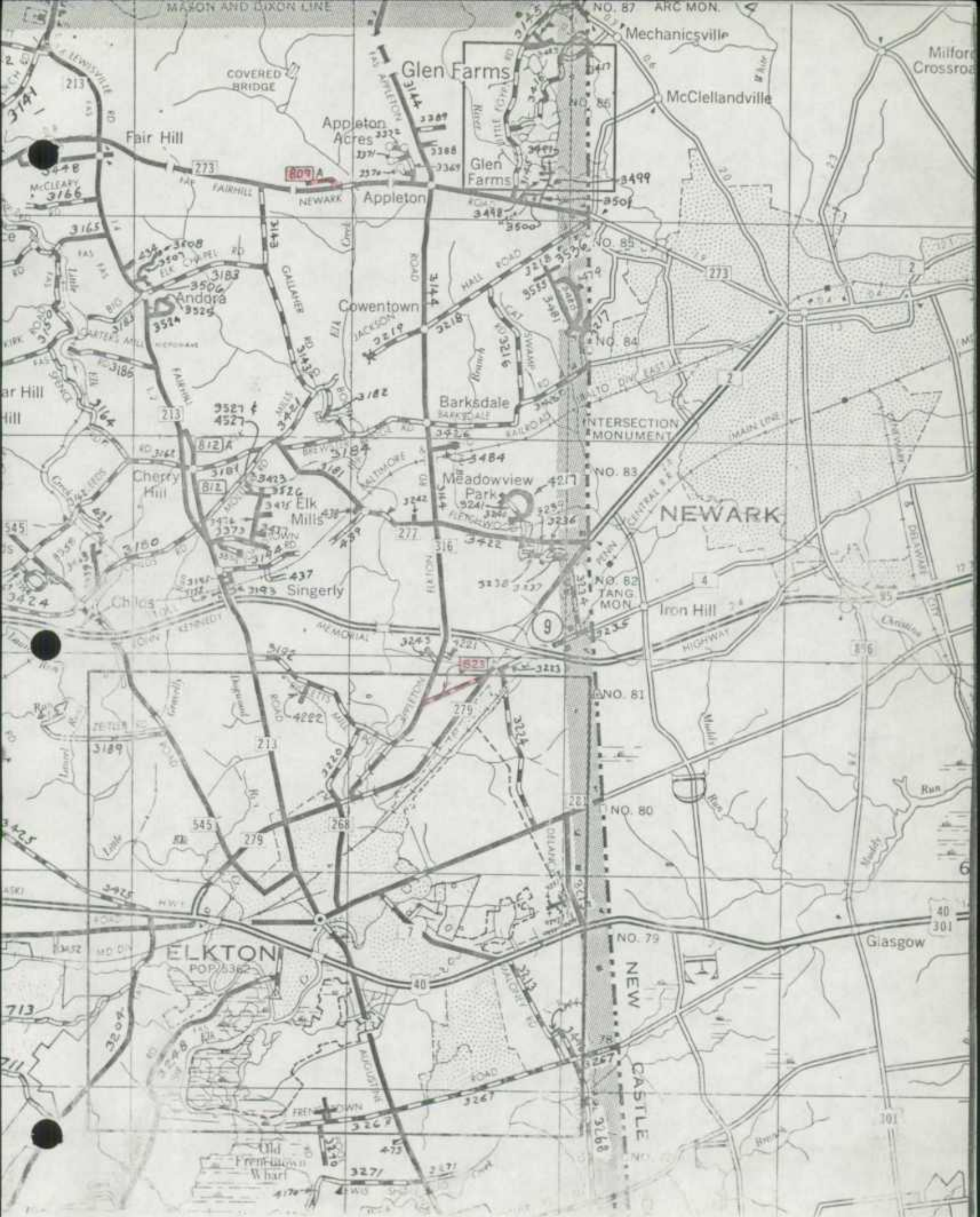
27. Md. 809 - From Md. 272 south of Calvert to Md. 273 east of Calvert - a Total Distance of \pm 0.47 mile.
28. Md. 809A - From Road End easterly to Md. 273 - a Total Distance of \pm 0.32 mile.
29. Md. 813 - From Md. 276 to Md. 276 - a Total Distance of \pm 0.25 mile.
30. Md. 813A - From Road End south of Co. 45 northerly to Md. 273 - a Total Distance of \pm 2.09 mile.
31. Md. 822 - From Md. 803 northerly to Road End - a Total Distance of \pm 0.65 mile.
32. Md. 823 - From Md. 316 to Md. 279 - a Total Distance of \pm 0.61 mile.
33. Md. 824 - From Road End south of Co. 4 to Road End north of Co. 4 - a Total Distance of \pm 0.05 mile.
34. Md. 912 - From Md. 282 at Earleville to Road End north of Co. 310 - a Total Distance of \pm 0.09 mile.
35. Md. 912A - From Md. 282 south of Co. 295 to Md. 282 north of Co. 295 - a Total Distance of \pm 0.57 mile.
- Now to 786 36. U.S. 222A - From U.S. 222 to Md. 824A a Total Distance of \pm 0.03 mile.

Said agreement had previously been executed by the President, County Commissioners of Cecil County, Maryland and approved as to form and legal sufficiency by Assistant Attorney General, L. J. Kazlakowski.

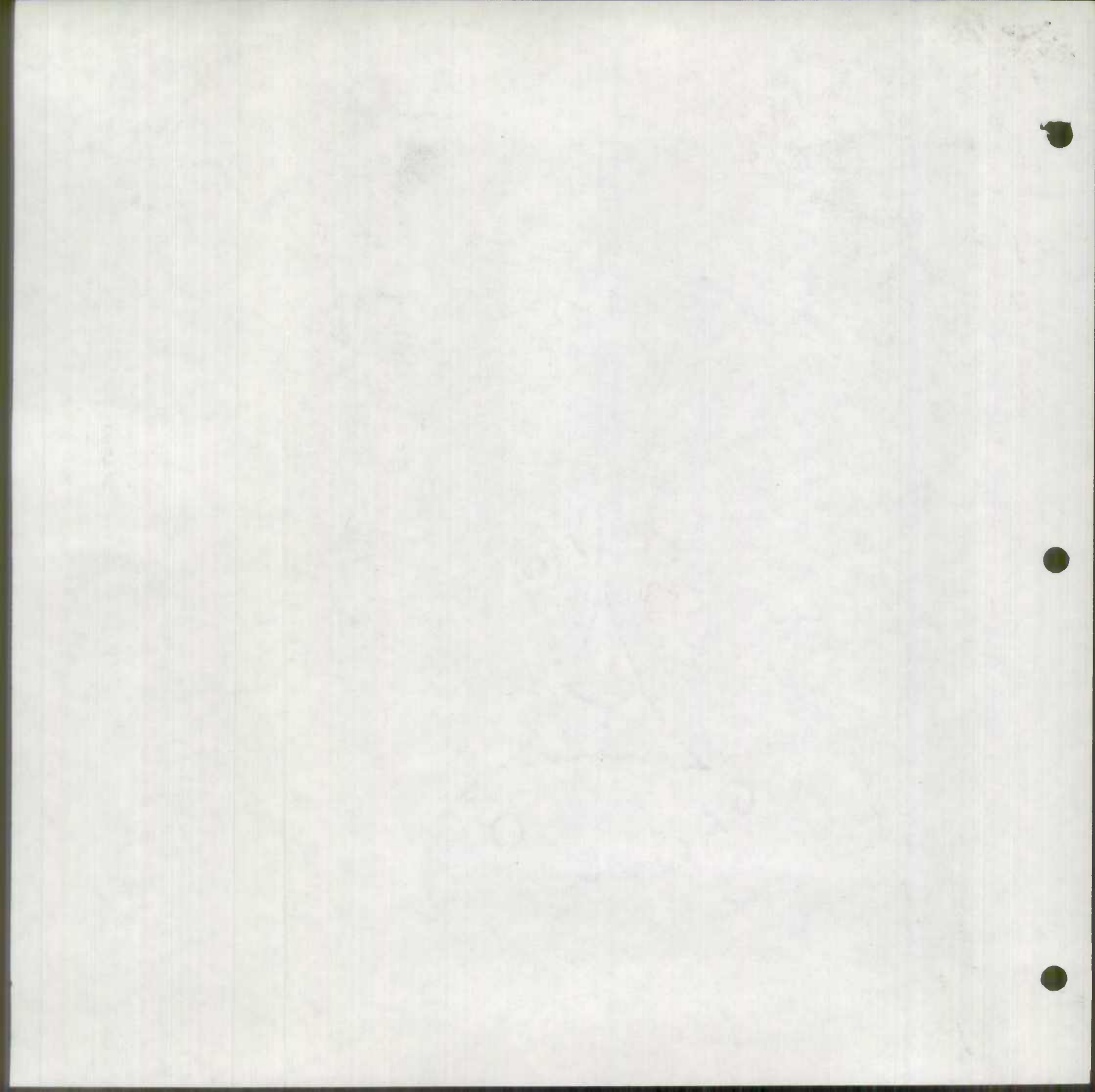
cc: Mr. F. Gottemoeller
Mr. W. K. Lee, III
Mr. W. F. Lins, Jr.
Mr. A. L. Gardner
Mr. H. Kassoff
Mr. C. W. Reese
Mr. J. M. Wright
Mr. J. N. Day
Mr. T. Hicks
Mrs. E. K. Roche

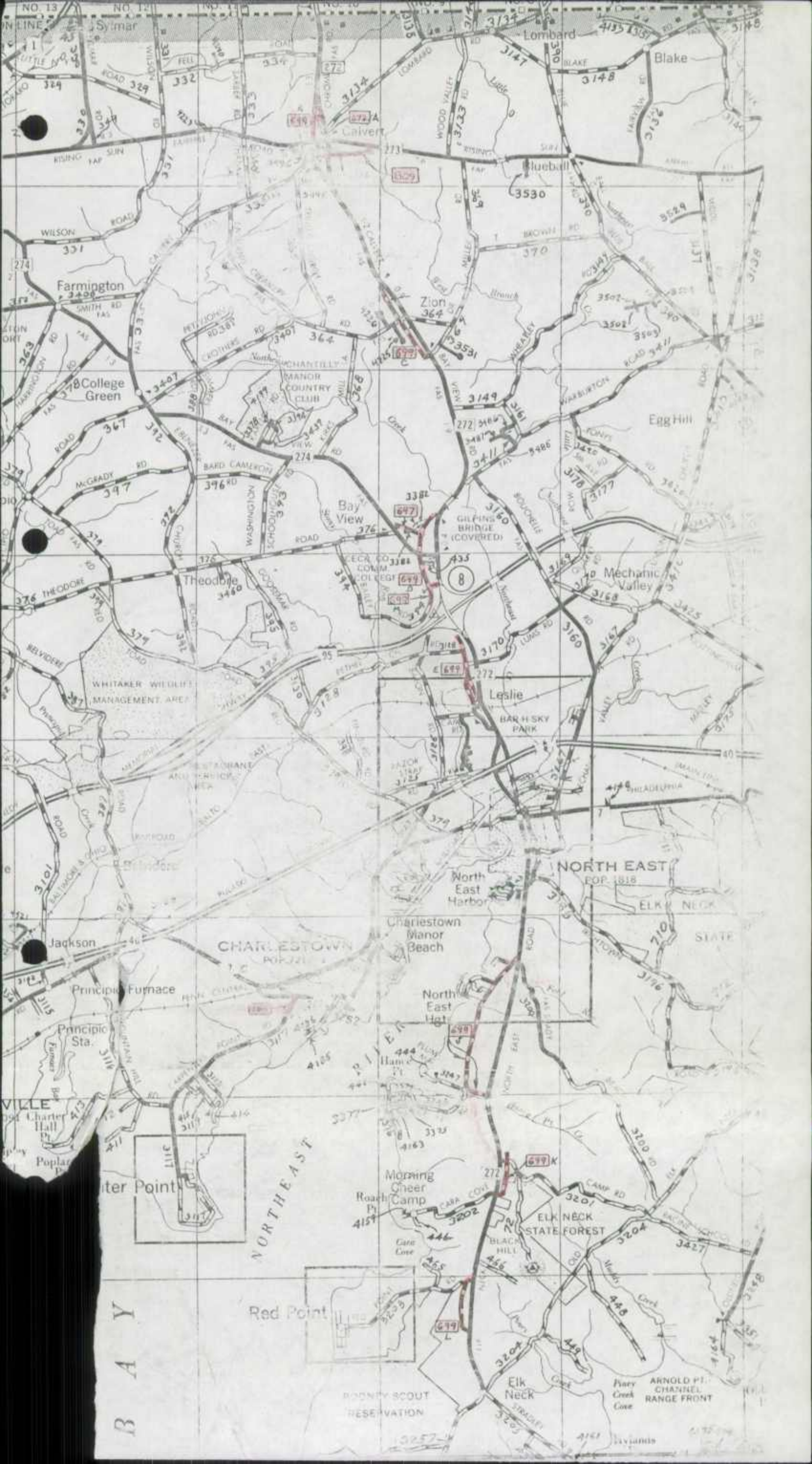
Mr. R. C. Pazourek
Mr. P. A. Milash
Mr. C. P. Hyatt
Mr. E. S. Freedman
Mr. C. Lee
Mr. P. S. Jaworski
Mr. R. N. Spalding
Mr. R. C. Davison
Mr. A. T. Landon, Jr.
Secretary's File



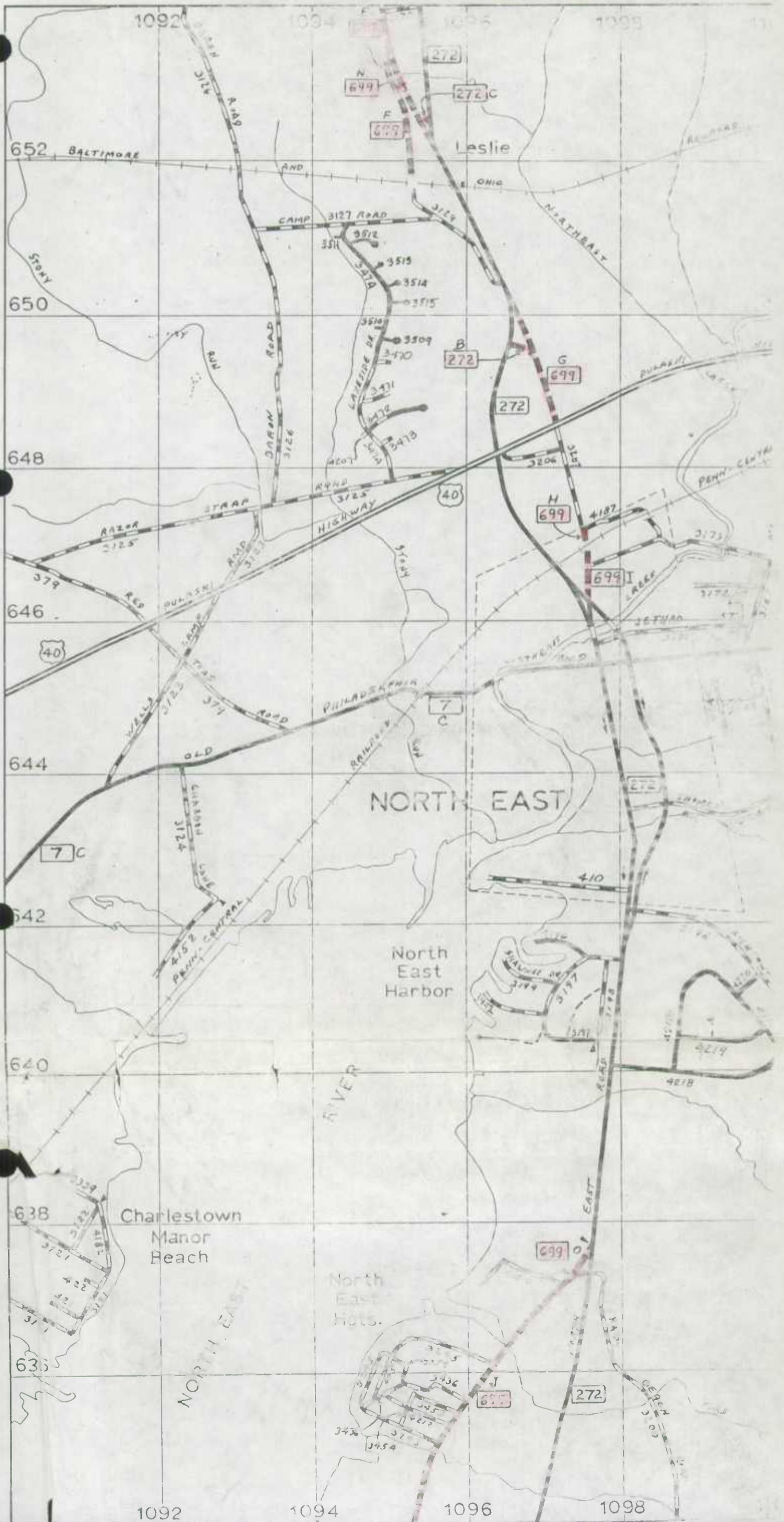








NORTH EAST



THIS AGREEMENT made this 26th day of September
19 77 by and between the State Highway Administration of the Department
of Transportation of Maryland, hereinafter referred to as "Highway Admin-
istration", party of the first part and Cecil County, Maryland, hereinafter
referred to as "County" party of the second part.

WHEREAS, under authority contained in Transportation Article
Title 8-304, the State Highway Administration of the Department of Trans-
portation of Maryland is empowered to enter into an agreement to transfer
jurisdiction over and the responsibility for the maintenance of any State
Highway, or portion thereof with the governing bodies of the several Political
Subdivisions of Maryland for the purpose of reducing the cost of road main-
tenance and the Governing Bodies of the several Political Subdivisions of
Maryland are empowered to enter into an agreement to transfer jurisdiction
over and responsibility for the maintenance of any county or municipal road
or portion thereof with the State Highway Administration of the Department
of Transportation of Maryland, for the purpose of reducing the cost of road
maintenance; and,

WHEREAS, it has been determined that the conveyance of the
subject sections of "State Highways" to the "County" will result in a reduc-
tion in the cost of road maintenance; and,

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

NOW THEREFORE, THIS AGREEMENT WITNESSETH, that
for and in consideration of \$1.00 and good and valuable consideration, the
receipt whereof is hereby acknowledged the "Highway Administration",
party of the first part does hereby transfer unto the "County" and the

"County", party of the second part does hereby accept from the "Highway Administration" jurisdiction over and responsibility for the maintenance of the following described sections of State Highways for maintenance purposes, as part of the County Highway System.

1. Md. 164 (Carpenters Point Rd.) - From Md. 267 to Co. 117 at the Corporate Limits of Charlestown - a Total Distance of \pm 0.22 mile.
2. Md. 272A - Spur from Md. 699A to Md. 272 - a Total Distance of \pm 0.02 mile.
3. Md. 272B - Spur from Md. 272 to Md. 699G - a Total Distance of \pm 0.05 mile.
4. Md. 272C - Spur from Md. 272 to Md. 699E - a Total Distance of \pm 0.08 mile.
5. Md. 282A - Spur from Co. 305 (Sandy Bottom Rd.) to Md. 282 - a Total Distance of \pm 0.11 mile.
6. Md. 282B - Spur from Co. 305 (Sandy Bottom Rd.) to Md. 282 - a Total Distance of \pm 0.03 mile.
7. Md. 310A - Spur from Md. 213 to Md. 310 - a Total Distance of \pm 0.16 mile.
8. Md. 338 - From Begin SHA Maintenance at Co. 38 to U.S. 1 at U.S. 222 - a Total Distance of \pm 1.24 mile.
9. Md. 685 - From Md. 213 to Md. 213 - a Total Distance of \pm 0.16 mile.
10. Md. 685A - From Md. 685 to Road End - a Total Distance of \pm 0.06 mile.
11. Md. 697 - From Md. 274 (Farmington Rd.) to Md. 699D - a Total Distance of \pm 0.25 mile.
12. Md. 699A - From Md. 272 to Md. 273 - a Total Distance of \pm 0.52 mile.
13. Md. 699C - From Md. 272 at Co. 69 to Md. 272 - a Total Distance of \pm 0.93 mile.
14. Md. 699D - From Md. 272 to Md. 272 - a Total Distance of \pm 0.99 mile.
15. Md. 699E - From Md. 272 to Road End north of Bethel Church Rd. (Co. 128) - a Total Distance of \pm 0.67 mile.

16. Md. 699F - From Road End south of Md. 699E to Md. 699E - a Total Distance of \pm 0.30 mile.
17. Md. 699G - From U.S. 40 at Co. 207 northerly to Md. 272 - a Total Distance of \pm 0.31 mile.
18. Md. 699H - From Road End northerly to Co. 207 at the Corporate Limits of Northeast - a Total Distance of \pm 0.02 mile.
19. Md. 699I - From Md. 272 N.B.L. northerly to Road End at Penn Central R.R. - a Total Distance of \pm 0.14 mile.
20. Md. 699J - From Md. 272 to Md. 272 at Co. 200 - a Total Distance of \pm 1.76 mile.
21. Md. 699K - From Md. 272 at Co. 202 to Road End north of Co. 201 - a Total Distance of \pm 0.55 mile.
22. Md. 699L - From Md. 272 to Md. 272 at a point near Co. 203 - a Total Distance of \pm 0.60 mile.
23. Md. 699M - From Begin SHA Maintenance at Co. 94 to Md. 699D - a Total Distance of \pm 0.13 mile.
24. Md. 699N - From Md. 699F to Md. 699E - a Total Distance of \pm 0.01 mile.
25. Md. 699O - From Md. 272 to Md. 699J - a Total Distance of \pm 0.09 mile.
26. Md. 803 - From Md. 299 to Co. 333 and from Co. 333 to Delaware State Line - a Total Distance of \pm 1.53 mile.
27. Md. 809 - From Md. 272 south of Calvert to Md. 273 east of Calvert - a Total Distance of \pm 0.47 mile.
28. Md. 809A - From Road End easterly to Md. 273 - a Total Distance of \pm 0.32 mile.
29. Md. 813 - From Md. 276 to Md. 276 - a Total Distance of \pm 0.25 mile.
30. Md. 813A - From Road End south of Co. 45 northerly to Md. 273 - a Total Distance of \pm 2.09 mile.
31. Md. 822 - From Md. 803 northerly to Road End - a Total Distance of \pm 0.65 mile.
32. Md. 823 - From Md. 316 to Md. 279 - a Total Distance of \pm 0.61 mile.

33. Md. 824 - From Road End south of Co. 4 to Road End north of Co. 4 - a Total Distance of \pm 0.05 mile.
34. Md. 912 - From Md. 282 at Earleville to Road End north of Co. 310 - a Total Distance of \pm 0.09 mile.
35. Md. 912A - From Md. 282 south of Co. 295 to Md. 282 north of Co. 295 - a Total Distance of \pm 0.57 mile.
36. U.S. 222A - From U.S. 222 to Md. 824A - a Total Distance of \pm 0.03 mile.

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

1. The effective date of transfer shall be upon complete approval and execution of this agreement.
2. The foregoing mileage will be included in the County inventory as of December 1 of the year following the date as set forth in Item 1 above.
3. The basis for the allocation of funds will include the additional mileage in the allocation to the County beginning July 1 of the year following the date as set forth in Item 2 above.
4. The transfer of said roads is made on an as is basis which pertains to the existing rights-of-way and to the existing condition of the roads involved including all appurtenances and bridge structures.
5. The "County" accepts jurisdiction over and responsibility for the maintenance of said roads as of the effective date of transfer.

IT IS FURTHER UNDERSTOOD AND AGREED that the "Highway Administration", party of the first part, will hereafter prepare a deed of conveyance for the above described sections of "State" maintained highways, to the "County" party of the second part, subject to the approval of the State Highway Administration and the Board of Public Works of Maryland.

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

RECOMMENDED FOR APPROVAL:

Don P. Schneider
Chief, Bureau of Highway Statistics

WITNESS:

Clyde P. Hyatt

THE STATE HIGHWAY ADMIN-
ISTRATION OF THE DEPART-
MENT OF TRANSPORTATION

By: Hal Kamm
Director, Office of Planning
and Preliminary Engineering

Approved as to form and legal

sufficiency this 26th day of

December 1979

L. K. G. G. G.
Assistant Attorney General

RECOMMENDED FOR APPROVAL:

Barry G. Belford
Director of Public Works

WITNESS:

COUNTY COMMISSIONERS OF
CECIL COUNTY, MARYLAND

By: Robert C. Adams
President

Approved as to form and legal

sufficiency this 1st day of

November 1979

James S. Claver
County Attorney

5-198-5
Dist #2

MEMORANDUM OF ACTION OF DIRECTOR, HAL KASSOFF
OFFICE OF PLANNING AND PRELIMINARY ENGINEERING

January 8, 1979

Director Kassoﬀ, Office of Planning and Preliminary Engineering, executed Agreement dated January 5, 1979 between the State Highway Administration and The Town of Rising Sun, Maryland, relative to transfer by the "Town of Rising Sun" to the "Highway Administration" of the following described section of "Town" constructed road subject to the conditions more fully set forth in the agreement.

South Queen Street - from the corporate limit of Rising Sun Northerly to Md. 273. A total distance of 0.27+ mile

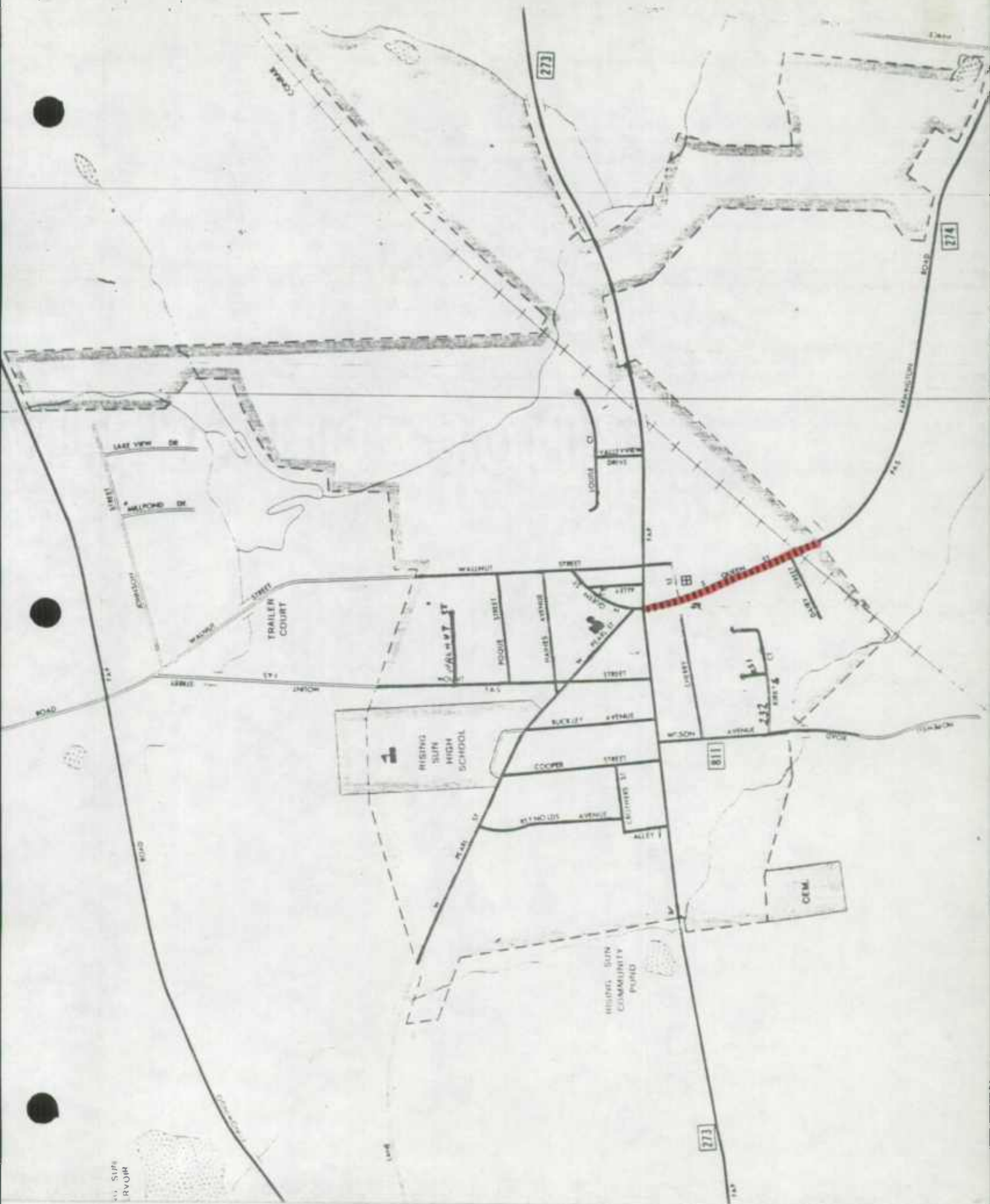
Now MD 274

Said agreement had previously been executed by the Mayor, Town of Rising Sun and approved as to form and legal sufficiency by Administrative Special Attorney Norman Polski.

cc: Mr. F. Gottemoeller
Mr. H.G. Downs
Mr. A.W. Tate
Mr. A.L. Gardner
Mr. H. Kassoﬀ
Mr. C.W. Reese
Mr. J.M. Wright
Mr. J.N. Day
Mr. T. Hicks

Mr. R.C. Pazourek
Mr. W.F. Lins, Jr.
Mr. R.L. Daff
Mr. C.P. Hyatt ✓
Mr. E.S. Freedman
Mr. C. Lee
Mr. P.S. Jaworski
Mr. J.T. Neukam

Mr. R.C. Davison
Mrs. E.K. Roche
Town of Rising Sun
Secretary's File
S.H.A. Cecil County



THIS AGREEMENT made this 5th day of January 1979 by and between the Town of Rising Sun 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.

WHEREAS, under authority contained in Transportation Article - Title 8-304 of the Annotated Code of Maryland, the State Highway Administration of the Department of Transportation of Maryland is empowered to enter into an agreement to transfer jurisdiction over and responsibility for the maintenance of any State Highway, or portion thereof, with the Governing Bodies of the several political subdivisions of Maryland, for the purpose of reducing the cost of road maintenance, and the Governing Bodies of the several Political Subdivisions of Maryland are empowered to enter into an agreement to transfer jurisdiction over and responsibility for the maintenance of any County or Municipal road or portion thereof, with the State Highway Administration of the Department of Transportation of Maryland for the purpose of reducing the cost of road maintenance; and,

WHEREAS, it has been determined that the conveyance of the subject section of Municipal Road to the State Highway System will result in a reduction in the cost of road maintenance; and,

WHEREAS, the "Town", party of the first part, has agreed to transfer the hereinafter described section of road which heretofore was maintained by the "Town" to the "Highway Administration", party of the second part, and the "Highway Administration" has agreed to accept same as an integral part of the State Highway System.

NOW, THEREFORE, THIS AGREEMENT WITNESSETH, that for and in consideration of \$1.00 and good and valuable consideration, the receipt whereof is hereby acknowledged, the "Town", party of the first part does hereby transfer unto the "Highway Administration" and the "Highway Administration", party of the second part, does hereby accept from the "Town" jurisdiction over and responsibility for the maintenance of the following described section of Town road for maintenance purposes, as part of the "State Highway System".

South Queen Street - from the corporate limit of

Rising Sun Northerly to Md. 273.

A total distance of 0.27+ mile.

IT IS FURTHER UNDERSTOOD AND AGREED between the parties hereto that the conveyance of the foregoing section of Town road is subject to the following conditions.

1. The effective date of transfer shall be upon
complete approval and execution of this agreement.
2. The foregoing mileage will be excluded from the
Town's road inventory as of December 1, 1978.
3. The basis for the allocation of fund will exclude
the 0.27+ mile from the allotment to the Town
beginning July 1, 1979.
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.
5. The Highway Administration accepts jurisdiction
over and responsibility for the maintenance of the
said road as of the effective date of transfer.

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

WITNESS:

Mary Lore Benjamin
Clerk

Town of Rising Sun

By:

Charles L. Peist
Mayor

Approved as to form and legal
sufficiency this 5th day of
December 1978

Dwight E. Zomy
Town Attorney

Recommended for Approval:

A. A. Beaulieu
Chief, Bureau of Highway Statistics

THE STATE HIGHWAY ADMINISTRATION OF
THE DEPARTMENT OF TRANSPORTATION

WITNESS:

John A. Tute Jr.

BY: Hal Kim
Director, Office of Planning &
Preliminary Engineering

Approved as to form and legal
sufficiency this 5 day of
Jan 19 27

Norman Polk
Administrative Special Attorney

5-1985
Dist #2

MEMORANDUM OF ACTION OF DIRECTOR, HAL KASSOFF
OFFICE OF PLANNING AND PRELIMINARY ENGINEERING

January 8, 1979

Director Kassoff, Office of Planning and Preliminary Engineering, executed Agreement dated January 5, 1979 between the State Highway Administration and The Town of Rising Sun, Maryland, relative to transfer by the "Highway Administration" to the "Town of Rising Sun" of the following described section of State constructed road subject to the conditions more fully set forth in the agreement.

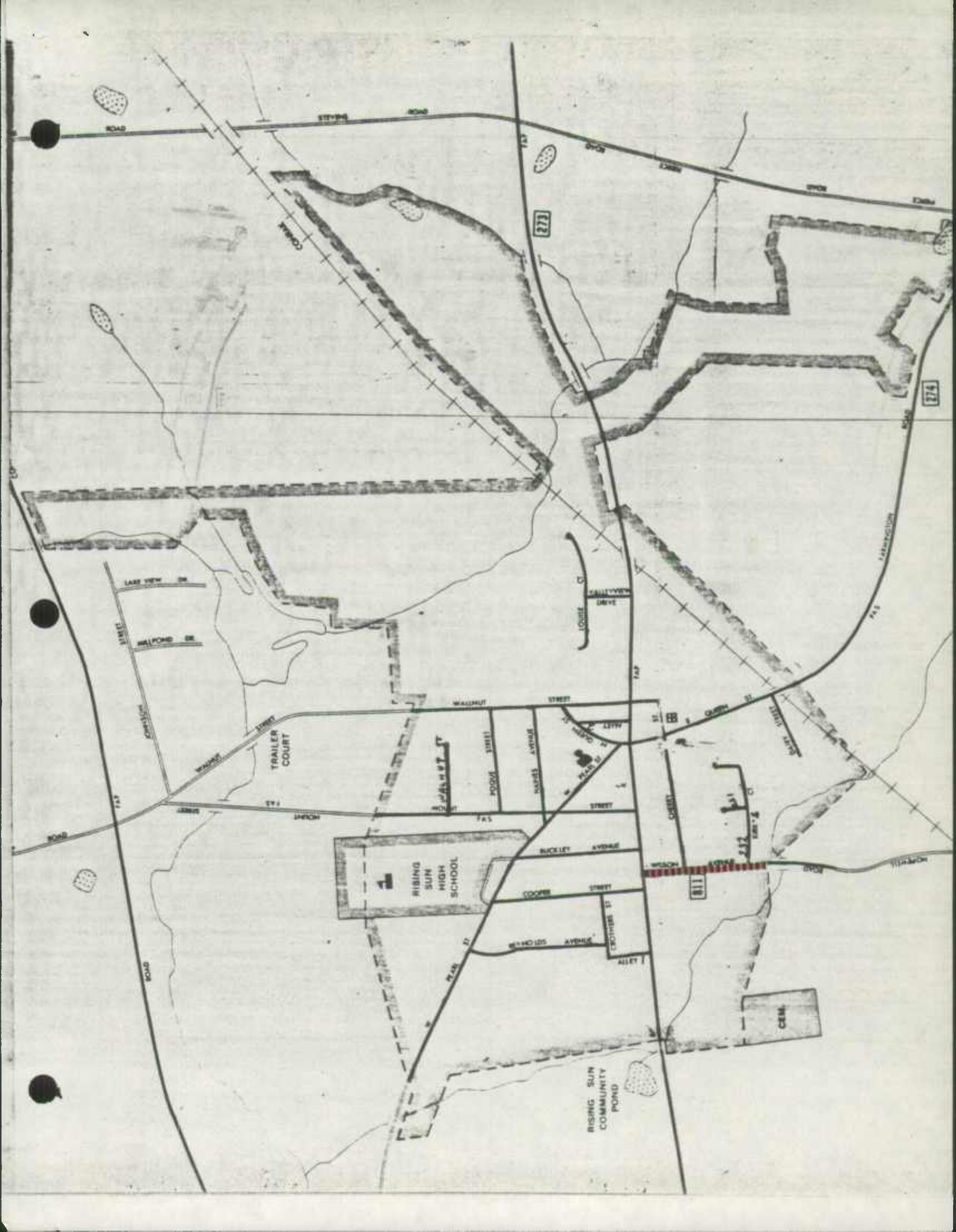
Md. 811 (Wilson Ave.) - from the corporate limit of
Rising Sun northerly to Md.
273. A total distance of
0.19+ mile.

Said agreement had previously been executed by the Mayor, Town of Rising Sun and approved as to form and legal sufficiency by Administrative Special Attorney Norman Polski.

cc: Mr. F. Gottemoeller
Mr. H.G. Downs
Mr. A.W. Tate
Mr. A.L. Gardner
Mr. H. Kassoff
Mr. C.W. Reese
Mr. J.M. Wright
Mr. J.N. Day
Mr. T. Hicks

Mr. R.C. Pazourek
Mr. W.F. Lins, Jr.
Mr. R.L. Daff
Mr. C.P. Hyatt
Mr. E.S. Freedman
Mr. C. Lee
Mr. P.S. Jaworski
Mr. J.T. Neukam

Mr. R.C. Davison
Mrs. E.K. Roche
Town of Rising Sun
Secretary's File
S.H.A. Cecil County



THIS AGREEMENT made this 5th day of January
1979 by and between the State Highway Administration of the Department of
Transportation of Maryland, hereinafter referred to as "Highway Administra-
tion", party of the first part and the Town of Rising Sun hereinafter referred
to as "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 Administra-
tion of the Department of Transportation of Maryland is empowered to enter
into an agreement to transfer jurisdiction over and responsibility for the
maintenance of any State Highway, or portion thereof, with the Governing
Bodies of the several political subdivisions of Maryland, for the purpose of
reducing the cost of road maintenance, and the Governing Bodies of the
several Political Subdivisions of Maryland are empowered to enter into an
agreement to transfer jurisdiction over and responsibility for the main-
tenance of any County or Municipal road or portion thereof, with the State
Highway Administration of the Department of Transportation of Maryland for
the purpose of reducing the cost of road maintenance; and,

WHEREAS, it has been determined that the conveyance of the
subject section of State Highway to the Municipal Road System will result in
a reduction in the cost of road maintenance; and,

WHEREAS, the "Highway Administration", party of the first part,
has agreed to transfer the hereinafter described section of road which here-
tofore was maintained by the "Highway Administration" to the "Town", party
of the second part, and the "Town" has agreed to accept same as an integral
part of the Municipal Road System.

NOW THEREFORE, THIS AGREEMENT WITNESSETH, that for and in
consideration of \$1.00 and good and valuable consideration, the receipt
whereof is hereby acknowledged, the "Highway Administration", party of the
first part does hereby transfer unto the "Town" and the "Town", party of the
second part, does hereby accept from the "Highway Administration" jurisdic-
tion over and responsibility for the maintenance of the following described
section of State road for maintenance purposes, as part of the "Municipal
Road System".

Md. 811 (Wilson Avenue) - from the corporate limit
of Rising Sun northerly to
Md. 273. A total distance
of 0.19+ mile.

IT IS FURTHER UNDERSTOOD AND AGREED between the parties hereto
that the conveyance of the foregoing section of State road is subject to the
following conditions.

1. The effective date of transfer shall be upon
complete approval and execution of this agreement.
2. The foregoing mileage will be included in the
Town's road inventory as of December 1, 1978.
3. The basis for the allocation of funds will
include the additional 0.19+ mile in the allot-
ment to the Town beginning July 1, 1979.
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.
5. The "Town" accepts jurisdiction over and
responsibility for the maintenance of the said
road as of the effective date of transfer.

IT IS FURTHER UNDERSTOOD AND AGREED that the "Highway Adminis-
tration", party of the first part, will hereafter prepare a deed of conveyance,
for the above described section of State maintained highway, to the "Town",
party of the second part, subject to the approval of the State Highway Admin-
istration and the Board of Public Works of Maryland.

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

Recommended for Approval:

A. M. Beaulieu
Chief, Bureau of Highway Statistics

THE STATE HIGHWAY ADMINISTRATION OF
THE DEPARTMENT OF TRANSPORTATION

WITNESS:

John A. Little Jr.

BY: Hal Kamm
Director, Office of Planning &
Preliminary Engineering

Approved as to form and legal
sufficiency this 5 day of
Jan 1979

Harold R. Blum
Administrative Special Attorney

WITNESS:

Mary Lou Benjamin
Clerk

Town of Rising Sun

By: Charlton Poist
Mayor

Approved as to form and legal
sufficiency this 5th day of
December 1978

Dwight S. Thomas
Town Attorney

1

WILLIAM H. BROWN
2107 1/2 1st St.
St. Louis, Mo.

WILLIAM H. BROWN
2107 1/2 1st St.
St. Louis, Mo.



Maryland Department of Transportation

State Highway Administration

Lowell K. Bridwell
Secretary

M. S. Caltrider
Administrator

May 7, 1982

RE: Contract No. CE-640-501-277
Base Widening and Resurfacing
Md. Rte. 812 from Md. Rte. 213
to Md. Rte. 213 at Cherry Hill.

*These Roads
Have been Removed
from the S. Hwy System
Now Co 623 & 624*

Dixie Construction Company
3945 Prospect Road
Street, Maryland 21160 *Tap #52-28*

Gentlemen:

You are hereby notified to proceed with the prosecution
of subject contract on or before May 17, 1982.

*Was this Completed?
Wor. Lampart*

Very truly yours,

[Signature]
Clifford T. Carter,
Deputy Chief Engineer - Operations

FOR: William K. Lee, III
Chief Engineer

CTC:tj

Copy: Chief Engineer

My telephone number is (301) 659-1500

Teletypewriter for Impaired Hearing or Speech

383-7555 Baltimore Metro — 565-0451 D.C. Metro — 1-800-492-5062 Statewide Toll Free
P.O. Box 717 / 707 North Calvert St., Baltimore, Maryland 21203 - 0717



RECEIVED

MAY 10 1982

**BUREAU OF HIGHWAY
STATISTICS**

State to County
Md 812 & 812-A

Min. File Copy

MEMORANDUM OF ACTION OF DIRECTOR, HAL KASSOFF
OFFICE OF PLANNING AND PRELIMINARY ENGINEERING

November 22, 1978

Director Kassoff, Office of Planning and Preliminary Engineering, executed Agreement dated November 20, 1978 between the State Highway Administration and Cecil County, Maryland relative to transfer by the State to Cecil County, Maryland of the following described section of State constructed road subject to the conditions more fully set forth in the agreement.

Md. 812 - from Md. 213 south of Molitor Rd. (Co. 180) to Md. 213 north of Elk Mills Rd. (Co. 181), a total distance of 1.11 miles. ±

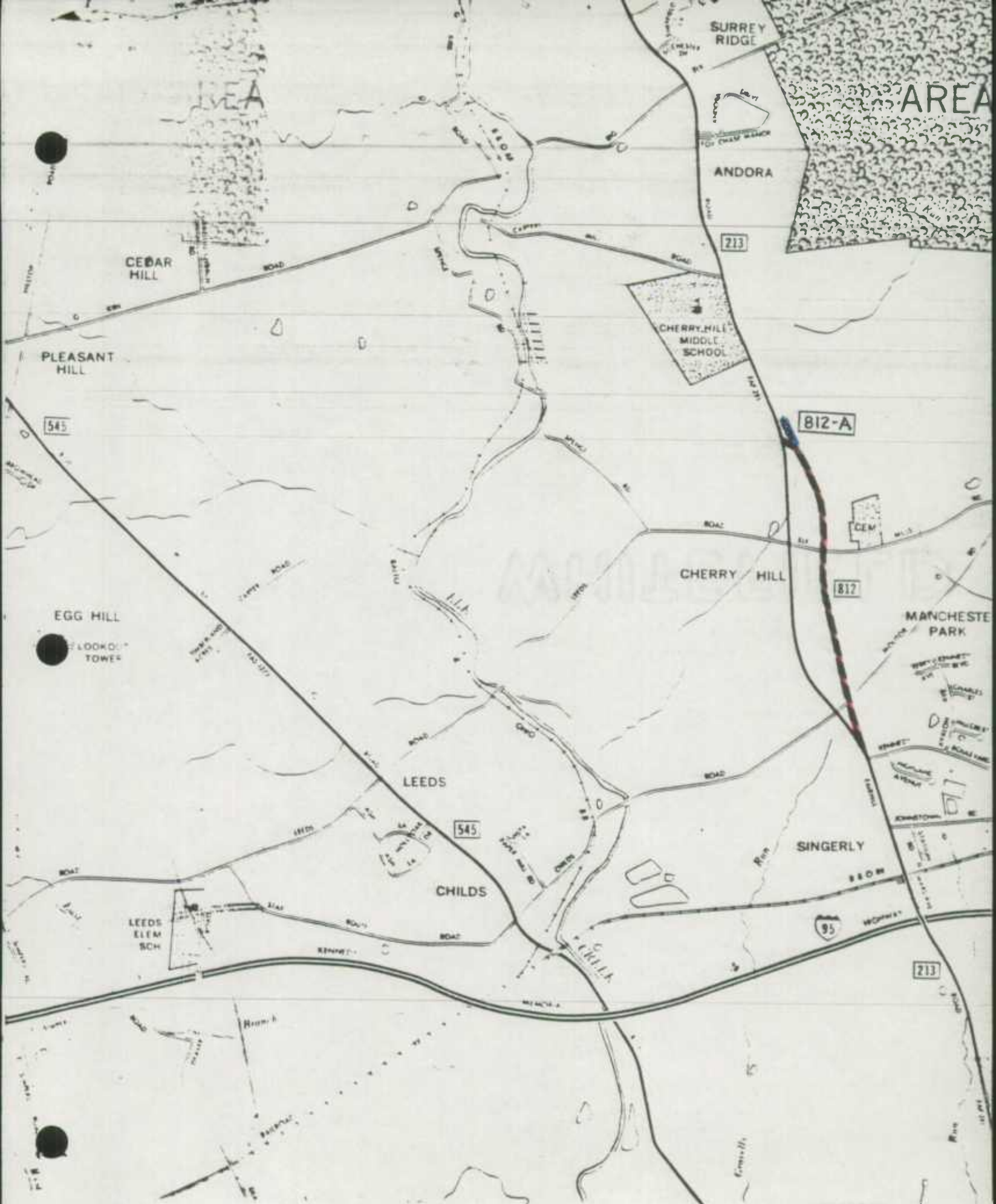
Md. 812-A - from Md. 812 northerly to road end, a total distance of 0.05 mile ±.

