SRC MINUTES

DISTRICT NO. 5

CHARLES COUNTY

Maryland Department of Transportation
The Secretary's Office

Martin O'Malley
Governor

Anthony G. Brown
Lt. Governor

John D. Porcari
Secretary

Beverley K. Swaim-Staley
Deputy Secretary

August 1, 2007

Mr. Anthony James Myers
814 H.R. Drive SE
Washington DC 20032

Dear Mr. Myers:

Thank you for your letter to Governor Martin O'Malley regarding the name of MD 210, Indian Head Highway. The Governor received your letter and asked me, as Secretary of the Maryland Department of Transportation (MDOT), to respond on his behalf.

The State Highway Administration (SHA) researched its records and found that this road predated the existence of SHA. According to what we have been able to determine, this road, which terminates in the Town of Indian Head in Charles County, has also been known in the past as "Indian Head-Washington Road," "Stark Road-Indian Head," and/or "Indian Head Naval Reservation Access Road."

Changing the name of a Maryland state highway is a collaborative process that involves local governments. The MDOT is neutral on the selection of names and as a policy does not initiate a name change unless it is requested by the counties.

Thank you, again, for your letter. The Governor appreciates hearing from you, and on his behalf, I thank you for expressing your views. If you have any further questions or comments, please do not hesitate to contact Mr. Michael R. Baxter, Chief of Highway Information Services, SHA at 410-545-5511, toll-free 888-204-4828, or via email at mbaxter@sha.state.md.us. SHA will be pleased to assist you.

Sincerely,

John D. Porcari
Secretary

cc: Mr. Michael R. Baxter, Chief, Highway Information Services Division, SHA
Mr. Darrell B. Mobley, District Engineer, SHA
Mr. Neil J. Pedersen, Administrator, SHA
Mr. Raja Veeramachaneni, Director of Planning and Preliminary Engineering, SHA
Mr. Gregory Welker, District Engineer, SHA

My telephone number is 410-865-1000
Toll Free Number 1-888-713-1414 TTY Users Call Via MD Relay
7201 Corporate Center Drive, Hanover, Maryland 21076

From: Amyers90210@yahoo.com
Sent: Thursday, April 12, 2007 11:51 PM
To: Governor
Subject: [Constituent Services] The name of "Indian Head Highway"

NAME
Mr. Anthony James Myers

ADDRESS
814 H.R. Drive Southeast
Washington D.C., District of Columbia
20032
Phone Number: 202-561-2538
Original Message:

Dear esteemed Govemer O'Malley

I bring you greetings in the name of the Lord Jesus Christ. I am writting to you concerning the name of "Indian Head Highway." I, not only being a man of both Irish, and Native American descent, but being a sensible human being find this road's name to be offensive. It makes a mockery of the extermination and anti-locution that my people were made to face. It would further society socially and mentaly, were slanderous names such as "Indian" in refrence to natives removed from street names and other means sponsored by the government. As I'm sure that you are aware, America stands for freedom, liberty and justice. The message behind "indian Head Highway" which are racism, and inequality are completely opposite to America's values. We collectively need to advance America, therefore I implore you to let the justice begin with you. When one state stands, an entire nation may follow. Consider renaming the road!

Sincerely
Anthony Myers

P.S. Something catchy like "freedom Boulevard" may be a more suitable name. Thank you for your time, God bless.

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

State Highway Administration

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

MARYLAND DEPARTMENT OF TRANSPORTATION

Veeramachaneni

MEMORANDUM OF ACTION OF RAJA VEERAMACHANENI
DIRECTOR - OFFICE OF PLANNING AND PRELIMINARY ENGINEERING

January 31, 2005

Raja Veeramachaneni, Director, Office of Planning and Preliminary Engineering, executed a road transfer agreement dated January 4, 2005 between the State Highway Administration and the Town of Indian Head, Maryland, relative to the transfer of the following described section of road and subject to the conditions more fully set forth in the agreement. The effective date of transfer of the roadway to the Town is the date of the road transfer agreement.