Said agreement had previously been executed by the County Executive for Cecil County, Maryland and approved as to form and legal sufficiency by Administrative Special Attorney, Norman Polski.

cc: Mr. F. Gottemoeller
Mr. H.G. Downs
Mr. A.W. Tate
Mr. A.L. Gardner
Mr. H. Kassoff
Mr. J.N. Day
Mr. C.W. Reese
Mr. J.M. Wright
Mr. T. Hicks
Mr. R.C. Pazourek
Mr. W. F. Lins, Jr.

Mr. E.J. Dougherty
Mr. C.P. Hyatt
Mr. E.S. Freedman
Mr. C. Lee
Mr. P.S. Jaworski
Mr. J.T. Neukam
Mr. R.C. Davison
Mrs. E.K. Roche
Cecil County
Secretary's File
S.H.A. Cecil County

WHITEFIELD



WINTERFIELD

THIS AGREEMENT made this 20th day of November 19 78 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 Cecil County Maryland, hereinafter referred to as "County" party of the second part.

WHEREAS, under authority contained in Transportation Article-Title 8-304 of the Annotated Code of Maryland the State Highway Administration of the Department of Transportation of Maryland is empowered to enter into an agreement to transfer jurisdiction over and responsibility for the maintenance of any State Highway or portion thereof, with the governing bodies of the several Political Subdivisions of Maryland, for the purpose of reducing the cost of road maintenance and the governing bodies of the several Political Subdivisions of Maryland are empowered to enter into a agreement to transfer jurisdiction over and responsibility for the maintenance of any County or Municipal road or portion thereof with the State Highway Administration of the Department of Transportation of Maryland for the purpose of reducing the cost of road maintenance; and,

WHEREAS, it has been determined that the conveyance of the subject section of State roads to the County will result in a reduction in the cost of road maintenance; and,

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

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

Md. 812 - from Md. 213 south of Nolitor Rd. (Co. 180) to
Md. 213 north of Elk Mills Rd. (Co. 181), a total
distance of 1.11+ miles.

Md. 812 - A - from Md. 812 northerly to road end, a total
distance of 0.05+ mile.

IT IS FURTHER UNDERSTOOD AND AGREED between the parties hereto
that the conveyance of the foregoing section of State Highway is subject to
the following conditions.

- 1. The effective date of transfer shall be upon completion of
the resurfacing contract as awarded by the State Highway
Administration. *Not awarded as of
July 1979 per J. Wright*
2. The foregoing mileage will be included in the "County's"
road inventory as of December 1st of the year following
the completion of the resurfacing contract as set forth
in item 1 above.
3. The basis for the allocation of funds will include the
additional 1.16 miles in the allocation to the "County"
beginning July 1st of the year following the December 1st
date as set forth in item 2 above.
4. The transfer of said road is made on an as-is-basis which
pertains to the existing rights of way and to the existing
condition of the road involved including all appurtenances
and bridge structures subject to the conditions as more
fully described above.
5. The "County" accepts jurisdiction over and the responsibility
for the maintenance of said road as of the effective
date of transfer.

IT IS FURTHER UNDERSTOOD AND AGREED that the "Highway Admin-
istration", party of the first part, will hereafter prepare a deed of con-
veyance for the above described section of State maintained highway, to the
"County" party of the second part, subject to the approval of the State
Highway Administration and the Board of Public Works of Maryland.

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

Recommended for Approval:

J. M. Beaulieu
Chief, Bureau of Highway Statistics

THE STATE HIGHWAY ADMINISTRATION
OF THE DEPARTMENT OF TRANSPORTATION

WITNESS:

John A. Lutz

By:

Hal Kniff
Director, Office of Planning
and Preliminary Engineering

Approved as to form and legal
sufficiency this 2 day of
June 1938

James P. Fisher
Administrative Special Attorney

CECIL COUNTY, MARYLAND

ATTEST:

Medard O. McQuirk

By:

Mary S. Maloney
County Executive

Recommended for Approval:

Barry S. Belford
Director of Public Works

Approved as to form and legal
sufficiency this 6th day of
November 1938

Wm. R. Ralston
County Solicitor

Min File

MEMORANDUM OF ACTION OF DIRECTOR, ROBERT J. HAJZYK
OFFICE OF PLANNING AND PRELIMINARY ENGINEERING

February 25, 1976

Director Hajzyk, Office of Planning and Preliminary Engineering, executed agreement dated February 25, 1976, between the State Highway Administration and Cecil County, Maryland, relative to transfer by the Administration to the County of the following described sections of State constructed roads, subject to the conditions more fully set forth in the agreement:

Md. 699B - From Md. 272 South of Calvert, Northerly to Md. 273 for a distance of approximately $0.55 \pm$ mile.

Md. 809 - From Md. 273 West of Calvert, Easterly to the junction of Md. 272 for a distance of approximately $0.44 \pm$ mile.

Said agreement had previously been executed by the President of the Board of County Commissioners of Cecil County, and approved as to form and legal sufficiency by Administrative Special Attorney, Sfekas.

Copies:	Mr. N. B. Friese	Mr. E. S. Freedman
	Mr. H. G. Downs	Mr. T. L. Cloonan
	Mr. A. W. Tate	Mr. E. J. Dougherty
	Mr. L. E. McCarl	Mr. C. Lee
	Mr. R. J. Hajzyk	Mr. P. S. Jaworski
	Mr. C. W. Reese	Mr. J. T. Neukam
	Mr. C. E. Caltrider	Mr. R. C. Davison
	Mr. T. Hicks	Mrs. E. K. Roche
	Mr. J. M. Wright	Cecil County
	Mr. R. C. Pazourek	Secretary's File
		SHA - Cecil County File

THIS AGREEMENT made this 25th day of February, 1976 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 Cecil County, Maryland, hereinafter referred to as "County," party of the second part.

WHEREAS, under authority contained in Section 79 of Article 89B of the Annotated Code of Maryland, the State Highway Administration of the Department of Transportation of Maryland is empowered to transfer State Highways, or portions thereof, to the governing bodies of the several Counties of Maryland, and the governing bodies of the several Counties of Maryland are empowered to transfer County roads or portions thereof, to the State Highway Administration of the Department of Transportation, and,

WHEREAS, the "Highway Administration," party of the first part, has agreed to transfer the hereinafter described sections of roads which heretofore were constructed by the State to the "County," party of the second part, and the "County" has agreed to accept the same as an integral part of the County Highway System.

NOW, THEREFORE, THIS AGREEMENT WITNESSETH that for and in consideration of the sum of \$1.00 and other good and valuable considerations, the receipt whereof is hereby acknowledged the "Highway Administration," party of the first part, does hereby transfer, convey and quitclaim unto the "County" and the "County," party of the second part, does hereby accept such transfer from the "Highway Administration" of the following described sections of State constructed roads as a part of the County Highway System:

Md. 699B - From Md. 272 South of Calvert Northerly to Md. 273 for a distance of approximately 0.55 \pm mile.

Md. 809 - From Md. 273 West of Calvert Easterly to the junction of Md. 272 for a distance of approximately 0.44 \pm mile.

IT IS UNDERSTOOD AND AGREED BETWEEN the parties hereto that the conveyance of the foregoing sections of the State Highways are subject to the following conditions:

1. The effective date of transfer shall be upon complete approval and execution of this agreement.
2. The foregoing mileage will be included in the inventory as of December 1, 1976.
3. The basis for the allocation of funds will include the additional 0.99 miles in the allocation to the County beginning July 1, 1977.
4. The transfer of said roads are 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.

THE STATE HIGHWAY ADMINISTRATION OF
THE DEPARTMENT OF TRANSPORTATION

WITNESS:

Clyde P. Hunt

By: Robert J. Tazzyk
Director, Office of Planning and
Preliminary Engineering

APPROVED:

Approved as to form and legal sufficiency
this 24th day of February, 1976.

Paul R. Brown
Chief, Bureau of Highway
Statistics

James S. Heas
Administrative Special Attorney

ATTEST:

The Board of County Commissioners
Cecil County, Maryland

Linda L. Boulder

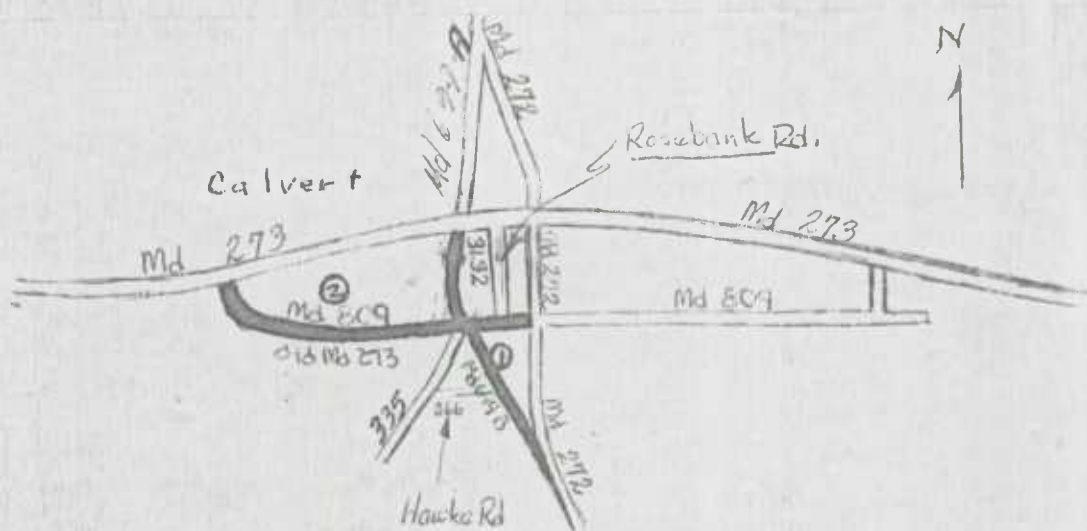
By: Mary A. Maloney
President

APPROVED:

Approved as to form and legal sufficiency
this 11th day of February, 1976

Linda L. Boulder
County Clerk

Wm. B. Calvert 2/11/76
County Attorney



MEMORANDUM OF ACTION OF STATE HIGHWAY ADMINISTRATOR BERNARD M. EVANS
TUESDAY, JUNE 25, 1974

* * * * *

Administrator Evans executed the following deeds dated June 25, 1974, previously approved as to form and legal sufficiency by the office of the Special Assistant Attorney General, by which the Administration conveys, subject to approval of the Board of Public Works of Maryland, unto the grantees named, the parcels of land and easement as indicated and as more fully described in the deeds:

<u>Grantee</u>	<u>Conveyance</u>	<u>In Accordance With</u>
Baltimore County, a Body Corporate and Politic	11,982± sq. ft. of land (Relocated Padonia Road, Baltimore-Harrisburg Expressway to York Road) easement and right of way in Baltimore County for supporting slopes and drainage across excess land of former Joseph R. Brown property, Item 47547, Contract B-787-1-417	Revised deed to include fee and easement areas
✓ Mark J. Connor and Sara E., wife MD 267A	0.82± acre of land in Cecil County, being part of the bed of the road of former Md. 267 between station 109+32 and station 117+89, Item 62990 Contract Ce-049D	Option, Item 62990 Contract Ce-496-1-276
City of Bowie, Maryland	48.3± acres of land in Prince George's County, being portion of former Geroge Wells property, Item 17229, Contract P-631-13-315	Request of grantee, subject to reverter clause included therein

Copy: Mr. N. B. Friese
Mr. H. G. Downs
Mr. C. W. Reese
Mr. R. S. Bennett
Mr. H. B. Felter
Mr. T. L. Cloonan
Mr. D. H. Fisher
Bd. of Public Works of Md.
Secretary's file #55161
Secretary's file (2) ✓
Contract file (3)

Secretary's File
No. 55213

copy to CE request
7/25/74

STANDARD DEED FROM STATE HIGHWAY ADMINISTRATION of the DEPARTMENT OF TRANSPORTATION
& BOARD OF PUBLIC WORKS OF MARYLAND

(A)

FORM SHA-63.0-26D (Rev. 5-10-73)
STANDARD DEED

(1)

Office of Real Estate
~~XXXXXXXXXXXX~~
Item No. 62990

THIS DEED, Made this 25TH day of JUNE in the year 1974

by and between the STATE HIGHWAY ADMINISTRATION of the DEPARTMENT OF TRANSPORTATION, acting for and on behalf of the STATE OF MARYLAND, party of the first part; and,

The BOARD OF PUBLIC WORKS OF MARYLAND, party of the second part, hereinafter sometimes called the "GRANTORS"; and,

MARK J. CONNOR and SARA E. CONNOR, his wife, as tenants by the entirety

hereinafter sometimes called the "GRANTEE(S)".

WHEREAS, the State Highway Administration of the Department of Transportation, acting for and on behalf of the State of Maryland, has heretofore acquired certain property and rights, situate lying and being in **CECIL** County(ies), State of Maryland; and,

WHEREAS, the said "Grantor" has constructed, or is about to construct (a) certain State Highway(s) and/or Bridge(s) known and designated as

**CE 496-1-276
RELOCATED MARYLAND
ROUTE 267 - BRIDGEOVER
PENN CENTRAL RAILROAD**

and,

WHEREAS, the said "Grantor" has prepared, or caused to be prepared, (a) Right of Way Plat(s) designated as State Highway Administration's Plat(s) numbered **44349**

which Plat(s) has (have) been recorded among the Land Records of the aforesaid County(ies) in the appropriate Plat Book; and,

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

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

WHEREAS, under the provisions of Section 6, Article 89B of the Public General Laws of the State of Maryland, it is necessary for the Board of Public Works of Maryland to join in the conveyance of any land by the State Highway Administration of the Department of Transportation.

NOW, THEREFORE, THIS DEED WITNESSETH:--That for and in consideration of the sum of One (\$1.00) Dollar, and other good and valuable considerations, the receipt of which is hereby acknowledged, the said parties of the first and second parts do hereby grant, convey and quit claim unto

**MARK J. CONNOR and SARA E. CONNOR, his wife, as tenants by the entirety,
his or her assigns, and to the survivor of them, his or her heirs and assigns,**

all right, title and interest of the State Highway Administration and the State of Maryland, in and to all of the following described lot(s) or parcel(s) of land, situate, lying and being in **CECIL** County(ies)
State of Maryland, and described as follows, to wit:--

~~XXXXXXXXXXXX~~

Secretary's File

No. 55213

*Recorded August 27, 1974
Libr WMS 336, folio 311.*

STATE ROADS COMMISSION OF MARYLAND

TO

MARK J. CONNOR

SARA E. CONNOR


R/W Project No. Ce 496-1-276

R/W Project: Relocated Maryland

Route 267-Bridge over Penn Central Railroad


Re: Former Maryland Route 267

Item No. 62990

.....
ALL RIGHT, TITLE AND INTEREST of the Grantors in and to the bed of the road
of former Maryland Route 267 shown shaded thus:  lying between
station 109+32 and station 117+89 to the left of the base line of right of
way of relocated Maryland Route 267, as said base line of right of way is
delineated on the State Highway Administration-State Roads Commission of
Maryland's plat numbered 44349, attached hereto and made a part hereof.

CONTAINING 0.82 ACRE PLUS OR MINUS

BEING PART OF THE BED OF THE ROAD of former Maryland Route 267

THE ABOVE DESCRIBED PARCEL OF LAND being subject to the revertible easement
for supporting slopes of the State Highway Administration-State Roads
Commission of Maryland shown hatched thus:  on the State Highway
Administration-State Roads Commission of Maryland's plat numbered 44349,
attached hereto and made a part hereof

MEMORANDUM OF ACTION OF DEPUTY STATE HIGHWAY ADMINISTRATOR WALTER E. WOODFORD, JR.
THURSDAY, JUNE 28, 1973

* * *

Deputy Administrator Woodford executed triplicate copies of agreement dated June 11, 1973, between The Philadelphia, Baltimore and Washington Railroad Company, the Trustees for Penn Central Transportation Company and the State Highway Administration, whereby the Railroads grant to the State certain rights, as more fully outlined in the agreement, in connection with the elimination of Louisa Lane grade crossing in Charlestown by construction of a new highway bridge on relocated Md. 267 (Heisler's) over the tracks of the Penn Central Transportation Company in Cecil County, Contract Ce-494-278; Ce-496-1-278.

Said agreement had been executed previously by the Railroads, approved by Chief Engineer Downs and approved as to form and legal sufficiency by Administrative Special Attorney Sfekas.

Copy: Mr. W. E. Woodford, Jr.
Mr. H. G. Downs
Mr. R. M. Thompson
Mr. L. E. McCarl
Mr. J. M. Wright
Mr. R. J. Hajzyk
Mr. P. R. Miller
Mr. W. L. Shook
Mr. W. F. Lins, Jr.
Mr. R. C. Razourek

Mr. H. H. Bowers
Mr. R. H. Trainor
Mr. T. Hicks
Mr. E. J. Dougherty
Mr. T. L. Cloonan ✓
Mr. E. K. Lloyd
Mr. H. B. Felter
Secretary's File
SHA-Cecil County file
Contract Ce-494-278; Ce-496-1-278

RECEIVED

JUL 6 1913

BUREAU OF
HIGHWAY STATISTICS

Copy: Mr. W. E. Woodford, Jr.
Office of Planning & Safety
Mr. G. W. Cassell ✓
Mr. J. M. Wright
Mr. A. W. Tate
Mr. W. L. Shook
Mr. C. E. Caltrider
Mr. P. Jaworski
Office of Finance
Mr. W. F. Lins, Jr.
Mr. E. J. Dougherty

Mr. A. H. Wagener
Miss D. J. Sinners
Co. Commrs. of Cecil County
Co. Commrs. of Charles County
Co. Commrs. of St. Mary's County
Co. Commrs. of Talbot County
SHA-Cecil County file
SHA-Charles County file
SHA-St. Mary's County file
SHA-Talbot County file

MEMORANDUM OF ACTION: OF STATE HIGHWAY ADMINISTRATOR DAVID H. FISHER
WEDNESDAY, JANUARY 12, 1972

* * *

Administrator Fisher approved requests from the County Commissioners of Cecil, Charles, St. Mary's and Talbot Counties for acceptance of the following roads for maintenance in the County Road Systems.

Road Condition Survey Reports submitted by District Engineers Wright and Tate indicate that these roads have been accepted and recorded by the County Commissioners, providing for right of way widths as set forth below:

County	Road	Length	Election District	Proposed R/W Width	County Key Map No.
Cecil	Mocking Bird Lane, ✓ from Hacks Point to South	¹² 0.15 mi. CO 384	1	50 ft.	2
				HPS 39 RECEIVED	
"	Peacock Lane, --.12-- Robin Drive, ---.12--- Arrow Head, from Craigtown Road to West	0.27 mi. CO 385 CO 386	7	50 ft.	3
				HPS 39 RECEIVED	
"	Otter Point, from Old Elk Neck to East	0.20 mi. CO 387	3	50 ft.	4
				HPS 39 RECEIVED	
"	Riverside Drive ✓ (Gilpin Farms), from Ricketts Mill to West	²¹ 0.20 mi. CO 383	3	50 ft.	1
				HPS 39 RECEIVED	
"	Appleton Glen Development - H. Edgewood Drive, from Appleton to North	²⁷ 0.42 mi. CO 389	4	50 ft.	9
				HPS 39 RECEIVED	
"	Appleton Glen Development - S. Edgewood Drive, from Appleton to North	¹⁵ 0.10 mi. CO 388	4	50 ft.	-
				HPS 39 RECEIVED	

RECEIVED
JAN 20 1964
U.S. AIR FORCE
HONOLULU, HAWAII

TO: SAC, HONOLULU

FROM: SAC, SAN FRANCISCO

SUBJECT: [Illegible]

RE: [Illegible]

<u>County</u>	<u>Road</u>	<u>Length</u>	<u>Election District</u>	<u>Proposed R/W Width</u>	<u>County Key Map No.</u>
Charles	Streets in St. Charles City Section III-D, from Section III-C to Section III-A	1.62 mis.	6	50 to 60 ft.	-
"	Hanson Road, from Hanson Rd. to Dead End	806.7 feet	6	50 ft.	-
"	Westfield Drive, from Hanson Road to Dead End	1343.3 feet	6	50 ft.	-
"	Country Club South Section II, from Section I to Country Club South	1.12 mis.	8	50 ft.	-
St. Mary's	Ext. Lynn Drive, from 3473 to end	632 feet	8	50 ft.	4324
"	Ext. Thomas Drive, from 3473 to 4325 Williams Dr.	387 feet	8	60 ft.	3474
"	Williams Drive, from Thomas to End	1757 feet	8	50 ft.	4325
"	Bryan Road, from 3473 to 4325 to end	450 feet	8	50 ft.	4326
Salbot	Swann Haven, from Rte. 328 to South to End	.62 mi.	1	50 ft.	6-71
"	Ripley, from Cedar Pt. to southwest and return to Cedar Pt. Road	0.52 mi.	1	40 ft.	7-71
"	Ext. of Deep Neck, from end of blacktop to woods	0.5 mi.	2	50 ft.	8-71
"	Haley, from Glebe Creek Road to west 2/10 mile at end	0.2 mi.	1	50 ft.	9-71
"	Kennedy St., from Rte. 50 to East to End	0.2 mi.	1	50 ft.	10-71

Clyde
For your info
p. 15 see that Tom C
gets copy Geo.

Cecil

MEMORANDUM OF ACTION OF STATE HIGHWAY ADMINISTRATOR DAVID H. FISHER
THURSDAY, SEPTEMBER 9, 1971

Administrator Fisher approved recommendation by Chief Engineer Woodford for application to AASHO as follows:

1. Re-designate existing U. S. Route 213, from U. S. Route 50 at Wye Mills to U. S. Route 40 at Elkton, as Md. Route 213.
2. Re-designate existing Md. Route 280, from U. S. Route 40 at Elkton to Pennsylvania State Line, as Md. Route 213.

RECEIVED

SEP 17 1971

BUREAU OF
HIGHWAY STATISTICS

Copy: Mr. D. H. Fisher
Mr. W. E. Woodford, Jr.
Mr. C. P. Hyatt
Mr. L. C. McCarl
Mr. G. W. Cassell ✓
Mr. M. M. Brodsky
Mr. J. M. Wright
Mr. T. Hicks
Mr. G. N. Lewis, Jr.
SHA-Name Designations file
SHA-Cecil County file

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SEP 17 1971

BUREAU OF
HIGHWAY STATISTICS

RECEIVED

JUL 20 1970

BUREAU OF
HIGHWAY STATISTICS

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR DAVID H. FISHER
THURSDAY, JULY 16, 1970
* * *

Chairman-Director Fisher approved a request from Right of Way Division Chief Yost to quitclaim a section of existing Md. 273 from Sta. 10+ to Sta. 17+ during negotiations with the owners of Fair Hill, Inc. (the William DuPont family), Item 62597, Contract CE-396-14-271, in exchange for additional right of way required from said property.

Copy: Mr. H. G. Downs
Mr. L. A. Yost, Jr.
Office of Special Services
Mr. J. H. Wright
Mr. G. W. Cassell ✓
Secretary's File
Contract CE-396-14-271

RECEIVED

U.S. DEPT. OF COMMERCE
BUREAU OF HIGHWAY STATISTICS

100% 301 101
Fidelity Control
JULY 16, 1939

Contract 10-111, in exchange for additional right of way, reported 100%
100% 301 101
Fidelity Control
JULY 16, 1939

Contract 10-111-101
JULY 16, 1939
U.S. DEPT. OF COMMERCE
BUREAU OF HIGHWAY STATISTICS

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, APRIL 8, 1970

On motion of Mr. Price, seconded by Mr. Evans, the Commission Approved a request from the County Commissioners of Cecil County for acceptance of the following roads for maintenance in the Cecil County Roads System.

Road Condition Survey Reports submitted by District Engineer Wright indicate that these roads have been accepted and recorded by the County Commissioners, providing for right of way widths as set forth below:

Road	Length	Election District	Proposed R/W Width	County Key Map No.
Kennedy Blvd. & Co 373 Highland Avenue, from Co 374 Rt. 280 to East	0.35 mi.	3	50 ft.	3 hps 39 Received OP 194 OP 197
Appleton Acres, from Co 369 Rt. 273 to North Co 371 Co 372	0.55 mi.	4	50 ft.	1 hps 39 Received OP 195 OP 196 OP 191 OP 193
Karen Drive, from Rt. 27th to East Co 375	0.25 mi.	9	50 ft.	5 hps 39 Received OP 199
River Road at Co 375 Hances Point Co 376 Co 377	0.90 mi.	5	40 ft.	4 hps 39 Received OP 192 OP 43 Part of 42

Copy: Mr. W. E. Woodford, Jr.
Office of Planning & Safety
Mr. G. W. Cassell
Mr. J. M. Wright
Mr. W. L. Shock
Mr. C. B. Caltrider
Mr. H. K. Brodsky
Mr. P. R. Miller
Mr. O. N. Lewis, Jr.
Miss D. J. Sinners
Mr. C. W. Reese
Mr. Wm. Jabine
Co. Commrs. of Cecil County
SRC-Cecil County

REPORT ON THE PROGRESS OF THE WORK OF THE
 COMMISSION, APRIL 2, 1910
 1910

In order to be able to report on the progress of the work of the Commission, it is necessary to state the results of the work done during the year. The Commission has been very busy, and has accomplished much work. The results of the work done during the year are as follows:

The Commission has been very busy, and has accomplished much work. The results of the work done during the year are as follows:

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The Commission has been very busy, and has accomplished much work. The results of the work done during the year are as follows:

The Commission has been very busy, and has accomplished much work. The results of the work done during the year are as follows:

CL-1dc: Have copy made for Hicks

State to County
Co ~~447~~ 448

RECEIVED

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, OCTOBER 8, 1969

* * *

OCT 14 1969

BUREAU OF
HIGHWAY STATISTICS

On motion of Mr. Evans, seconded by Mr. Bogley, the Commission approved and Chairman-Director Fisher executed duplicate copies of agreement dated October 8, 1969, between the State Roads Commission and Cecil 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. 273 - From Rock Church Rd. (Co. 141) to
Md. 280 at Fair Hill, for a distance of 0.98
mile.

Said agreement had previously been executed by Cecil 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. W. J. Addison
Mr. H. G. Downs
Mr. L. E. McCarl
Mr. M. M. Brodsky
Mr. J. M. Wright (2)
Mr. W. L. Shook (2)
Mr. L. A. Yost, Jr. (2)
Mr. G. N. Lewis, Jr.
Mr. T. Hicks

Mr. P. R. Miller (2)
Mr. G. W. Cassell ✓
Mr. E. K. Lloyd
Mr. R. M. Thompson
Mr. Charles Lee
Mr. M. D. Philpot (2)
Miss D. J. Sinners
Co. Commrs. of Cecil County (2)
Secretary's File
SRC-Cecil County file

THIS AGREEMENT made this 8th day of OCTOBER, 1969,

by and between the State Roads Commission of Maryland, hereinafter referred to as "Commission", party of the first part, and Cecil 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:

Md. 273 - From Rock Church Rd. (Co. 141) to Md. 280
at Fair Hill, for a distance of 0.98 $\frac{1}{2}$ miles.

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

1. The foregoing mileage will be included in the inventory as of December 1 of the year following completion of the improvements to the new and old section of Md. 273

in the vicinity of Fair Hill.

2. The basis for the allocation of funds will include the additional 0.98[±] 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 described below:

Existing Md. Route 273 - (Resurface to a width of 24[±] feet)
from Rock Church Rd. (Co. 141)
to Md. 280 at Fair Hill, for a
distance of 0.98[±] miles,

and

Relocated Md. Route 273 - (Construct to a width of 24[±] feet
as specified under the Commission's
Construction Contract #CE-396-11-271)
from 0.2 mi. E. of Hilltop Road to
0.4 mi. E. of Md. 280, for a
distance of 1.35[±] miles.

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:

[Signature]

Secretary

APPROVED:

[Signature]

Chief Engineer

By

[Signature]

Chairman-Director of Highways

Approved as to form and legal
sufficiency this 26th day of

September, 1969

[Signature]

Special Attorney

ATTEST:

[Signature]

County Clerk

CECIL COUNTY, MARYLAND

By

[Signature]

President, Office of County Commissioners

Approved as to form and legal
sufficiency this 16th day of

September, 1969

[Signature]

County Attorney

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR DAVID H. FISHER
WEDNESDAY, AUGUST 20, 1969
* * *

RECEIVED

AUG 22 1969

BUREAU OF
HIGHWAY STATISTICS

Chairman-Director Fisher executed quintuplicate copies of supplemental agreement dated August 20, 1969, between The Baltimore and Ohio Railroad Company and The Real Estate and Improvement Company of Baltimore City, bodies corporate, and the State Roads Commission which refers to original agreement of June 25, 1962 covering construction of dual overhead bridges to carry the Northeastern Expressway (now known as the John F. Kennedy Memorial Highway) over the Railroad's tracks and property at Childs, Cecil County. The supplemental agreement provides for the widening of said two highway bridges (Contract NE-359), in accordance with the conditions set forth therein, in all other respects, the agreement dated June 25, 1962 to remain in full force and effect.

Said supplemental agreement had been executed previously on behalf of the Railroad, approved by Chief Engineer Woodford and approved as to form and legal sufficiency by Special Attorney Rogers.

Copy: Mr. W. E. Woodford, Jr.
Mr. H. G. Downs
Mr. L. E. McCarl
Mr. W. J. Addison
Mr. P. R. Miller
Mr. M. D. Philpot
Mr. M. M. Brodsky
Mr. M. P. Marston
Mr. J. M. Wright (2)
Mr. H. H. Bowers (2)
Mr. L. A. Yost, Jr. (2)
Mr. R. E. Jones

Mr. G. N. Lewis, Jr.
Mr. T. Hicks
Mr. G. W. Cassell
Mr. C. S. Linville
Mr. E. K. Lloyd
Program Coordinator
J. E. Greiner Company, Inc.
Secretary's File #38883
Secretary's File
JFKMH-Binder
SRC-Cecil County
Contract NE-359

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR DAVID H. FISHER
WEDNESDAY, JUNE 11, 1969

* * *

Chairman-Director Fisher executed triplicate copies of supplemental agreement dated April 30, 1969, between The Philadelphia, Baltimore and Washington Railroad Company, the Penn Central Company for itself and as lessee of the aforesaid Company, and the State Roads Commission (which refers to original agreement of November 14, 1962), wherein the Railroad grants the Commission, without cost to the Railroad, the right to widen each of the two existing overhead bridges on either or both sides, over and across property and operating facilities of the Railroad at Station 1004+, John F. Kennedy Memorial Highway (formerly known as the Northeastern Expressway), Md. 280 to the Delaware State Line, Contract NE-110, in accordance with the conditions set forth therein, in all other respects, the agreement dated November 14, 1962, to remain in full force and effect.

Said agreement had been executed previously on behalf of the Railroad, approved by Chief Engineer Woodford and approved as to form and legal sufficiency by Special Attorney Rogers.

Copy: Mr. W. E. Woodford, Jr.
Mr. H. G. Downs
Mr. P. R. Miller
Mr. L. E. McCarl
Mr. M. D. Philpot
Mr. W. J. Addison
Mr. M. M. Brodsky
Mr. M. P. Marston
Mr. C. R. Sharretts (2)
Mr. H. H. Bowers (2)
Mr. L. A. Yost, Jr. (2)
Mr. R. E. Jones
Mr. G. N. Lewis, Jr. (4)

Mr. T. Hicks (4)
Mr. G. W. Cassell ✓
Mr. C. S. Linville
Mr. E. K. Lloyd
Program Coordinator
J. E. Greiner Company, Inc.
Secretary's File #39527
Secretary's File
JFKMH-Binder
SRC-Cecil County
Contract NE-110

RECEIVED

JUN 13 1969

BUREAU OF
HIGHWAY STATISTICS

Copy: Mr. D. H. Fisher
 Mr. W. J. Addison
 Mr. G. W. Cassell
 Mr. C. R. Sharretts (2)
 Mr. W. L. Shook
 Mr. M. M. Brodsky

Mr. P. R. Miller
 Mr. G. N. Lewis, Jr. (3)
 Miss D. J. Sinners
 Co. Commrs. of Cecil County (2)
 SRC-Cecil County

RECEIVED

FEB 27 1969

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
 BY CHAIRMAN AND DIRECTOR DAVID H. FISHER
 TUESDAY, FEBRUARY 25, 1969
 * * *

BUREAU OF
 HIGHWAY STATISTICS

On request of the County Commissioners of Cecil County, and on recommendation of District Engineer Sharretts, concurred in by Commissioner Evans, Chairman-Director Fisher accepted the following roads for maintenance as part of the County Roads System of Cecil County.

Road Condition Survey Reports submitted by Mr. Sharretts indicate that these roads have been accepted and recorded by the County Commissioners of Cecil County, providing for right of way widths as set forth below:

Road	Length	Election District	Proposed R/W Width	Co. Key Map No.	
68-43 Co 356 Carriage Lane, from Willow Rd. Extension northwesterly	900 ft.	3	50 ft.	43	145 39 Recd.
68-44 Balsom Avenue and Arbutus Street, from Oldfield Point Co. Rd. westerly Co 368	0.3 mi.	5	50 ft.	44	✓
68-45 Co 361 Brinton Way and Norway Court, from Little Egypt Co. Rd. westerly Co 362	0.4 mi.	4	50 ft.	45	✓
68-46 Co 363 Westover Road, Woodbine Circle and East Rosemont, from Little Egypt Rd. easterly to Rosemont St. in Glen Farms Co 364	0.7 mi.	4	50 ft.	46	✓
68-23 Co 366 Two Rivers, from Town Pt. to River Co 367	0.63 mi.	2	50 ft.	23	✓
68-20 Co 365 Diamond Jim, from Rt. 275 to Craigtown Rd.	0.21 mi.	7	40 ft.	20	✓
68-16 Co 473 CUTOFF RD. McKeeown Rd., from Locust Pt. to Elk Forest	0.66 mi.	2	40 ft.	16	✓
68-19 Co 403 Red Point Extension, from Rt. 272 southwesterly	0.96 mi. SEE 656-5		33 ft.	19	✓
68-24 Co 359 North East Heights, from Rt. 699J westerly	0.083 mi. SEE	5	67-19 33 ft.	24	✓
68-17 Co 475 Locust Point River Road, from E to F	0.63 mi.	3	30 ft.	17	✓

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JEROME B. WOLFF
WEDNESDAY, MAY 1, 1968
* * *

RECEIVED
MAY 6 1968

BUREAU OF
HIGHWAY STATISTICS

Pursuant to agreement of March 8, 1967 with the Commissioners of Cecil County and the Town Commissioners of Perryville, and Commission action of January 24, 1968, Chairman and Director Wolff executed triplicate copies of agreement dated January 24, 1968, between The Philadelphia, Baltimore and Washington Railroad Company and The Pennsylvania Railroad Company for itself and as lessee of the first-mentioned company, and the State Roads Commission, wherein the parties agree as to their respective aims and obligations in connection with construction by the Commission of a new highway extending southerly from Md. Route 7 near the easterly limits of Perryville, across the Pennsylvania Railroad tracks, to serve the peninsula lying generally south of the Railroad and bounded by Mill Creek and Furnace Bay in Cecil County. The agreement states that it is proposed to construct the northbound lane at this time and the southbound lane at some future date, which will involve the construction of highway bridges over the main line and branch line tracks and right of way of the Railroad at Highway Station 8+56.99 (Railroad Main Line Station 2930+68) near Perryville (Contract Ce-469-3-278) in accordance with plans and specifications made a part of the agreement by reference thereto.

Said agreement had been executed previously on the part of the Railroads, approved by Deputy Director-Chief Engineer Fisher and approved as to form and legal sufficiency by Special Attorney Rogers.

Copy: Mr. D. H. Fisher (2)
Mr. C. A. Goldeisen
Mr. L. E. McCarl
Mr. W. J. Addison
Mr. F. P. Scrivener
Mr. M. M. Brodsky
Mr. C. R. Sharretts (2)
Mr. H. G. Downs
Mr. M. D. Philpot (2)
Mr. A. L. Grubb (2)
Mr. H. P. Jones

Mr. W. B. Duckett (2)
Mr. L. C. Moser (2)
Mr. G. N. Lewis, Jr. (8)
Mr. G. W. Cassell ✓
Mr. C. S. Linville
Mr. E. K. Lloyd
Secretary's File #44331
" "
SRC-Cecil County
Contract Ce-469-3-278

Md 327

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JEROME B. WOLFF
FRIDAY, FEBRUARY 9, 1968
* * *

RECEIVED

FEB 16 1968

BUREAU OF
HIGHWAY STATISTICS

On request of the County Commissioners of Cecil County, and on recommendation of District Engineer Sharretts, concurred in by Deputy Director-Chief Engineer Fisher and Commissioner Evans, Chairman and Director Wolff accepted the following road for maintenance as part of the County Road System of Cecil County.

Road Condition Survey Report submitted by Mr. Sharretts indicates that this road has been accepted and recorded by the County Commissioners of Cecil County, providing for right of way width as set forth below:

<u>Road</u>	<u>Length</u>	<u>Election District</u>	<u>Proposed R/W Width</u>
River Road, connecting County Road at Otts Shore with Knollwood County Road	0.5 mile	2	40 ft. 67-21 Co 275

Cony: Mr. D. H. Fisher
Mr. W. J. Addison
Mr. G. W. Cassell ✓
Mr. C. R. Sharretts (2)
Mr. F. P. Scrivener
Mr. M. M. Brodsky
Mr. H. G. Downs
Mr. G. N. Lewis, Jr. (3)
Co. Commrs. of Cecil County (2)
SRC-Cecil County

MEMORANDUM OF ACTION OF STATE BOARD OF HIGHWAYS
 BY CHAIRMAN AND MEMBERS, JUNE 2, 1935
 PRIVATE, PUNYA, N. Y.

On request of the County Commissioners of Dutchess County, and on recommendation of the State Highway Board, approved by the State Board of Highways, the following road for improvement in Dutchess County, New York, is recommended for improvement as part of the State Road System of Dutchess County.

That the County Commissioners of Dutchess County, New York, be and they are authorized to accept and improve the following road for improvement as part of the State Road System of Dutchess County, New York, as set forth below:

Section	Location	Length	Remarks
1.0 mile	From Dutchess County, connecting Dutchess County with Dutchess County		

Copy: Mr. J. W. Blahut
 Mr. J. J. Addison
 Mr. J. W. Gussell
 Mr. J. J. Thompson (2)
 Mr. J. J. Sullivan
 Mr. J. J. Bradley
 Mr. J. J. Gann
 Mr. J. J. Lewis, Jr. (2)
 Col. Gann, of Dutchess County (2)
 200-Dutchess County

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JEROME B. WOLFF
MONDAY, JANUARY 22, 1968

RECEIVED

24 1968

BUREAU OF
HIGHWAY STATISTICS

On request of the County Commissioners of Cecil County, and on recommendation of District Engineer Sharretts, concurred in by Deputy Director-Chief Engineer Fisher and Commissioner Evans, Chairman and Director Wolff accepted the following roads for maintenance as part of the County Roads System of Cecil County.

Road Condition Survey Reports submitted by Mr. Sharretts indicate that these roads have been accepted and recorded by the County Commissioners of Cecil County, providing for proposed right of way widths as set forth below:

<u>Road</u>	<u>Length</u>	<u>County Key Map No.</u>	<u>Election District</u>	<u>Proposed R/W Width</u>
Cottage Lane, from end of County maintenance north Co 275	0.20 mi.	20	2	40 ft.
Carriage Lane, in Colon- ial Acres Development, from Rt. 280 west Co 356	0.30 mi.	18	3	50 ft.
Hollyoak Drive and Ash Lane in Woodland Hills Development, from Rt. 545 to Leeds-Union Road Co 357 & Co 358	0.40 mi.	17	3	50 ft.
Hillcrest Lane, Circle Drive and King Street in the North East Heights Development, beginning at Rt. 699J and extending southwest to North East Yacht Club Co 359	0.30 mi.	19	5	30 ft.
Baptist Church Road, from Rt. 276 west to Harrisville Road Co 360	0.20 mi.	16	6	40 ft.

Copy: Mr. D. H. Fisher
Mr. W. J. Addison
Mr. L. E. McCarl
Mr. G. W. Cassell (Reports) ✓
Mr. C. R. Sharretts (2)
Mr. F. P. Scrivener

Denton Office
Mr. M. M. Brodsky
Mr. H. G. Downs
Mr. G. N. Lewis, Jr. (3)
Co. Commrs. of Cecil County
SRC-Cecil County File

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JEPOME B. WOLFF
WEDNESDAY, MARCH 8, 1967

RECEIVED
MAR 13 1967

BUREAU OF
HIGHWAY STATISTICS

Pursuant to action of the Commission at its meeting September 14, 1966, relative to construction of a State road in Perryville, Cecil County, in cooperation with the Town of Perryville and the County Commissioners of Cecil County, Chairman and Director Wolff executed for and on behalf of the Commission triplicate copies of agreement, dated March 8, 1967, by and between the Maryland State Roads Commission, therein called "Commission," party of the first part, and Cecil County, Maryland, therein called "County," party of the second part, and the Town Commissioners of Perryville, Maryland, therein called "Town Commissioners," party of the third part, wherein said parties agree as to their respective obligations and responsibilities with respect to the construction of a new highway extending south from Maryland Route 7 near the easterly limits of Perryville, across the Pennsylvania Railroad tracks, to serve the peninsula lying generally south of the Pennsylvania Railroad tracks, and bounded by Mill Creek and Furnace Bay, the Commission to construct the entire facility as a State project, and upon completion of the project and the opening of said road for the use of the traveling public, and without the necessity of any further agreement between the parties thereto, the Commission transfers and the Town Commissioners accept from the Commission the following described sections of State constructed roads for maintenance purposes, as part of the Town's street system, subject to the conditions more fully set forth in said agreement:

- Assigned
MD 327
2-14-68

Md. Route 271 (Susquehanna Ave.) - From Md. Route 7 in Perryville north to the end of state maintenance, north of Locust Street, a distance of 0.31 mile.

Md. Route 7 (Old Philadelphia Road) - From the entrance to Perry Point Hospital in Perryville to U. S. Route 222 (Aiken Ave.), a distance of 0.44 mile.

Said agreement had been executed previously on behalf of the Town Commissioners of Perryville by Howard J. Neff, President, and of Cecil County by the County Commissioners of Cecil County, 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, Jr.
Mr. W. J. Addison
Mr. C. A. Goldeisen
Mr. L. E. McCarl
Mr. F. P. Scrivener
Mr. L. C. Moser (3)
Mr. G. N. Lewis, Jr. (8)
Mr. J. D. Buscher
Mr. M. M. Brodsky
Mr. C. R. Sharretts (2)
Mr. H. G. Downs (2)
Mr. M. D. Philpot (2)
SRC-State Aid Program
Mr. C. S. Linville

Mr. A. L. Grubb (2)
Mr. H. P. Jones
Mr. G. W. Cassell ✓
Mr. E. K. Lloyd
Mr. E. D. Reilly
Mr. J. E. Gerick
Mr. R. M. Thompson
Mr. Charles Lee
Records & Research Section, R/W Div.
Town Commissioners of Perryville (3)
Co. Commrs. of Cecil County (3)
Secretary's File
SRC-Critical Needs Fund
SRC-Cecil County
Mr. W. B. Duckett (2)

THIS AGREEMENT, executed in triplicate, made and entered into this 8TH day of MARCH, 196⁷, by and between the MARYLAND STATE ROADS COMMISSION, hereinafter called "Commission", party of the first part and Cecil County, Maryland, hereinafter called "County", party of the second part, and the Town Commissioners of Perryville, Maryland hereinafter called "Town Commissioners", party of the third part, Witnesseth:

WHEREAS, the "County", party of the second part has requested the "Town Commissioners", party of the third part, and the "Commission", party of the first part, to participate in the construction of a new highway extending south from Maryland Route 7 near the easterly limits of Perryville across the Pennsylvania Railroad tracks to serve the peninsula lying generally south of the Pennsylvania Railroad tracks and bounded by Mill Creek and Furnace Bay, and

WHEREAS, the parties hereto are desirous of cooperating, each with the other, accomplishing the herein proposed project and desire to enter into an agreement to state more fully the terms and conditions connected therewith.

NOW, THEREFORE, THIS AGREEMENT WITNESSETH, that for and in consideration of the premises, and the sum of \$1.00 payable by each party hereto to the other, the receipt whereof is hereby acknowledged, and in further consideration of the mutual covenants and conditions hereinafter set forth to be kept and performed, the parties hereto do hereby agree as follows:

1. The "Commission", party of the first part, will construct the entire facility as a state project. Md327
2. The "County", party of the second part, will assume financial responsibility for the total cost of construction of the approach road from Maryland Route 7 to the bridge over the Pennsylvania Railroad tracks using State Aid funds and matching county funds.
3. The "County", party of the second part will contribute a sum of \$17,000. toward the cost of construction of the bridge over the Pennsylvania Railroad tracks.
4. The "County", party of the second part, will release to the State Roads Commission their allocation of Federal Aid Secondary Funds for the fiscal years 1967, 1968 and 1969 to the extent necessary to equal an amount representing $\frac{1}{2}$ the cost (less \$17,000) of the bridge and south approach road.

5. The "Town Commissioners", party of the third part, will contribute, without cost to the "Commission", party of the first part, a 100-foot wide right of way for the proposed construction across land now owned by the "Town Commissioners", party of the third part.
6. The "Commission", party of the first part, will provide from Critical Funds the funds necessary (less \$17,000) to construct the bridge and to extend the approach road from the bridge to a point 1,000 feet south of the bridge.
7. If for any reason the County fails to pay any portion of the said project cost, the Commission is hereby authorized to deduct such cost from the County's share of Gasoline Tax Fund and Motor Vehicle Revenue due it.

Upon completion of the project and the opening of said road for the use of the traveling public, and without the necessity of any further agreement between the parties hereto, the "Commission", party of the first part, does hereby transfer to the "Town Commissioners", party of the third part, and the "Town Commissioners", party of the third part, does hereby accept from the "Commission", the following described sections of State constructed roads for maintenance purposes, as part of the Town's street system:

- Md. Route 271 (Susquehanna Ave.) - From Md. Route 7 in Perryville north to the end of state maintenance, north of Locust Street, a distance of 0.31 miles.
- Md. Route 7 (Old Philadelphia Road) - From the entrance to Perry Point Hospital in Perryville to U.S. Route 222 (Aiken Ave.), a distance of 0.44 miles.

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

1. The foregoing mileage will be included in the inventory as of December 1, of the year following completion of the section of approach road and bridge structure described above.
2. The basis for the allocation of funds will include the additional Town street mileage in the allocation to the "Town Commissioners", beginning July 1, of the year following the date and year set forth in item 1 hereof.

3. The effective date for the transfer of these roads is upon the completion of a new highway extending south from Md. Route 7 near the easterly limits of Perryville across the Pennsylvania Railroad tracks to serve the peninsula lying generally south of the Pennsylvania Railroad tracks and bounded by Mill Creek and Furnace Bay.
4. The transfer of said Roads is made on an "As-Is-Basis" which pertains to the existing rights of way and to the existing condition of the Roads involved, including all appurtenances and bridge structures.

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

ATTEST:

Geo. Anich
Secretary

APPROVED:

Donald W. Furber
Chief Engineer

ATTEST:

Harold Henderson
Clerk to County Commissioners

ATTEST:

Gertrude B. Martindale
Clerk to Town Commissioners

STATE ROADS COMMISSION OF MARYLAND

By *James D. Hoff*
Chairman and Director of Highways

Approved as to form and legal
sufficiency this 21 day
of December, 1966

J. A. Tuttle
Special Attorney

COUNTY COMMISSIONERS FOR CECIL COUNTY

David Racine
President

Kenneth H. Henry
Member

Joseph B. Brown
Member

Approved as to form and legal
sufficiency this 31st day
of December, 1966

William B. Calkins
Council to County Commissioners of
Cecil County

TOWN COMMISSIONERS OF PERRYVILLE,
CECIL COUNTY, MARYLAND

Howard J. Hoff
President

Approved as to form and legal
sufficiency this 31st day
of January, 1967

William B. Calkins
Town Attorney

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JOHN B. FUNK
MONDAY, JANUARY 30, 1967

RECEIVED

FEB 2 1967

BUREAU OF
HIGHWAY STATISTICS

Chairman and Director Funk executed duplicate copies of agreement, dated January 30, 1967, by and between the Town Council of North East, Maryland, therein referred to as "Town Council," parties of the first part, and the State Roads Commission of Maryland, therein referred to as "Commission," party of the second part, concerning the transfer by the Town Council to the Commission of the following described section of highway for maintenance purposes, as part of the State Highway System, subject to the conditions more fully set forth therein:

Mauldin Avenue - From Thomas Avenue in North East,
northerly to Maryland Route 7
(Cecil Avenue), a distance of 0.37
mile

Said agreement had been executed previously on behalf of the Town Council of North East, Cecil County, Maryland, by John F. Johnson, Mayor, approved by Chief Engineer Fisher, and approved as to form and legal sufficiency by Special Attorney Nolan H. Rogers.

RECEIVED

FEB 2 1967

BUREAU OF
HIGHWAY STATISTICS

Copy: Mr. A. S. Gordon
Mr. D. H. Fisher (2)
Mr. W. E. Woodford, Jr.
Mr. W. J. Addison
Mr. C. A. Goldeisen
Mr. L. E. McCarl
Mr. F. P. Scrivener
Mr. L. C. Moser (3)
Mr. G. N. Lewis, Jr. (8)
Mr. M. M. Brodsky
Mr. 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. M. Thompson
Mr. Charles Lee
Denton Office
Records & Research Section, R/W Div.
Town Council of North East (3)
Secretary's File
SRC-Cecil County

THIS AGREEMENT, made this 30TH day of JANUARY, 1966,
by and between the Town Council of North East, Maryland, hereinafter
referred to as "Town Council", 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 Council, parties of the first part, have agreed to
transfer the following described section of road to the Commission, party
of the second part, and the Commission has agreed to accept same for
maintenance purposes, as part of the State Highway System.

NOW, THEREFORE, THIS AGREEMENT WITNESSETH that for and in consideration
of the sum of \$1.00 and other good and valuable considerations, the receipt
whereof is hereby acknowledged, the Town Council, 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 Council the following described
section of highway for maintenance purposes, as part of the State Highway
System:

Mauldin Avenue - From Thomas Avenue in North East, northerly to
Maryland Route 7 (Cecil Avenue), a distance of
0.37 miles.

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

1. The effective date for the transfer of this section of highway
is upon complete approval and execution of this agreement.
2. The foregoing mileage will be excluded from the inventory
December 1, 1966.

3. The basis for the allocation of funds will exclude the 0.37 mile of town street mileage in the allocation to North East beginning July 1, 1967.
4. That such exchange is made on an "As-Is-Basis" which pertains to the existing condition of the road 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 COUNCIL OF NORTH EAST
CECIL COUNTY, MARYLAND

By

John F. Johnson
Mayor

ATTEST:

Bess F. Simpson
Clerk to Town Council

Approved as to form and legal
sufficiency this 10th day
of January, 1967

Edward D. Ballou
Town Attorney

ATTEST:

Ed Smith
Secretary

APPROVED:

Robert H. Hall
Chief Engineer
(State Roads Commission)

STATE ROADS COMMISSION OF MARYLAND

By

John F. Johnson
Chairman and Director of Highways

Approved as to form and legal
sufficiency this 2nd day
of December, 1966

John F. Johnson
Special Attorney

RECEIVED

JAN 26 1967

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION BUREAU OF
TUESDAY, JANUARY 24, 1967 HIGHWAY STATISTICS

On request of the County Commissioners of Cecil County, and on recommendation of District Engineer Sharretts, concurred in by Chief Engineer Fisher and Commissioner Evans, the Commission accepted the following roads for maintenance as part of the County Roads System of Cecil County.

Road Condition Survey Reports submitted by Mr. Sharretts indicate that these roads have been accepted and recorded by the County Commissioners of Cecil County, providing for proposed right of way width of 40 ft.

<u>Road</u>	<u>Length</u>	<u>County Key Map No.</u>	<u>Election District</u>
Elk Road, from Court House Point Road North	0.30 mi.	8	2 Co 352
Locust Point Road, Otts Shore	0.20 mi.	6	2 Co 275
Carter Road, from Rt. 545 East	0.20 mi.	3	3 Co 355
Red Point Road, from Rt. 272 West	1.30 mi.	5	5 Co 203
Headway Ferry Road, from Oldfield Point Road East	0.70 mi.	4	5 Co 351
Triton Road, from Oldfield Point Road East	0.90 mi.	7	5 Co 350
Oak Street (George Cox Develop- ment), from Gen. Cox Road East	0.20 mi.	1	6 Co 353
Gilley Road, from Rt. 7 North	0.15 mi.	2	7 Co 354

Copy: Mr. D. H. Fisher
Mr. W. J. Addison
Mr. G. W. Cassell (Reports) ✓
Mr. C. R. Sharretts (2)
Mr. F. P. Scrivener
Denton Office
Mr. M. M. Brodsky
Mr. H. G. Downs
Mr. C. N. Lewis, Jr. (3)
Co. Commr. of Cecil County
SAC-Cecil County

RECEIVED

JAN 28 1967

HIGHWAY STATISTICS
BUREAU OF

REPORT, JANUARY 1967

1967

On request of the County Development Council, the following information is being furnished to the County Council for its information and guidance. The information is based on the data furnished by the County Council for the year 1966.

The County Council has requested that the following information be furnished to the County Council for its information and guidance. The information is based on the data furnished by the County Council for the year 1966.

County	County Seat	County Seat
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JAN 5 1967

BUREAU OF
HIGHWAY STATISTICS

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JOHN B. FUNK

WEDNESDAY, DECEMBER 28, 1966

* * *

Chairman and Director Funk confirmed prior execution of letter agreement dated November 15, 1966, wherein The Baltimore and Ohio Railroad Company and the State Roads Commission of Maryland agree as to their respective aims and obligations in connection with the widening of overhead bridge (SRC #7028) carrying U. S. Route 222 over the tracks and property of the Railroad at Valuation Station 3043+17 at Aikin, Cecil County, required in connection with construction of Contract Ce-387-6-8-271. The letter agreement supplements original agreement of May 28, 1931, covering construction of the existing bridge as a grade elimination project, and provides that all terms, conditions and provisions of the original agreement will apply to widening of the bridge, with the exceptions as noted in letter agreement.

Said letter agreement was executed on behalf of the Railroad by R. C. Tench, Chief Engineer-System, and approved as to form and legal sufficiency by Special Attorney Puderbaugh.

Copy: Mr. D. H. Fisher
Mr. A. L. Grubb (2)
Mr. C. A. Goldeisen
Mr. L. E. McCarl
Mr. F. P. Scrivener
Mr. M. M. Brodsky
Mr. C. R. Sharretts (2)
Mr. M. D. Philpot
Mr. H. P. Jones
Mr. W. J. Addison

Mr. W. B. Duckett (2)
Mr. L. C. Moser (2)
Mr. G. N. Lewis, Jr. (8)
Mr. G. W. Cassell ✓
Mr. C. S. Linville
Mr. E. K. Lloyd
Mr. H. G. Downs
Secretary's File
SRC-Cecil County
Contract Ce-387-6-8-271
Grade Elimination File

COMMISSION MEMBERS

JOHN B. FUNK,
CHAIRMAN OF COMMISSION
AND DIRECTOR OF HIGHWAYS

PAUL J. BAILEY
HARLEY P. BRINSFIELD
LANDALE G. CLAGETT
LESLIE H. EVANS
JOHN J. McMULLEN
WILLIAM B. OWINGS



STATE OF MARYLAND
STATE ROADS COMMISSION
300 WEST PRESTON STREET
BALTIMORE, MD. 21201

(MAILING ADDRESS-P.O. BOX 717, BALTIMORE, MD. 21203)

November 15, 1966

DIVISION OF ENGINEERING

DAVID H. FISHER,
CHIEF ENGINEER

ASSISTANT CHIEF ENGINEERS

CORDT A. GOLDEISEN,
DESIGN

LISLE E. MCCARL,
CONSTRUCTION

FRANK P. SCRIVENER,
MAINTENANCE & OPERATIONS

NATHAN L. SMITH, JR.,
MATERIALS & RESEARCH

GEORGE N. LEWIS, JR.,
TRAFFIC

Contract Ce-387-6-271
Proposed Widening of Overhead Bridge (SRC No. 7028)
Carrying U.S. 222 over B & O Railroad - Aikin, Md.

Mr. R. C. Tench, Chief Engineer - System
The Baltimore and Ohio Railroad Company
Fourth Avenue and Eleventh Street
Huntington, West Virginia 25701

Dear Mr. Tench:

The State Roads Commission plans to widen and improve U.S. Route 222 between U.S. Route 40 and the John F. Kennedy Memorial Highway, which will necessitate the widening of existing highway bridge over The Baltimore and Ohio Railroad Company's tracks and property at Railroad Valuation Station 3043+17 at Aikin, Cecil County, Maryland.

The existing highway bridge was constructed as a grade elimination project under agreement dated May 28, 1931 between the Railroad and the Commission. Section 10 thereof provided for the widening, strengthening, etc., of the bridge if desired by either party.

Detailed plans and specifications covering the proposed widening of bridge structure and approaches will be prepared by the State Roads Commission, and construction over the Railroad shall be subject to approval of the Railroad Company, as well as any subsequent changes therein.

It is understood and agreed that all of the terms, conditions and provisions contained in the agreement of May 28, 1931 which covered the original construction and maintenance of the said overhead bridge will apply to the widened bridge, except as hereby amended so as to add thereto the following paragraphs:

Section 3. State Roads Commission shall arrange, without cost to the Railroad, for the construction and completion of the work involved in the proposed widening of bridge structure, approaches, drainage and all other highway facilities, and shall reimburse the Railroad for all costs and expenses for work and services performed, including the furnishing of Railroad flagmen, watchmen and devices used in protective services, any temporary or permanent alterations of pole lines, tracks and all railroad appurtenances and facilities, growing out of or in connection with the project covered hereby, in accordance with Federal rules

STATE OF MARYLAND
COUNTY OF [illegible]
[illegible text]

STATE
MARYLAND

Mr. R. C. Tench
B & O Railroad Co.

November 15, 1966

and regulations set forth in the Bureau of Public Roads Policy and Procedure Memorandum 30-3 and amendments thereto.


Section 4. The Commission will acquire, without cost to the Railroad, any rights of way and property needed for the widening project contemplated herein.

Section 8. After completion of the widening project, the State Roads Commission shall own, maintain, repair and renew at its sole cost and expense, the entire widened portion of the bridge structure and surfaces, approach grades and all other highway facilities changed in connection therewith.

Section 9. The insurance requirements for the widening project shall conform to present day standards as set forth in the approved Special Provisions and Proposal Form which are made a part hereof by reference.

The Railroad hereby agrees to the terms set forth herein for the proposed widening of existing overhead bridge and approaches thereto, and its approval is shown on the duplicate copy of this letter to be returned for the Commission's records.

Very truly yours,


Chairman and Director of Highways
for the State of Maryland

APPROVED this 19th day of December 1966.

THE BALTIMORE AND OHIO RAILROAD COMPANY

By R. C. Tench
CHIEF ENGINEER - SYSTEM

Approved as to form
and legal sufficiency

11-14-1966
J. A. Zerkow
Special Attorney

RECEIVED

JAN 5 1967

BUREAU OF
HIGHWAY STATISTICS

RECEIVED

DEC 27 1966

BUREAU OF BRIDGE DESIGN

RECEIVED

INVESTIGATION
UNIT OF
FEDERAL BUREAU OF

RECEIVED

AUG 10 1966

BUREAU OF
HIGHWAY STATISTICS

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, AUGUST 3, 1966

* * *

Chairman and Director Funk executed triplicate copies of agreement dated July 22, 1966, by and between The Philadelphia, Baltimore and Washington Railroad Company, a body corporate, and The Pennsylvania Railroad Company, also a body corporate, for itself and as lessee of the aforesaid Company, parties of the first part, therein called "Railroad," and the State Roads Commission of Maryland, acting for the State of Maryland, party of the second part, therein called "Commission," wherein the Commission and the Railroad agree as to their respective aims and obligations in connection with the replacement of the existing overhead bridge on Md. Route 267 (Weavers Road) at Railroad Valuation Station 2719+42 near Charlestown, Cecil County, with a new modern structure which will cross over the Railroad's main line tracks approximately 200 feet west of the present bridge, required in connection with the Commission's relocation of Md. Route 267 (Contract Ce-422-1-241).

Said agreement had been executed previously on the part of the Railroad, approved by Chief Engineer Fisher and approved as to form and legal sufficiency by Special Attorney Puderbaugh.

Copy: Mr. D. H. Fisher
Mr. C. A. Goldeisen
Mr. L. E. McCarl
Mr. F. P. Scrivener
Mr. M. M. Brodsky
Mr. C. R. Sharretts (2)
Mr. H. G. Downs
Mr. M. D. Philpot (2)
Mr. A. L. Grubb (2)
Mr. H. P. Jones

Mr. W. J. Addison
Mr. W. B. Duckett (2)
Mr. L. C. Moser (3)
Mr. G. N. Lewis, Jr. (8)
Mr. G. W. Cassell
Mr. C. S. Linville
Mr. E. K. Lloyd
Secretary's File
SRC-Cecil County
Contract Ce-422-1-241

RECEIVED

JUN 15 1966

BUREAU OF
HIGHWAY STATISTICS

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JOHN B. FUNK
MONDAY, JUNE 13, 1966

* * *

Chairman and Director Funk executed triplicate copies of agreement dated May 9, 1966, by and between The Philadelphia, Baltimore and Washington Railroad Company, a body corporate, and The Pennsylvania Railroad Company, also a body corporate, for itself and as lessee of the said The Philadelphia, Baltimore and Washington Railroad Company, parties of the first part, therein called "Railroad," and the State Roads Commission of Maryland, acting for the State of Maryland, party of the second part, therein called "Commission," wherein the parties thereto agree as to their respective aims and obligations in connection with the relocation and improvement of Md. Route 279 as a dual highway, from Md. Route 316 to U. S. Route 40, which will cross the Railroad's branch line tracks and right of way at grade in the vicinity of Elkton, Cecil County (Contract Ce-450-1-241).

Said agreement had been executed previously on the part of the Railroad, approved by Chief Engineer Fisher and approved as to form and legal sufficiency by Special Attorney Rogers.

Copy: Mr. D. H. Fisher
Mr. C. A. Goldeisen
Mr. L. E. McCarl
Mr. F. P. Scrivener
Mr. M. M. Brodsky
Mr. C. R. Sharretts (2)
Mr. H. G. Downs
Mr. M. D. Philpot (2)
Mr. A. L. Grubb (2)
Mr. H. P. Jones

Mr. W. J. Addison
Mr. W. B. Duckett (2)
Mr. L. C. Moser (3)
Mr. G. N. Lewis, Jr. (8)
Mr. G. W. Cassell ✓
Mr. C. S. Linville
Mr. E. K. Lloyd
Secretary's File
SRC-Cecil County
Contract Ce-450-1-241

RECEIVED

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JOHN B. FUNK

MONDAY, MARCH 28, 1966

* * *

BUREAU OF
HIGHWAY STATISTICS

Chairman and Director Funk executed for and on behalf of the Commission duplicate copies of agreement dated March 28, 1966, by and between the State Roads Commission of Maryland, therein referred to as "Commission," party of the first part, and Cecil County, Maryland, therein referred to as "County," party of the second part, covering the transfer by the Commission to the County, for maintenance purposes as part of the County Highway System, of the following section of State constructed road, subject to the conditions more fully set forth therein:

Marley Road - from U. S. Route 40 (Pulaski Highway) southerly to road end, a distance of 0.16 mile

Marley Road - from U. S. Route 40 (Pulaski Highway) northerly to a connection with old Marley Road, a distance of 0.09 mile

Co 175

Said agreement had been executed previously by the County Commissioners for Cecil County, 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, Jr.
Mr. C. A. Goldeisen
Mr. L. E. McCarl
Mr. F. P. Scrivener
Mr. L. C. Moser (3)
Mr. G. N. Lewis, Jr. (8)
Mr. M. M. Brodsky
Mr. C. R. Sharretts (2)
Mr. H. G. Downs (2)
Mr. M. D. Philpot (2)
Mr. W. J. Addison

Mr. A. L. Grubb
Mr. H. P. Jones
Mr. G. W. Cassell ✓
Mr. E. K. Lloyd
Mr. E. D. Reilly
Mr. J. E. Gerick
Mr. R. M. Thompson
Mr. Charles Lee
Records & Research Section, R/W Div.
County Commissioners of Cecil Co. (3)
Secretary's File
SRC-Cecil County

THIS AGREEMENT made this MAR 28 1966 day of _____, 1966

by and between the State Roads Commission of Maryland, hereinafter referred to as "Commission", party of the first part, and Cecil 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 purposes as part of the County Highway System.

NOW, THEREFORE, THIS AGREEMENT WITNESSETH that for and in consideration of the sum of \$1.00 and other good and valuable considerations, the receipt whereof is hereby acknowledged, the Commission, party of the first part, does hereby transfer to the County and the County, party of the second part, does hereby accept from the Commission the following described section of State constructed road for maintenance purposes, as part of the County Highway System:

Marley Road - From U.S. 40 (Pulaski Highway) Southerly to road end for a distance of 0.16 miles as shown on attached Plat No. 3826 under contract No. Ce-209-429.

Marley Road - From U.S. 40 (Pulaski Highway) Northerly to a connection with the old Marley Road for a distance of 0.09 miles as shown on attached Plat No. 3826 under contract No. Ce-209-429.

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

1. The effective date of transfer shall be upon complete approval and execution of this agreement.

2. The foregoing mileage will be included in the inventory as of December 1, 1966.
3. The basis for the allocation of funds will include the additional County mileage in the allocation to the County beginning July 1, 1967.
4. The transfer of said Road is made on an "As-Is-Basis" which pertains to the existing rights of way and to the existing condition of the Road involved, including all appurtenances and bridge structures.

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

ATTEST:

[Signature]
Secretary

APPROVED:

[Signature]
Chief Engineer

ATTEST:

[Signature]
Clerk

STATE ROADS COMMISSION OF MARYLAND

By *[Signature]*
Chairman and Director of Highways

Approved as to form and legal
sufficiency this 9 day
of March, 1966

[Signature]
Special Attorney

COUNTY COMMISSIONERS FOR CECIL
COUNTY

[Signature]
President

[Signature]
Member

[Signature]
Member

Approved as to form and legal
sufficiency this 9 day
of March, 1966

[Signature]
Counsel to County Commissioners of
Cecil County

The following information is for the use of the following:

1. Name of the person

2. Address of the person

3. Date of birth of the person

4. Place of birth of the person

5. Date of death of the person

6. Place of death of the person

7. Date of burial of the person

8. Place of burial of the person

9. Name of the person

10. Address of the person

11. Date of birth of the person

12. Place of birth of the person

13. Date of death of the person

14. Place of death of the person

15. Date of burial of the person

16. Place of burial of the person

17. Date of death of the person

18. Place of death of the person

19. Name of the person

20. Address of the person

21. Date of birth of the person

22. Place of birth of the person

23. Date of death of the person

24. Place of death of the person

25. Name of the person

Fidelity Union
TRAFFIC DIVISION

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JOHN B. FUNK
MONDAY, JANUARY 17, 1966
* * *

On request of the County Commissioners of Cecil County, and on recommendation of District Engineer Sharretts, concurred in by Chief Engineer Fisher, Chairman and Director Funk accepted the following roads for maintenance as part of the County Roads System of Cecil County.

Road Condition Survey reports submitted by Mr. Sharretts indicate that these roads have been accepted and recorded by the County Commissioners of Cecil County, providing for right of way widths as set forth below:

<u>Road</u>	<u>Length</u>	<u>Election District</u>	<u>Proposed R/W Width</u>
Glen Mary Development from Md. Route 7 east:		3	50 ft.
Creswell Street — Co 346	1,831 ft.		
State Street — Co 349	529 "		
Eleanor Street — Co 348	603 "		
Ross Street — Co 347	517 "		
Thomson Estates:		3	50 ft.
Melbourne Boulevard — Co 214	957 ft.		
Courtney Drive — Co 342	660 "		
North Hills Development from Red Pump Road east:		6	50 ft.
Lake View Drive 65-41 — Co 343	660 ft.		
Mill Pond Drive 65-41 — Co 342	610 "		
Church Road from Cokesbury east — Co 345	454 ft.	7	50 ft.
Pleasant Grove from Oakwood Road to Connelly Road — Co 340	0.50 mile	8	40 ft.

Copy: Mr. D. H. Fisher
Mr. W. J. Addison
Mr. G. W. Cassell ✓
Mr. C. R. Sharretts (2)
Mr. P. P. Scrivener
Mr. M. M. Brodsky
Mr. H. G. Downs
Mr. G. N. Lewis, Jr. (3)
County Commissioners of Cecil County
SRC-Cecil County

Esbeck

COPY

January 5, 1964

STATE ROADS COMMISSION

Mr. Walter J. Addison, Acting Chief, HERTOWN, MARYLAND
Planning and Programming Division

State Roads Revisions

C. Roland Sharretts
District Engineer

I am enclosing Forms HPS-20 and 5-HPS for the improvement of county roads in Cecil County for the year of 1964.

LBD:W
Enclosures

COPY

January 2, 1968

STATE ROADS COMMISSION

State Roads Division

Mr. Walter J. Addison, Acting Director, Maryland
Planning and Programming Division

E. Roland Sherris
District Engineer

I am enclosing forms HP-20 and 2-111 for the improvement of county
roads in Cecil County for the year of 1968.

Lab:W
Enclosures

100% cutout FEB 11 24

RECEIVED

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION 3 1966

WEDNESDAY, DECEMBER 22, 1965

* * *

BUREAU OF
HIGHWAY STATISTICS

Chesapeake City

The Commission approved and Chairman and Director Funk executed duplicate copies of agreement dated December 6, 1965, by and between the State Roads Commission of Maryland, therein referred to as "Commission," party of the first part, and the Town Council of Chesapeake City, Maryland, therein referred to as "Town Council," party of the second part, covering the transfer by the Commission to the Town Council, for maintenance purposes as part of the Town's street system, of the following sections of State constructed roads, subject to conditions more fully set forth therein:

Md. Route 286 - Third Street - from George Street to Bohemia Street, a distance of 0.04 mile *MV 9073*

Md. Route 286 - Bohemia Street - from Third Street to Second Street, a distance of 0.07 mile *MV 10*

Said agreement had been executed previously by the Mayor, for the Town Council of Chesapeake City, Cecil County, Maryland; 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, Jr.
Mr. C. A. Goldeisen
Mr. L. E. McCarl
Mr. F. P. Scrivener
Mr. L. C. Moser (3)
Mr. G. N. Lewis, Jr. (8)
Mr. M. M. Brodsky
Mr. C. R. Sharretts (2)
Mr. H. G. Downs (2)
Mr. M. D. Philpot (2)
Mr. W. J. Addison

Mr. A. L. Grubb
Mr. H. P. Jones
Mr. G. W. Cassell ✓
Mr. E. K. Lloyd
Mr. E. D. Reilly
Mr. J. E. Gerick
Mr. R. M. Thompson
Mr. Charles Lee
Records & Research Section, R/W Div.
Town Council of Chesapeake City (3)
Secretary's File
SRC-Cecil County

THIS AGREEMENT made this 6th day of December, 1965

by and between the State Roads Commission of Maryland, hereinafter referred to as "Commission", party of the first part, and the Town Council of Chesapeake City, 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 the Governing Bodies of the several Counties and/or Towns of Maryland are empowered to transfer County roads and/or Town streets, or portions thereof, to the State Roads Commission of Maryland, for maintenance purposes, and

WHEREAS, the "Commission", party of the first part, has agreed to transfer the following described sections of roads, 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 Street System.

NOW, THEREFORE, THIS AGREEMENT WITNESSETH that for and in consideration of the sum of \$1.00 and other good and valuable considerations, the receipt whereof is hereby acknowledged, the "Commission," party of the first part, does hereby transfer to the "Town Council" and the "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:

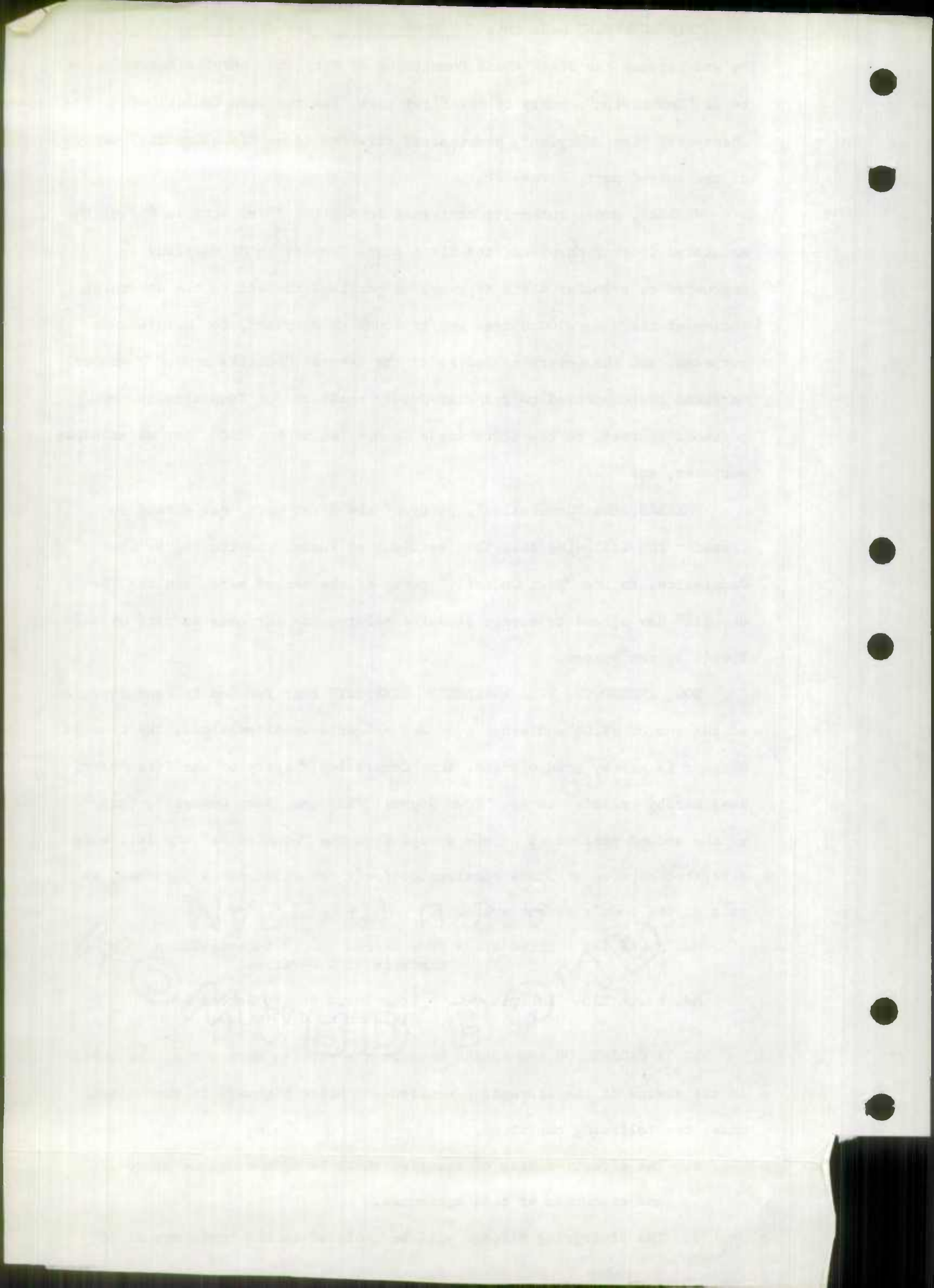
Md. Route 286 - Third St. - From George St. to Bohemia St. a distance of 0.04 miles.

STATE TO MUNICIPAL

Md. Route 286 - Bohemia St.. - From Third St. to Second St. a distance of 0.07 miles.

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

1. The effective date of transfer shall be upon complete approval and execution of this agreement.
2. The foregoing mileage will be included in the inventory as of December 1, 1965.



3. 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.
4. The transfer of said Roads is made on an "As-Is-Basis" which pertains to the existing rights of way and to the existing condition of the Roads involved, including all appurtenances and bridge structures.

AND BE IT FURTHER AGREED that in consideration of the foregoing, the "Town Council," party of the second part, do hereby transfer to the "Commission," party of the first part, as a part of the State Roads System the following described section of the Town street:

MUNICIPAL TO STATE

Second Street (Bethel Street) - From George Street to Bohemia St.
a distance of 0.05 miles.

IT IS FURTHER UNDERSTOOD AND AGREED BETWEEN THE PARTIES HERETO that the change in the status of the town street is authorized under the following conditions:

1. The effective date of transfer shall be upon complete approval of this agreement.
2. The mileage respecting the aforesaid section of town street will be excluded from the inventory as of December 1, 1965.
3. The basis for the allocation of funds will exclude the 0.05 miles of Town street mileage in the allocation to the Town of Chesapeake City beginning July 1, 1966.
4. That such transfer is made on an "As-Is-Basis" which pertains to the existing Rights of Way and to the existing condition of the Road involved including all appurtenances and bridge structures at the time of acceptance for State maintenance.

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

STATE ROADS COMMISSION OF MARYLAND

ATTEST:

By

J. B. [Signature]
Chairman and Director of Highways

[Signature]
Secretary

Approved as to form and legal
sufficiency this 17th day
of Nov., 1965

APPROVED:

[Signature]
Chief Engineer

[Signature]
Special Attorney

TOWN COUNCIL OF CHESAPEAKE CITY
CECIL COUNTY, MARYLAND

ATTEST:

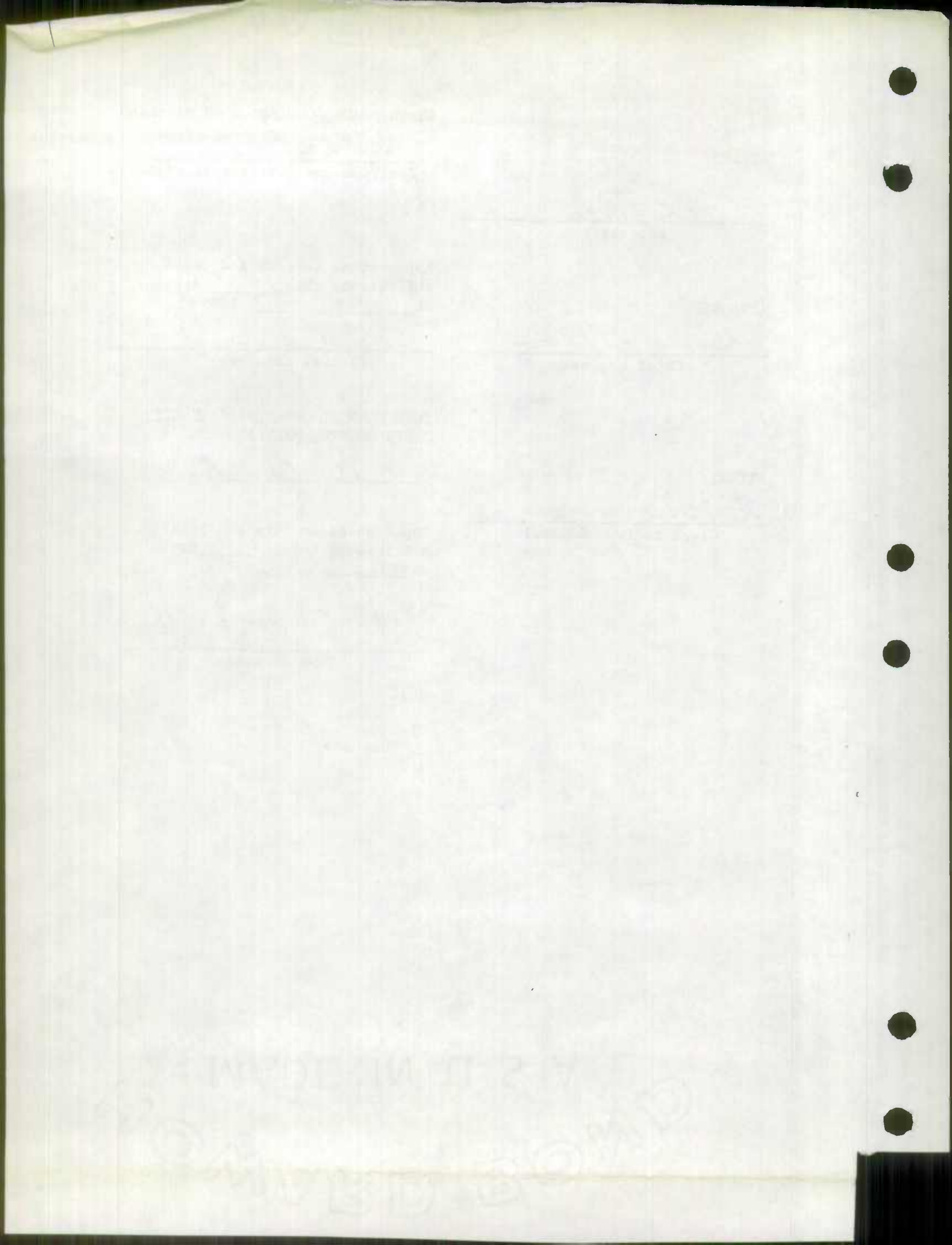
By

J. R. Wharton
Mayor

H. J. Serrin
Clerk to Town Council

Approved as to form and legal
sufficiency this 15th day
of December, 1965

[Signature]
Town Attorney





EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
THURSDAY, FEBRUARY 25, 1965

* * *

The Commission approved and Chairman and Director Funk executed for and on its behalf triplicate copies of agreement dated February 17, 1965, by and between the State Roads Commission of Maryland, therein referred to as "Commission," and the County Commissioners of Cecil County, Maryland, therein referred to as "County Commissioners," covering transfer to the County of portions of relocated and/or reconstructed Frenchtown Road, Reservoir Road, Hawley Road, Birch Road, Halvidere Road, Unnamed Road (NEK Sta. 349), Ebenezer Church Road (NEK Sta. 384), Red Toad Road, Coonsamer Road, Balley Road, Houchelle Road, Baggars Road, Union Church Road, T. Sippers Road, Denver Road, Cedar Road, Chestnut Hill Road and Access Road #1, included in Northeastern Expressway (now John F. Kennedy Memorial Highway) construction contracts NE-107, NE-108, NE-109 and NE-110, described in Exhibits "A" through "D" attached thereto.

Said agreement had been executed previously on the part of the County Commissioners by John R. Dickerson, Chairman, and approved as to form and legal sufficiency by Special Attorney Seymour.

Copy: Mr. R. E. Jones (2)
Mr. L. C. Moser (2)
Mr. H. M. Brodsky
Mr. G. J. Cassell ✓
J. R. Greiner Company
Secretary's File
N.E. Expressway-Vinier
Contract NE-107
" NE-108
" NE-109
" NE-110

Eschschol

THIS AGREEMENT made this 17th day of February 1965

by and between the State Roads Commission of Maryland, hereinafter referred to as "Commission" party of the first part, and the County Commissioners of Cecil County, Maryland, hereinafter referred to as "County Commissioners", party of the second part.

WHEREAS, the Commission and the County have heretofore agreed as to those county roads to be closed and/or relocated in connection with the construction through Cecil County of the John F. Kennedy Memorial Highway, formerly Northeastern Expressway, hereinafter sometimes referred to as "Expressway"; and

WHEREAS, the Commission has acquired the necessary rights of way and has completed the construction pertaining to such closings and/or relocations, including the necessary turn arounds and barricades; and

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, bridges have been constructed to carry the county road over or under the Expressway in the locations designated, in which cases it is agreed that the County will maintain the roadway surface on such crossings; and

WHEREAS, the Commission has provided the County with a set of as-built construction plans for Expressway Contracts NE 107, NE 108, NE 109 and NE 110; and

WHEREAS, the Commission, party of the first part, has agreed to transfer the fee simple title and/or easement rights, not already owned by the County, for the following described sections of roads, constructed by the Commission, to the County Commissioners, party of the second part, and the County Commissioners have agreed to accept same for maintenance purposes as part of the County Highway System.

NOW, THEREFORE, THIS AGREEMENT WITNESSETH that for and in consideration of the sum of \$1.00 and other good and valuable considerations, the receipt whereof is hereby acknowledged the Commission, party of the first part, does hereby transfer to the County Commissioners, and the County Commissioners, party of the second part, do hereby accept from the Commission the sections of State constructed roads together with the apertaining rights of way for each, as described in Exhibits A through R hereto, and the maintenance thereon, as part of the County Highway System.

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

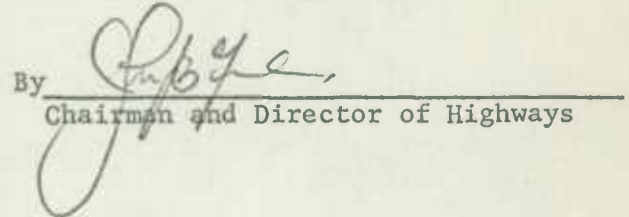
- 1 - The effective date for the transfer of these sections of roads for County maintenance was November 15, 1963, the date on which the Northeastern Expressway was opened to traffic.
- 2 - The foregoing mileage will be included in the inventory as of December 1, 1964.
- 3 - The basis for the allocation of funds will include the additional County mileage in the allocation to the County Commissioners beginning July 1, 1965.
- 4 - The transfer of said 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.

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

STATE ROADS COMMISSION OF MARYLAND

ATTEST:

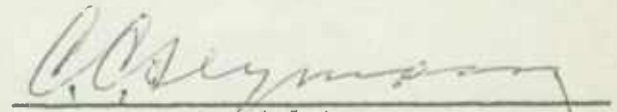

Secretary

By 
Chairman and Director of Highways

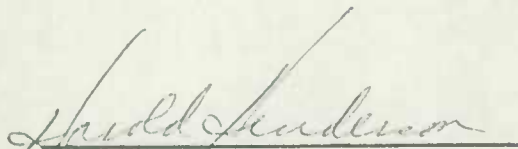
APPROVED:


Chief Engineer

Approved as to form and legal
sufficiency


Special Attorney


ATTEST:


Chief Clerk to the Board
of County Commissioners

COUNTY COMMISSIONERS OF
CECIL COUNTY, MARYLAND

By 
Chairman

Approved as to form and legal
sufficiency


Counsel to County Commissioners
of Cecil County

CECIL COUNTY ROAD TRANSFER

LIST OF EXHIBITS

- A. Frenchtown Road
- B. Reservoir Road
- C. Hawley Road
- D. Winch Road
- E. Belvidere Road
- F. Unnamed Road, (NEX Sta. 349)
- G. Ebenezer Church Road (NEX Sta. 384)
- H. Red Toad Road
- I. Goosemar Road
- J. Bailey Road
- K. Bouchelle Road
- L. Beggars Road
- M. Union Church Road
- N. T. Simpers Road
- O. Deaver Road
- P. Feder Road
- Q. Chestnut Hill Road
- R. Access Road #1

EXHIBIT A

FRENCHTOWN ROAD between Stations 17+00 and 29+00, underpassing the Northeastern Expressway at Frenchtown Road centerline Station 20+00 which is Northeastern Expressway centerline Station 124+15.00, all as shown on the as-built plans for Northeastern Expressway Contract NE 107, Sheet Nos. 12 and 13 of 61, and on State Roads Commission Right of Way Plat Nos. 26177, 26236, 27139.

This transfer excludes the entrance to Northeastern Expressway facilities left of Frenchtown Road centerline Station 17+95.99 as shown on the above plans and plats.

EXHIBIT B

RESERVOIR ROAD connection to S.R. 824-A (Old U.S. 222) and

drainage improvements as shown on the as-built plans for Northeastern Expressway Contract NE 107, Sheet No. 25 of 61. No additional right of way is involved. This transfer excludes the entrance drive left of U.S. Route 222 Station 157+65. State Roads Commission Right-of-Way Plat No. 26259.

EXHIBIT C

Co. 85

HAWLEY ROAD closing and relocation of a portion, beginning at a point approximately 1100 feet north of Northeastern Expressway Station 200⁺, thence westward for a distance of 1800 feet, from Hawley Road Stations 18+00 carrying back to 0+00, which is the intersection of Hawley Road Relocation and existing Principio Road at a point on Principio Road 855.60 feet north of the junction of Principio Road with Old U.S. Route 222, all as shown on the as-built plans for Northeastern Expressway Contract NE 107, Sheet Nos. 19, 41A and 42A of 61 and on State Roads Commission Right-of-Way Plat Nos. 14908, 27152, 27153, 28511, 27219

This transfer includes the connection to the dead-end portion of Hawley Road (Co. 360) north of the Northeastern Expressway at Hawley Road centerline Station 16+20, and the drainage connections at Principio Road. Also included is that part of Hawley Road (Co. 359) dead-ended south of the Northeastern Expressway which was reconstructed from Mill Creek eastward to the Jackson property.

EXHIBIT D

Co 101

WINCH ROAD as constructed on a new right of way west of the existing alignment between Winch Road centerline Stations 9+00 and 28+00, crossing over the Expressway at Winch Road centerline Station 20+00, which is Expressway centerline Station 268+65, all as shown on the as-built plans for Northeastern Expressway Contract NE 108, Sheet Nos. 10, 11 and 12, and on State Roads Commission Right of Way Plat Nos. 26271, 26272, 27218, 14920.

EXHIBIT E

Co 87

BELVIDERE ROAD as constructed on a new right of way southwest of the existing alignment between Belvidere Road centerline Stations 3+00 and 23+00, including a connection to an unnamed side road left of Station 7+50, and crossing over the Expressway on a structure at Belvidere Road centerline Station 9+87.34, which is Expressway centerline Station 305+37.83, all as shown on the as-built plans for Northeastern Expressway Contract NE 108, Sheet Nos. 15, 16, 17 and 18 of 68, and on State Roads Commission Right of Way Plat Nos. 26275, 26276, 14923.