State Highway Administration to the Town of Indian Head, Charles County, Maryland:

New Rte 0301

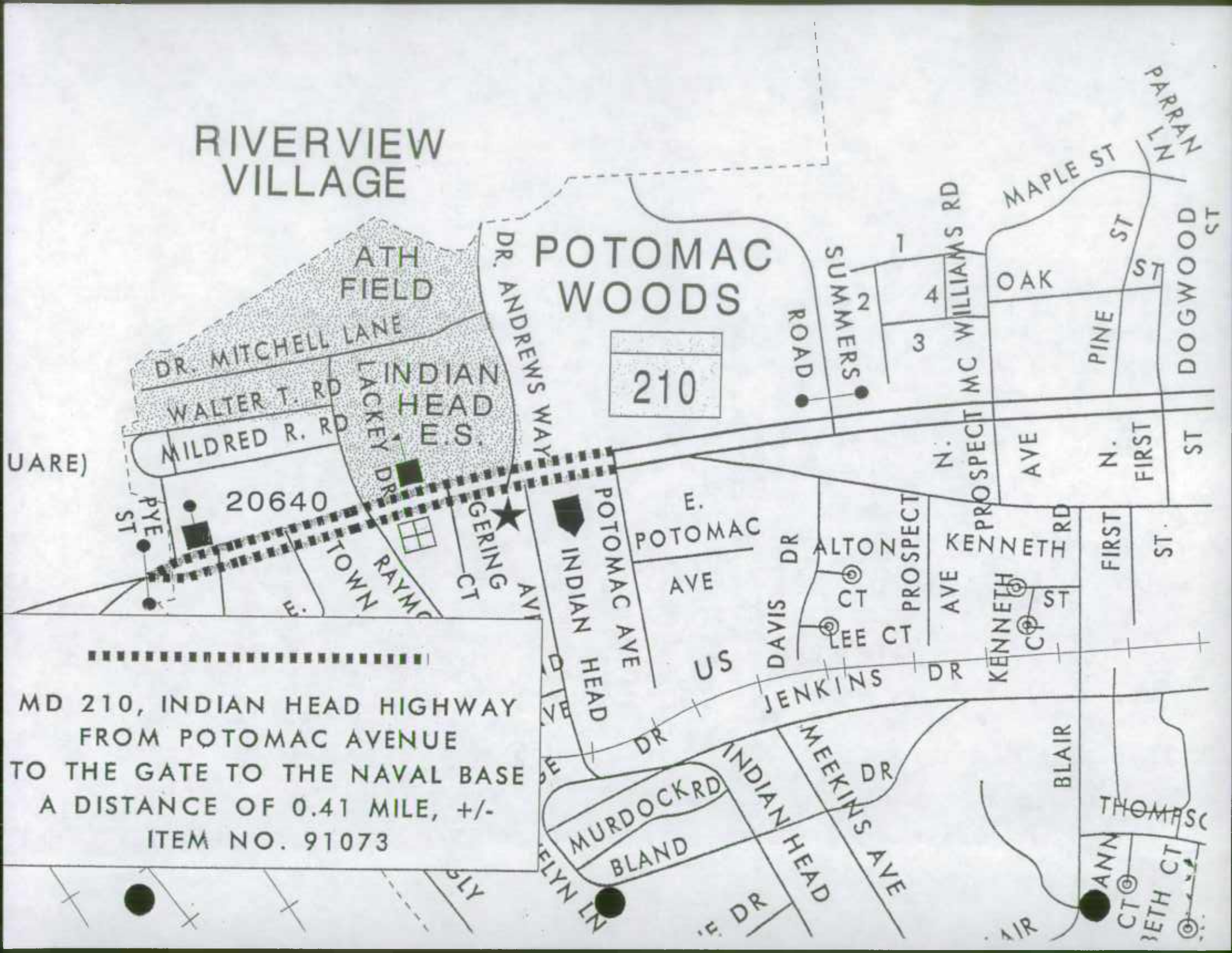
MD Route 210 - From Potomac Avenue (MD 230) to Indian Head Gate (Road End), a total distance of 0.41± mile.

Total mileage to the Town - 0.41± mile

Item No.: 91073

Said agreement has previously been executed by the appropriate officials of the State Highway Administration and The Town of Indian Head, Maryland and approved as to form and legal sufficiency by Assistant Attorney General Michael P. Kenney.

SNC:pc
Attachments


RIVERVIEW VILLAGE
POTOMAC WOODS
210
ATH FIELD
DR. MITCHELL LANE
WALTER T. RD
MILDRED R. RD
INDIAN HEAD E.S.
LACKEY DR
20640
PYE ST
TOWN
RAYMO
GERING
CT
AVE
DR. ANDREWS WAY
INDIAN HEAD
POTOMAC AVE
E. POTOMAC AVE
US
DAVIS DR
ALTON CT
LEE CT
PROSPECT AVE
KENNETH RD
KENNETH ST
JENKINS DR
MEEKINS DR
MEEKINS AVE
INDIAN HEAD
MURDOCK RD
BLAND
BLAIR
THOMPSO
ANN CT
BETH CT
FIRST ST
N. PROSPECT AVE
N. FIRST ST
MC WILLIAMS RD
SUMMERS ROAD
1
2
3
4
OAK ST
PINE ST
DOGWOOD ST
MAPLE ST
PARRAN LN
UARE)
MD 210, INDIAN HEAD HIGHWAY
FROM POTOMAC AVENUE
TO THE GATE TO THE NAVAL BASE
A DISTANCE OF 0.41 MILE, +/-
ITEM NO. 91073

S.H.A.