EXHIBIT F

UNNAMED ROAD barricades at either right of way line of the
Northeastern Expressway in the vicinity of Expressway centerline Station
349, as shown on the as-built plans for Northeastern Expressway Contract
NE 108, Sheet 23 of 68, and on State Roads Commission Right of Way Plat
Nos. 14915, 14926.

EXHIBIT G

EBENEZER CHURCH ROAD barricades at the northwest right of way line on Co. 60 left of Expressway centerline Station 384+50, and at the southeast Expressway right of way line on Co. 358, right of Expressway centerline Station 393, also including a barricade on an unnamed road, formerly connecting with Ebenezer Church Road, dead-ended at the southeast Expressway right of way line right of Expressway centerline Station 381+50, all as shown on the as-built plans for Northeastern Expressway Contract NE 108, Sheet Nos. 27 and 28 of 68, and on State Roads Commission Right of Way Plat Nos. 14929, 14930.

EXHIBIT H

RED TOAD ROAD as constructed on a new right of way west of the existing alignment between Red Road Road centerline Stations 9+60 and 26+35, including a connection to Goosemar Road at Red Toad Road centerline Station 17+44, and crossing under the Expressway at Red Toad Road centerline Station 20+00, which is Expressway centerline Station 408+37.50, all as shown on the as-built plans for Northeastern Expressway Contract NE 108, Sheet Nos. 30, 33 and 34 of 68, and on State Roads Commission Right of Way Plat Nos. 26273, 27815, 14931, 26274 .

EXHIBIT I

GOOSEMAR ROAD, as constructed on a new right of way, beginning at Red Toad Road centerline Station 17+44 north of the Expressway, which point is Goosemar Road centerline Station 0+00, thence proceeding parallel with and binding on the northwest right of way line of the Northeastern Expressway to Goosemar Road Station 22⁺, thence curving to the left to tie into existing Goosemar Road at Station 26+98.67, all as shown on the as-built plans for Northeastern Expressway Contract NE 108, Sheet Nos. 30, 32 and 35 of 68, and on State Roads Commission Right of Way Plat Nos. 14931, 14933, 26355, 14934.

This transfer includes a barricade on the dead-end portion of Goosemar Road (Co. 361) at the south right of way line of the Northeastern Expressway as shown on the above plans and plats..

Now Co 130

EXHIBIT J

Co 94

BAILEY ROAD as constructed on a new right of way beginning at a point on the existing alignment northwest of the Expressway, which point of beginning is Bailey Road centerline Station-0+75, and extending parallel with and binding on the Northeastern Expressway right of way line, ending at a point in Old Maryland Route 272, which point is Bailey Road centerline Station 22+50, all as shown on the as-built plans for Northeastern Expressway Contract NE 109, Sheet Nos. 9, 17 and 18 of 86, and on State Roads Commission Right of Way Plat Nos. 14941, 14943, 14942, 14962, 14961.

This transfer also includes a tee-turn around and barricade on an unnamed road leading southward from the former Bailey Road alignment, at the Northeastern Expressway right of way line 250 feet right of Northeastern Expressway centerline Station 507+50, as shown on the above plans and plats.

EXHIBIT K

BOUCHELLE ROAD as reconstructed on the existing alignment between centerline Stations 14+50 and 26+00, crossing the Expressway on a structure at Bouchelle Road centerline Station 20+69.86, which is Expressway centerline Station 577+53.98, all as shown on the as-built plans for Northeastern Expressway Contract NE 109, Sheet Nos. 28, 28A, 28B and 30 of 86, and on State Roads Commission Right of Way Plat Nos. 26277, 14954

This transfer does not include entrances to Northeastern Expressway facilities at Bouchelle Road centerline Stations 18+50 and 22+75 as shown on the above plans and plats.

EXHIBIT L

BEGGARS ROAD barricades and tee-turn arounds on the dead-end portions of Beggars Road at either right of way line of the Northeastern Expressway, and a barricade on the former entrance to the quarry at the Expressway right of way line right of Expressway centerline Station 615, all as shown on the as-built plans for Northeastern Expressway Contract NE 109, Sheet No. 33 of 86, and on State Roads Commission Right of Way Plat Nos. 14970, 14971.

This transfer does not include the newly constructed entrance drive to the Maryland Materials property from the dead-end portion of Beggars Road along the south right of way line of the Northeastern Expressway.

EXHIBIT M

UNION CHURCH ROAD as reconstructed on existing alignment between Stations 6+00 and 16+00, crossing the Expressway on a structure at Union Church Road centerline Station 10+00 which is Northeastern Expressway centerline Station 665+10.03, all as shown on the as-built plans for Northeastern Expressway Contract NE 109, Sheet 40 of 86 and on State Roads Commission Right of Way Plats NoS. 15185, 15216.

EXHIBIT N

T. SIMPERS ROAD as relocated generally along the south right of way line of the Expressway from T. Simperts Road centerline Station 12+40 to Station 12+32.41 which is also T. Simperts Road centerline Station 101+00 thence proceeding eastwardly to T. Simperts Road Station 132+65.33 which is Deaver Road centerline Station 21+79.39, all as shown on the as-built plans for Northeastern Expressway Contract NE 109, Sheet Nos. 43 thru 47 of 86 and on State Roads Commission Right of Way Plat Nos. 15187, 26638, 26639, 26640.

This transfer includes a tee-turn around on the dead-end portion of T. Simperts Road at the north right of way line of the Northeastern Expressway, all as shown on the above plans and plats.

EXHIBIT O

DEAVER ROAD as reconstructed along the present alignment between centerline Stations 5+00 and 15+00 crossing over the Expressway on a structure at Deaver Road centerline Station 9+95.86 which is Northeastern Expressway centerline Station 722+14.90, all as shown on the as-built plans for Northeastern Expressway Contract NE 109, Sheet No. 50 of 86 and on State Roads Commission Right-of-Way Plat Nos. 15189, 15217, 26640.

EXHIBIT P

FEDER ROAD barricades on the dead-end portions of Feder Road at either right-of-way line of the Northeastern Expressway opposite centerline Station 951 on the north and Station 952 on the south, all as shown on the as-built plans for Northeastern Expressway Contract NE 110, Sheet No. 29 of 96, and on State Roads Commission Right-of-Way Plat No. 26353

EXHIBIT Q

CHESTNUT HILL ROAD as relocated between Stations 2+50 and 11+28.16 to change its intersection with SR 279 from the existing skew crossing at SR 279 Station 106⁺ to a tee-intersection at SR 279 centerline Station 103+50, which is Chestnut Hill Road centerline Station 5+00, all as shown on the as-built plans for Northeastern Expressway Contract NE 110, Sheet No. 42 of 96, and on State Roads Commission Right-of-Way Plats Nos. 28466 and 26487.

In connection with this transfer, it is understood that when SR 279 is dualized the connection of Chestnut Hill Road on the northwest side of SR 279 will be foreshortened to Chestnut Hill Road Station 4+05⁺ to connect with the future westbound lane of SR 279.

This transfer also includes turn-arounds and a barricade on the dead end portions of Chestnut Hill Road on either side of the Northeastern Expressway and the Pennsylvania Railroad at the intersection of their respective right-of-way lines at points south of Expressway centerline Station 1001 and north of Expressway centerline Station 1007, all as shown on the as-built plans for Northeastern Expressway Contract NE 110, Sheet No. 35 of 96, and on State Roads Commission Right-Of-Way Plats 21866.

This transfer also includes, for purposes of improved drainage, a widening of the right-of-way of Chestnut Hill Road along the south side of the dead-end portion lying east of the Pennsylvania Railroad and north of the Expressway, between Chestnut Hill Road centerline Stations 0+00 and 20+00, all as shown on the as-built plans for Northeastern Expressway Contract NE 110, Sheet No. 35A of 96, and on State Roads Commission Right-of-Way Plat Nos. 29115 and 29116.

EXHIBIT R

ACCESS ROAD NO. 1, which serves the residual portionsoof properites belonging to Kenneth Saunders, The Catholic Foundation of the Diocese of Wilmington, Inc., Waldo Lovett and other property now owned by the State Roads Commission, as constructed on a new right-of-way from a point on the centerline of the existing access road at Station 3+10⁺ to Access Road centerline Station 10+00 which is SR 279 centerline Station 145+00, being also the centerline of existing SR 279 which, when dualized will be the centerline of the eastbound lane of SR 279, all as shown on the as-built plans for Northeastern Expressway Contract NE 110, Sheet Nos. 36 and 43 of 96, and on State Roads Commission Right-of-Way Plats No~~s~~. 26488

In connection with this transfer, it is understood that when . SR 279 is dualized, that Access Road No. 1 will be foreshortened to Station 9+05⁺ to connect with the future westbound lane of dualized SR 279.

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JOHN B. FUNK
MONDAY, JANUARY 18, 1963

On request of the County Commissioners of Cecil County, and on recommendation of District Engineer Sharretts, concurred in by Chief Engineer Fisher and Commissioner Evans, Chairman and Director Funk accepted the following roads for maintenance as part of the County Roads System of Cecil County.

Road Condition Survey Reports submitted by Mr. Sharretts indicate that these roads have been accepted and recorded by the County Commissioners of Cecil County, providing for proposed right of way widths as set forth below:

Road	Length	County Key Map No.	Election District	Proposed R/W Width
Co 339 Bridgewood Avenue, from Charlestown Manor	500 ft.	87	5	40 ft. Co 339
Co 61 Nottingham View Development, from Old Rt. 269 to Cowan Road	0.40 mi.	51	6	" Co 61
Co 336 North Hills Development, Johnson Street, from Red Pump Road easterly	0.35 mi.	52	6	50 ft. Co 336
Co 80 McEllothlin Road, from Dr. Jack Road westerly	0.20 mi.	49	7	40 ft. Co 80
Co 340 Pleasant Grove Road, northerly from Oakwood Road, one mile west of Route 1	0.50 mi.	16	8	" Co 340

Copy: Mr. D. H. Fisher
Mr. W. J. Addison
Mr. G. W. Cassell
Mr. C. R. Sharretts (2)
Mr. F. P. Scrivener
Denton Office
Mr. M. H. Brodsky
Mr. H. G. Dams
Mr. G. B. Lewis, Jr. (3)
Co. Commrs. of Cecil County
SEC-Cecil County

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REPORT ON THE PROGRESS OF THE WORK OF THE
 IN THE YEAR 1911
 BY THE SECRETARY OF THE BOARD OF AGRICULTURE
 1912

The progress of the work of the Board of Agriculture in the year 1911 has been marked by a number of important events. The Board has continued its efforts to improve the condition of the land, and to increase the productivity of the farms. It has also been successful in securing the cooperation of the farmers, and in obtaining the necessary funds for its work. The Board has also been successful in securing the cooperation of the Government, and in obtaining the necessary funds for its work. The Board has also been successful in securing the cooperation of the Government, and in obtaining the necessary funds for its work.

Year	Area	Value	Percentage
1911	100,000	100,000	100%
1910	100,000	100,000	100%
1909	100,000	100,000	100%
1908	100,000	100,000	100%
1907	100,000	100,000	100%
1906	100,000	100,000	100%
1905	100,000	100,000	100%
1904	100,000	100,000	100%
1903	100,000	100,000	100%
1902	100,000	100,000	100%
1901	100,000	100,000	100%

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Copy: Mr. D. H. Fisher
Mr. C. A. Goldeisen
Mr. L. E. McCarl
Mr. M. M. Brodsky
Mr. C. R. Sharretts (2)
Mr. H. G. Downs (4)
Mr. M. D. Philpot (2)
Mr. A. L. Grubb (2)
Mr. H. P. Jones
Mr. E. K. Lloyd

Mr. W. B. Duckett (2)
Mr. L. C. Moser (2)
Mr. G. N. Lewis, Jr. (8)
Mr. G. W. Cassell
Mr. F. P. Scrivener (3)
Mr. C. S. Linville
Secretary's File
SRC-Cecil County
Contract Ce-404-5-220

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, SEPTEMBER 9, 1964

* * *

Because of objection by The Pennsylvania Railroad to amendment by exchange of letters, as referred to by Chief Engineer Fisher in letter dated August 21, 1964, the Commission, on motion of Mr. Evans, seconded by Mr. Owings, rescinded its action of March 18, 1964, relative to approval and execution of agreement dated December 18, 1963, with The Philadelphia, Baltimore and Washington Railroad Company and The Pennsylvania Railroad Company, and in lieu thereof took action as follows:

The Commission approved and Chairman and Director Funk executed for and on behalf of the Commission triplicate copies of agreement dated December 18, 1963, by and between The Philadelphia, Baltimore and Washington Railroad Company, a body corporate, and The Pennsylvania Railroad Company, also a body corporate, for itself and as lessee of the said 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 "Commission," wherein, in connection with the Commission's proposed construction of Md. Route 276 from Md. Route 269 to Md. Route 273, in Cecil County (Contract Ce-404-5-220), which will cross the Railroad's Octoraro Branch at grade at Valuation Station 2116+39.54 near Rising Sun, Maryland, the Railroad, insofar as it has a legal right and its present title permits, grants the use, right, liberty and privilege of construction and maintenance by the Commission, at its sole cost and expense, of a public highway, at grade, over and across the right of way and track of the Railroad at the aforesaid location, and also grants unto the Commission, without charge, an easement for highway purposes through property of the Railroad (shown on SRC Plats Nos. 22446 and 22447, attached thereto and made a part thereof), all subject to the terms, limitations, covenants and agreements more fully set forth therein. The agreement further provides that because of the nature and limited amount of Railroad traffic, automatic highway-railroad flashing light signal protection will not be required at this time; however, if in the future such protection becomes necessary, the Railroad at Commission expense, shall furnish, install, operate and maintain such devices.

Said agreement had been executed previously by the Railroads, approved by Chief Engineer Fisher and approved as to form and legal sufficiency by Special Attorney Puderbaugh.

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PLANNING & PROGRAMS

Copy: Mr. A. S. Gordon
Mr. D. H. Fisher (2)
Mr. W. E. Woodford, Jr.
Mr. C. A. Goldeisen
Mr. L. E. McCarl
Mr. F. P. Scrivener (2)
Mr. L. C. Moser (2)
Mr. G. N. Lewis, Jr. (8)
Mr. M. M. Brodsky
Mr. C. R. Sharretts (2)
Mr. H. G. Downs (4)
Mr. M. D. Philpot

Mr. A. L. Grubb
Mr. H. C. Bowers
Mr. G. J. Cassell ✓
Mr. E. K. Lloyd
Mr. E. D. Reilly
Mr. J. E. Gerick
Mr. R. M. Thompson
Mr. Charles Lee
Records & Research Section, R/W Div.
County Commrs. of Cecil County (3)
Secretary's File
SRC-Cecil County

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JOHN B. FUNK
MONDAY, JUNE 29, 1964
* * *

On recommendation of Chief Engineer Fisher in letter of June 23, 1964, Chairman and Director Funk executed duplicate copies of the following agreement dated June 29, 1964, by and between the State Roads Commission of Maryland, therein referred to as "Commission," party of the first part, and the County Commissioners of Cecil County, Maryland, therein referred to as "County Commissioners," party of the second part, covering transfer to the County Commissioners for maintenance purposes of 0.53 mile of Md. Route 316, from the Baltimore and Ohio Railroad bridge at Barksdale northerly to the end of State maintenance (not including Baltimore and Ohio Railroad Bridge #7054). Said agreement had been executed previously by John R. Dickerson, President, County Commissioners of Cecil County, approved by Chief Engineer Fisher and approved as to form and legal sufficiency by Special Attorney Seymour:

MD 316
Assigned to Co. 444

"THIS AGREEMENT made this 29th day of June, 1964, by and between the State Roads Commission of Maryland, hereinafter referred to as 'Commission,' party of the first part, and the County Commissioners of Cecil County, Maryland, hereinafter referred to as 'County Commissioners,' party of the second part.

WHEREAS, under authority contained in Section 79 of Article 89B of the Annotated Code of Maryland, the State Roads Commission of Maryland is empowered to transfer State Highways or portions thereof to the Governing Bodies of the several Counties and/or Towns of Maryland, for maintenance purposes, and

WHEREAS, the Commission, party of the first part, has agreed to transfer the following described section of road, constructed by the Commission, to the County Commissioners, party of the second part, and the County Commissioners have agreed to accept same for maintenance purposes as part of the County Highway System.

NOW, THEREFORE, THIS AGREEMENT WITNESSETH that for and in consideration of the sum of \$1.00 and other good and valuable considerations, the receipt whereof is hereby acknowledged, the Commission, party of the first part, does hereby transfer to the County Commissioners, and the County Commissioners, party of the second part, do hereby accept from the Commission the following described section of State constructed road for maintenance purposes, as part of the County Highway System:

6/29/64

Maryland Route 316 - from the Baltimore and Ohio Railroad bridge at Barksdale northerly to the end of State Roads maintenance, a total distance of 0.53 mile. (This road transfer does not include the Baltimore and Ohio Railroad bridge No. 7054).

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

1. The effective date for the transfer of this section of road is upon complete approval and execution of this agreement.
2. The foregoing mileage will be included in the inventory as of December 1, 1964.
3. The basis for the allocation of funds will include the additional County mileage in the allocation to the County Commissioners beginning July 1, 1965.
4. The transfer of said Road is made on an 'As-is-Basis' which pertains to the existing rights of way and to the existing condition of the Road involved, including all appurtenances.

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

transfer of the property to the State of New York. The transfer of the property to the State of New York is subject to the approval of the State of New York. The transfer of the property to the State of New York is subject to the approval of the State of New York.

It is the policy of the State of New York to transfer the property to the State of New York. The transfer of the property to the State of New York is subject to the approval of the State of New York. The transfer of the property to the State of New York is subject to the approval of the State of New York.

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4. The property of the State of New York is subject to the approval of the State of New York. The transfer of the property to the State of New York is subject to the approval of the State of New York. The transfer of the property to the State of New York is subject to the approval of the State of New York.

IN WITNESS WHEREOF, the parties have signed their names and the State of New York has caused its seal to be hereunto set, this 1st day of January, 1961.

RECEIVED

JUL 7 1964

PLANNING & PROGRAMING

Copy: Mr. A. S. Gordon
Mr. D. H. Fisher (2)
Mr. W. E. Woodford, Jr.
Mr. C. A. Goldeisen
Mr. L. E. McCarl
Mr. F. P. Scrivener (2)
Mr. L. C. Moser (2)
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Mr. R. M. Thompson
Mr. Charles Lee
Records & Research Section, R/W Div.
County Commrs. of Cecil County (3)
Secretary's File
SRC-Cecil County

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JOHN B. FUNK
MONDAY, JUNE 29, 1964
* * *

WAS Co 261
Assigned
MD 279

On recommendation of Chief Engineer Fisher in letter of June 23, 1964, Chairman and Director Funk executed duplicate copies of the following agreement dated June 9, 1964, by and between the County Commissioners of Cecil County, Maryland, therein referred to as "County Commissioners," party of the first part, and the State Roads Commission of Maryland, therein referred to as "Commission," party of the second part, covering transfer to the Commission for maintenance purposes of 0.53 mile of Newark Avenue, from Md. Route 279 to Md. Route 280, near the town of Elkton. Said agreement had been executed previously by John R. Dickerson, President, County Commissioners of Cecil County, Maryland, approved by Chief Engineer Fisher and approved as to form and legal sufficiency by Special Attorney Seymour:

"THIS AGREEMENT made this 9th day of June, 1964, by and between the County Commissioners of Cecil County, Maryland, hereinafter referred to as 'County Commissioners,' party of the first part, and the State Roads Commission of Maryland, hereinafter referred to as 'Commission,' party of the second part.

WHEREAS, under authority contained in Section 79 of Article 89B of the Annotated Code of Maryland, the Governing Bodies of the several Counties are empowered to transfer County Roads and/or Town Streets or portions thereof, to the State Roads Commission of Maryland as part of the State Roads System, and

WHEREAS, the County Commissioners, party of the first part, have agreed to transfer the following described section of road to the Commission, party of the second part, the Commission has agreed to accept same for maintenance purposes, as part of the State Roads System.

NOW, THEREFORE, THIS AGREEMENT WITNESSETH that for and in consideration of the sum of \$1.00 and other good and valuable considerations, the receipt whereof is hereby acknowledged, the County Commissioners, party of the first part, do hereby transfer to the Commission, and the Commission, party of the second part, does hereby accept from the County Commissioners the following described section of County road for maintenance purposes, as part of the State Roads System:

6/29/64

Newark Avenue - from Maryland Route 279 to Maryland Route 280, near the town of Elkton, a total distance of 0.53 mile.

IT IS UNDERSTOOD AND AGREED between the parties hereto that the change in the status of the foregoing section of County highway is authorized under the following conditions:

1. The effective date for the transfer of this section of road is upon complete approval and execution of this agreement.
2. The foregoing mileage will be excluded from the inventory as of December 1, 1964.
3. The basis for the allocation of funds will exclude the mileage of County Road in the allocation to the County Commissioners beginning July 1, 1965.
4. The transfer of said Road is made on an 'As-is-Basis' which pertains to the existing rights of way and to the existing condition of the Road involved, including all appurtenances.

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

1. The following information was received from the Bureau of the Census, Washington, D.C., on July 1, 1964:

2. The following information was received from the Bureau of the Census, Washington, D.C., on July 1, 1964:

3. The following information was received from the Bureau of the Census, Washington, D.C., on July 1, 1964:

4. The following information was received from the Bureau of the Census, Washington, D.C., on July 1, 1964:

5. The following information was received from the Bureau of the Census, Washington, D.C., on July 1, 1964:

6. The following information was received from the Bureau of the Census, Washington, D.C., on July 1, 1964:

7. The following information was received from the Bureau of the Census, Washington, D.C., on July 1, 1964:

8. The following information was received from the Bureau of the Census, Washington, D.C., on July 1, 1964:

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PLANNING & PROGRAMING

Copy: Mr. D. H. Fisher
Mr. C. A. Goldeisen
Mr. L. E. McCarl
Mr. M. M. Brodsky
Mr. C. R. Sharretts (2)
Mr. H. G. Downs (4)
Mr. M. D. Philpot (2)
Mr. A. L. Grubb (2)
Mr. H. G. Bowers
Mr. E. K. Lloyd

Mr. W. B. Duckett (2)
Mr. L. C. Moser (2)
Mr. G. N. Lewis, Jr. (8)
Mr. G. J. Cassell ✓
Mr. F. P. Scrivener (3)
Mr. C. S. Linville
Secretary's File
SRC-Cecil County
Contract Ce-404-5-220

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, MARCH 18, 1964

* * *

Subject to amendment by an exchange of letters between the parties thereto, to provide that the crossing shall not at any time be blocked, except by a moving train, the Commission approved and Chairman and Director Funk executed for and on behalf of the Commission triplicate copies of agreement dated December 18, 1963, by and between The Philadelphia, Baltimore and Washington Railroad Company, a body corporate, and The Pennsylvania Railroad Company, also a body corporate, for itself and as lessee of the said 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 "Commission," wherein, in connection with the Commission's proposed construction of Md. Route 276 from Md. Route 269 to Md. Route 273, in Cecil County (Contract Ce-404-5-220), which will cross the Railroad's Octoraro Branch at grade at Valuation Station 2116+39.54 near Rising Sun, Maryland, the Railroad, insofar as it has a legal right and its present title permits, grants the use, right, liberty and privilege of construction and maintenance by the Commission, at its sole cost and expense, of a public highway, at grade, over and across the right of way and track of the Railroad at the aforesaid location, and also grants unto the Commission, without charge, an easement for highway purposes through property of the Railroad (shown on SRC Plats Nos. 22446 and 22447, attached thereto and made a part thereof), all subject to the terms, limitations, covenants and agreements more fully set forth therein. The agreement further provides that because of the nature and limited amount of Railroad traffic, automatic highway-railroad flashing light signal protection will not be required at this time; however, if in the future such protection becomes necessary, the Railroad, at Commission expense, shall furnish, install, operate and maintain such devices.

Said agreement had been executed previously by the Railroads, approved by Chief Engineer Fisher and approved as to form and legal sufficiency by Special Attorney Puderbaugh.

Rescinded
See minutes dated 9-9-64

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MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JOHN B. FUNK
MONDAY, JANUARY 13, 1964

On request of the County Commissioners of Cecil County, and on recommendation of District Engineer Sharretts, concurred in by Chief Engineer Fisher, Chairman and Director Funk accepted the following roads for maintenance as part of the County Roads System of Cecil County.

Road Condition Survey Reports submitted by Mr. Sharretts indicate that these sections of roads have been accepted and recorded by the County Commissioners of Cecil County, providing for proposed right of way widths as set forth below:

<u>Road</u>	<u>Length</u>	<u>County Key Map No.</u>	<u>Election District</u>	<u>Proposed R/W Width</u>
Cabin John Road, from Rt. 282 North and Cabin John Road East	1.2 mi.	Co. 302 37	1	40 ft.
Knollwood Sub-Division Road, from Locust Point Road East	0.50 mi.	91	3	40 ft.
West Thomson Drive, from U. S. Route 40 North	243 ft.	92	3	60 ft.
Jarmon Road, from U. S. Route 40 North	350 ft.	93	3	60 ft.
Malbourne Blvd., from U. S. Route 40 North	490 ft.	94	3	60 ft.
Chestnut Drive, from F. Woods Road North	0.50 mi.	34	4	60 ft.
Jane Street, from George Cox Road East	850 ft.	50	6	40 ft.

Copy: Co. Commrs. of Cecil County
Mr. D.H. Fisher
Mr. R. J. Hajzyk
Mr. G. W. Cassell
Mr. L. E. McCarl
Mr. C. A. Goldstein (2)
Mr. C. R. Sharretts (2)
Mr. F. P. Scribner
Denton Office
Mr. H. M. Brodsky
Mr. G. N. Lewis, Jr.
Mr. H. G. Downs
SRC-Cecil County

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PLANNING & PROGRAMING

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JOHN B. FUNK
WEDNESDAY, DECEMBER 19, 1962
* * *

N/E EXPWY.

STRUCTURES

Chairman and Director Funk executed agreement, in quadruplicate, dated November 14, 1962, by and between the State Roads Commission of Maryland, acting for the State of Maryland, therein called "State," party of the first part, and The Philadelphia, Baltimore and Washington Railroad Company, a body corporate, and The Pennsylvania Railroad Company, a body corporate, Lessee of The Philadelphia, Baltimore and Washington Railroad Company, therein collectively called "Railroad," parties of the second part, wherein the Railroad, insofar as it has power and title so to do, grants and conveys, subject to the agreements and reservations therein set forth, unto the State of Maryland, to the use of the State Roads Commission of Maryland, the perpetual right and easement to construct, use, maintain, repair and renew two overhead highway bridges over and across property and operating facilities of the Railroad situated approximately 2.5 miles north of Elkton, Maryland, within that parcel of land described in "Exhibit A" and shown on plat marked "Exhibit B," entitled "State Roads Commission of Maryland--Northeastern Expressway--Plat #27568," dated September 14, 1962, both attached thereto and made a part thereof (R/W File NE-566, Contract NE-110).

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

Copy: Mr. D. H. Fisher
Mr. C. A. Goldeisen
Mr. H. G. Downs (4)
Mr. L. E. McCarl
Mr. H. C. Bowers
Mr. R. E. Jones
Mr. C. S. Linville
Mr. M. M. Brodsky
Mr. N. L. Smith, Jr.
Mr. C. R. Sharretts (2)
Mr. M. D. Philpot (2)

Mr. A. L. Grubb (2)
Mr. L. C. Moser (2)
Mr. G. N. Lewis, Jr. (8)
Mr. E. K. Lloyd
Mr. G. W. Cassell ✓
J. E. Greiner Company
Secretary's File
Contract NE-110
N.E. Expressway-Binder
SRC-Cecil County

September 11, 1962

Northeastern Expressway
Pennsylvania Railroad Agreement
Elkton, Maryland

THIS AGREEMENT, executed in quadruplicate, made and entered into this 14th day of November, 1962, by and between the STATE ROADS COMMISSION OF MARYLAND, acting for the State of Maryland, hereinafter generally called "State", party of the first part, and THE PHILADELPHIA, BALTIMORE AND WASHINGTON RAILROAD COMPANY, a body corporate, and THE PENNSYLVANIA RAILROAD COMPANY, a body corporate, Lessee of THE PHILADELPHIA, BALTIMORE AND WASHINGTON RAILROAD COMPANY, hereinafter generally collectively called "Railroad", parties of the second part, witnesseth:

WHEREAS, pursuant to law, the State is undertaking to construct a toll express highway, hereinafter generally referred to as "Northeastern Expressway", from proposed Whitemarsh Boulevard, Baltimore County, Maryland and proceeding in a northeasterly direction between U. S. Route 40 and U. S. Route 1 to a point at or near the boundary line between the State of Maryland and the State of Delaware; and

WHEREAS, construction of the said Northeastern Expressway, on the alignment adopted, will cross over certain parts of the property and operating facilities of Railroad in the vicinity of a point approximately two and five-tenths (2.5) miles north of Elkton, Maryland, which highway crossing will provide for a new highway facility solely for the improvement of highway traffic services and the benefit to the Railroad will be zero; and

WHEREAS, State and Railroad, pursuant to certain preliminary discussions, desire to enter into an agreement setting forth the terms and conditions under which the said highway crossing shall be constructed and maintained, and the provisions for such alteration of Railroad facilities which may be required for said highway crossing.

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

1. Grant of Easement - The Railroad, insofar as it has power and title so to do, hereby grants and conveys, subject to the agreements and reservations hereinafter set forth, unto the State of Maryland, to the use of the State Roads Commission of Maryland, its successors and assigns, the perpetual right and easement to construct, use, maintain, repair, and renew two (2) overhead highway bridges over and across that portion of the property and operating facilities of Railroad situated within that parcel of land described in "Exhibit A", attached hereto and made a part hereof, and shown on a plat marked "Exhibit B", entitled "State Roads Commission - Northeastern Expressway - Plat No. 27568 dated September 14, 1962, attached hereto and made a part hereof, said bridges being at the location and with the approximate horizontal and vertical clearances from existing railroad tracks shown on "Exhibit C", entitled "Northeastern Expressway - Over Pass at Pennsylvania Railroad - General Plan and Elevation dated February 1962, attached hereto and made a part hereof, and to be constructed as hereinafter provided.

2. Reservation of Rights - The grant of the foregoing easement to the State is made expressly subject to the reservation in the Railroad of all rights and interest in and to the land covered by said easement, not inconsistent with said easement, including, without limitation thereto, the right to construct, maintain, repair, renew, enlarge, alter, use, operate, and remove a track or tracks, power, trolley, communication, and signal lines, and all conduits, pipes, wires, divices, poles, guides, anchors, accessories, works, and appurtenances, and any other structure or facility.

3. Reverter - Upon cessation of the use by the State of the right and easement for such bridges, said right and easement shall cease and terminate and the Railroad shall thenceforth hold its land and property as if the right and easement had never been granted; and the State shall remove, at its own cost and expense, the said two overhead bridges, including all appurtenances thereto, from said land and restore said land substantially to its present condition, if requested so to do by the Railroad.

4. Structure - The said two overhead highway bridges shall consist of single structures, each to carry a three-lane roadway with provisions for widening on the median side to four lanes in the future. It being further understood that State shall have the right under the terms of this agreement to widen, at some future date, the structures to carry four-lane roadways. All of the above-mentioned construction shall be accomplished in such a manner that all the permanent portions of the aforementioned structures shall lie within the limits of that parcel of land described in "Exhibit A", a part hereof, and shall be located as shown on "Exhibit C", a part hereof.

5. Drainage - (A) State will provide, maintain, and renew all necessary drainage and drainage structures for the said two overhead bridges and for the highway thereover, and for all related structures, slopes, walls, embankments, and paths and shall protect the Railroad's property from any

flow, washing, diversion, overflow, or discharge of waters, mud, silt, dirt, oil, waste, noxious substance, or the like, or other materials, onto the Railroad's property therefrom; provided that the State may introduce into the Railroad's existing drainage system, in accordance with plans and specifications satisfactory to, and approved by the Chief Engineer of the Railroad, so much drainage waters from the said two overhead bridges lying within the vicinity of Railroad's property as will not overload the existing system, provided further that, if in the judgment of the Chief Engineer of the Railroad, such introduction will overload the existing system, the State will, at no cost to the Railroad, either enlarge and improve that system in a manner satisfactory to the Chief Engineer of the Railroad or, in the alternative, if no method is deemed satisfactory by the Chief Engineer of the Railroad, State will not make such introduction. If the drainage structures provided by the State shall prove to be inadequate to protect the property and facilities of the Railroad from water flowing onto the same, either directly or indirectly as a result of the said two overhead bridges, such changes shall be made by the State, at its sole cost and expense, in the drainage structures, as shall be mutually agreed upon by the State and the Railroad in order to provide proper and sufficient drains and drainage facilities to carry off such water from the Railroad's property and facilities.

(B) The State agrees to preserve all existing surface or subsurface drainage systems on the Railroad's property, insofar as is possible, in construction of the said two overhead bridges. Wherever it becomes necessary to change or relocate said drainage systems, such changes or relocations as may be necessary to properly drain the Railroad's property shall be made by the State at no cost to Railroad and in a manner which is satisfactory to the Chief Engineer of the Railroad.

6. Plans and Specifications - Preliminary and final detailed plans and specifications for the said two overhead bridges, including drainage, shall be prepared by the State; such plans and specifications to be subject to the approval of the Railroad's Chief Engineer, to the extent Railroad's interest is affected thereby. The Railroad shall prepare all detailed plans and specifications for the relocation or alteration of any railroad facilities required hereunder; such plans and specifications to be subject to the approval of the State, to the extent its interest is affected thereby. The final detailed plans and specifications may be revised, supplemented, or modified only upon mutual approval of the State and the Chief Engineer of the Railroad.

7. Relocation of Railroad Facilities - The Railroad agrees to relocate and/or alter, or to cause to be relocated and/or altered, temporarily and/or permanently, its power, trolley, communication, and signal lines, wires, pipes, conduits, poles, anchors, facilities, and equipment, excluding tracks, to the extent reasonably necessary for the proper construction of the said two overhead bridges. The Railroad shall proceed with reasonable promptitude and diligence, subject to proper coordination by the State or its contractors, to perform, or have performed, such work. Such relocation and alteration shall be performed in accordance with plans and specifications prepared and approved as aforesaid. The Railroad's work may be performed with its own forces on a force account basis, by contract (awarded by the Railroad), or by a combination of both. The Railroad and the State agree that any aerial wire crossing under the bridge structures shall be constructed to conform to the requirements of the Public Utility Policy for Expressways and Controlled Access Arterial Highways or to the requirements for the highest grade of construction for main line railroads as specified in the National Electrical Safety Code, whichever requires the higher grade of construction.

8. Construction of Bridges - The State shall forthwith construct or cause to be constructed the said two overhead bridges, including abutments, piers, supporting structures, drainage facilities, and all other parts and appurtenances of said bridges including the highway and curbs thereover and the approaches thereto. Such construction shall be performed in accordance with plans and specifications prepared and approved as aforesaid. The State shall keep the Chief Engineer of the Railroad informed of its progress, and shall coordinate its work with the work by or for the Railroad in relocating and/or altering the railroad facilities.

9. Safety and Traffic Continuity - All work to be done by the State or its contractor or contractors on or over or about the Railroad's right-of-way or property in the construction, maintenance, repair, renewal and removal of the said two overhead bridges shall be done at such reasonable times and in such reasonable manner as shall be satisfactory to the Chief Engineer of the Railroad and so as not to interfere with, or endanger the movement of trains or traffic upon the tracks of the Railroad. Any temporary structures shall have adequate shields to protect the railroad facilities beneath. The State agrees, and shall require its contractor or contractors to agree, to take all necessary precautions and care to protect railroad traffic and to avoid accident, damage to, or delay of, or interference with the Railroad's trains or other property. No explosive of any nature which will create a hazard to the railroad facilities shall be used in the construction of the overhead bridge or its approaches. It is the intent hereof that the safety and continuity of operation of the traffic of the Railroad shall be of the first importance and shall at all times be protected and safeguarded, and that the contractors shall arrange their work accordingly. Any approvals of the Chief Engineer of the Railroad will not be considered as a release from responsibility for any damage to the Railroad by acts of the Contractors, or those of their employees.

10. Protective Employees - Any watchmen, flagmen, trackmen, bridge and building inspectors, trainmen, or other employees deemed necessary by the Railroad during construction or during the maintenance or removal or repair of said bridges to protect or safeguard railroad traffic shall be provided by the Railroad and the cost thereof shall be borne by the State. It is agreed, however, that the providing of such watchmen, flagmen, trackmen, bridge and building inspectors, trainmen, or other employees by the Railroad and other precautions taken, either by the Railroad or the State as a consequence of the work of the contractor or contractors, shall not relieve said contractors or their insurers of any liability for injury or damage arising in connection with their operations.

11. Insurance - Before any work on the project is commenced, the State agrees to require its contractor to procure the following kinds and amounts of insurance and keep same in full force and effect until all work required for the construction of the improvement has been completed and accepted:

(A) CONTRACTOR'S PUBLIC LIABILITY AND PROPERTY DAMAGE INSURANCE -

Limits not less than \$250,000/1,000,000 for Bodily Injury and \$500,000 for Property Damage.

(B) CONTRACTOR'S PROTECTIVE PUBLIC LIABILITY AND PROPERTY DAMAGE INSURANCE -

If any part of the work is to be performed by a subcontractor, the prime Contractor shall carry in his own behalf insurance of same limits as set forth in paragraph (A).

(C) RAILROAD PROTECTIVE PUBLIC LIABILITY AND PROPERTY DAMAGE LIABILITY INSURANCE -

Limits not less than \$250,000/1,000,000 for Bodily Injury and \$500,000 for Property Damage. This policy shall name THE PENNSYLVANIA RAILROAD COMPANY and THE PHILADELPHIA, BALTIMORE & WASHINGTON RAILROAD COMPANY as "The Insured" to comply with the Standard Uniform Policy for Railroad Protective Liability and Property Damage Liability Insurance developed and adopted in 1958 by the A.A.S.H.O. - A.A.R.

The original of Policy (C) and certificates of (A) and (B) must be furnished to and approved by the Railroad. Contractor will not be permitted on Railroad property until Insurance Policy (s) have been approved. Policies, Certificates of Insurance, Notices of Cancellation, etc., are to be sent by the Contractor direct to the Engineering Officer of the Railroad. The Contractor and his insurance representative must reconcile all policy requirements to the satisfaction of the Railroad and the State.

12. Support of Land and Erection Procedure - State agrees that it will provide and maintain adequate and sufficient slopes and supports so that there will be no loss of support for, nor landslides into, nor collapse of, the land of the Railroad and of the tracks, structures, and other railroad facilities thereon by reason of the construction, maintenance, repair, use, renewal, or removal of the said two overhead bridges and related structures, to the end that the Railroad may be able to use its lands under and adjacent to the said bridges for any proper and legal use.

All plans for falsework, rigging, bracing, forms or other structures on or over Railroad property, including removal of the existing bridge, shall be submitted to and approved by the Chief Engineer of Railroad or his representative before this work is started.

13. Clearances of Temporary Structures - All falsework, rigging, bracing, forms, or other structures that may be erected shall provide such minimum clearances as shall be prescribed by the Chief Engineer of the Railroad, and shall be constructed and maintained in a safe condition at all times during the construction of the said bridges.

14. Cleaning up Property - The State shall remove or shall require its contractor or contractors to remove, before final payment to them, from within the limits of the Railroad right-of-way, all machinery, equipment, surplus materials, falsework, rubbish, or temporary buildings and other property of the State or its contractor or contractors used in connection with the project but not incorporated in said bridges and appurtenances as a part

thereof, and shall leave the right-of-way and property of the Railroad in a condition at least equivalent to that existing at the beginning of construction.

15. Maintenance and Repair - The State agrees, at its own expense, to maintain, repair, and renew the bridges, piers, abutments, approaches, substructures, curbs, and roadways over the same and the drainage system in connection with the same and all related structures and appurtenances, all of which shall be the property of the State, the State agreeing to keep said bridges in a suitable, safe, and secure condition so as not to impede, jeopardize, or interfere with the full free and safe use, operation, and enjoyment by Railroad of its railroad or its appurtenances and property as same may now or hereafter exist, and in any event shall make such repairs and renewals as may be reasonably necessary to keep the bridges in such suitable, safe, and secure condition. Railroad agrees that, after completion of the work to be done by or for it with respect to its railroad facilities, as a result of construction of the said two overhead bridges and acceptance thereof, the State shall not thereafter be responsible for the maintenance, repair, and renewal of railroad facilities, including but not being restricted to, tracks and power, trolley, communication, and signal lines, and facilities which may have been affected or relocated by reason of construction of said bridges. In event the said bridges and approaches and/or other highway facilities are damaged by derailment, accidents or collisions, due to the use of the railroad, the State shall make the repairs necessary to restore said facilities to their former condition and the Railroad shall reimburse the State for the full actual cost of such repairs. In the event, however, that said facilities are damaged by reason of collisions and/or accidents arising out of use of said highway, the State shall at its own cost and expense make the repairs necessary to restore aforesaid facilities to their former condition, all at no cost to the Railroad.

16. Costs and Payments - State shall pay all costs and expenses of the construction, maintenance, repair, and renewal of said bridges, in-

cluding the approaches, supports, highway, curbs, paving, embankments, walls, foundations, drainage system and related structures thereof, and also including the cleaning up of the premises upon completion of the project.

State agrees to make the following payments to the Railroad:

(A) State shall pay the Railroad, within thirty (30) days hereof, the sum of Two hundred and fifty and 00/100 Dollars for the rights and easements herein granted.

(B) The State shall reimburse the Railroad for costs and expenses incurred by the Railroad by reason of the construction, maintenance, repair, and renewal of the bridges, which costs and expenses shall include the costs of all alterations and relocation of any railroad facilities by the Railroad or its contractors, of the surveys by the Railroad, of the preparation of the plans, estimates, and specifications by the Railroad, of engineering by the Railroad, of inspection by the Railroad during the progress of the work, of all watchmen, flagmen, trackmen, bridge and building inspectors, trainmen, or other employees used by the Railroad to protect or safeguard railroad traffic, of all materials furnished by the Railroad, of all equipment supplied by the Railroad, and of all transportation of materials and equipment by the Railroad. Said costs shall exclude alteration and relocation of Railroad facilities by State Roads Commission Contractors. Those costs which are reimbursable to the Railroad shall be allowed subject to the following rules:

- (i) The wages, salaries, and traveling expenses of Railroad employees shall exclude wages paid to general supervisory personnel but shall include: (1) an amount equal to fifteen (15) per cent of the allowable wages, salaries, and traveling expenses of other personnel in lieu of the costs, supervision, and administration; (2) an amount equal to five (5) per cent of such allowable wages and salaries, representing vacation allowance; (3) an amount equal to two (2) per cent of such allowable wages and salaries, representing paid holidays; (4) an amount equal to all taxes, Federal and State, paid by the Railroad based on such allowable wages and salaries; and (5) an amount equal to a pro rata share of contributions by the Railroad to health and welfare and pension funds with respect to employees included thereunder.

- (ii) The costs of material furnished by the Railroad shall include a "stores expense" at the rate of twelve (12) per cent of the value of the materials furnished by the Railroad's stores department and a "purchase expense" at the rate of one (1) per cent of the cost of materials furnished through the Railroad's Purchasing Agent; representing costs of handling, supervision, and administration.
- (iii) The rental rates for any equipment supplied by the Railroad (including tools, machinery, locomotives, work trains, rolling stock, and roadway machines) shall be the rental rates set forth in "General Manager's Association Schedule of Equipment Rental", dated May 1, 1955, or, if not set forth therein, then at rental rates to be mutually agreed upon by the State and the Railroad.
- (iv) The costs of transportation of materials and equipment over the Railroad's lines shall be calculated at the rate of one (1) per cent net ton-mile and at actual cost for all other transportation, it being understood that the cost of transporting railroad material shall not exceed the cost of transporting the same from the nearest available location.
- (v) The costs shall include the cost of Workmen's Compensation or Employers' Liability Insurance and Federal Employer's Liability, Fire Insurance, Public Liability, Owner's and Contractor's Contingent Liability and Property Damage Insurance; all applicable taxes levied on any materials purchased for the work; and the costs of permits, and license fees.
- (vi) All costs arising under any subcontracts made by the Railroad for any portion of the work shall be allowable provided said subcontract has been authorized by the Chief Engineer of the Railroad and approved by the State. In the case of any subcontracts in favor of Gibbs and Hill, Incorporated for preparation of plans for changes in the Railroad electric traction facilities, the State shall reimburse the Railroad for an additional amount equal to 10 per cent of all the charges of said sub-contractor.
- (vii) Such other items of expense as the State and the Chief Engineer of the Railroad mutually agree to.

The State shall reimburse the Railroad as aforesaid within thirty (30) days after the submission by the Railroad to the State of certified detailed statements of the actual allowable costs based upon auditable records which shall be made available to the State. The Railroad shall, insofar as possible, remit such statements on a monthly basis. If any items of costs are disputed, payment shall not be withheld on undisputed items.

State agrees that, prior to final payment to its contractors with respect to the work contemplated in this Agreement, it will check with the Railroad concerning the work performed or to be performed by such contractors and concerning any labor, materials, or transportation supplied by the Railroad to such contractor. Final settlement with contractor (s) shall be contingent upon showing that the Railroad has been reimbursed for such services furnished.

17. Notices, Approvals, etc. - Wherever notices, approvals, instructions, and the like are to be given under this Agreement to or by the Chief Engineer of the Railroad, this shall be deemed to mean Chief Engineer of The Pennsylvania Railroad Company or any person designated by him. Similarly, wherever notices, approvals, instructions, and the like are to be given to or by the State, State shall mean the Chairman of the State Roads Commission of Maryland, or any person designated by him.

18. Successors and Assigns - The terms and provisions of this Agreement shall inure to the benefit of, and be binding upon, the successors and assigns of all parties hereto.

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

THE PHILADELPHIA, BALTIMORE AND
WASHINGTON RAILROAD COMPANY

ATTEST:

Alvin Bahr
ASSISTANT Secretary

by [Signature]
Vice President

ATTEST:

THE PENNSYLVANIA RAILROAD COMPANY

[Signature]
ASST. TO THE Secretary

by [Signature]
Regional Manager
Lessee of The Philadelphia,
Baltimore and Washington
Railroad Company

ATTEST:

STATE ROADS COMMISSION OF MARYLAND

[Signature]
Secretary

by [Signature]
Chairman-Director

Approved as to form and legal sufficiency this 17th day of

Dec., 1967.

[Signature]
Special Assistant Attorney General
of Maryland

COMMONWEALTH OF PENNSYLVANIA)
COUNTY OF MONTGOMERY) ss:
~~CITY OF PHILADELPHIA~~)

I HEREBY CERTIFY that, on this 4th day of December,
1962, before me, the subscriber, a Notary Public of the Commonwealth of
Pennsylvania, in and for the County and City aforesaid, personally appeared
J. P. NEWELL, Vice President of THE PHILADELPHIA,
BALTIMORE AND WASHINGTON RAILROAD COMPANY, and acknowledged the foregoing
Agreement to be the corporate act and deed of the said THE PHILADELPHIA,
BALTIMORE AND WASHINGTON RAILROAD COMPANY.

AS WITNESS my hand and Notarial Seal.

Stephen G. Lowe
Notary Public
Lower Merion Township
Montgomery County, Pa.

My Commission Expires:

July 2, 1965

STATE OF MARYLAND) ss:
CITY OF BALTIMORE)

I HEREBY CERTIFY that, on this 14th day of November,
1967, before me, the subscriber, a Notary Public of the State of Maryland,
in and for the City aforesaid, personally appeared G. M. Smith,
Regional Manager of THE PENNSYLVANIA RAILROAD COMPANY, and acknowledged the
aforegoing Agreement to be the corporate act and deed of the said THE PENNSYLVANIA
RAILROAD COMPANY.

AS WITNESS my hand and Notarial Seal.

Robert L. Smith

STATE OF MARYLAND) ss:
CITY OF BALTIMORE)

I HEREBY CERTIFY that, on this 19th day of December,
196 2, before me, the subscriber, a Notary Public of the State of Maryland,
in and for Baltimore City, personally appeared John E. Funk
_____, Chairman-Director of the STATE ROADS COMMISSION
OF THE STATE OF MARYLAND, and he acknowledged the foregoing Agreement to be
the act and deed of the STATE ROADS COMMISSION OF THE STATE OF MARYLAND,
acting for the State of Maryland.

AS WITNESS my hand and Notarial Seal.

Frank J. Pashinski
Notary Public

My Commission Expires:

5/6/63

METES AND BOUNDS DESCRIPTION OF PROPERTY REPORTEDLY OWNED
 BY
 THE PHILADELPHIA, BALTIMORE AND WASHINGTON RAILROAD COMPANY AND LEASED TO
 THE PENNSYLVANIA RAILROAD COMPANY
 OVER AND ABOVE WHICH AN EASEMENT IS GRANTED TO MARYLAND
 STATE ROADS COMMISSION FOR HIGHWAY PURPOSES

Beginning for the same at a point in the proposed northern Right of Way Line of the Northeastern Expressway where it intersects the eastern title line of The Pennsylvania Railroad Company, lessee of The Philadelphia, Baltimore and Washington Railroad Company, said point being 150.00 feet distant northeasterly from Station 1006+31.66 on the surveyed and established Base Line of Right of Way of the Northeastern Expressway, the coordinates of said point of beginning as established by the State of Maryland Grid System being North 660,237.431 and East 1,138,908.090 and running thence along and binding on said eastern title line South 34 degrees 26 minutes 02 seconds West 324.42 feet to a point in the proposed southern Right of Way Line of the Northeastern Expressway 150.00 feet distant southwesterly from Station 1005+08.16 on the aforesaid Base Line of Right of Way, thence running along and binding on said proposed southern Right of Way Line North 77 degrees 56 minutes 28 seconds West 128.81 feet to a point in the aforesaid Right of Way Line 150.00 feet distant southwesterly from Station 1003+79.35 on the aforesaid Base Line of Right of Way; thence leaving said line and running North 41 degrees 17 minutes 02 seconds East 74.43 feet to a point 85.00 feet distant southwesterly from Station 1004+15.73 on the aforesaid Base Line of Right of Way; thence North 77 degrees 56 minutes 28 seconds West 174.76 feet to a point 85.00 feet distant southwesterly from Station 1002+40.97 on the aforesaid Base Line of Right of Way; thence South 41 degrees 17 minutes 02 seconds West 74.48 feet to a point in the aforesaid proposed South Right of Way Line 150.00 feet distant from Station 1002+04.59 on the aforesaid Base Line of Right of Way thence running along and binding on said line North 77 degrees 56 minutes 28 seconds West 56.10 feet to a point 150.00 feet southwesterly from Station 1001+48.49 on the aforesaid Base Line of Right of Way; thence leaving

said line and running North 41 degrees 17 minutes 02 seconds East 12.23 feet to a point 139.33 feet distant southwesterly from Station 1001+54.46 on the aforesaid Base Line of Right of Way; thence North 48 degrees 42 minutes 58 seconds West 50.00 feet to a point in the Western title line of The Pennsylvania Railroad Company, lessce of the Philadelphia, Baltimore and Washington Railroad Company, 114.92 feet from Station 1001+10.32 on the aforesaid Base Line of Right of Way thence running along and binding on said title line North 41 degrees 17 minutes 02 seconds East 303.56 feet to a point in the aforesaid proposed northern Right of Way Line 150.00 feet distant northeasterly from Station 1002+59.03 on the aforesaid Base Line of Right of Way; thence leaving said title line and running along and binding on said Right of Way Line South 77 degrees 56 minutes 28 seconds East 113.40 feet to a point 150.00 feet distant northeasterly from Station 1003+72.13 on the aforesaid Base Line of Right of Way; thence leaving said line South 41 degrees 17 minutes 02 seconds West 74.40 feet to a point 35.00 feet distant from Station 1003+36.05; thence South 77 degrees 56 minutes 28 seconds East 174.76 feet to a point 35.00 feet distant northwesterly from Station 1005+10.31 on the aforesaid Base Line of Right of Way; thence North 41 degrees 17 minutes 02 seconds East 74.40 feet to a point in the aforesaid proposed North Right of Way Line 150.00 feet distant northeasterly from Station 1005+47.19 on the aforesaid Base line of Right of Way; thence running along and binding on said northern Right of Way Line South 77 degrees 56 minutes 28 seconds East 34.47 feet to the point of beginning and containing 2.167 acres as shown on the accompanying Plat No. 27552.

Ad Exchange

MEMORANDUM OF ACTION OF STATE BOARD COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JOHN B. FUNK
TUESDAY, DECEMBER 11, 1962

NOV 10 1962

UNCLASSIFIED

On request of the County Commissioners of Cecil County, and on recommendation of District Engineer Sharretts, concurred in by Chief Engineer Fisher, Chairman and Director Funk accepted the following roads for maintenance as part of the County Roads System of Cecil County.

Road Condition Survey Reports submitted by Mr. Sharretts indicate that these roads have been accepted and recorded by the County Commissioners of Cecil County, providing for proposed right of way width as set forth below:

<u>Road</u>	<u>Length</u>	<u>Election District</u>	<u>Proposed Width</u>
Thomson Estates, from Route 7 toward Route 40	0.50 mi.	3	60'-150'
North Dogwood Road, from Dogwood Road North	0.40 mi.	3	33'
Indian Falls Development, from Indian Falls Road West	0.25 mi.	5	40'
Love Run, from Route 1 to Colore-Porters Bridge Road	0.80 mi.	6	50'

Copy: Mr. D. H. Fisher
Mr. R. J. Hajnyk
Mr. G. W. Cassell
Mr. G. B. Chaires
Mr. C. R. Sharretts (2)
Mr. F. P. Scrivener (2)
Mr. H. H. Brodsky
Mr. G. H. Lewis, Jr. (3)
Mr. H. G. Downs
Co. Commrs. of Cecil County
SBO-Cecil County

Copy: Mr. D. H. Fisher Mr. G. N. Lewis, Jr. (8) Mr. G. W. Cassell ✓
 Mr. R. J. Hajzyk Mr. C. L. Wannen Mr. E. D. Reilly
 Mr. C. A. Goldeisen Mr. J. E. Gerick Mr. M. D. Philpot (2)
 Mr. L. E. McCarl Mr. C. R. Sharretts (2) Mr. A. L. Grubb (2)
 Mr. G. B. Chaires Mr. H. G. Downs (4) Records & Research
 Mr. F. P. Scrivener Mr. E. K. Lloyd Sec. R/W Div.
 Mr. Rolph Townshend Mr. H. C. Bowers Co. Commissioners of
 Mr. L. C. Moser (2) Mr. F. V. Dreyer Cecil County
 Secretary's File
 SRC-Cecil County

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

On request of Cecil County and on recommendation of Chief Engineer Fisher, Chairman and Director Funk executed the following agreement in sextuplicate, dated July 31, 1962, by and between the State Roads Commission of Maryland, therein referred to as "Commission," and the County Commissioners of Cecil County, Maryland, therein referred to as "County Commissioners." Said agreement had previously been executed by the County Commissioners, approved as to form and legal sufficiency by Special Attorney C. C. Seymour.

"THIS AGREEMENT, made this 31st day of July, 1962, by and between the State Roads Commission of Maryland hereinafter referred to as "Commission," party of the first part and the County Commissioners of Cecil County, Maryland, hereinafter referred to as "County Commissioners" party of the second part.

WHEREAS, under authority contained in Section 79 of Article 89B of the Annotated Code of Maryland (1957 Edition), the "Commission" is empowered to transfer State Highways, or portions thereof, to the Governing Bodies of the Several Counties of Maryland, for maintenance purposes and;

WHEREAS, the hereinafter described portion of road was in previous years maintained by the "Commission" and more recently by mutual understanding maintained by the "County Commissioners" and;

WHEREAS the "County Commissioners" desire the execution of these presents to formally ratify the aforementioned understanding and to formally transfer to them all right, title and interest in said portion of road;

NOW, THEREFORE, THIS AGREEMENT WITNESSETH: That for and in consideration of the sum of One Dollar (\$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, ratify and confirm unto the "County Commissioners," party of the second part, all right, title and interest it may have in and to the following described section of highway:

Old Route 272, easterly and roughly parallel to existing Maryland Route 272 from approximately Station 15+10₊ to Station 26+50₊ as

Cecil County

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"shown on State Roads Commission's right-of-way plats numbers 3712 and 3713, copies of which are attached hereto and made a part hereof.

TOGETHER with any and all structures, privileges, easements, rights and appurtenances thereunto belonging or in anywise appertaining.

IN CONSIDERATION of the foregoing, the "County Commissioners" by the execution of these presents do formally accept the aforesaid section of highway into the County Road System.

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

ATTEST:

STATE ROADS COMMISSION OF MARYLAND

(Sgd.) C. R. Pease
Secretary

By (Sgd.) John B. Funk
Chairman and Director of Highways

APPROVED:

Approved as to form and legal
sufficiency

(Sgd.) David H. Fisher
Chief Engineer

(Sgd.) C. C. Seymour
Special Attorney

ATTEST:

COUNTY COMMISSIONERS OF CECIL COUNTY,
MARYLAND

(Sgd.) Harold Henderson
Chief Clerk to the Board
of County Commissioners

By (Sgd.) John R. Dickerson
President

Cecil County

There is a large amount of material in the files of the Department of the Interior, which is not being used in the present investigation.

The following is a list of the names of the persons who have been interviewed in the course of the investigation:

1. Mr. J. H. [Name] - [Address] - [City] - [State] - [Country]

2. Mr. J. H. [Name] - [Address] - [City] - [State] - [Country]

3. Mr. J. H. [Name] - [Address] - [City] - [State] - [Country]

4. Mr. J. H. [Name] - [Address] - [City] - [State] - [Country]

5. Mr. J. H. [Name] - [Address] - [City] - [State] - [Country]

6. Mr. J. H. [Name] - [Address] - [City] - [State] - [Country]

7. Mr. J. H. [Name] - [Address] - [City] - [State] - [Country]

8. Mr. J. H. [Name] - [Address] - [City] - [State] - [Country]

9. Mr. J. H. [Name] - [Address] - [City] - [State] - [Country]

10. Mr. J. H. [Name] - [Address] - [City] - [State] - [Country]

11. Mr. J. H. [Name] - [Address] - [City] - [State] - [Country]

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JOHN B. FUNK
THURSDAY, MARCH 29, 1962
* * *

MAR 30 1962

Geo. N. Lewis, Jr.
Director

Chairman and Director Funk executed agreement, in quintuplicate, dated January 31, 1962, by and between the State Roads Commission of Maryland, acting for the State of Maryland, therein generally called "State," party of the first part, and The Philadelphia, Baltimore and Washington Railroad Company, a body corporate, and The Pennsylvania Railroad Company, a body corporate, Lessee of The Philadelphia, Baltimore and Washington Railroad Company, therein generally collectively called "Railroad," parties of the second part, wherein the Railroad insofar as it has power and title so to do, grants and conveys, subject to the agreements and reservations therein set forth, unto the State of Maryland, to the use of the State Roads Commission of Maryland, its successors and assigns, the perpetual right and easement to construct, use, maintain, repair and renew the New Susquehanna River Bridge (Northeastern Expressway), over and across that portion of the property and operating facilities of the Railroad situated in Cecil County within that parcel of land described in Exhibit A, attached thereto, made a part thereof and shown on a plat marked Exhibit B, entitled "State Roads Commission - Northeastern Expressway - Plat No. 841-2," attached thereto and made a part thereof, said bridge being at the location and with the approximate horizontal and vertical clearances from existing railroad tracks shown on Exhibit C, entitled "Northeastern Expressway - Preliminary Plans, Susquehanna River Bridge," dated March 23, 1961 (Contract NE-107, R/W File NE-578).

The said agreement had previously been approved by J. H. Greiner Company, Consulting Engineer, and Chief Engineer Fisher, concurred in by Right of Way Division Chief Moser, approved as to form and legal sufficiency by Special Attorney C. C. Seymour, and executed by the Railroad.

Copy: Mr. D. H. Fisher
Mr. R. E. Jones
Mr. C. A. Goldeisen
Mr. L. E. McCarl
Mr. N. L. Smith, Jr.
Mr. C. R. Sharretts (2)
Mr. Rolph Townshend
Mr. C. L. Wannen
Mr. H. G. Downs (4)
Mr. M. D. Philpot (2)
Mr. H. C. Bowers

Mr. A. L. Grubb (2)
Mr. L. C. Moser (2)
Mr. G. N. Lewis, Jr. (8)
Mr. E. K. Lloyd
Mr. G. W. Cassell
Mr. C. S. Linville
J. E. Greiner Company
Secretary's File
Contract NE-107
Northeastern Expressway-Binder
SRC-Cecil County

Dec 20 1961

Northeastern Expressway
PRR Agreement
Susquehanna River Bridge

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THIS AGREEMENT, executed in quintuplicate, made and entered into this 31st day of January, 1962, by and between the STATE ROADS COMMISSION OF MARYLAND, acting for the State of Maryland, hereinafter generally called "State", party of the first part, and THE PHILADELPHIA, BALTIMORE AND WASHINGTON RAILROAD COMPANY, a body corporate, and THE PENNSYLVANIA RAILROAD COMPANY, a body corporate, Lessee of THE PHILADELPHIA, BALTIMORE AND WASHINGTON RAILROAD COMPANY, hereinafter generally collectively called "Railroad", parties of the second part, witnesseth:

WHEREAS, pursuant to law, the State is undertaking to construct a toll express highway, hereinafter generally referred to as "Northeastern Expressway", from proposed Whitemarsh Boulevard, Baltimore County, Md. and proceeding in a northeasterly direction between U. S. Route 40 and U. S. Route 1 to a point at or near the boundary line between the State of Maryland and the State of Delaware; and

WHEREAS, construction of the said Northeastern Expressway, on the alignment adopted, will cross over certain parts of the property and operating facilities of Railroad on the east bank of the Susquehanna River, known as the Columbia and Port Deposit Branch of the Philadelphia, Baltimore and Washington Railroad Company, in the vicinity of a point two and one-tenth (2.1) miles north of Perryville, Maryland; and

WHEREAS, the said Northeastern Expressway will cross the Susquehanna River and the property and operating facilities of Railroad on the east bank thereof by means of a high level, long span highway bridge, hereinafter generally referred to as the "New Susquehanna River Bridge", which highway crossing will provide for a new highway facility solely for the improvement of highway traffic services and the benefit to the Railroad will be zero.

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WHEREAS, the said New Susquehanna River Bridge may consist of a single structure to carry a four-lane roadway with provisions for widening to six lanes in the future, or said bridge may consist of a single structure to carry a six-lane roadway; and

WHEREAS, State and Railroad, pursuant to certain preliminary discussions, desire to enter into an agreement setting forth the terms and conditions under which the said highway crossing shall be constructed and maintained, and the provisions for such alteration of Railroad facilities which may be required for said highway crossing.

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

1. Grant of Easement - The Railroad, insofar as it has power and title so to do, hereby grants and conveys, subject to the agreements and reservations hereinafter set forth, unto the State of Maryland, to the use of the State Roads Commission of Maryland, its successors and assigns, the perpetual right and easement to construct, use, maintain, repair, and renew the New Susquehanna River Bridge over and across that portion of the property and operating facilities of Railroad situated within that parcel of land described in "Exhibit A", attached hereto and made a part hereof, and shown on a plat marked "Exhibit B", entitled "State Roads Commission - Northeastern Expressway - Plat No. 841-2", attached hereto and made a part hereof, said bridge being at the location and with the approximate horizontal and vertical clearances from existing railroad tracks shown on "Exhibit C", entitled "Northeastern Expressway - Preliminary Plans, Susquehanna River Bridge", dated March 28, 1961, attached hereto and made a part hereof, and to be constructed as hereinafter provided.

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2. Reservation of Rights - The grant of the foregoing easement to the State is made expressly subject to the reservation in the Railroad of all rights and interest in and to the land covered by said easement, not inconsistent with said easement, including, without limitation thereto, the right to construct, maintain, repair, renew, enlarge, alter, use, operate, and remove a track or tracks, power, trolley, communication, and signal lines, and all conduits, pipes, wires, devices, poles, guides, anchors, accessories, works, and appurtenances, and any other structure or facility.

3. Reverter - Upon cessation of the use by the State of the right and easement for the New Susquehanna River Bridge, said right and easement shall cease and terminate and the Railroad shall thenceforth hold its land and property as if the right and easement had never been granted; and the State shall remove, at its own cost and expense, said New Susquehanna River Bridge, including all appurtenances thereto, from said land and restore said land substantially to its present condition, if requested so to do by the Railroad.

4. Structure - The said New Susquehanna River Bridge may consist of a single structure to carry a four-lane roadway with provisions for widening to six lanes in the future, or, said bridge may consist of a single structure to carry a six-lane roadway. It being further understood that should State elect to construct a single structure to carry a four-lane roadway under its present construction program, State shall have the right under the terms of this agreement to widen, at some future date, the structure to carry a six-lane roadway. All of the above-mentioned construction shall be accomplished in such a manner that all the permanent portions of the aforementioned structures shall lie within the limits of that parcel of land described in "Exhibit A", a part hereof, and shall be located as shown on "Exhibit C", a part hereof.

5. Drainage - (a) State will provide, maintain, and renew all necessary drainage and drainage structures for the New Susquehanna River

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Bridge and for the highway thereover, and for all related structures, slopes, walls, embankments, and paths and shall protect the Railroad's property from any flow, washing, diversion, overflow, or discharge of waters, mud, silt, dirt, oil, waste, noxious substance, or the like, or other materials, onto the Railroad's property therefrom; provided that the State may introduce into the Railroad's existing drainage system, in accordance with plans and specifications satisfactory to, and approved by the Chief Engineer of the Railroad, so much drainage waters from the New Susquehanna River Bridge lying within the vicinity of Railroad's property as will not overload the existing system, provided further that, if in the judgment of the Chief Engineer of the Railroad, such introduction will overload the existing system, the State will, at no cost to the Railroad, either enlarge and improve that system in a manner satisfactory to the Chief Engineer of the Railroad or, in the alternative, if no method is deemed satisfactory by the Chief Engineer of the Railroad, State will not make such introduction. If the drainage structures provided by the State shall prove to be inadequate to protect the property and facilities of the Railroad from water flowing onto the same, either directly or indirectly as a result of the New Susquehanna River Bridge, such changes shall be made by the State, at its sole cost and expense, in the drainage structures, as shall be mutually agreed upon by the State and the Railroad in order to provide proper and sufficient drains and drainage facilities to carry off such water from the Railroad's property and facilities.

(b) The State agrees to preserve all existing surface or subsurface drainage systems on the Railroad's property, insofar as is possible, in construction of the New Susquehanna River Bridge. Wherever it becomes necessary to change or relocate said drainage systems, such changes or relocations as may be necessary to properly drain the Railroad's property shall be made by the State at no cost to Railroad and in a manner which is satisfactory to the Chief Engineer of the Railroad.

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6. Plans and Specifications - Preliminary and final detailed plans and specifications for said New Susquehanna River Bridge, including drainage, shall be prepared by the State; such plans and specifications to be subject to the approval of the Railroad's Chief Engineer, to the extent Railroad's interest is affected thereby. The Railroad shall prepare all detailed plans and specifications for the relocation or alteration of any railroad facilities required hereunder; such plans and specifications to be subject to the approval of the State, to the extent its interest is affected thereby. The final detailed plans and specifications may be revised, supplemented, or modified only upon mutual approval of the State and the Chief Engineer of the Railroad.

7. Relocation of Railroad Facilities - The Railroad agrees to relocate and alter, or to cause to be relocated and altered, temporarily and/or permanently, its power, trolley, communication, and signal lines, wires, pipes, conduits, poles, anchors, facilities, and equipment, excluding tracks, to the extent reasonably necessary for the proper construction of said New Susquehanna River Bridge. The Railroad shall proceed with reasonable promptitude and diligence, subject to proper coordination by the State or its contractors, to perform, or have performed, such work. Such relocation and alteration shall be performed in accordance with plans and specifications prepared and approved as aforesaid. The Railroad's work may be performed with its own forces on a force account basis, by contract (awarded by the Railroad), or by a combination of both. The Railroad and the State agree that any aerial wire crossing under the bridge structure shall be constructed to conform to the requirements of the Public Utility Policy for Expressways and Controlled Access Arterial Highways or to the requirements for the highest grade of construction for main line railroads as specified in the National Electrical Safety Code, whichever requires the higher grade of construction.

8. Construction of Bridge - The State shall forthwith construct or cause to be constructed said New Susquehanna River Bridge, including

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abutments, piers, supporting structures, drainage facilities, and all other parts and appurtenances of said bridge, including the highway and curbs thereover and the approaches thereto. Such construction shall be performed in accordance with plans and specifications prepared and approved as aforesaid. The State shall keep the Chief Engineer of the Railroad informed of its progress, and shall coordinate its work with the work by or for the Railroad in relocating or altering the railroad facilities.

9. Safety and Traffic Continuity - All work to be done by the State or its contractor or contractors on or over or about the Railroad's right-of-way or property in the construction, maintenance, repair, renewal and removal of said New Susquehanna River Bridge shall be done at such reasonable times and in such reasonable manner as shall be satisfactory to the Chief Engineer of the Railroad and so as not to interfere with, or endanger the movement of trains or traffic upon the tracks of the Railroad. Any temporary structures shall have adequate shields to protect the railroad facilities beneath. The State agrees, and shall require its contractor or contractors to agree, to take all necessary precautions and care to protect railroad traffic and to avoid accident, damage to, or delay of, or interference with the Railroad's trains or other property. No explosive of any nature which will create a hazard to the railroad facilities shall be used in the construction of the overhead bridge or its approaches. It is the intent hereof that the safety and continuity of operation of the traffic of the Railroad shall be of the first importance and shall at all times be protected and safeguarded, and that the contractors shall arrange their work accordingly. Any approvals of the Chief Engineer of the Railroad will not be considered as a release from responsibility for any damage to the Railroad by acts of the contractors, or those of their employees.

10. Protective Employees - Any watchmen, flagmen, trackmen, bridge and building inspectors, trainmen, or other employees deemed necessary by the Railroad during construction or during the maintenance

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or removal or repair of said bridge to protect or safeguard railroad traffic shall be provided by the Railroad and the cost thereof shall be borne by the State. It is agreed, however, that the providing of such watchmen, flagmen, trackmen, carpenters, trainmen, or other employees by the Railroad and other precautions taken, either by the Railroad or the State as a consequence of the work of the contractor or contractors, shall not relieve said contractors or their insurers of any liability for injury or damage arising in connection with their operations.

11. Insurance - Before any work on the project is commenced, the State agrees to require its contractor to procure the following kinds and amounts of insurance and keep same in full force and effect until all work required for the construction of the improvement has been completed and accepted:

(A) CONTRACTOR'S PUBLIC LIABILITY AND PROPERTY DAMAGE INSURANCE -

Limits not less than \$250,000/1,000,000 for Bodily Injury and \$500,000 for Property Damage.

(B) CONTRACTOR'S PROTECTIVE PUBLIC LIABILITY AND PROPERTY DAMAGE INSURANCE -

If any part of the work is to be performed by a subcontractor, the prime Contractor shall carry in his own behalf insurance of same limits as set forth in paragraph (A).

(C) RAILROAD PROTECTIVE PUBLIC LIABILITY AND PROPERTY DAMAGE LIABILITY INSURANCE -

Limits not less than \$250,000/1,000,000 for Bodily Injury and \$500,000 for Property Damage. This policy shall name THE PENNSYLVANIA RAILROAD COMPANY and THE PHILADELPHIA, BALTIMORE & WASHINGTON RAILROAD COMPANY as "The Insured" to comply with the Standard Uniform Policy for Railroad Protective Liability and Property Damage Liability Insurance developed and adopted in 1958 by the A.A.S.H.O. -A.A.R.

The original of Policy (C) and certificates of (A) and (B) must be furnished to and approved by the Railroad. Contractor will not be permitted on Railroad property until Insurance Policy (s) have been approved. Policies, Certificates of Insurance, Notices of Cancellation, etc., are to be sent by the Contractor direct to the Engineering Officer of the Railroad. The Contractor and his insurance representative must reconcile all policy requirements to the satisfaction of the Railroad and the State.

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12. Support of Land and Erection Procedure - State agrees that it will provide and maintain adequate and sufficient slopes and supports so that there will be no loss of support for, nor landslides into, nor collapse of, the land of the Railroad and of the tracks, structures, and other railroad facilities thereon by reason of the construction, maintenance, repair, use, renewal, or removal of said New Susquehanna River Bridge and related structures, to the end that the Railroad may be able to use its lands under and adjacent to the said bridge for any proper and legal use.

All plans for falsework, rigging, bracing, forms or other structures on or over Railroad property shall be submitted to and approved by the Chief Engineer of Railroad or his representative.

13. Clearances of Temporary Structures - All falsework, rigging, bracing, forms, or other structures that may be erected shall provide such minimum clearances as shall be prescribed by the Chief Engineer of the Railroad, and shall be constructed and maintained in a safe condition at all times during the construction of the said bridge.

14. Cleaning up Property - The State shall remove or shall require its contractor or contractors to remove, before final payment to them, from within the limits of the Railroad right-of-way, all machinery, equipment, surplus materials, falsework, rubbish, or temporary buildings and other property of the State or its contractor or contractors used in connection with the project but not incorporated in said bridge and appurtenances as a part thereof, and shall leave the right-of-way and property of the Railroad in a condition at least equivalent to that existing at the beginning of construction.

15. Maintenance and Repair - The State agrees, at its own expense, to maintain, repair, and renew the bridge, piers, abutments, approaches, substructures, curbs, and roadway over the same and the drainage system in connection with the same and all related structures and appurtenances, all of which shall be the property of the State, the State agreeing to keep said bridge in a suitable, safe, and secure condition so as not to impede, jeopardize, or interfere with the full free

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and safe use, operation, and enjoyment by Railroad of its railroad or its appurtenances and property as same may now or hereafter exist, and in any event shall make such repairs and renewals as may be reasonably necessary to keep the bridge in such suitable, safe, and secure condition. Railroad agrees that, after completion of the work to be done by or for it with respect to its railroad facilities, as a result of construction of the New Susquehanna River Bridge and acceptance thereof, the State shall not thereafter be responsible for the maintenance, repair, and renewal of railroad facilities, including but not being restricted to, tracks and power, trolley, communication, and signal lines, and facilities which may have been affected or relocated by reason of construction of said bridge. In event the said bridge and approaches and/or other highway facilities are damaged by derailment, accidents or collisions, due to the use of the railroad, the State shall make the repairs necessary to restore said facilities to their former condition and the Railroad shall reimburse the State for the full actual cost of such repairs. In the event, however, that said facilities are damaged by reason of collisions and/or accidents arising out of use of said highway, the State shall at its own cost and expense make the repairs necessary to restore aforesaid facilities to their former condition, all at no cost to the Railroad.

16. Costs and Payments - State shall pay all costs and expenses of the construction, maintenance, repair, and renewal of said bridge, including the approaches, supports, highway, curbs, paving, embankments, walls, foundations, drainage system and related structures thereof, and also including the cleaning up of the premises upon completion of the Project.

State agrees to make the following payments to the Railroad:

A. State shall pay the Railroad, within thirty (30) days hereof, the sum of Two hundred and fifty and 00/100 Dollars for the rights and easements herein granted.

1890-1891
The first year of the new century
was a year of great change
and progress in many ways.
The world was beginning to
wake up to the possibilities
of a new era of peace and
cooperation. The great powers
were beginning to realize that
they could no longer afford to
fight wars against each other.
The people of the world were
beginning to demand that their
governments should act in the
interests of the people and
not in the interests of a few
rich men. The great powers
were beginning to realize that
they could no longer afford to
fight wars against each other.
The people of the world were
beginning to demand that their
governments should act in the
interests of the people and
not in the interests of a few
rich men.

1892-1893
The second year of the new century
was a year of great change
and progress in many ways.
The world was beginning to
wake up to the possibilities
of a new era of peace and
cooperation. The great powers
were beginning to realize that
they could no longer afford to
fight wars against each other.
The people of the world were
beginning to demand that their
governments should act in the
interests of the people and
not in the interests of a few
rich men. The great powers
were beginning to realize that
they could no longer afford to
fight wars against each other.
The people of the world were
beginning to demand that their
governments should act in the
interests of the people and
not in the interests of a few
rich men.

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B. The State shall reimburse the Railroad for costs and expenses incurred by the Railroad by reason of the construction, maintenance, repair, and renewal of the bridge, which costs and expenses shall include the costs of all alterations and relocation of any railroad facilities, of the surveys by the Railroad, of the preparation of the plans, estimates, and specifications by the Railroad, of engineering by the Railroad, of inspection by the Railroad during the progress of the work, of all watchmen, flagmen, trackmen, bridge and building inspectors, trainmen, or other employees used by the Railroad to protect or safeguard railroad traffic, of all materials furnished by the Railroad, of all equipment supplied by the Railroad, and of all transportation of materials and equipment by the Railroad. Said costs shall be allowed subject to the following rules:

(i) The wages, salaries, and traveling expenses of Railroad employees shall exclude wages paid to general supervisory personnel but shall include: (1) an amount equal to fifteen (15) per cent of the allowable wages, salaries, and traveling expenses of other personnel in lieu of the costs, supervision, and administration; (2) an amount equal to five (5) per cent of such allowable wages and salaries, representing vacation allowance; (3) an amount equal to two (2) per cent of such allowable wages and salaries, representing paid holidays; (4) an amount equal to all taxes, Federal and State, paid by the railroad based on such allowable wages and salaries; and (5) an amount equal to a pro rata share of contributions by the Railroad to health and welfare and pension funds with respect to employees included thereunder.

(ii) The costs of material furnished by the Railroad shall include a "stores expense" at the rate of twelve (12) per cent of the value of the materials furnished by the Railroad's stores department and a "purchase expense" at the rate of one (1) per cent of the cost of materials furnished through the Railroad's Purchasing Agent; representing costs of handling, supervision, and administration.

(iii) The rental rates for any equipment supplied by the Railroad (including tools, machinery, locomotives, work trains, rolling stock, and roadway machines) shall be the rental rates set forth in "General Manager's Association Schedule of Equipment Rental", dated May 1, 1955, or, if not set forth therein, then at rental rates to be mutually agreed upon by the State and the Railroad.

(iv) The costs of transportation of materials and equipment over the Railroad's lines shall be calculated at the rate of one (1) per cent net ton-mile and at actual cost for all other transportation, it being understood that the cost of transporting railroad material shall not exceed the cost of transporting the same from the nearest available location.

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(v) The costs shall include the cost of Workmen's Compensation or Employers' Liability Insurance and Federal Employers' Liability, Fire Insurance, Public Liability, Owner's and Contractor's Contingent Liability and Property Damage Insurance; all applicable taxes levied on any materials purchased for the work; and the costs of permits, and license fees.

(vi) All costs arising under any subcontracts made by the Railroad for any portion of the work shall be allowable provided said subcontract has been authorized by the Chief Engineer of the Railroad and approved by the State. In the case of any subcontracts in favor of Gibbs and Hill, Incorporated for preparation of plans for changes in the Railroad electric traction facilities, the State shall reimburse the Railroad for an additional amount equal to 10 per cent of the charges of said sub-contractor.

(vii) Such other items of expense as the State and the Chief Engineer of the Railroad mutually agree to.

The State shall reimburse the Railroad as aforesaid within thirty (30) days after the submission by the Railroad to the State of certified detailed statements of the actual allowable costs based upon auditable records which shall be made available to the State. The Railroad shall, insofar as possible, remit such statements on a monthly basis. If any items of costs are disputed, payment shall not be withheld on undisputed items.

State agrees that, prior to final payment to its contractors with respect to the work contemplated in this Agreement, it will check with the Railroad concerning the work performed or to be performed by such contractors and concerning any labor, materials, or transportation supplied by the Railroad to such contractor.

17. Notices, Approvals, etc. - Wherever notices, approvals, instructions, and the like are to be given under this Agreement to or by the Chief Engineer of the Railroad, this shall be deemed to mean Chief Engineer of The Pennsylvania Railroad Company or any person designated by him. Similarly, wherever notices, approvals, instructions, and the like are to be given to or by the State, State shall mean the Chairman of the State Roads Commission of Maryland, or any person designated by him.

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18. Successors and Assigns - The terms and provisions of this Agreement shall inure to the benefit of, and be binding upon, the successors and assigns of all parties hereto.

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

ATTEST:

Alvin Park
ASSISTANT Secretary

THE PHILADELPHIA, BALTIMORE AND
WASHINGTON RAILROAD COMPANY

by [Signature]
Vice President

ATTEST:

H. Brittingham
ASST. TO THE Secretary

THE PENNSYLVANIA RAILROAD COMPANY

by [Signature]
Regional Manager
Lessee of The Philadelphia,
Baltimore and Washington
Railroad Company

ATTEST:

[Signature]
Secretary

STATE ROADS COMMISSION OF MARYLAND

by [Signature]
Chairman - Director

Concurred in by
[Signature]
Chief, Right of Way Division

~~Being all and constituting the
State Roads Commission of the
State of Maryland~~

Approved as to form and legal sufficiency this 8th day of
March, 1962

[Signature]
Special Assistant Attorney General
of Maryland

APPROVED

March 8, 1962
E. GREINER COMPANY
[Signature]

roved

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1962 [Signature]
Chief Engineer

3/29/62
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COMMONWEALTH OF PENNSYLVANIA)
COUNTY OF MONTGOMERY) ss.:
~~CITY OF PHILADELPHIA~~)

I HEREBY CERTIFY that, on this 16th day of FEBRUARY,
1962, before me, the subscriber, a Notary Public of the Commonwealth of
Pennsylvania, in and for the County ~~and City~~ aforesaid, personally appeared
J. P. NEWELL, Vice President of THE PHILADELPHIA,
BALTIMORE AND WASHINGTON RAILROAD COMPANY, and acknowledged the foregoing
Agreement to be the corporate act and deed of the said THE PHILADELPHIA,
BALTIMORE AND WASHINGTON RAILROAD COMPANY.

AS WITNESS my hand and Notarial Seal.


Notary Public
Lower Merion Township
Montgomery County, Pa.

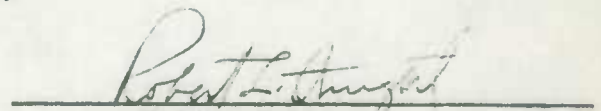
My Commission Expires:

July 2, 1965

STATE OF MARYLAND) ss.:
CITY OF BALTIMORE)

I HEREBY CERTIFY that, on this 31st day of January,
1963, before me, the subscriber, a Notary Public of the STATE OF MARYLAND,
in and for the City aforesaid, personally appeared G. M. Smith,
Regional Manager of THE PENNSYLVANIA RAILROAD COMPANY, and acknowledged the
aforegoing Agreement to be the corporate act and deed of the said THE PENNSYLVANIA
RAILROAD COMPANY.

AS WITNESS my hand and Notarial Seal.


Notary Public

My Commission Expires:

~~My Commission Expires~~ May 6, 1963

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STATE OF MARYLAND)
CITY OF BALTIMORE) ss.:

I HEREBY CERTIFY that, on this 29 day of MARCH,
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,

_____ and _____ being

~~and~~ constituting the STATE ROADS COMMISSION OF THE STATE OF MARYLAND,
and ~~each~~ severally acknowledged the foregoing Agreement to be the act
and deed of the State Roads Commission of the State of Maryland, acting
for the State of Maryland.

AS WITNESS my hand and Notarial Seal.

John B. Funk
Notary Public

My Commission Expires:

May 5, 1964

December 20, 1961

3/29/62 15 of 15
EXHIBIT "A"

METES AND BOUNDS DESCRIPTION OF PROPERTY REPORTEDLY OWNED
BY
THE PHILADELPHIA, BALTIMORE AND WASHINGTON RAILROAD COMPANY AND LEASED TO
THE PENNSYLVANIA RAILROAD COMPANY
OVER AND ABOVE WHICH AN EASEMENT IS GRANTED TO MARYLAND
STATE ROADS COMMISSION FOR HIGHWAY PURPOSES

Beginning for the same at a point in the proposed southern Right of Way Line of the Northeastern Expressway where it intersects the western title line of The Pennsylvania Railroad Company, lessee of The Philadelphia, Baltimore and Washington Railroad Company, said point being 71.50 feet distant southeasterly from Station 968+06.90 on the surveyed and established Base Line of Right of Way of the Northeastern Expressway, said point being also 33 feet distant southwesterly from Station 2184+42.96 on the center line of tracks of the aforesaid The Pennsylvania Railroad Company, the coordinates of said point of beginning as established by the State of Maryland Grid System being North 636,496.498 and East 1,050,271.714 and running thence along and binding on said western title line by a line curving to the right with a radius of 1943.08 feet subtended by a chord bearing North 44 degrees 45 minutes 42 seconds West 147.33 feet for a distance of 147.36 feet to a point in the proposed northern Right of Way Line of the Northeastern Expressway 71.50 feet distant northwesterly from Station 967+71.44 on the aforesaid Base Line of Right of Way, thence running along and binding on said proposed northern Right of Way Line North 59 degrees 10 minutes 02 seconds East 67.46 feet to a point in the eastern title line of The Pennsylvania Railroad Company, lessee of The Philadelphia, Baltimore and Washington Railroad Company, 71.50 feet distant northwesterly from Station 968+38.90 on the aforesaid Base Line of Right of Way, thence leaving said proposed northern Right of Way Line and running along and binding on said eastern title line by a line curving to the left with a radius of 1877.08 feet subtended by a chord bearing South 45 degrees 15 minutes 45 seconds East 147.66 feet for a distance of 147.70 feet to a point in the aforesaid proposed southern Right of Way Line 71.50 feet distant southwesterly from Station 968+75.70 on the aforesaid Base Line of Right of Way, thence running along and binding on said proposed southern Right of Way Line South 59 degrees 10 minutes 02 seconds West 68.80 feet to the point of beginning and containing 0.224 acre as shown on the accompanying Plat No. 841-2.

State Roads Commission
TRAFFIC DIVISION

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JOHN B. FUNK
WEDNESDAY, DECEMBER 20, 1961

DEC 28 1961

Geo. N. Lewis, Jr.
Director

On request of the County Commissioners of Cecil County by resolution adopted in regular session on November 21, 1961, which states that for many years Cecil County has been maintaining the following listed roads which have not been included or accepted by the State Roads Commission, and on recommendation of District Engineer Charlotte, concurred in by Chief Engineer Fisher, Chairman and Director Funk accepted the following roads for maintenance as part of the County Roads System of Cecil County:

Road	County Key Map No.	Length	Election District	Present R/W Width
Stoney Battery, from Cherry Grove County Road North	Co243 15	0.90 mi.	1	33'
Duff Road, from Globe Road East	16	0.30 "	1	33'
Fredericktown Road, from Rt. 213 West	Co220 10	0.30 "	1	33'
Union Folly Road, from Rt. 213 East	13	0.15 "	1	33'
Elk Forest Road, from Rt. 213 to West and South	9 Co245 Co246	0.80 "	2	33'
McKown Road, from Locust Point North	6 Co343	0.50 "	2	33'
Elkside Road, from Blairs Shore North	7 Co244	0.35 "	2	33'
Gour Road, from Town Pt. Rd. North to Govt. Pier D	Co189	0.70 "	2	33'
Randellia Road, from Soddon Rd. West	Co181 Co339	2.50 "	2	33'
Frenchtown Pool Road, Frenchtown Road South	8	0.40 "	3	33'
North East Cemetery Rd., from Rt. 7 South to Town Limits	Co247 11	0.40 "	5	33'
Boy Scout Road, from Turkey Pt. Rd. West (South Woods Store - Rt. 272)	Co177 2	0.60 "	5	33'
Red Point Road, from Rt. 272 West	Co176 3	0.50 "	5	33'
Carrs Cove Road, from Rt. 272 West	Co244 Co340 4	1.00 "	5	33'
Henderson Shore Road, from Oldfield Pt. Rd. East	Co341 Co342 5	0.60 "	5	33'
Pettyjohn Road, from Crothers Rd. Northwest	1 Co66	0.95 "	9	33'

Copy: Mr. D. H. Fisher
Mr. E. J. Hajryk
Mr. C. B. Chaires
Mr. L. L. McCarl
Mr. C. A. Goldstein
Mr. C. E. Charlotte (2)

Mr. F. P. Scrivener
Mr. G. V. Cassell
Mr. Ralph Townsend
Mr. C. L. Mannan
Mr. G. N. Lewis, Jr.
Mr. L. G. Deane

Co. Comm. Cecil Co.,
Cecil County

STATE ROADS COMMISSION

August 17, 1961

Hon. John R. Dickerson, President
County Commissioners of Cecil County
RFD #2
Elkton, Maryland

Dear Mr. Dickerson:

Enclosed you will find a formal agreement between the State Roads Commission and Cecil County relative to the transfer of U. S. Route 222 from the north corporate limits of Port Deposit to U. S. Route 1 at Conowingo Dam, 4.29 miles and the acceptance of County Road No. 223 from intersection of U. S. Route 213 to Maryland Route 284, 0.36 mile by the State.

It is necessary that this agreement be executed by the Board of County Commissioners and returned to this Office prior to August 23rd for Commission action on August 24, 1961.

Your attention is appreciated.

Sincerely yours,

Robert J. Hajzyk, Chief
Division of Planning & Programming

cc: Mr. C. R. Pease - Secretary
Mr. George Cassell, Chief - Planning Survey ✓
encl.

RJH:ag

S.R.C. MINUTES
8/23/61

August 19, 1941

Mr. John A. Thompson, President
County Commission of Cecil County

Thiased, Maryland

Dear Mr. Thompson:

Enclosed you will find a formal agreement between the State
Road Commission and Cecil County relative to the transfer of U. S. Route
133 from the State to the County. This agreement is being made to U. S. Route 133
at Cecil County and the extension of Maryland Route 133
from the junction of U. S. Route 133 to Maryland Route 200, 210 and
220.

It is requested that this agreement be presented to the Board
of County Commissioners and referred to the Public Works and Finance Committee
for consideration at its meeting on August 27, 1941.

Your attention is suggested.

Sincerely yours,

Robert J. Kistner, Chief
Division of Planning & Programming

cc: Mr. C. H. Brown - Secretary
Mr. George Russell, Chief - Planning Bureau

VALLEY
OHIO
3111

COMMISSIONERS
JOHN R. DICKENSON
PRESIDENT
ELKTON, MD

DAVID C. RAGINE
NORTH EAST, MD

HOWARD E. TOME
BIRMGHAM, MD

OFFICE OF THE
County Commissioners of Cecil County
101 COURT HOUSE
ELKTON, MARYLAND

TELEPHONE: ELKTON 4-4700

REGULAR MEETING DAY
TUESDAY

LEONARD H. LOCKHART
ATTORNEY

HAROLD HENDERSON
SECRETARY

January 25, 1961

*Will see me
see me
gsm*

Mr. George N. Lewis, Jr., Chief Bureau Traffic
State Road Commission
300 West Preston Street
Baltimore 1, Md.

Dear Mr. Lewis,

On September 13, 1960, we wrote to Mr. David Fisher,
Chief Engineer, State Road Commission, requesting the
portion of Route 222 from the northern limits of Port
Deposit to U. S. 1 at Conowingo Dam, be transferred
back to the State Road Commission.

On October 14, 1960, a letter was received from
Mr. Fisher stating that the necessary agreement forms
were being prepared for this transfer and that they
would be forwarded to us in the very near future. To
date, we have not received these forms, we therefore
request that this be taken care of as soon as possible.
We also request that the portion of road from 213 to
284, north side of Chesapeake City, be transferred
back to the State Road Commission.

We will be very glad to discuss this with you at
your earliest convenience.

Very truly yours,

Harold Henderson, Clerk

HH/mm

cc: John J. Ward, Jr., Resident Engineer
C. Roland Sharretts
Thomas N. Kay

*SRC MINUTES
8/23/61*

RECEIVED
JANUARY 25, 1961
U.S. DEPARTMENT OF JUSTICE
WASHINGTON, D.C.

U.S. DEPARTMENT OF JUSTICE
WASHINGTON, D.C.
JANUARY 25, 1961

RECEIVED
JANUARY 25, 1961
U.S. DEPARTMENT OF JUSTICE
WASHINGTON, D.C.

January 25, 1961

Handwritten: Mr. Tolson

Mr. George W. Lewis, Jr., Chief Bureau Traffic
State Road Commission
300 West Preston Street
Baltimore 1, Md.

Dear Mr. Lewis:

On September 11, 1960, we wrote to Mr. Lewis Fisher,
Chief Engineer, State Road Commission, requesting the
portion of Route 533 from the northern limits of Port
Deposit to U.S. 1 at Conowingo Dam, be transferred
back to the State Road Commission.

On October 14, 1960, a letter was received from
Mr. Fisher stating that the necessary agreement forms
were being prepared for this transfer and that they
would be forwarded to us in the very near future. In
reply, we have not received these forms, we therefore
request that this be taken care of as soon as possible.
We also request that the portion of route from U.S. 1
to, north side of Conowingo Dam, be transferred
back to the State Road Commission.

We will be very glad to discuss this with you at
your earliest convenience.

Very truly yours,

Harold H. Johnson, Chief

cc: John L. Ward, Jr., Assistant Engineer
C. Roland Edwards
Thomas S. Ray

Mr. Ward

February 17, 1961

Mr. J. J. Ward,
Resident Engineer
State Roads Commission
Elkton, Md.

Road Exchange

Dear Mr. Ward:

Reference is made to your letter of February 3rd enclosing clipping from the Cecil Democrat issue of Wednesday, January 25th, relative to transferring former US Route 222 from the north limits of Port Deposit to US Route 1, back into the State roads system.

Mr. C. C. Seymour of our Legal Department, to whom a copy of this letter is being sent, is preparing the necessary transfer resolution, for not only this section of highway, but for the small section of County road feeding into North Chesapeake City from US Route 213 at the foot of the bridge over the C. & D. Canal.

You will recall Minutes of Meeting of the State Roads Commission of May 8, 1958 which effected the transfer of US 222 to County status. Since that time, Cecil County has been given credit for the mileage and being paid the same sum per mile as for all other County roads.

I would like to call to your attention Section 34 (c) of Article 89 B which spells out how the mileage proportion is to be computed and when it is to be computed as a basis for distribution of the 20% gasoline and motor vehicle taxes to the counties and municipalities other than Baltimore City. The additions and deletions must be effective only once each year, that is, on July 1st of each year and requests for additions and deletions are not to be received later than December 31st preceding the beginning of each fiscal year at July 1st.

Therefore, when the transfer is made of the subject sections of highway in Cecil County we cannot begin maintenance until July 1, 1961, at which time the credit to the County will be deleted.

*SRC MINUTES
2/23/61*

February 17, 1961

Mr. J. J. Felt
Federal Bureau of Investigation
State House Building
Albany, N.Y.

Dear Mr. Felt:

Dear Mr. Felt:

Reference is made to your letter of February 16, 1961, regarding the matter of the State House Building, Albany, New York. The letter is being forwarded to the State House Building, Albany, New York, for their consideration. The letter is being forwarded to the State House Building, Albany, New York, for their consideration. The letter is being forwarded to the State House Building, Albany, New York, for their consideration.

Very truly yours,
[Signature]

Enclosed for the State House Building, Albany, New York, is a copy of the letterhead memorandum of the State House Building, Albany, New York, dated February 16, 1961, regarding the matter of the State House Building, Albany, New York. The letterhead memorandum is being forwarded to the State House Building, Albany, New York, for their consideration. The letterhead memorandum is being forwarded to the State House Building, Albany, New York, for their consideration.

I would like to point out that the letterhead memorandum of the State House Building, Albany, New York, dated February 16, 1961, regarding the matter of the State House Building, Albany, New York, is being forwarded to the State House Building, Albany, New York, for their consideration. The letterhead memorandum is being forwarded to the State House Building, Albany, New York, for their consideration. The letterhead memorandum is being forwarded to the State House Building, Albany, New York, for their consideration.

Very truly yours,
[Signature]

Mr. J. J. Ward
Resident Engineer

February 17, 1961

In other words, if we gave you a Control Section number for the section of US 222 from Port Deposit to US 1, the State Roads Commission would be paying for its maintenance, while Cecil County is also being paid for its maintenance.

This matter has been discussed with Mr. Thomas N. Kay and he is in full accord that the transfer be made effective July 1, 1961.

Very truly yours,

GNL:jrd-

cc: Mr. Thomas N. Kay,
Commissioner
Mr. C. C. Seymour
Mr. G. W. Cassell

Geo. N. Lewis, Jr.,
Chief-Bureau of Traffic

SRC MINUTES
8/23/61

Cecil

State Roads Commission
TRAFFIC DIVISION

OCT 11 1961

Geo. N. Lewis, Jr.
Director

Copy: Mr. D. H. Fisher
Mr. W. C. Hopkins
Mr. C. A. Goldeisen
Mr. L. T. McCarl
Mr. C. L. Wannen
Mr. G. B. Chaires
Mr. F. P. Scrivener
Mr. E. K. Lloyd
Mr. H. G. Towns
Mr. G. N. Lewis, Jr. (8)
Mr. L. C. Moser (2)

Mr. A. L. Grubb (2)
Mr. S. T. Nottingham
Mr. H. C. Bowers
Mr. C. R. Sharretts (2)
Mr. Rolph Townshend
Mr. J. Cincibus
Mrs. J. Freeman
Cecil County Commissioners (3)
SRC-Cecil County
Contract Ce-425-1-217;FAP#S-790(1)

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JOHN B. FUNK
FRIDAY, OCTOBER 9, 1961

* * * *6*

On recommendation of Chief Engineer Fisher in letter of October 4, 1961, the following final payment was approved, this road to remain a part of the County system:

Final payment of \$2,725.03 for completion of relocation of Red Pump Road from the north end of Mount Street to U. S. Route 1 near Rising Sun, a distance of 0.620 mile (flexible pavement), our Contract #Ce-425-1-217;FAP# S-790(1), E. H. Nunn Construction Company, Inc., contractor. The contract for this work was awarded on July 27, 1960 and was completed on August 16, 1961. The total amount of this contract is \$53,023.40.

THE UNIVERSITY OF CHICAGO
DIVISION OF THE PHYSICAL SCIENCES
DEPARTMENT OF CHEMISTRY
530 SOUTH EAST ASIAN AVENUE
CHICAGO, ILLINOIS 60607-7070
TEL: 773/936-5000
FAX: 773/936-5000
WWW: WWW.CHEM.UCHICAGO.EDU

Copy: Mr. A. S. Gordon (2)
Mr. D. H. Fisher
Mr. W. E. Woodford, Jr.
Mr. R. J. Hajzyk
Mr. W. C. Hopkins
Mr. C. A. Goldeisen
Mr. L. E. McCarl
Mr. G. B. Chaires
Mr. F. P. Scrivener
Mr. C. L. Wannen
Mr. L. C. Moser (2)
Mr. H. G. Downs (4)
Mr. A. L. Grubb (2)
Mr. G. N. Lewis, Jr. (8)

Mr. C. R. Sharretts (2)
Mr. Rolph Townshend
Mr. M. D. Philpot
Mr. F. V. Dreyer
Mr. J. A. Friend
Mr. G. W. Cassell
Mr. H. C. Bowers
Mr. E. K. Lloyd
Mr. Charles Lee
Mr. J. E. Gerick
Records & Research Section, R/W Div.
Cecil County Commissioners (3)
Secretary's File
SRC-Cecil County

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JOHN B. FUNK
WEDNESDAY, AUGUST 23, 1961
* * *

CECIL COUNTY

Chairman and Director Funk executed for and on behalf of the Commission agreement, in duplicate, dated August 22, 1961, covering the transfer to the State Roads Commission of a section of U. S. Route 222, from the north corporate limits of Port Deposit to U. S. Route 1 at Conowingo Dam, a distance of 4.29 miles; and of County Road No. 238 from intersection with U. S. 213 to Md. 284, thence to the north corporate limits of Chesapeake City, a distance of 0.36 mile, in Cecil County, reading as follows:

"THIS AGREEMENT, made this 22nd day of August, 1961, by and between the State Roads Commission of Maryland hereinafter referred to as 'Commission,' party of the first part, and the County Commissioners of Cecil County, Maryland hereinafter referred to as 'County Commissioners,' party of the second part.

WHEREAS, under authority contained in Section 79 of Article 89B of the Annotated Code of Maryland (1957 Edition), the 'Commission' is empowered to transfer State Highways, or portions thereof, to the Governing Bodies of the several Counties of Maryland, for maintenance purposes.

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 AGREED by the 'Commission' that the following described section of County Road, in Cecil County, Maryland be and it is hereby accepted by the 'Commission' and shall henceforth have the status of a State Road:

**Note* { 'U. S. Route 222 from the north corporate limits of Port Deposit to
U. S. Route 1 at Conowingo Dam, a distance of 4.29 miles.' *RE-ASSIGNED C S 7-15*

AND, NOW THEREFORE, BE IT FURTHER AGREED by the 'Commission' that the change in the status of this section of County Road is authorized under the following conditions:

1. The effective date of transfer shall be July 1, 1961.
2. The additional mileage was excluded from the inventory as of December 1, 1960.

**Note-Originally transferred from state to county per resolution 5-8-58*

THE UNIVERSITY OF CHICAGO
DIVISION OF THE PHYSICAL SCIENCES
DEPARTMENT OF CHEMISTRY

REPORT OF THE
COMMISSIONER OF THE
BUREAU OF CHEMISTRY
AND
MINERALOGY

FOR THE YEAR
1900

BY
J. H. VAN DUSEN
AND
J. H. VAN DUSEN

CHICAGO
1901

THE UNIVERSITY OF CHICAGO
DIVISION OF THE PHYSICAL SCIENCES
DEPARTMENT OF CHEMISTRY

REPORT OF THE
COMMISSIONER OF THE
BUREAU OF CHEMISTRY
AND
MINERALOGY

FOR THE YEAR
1900

3. The basis for the allocation of funds did exclude the 4.29 miles of County Road mileage in the allocation to Cecil County beginning July 1, 1961.
4. That such exchange be made on an 'As-Is-Basis' which pertains to the existing condition of the Road involved, including all appurtenances and bridge structures, at the time of acceptance in the State System.

AND, NOW THEREFORE, BE IT FURTHER AGREED by the 'Commission' that the following described section of County Road, in Cecil County, Maryland will be accepted by the 'Commission' and shall have the status of a State Road on and after July 1, 1962:

'County Road number 288 from intersection with U. S. 213 to Md. 284
thence to north corporate limits of Chesapeake City, a distance of
0.36 mile.'

REASSIGNED C S 7-50

AND, NOW THEREFORE, BE IT FURTHER AGREED by the 'Commission' that the change in the status of this section of County Road is authorized under the following conditions:

1. The effective date of transfer shall be July 1, 1962.
2. The additional mileage will be excluded from the inventory as of December 1, 1961.
3. The basis for the allocation of funds will exclude the 0.36 mile of County Road mileage in the allocation to Cecil County beginning July 1, 1962.
4. That such exchange be made on an 'As-Is-Basis' which pertains to the existing condition of the Road involved, including all appurtenances and bridge structures, at the time of acceptance in the State System.

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

Said agreement had previously been executed on behalf of the County Commissioners of Cecil County by John R. Dickerson, President, approved by Chief Engineer David H. Fisher, and approved as to form and legal sufficiency by Special Attorney C. C. Seymour.

WAS TRANSFERRED FROM STATE TO COUNTY
SRC RESOLUTION 5-8-58
EFFECTIVE 7-1-59

JUN 1 1961

Geo. N. Lewis, Jr.
Director

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, MAY 24, 1961

* * *

Upon motion duly made and seconded, the Commission adopted the following resolution:

WHEREAS, Joint Resolution #37, Acts of 1961, requested the State Roads Commission of Maryland to name and designate Md. Route 276 as "Jacob Tome Memorial Highway,"

NOW, THEREFORE, BE IT RESOLVED by the State Roads Commission of Maryland, under its powers as contained in Section 26 of Article 89B of the Annotated Code of Maryland (1957 Edition), that Md. Route 276 is hereby named and designated as "Jacob Tome Memorial Highway."

Copy: Mr. D. H. Fisher
Mr. W. C. Hopkins
Mr. R. J. Hajzyk
Mr. C. A. Goldeisen
Mr. L. E. McCarl
Mr. William Jabine, II
Mr. G. N. Lewis, Jr. (8)
Mr. G. B. Chaires
Mr. F. P. Scrivener

Mr. L. S. Pfarr
Mr. C. R. Sharretts (2)
Mr. H. G. Downs
Mr. A. L. Grubb
Mr. L. C. Moser
Mr. G. W. Cassell ✓
Mr. Rolph Townshend
SRC-Cecil County
SRC-Name Designations

Copy: Mr. D. H. Fisher
 Mr. W. C. Hopkins
 Mr. R. J. Hajyk
 Mr. C. A. Goldstein
 Mr. G. B. Chaires
 Mr. G. R. Sharretta (3)
 Mr. Ralph Transland

Mr. F. P. Scrivener
 Mr. C. L. Wesson
 Mr. G. R. Lewis, Jr.
 Mr. H. G. Davis
 Co. Commrs. of Cecil County
 SEC-Cecil County

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
 BY CHAIRMAN AND DIRECTOR JOHN B. FUNK
 FRIDAY, DECEMBER 30, 1960

On request of the County Commissioners of Cecil County, and on recommendation of District Engineer Sharretta, concurred in by Chief Engineer Fisher, Chairman and Director Funk accepted the following roads for maintenance as part of the County Roads System of Cecil County.

Road Condition Survey Reports submitted by Mr. Sharretta indicate that these sections of road have been accepted and recorded by the County Commissioners of Cecil County, providing for proposed right of way widths as set forth below:

	<u>Road</u>	<u>Length</u>	<u>Election District</u>	<u>County Key Map No.</u>	<u>Proposed R/W Width</u>
60-7	Bohemia Junior School Road, from 215 West	C. 351, 352, 353 .6 mile	2	0-65 52	40' 60-7
60-9	Sycamore Road, Apple Lane, Peach Road, from F. Wood Rd. South	C. 301, 302, 303, 304 1000 ft.	3	0-78 mi. 84	60'-50' 60-9
	Wilson Avenue, Rt. 7 to Rt. 40 Lincoln Avenue, " " " " "	285 ft.) 517 ")	NEED INV 3	85	40' & 50'
60-12	Marwick Avenue, James Street, and Gilpin Avenue, from Rt. 280 to Rt. 279	C. 261, 262, 263 (0.7 mi. 360 ft.) .8 mile	5	0-75 86	60' & 40' 60-12
60-11	Rosemont Circle, Ext. of Glenn Farms Development	C. 355, 356 0.50 "	4	0-52 32	30' 60-11
60-6	Elk Hills School Road, from Rt. 277 North	C. 330 300 ft.	4	0-25 33	50' 60-6
60-8	Grandview Avenue, Hillcrest Lane, Bayside Drive, from Rt. 699J West	C. 262, 263, 264 .7 mile	5	0-67 mi. 77	30'-40'-50' 60-8
60-4	Plum Creek Market, from 699J West to North East River	C. 323 .4 " 0-33	5	76	33' 60-4
60-3	North East Harbor, from Rt. 272 West	C. 325, 326, 327 2.0 "	5	0-22 / 0-20 79	30' & 30' 60-3
60-1	Charbon Lane, Rt. 7 S. to F.R.R.	.2 " C. 324	5	80	40' 60-1
60-10	Rising Sun Elem. Sch., Old Rt. 276 West	0.20 " C. 334	6	0-12 47	40' 60-10

12/30/60.

<u>Road</u>	<u>Length</u>	<u>Election District</u>	<u>County Key Map No.</u>	<u>Proposed R/W Width</u>
60-3 Church Street, from Rt. 7 South	427 ft. C-228	7	ASTABEE 20	30' 60-3
60-5 Barrett Road, from Route 1 South	300 " C-325	8	0-07 15	40' 60-5

Excerpt

Fidelity Onion Skin

100% COTTON

1900

No.	Name	Address	City	State
1	John Doe	123 Main St	New York	NY
2	Jane Smith	456 Elm St	Chicago	IL
3	Robert Brown	789 Oak St	Philadelphia	PA
4	Mary White	101 Pine St	Boston	MA
5	James Black	202 Cedar St	San Francisco	CA

THE
FIDELITY UNION BANK
OF
BOSTON

OCT 28 1960

Geo. N. Lewis, Jr.
Director

Felt

COMMISSION MEMBERS

JOHN B. FUNK,
CHAIRMAN OF COMMISSION
AND DIRECTOR OF HIGHWAYS

PAUL J. BAILEY
HARLEY P. BRINSFIELD
LANDALE G. CLAGETT
THOMAS N. KAY
JOHN J. McMULLEN
WILLIAM B. OWINGS



STATE OF MARYLAND
STATE ROADS COMMISSION
300 WEST PRESTON STREET
BALTIMORE 1, MD.

(MAILING ADDRESS-P.O. BOX 717, BALTIMORE 3, MD.)

C. ROLAND SHARRETT
DISTRICT ENGINEER

OFFICE OF THE DISTRICT ENGINEER
CHESTERTOWN, MARYLAND

October 27, 1960

Mr. Geo. N. Lewis, Jr., Chief
Bureau of Traffic

Dear Mr. Lewis:

Your letter of October 25 concerning the solution to the road problem, as entered into between the State Roads Commission and the Allender interests on April 22, 1938, is a practical one.

I will talk with the County Commissioners in Cecil County about the disposition of the matter as outlined by you, with the hope of solving it in the manner prescribed.

May it not be possible that this matter has already been resolved unbeknown to us, since you show it on your records as being a part of the County system? I will approach it in a discreet manner from this angle, and I believe that I can bring it to a satisfactory conclusion.

I will keep you informed of my talks with the County Commissioners, in order that our records may be brought up to date.

Very truly yours,

C. Roland Sharrett
District Engineer

CRS:B

100-100000

100-100000

100-100000

100-100000

100-100000

100-100000

100-100000

100-100000

100-100000

100-100000

October 25, 1960

Mr. C. Roland Sharretts,
District Engineer

Roads Accepted Into County System

Dear Mr. Sharretts:

Reference is made to your letter of October 19th relative to an agreement, dated April 22, 1938, entered into between the State Roads Commission and the Allender interests in Cecil County, to the effect that the State was to establish and maintain a roadway from Md. Route 280 through the Allender property to a county road, known as the Johnstown road.

We have verified that such an agreement does exist. However, the section of road is being carried in the County System under part of County Road No. 145 from Md. 280 eastward for 0.06 mile and as part of County Road No. 253 from County Road 145 to the Allender property, for a distance of 0.15 mile.

Since Cecil County has been given credit for this mileage, I would suggest that we attempt to work out an agreement whereby these roads would be maintained as county roads and the agreement, dated April 22, 1938, be nullified.

If this is not possible we will then have to delete from our records the 0.21 mile of county roads being credited to Cecil County and create a control section number for State maintenance.

Before giving you a control section number for these two roads I would suggest that you proceed to contact the County Commissioners to see if it cannot be worked out in the manner suggested above.

Very truly yours,

GNLjr-d

cc: Mr. C.P. Hyatt
Mr. W.R. Hicks

Geo. N. Lewis, Jr.,
Chief - Bureau of Traffic

UNITED STATES DEPARTMENT OF AGRICULTURE

Report of the Director of the Bureau of Plant Industry
for the year 1910

Washington, D. C., 1911

Published by the Government Printing Office

For sale by the Superintendent of Documents

Price, 10 cents

Order from the Superintendent of Documents

Washington, D. C.

1911

COMMISSION MEMBERS

JOHN B. FUNK,
CHAIRMAN OF COMMISSION
AND DIRECTOR OF HIGHWAYS

PAUL J. BAILEY
HARLEY P. BRINSFIELD
LANDSALE G. CLAGETT
THOMAS N. KAY
JOHN J. McMULLEN
WILLIAM B. OWINGS



STATE OF MARYLAND
STATE ROADS COMMISSION
300 WEST PRESTON STREET
BALTIMORE 1, MD.

(MAILING ADDRESS-P.O. BOX 717, BALTIMORE 3, MD.)

State Roads Commission
TRAFFIC DIVISION

OCT 20 1960

Geo. N. Lewis, Jr.
Director

C. R. PEASE,
SECRETARY
A. S. GORDON,
EX. ASST. TO CHM.
C. L. WANNEN,
COMPTROLLER
JOSEPH D. BUSCHER,
SPEC. ASST. ATTY. GEN.

C. ROLAND SHARRETT
DISTRICT ENGINEER

OFFICE OF THE DISTRICT ENGINEER
CHESTERTOWN, MARYLAND

October 19, 1960

Mr. Geo. N. Lewis, Jr., Chief
Bureau of Traffic

Dear Mr. Lewis:

Mr. Ward recently called my attention to a situation
that exists in Cecil County, and which I had no knowl-
edge of whatsoever.

On April 22, 1938 (at which time Cecil County was in
District 4), an agreement was entered into between the
Allender interests and the State Roads Commission, to
the effect that the State was to establish and maintain
a roadway from Md. Route 280 through the Allender prop-
erty to a County road known as the Johnstown road, as
shown on Plat #3216, Contract Ce-163-2-421.

Up to this time there has never been any request on
anyone's part for any work to be done on this road. Now
we have received a request to put this road in a pre-
sentable condition, therefore will you please give
District 2 credit for this mileage in your records, and
also give us a route and section number for this road.

Very truly yours,

C. Roland Sharrett

District Engineer

CRS:B

*Mr. Hyatt
What program
found about this?
By 10/20/60*

*agreement does exist
whereby the S.R.C. is to
construct & maintain Rd.
Recommend official
transfer to County*

*This section of
road is being
carried in County
System under
Part Co. 145 and
all of Co. 253
MTH*

*Hyatt
off R.R. file*



MW 280

E TYPE

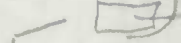
Co. 145

0.06

Co. 253

0.15 MI. E TYPE

ALLENDER PROPERTY



408
Copy: Mr. W. M. Pritchett
Mr. W. G. Hopkins
Mr. G. B. Chaires
Mr. C. A. Goldstein
Mr. C. S. Linville
Mr. C. H. Sharretts (2)
Mr. Ralph Townsend

7mo 24
36 mail
12/16/59
Mr. F. P. Scrivenar
Mr. C. L. Wannen
Mr. W. A. Jordan
Mr. H. G. Downs
Mr. G. M. Lewis, Jr.
Co. Commrs. of Cecil County
SBC-Cecil County

CECIL County

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND BY CHAIRMAN AND DIRECTOR JOHN B. FUNK WEDNESDAY, DECEMBER 16, 1959 ***

On request of the County Commissioners of Cecil County, and on recommendation of District Engineer Sharretts, concurred in by Chief Engineer Pritchett, Chairman and Director Funk accepted the following sections of roads in Cecil County for maintenance as part of the County Roads System. Road Condition Survey Reports submitted by Mr. Sharretts indicate that these sections of road have been accepted and recorded by the County Commissioners of Cecil County providing for right of way widths as set forth below:

Road	Election District	Key Map No.	Length	Right of Way
Long Point - Mack's Point Development, from St. Stephens Church Rd. to River	1	32	0.30 Miles	30 ft. Co 297
Port Harman Beach - East	2	51	0.15 "	40 ft. Co 187
Holly Hall and Elmwood Estates, Rt. 213, Rt. 40, Diekey Biddle Co. Rd.	3	81	1.96 "	40 ft. Co 267 thru Co 274
Normira, W. of Rt. 7, N. of Rt. 40	3	82	0.75 "	30 ft. Co 280 - 307
Mandowisaw, South side F. Wood Co. Rd.	3	83	0.395 "	30 ft. Co 301 - 304
Glen Farms, Little Egypt Co. Rd. East	4	31	2.20 "	30 ft. Co 277 thru Co 290
Elkmere, Oldfield Pt. Rd., N. & S.	5	73	1.00 "	30 ft. Co 287 - 300
North East Heights, N. of Rt. 7, E. of Rt. 272	5	74	0.06 " 0.60 "	30 ft. Co 312 - 313
Green Bank, Old Rt. 164 - East	5	75	0.85 "	30 ft. Co 320
Charlestown Manor, Rt. 257 E. to River	5	76	0.85 "	30 ft. Co 319
Westwood Development, Rt. 1 North	6	44	0.572 "	30 ft. Co 314 - 315
Harrisville Development, Rt. 1 North	6	45	0.132 "	30 ft. Co 316
Farr Lane or Mountain Road, Rt. 1 South to Creek	6	46	0.30 "	33 ft. Co 317

12/16/69.

<u>Road</u>	<u>Election District</u>	<u>Key Map No.</u>	<u>Length</u>	<u>Right of Way</u>
Cole Street, Rt. 222, Aiken Ave.,-W.	7	42	0.28 miles	40 ft. <i>C-518</i>
Jackson Heights, N. Side of County Road-E, of Rt. 222	7	43	0.64 "	40 ft. <i>A-318-319</i>
Patterson Ave., Rt. 222 East	7	44	0.29 "	30 ft. <i>C-511</i>
Franklin Street, Charles Street, from old Rt. 449 West	7	45	0.322 "	50 ft. <i>C-260</i>
Maryland Avenue, from Rt. 7 North	7	46	0.119 "	50 ft. <i>A-527</i>
Richmond Street (Perryville), from Aiken Ave., Rt. 222, West	7	47	0.172 "	50 ft. <i>C-559</i>

Mr. Cassell

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JOHN B. FUNK
WEDNESDAY, DECEMBER 16, 1959
* * *

On request of the County Commissioners of Cecil County, and on recommendation of Mr. A. L. Grubb, Chief, Bureau of Bridges, Chairman and Director Funk authorized posting of the following county bridge as indicated:

<u>Name of Road</u>	<u>Crossing</u>	<u>Location</u>	<u>Gross Load</u>	<u>Maximum Speed</u>
Crothers	Northeast Creek	County Road east of College Green	6000#	10 M.P.H.

Co 65

65

Copy: Mr. N. M. Pritchett
Mr. A. L. Grubb (2)
Mr. P. A. Kempter
Mr. C. R. Sharretts (2)
Mr. C. S. Linville
Mr. G. N. Lewis, Jr. (8)
Mr. F. P. Scrivener
Mr. G. B. Chaires
Mr. L. S. Pfarr
Miss A. T. Stickle
Mr. Rolph Townshend
Major G. E. Davidson (2)
Maryland Traffic Safety Comm.
Cecil County Commissioners
SRC-Cecil County
SRC-Weight Limitations

Cecil County

Mr. Grubb

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JOHN B. FUNK
WEDNESDAY, DECEMBER 2, 1959

* * *

On request of the County Commissioners of Cecil County and on recommendation of A. L. Grubb, Chief, Bureau of Bridges, Chairman and Director Funk authorized posting of the following county bridge as indicated:

<u>Name of Road</u>	<u>Crossing</u>	<u>Location</u>	<u>Maximum Gross Load</u>	<u>Maximum Speed</u>
Ricketts Mill <i>Co 146</i>	Big Elk Creek	County Road northwest of Big Elk	4,000#	10 M.P.H.

Copy: Mr. N. M. Pritchett
Mr. A. L. Grubb (2)
Mr. P. A. Kempter
Mr. C. R. Sharretts (2)
Mr. C. S. Linville
Mr. G. N. Lewis, Jr. (8)
Mr. F. P. Scrivener
Mr. G. B. Chaires
Mr. Rolph Townshend
Mr. L. S. Pfarr
Miss A. T. Stickles
Major G. E. Davidson (2)
Maryland Traffic Safety Comm.
Cecil County Commissioners
SRC-Cecil County
SRC-Weight Limitations

CECIL COUNTY
Mr. Russell

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

On request of the County Commissioners of Cecil County and on recommendation of A. L. Grubb, Chief, Bureau of Bridges, Chairman and Director Funk authorized posting of the following county bridges as indicated:

<u>Name of Road</u>	<u>Crossing</u>	<u>Location</u>	<u>Maximum Gross Load</u>	<u>Maximum Speed</u>
3 Oakwood ^{Co. No. 3}	Conowingo Creek	County Road between Oakwood and Pilot	16,000#	10 M.P.H.
1 Pilot Station ¹	" "	County Road at Pilot Station	20,000#	15 M.P.H.

Copy: Mr. N. M. Pritchett
Mr. A. L. Grubb (2)
Mr. P. A. Kempter
Mr. C. R. Sharretts (2)
Mr. C. S. Linville
Mr. G. N. Lewis, Jr. (8)
Mr. F. P. Scrivener
Mr. G. B. Chaires
Mr. Rolph Townshend
Mr. L. S. Pfarr
Miss A. T. Stickles
Major G. E. Davidson (2)
Maryland Traffic Safety Commission
Co. Commrs. of Cecil County
SRC-Cecil County
SRC-Weight Limitations

MEMORANDUM OF DECISION OF STATE BOARD OF COMMISSIONERS
 BY COMMISSIONER AND CHIEF OF BUREAU
 DATED, SEPTEMBER 20, 1933

On request of the County Commissioners of Cook County and on
 recommendation of A. J. Smith, Chief, Bureau of Highway, Chicago and
 District Four authorized posting of the following county bridges as to
 location:

Year of Road	Location	County Road between	County Road between	County Road between
1933	County Road between	County Road between	County Road between	County Road between
1933	County Road between	County Road between	County Road between	County Road between

- Copy to:
- Mr. W. H. Edwards
 - Mr. A. J. Smith (2)
 - Mr. P. A. Douglas
 - Mr. C. E. Schwartz (2)
 - Mr. C. E. Smith
 - Mr. C. E. Smith, Jr. (2)
 - Mr. P. A. Douglas
 - Mr. C. E. Smith
 - Mr. Ralph Edwards
 - Mr. J. A. Smith
 - Mr. A. J. Smith
 - Major G. E. Smith (2)
 - Highway Traffic Safety Commission
 - Co. Comm. of Cook County
 - Highway Traffic Safety Commission

Cecil County
W. Cassell

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JOHN B. FUNK
THURSDAY, SEPTEMBER 24, 1959

On request of the County Commissioners of Cecil County and on recommendation of A. L. Grubb, Chief, Bureau of Bridges, Chairman and Director Funk authorized posting of the following county bridges as indicated:

<u>Name of Road</u>	<u>Crossing</u>	<u>Location</u>	<u>Maximum Gross Load</u>	<u>Maximum Speed</u>
C 29 McCauley Road	Basin Run	County Road at Rowlandsville	10,000#	10 M.P.H.
C 169 Oldfield Point Road	Plum Creek	County Road 3.0 mi. Southwest of Elkton	8,000#	10 M.P.H.

Copy: Mr. N. M. Pritchett
Mr. A. L. Grubb (2)
Mr. C. R. Sharretts (2)
Mr. C. S. Linville
Mr. G. N. Lewis, Jr. (8)
Mr. F. P. Scrivener
Mr. G. B. Chaires
Mr. Rolph Townshend
Mr. L. S. Pfarr
Miss A. T. Stickles
Major G. E. Davidson (2)
Maryland Traffic Safety Commission
SRC-Cecil County
SRC-Weight Limitations

RECOMMENDATION OF ACTION OF STATE BOARD OF BRIDGES
 BY CHAIRMAN AND MEMBERS JUNE 2, 1937
 TUESDAY, JUNE 22, 1937

On request of the County Commissioners of Scott County and
 on recommendation of A. L. Grubb, Chief, Bureau of Bridges, Chairman
 and Inspector Lusk authorized passage of the following county bridges
 as indicated:

<u>Name of Road</u>	<u>Crossing</u>	<u>Location</u>	<u>Maximum Gross Load</u>	<u>Maximum Span</u>
McCaughey Road	Main Run	County Road at Southsideville	10,000	10 M.P.M.
Oldfield Point Road	First Creek	County Road 3.0 M. Southwest of Elston	8,000	10 M.P.M.

Copy: Mr. H. H. Williams
 Mr. A. L. Grubb (2)
 Mr. C. E. Shaver (2)
 Mr. C. E. Shaver
 Mr. G. W. Lewis, Jr. (2)
 Mr. F. P. Williams
 Mr. E. W. Smith
 Mr. Ralph Williams
 Mr. L. E. Smith
 Miss A. T. Williams
 Major G. E. Williams (2)
 Highway Traffic Safety Commission
 McCaughey County
 McCaughey Commission

Cecil County

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JOHN B. FUNK
WEDNESDAY, AUGUST 19, 1959
* * *

FILE
SRC MINUTES

On request of the County Commissioners of Cecil County and on recommendation of A. L. Grubb, Chief, Bureau of Bridges, Chairman and Director Funk authorized posting of the following county bridges as indicated:

Name of Road	Crossing	Location	Gross Load	Maximum Speed
Col 4 Zeitler OK	Little Elk Creek	South of Childs	6,000#	10 M.P.H.
Col 5 Crothers OK	Northeast Creek	East of College Green	10,000#	"
Col 113 Lumbs OK	" "	N.E. of Leslie	6,000#	"
Col 116 New Bridge OK	Octoraro Creek ?	Octoraro	10,000#	"
Col 122 Spence OK	Little Elk Creek	N.W. of Cherry Hill	"	"
Col 139 Brewster's Bridge OK	Big Elk Creek	W. of Berksdale	8,000#	"

Copy: Mr. N. M. Pritchett
Mr. A. L. Grubb (2)
Mr. C. R. Sharretts (2)
Mr. C. S. Linville
Mr. G. N. Lewis, Jr. (8)
Mr. F. P. Scrivener
Mr. G. B. Chaires
Mr. L. S. Pfarr
Mr. Rolph Townshend
Miss A. T. Stickles
Major W. H. Weber (2)
Maryland Traffic Safety Comm.
SRC-Cecil County
SRC-Weight Limitations

SRC 5/8/58

W. B. W.
CECIL COUNTY

ROAD EXCHANGE - CECIL COUNTY

*Received Traffic Division
MAY 12, 1958*

Copy: Mr. A. S. Gordon
Mr. N. M. Pritchett
Mr. W. C. Hopkins
Mr. R. E. Jones
Mr. C. A. Goldeisen
Mr. A. F. Shure
Mr. G. N. Lewis, Jr. (8)
Mr. Rolph Townshend (2)
Mr. W. A. Friend
Mr. F. P. Scrivener
Mr. C. L. Wannen
Mr. A. F. DiDomenico
Mr. F. V. Dreyer
Mr. C. W. Clawson (4)
Mr. A. L. Grubb
Mr. L. C. Moser
Records & Research Section-R/W Dept.
Mr. C. S. Linville
Mr. H. G. Downs (2)
Secretary's File
SRC-Cecil County

Minute File

1940 200 2100 101

100

433

100

[illegible]

CECIL COUNTY

At the regular meeting of the State Roads Commission of Maryland, held at the office of the Commission in Baltimore, Maryland, on May 8, 1958, 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 Cecil County are hereby to be transferred to the County Commissioners of Cecil County:

Map No.	Route No.	From	To	Miles
1	Md. 276	Kelly Rd. (Co. 22)	S. Corp. Limits of Rising Sun	4.61
2	Md. 269	Md. 276 West	Kelly Rd. (Co. 22)	0.63
3	U.S. 222	U.S. 1 at Conowingo	N. Limits of Port Deposit	4.29
4	Md. 473	Md. 273 North	End S.R.C. Maint.	1.25
5	Md. 282	Md. 283 Westerly	End S.R.C. Maint.	1.61
Total				12.63

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

Map No.	Route No.	From	To	Miles
6	County Rd. #22 (Kelly Road)	Md. 276	U.S. 1 (Rising Sun By-Pass)	4.61
7	County Rd. #151 (Red Hill Road)	East End Md. 281	Delaware State Line	1.80
Total				6.41

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 additional mileage will be included in the inventory as of December 1, 1958.
2. The effective date for such transfer of roads to be upon complete approval of this agreement.
3. The basis for allocation of funds will include the additional County Road mileage in the allocation to Cecil County beginning July 1, 1959.

THE [illegible] OF [illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

4. 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:

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

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

Approved

3/31/58 (Sgd.) Norman M. Pritchett
Date Chief Engineer

At the regular meeting of the Governing Body of Cecil County, Maryland, held at its office on April 29, 1958, upon motion duly made and seconded, the following resolution was adopted.

WHEREAS, the State Roads Commission, at its meeting held on May 8, 1958 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 May 8, 1958 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 Cecil County, Maryland, that the foregoing roads, transferred by the State Roads Commission of Maryland to this County and foregoing roads, transferred by Cecil County to the State Roads Commission of Maryland, by virtue of the resolution adopted by the State Roads Commission on May 8, 1958, be, and the exchange of roads, as heretofore outlined, are accepted by Cecil County.

COUNTY COMMISSIONERS OF CECIL COUNTY, MARYLAND

ATTEST:

(Sgd.) Harold Henderson
Chief Clerk to the Board
of County Commissioners

By (Sgd.) Thomas N. Kay
Approved President

(Sgd.) Ralph W. McCool
Cecil County Member of House of Delegates

(Sgd.) William F. Burkley
Cecil County Member of House of Delegates

(Sgd.) Guy Johnson
Cecil County State Senator

(Sgd.) F. Reynolds Mackie
Cecil County Member of House of Delegates

Approved as to form
and legal sufficiency
2 April 1958
(Sgd.) T. Thornton Murray
Special Attorney for the
State Roads Commission of Maryland.

State House Commission on Intergovernmental Relations

Report of the Commission on Intergovernmental Relations
Submitted to the House of Representatives
January 1968

The Commission on Intergovernmental Relations was organized by the House of Representatives in 1966 to study the relationship between the state and federal governments. The Commission's report, submitted to the House in January 1968, contains a detailed analysis of the current state of intergovernmental relations and offers a number of recommendations for reform.

The Commission's report is organized into four main sections: (1) a general statement of the Commission's findings, (2) a detailed analysis of the current state of intergovernmental relations, (3) a discussion of the Commission's recommendations for reform, and (4) a concluding statement. The report is a comprehensive and thorough study of a complex and important issue.

The Commission's report is a valuable resource for anyone interested in the relationship between the state and federal governments. It provides a clear and concise summary of the current state of intergovernmental relations and offers a number of practical recommendations for reform. The report is a must-read for anyone who wants to understand the complexities of intergovernmental relations and the challenges that face the federal government.

The Commission's report is a landmark study of intergovernmental relations. It is a comprehensive and thorough analysis of the current state of the relationship between the state and federal governments, and it offers a number of practical recommendations for reform. The report is a valuable resource for anyone interested in this important issue.

The Commission's report is a landmark study of intergovernmental relations. It is a comprehensive and thorough analysis of the current state of the relationship between the state and federal governments, and it offers a number of practical recommendations for reform. The report is a valuable resource for anyone interested in this important issue.

CECIL COUNTY

At the regular meeting of the State Roads Commission of Maryland, held at the office of the Commission in Baltimore, Maryland, on May 8, 1958, 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 Cecil County are hereby transferred to the County Commissioners of Cecil County and shall henceforth have the status of County Roads:

Map No.	Route No.	From	To	Miles	New Co.
8	Md. 273	Susquehanna River	U. S. 1	4.27	4.29 284
9	Md. 286	Md. 286 North	C & D Canal	0.13	0.50 179
10	Md. 441	Md. 280	Providence		0.50 126
11	Md. 699	Md. 272 (S. of Leslie)	Barricade (B&O)		0.73 287
12	Old Md. 272	U. S. 40	N. Limits of North East	0.21	0.20 295
13	Md. 164	S. Limits of Charlestown	Carpenter Point	2.41	2.46 172
14	Md. 711	Md. 545	Md. 280		0.75 285
15	Md. 537-A	Old U.S. 213 N. of Chesapeake City			1.61 111/282
16	Md. 537-B	U. S. 213	N. Limits Chesapeake City		0.56 288
17	Md. 537-D	S. Limits Chesapeake City	U. S. 213		0.86 289
18	Md. 299	Md. 282	Md. 71	2.27	2.22 292
19	Md. 592 640	Md. 273 (Old U. S. 1)	Penna. State Line		1.46 291
20	Md. 592	Md. 273	Md. 592 (Old U.S. 1)		0.23 292
21	Md. 449	Two Sections of Old U.S. 222 at Aiken		0.55	0.53 294
22	Md. 835	Old Section of U.S. 1 W. of Rising Sun		0.26	0.19 293
				TOTAL	16.89

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, 1959.
2. The basis for allocation of funds will include the additional County Road mileage in the allocation to Cecil County beginning July 1, 1959.

> TRANSFERRED BACK TO STATE
 SRC RESOLUTION 8-23-61
 EFFECTIVE 7-1-62

At the meeting of the Board of Directors of the
Company held on the 10th day of January, 1900,
the following resolution was adopted:

Resolved, That the Board of Directors of the
Company do hereby authorize the President of the
Company to execute and deliver to the Secretary of the
Company a certificate of incorporation in the form
annexed hereto.

Witness my hand and the seal of the Company
this 10th day of January, 1900.

Very truly yours,
The Board of Directors of the
Company

By _____, Secretary

Attest:
The Secretary of the Company

By _____, President

Attest:
The President of the Company

By _____, Treasurer

Attest:
The Treasurer of the Company

By _____, Cashier

Attest:
The Cashier of the Company

3. That such exchange be made on an "AS-IS Basis," which pertains to the existing conditions of the roads involved.

ATTEST:

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

Approved

5/7/58 (Sgd.) Norman M. Pritchett
Date Chief Engineer

STATE ROADS COMMISSION OF MARYLAND

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

Approved as to form
and legal sufficiency

May 7 1958
(Sgd.) F. A. Puderbaugh
Special Attorney

At the regular meeting of the Governing Body of Cecil County, Maryland, held at its office on April 29, 1958, upon motion duly made and seconded, the following resolution was adopted.

WHEREAS, the State Roads Commission, at its meeting held on May 8, 1958, 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; NOW, THEREFORE, BE IT RESOLVED by the Governing Body of Cecil County, Maryland, that the foregoing roads, transferred by the State Roads Commission of Maryland to this County by virtue of the resolution adopted by the State Roads Commission on May 8, 1958, be, and the transfer of roads, as heretofore outlined, are accepted by Cecil County.

ATTEST:

(Sgd.) Harold Henderson
Chief Clerk to the Board of
County Commissioners

COUNTY COMMISSIONERS OF CECIL COUNTY, MD.

BY (Sgd.) Thomas N. Kay
Approved President

Copy: Mr. A. S. Gordon
Mr. N. M. Pritchett
Mr. W. C. Hopkins
Mr. R. E. Jones
Mr. C. A. Goldeisen
Mr. A. F. Shure
Mr. G. N. Lewis, Jr. (8)
Mr. Rolph Townshend (2)
Mr. W. A. Friend
Mr. F. P. Scrivener
SRC-Cecil County

Mr. C. L. Wannen
Mr. A. F. DiDomenico
Mr. F. V. Dreyer
Mr. C. W. Clawson (4)
Mr. A. L. Grubb
Mr. L. C. Moser
Mr. C. S. Linville
Records & Research Section-R/W Dept.
Mr. H. G. Downs (2)
Secretary's File

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*Cecil Co

GARRETT Co.*

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, FEBRUARY 6, 1957

*Final estimate
Payment*

Present: Mr. John J. McMullen and Senator Edgar T. Bennett.

On recommendation of Chief Engineer Pritchett, as set forth in his letters dated January 31, 1957 to the State Roads Commission, the following final estimates were approved for payment, these bridges to remain in the State System for maintenance:

Final estimate of \$23,456.70, for completion of the construction of highway bridge over Pennsylvania Railroad; also pedestrian subway under the tracks of the railroad in the town of North East, our Contract Ce-359-2-220; FAP #SG-90(2), the Wright Contracting Company, Inc., contractor. The contract for this work was awarded on March 30, 1954 and was completed on August 1, 1956. The total amount of this contract is \$186,698.56

Final estimate of \$21,667.54, for completion of the construction of multiple span steel WF Beam Bridge over the B & O Railroad on Md. 135 at Bloomington, our Contract G-277-1-620; FAP #SG-56(5), the Case Construction Corporation, contractor. The contract for this work was awarded on October 10, 1955 and was completed on October 18, 1956. The total amount of this contract is \$151,129.19.

Copy: Mr. N. M. Pritchett
Mr. W. C. Hopkins
Mr. P. A. Morison
Mr. C. A. Goldstein
Mr. G. B. ~~Chairman~~ (2)
Mr. A. F. DiDomenico
Mr. Rolph Townsend (2)
Mr. F. P. Scribner
Mr. C. L. Wannan
Mr. A. L. Grubb
Mr. G. N. Lewis, Jr. (8)
Mr. W. O. Roberts
SRC-Cecil County
SRC-Garrett County
Contract Files (2)

34
1942

1. The first part of the report is devoted to a description of the work done during the year. It is divided into two main sections: a general survey of the work and a detailed account of the results of the various experiments.

2. In the first section, the general survey of the work, the author gives a brief account of the progress made during the year. He mentions the various experiments that have been carried out and the results that have been obtained. He also mentions the work that is still to be done.

3. In the second section, the detailed account of the results of the various experiments, the author gives a more detailed account of the work done. He describes the various experiments that have been carried out and the results that have been obtained. He also mentions the work that is still to be done.

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EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
THURSDAY, MARCH 8, 1956

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

On recommendation of Chief Engineer Norman M. Pritchett as set forth in his letter of March 5, 1956 to the State Roads Commission, the following final estimate was approved for payment and this section of highway accepted into the State Roads System for maintenance:

Final estimate of \$24,386.44 for completion of Relocation of Md. State Route #272, Approaches to Pennsylvania Railroad Grade Elimination at North East, our Contract #Ce-359-3-215 FAP#SG-90 (3) S-185 (5), Noraner & Hartzell, Inc., contractor. The contract for this work was awarded on April 13, 1954 and was completed on September 19, 1955. The total amount of this contract is \$237,663.61.

COPY: Messrs. Pritchett, Hopkins, Morison, Goldeisen, Townshend, DiDomenico, Scrivener, Wannan, Clawson, Lewis, Robins
Contract CE-359-3-215
SRC-Cecil County

Gordon Onion Skin
EAGLE-A

CE

REPORT OF THE COMMISSIONER OF THE GENERAL LAND OFFICE
TO THE HOUSE OF COMMONS
IN THE YEAR 1852

1852

Presented by Sir Thomas B. Acland, Bart., Secretary to the Commission.
and Sir Thomas B. Acland, Bart.

The Commission was constituted by Order in Council, bearing date the 10th day of May 1851, and its first meeting was held on the 12th day of May 1851. The Commission has since that time been engaged in the discharge of its duties, and has the honor to report to the House of Commons the result of its proceedings.

The Commission has the honor to report that it has received from the several Commissioners of the various Land Offices, a large number of returns, which it has carefully examined, and has the honor to report that it has found that the returns are generally correct, and that the Commission has no objection to the same being published.

The Commission has the honor to report that it has also received from the several Commissioners of the various Land Offices, a large number of returns, which it has carefully examined, and has the honor to report that it has found that the returns are generally correct, and that the Commission has no objection to the same being published.

Commissioner of the General Land Office

1852

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, SEPTEMBER 14, 1955

State Roads Commission
TRAFFIC DIVISION

SEP 21 1955

Geo. N. Lewis, Jr.
Director

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

The following Resolution was adopted:

WHEREAS House Joint Resolution Number 9, introduced by Cecil County and Second District of Baltimore Delegations, approved by the 1955 Session of the Maryland General Assembly and further approved by Governor Theodore R. McKeldin April 25, 1955, requested the State Roads Commission of Maryland to name and designate U. S. Route 213, from Elkton to the Chester River, as the "Augustine Herman Highway",

NOW, THEREFORE, BE IT RESOLVED by the State Roads Commission of Maryland, under its powers as contained in Section 15 of the Annotated Code of Maryland, that U. S. Route 213, from Elkton to the Chester River, is hereby named and designated as the "Augustine Herman Highway".

Copy: Mr. R. H. McCain
Mr. N. M. Pritchett
Mr. W. C. Hopkins
Mr. P. A. Morison
Mr. C. A. Goldeisen
Mr. A. F. Shure
Mr. A. F. DiDomenico
Mr. C. W. Clawson
Mr. A. L. Grubb
Mr. G. N. Lewis, Jr. ✓
Mr. L. C. Moser
Mr. C. L. Wannen
Mr. C. T. LeViness
Mr. J. D. Buscher
District Engineers (7)
SRC-Name Designations

THE UNIVERSITY OF CHICAGO
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MR. GEORGE N. LEWIS, JR.

STATE ROADS COMMISSION

CE-359

CHESTERTOWN, MARYLAND

State Roads Commission
TRAFFIC DIVISION

JUN 1 1955

May 18, 1955

Geo. N. Lewis, Jr.
Director

*Tom:
Official action
has not been taken
to date regarding
this issue*

Mr. John J. Ward, Jr.,
State Roads Commission,
Elkton, Maryland.

Dear Mr. Ward:

This is to advise that the County Commissioners of Cecil County will be willing to take into the County System a portion of the North East to Turkey Point road in the vicinity of Hances Point Road, after the proposed relocation is completed by the State Roads Commission and the widening project of the North East-Turkey Point Road in Cecil County.

Very truly yours,

COUNTY COMMISSIONERS OF CECIL CO.

Thomas N. Kay, President

TNK:vh

Cecil

STATE DEPARTMENT

DEPARTMENT OF JUSTICE

FRATERNITY DIVISION

JUN 1 1932

Gen. M. Lewis, Jr.
Director

May 18, 1932

Mr. John A. Ward, Jr.,
State House, Washington,
D.C.

Dear Mr. Ward:

This is to advise you that the County Commission of
North County will be visiting on June 1st and
County Board a portion of the North part of County
Board in the vicinity of North County Board.
After the program mentioned in captioned letter
these items mentioned and the visiting party of
the North part of County Board in North County.

Very truly yours,

JOHN A. WARD, JR.,
DIRECTOR

JOHN A. WARD, JR.,
DIRECTOR

CONFIDENTIAL

100-5-545-134

C O P Y

State Roads Commission
TRAFFIC DIVISION

MAY 7 1953

Geo. N. Lewis, Jr.
Director

May 1, 1953

Mr. Rolph Townshend
District Engineer
Chestertown, Maryland

RE: Md. 685 Cecil County
Md. 591 Cecil County

Dear Mr. Townshend:

Route No. Md. 685 has been assigned for that portion of old U.S. 213 left over at Bohemia River by re-location.

Route No. Md. 591 - old approach to Porters Bridge near Richardsmere is to remain as listed and not to be changed.

Very truly yours,

Frank P. Scrivener
Maintenance Engineer

GES:rk

c.c. Mr. Charles Norris
Mr. George N. Lewis

cc'd

1000

State House Commission
TRAFFIC DIVISION

MAY 7 1933

Gen. H. Lewis Jr.
Denton

MAY 11 1933

Mr. H. Lewis Jr.
Denton

Mr. Ralph Edwards
Director
Investigation, Oklahoma

Dear Sir, I am sending

you a copy of the report of the
investigation of the U.S. 213
which was made at Oklahoma City

on May 10, 1933. The report
contains information in regard to
the case.

Very truly yours,

W. H. Lewis Jr.

W. H. Lewis Jr.
Director
Investigation, Oklahoma

1000

State Roads Commission
TRAFFIC DIVISION

APR 28 1953

Geo. N. Lewis, Jr.
Director

April 27, 1953

Mr. Ralph Townshend
District Engineer
Chestertown, Maryland

Dear Mr. Townshend

Re: Md. 591

Our records indicate that there was some question as to renumbering Md. 591, old approach to Porter's Bridge, as part of Md. 273.

For accounting purposes Md. 591 will be combined with several other small sections of road. For directional purposes there does not seem to be any advantage in making such a change.

As Cecil County map is being revised, and Control Section maps and lists are being prepared, please advise if this is satisfactory.

Very truly yours,

Frank P. Scrivener
Maintenance Engineer

GES:rk

c.c. ✓ Mr. Geo. N. Lewis, Jr.
Mr. Mr. Charles Norris

Cecil

RECEIVED
TRAFFIC DIVISION
JUN 28 1963
Gen. M. L. Smith, Jr.
Director

JUN 27 1963

Mr. J. Edgar Hoover
Federal Bureau of Investigation
Washington, D.C.

Re: [illegible]

Re: [illegible]

The following information was received from [illegible] on [illegible] at [illegible].

The following information was received from [illegible] on [illegible] at [illegible].

The following information was received from [illegible] on [illegible] at [illegible].

[illegible]

[illegible]

[illegible]

Cecil

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, OCTOBER 31, 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 October 31, 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 \$11,456.73 for completion of construc-
tion of a macadam base course, and penetration macadam surface
course, along section of Maryland Route 282, beginning at Maryland
Route 213, in Cecilton, and extending northwesterly via Warwick, to
the Delaware State Line, for a distance of 5.703 miles, our Contract
#Ce-290-2-215 FAP#S-262 (2), United Paving Company, contractor. The
contract for this work was awarded on June 22, 1949 and was completed
on October 26, 1950. The total amount of this contract is \$325,068.98.

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. of Cecil Co.

Secretary's File

No. 14244.....

GS
Did you ask
for this?
DM

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, AUGUST 9, 1950

Present: Senator Joseph M. George and Mr. Russell H. McCain.

Commissioner Joseph M. George, acting for the Chairman, executed for and on behalf of the State Roads Commission, deed, in quadruplicate, dated August 9, 1950, by and between the State Roads Commission of Maryland, party of the first part, the Board of Public Works of Maryland, party of the second part, and the County Commissioners of Cecil County, party of the third part, by which -

****the parties of the first and second parts do hereby grant, convey and quitclaim unto the party of the third part, its successors and assigns all right, title and interest in and to

ALL that parcel of land consisting of the bed of the original U. S. Route 213 situate in Cecil County, Maryland the centerline of which is described as follows:

BEGINNING for the same at the point where said old Route 213 intersects the extreme easternmost limits of the State Roads Commission's right of way of the approach to the new bridge over the Bohemia River, the said point being approximately opposite station 194 of said new approach, running thence in a northeasterly direction along the center of the old U. S. Route 213 for a distance of approximately 325 feet more or less to the waters edge of said Bohemia River, including any and all right, title and interest of the Grantors herein and to any portion of the old timber bridge which now exists at this location."

The Secretary was directed to forward this deed, which has been approved as to form and legal sufficiency by Special Assistant Attorney General J. D. Buscher, to the Board of Public Works of Maryland for approval and execution by the members constituting said Board.

Copy: Mr. W. F. Childs, Jr.
Mr. R. Townshend
Mr. A. L. Grubb
Mr. L. W. Kern
Secretary's File ✓

RECEIVED

AUG 03 1979

BUREAU OF HIGHWAY
STATISTICS

See copy

THIS DEED, Made this *9th* day of *August* in the year nineteen hundred and fifty, by and between the State Roads Commission of Maryland, party of the first part, and William Preston Lane, Jr., Governor of Maryland, J. Millard Tawes, Comptroller of Maryland and Hooper S. Miles, Treasurer of Maryland, constituting the Board of Public Works of Maryland, parties of the second part, and the County Commissioners of Cecil County, party of the third part, and

WHEREAS, the old Bohemia River Bridge was relocated in 1932 and the existing timbers and approach to the old Bridge from the South are no longer used in the State Roads System of roads and highways, and

WHEREAS, the County Commissioners of Cecil County requested the State Roads Commission to convey to them, the right, title and interest of the State Roads Commission in and to the hereinafter described property, and

WHEREAS, under the provisions of Section 3 of Article 89B and Section 8B of Article 78A of the Public General Laws of Maryland, it is necessary for the Board of Public Works to execute and approve the conveyance of the said land.

WITNESSETH, THAT for and in consideration of the sum of One Dollar (\$1.00) paid by the parties to each other and other good and valuable considerations, and the mutual benefits accruing to the parties, the parties of the first and second parts do hereby grant, convey and quitclaim unto the party of the third part, its successors and assigns all right, title and interest in and to

ALL that parcel of land consisting of the bed of the original U. S. Route 213 situate in Cecil County, Maryland the centerline of which is described as follows:

BEGINNING for the same at the point where said old Route 213 intersects the extreme easternmost limits of the State Roads Commission's right of way of the approach to the new bridge over the Bohemia River, the said point being approximately opposite station 192 of said new approach,

running thence in a northeasterly direction along the center of the old U. S. Route 213 for a distance of approximately 325 feet more or less to the waters edge of said Bohemia River, including any and all right, title and interest of the ~~parties~~ herein and to any portion of the old timber bridge which now exists at this location.

TO HAVE AND TO HOLD the same unto the County Commissioners of Cecil County, its successors and assigns.

IN TESTIMONY WHEREOF, Witness the hands and Seals of the parties hereto.

Witness:

C. Chan
Secretary

John M. [unclear] (SEAL)
Chairman
State Roads Commission

(Sgd.) William Preston Lane, Jr. (SEAL)
William Preston Lane, Jr.
Governor of Maryland

Witness:

(Sgd.) Joseph O. C. McCusker
Secretary

J. Millard Tawes (SEAL)
J. Millard Tawes,
Comptroller of Maryland

Hooper S. Miles (SEAL)
Hooper S. Miles
Treasurer of Maryland

Constituting the Board of Public Works of Maryland

*appeared as to form and legal sufficiency
this 8th day of Aug. 1950*

*(Sgd.) J. D. Buscher
Special Asst. Attorney General.*

STATE OF MARYLAND

COUNTY OF BALTIMORE, to wit:

I HEREBY CERTIFY, That on this 9th day of August, in the year nineteen hundred and fifty, before me the subscriber, a Notary Public of the State of Maryland, in and for the County aforesaid, personally appeared Joseph M. George, acting for Chairman, of the State Roads Commission of Maryland, and he acknowledges the foregoing deed to be the act of the said State Roads Commission of Maryland.

Witness my hand and Notarial Seal.

Donald Woolfer
Notary Public

STATE OF MARYLAND

COUNTY OF BALTIMORE, to wit:

I HEREBY CERTIFY, That on this 23rd day of August in the year nineteen hundred and fifty, before me the subscriber, a Notary Public of the State of Maryland, in and for the County aforesaid, personally appeared William Preston Lane, Jr., J. Millard Tawes, and Hooper S. Miles, constituting the Board of Public Works of Maryland, and they acknowledged the foregoing deed to be the act of the said Board of Public Works.

Witness my hand and Notarial seal.

(Lyd) Joseph O'C. McQuinn
Notary Public
(Seal)

S.R.C.
min.

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
THURSDAY, MARCH 16, 1950

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

The Commission approved, subject to acceptance by the Bureau of Public Roads, request contained in letter dated February 24 from the County Commissioners of Cecil County, addressed to Mr. Rolph Townshend, District Engineer, that certain roads be initial bituminous treated by State forces with the use of Federal funds, copy of which letter was submitted to the Commission by Chief Engineer Childs with his letter dated March 15, these roads to remain in the County System.

Of the thirteen sections of road submitted by the County authorities, the following six roads are on the Federal Aid Secondary System and design standards are satisfactory:

Delaware Line through Warwick toward Sandy Branch	1.8 miles
Blueball to Pleasant Hill	2.5 "
St. Mark's Road	0.5 "
Red Fill	1.4 "
Jones Chapel	1.1 "
Childs-Luttons Corner	1.4 "

The following sections of road are not on the Federal Aid Secondary System, but it is indicated that design standards are satisfactory. For the reason that they are not now on the Federal Aid Secondary System it is estimated that six weeks will be required to obtain action on the part of the Bureau of Public Roads to determine acceptance or rejection as part of the Federal Aid System:

Lewisville to Blake	1.5 miles
Jackson Park	1.0 "
Walnut Lane	0.7 "
Connelley Road	1.0 "
Colora-Porter's Bridge	0.7 "
Middle Neck	1.3 "
Ward's Hill Road	3.0 "

The Commission also approved request of the County Commissioners of Cecil County in their February 24 letter to District Engineer Townshend that the following roads, in order of priority, be initial bituminous treated by State forces with the use of county funds only:

Millers Corner-Delaware Line	1.4 miles
Rea's Corner	1.5 "
Pleasant Hill to Union	1.75 "
Calvert to Jones Lane	1.8 "
Cather's Corner-Principio	1.0 "
Blair Road	0.8 "
Jackson Station	1.3 "

Copy: Mr. R. M. Reindollar	Mr. W. F. Childs, Jr.	Mr. W. C. Hopkins
Mr. P. A. Morison	Mr. G. S. Rinehart	Mr. A. F. Shure
Mr. R. Townshend	Mr. F. P. Scrivener	Mr. A. F. DiDomenico
Mr. G. N. Lewis, Jr. ✓	Mr. Allan Lee	Mr. A. L. Grubb
Mr. C. L. Wannan	Mr. H. C. Bowers	Mrs. G. S. Rice
Co. Commrs. Cecil Co.		

CECIL CO.

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
THURSDAY, FEBRUARY 2, 1950

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

On recommendation of Chief Engineer W. F. Childs, Jr., as set forth in his letter of January 25, 1950 to the State Roads Commission, the following final estimate was approved for payment and the road taken 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 the subsequent meeting of the Commission.

Final estimate of \$10,578.74 for completion of gravel surfacing on a section of State Route 526, beginning at the bridge over Little Elk Creek, near Childs, and extending Northwesterly through Pleasant Hill to the Bayview-Andora Road for a distance of 2.959 miles, in Cecil County, our Contract #Ce-229-1-250 FAP S-97 (1), Angelo Citro, contractor. The contract for this work was awarded on June 5, 1947 and was completed on May 16, 1949.

Copy: Mr. W. F. Childs, Jr.
Mr. W. C. Hopkins
Mr. P. A. Morison
Mr. G. S. Rinehart
Mr. R. Townshend
Mr. A. F. DiDomenico
Mr. F. P. Scrivener

Mr. C. L. Wannan
Mr. Allan Lee
Mr. G. N. Lewis, Jr.
Mr. W. A. Friend
Mr. W. O. Robins
Mrs. G. S. Rice
Co. Commrs. of Cecil Co.

Md. 545 - old Co. 98 - 2.959 Miles - 16' G.

Inv. Needed

Inv. Index Map o.k.

Tracing o.k.

To Be Put on Rd. Impr. Index Map.

" " " " SM + LM

" " " " Tab. Sheets.

" " " " Rd. Life

" " " " SLD.

RECEIVED BY THE DIRECTOR OF THE BUREAU OF THE ARMY
WASHINGTON, D.C.

TO THE DIRECTOR OF THE BUREAU OF THE ARMY
FROM THE SECRETARY OF THE ARMY

On the subject of the proposed
amendment to the Army
Regulations, the following
information is being furnished
for your information.
The proposed amendment
relates to the
provisions of the
Regulations which
relate to the
conduct of the
Army.

The proposed amendment
relates to the
provisions of the
Regulations which
relate to the
conduct of the
Army.

Very truly yours,
The Secretary of the Army

ALL INFORMATION CONTAINED
HEREIN IS UNCLASSIFIED
DATE 11-11-81 BY 1043

File with minutes.

State Roads Commission *Coal*
TRAFFIC DIVISION

NOV 29 1949

Geo. N. Lewis, Jr.
Director

November 29, 1949

Mr. Rolph Townshend,
District Engineer
State Roads Commission
Chestertown, Maryland

Dear Mr. Townshend:

The two sections of North Street in Elkton, described
as follows, will in the future be maintained under the
State system.

Rt. 727 - North Street, Elkton
Sec. 1 - North and South of Old P. R. R. Crossing
2 - 15' Concrete 0.09
CE - 15' Penetration Macadam 0.07

Very truly yours,

Frank P. Scrivener
Maintenance Engineer

FPS:as

c.c. Mr. Geo. N. Lewis, Jr. ✓
Mr. Chas. Norris

10/25/51
10/25/51
10/25/51

November 17, 1951

Mr. John F. Kennedy
Director, FBI
Washington, D.C.

The two specimens of the letterhead material
submitted, will be placed in the file of the
case.

Very truly yours,
J. Edgar Hoover
Director

MADE IN U.S.A.

Franklin D. Roosevelt
Library

10/25/51

Mr. J. Edgar Hoover
Director, FBI

November 10, 1949

C
O
P
Y

Mr. Rolph Townshend, District Engineer
State Roads Commission
Chestertown, Maryland

Dear Mr. Townshend:

The approaches to the bridge over Wye Narrows on the Carmichael Road will be maintained under the County system. This will eliminate the use of route number 631.

Destroy card for Md. 489, Section 1 which will be added to Md. 314, Section 2.

Very truly yours,

Frank P. Scrivener
Maintenance Engineer

FPS:as

cc: Mr. Geo. N. Lewis, Jr.,
Mr. Chas. Norris

Attach.

jr

ALL COTTON

WILKES FALLS

November 10, 1912

Gibbs & Co. Onion Skin

Mr. John Thompson, District Engineer
Bureau of Reclamation
Washington, D.C.

Dear Mr. Thompson:

The application to the Bureau for the purchase of
the land and water rights in the Gila River Valley, Arizona, is
will include a plan of the water right.

I have been for the last few days in the
field at the Gila River, Arizona.

Very truly yours,

Frank E. Smith
Bureau of Reclamation

Yours

Mr. J. H. Lewis, Jr.
Bureau of Reclamation

Respectfully

ALL COTTON

WILKES FALLS

C
O
P
Y

November 9, 1949

Mr. Rolph Townshend, District Engineer
State Roads Commission
Chestertown, Maryland

Dear Mr. Townshend:

The following additions and changes in route and section numbers
will be noted for your index file:

Additions

486	Old Md. 313 between	G
1	Goldsboro and Balto. Corner	1915-48
2	At Hollingsworth Cross Roads	
Co	22' Bitum. Road Mix	0.65
545	From Childs to	E
2	Pleasant Hill	1949
2		
Ce	16' Cal. Clo. Treated Gravel	2.96
433	Smithville toward	G
1	Federalsburg	1949
2		
Co	20' Bitum. Base Course	2.72
485	Old Md. 404 to and thru	J
1	Queen Anne	1915-41
2	16' Conc. 2-3.0' S.A. Shou.	1.23
	18' Spec. "B"	0.18
T	22' Spec. "B"	0.29
485	Old Md. 404 thru	J
2	Hillsboro twd. Denton	1923-41
2	22'-27' Concrete	0.53
Co	15' Conc. 2-3.5' S.A. Shou.	0.92

November 9, 1942

Mr. Ralph Townsend, District Engineer
State Parks Commission
Charleston, Maryland

Dear Mr. Townsend:

The following modifications and changes in route and section numbers
will be noted for your check list:

Modifications

103 Old Mt. St. Lawrence
1 Baldwinsville and Baldwinsville
2 104 Baldwinsville and Baldwinsville
Co. 104 Baldwinsville and Baldwinsville

104 Baldwinsville and Baldwinsville
1 Baldwinsville and Baldwinsville
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Co. 104 Baldwinsville and Baldwinsville

Mr. Rolph Townshend

November 9, 1949

404	Eastern Shore Blvd.	J
13	Tuckahoe Creek twd. Denton	1949
2	Hillsboro By-pass	
Co	24' Concrete	2.16
404	Eastern Shore Blvd.	J
16	Queen Anne By-pass	1949
2	To Tuckahoe Creek	
Q	24' Concrete	1.70

The following are changes and will replace existing cards:

404	Eastern Shore Blvd.	J
12	Wye Mills twd.	1915-41
2	Queen Anne	
T	16' Conc. 2-3.0' S.A. Shou.	5.94
404	Eastern Shore Blvd.	J
14	Hillsboro By-pass to and	
2	Thru Denton	
Co	Concrete	5.51

Destroy existing cards for Md. 404, Sections 12, 13 and 14.

Very truly yours,

Frank P. Scrivener
Maintenance Engineer

FPS:as

cc: Mr. Geo. N. Lewis, Jr.
Mr. Chas. Norris

Attach.

November 24, 1944

Mr. Ralph Townsend

100. Eastern Shore Hwy.
13. Tomkins Creek (ad. section)
2. Hillside H-pan
60. Hill. concrete
100. Eastern Shore Hwy.
10. Green Auto H-pan
2. To Tomkins Creek
4. Hill. concrete

The following are changes and will be made existing order:

100. Eastern Shore Hwy.
13. Tomkins Creek (ad. section)
2. Green Auto
1. To Green. 2-3-4. S.A. 100.
100. Eastern Shore Hwy.
13. Hillside H-pan
2. Hill. concrete
60. Hill. concrete

Destroy existing order for 100. Hill. concrete 13, 13 and 13.

WHITE

Gibraltar
P.O. Box 100
New York, N.Y.

100. Hill.

100. Hill. 100. Hill. 100. Hill.

100. Hill.

Copy: Mr. W. F. Childs, Jr.
Mr. F. A. Mott
Mr. R. Townsend

Mr. A. L. Grubb
Mr. Allan Lee
Mr. C. L. Wannan

Mr. G. N. Lewis, Jr. ✓

State Roads Commission
TRAFFIC DIVISION

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

NOV 15 1949

Geo. N. Lewis, Jr.
Director

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

The Commission executed in quadruplicate the following agreement with The United States of America, Corps of Engineers, Department of the Army, for maintenance with State Roads Commission forces at Government expense the bridge over C & D Canal at Chesapeake City and approaches. It was directed that said agreement, which was transmitted to the Commission by Chief Engineer W. F. Childs, Jr. with his letter of September 20 and which has been approved as to form and legal sufficiency by Special Attorney Clarke Murphy, Jr., be forwarded to the Corps of Engineers, Philadelphia District, for execution on behalf of the Government.

"This agreement, entered into this first day of November 1949 by the United States of America for the use of the Department of the Army, Corps of Engineers, Philadelphia District, party of the first part, hereinafter called the Government, and the State of Maryland for the use of the State Roads Commission, Party of the second part, hereinafter called the State.

Witnesseth that the parties hereto do agree as follows:

1. That this agreement shall be for a term of one year from the date hereof.
2. That this agreement may be renewed upon written notice, sixty days before the expiration of the term of said agreement, by the State Roads Commission to the Corps. of Engineers, Department of the Army, Philadelphia District, providing said notice of renewal is acknowledged by the District Engineer of the Government.
3. That the State shall be reimbursed by the government for the cost of all maintenance of the Chesapeake and Delaware Canal Bridge located at Chesapeake City, Cecil County, Maryland as hereinafter specified, incurred at the bridge and approaches.
4. That the maintenance cost shall constitute the actual expenses of maintenance plus overhead.
5. That the invoice submitted on maintenance expenses plus overhead shall be submitted and payable annually.
6. That the State will be responsible for and perform to the best of its ability the following maintenance:
 - a. Maintenance of shoulders on approach roadways.
 - b. Mowing and brambling to the toe of the slopes of the approach roadways.
 - c. Maintain and make necessary repairs to guard fence.

CECIL Co

TO: Mr. J. Edgar Hoover, Director, Federal Bureau of Investigation, Washington, D.C. 20535

FROM: Mr. J. Edgar Hoover, Director, Federal Bureau of Investigation, Washington, D.C. 20535

RE: [Illegible subject line]

1. [Illegible text]

2. [Illegible text]

3. [Illegible text]

4. [Illegible text]

5. [Illegible text]

6. [Illegible text]

7. [Illegible text]

8. [Illegible text]

9. [Illegible text]

10. [Illegible text]

- d. Maintain joints in concrete roadway to the extent of sealing same.
- e. Maintain slopes, guarding against and repairing damage caused by erosion.
- f. Maintain scuppers on bridge structure so as to effect drainage.
- g. Clearing roadways of snow to the extent obtainable by use of modern "one-way" plows.
- h. Clearing the sidewalk and stairways subsequent to the clearance of roadways and as soon as labor is available.
- i. Furnishing and applying abrasive material to roadway surface when necessary.
- j. Paint and maintain any and all roadway surface markings found necessary for the proper control of traffic.
- k. Erect and maintain all necessary signs, delineators, etc. for traffic control or information.

7. That this agreement for maintenance by the State shall commence as of the date of the signing hereof by the executing official for the government."

the other

6. Estimate value in ounces payable to the owner at
market value.
7. Estimate value, including interest and resulting costs
incurred by owner.
8. Estimate amount of future payments to be made
by owner.
9. Estimate value of land to the extent of liability to
the owner of the "company" fund.
10. Estimate the value of the property and the value of the
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Fidelity Union Skin
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EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, MAY 18, 1949

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

On request of the County Commissioners of Cecil County in a letter of May 4, 1949 addressed to Mr. Robert M. Reindollar, Chairman, and on recommendation of Chief Engineer W. F. Childs, Jr. and District Engineer Ralph Townshend, the Commission voted to accept for maintenance as a part of the County Road System the section of road known as the Greenbank Road, from Md. Route 164 to Greenbank, a distance of .4 mile, in the 5th Election District of Cecil 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 Cecil County, providing for a 40' right of way.

In said Report, Mr. Townshend states that this road is "in bad condition, needs grading and gravel."

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

Co. 244 - Greenbank Rd. - Minutes 5/18/49
To Be Inv. & Filed
To Be Put on Tracing
To Be Tab. on LM Forms OK on LM 5-24-50
To Be Put on Rd. Impr. Index Map
OK on Inv. Index Map.

THE UNIVERSITY OF CHICAGO
CHICAGO, ILLINOIS

President and Board of Trustees, University of Chicago
Chicago, Illinois

Dear Sirs:
I have the honor to acknowledge the receipt of your letter of the 10th inst. and in reply to inform you that the same has been forwarded to the proper authorities for their consideration. I am, Sir, very respectfully,
Yours very truly,
[Signature]

Very truly yours,
[Signature]

cc: [Name]
cc: [Name]

- Mr. A. T. [Name]
- Mr. L. A. [Name]
- Mr. J. [Name]
- Mr. [Name]
- Mr. [Name]
- Mr. [Name]
- Mr. [Name]
- Mr. [Name]

UNIVERSITY OF CHICAGO

CHICAGO, ILL.

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, MAY 18, 1949

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

On request of the County Commissioners of Cecil County in a letter of May 4, 1949 addressed to Mr. Robert M. Reindollar, Chairman, and on recommendation of Chief Engineer W. F. Childs, Jr. and District Engineer Ralph Townshend, the Commission voted to accept for maintenance as a part of the County Road System the section of road known as the Greenbank Road, from Md. Route 164 to Greenbank, a distance of .4 mile, in the 5th Election District of Cecil county.

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

Co. # 244 - Greenbank Rd. - Minutes 5/18/49

RECEIVED THE BUREAU OF THE ARMY
ON MAY 15, 1942

RECEIVED THE BUREAU OF THE ARMY
ON MAY 15, 1942

RECEIVED THE BUREAU OF THE ARMY
ON MAY 15, 1942

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ON MAY 15, 1942

RECEIVED THE BUREAU OF THE ARMY
ON MAY 15, 1942

RECEIVED THE BUREAU OF THE ARMY
ON MAY 15, 1942

Mr. Russell

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, DECEMBER 15, 1948

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

Under date of November 17, 1948 and County Commissioners of
Cecil County addressed a letter to the State Roads Commission, which
reads as follows:

"The road commonly known as the 'Red Hill Road', located
in the Third Election District of Cecil County, has been improved
by grading, draining and graveling in preparation for hard sur-
facing for a distance of 1.2 mile.

The Board would like to suggest that a speed limit of
30 miles per hour be established on this road for the prevention
of accidents as well as preservation until such time as further
improvement can be realized.

Your consideration will be greatly appreciated by
this Board."

The matter was referred to Assistant Chief Engineer P. A.
Morison for attention, and under date of December 6, Mr. Morison addressed
a letter to Chairman Reindollar, in which he states:

"The matter was investigated by the Traffic Division and
they do not recommend a reduction in the speed limit from 50 M.P.H.
to 30 M.P.H. I concur in this recommendation.

The entire stretch of this road is rural and there
are no sufficient dwellings to warrant the reduction of the speed
limit as required by law."

In view of the recommendation as presented, the Com-
mission voted its concurrence in same and directed that copy of this
minute be forwarded to the County Commissioners of Cecil County.

CC: Mr. R. M. Reindollar
Mr. W. F. Childs, Jr.
Mr. P. A. Morison
Mr. R. Townshend
Mr. G. N. Lewis, Jr.
Co. Commrs. of Cecil Co.

File with Minutes

REPORT FROM THE BOARD OF THE STATE ROAD COMMISSION
JANUARY 12, 1904

Present: Mr. Root, N. K. Ketchum, Chairman, Senator Joseph M. George
and Mr. Russell M. Nelson.

Under date of November 14, 1903 and County Commission of
Deer Creek advised a letter to the State Road Commission, which
reads as follows:

"This road commonly known as the 'Red Hill Road', located
in the third section of Deer Creek, has been improved
by grading, bridging and paving in preparation for road and
being for a distance of 1.5 miles.

The Board would like to suggest that a good grade of
road be put on this road for the purpose of
improvement as well as protection until such time as further
improvement can be made.

Your consideration will be greatly appreciated by
this Board."

The matter was referred to the Board of Deer Creek, N. K.
Ketchum, Chairman, and after a session of December 8, 1903, the Board
advised the State Road Commission, in which it stated:

"The matter was referred to the Board of Deer Creek, N. K.
Ketchum, Chairman, and after a session of December 8, 1903, the Board
advised the State Road Commission, in which it stated:

The entire length of this road is now in good
and no further action is warranted. The condition of the road
is as reported by the Board.

In view of the recommendation as presented, the Board
advised the State Road Commission in case and directed that copy of this
minutes be forwarded to the County Commission of Deer Creek.

CO: Mr. N. K. Ketchum
Mr. N. K. Ketchum, Jr.
Mr. N. K. Ketchum
Mr. N. K. Ketchum
Mr. N. K. Ketchum, Jr.
Mr. N. K. Ketchum, Jr.
Co. Comm. of Deer Creek

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, JUNE 9, 1948

Present: Mr. Robt. M. Reindollar, Chairman, and Mr. Russell H. McCain.

On request of the County Commissioners of Cecil County, and on recommendation of District Engineer Rolph Townshend, concurred in by Chief Engineer William F. Childs, Jr., the Commission accepted for maintenance as a part of the county road system of said County, section of the Carrot Cove Road, in the 5th Election District, from Station 272 to the dead end, a length of .60 mile.

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

In regard to recommended improvement, Mr. Townshend states in said report: "Needs grading and widening out."

CC: Mr. W. F. Childs, Jr.
Mr. R. Townshend
Mr. F. P. Scrivener
Mr. C. L. Wannen
Mr. G. N. Lewis, Jr.
Mr. Allan Lee
Co. Commrs. of Cecil Co.

*Not shown on G.H. map.
Needed in L.M. file.
Inventory needed.*

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, MARCH 10, 1942

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

On recommendation of the County Commissioners of Cecil County, supported by the recommendation of Chief Engineer W. F. Childs, Jr., the Commission voted to accept for maintenance as part of the County Road System of Cecil County, section of road known as McGlothlin Road, from near Route 259 (Jack's Corner), to McGlothlin's Barn, in the Seventh Election District of Cecil County, for a distance of 0.7 of a mile.

According to the Road Condition Survey Report submitted by District Engineer Rolph Townshend, the County Commissioners have on record a deed for a 30' right of way.

Copies: Mr. W. F. Childs, Jr.
Mr. R. Townshend
Mr. F. P. Scrivener
Mr. C. L. Wannen
Mr. Allan Lee
Mr. G. N. Lewis, Jr.
Co. Commrs. Cecil Co.

*O.K. on G.H. map.
Needed in L. M. files
INVENTORY Needed. (Inv. for 241 in book wrong)*

RECEIVED FROM THE DIRECTOR OF THE BUREAU OF THE ARMY
AND NAVAL STORES, WASHINGTON, D. C.

Presented by: Mr. Robert M. Johnson, Chairman, American Legion
Mr. George W. Johnson, Secretary

On December 15th, 1944, the American Legion, Chapter 1234, held a meeting at the home of Mr. Johnson, 1234 Main Street, St. Louis, Missouri. The purpose of the meeting was to discuss the proposed purchase of a new building for the chapter. The following members were present: Mr. Johnson, Mr. George W. Johnson, Mr. John Doe, Mr. Jane Doe, Mr. John Smith, Mr. Jane Smith, Mr. John Brown, Mr. Jane Brown, Mr. John Black, Mr. Jane Black, Mr. John White, Mr. Jane White, Mr. John Gray, Mr. Jane Gray, Mr. John Green, Mr. Jane Green, Mr. John Blue, Mr. Jane Blue, Mr. John Red, Mr. Jane Red, Mr. John Purple, Mr. Jane Purple, Mr. John Yellow, Mr. Jane Yellow, Mr. John Orange, Mr. Jane Orange, Mr. John Pink, Mr. Jane Pink, Mr. John Brown, Mr. Jane Brown, Mr. John Black, Mr. Jane Black, Mr. John White, Mr. Jane White, Mr. John Gray, Mr. Jane Gray, Mr. John Green, Mr. Jane Green, Mr. John Blue, Mr. Jane Blue, Mr. John Red, Mr. Jane Red, Mr. John Purple, Mr. Jane Purple, Mr. John Yellow, Mr. Jane Yellow, Mr. John Orange, Mr. Jane Orange, Mr. John Pink, Mr. Jane Pink.

Myriad Order, No. 1234

ALL AG

Received from the Director of the Bureau of the Army
and Naval Stores, Washington, D. C.

OK on 12/15/44

Noted in 12/15/44

Noted in 12/15/44

Myriad

Mr. Crull

Cecil

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, OCTOBER 29, 1947

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

With a letter from Chief Engineer W. F. Childs, Jr., dated October 29, addressed to the State Roads Commission, he transmitted information received from District Engineer Rolph Townshend that the section of the Bethel Road, Route 286, running from Bethel to the Delaware State Line, a distance of approximately $\frac{1}{4}$ mile, has now been completed in accordance with the action taken by the Commission at its meeting of Tuesday, July 1, 1947, and, therefore, since it is stated that this section of the Bethel Road has been completed in accordance with our specifications and is now ready for acceptance, it was, upon motion duly made and seconded, voted that this $\frac{1}{4}$ mile section of the Bethel Road, Route 286, running from Bethel to the Delaware State Line, be accepted for maintenance as part of the State Highway System, and that the County Commissioners of Cecil County be advised of this action.

Copy: Mr. W. F. Childs, Jr.
Mr. R. Townshend
Mr. F. P. Scrivener
Mr. W. A. Codd
Mr. L. A. Kahn
Mr. G. N. Lewis, Jr.
Co. Commrs. of Cecil Co.

194.286 - (Replaces Co. 178)
O.K. on G.H. Map Tracing
O.K. on Inv. Index Map
To Be Inv. Inv. 6-2-50 Ego
Tab. In 1947

C O P Y

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, SEPTEMBER 3, 1947

Present: Messrs. P. Watson Webb and Russell H. McCain

Acting on a recommendation of the County Commissioners of Cecil County, supported by the recommendation of District Engineer Townshend and Chief Engineer Wilson T. Ballard, the Commission voted to accept for maintenance as part of the County Road System of Cecil County the following four road sections, on which the County Commissioners have accepted and had recorded a 30' right of way in each case.

Stoney Battery Extension, in the 1st Election District for a distance of 1 mile from the road to Cherry Grove

In Election District 2, from the end of Randalia Road to Randalia, a distance of 1.7 miles,

In Election District 2, Bower's Extension, .3 mile,
From Route 272 to Bailiff Road, in Election District No. 5, for a distance of .2 mile.

Road Condition Survey Reports were submitted to Chief Engineer Ballard by District Engineer Rolph Townshend on each of these road sections.

CC: Mr. W. T. Ballard
Mr. R. Townshend
Mr. F. R. Wavener
Mr. W. A. Codd
Mr. L. A. Kahn
Mr. W. F. Childs, Jr.
Co. Commrs. of Cecil Co.

O.K. on G.H. map.
O.K. in L.M. Files.

INVENTORY NEEDED.

O.K. on L.M. forms.

Not shown on G.H. map.

O.K. on G.H. map.

O.K. in L.M. files

O.K. on L.M. files
Inventory needed.
Not shown on
G.H. map.

EXCERPT FROM MINUTES OF MEETING OF THE STATE BOARD OF COMMISSIONERS
SUNDAY, SEPTEMBER 3, 1907

Present: Messrs. T. Watson Webb and Russell H. McGinn

Adopted as a recommendation of the County Commissioners of Cecil County, supported by the recommendation of District Engineer Townsend and Chief Engineer Wilson T. Halliday, and Commission voted to accept for maintenance as part of the County Road System of Cecil County the following four road sections, on which the County Commissioners have accepted and laid out a 30' right of way in each case.

- Section 1, between sections 2 and 3, in the 1st election district for a distance of 1 mile from the road to County
- Section 2, between sections 3 and 4, in the 1st election district for a distance of 1.7 miles, to Randall's
- Section 3, between sections 4 and 5, in the 1st election district for a distance of 1.7 miles, to Randall's
- Section 4, between sections 5 and 6, in the 1st election district for a distance of 1.7 miles, to Randall's

From Section 5 to Section 6, in the 1st election district for a distance of 1.7 miles, to Randall's

- CC: Mr. W. T. Halliday
- Mr. A. Townsend
- Mr. T. E. Corbin
- Mr. W. A. Wood
- Mr. T. A. Kain
- Mr. W. E. Childs, Jr.
- Co. Secy. of Cecil Co.

Accepted and
for maintenance
of the road

Accepted and
for maintenance
of the road

S.R.C. memo

RECEIVED

JUL 21 1947

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
TUESDAY, JULY 1, 1947

W. P. CHILDS, Jr.

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

The County Commissioners of Cecil County, in a letter dated June 11, 1947, addressed to Mr. R. M. Reindollar, Chairman, referred to what is known as the Bethel Road, Route 286, running from Bethel to the Delaware State Line, a distance of approximately one quarter of a mile, which was completed under contract last year with the exception of "the hard surfacing." They state that they have discussed with District Engineer Townshend the placing of the surfacing and "inasmuch as the estimated cost of this work is under \$3000.00 we are recommending that he be authorized to mix and place the gravel surfacing for a depth of 6" and a width of 20', under maintenance, with the understanding that the road come into the State system after the work has been completed."

This letter was referred to Chief Engineer Ballard for his recommendation, and under date of June 18, Mr. Ballard, in a letter addressed to the Chairman, makes the following statement: "It is recommended that District Engineer Townshend be authorized to complete the bituminous stabilization of the surface for a width of 20' and a depth of 6", and that upon completion of this operation, that the $\frac{1}{4}$ mile of highway be accepted by the Commission and placed under State maintenance."

In this same letter, Mr. Ballard states that he is attaching a letter dated June 17, 1947 from Mr. Morison to him, which letter indicates that the rights of way on this particular section have been secured for a 50' width plus slopes, in fee simple.

Following some discussion of this subject matter by the Commission, the recommendation made by Chief Engineer Ballard in his letter of June 18 as set forth above was, upon motion duly made and seconded, adopted, and Mr. Ballard is requested to notify the Commission upon the completion of the aforementioned work, advising the Commission that the work has been entirely completed and the road ready for acceptance by the Commission for maintenance as a part of the State system.

Copy: Mr. R. M. Reindollar
Mr. W. T. Ballard
Mr. R. Townshend
Mr. P. A. Morison
Mr. W. A. Codd
Mr. W. F. Childs, Jr. ✓

CECIL CO

Nellies
Cor.

County #99 #4

1.0 mile

This Road was Closed by the
County Commissioners on
July 27, 1946

42

County #96

County #98

Blue Ball

Rt 273

RECEIVED

OCT 11 1946

W. A. CHILDS, JR.

No. _____

STATE ROADS COMMISSION



Appleton

Rt 273

Big Elk
Chapel

0.30 mile
open

County road #104

Closed for 1.20 mi.

Cowentown

This Road for 1.20 miles
was closed by Cecil
County Commissioners
on July 27, 1946

Old Bridge
That Failed

County Rd #134

RECEIVED

NOV 11 1946

W. A. CHILDS, JR.

No. _____

STATE ROADS COMMISSION

RECEIVED

OFFICE OF THE
STATE ROADS COMMISSION

Mr. S. W. Cassell

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
TUESDAY, OCTOBER 15, 1946

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

Chief Engineer Wilson T. Ballard informed the Commission he had received word from District Engineer Rolph Townshend of action by the County Commissioners of Cecil County, Elkton, Maryland, effective at July 27, 1946, at which time the following County roads were officially closed:

"County road #30 leading from Cowentown in a westerly direction toward Big Elk Chapel for an approximate distance of 1.5 miles.

County road #4 leading from David McDowell's on the Lombard road in an easterly direction to Blue Ball-Nellie's Corner Road for a distance of approximately 1.0 mile."

This action by the County Board is recorded for the purpose of removing these two sections of county road from the Commission records, as at this time the State Roads Commission is maintaining the county roads of this County.

Copy: Mr. W. T. Ballard
Mr. R. Townshend
Mr. E. P. Scrivener
Mr. W. F. Childs, Jr.
Mr. W. A. Codd
Mr. L. A. Kahn
County Commissioners

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
WEDNESDAY, MAY 15, 1946

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

The minutes of the meeting of the Commission held on January 31, 1945 set forth certain correspondence and an adopted program for roads in Cecil County, which it was planned will be improved under the provisions of the Federal Aid Highway Act of 1944. Then again on December 6, 1945, the County Commissioners of Cecil County, with their attorney, discussed this proposed three-year post-war construction program with the Members of the Commission. Again, on May 2, 1946 the County Commissioners met with the Members of the Commission for further discussion on the subject of the secondary road program and also with reference to financing the construction program.

At these conferences held since the original action of the Commission of January 31, 1945, changes in the program as then adopted have been made, and for the purpose of record, there are set forth herewith, copy of letter dated December 7, 1945 from the County Commissioners of Cecil County, Program of road and bridge construction to be built in the year 1946 and designated and recommended by the County Commissioners of Cecil County to the State Roads Commission of Maryland, and copy of letter of May 7, 1946 from the County Commissioners of Cecil County together with Resolution by the said County Commissioners - May 7, 1946:

COUNTY COMMISSIONERS OF CECIL COUNTY
ELKTON, MD.

December 7, 1945

State Roads Commission
108 E. Lexington St.
Baltimore, Md.

Attention: Mr. Robert M. Reindollar, Chairman

Dear Sirs:

Confirming the agreement reached at the conference yesterday, between the Board of Commissioners of Cecil County and your Commission; we wish to say that we have agreed upon the construction program, copies of which were submitted to you for bridges and roads to be constructed in Cecil County during the year 1946, involving a total cost of \$305,400.00

Copy: Mr. A. P. Shure
Mr. F. A. Harrison
Mr. T. T. Halliday
Mr. A. K. Reinhold
Mr. W. J. Hopkins
Mr. L. A. Lann
Mr. B. V. Childs
Mr. W. A. Bond
County Commissioners

MINUTES OF MEETING OF THE STATE BOARD OF HIGHWAYS
WEDNESDAY, MAY 12, 1943

Present: Mr. Robert M. Reinhold, Chairman, Hannan, F. Watson Webb
and Russell H. McCain.

The minutes of the meeting of the Board held on January 21, 1943 are for certain correspondence and an adopted program for roads in Cecil County, which it was planned will be introduced under the provisions of the Federal Aid Highway Act of 1942. It was also on December 8, 1942, the County Commissioners of Cecil County, with their action, discussed this proposed three-year construction program with the members of the Commission. Again, on May 4, 1943, the County Commissioners met with the members of the Commission for further discussion on the subject of the secondary road program and also with reference to financing the construction program.

At these conferences held since the original action of the Commission of January 21, 1943, changes in the program as then adopted have been made, and for the purpose of record, there are two further amendments. First of these based December 7, 1942, from the County Commissioners of Cecil County, Program of road and bridge construction to be built in the year 1943 and designated and recommended by the County Commissioners of Cecil County to the State Board of Highways, and copy of letter of May 7, 1943, from the County Commissioners of Cecil County together with resolution by the said County Commissioners - May 7, 1943.

COUNTY COMMISSIONERS OF CECEL COUNTY
CECIL, MD.

December 7, 1942

State Board of Highways
103 E. Lexington St.
Baltimore, Md.

Attention: Mr. Robert M. Reinhold, Chairman

Dear Sirs:

Confirming the agreement reached at the conference yesterday, between the Board of Commissioners of Cecil County and your Commission, we wish to say that we have agreed upon the construction program, copies of which are attached to you for review and ready to be introduced in Cecil County during the year 1943, involving a total cost of \$302,400.00.

5/15/46

We understand that there is available of our share of the gasoline tax and federal money for this program \$219,000. We have agreed that the final surfacing of 6.9 miles of the roads are to be completed in 1947, and reckoning this at \$7,000. per mile, we deduct \$48,300. from the above figures. This will leave \$38,100.00 needed completely to carry out this program.

We expect that this deficit can be covered by anticipated increases in gas tax, and if not the balance will have to be raised by levy.

The program submitted yesterday is in substitution of all others, heretofore submitted and particularly it replaces that submitted January 1945.

We understand that all other roads made part of this program will upon completion be made a part of the State Road System and will be maintained by the State Road Commission.

Very truly yours,

COUNTY COMMISSIONERS OF CECIL COUNTY

(Sgd.) Thomas N. Kay

Thomas N. Kay, Clerk

kj

PROGRAM OF ROAD AND BRIDGE CONSTRUCTION TO BE BUILT IN
THE YEAR 1946 AND DESIGNATED AND RECOMMENDED BY THE
COUNTY COMMISSIONERS OF CECIL COUNTY TO THE STATE ROADS
COMMISSION OF MARYLAND

1. Extension of Maryland 286 east to Delaware Line	\$ 11,500.00
*2. Bridge over Big Elk Creek between Cowentown and Andora	8,300.00
*3. Bridge over Conowingo Creek between Oakwood and Pa. Line	18,500.00
4. Marley Bridge on Road Childs to Cherry Hill	22,000.00
5. Childs to Pleasant Hill	118,900.00
6. From Maryland 269 at Colora North to U. S. 1	54,000.00
7. Maryland 280 at Elk Mills	40,100.00
8. Extension 337 from Maryland 316 southeast to Del. Line	32,100.00
	<u>\$ 305,400.00</u>
Available for 1946-1946	<u>219,000.00</u>
	\$ 86,400.00

*Delete. See letter 5/7/46 from
Co. Commrs. of Cecil County

3.

5/15/46.

Mileage to be completed by
surfacing in 1947

Pleasant Hill	2.80
Elk Mills to	
Cherry Hill	1.28
Millers. Corn.	1.30
Colora	<u>1.52</u>
	6.90

At 7,000 mile. 48,300.00

DEFICIT. \$. 38,100.00

COUNTY COMMISSIONERS OF CECIL COUNTY
ELKTON, MD.

May 7, 1946

State Roads Commission
108 E. Lexington St.
Baltimore, Md.

Attention: Mr. Robert M. Reindollar, Chairman

Dear Sirs:

Enclosed herewith is a copy of our letter of December 7, 1945, confirming the agreement between the Board of County Commissioners of Cecil County and your Commission, reached at a conference with you on Dec. 6, 1945.

Pursuant to our meeting with your Commission last Thursday, May 2nd, 1946, we do further confirm the program agreed upon with the following exceptions; the deletion from the program of road and bridge construction, submitted to the Commission on December 6, 1945, of item #2, bridge over Big Elk Creek, between Cowentown and Andora, and item #3, bridge over Conowingo Creek between Oakwood and Pennsylvania Line.

Also enclosed herewith are two copies of a Resolution by the Board of County Commissioners of this date guaranteeing that the sums appropriated by the Federal Government for road construction in this County will be matched by the County from County funds.

Very truly yours,

COUNTY COMMISSIONERS OF CECIL COUNTY

(Sgd.) Clarence C. Harris
Clarence C. Harris, Pres.

r

Enclosures-4

1. 2 copies Resolution
2. Letter dated 12/7/45
3. Program of Rd. & Bridge Construction

Stamp

Amount to be received by
the County in 1945

2.85	Interest on
1.45	County Bond
1.30	County Bond
1.25	County Bond

6.85

At 7,000 miles 12,300.00

1.38,100.00

COUNTY COMMISSIONERS OF DECAT COUNTY

DECAT, GA.

May 7, 1945

State House Commission
105 N. Lexington St.
Baltimore, Md.

Attention: Mr. Robert E. Reinhardt, Chairman

Dear Sirs:

Enclosed herewith is a copy of our letter of December 7, 1943, containing the agreement between the Board of County Commissioners of Decatur County and your Commission, reached at a conference with you on Dec. 6, 1943.

Pursuant to our meeting with your Commission last Thursday, May 2nd, 1945, we do further confirm the program agreed upon with the following: the deletion from the program of road and bridge construction, and the deletion of December 6, 1943, of Item 4, which was a bridge over the railroad between Decatur and Atlanta, and Item 5, which was a bridge over the railroad between Decatur and Marietta.

Also enclosed herewith are two copies of a resolution of the Board of County Commissioners of this date, purporting that the same was approved by the Board of Commissioners for each commission in the County will be mailed to the County from County funds.

Very truly yours,

COUNTY COMMISSIONERS OF DECAT COUNTY

(Sgd.) Lawrence C. Smith
Lawrence C. Smith, Chairman

Enclosures-4
1. 2 copies resolution
2. Letter dated 12/7/43
3. Program of road and bridge construction

5/15/46.

RESOLUTION BY COUNTY COMMISSIONERS OF
CECIL COUNTY - May 7, 1946

Whereas, a program of road and bridge construction for Cecil County for the years 1946, 1947 and 1948 has been recommended to the State Roads Commission of Maryland, which has been approved by said Commission,

And whereas, by an appropriation of the Federal Government to the various States for road construction purposes, the several counties of the State of Maryland will receive a yearly sum for road construction purposes and the particular appropriation to Cecil County is approximately the sum of \$51,000.00 per year, provided the said Cecil County will guarantee to match this sum for the purposes aforesaid.

Resolved, by the President and Board of Commissioners of Cecil County the yearly sum appropriated by the Federal Government to Cecil County for the construction of roads in said County under the program approved by the State Roads Commission of Maryland will be equaled by a like yearly sum from Cecil County funds.

(Sgd.) Clarence C. Harris
Clarence C. Harris, Pres.

" Howard S. Vincent
Howard S. Vincent

" Frank L. Rowland
Frank L. Rowland

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O
P
Y

2/2/44

RESOLUTION BY COUNTY COMMISSIONERS
DECEMBER COUNTY - MAY 7, 1944

Whereas, a project of road and bridge construction for DeKalb County for the years 1944, 1945 and 1946 has been recommended to the State Roads Commission of Georgia, which has been approved by said Commission, and whereas, it is a function of the Board of Commissioners of the County to provide for road construction purposes, the several members of the Board of Commissioners will receive a yearly sum for road construction purposes and the particular appropriation to DeKalb County is approximately the sum of \$21,100.00 per year, provided the said DeKalb County will guarantee to each mile for the purposes aforesaid.

Resolved, by the President and Board of Commissioners of DeKalb County the County sum appropriated by the Federal Government to DeKalb County for the construction of roads in said County under the program approved by the State Roads Commission of Georgia will be equalized for a like yearly sum from said County funds.

(Sgd.) Clarence C. Hester
Clarence C. Hester, Pres.

Howard J. Vincent
Howard J. Vincent

Frank L. Lowland
Frank L. Lowland

Thyrid

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, JANUARY 9, 1946

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

The Commission is in receipt of a communication from the
County Commissioners of Cecil County, enclosing an attested copy
of an order of the said County Commissioners, which reads as follows:

"The County Commissioners of Cecil County having de-
termined on Nov. 6, 1945 to close the public road hereinafter
mentioned and, having given more than thirty days notice by
publication in the Cecil Whig and Cecil Democrat, two news-
papers printed and published in said Cecil County, of their
intentions so to do, as will appear from the Printer's
Certificate hereunto annexed; and no objections having
been made to such action, and it having been determined
by said County Commissioners to be for the benefit and
advantage of Cecil County that said road be so closed.

"It is thereupon this 12th day of December, 1945
ordered and determined by the said Board of County Com-
missioners that the public road situate in the Second
Election district of Cecil County extending from Cald-
well's Corner on State route #342 in a northerly direc-
tion to the north bank of Moore's Run for a distance of
approximately one mile, be and the same is hereby closed
as a public road.

Signed - Clarence C. Harris, Pres.

Signed - Howard S. Vincent

Signed - Frank L. Rowland

Attest:

Thomas N. Kay, Clerk"

Since it is evident that the County authorities, in the clos-
ing of the aforesaid public road, have complied with the necessary
legal requirements, the Commission, at the request of its Chief En-
gineer Wilson T. Ballard, voted to concur in the action taken by the
County Board, and directed that the said public road, as more particu-
larly described in the said order, be removed from the list of County
roads in Cecil County which are now under maintenance by the State
Roads Commission.

Copy: Mr. W. T. Ballard
Mr. R. Townshend
Mr. L. A. Kahn
Mr. W. F. Childs, Jr.
Mr. W. A. Codd
Mr. F. P. Scrivener

COPY

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, AUGUST 8, 1945

Present: Mr. Ezra B. Whitman, Chairman, Messrs. P. Watson
Webb and Russell H. McCain.

The Commission was advised by Chief Engineer Wilson T. Ballard that according to information received by him, the County Commissioners of Cecil County, on April 7, 1945, closed the County road #38, known as the old Marley Mill Road, from the County road known as the Star Route to the intersection of County road #43, a distance of approximately one mile, and requested discontinuance of maintenance of this section of county road. This information is entered in the minutes of this Commission as a matter of record.

Copy: Mr. W. T. Ballard
Mr. R. Townshend
Mr. W. F. Childs, Jr.
Mr. L. A. Kahn
Mr. W. A. Codd

COPY

CECIL COUNTY

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, JANUARY 31, 1945

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

A letter from Chief Engineer Wilson T. Ballard, addressed to the State Roads Commission, dated January 24, 1945, advises that "the County Commissioners of Cecil County presented to this Commission under date of February 7, 1944 a list of highways proposed for construction during the post-war period, arranged in the order of priority in which they desire the construction work to be carried out.

This program was reviewed by the Traffic Division, our District Engineer, Mr. Townshend, and this office.

As a result of these reviews and further conferences and correspondence with the County Commissioners of Cecil County, the following list of projects ranged in the order of construction priority and showing mileages and estimated construction costs, aggregating a total estimated construction cost of \$1,608,100, was developed, covering the construction of 50.42 miles of highways.

Proj. N. & Order of Priority	Location	Mileage	Estimated Cost
0	Extension of Md. 286 East to Delaware Line	.25	\$ 11,500.00
1	Childs to Pleasant Hill	2.80	118,900.00
2	Extension of Md. 277 west to Cherry Hill on Maryland 280	1.28	40,100.00
3	Extension of Md. 377 from Md. 316 S.E. to Maryland-Delaware Line	1.30	32,100.00
4	From west end of Md. 282 towards Sassafras River	2.00	36,700.00
4-A	Extension of Md. 283 to Elk River	.40	9,900.00
5	From east end to Route 9 east to Md. 572 at Bayview	3.30	91,500.00
6	Extension of Md. 316 through Cowentown to Appleton	1.90	46,500.00
7	From Md. 283 north of Earleville to U.S. Rt. 213 at Bohemia	4.10	94,300.00
8	From Md. 269 at Colora N. to U.S. Rt. 1	1.52	54,000.00
9	From Md. 276 at Woodlawn to Md. 572 at Bayview	3.00	100,500.00
10	From Md. 276 at Woodlawn west toward New Valley	2.80	78,500.00
10-A	From Md. 310 at Maryland-Delaware Line S.E. to Warwick	5.32	154,000.00
11	Extension Road No. 1 from Pleasant Hill to Md. 273	2.70	109,000.00
12	From Md. 269 to U.S. Route 1 paralleling Md. 276	1.50	42,500.00
13	From Woodlawn-Bayview Road through Principio to Project No. 17	1.90	84,500.00
14	From Md. 273 west to Pilot then north to Maryland-Pennsylvania Line	2.50	114,000.00
15	West from U.S. Rt. 222 north of Aiken, then south to Aiken Road	1.45	56,500.00

Proj. No. &
Order of
Priority

Location

Mileage

Estimated
Cost

16	From Md. 7 northwest to U.S. Rt. 222 at Blythedale	1.95	\$ 59,000.00
17	From a point .4 mile northwest of Md. 276 to Md. 274	2.20	80,500.00
17-A	From Barnes Cross Roads (Md. 276) easterly through Farmington to intersection with north end of Project No. 17	2.70	80,000.00
18	From Md. 273 northwest U.S. Rt. 1 through Rock Spring to U.S. Rt. 222	1.85	61,800.00
19	From Appleton on Md. 273 to Md.-Penna. Line	1.70	51,800.00
Total,		50.42	\$1,608,100.00

Subsequent to the development of this list of projects, the county indicated its desire to have two bridges added to the list and programmed for construction as the second and third items on the program."

With reference to the financial status of Cecil County and the possible funds to be available, Mr. Ballard states:

"The Federal Aid Highway Act of 1944 will make available \$51,034.00 to Cecil County for feeder road construction during each of the three consecutive years of the post-war period as defined by the Federal law. According to our Accounting Department, Cecil County has at present available for matching Federal funds \$91,233 from the proceeds of the Lateral gas tax. Based upon the assumption that the county will provide sufficient funds to match the Federal allocations on a 50-50 basis during the second and third post-war years, and will, in addition thereto, use all of the \$91,233 presently available, they will have an aggregate of \$346,267 for three years of post-war construction."

Mr. Ballard then sets forth for the Commission's approval the following program, which follows the order of priorities established by the County Commissioners of Cecil County.

Recommendation - 1st Year		Mileage	Estimated Cost
(Projects are numbered in accordance with County Commissioners' established construction priority.)			
0	Extension Md. 286 east to Delaware Line	0.25	\$ 11,500.00
	Bridge over Big Elk Creek between Cowenton and Andora		8,300.00
	Bridge over Conowingo Creek between Oakwood and Pennsylvania Line		18,500.00
2	Extension Md. 277 west to Cherry Hill on Md. 280	1.28	40,100.00
3	Extension Md. 377 from Md. 316 S.E. to Maryland-Delaware Line	1.30	32,100.00
			\$ 110,500.00

S.R.C. 1/31/45

<u>Recommendation - 2nd Year</u>		<u>Mileage</u>	<u>Estimated Cost</u>
1	Childs to Pleasant Hill	2.80	\$ 118,900.00
<u>Recommendation - 3rd Year</u>			
4	West end Md. 282 toward Sassafras River	2.00	36,700.00
4-A	Extension Md. 283 to Elk River	0.40	9,900.00
5	East end Rt. 9 east to Md. 572 at Bayview	3.30	91,500.00
			\$ 138,100.00

With reference to this proposed program, certain recommendations and statements were made by Mr. Ballard, and these are set forth herewith:

"Based upon the recommendations of the Traffic Division and concurred in by the County Commissioners, it is recommended that Items 0, 1, 2 and 3 above 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.

Items 4, 4-A and 5 of the third year of construction, together with the two bridges listed in the first year of construction, will remain in the county highway system."

It will be noted that the aggregate estimated construction cost of the above recommended program is \$367,500, which, as Mr. Ballard states, would require that the County provide approximately \$21,000 over the three year period in addition to the funds "that will be available in accordance with the assumption made hereinabove."

The program as submitted and the recommendations and conditions under which it is proposed to carry out the construction over the three year period were, after careful consideration by the Commission, formally approved and adopted, and Chief Engineer Ballard authorized to proceed with surveys, etc. and with arrangements for securing the necessary rights of way.

COPY

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS
COMMISSION, WEDNESDAY, June 28, 1944.

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

On recommendation of Chief Engineer Wilson T. Ballard, supporting the recommendation made by the County Commissioners of Cecil County in a letter dated June 8, 1944, addressed to Ezra B. Whitman, Chairman, the Commission voted to accept for maintenance as a part of the County Road System of Cecil County, the Locust Point Road, from McKeown's Corner to River Road, in Election District No. 2, for a length of 0.5 mile.

According to the Road Condition Survey Report submitted by District Engineer Rolph Townshend, the estimated cost of improving this section of county road amounts to \$308.60. It was further voted that such expenditures, not to exceed this figure, should be made to put the road in satisfactory condition, and charged to the Lateral Road Funds allocated to the said County.

Copies to Messrs: Ballard
Townshend
Cold
Kahn
Childs

MADE IN U.S.A.

Cecil

EXCERPT FROM MINUTES OF MEETING OF THE STATE BOARD
COMMISSION, FEBRUARY, June 28, 1941.

Present: Mr. Earl B. Wilson, Chairman, Messrs. E. Wilson,
Hobb and W. Frank Thomas.

On recommendation of Chief Engineer Wilson T. Helling, regarding the recommendation made by the County Commissioners of Cecil County in a letter dated June 8, 1941, submitted to Earl B. Wilson, Chairman, the Commission voted to accept for maintenance and repair of the County Road System of Cecil County, the Lower Point Road, from Moxlow's Corner to River Road, in Election District No. 5, for a length of 0.5 mile.

According to the Road Condition Survey Report submitted by District Engineer Ralph Townsend, the estimated cost of improving this section of County Road amounts to \$300.00. It was further noted that such expenditures, not to exceed this figure, should be made to put the road in satisfactory condition, and charged to the lateral Road Fund allocated to the said County.

Goodies to Mary...
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Fidelity Union Skin

MADE IN U.S.A.

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
TUESDAY, NOVEMBER 2, 1943.

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

For the purpose of record, and of recording action taken by the County Commissioners of Cecil County in June, 1942, the following information is herewith set forth indicating the action taken by said County Board:

"A section of County road and two grade crossings over the right of way of the Pennsylvania Railroad known as Rolandville were ordered closed and abandoned and a new road constructed parallel to the railroad on the north side of same. The length of the new road is the same as the portion of road which was abandoned and closed. The County road was known as #7 on the Key Map and is in the 8th Election District.

The second section of road abandoned and closed is known as the Marley Road beginning at a point on the south side of the New Philadelphia Dual Highway, US Route 40, at a point approximately $1\frac{1}{2}$ miles east of the intersection of the North East-Mechanic's Valley Road and the New Philadelphia Dual Highway, US Route 40, running thence in a southwesterly direction approximately 1.25 miles to a lane which is the entrance to the lands of the J.W.Redhill Estate. This road was known on the Key Map as #39 in the 5th Election District.

(COPY)

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROAD COMMISSION

TUESDAY, NOVEMBER 3, 1913.

Present: Mr. Ezra S. Whitman, Chairman, Messrs. P. H. Bates,
and Mr. W. Frank Thomas.

For the purpose of passing and of recording action
taken by the County Commissioners of Tazewell County in June, 1913,
the following information is presented for their consideration and
action taken by said County Board:

"A section of County Road and two state crossroads
over the right of way of the Pennsylvania Railroad known as
Hollandville were ordered closed and abandoned and a new road
constructed parallel to the railroad on the north side of same.
The length of the new road is the same as the portion of road
which was abandoned and closed. The County Road as known as
87 on the Map and is in the 8th Election District.

The second section of road abandoned and closed
is known as the Valley Road beginning at a point on the south
side of the New Philadelphia Deal Highway, US Route 40, at a
point approximately 1/2 mile east of the intersection of the
North East-Mechanic's Valley Road and the New Philadelphia Deal
Highway, US Route 40, running thence in a southeasterly direction
approximately 1.52 miles to a line which is the entrance to the
lands of the U. S. Reclamation Service. This road known as the
Key Run as 430 in the 3rd Election District.

(copy)

NOV9, 1943

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
TUESDAY, NOVEMBER 2, 1943

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

For the purpose of record, and of recording action taken by the County Commissioners of Cecil County in June, 1942, the following information is herewith set forth indicating the action taken by the said County Board:

"A section of County road and two grade crossings over the right of way of the Pennsylvania Railroad known as Rolandville were ordered closed and abandoned and a new road constructed parallel to the railroad on the north side of same. The length of the new road is the same as the portion of road which was abandoned and closed. The County road was known as #7 on the Key Map and is in the 8th Election District.

The second section of road abandoned and closed is known as the Marley Road beginning at a point on the South side of the New Philadelphia Dual Highway, U. S. Route 40, at a point approximately $1\frac{1}{2}$ miles East of the intersection of the North East-Mechanic's Valley Road and the New Philadelphia Dual Highway, U. S. Route 40, running thence in a southwesterly direction approximately 1.25 miles to a lane which is the entrance to the lands of the J. W. Rehill Estate. This road was known on the Key Map as #39 in the 5th Election District."

Copy: Mr. W. T. Ballard
Mr. R. Townshend
Mr. W. A. Codd
Mr. L. A. Kahn
Mr. W. F. Childs, Jr.

Re-copied by M. B. 8 / 11 / 44

THE UNIVERSITY OF CHICAGO
DEPARTMENT OF CHEMISTRY

RECEIVED
JAN 10 1964

TO THE DIRECTOR
FROM THE DEPARTMENT OF CHEMISTRY
RE: [illegible]

[illegible text]

[illegible text]

...

L.R.C. Minutes

Traffic

October 22, 1943.

To: Mr. J. T. Gorsuch

From: W. F. Childs, Jr.

Subject: Road Inventory Revision Data

While in Cecil County on October 19th Mr. J. T. Richards called my attention to the existence of two county roads that apparently do not appear on the Cecil County map.

The first is the old Marley county road which intersects Md. 545 at a point 2.03 miles NW of the intersection of Md. 526 and Md. 280 and runs westerly to intersect a county road to Childs and thence southwesterly to intersect the Nottingham county road 1.20 miles north of new US 40. Its total length is 2.46 miles. The section not on the map is 1.37 miles from Md. 545 to the county road to Childs. The road was inventoried by Mr. Lewis, Mr. Richards and I on October 19th and Forms HPS 6, 3, and 5 are transmitted herewith. Its location is shown on attached map.

The other is a county road intersecting the Woodlawn-Craigtown county road 0.315 mile south of Woodlawn and running west for a distance of 0.245 miles to intersect Md. 276 about 0.385 miles SW of Woodlawn. Forms HPS 6 and 3 are attached.

On March 10, 1943 I sent to Mr. Bunting excerpts from minutes of meeting of the State Roads Commission on February 25, 1943 approving the formal action of the County Commissioners of Cecil County on Feb. 9, 1943 closing approximately 0.5 mile of the Mackall road in the Third E. D. This road is on a Government Munition Plant Reservation and we were not permitted to go over it.

According to Mr. J. T. Richards the entire road is abandoned from its junction with Md. 545 just 1.69 miles N.W. of intersection of Md. 526 and Md. 280 to the Nottingham county road 0.20 mile west of its intersection with new US 40. The location of this road is shown on Cecil Co. map attached.

On June 9, 1942 the County Commissioners formally closed 1.5 miles of the Marley county road starting at So. R. of W. line of new US 40 and running southwesterly across the main line of the P. R. R. to Rehill Entrance 0.14 mile east of the Northeast-Mechanic Valley road. Its location is shown on the attached ~~section~~ of map and Form 6 HPS. Copy of District Engineer Rolph Townshend's letter of June 30, 1942 and section of Cecil County map were transmitted to Mr. G.W. Cassell on July 2, 1942. The closing of this 1.5 miles of county road eliminated P.R.R. grade crossing #17 N over Main Line. We have no record of any action taken by the State Roads Commission approving the closing of this road. The action of the County Commissioners is legally sufficient.

CECIL

Traffic

Page 2.

I enclose Forms 6 HPS and 3 HPS covering the relocated county road at Rowlandville in accordance with formal action of Cecil County Commissioners of June 9, 1942 closing the old county road which made two crossings of the Penna. R. R. at grade. Copy of District Engineer Rolph Townshend's letter of June 30, 1942 was transmitted to Mr. G. W. Cassell on July 2, 1942. On reverse side of section of Cecil County map sent Mr. Cassell with above Mr. J. T. Richards sketched the new and old roads.

The relocation of the Rowlandville Road eliminates grade crossings # X A and # X B over the Octoraro Branch of the Penna. R. R..

On July 15, 1942 I sent Mr. Cassell copy of Executive Order #9185 signed by the President of the U. S. A. on June 23, 1942 creating and describing the Susquehanna National Wildlife Refuge in Harford and Cecil Counties. The area can be plotted on the map sufficiently close for location purposes.

On January 20, 1943 I sent to Mr. Bunting excerpts from minutes of meeting of the State Roads Commission on January 12, 1943 regarding abandonment of three roads taken into the Bainbridge Naval Reservation at Port Deposit. There was attached a sketch giving the location of these abandoned roads. They are also shown on the attached Cecil County map.

Other errors noted in the field on Oct. 19, 1943 are that there is a bridge of more than 20' span over ^{Basin Run} creek on the county road which forms an easterly extension to Md. 338 to Md. 269. The bridge is on this county road immediately east of Md. 269 as shown on the enclosed map.

The Nottingham county road from Mechanic Valley to new US 40 is shown on the enclosed map as Type "E" which is correct except for 0.20 mile from the abandoned Mackall road to new US 40 is now Type "F".

The Penna. R. R. has run a spur from the Octoraro Branch south of Colera into the Naval Reservation. This railroad extension has added two overpasses, one underpass and one crossing at grade to the roads of the County system and one grade crossing on Md. 276. The approximate location of the railroad is shown in pencil on the attached map. We did not inventory the crossings at grade as we did not take these forms with us.

I am asking the Bridge Department to fill in Form 5 HPS for the grade elimination structures.

Mr. Lewis went over and explained to you the notes on the attached map and I suggest that you look it over immediately and make permanent records on the Cecil County correction map.

1944

Page 2

I visited Point 2 NW and 3 NW covering the adjacent heavy forest at Bawabawia in accordance with formal notice of Cecil County Commissioners of June 1, 1943 showing the old survey west of the line of the Potomac River. A copy of this notice is being furnished to Mr. H. K. Gifford on July 1, 1944. Of June 10, 1943 and transmitted to Mr. H. K. Gifford on July 1, 1944. A copy of notice of Cecil County was sent Mr. Gifford with above Mr. J. T. Kline who had the map and the note.

The location of the Bawabawia Road adjacent to the Potomac River is shown on the map of the Potomac River at the corner of the road. E. 1.

On July 1, 1943 I sent Mr. Gifford copy of letter to Mr. Gifford signed by the President of the Board of Directors of the Potomac River Navigation Authority dated in Baltimore and dated. The map was placed on the map with the map of the Potomac River.

On January 10, 1943 I sent to Mr. Gifford a copy of letter signed by the Board of Directors of the Potomac River Navigation Authority dated in Baltimore and dated. The map was placed on the map with the map of the Potomac River.

Other notes were made in the field on July 1, 1943 and July 2, 1943. The notes were made in the field on July 1, 1943 and July 2, 1943. The notes were made in the field on July 1, 1943 and July 2, 1943.

The Potomac River is shown on the map of the Potomac River at the corner of the road. E. 1. The notes were made in the field on July 1, 1943 and July 2, 1943.

The notes were made in the field on July 1, 1943 and July 2, 1943. The notes were made in the field on July 1, 1943 and July 2, 1943. The notes were made in the field on July 1, 1943 and July 2, 1943.

I am sending the notes to the Potomac River Navigation Authority for their use.

Mr. Gifford was very kind and helpful in the notes on the Potomac River and I suggest that you look it over immediately and make permanent record on the Potomac River.

Page 3.

I want the information from this letter and the data on inventory sheets and map applied to the correction of our maps and records.

You have been most critical of the work of others and you now have the opportunity to display your own ingenuity and ability to so handle this work as to prevent those things that made you critical of others.

Wm. F. Childs, Jr.

D

cc: County Road Projects - Cecil Co.
R. R. Grade Crossings - P.R.A.
S.R.C. Minutes

Page 3.

I want the information from your letter and the data on inventory sheets and the replies to the collection of our name and records.

You have been most critical of the work of others and you can have the opportunity to display your own industry and ability to so handle this work as to prevent those things that are the critical of others.

ASU IN 3044

WIKS HONOR 7/10/15

Mr. George East Professor - Genl. Co.
R. E. Grand Professor - Genl. Co.
J. H. D. Hines

October 18, 1943

Mr. L. H. Steuart
Secretary
Office

Dear Mr. Steuart: re: S.R.C. Minutes

By letter dated June 24, 1942, District Engineer Townshend wrote the Chief Engineer advising that the County Commissioners of Cecil County had taken official action in connection with the abandonment of two county roads in Cecil County.

One of these roads was the Rolandsville county road, #7 on the key map, in the 8th election district. This road was abandoned and a new road constructed parallel to the Pennsylvania R.R. on the north side to eliminate two railroad grade crossings.

The other road was the Marley road running from new US 40 about 1.5 miles east of North East, southwesterly to the entrance of the J. W. Rehill property, a distance of 1.25 miles. This road is known as #39 on the key map and is in the 5th election district.

We have no record of any official action by the Commission and if they have taken action endorsing the abandonment of these roads, will you please let me have a copy of the minutes.

Very truly yours,

Wm. F. Childs, Jr.,
Director

WFC:jf

cc: County Road Projects-Cecil County

CECIL

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS
COMMISSION, THURSDAY, FEBRUARY 25, 1943.

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

The Commission having received word through its Engineering Dept. that the County Commissioners of Cecil County, by formal action taken on February 9, 1943, had ordered the closing of the County road known as the Mackall Rd. in the Third Election District of said County, "between the Conner Farm and the Bradley Farm, and beginning at a point on the Nottingham Road a distance of approximately one quarter of a mile from the Dual Highway and running thence in a northeasterly direction to a point of termination at the bridge abutment on the south side of Little Elk Creek", the approximate length of this section of County road being .5 mile, it was ordered that this information be set forth in the minutes of the Commission for the purpose of record, and in order that the County road mileage of Cecil County may be reduced by the elimination of this half-mile section.

(COPY)

Fidelity Onion Skin

MADE IN U.S.A.

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS
COMMISSION, THURSDAY, FEBRUARY 22, 1943.

Present: Mr. E. B. Whitman, Chairman, Missouri, P.
Watson Webb and W. Frank Thomas.

The Commission having received word through the
Engineering Dept. that the County Commissioners of Cecil
County, by formal action taken on February 9, 1943, had
ordered the closing of the County road known as the Macmillan
Rd. in the Third Election District of said County, "between
the Corner Farm and the Bradley Farm, and beginning at a
point on the Nottingham Road a distance of approximately
one quarter of a mile from the Deal Highway and running
thence in a northeasterly direction to a point of termination
at the bridge abutment on the north side of Little Elk Creek",
the approximate length of this section of County road being
.5 mile, it was ordered that this information be set forth
in the minutes of the Commission for the purpose of record,
and in order that the County road mileage of Cecil County
may be reduced by the elimination of this half-mile section.

(COPY)

STATE ROADS COMMISSION

February 17, 1943.

Mr. Wilson T. Ballard,
Chief Engineer

Dear Sir:

The attached copy of letter from the County Commissioners of Cecil County with reference to the closing of a County road in Cecil County is self-explanatory. This road is located between the old County road known as the Nottingham road about one mile east of Elkton on Route 40 and runs from the Nottingham road in a northeasterly direction to the Little Elk Creek.

The length of the road in question is 0.5 mile. On the original condition survey map it is shown as road #44 in the 3rd election district.

I would recommend that the action of the County Commissioners be concurred in and that we take this road from our maintenance records.

Very truly yours,

(signed) Rolph Townshend

District Engineer

Mr. Childs-

For your information.

R.T.

Esterick

Fidelity Onion Skin

MADE IN U.S.A.

Long sketch

Shoring and

Closed by Co. Dec. 15/42

Veep Co.

High Transhead 12/28/42

To
Mr. Glick.

R276

R277

R278



Roads
in Cambridge
Naval Res.

JAN 19 1943

300000

Highly Union Skin

MADE IN U.S.A.



CHAI RI KUL

TRAFFIC DIVISION
STATE ROADS COMMISSION

I N T E R O F F I C E C O R R E S P O N D E N C E

To: Mr. E. W. Bunting

Date: Jan. 20, 1943.

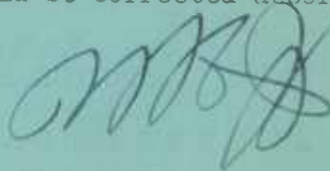
From: Mr. W. F. Childs, Jr.,

Subject: Road Inventory Revision Data

I attach copy of excerpt of minutes of meeting of the State Roads Commission on January 12th at which time action was taken with regard to the legal abandonment of three roads coming within the Bainbridge Naval Reservation at Port Deposit in Cecil County.

Also is attached a sketch left in the office on January 14th by Mr. Rolph Townshend giving the location of the roads abandoned.

Our records and maps should be corrected accordingly.



Wm. F. Childs, Jr.,
Director

D

cc: Map Revision
County Road Projects - Cecil County
Road Abandonment
S.R.C. Minutes

STATE OF NEW YORK
OFFICE OF THE ATTORNEY GENERAL
ALBANY, N. Y.

IN SENATE, JANUARY 12, 1906.

REPORT

OF

THE

COMMISSIONER

JAN 18 1943

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
TUESDAY, JANUARY 12, 1943

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

The County Commissioners of Cecil County have formally advised the State Roads Commission that following a hearing before said Board "on the application of the United States of America represented by Wilmer E. Driver, Special Assistant to the Attorney General and Joseph McGovern, Jr., Special Attorney, Department of Justice, for the closing of three Public Roads or parts and hereinafter mentioned and described; and it appearing that thirty days notice by publication in the Cecil Whig, a newspaper published in Cecil County has been duly given", the said Board passed the following order:

"Now, THEREFORE, it is by the County of Cecil County, this fifteenth day of December, 1942, ORDERED that the foregoing Public Roads situated as following be and the same are hereby ordered to be closed:

1. Public Road running in an easterly direction from the top of Port Deposit Hill on United States Route 222, to Road leading from Nichols Corner to Creswells Corner, a distance of one and seventh tenth miles, more or less.
2. So much of the Public Road running in a southeasterly direction from Doctor Anderson's Road to Happy Valley Branch, a distance of eight tenths of a mile, more or less.
3. So much of the Public Road running in a northerly direction from Creswells Corner to the southwest corner of Nichols property a distance of three tenths of a mile, more or less.

Being all of the Public Road in the Seventh Election District of Cecil County contained within the limits of the land taken over by the United States of America for a Naval Training Station at or near Port Deposit and more fully described in Civil cases No. 1546 and No. 1566 in the United States District Court for the District of Maryland."

For the purpose of record, the Commission directed that the action of the County Board in closing the named county roads be recorded and transmitted to the Engineering Department for the purpose of deleting said roads or sections thereof from the county maps and records of this office, since the said roads or sections thereof would hereafter be maintained by the United States of America as a part of the Naval Training Center known as "Bainbridge".

Copies: Mr. W. T. Ballard
Mr. R. Townshend
Mr. E. M. Reindollar
Mr. L. A. Kahn
Mr. W. F. Childs, Jr. ✓
Mr. W. A. Codd

Copy made for S.C. minutes file

REPORT ON THE PROGRESS OF THE WORK DURING THE YEAR 1944

REPORT ON THE PROGRESS OF THE WORK DURING THE YEAR 1944

The work of the Committee during the year 1944 has been devoted to the study of the various aspects of the problem of the control of the use of atomic energy. The Committee has held a number of meetings and has received many suggestions from the public. It has also conducted a number of experiments and has made a number of observations. The results of its work are set out in this report.

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REPORT ON THE PROGRESS OF THE WORK DURING THE YEAR 1944

97.8

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
JANUARY 7-8, 1941

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

The following resolution was offered by Chairman Whitman and
seconded by Mr. Webb.

WHEREAS, a public highway of the State of Maryland in Cecil
County crosses the tracks and property of The Baltimore and Ohio Rail-
road Company, at grade, known as Leslie Grade Crossing; and

WHEREAS, it appears to the State Roads Commission of Maryland
that said crossing is dangerous to public safety and that the public
travel on such way is impeded thereby; and

WHEREAS, by an agreement dated the 11th day of April, 1939, by
and between the State Roads Commission of Maryland, acting for the State
of Maryland, and The Baltimore and Ohio Railroad Company, it was agreed
to alter said highway grade crossing by substituting therefor a crossing
not at the grade of said public highway, by constructing an overhead
bridge carrying said public highway over the tracks and property of the
said railroad company, thereby eliminating the said existing public high-
way grade crossing known as Leslie Grade Crossing over the tracks and
property of the said railroad company, and vacating, relocating and
changing the lines, width, direction and/or location of said highway
and/or opening of a new highway in the place of the one to be ordered
vacated and closed, to be constructed over said overhead highway bridge;
and

WHEREAS, the said overhead bridge and said new highway have
been constructed.

NOW, THEREFORE, BE IT RESOLVED, that in pursuance of the matters
and facts above referred to and under the authority vested in it by the
Public General Laws of Maryland and particularly under the provisions of
Chapter 537 of the Acts of 1935 of the General Assembly of Maryland, the
existing public highway grade crossing over the tracks and property of
The Baltimore and Ohio Railroad Company, known as Leslie Grade Crossing,
a portion of a public highway of the State of Maryland, in Cecil County,
herein mentioned and described in the aforesaid agreement dated the 11th
day of April, 1939, be and the same is, as at January 11, 1941, to be
vacated and closed, the said new highway herein mentioned and described
in said agreement having been completed and opened in place of the one
herein to be vacated and closed.

The foregoing resolution was unanimously adopted by the State
Roads Commission of Maryland and the following order was passed:

REPORT FROM THE COMMISSIONER OF THE STATE OF MARYLAND
JANUARY 1-31, 1901
PAGE

Presented by Mr. J. B. Williams, Secretary, State of Maryland, and
J. Frank Thomas.

The following resolution was adopted by the General Assembly
and passed by Mr. Webb.

Resolved, That the public highway of the State of Maryland, known as
the Baltimore and Annapolis highway, and the property of the Baltimore and Annapolis
Road Company, at Annapolis, known as the Annapolis Road, be

and the same, be subject to the same laws and regulations of the State
as the public highway of the State of Maryland, and the property of the
Baltimore and Annapolis Road Company, at Annapolis, known as the Annapolis Road.

Resolved, That the public highway of the State of Maryland, known as
the Baltimore and Annapolis highway, and the property of the Baltimore and Annapolis
Road Company, at Annapolis, known as the Annapolis Road, be
subject to the same laws and regulations of the State as the public highway
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Resolved, That the public highway of the State of Maryland, known as
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Road Company, at Annapolis, known as the Annapolis Road, be

subject to the same laws and regulations of the State as the public highway
of the State of Maryland, and the property of the Baltimore and Annapolis
Road Company, at Annapolis, known as the Annapolis Road.

The following resolution was adopted by the General Assembly
and passed by Mr. Webb:

Esleek

IT appearing to the State Roads Commission of Maryland that the Leslie Grade Crossing is dangerous to public safety and that the public travel on such way is impeded thereby, it is this 7th day of January, 1941, ordered by the State Roads Commission of Maryland, that, under the authority conferred upon the State Roads Commission of Maryland by the Public General Laws of Maryland and particularly under the provisions of Chapter 537 of the Acts of 1935 of the General Assembly of Maryland, the existing public highway grade crossing over the tracks and property of The Baltimore and Ohio Railroad Company, known as Leslie Grade Crossing, a portion of a public highway of the State of Maryland in Cecil County, and described in an agreement dated the 11th day of April, 1939, between the State Roads Commission of Maryland and The Baltimore and Ohio Railroad Company, be and the same is, as at January 11, 1941, including that portion of the said highway as shown in red shade on the plat attached hereto, to be vacated and closed, the said new highway having been completed and opened, and the title and right of possession to that portion of public highway across the tracks and property of The Baltimore and Ohio Railroad Company to be vacated and closed shall be vested in The Baltimore and Ohio Railroad Company.

STATE ROADS COMMISSION OF MARYLAND

COPY

949.
EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
NOVEMBER 4 - 5, 1941

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

The County Commissioners of Cecil County advised the State Roads Commission by letter, dated October 28, 1941, that they had decided to maintain the Cherry Hill-Elk Mills Road as a county road, and that they "wish to reserve as much of our construction fund as possible for the Childs-Pleasant Hill road." Both of these matters need the approval of the Commission.

COPY

REPORT FROM MINUTES OF MEETING OF THE STATE BOARD OF
NOVEMBER 1 - 2, 1911

Esleack

Present: Mr. E. J. Whitman, Chairman, and Mr. W. H. Tamm, Secretary.
The County Board of Health was organized.

Board of Health organized by resolution, passed October 24, 1911.

The board decided to hold a meeting at the County Jail.

as a meeting room, and that they wish to receive as much as

the board can for the County Jail.

Resolved: That of these matters the approval of the Board.

1911

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
THURSDAY, JUNE 1, 1939

Present: Mr. Ezra B. Whitman, Chairman, Mr. P. Watson Webb and
Senator J. Glenn Beall.

The following resolution was offered by Mr. P. Watson
Webb and seconded by Senator J. Glenn Beall:

WHEREAS, under an Agreement dated the 12th day of May,
1937, by and between the State Roads Commission and The Baltimore
and Ohio Railroad Company, provision was made for the elimination
of a grade crossing at Singerly in Cecil County, Maryland, and a
substitution therefor of an overhead crossing and approaches to
carry the highway traffic over the railroad tracks, pursuant to
the terms of said Agreement, and

WHEREAS the work called for in the said Agreement has
now been fully completed and the new structure opened to traffic,

BE IT THEREFORE RESOLVED That pursuant to the matters
and facts above set forth and the terms of the Agreement above
referred to, that the grade crossing of the State Highway which
previously existed across the right of way and tracks of The
Baltimore and Ohio Railroad at Singerly, be and the same is
hereby ordered to be legally vacated, abandoned to and closed ~~close~~
June 3, 1939, and the engineers of the Commission are directed
to physically close and obstruct the same.

Cecil

REPORT FROM MINUTES OF MEETING OF THE STATE BOARD OF COMMISSIONERS
THURSDAY, JUNE 1, 1933

Present: Mr. State B. Williams, Chairman, Mr. P. Carson Webb and
Senator J. Dixon Hall.

The following resolution was offered by Mr. P. Carson Webb
and seconded by Senator J. Dixon Hall:

Resolved, That an Agreement dated the 15th day of May,
1933, by and between the State Board of Commissioners and the Baltimore
and Annapolis Electric Railway Company, for the construction of a
new line from the city of Baltimore to the city of Annapolis, and a
subsequent extension of an existing line, and approval to
carry the highway across over the railroad tracks, pursuant to
the terms of said agreement, and

That the said line be in the said Agreement has
now been fully completed and the new structure opened to traffic.

It is further resolved that pursuant to the terms
and facts above set forth and the terms of the Agreement above
referred to, that the State Board of Commissioners of the State Highway which
previously existed across the right of way and track of the
Baltimore and Annapolis Electric Railway, be and the same be
hereby ordered to be legally vacated, abandoned to and opened
June 1, 1933, and the engineers of the Commission are directed
to physically close and operate the same.

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
TUESDAY, APRIL 11, 1939

Present: Senator J. Glenn Beall, Chairman, Messrs. Elmer R.
Jarboe and George F. Obrecht, Sr.

An agreement, in duplicate, of even date, between the
State Roads Commission of Maryland, party of the first part, and
The Baltimore and Ohio Railroad Company, party of the second part,
for the elimination of the railroad grade crossing at Leslie, in
Cecil County, was executed by the Commission. Leslie is a station
located on State Road Route MD-272, running from Calvert to North-
east, and the intention is to eliminate the railroad grade crossing
at this point by means of an overhead crossing and approaches to
carry the highway traffic over the railroad tracks. The project
is to be known as "Federal Aid Project No. F.A.G.H. 185-C, Leslie,
Cecil County, Maryland."

Cecil