Mr. S. Ade
Mr. M. Baxter
Mr. W.E. Brauer, III
Mr. Gregory Cooley
Mr. Steve Foster
Mr. E. Freedman
Mr. D. German
Mr. G. Hadel
Mr. R. Harrison
Mr. T. Hicks
Mr. K. McClelland
Mr. J. Miller
Mr. N. Pedersen
Mr. K. Powers
Mr. D. Rose
Mr. K.G. Shelton
Mr. D. Simmons
Mr. Bruce Grey
Mr. M. Haley
Mr. M. Shah
Mr. D. Ward
Mr. D. Weddle
Mr. Ed Schmidbauer
Ms. S. Bauer
Mr. Greg Welker
Mr. J. Freedman-Breckon

TOWN OF INDIAN HEAD

Mr. Edward Rice
Mayor

Mr. Ronald Young
Town Manager

Mr. Fred Sussman
Town Attorney

MEMORANDUM OF UNDERSTANDING

La Plata Streetscape

La Grange Avenue, Maple Avenue,
&
Centennial Street Extension

by
and
among

Town of La Plata
Maryland State Highway Administration
and
Maryland Department of Transportation

OPPE/RIPD/AGREEMENTS TEAM
P00297 G-1/P00297 M-1

MEMORANDUM OF UNDERSTANDING

La Plata Streetscape

La Grange Avenue, Maple Avenue & Centennial Street Extension

by and among

Town of La Plata,
Maryland State Highway Administration
and
Maryland Department of Transportation

THIS MEMORANDUM OF UNDERSTANDING ("**MOU**"), executed in duplicate, made effective this 23rd day of November, 2004, by and among the Maryland Department of Transportation, acting for and on behalf of the State of Maryland, hereinafter called "**MDOT**", the Maryland State Highway Administration of the Maryland Department of Transportation, hereinafter called "**SHA**", and the Town of La Plata, a political subdivision of the State of Maryland, hereinafter called "**TOWN**".

WHEREAS, the State of Maryland pledged to provide funding for certain rehabilitative enhancements ("**REHABILITATION**") to the TOWN to mitigate damage to the TOWN caused by the tornado of April 28, 2002; and

WHEREAS, MDOT has established funding in the amount of Two Million Four Hundred Eighty-Two Thousand dollars ($2,482,000) ("**MDOT FUNDING**") to design and construct the REHABILITATION; and

WHEREAS, MDOT has directed SHA to accomplish all of MDOT's obligations to design and construct the REHABILITATION; and

WHEREAS, MDOT has agreed that the MDOT FUNDING shall be used to reimburse SHA for its work to design and construct the REHABILITATION; and

WHEREAS, as part of the REHABILITATION, SHA, is performing design activities necessary to construct certain improvements ("**IMPROVEMENTS**") under SHA Project BW385* (construction contract CH6645270); and

WHEREAS, the TOWN has requested that SHA design and construct, as part of the PROJECT at the TOWN's expense, aerial utilities relocations ("**UTILITY CONSTRUCTION**") along La Grange and Maple Avenues, municipal streets of the TOWN; and

WHEREAS, the TOWN has also requested that SHA design and construct, as part of the PROJECT at the TOWN's expense, relocations of water and sewer lines ("**WATER/SEWER LINES**") along La Grange and Maple Avenues, municipal streets of the TOWN; and

WHEREAS, SHA has agreed to incorporate the UTILITY CONSTRUCTION and the WATER/SEWER LINES in the IMPROVEMENTS contract; and

WHEREAS, the IMPROVEMENTS, UTILITY CONSTRUCTION and the WATER/SEWER LINES are herein sometimes collectively called the "**PROJECT**"; and

WHEREAS, the MDOT FUNDING is insufficient to complete the IMPROVEMENTS as designed so the TOWN has agreed to make a one time contribution of One Hundred Fifty Thousand Dollars ($150,000) to the construction of the IMPROVEMENTS ("**TOWN FUNDING**"); and

WHEREAS, the TOWN has appropriated funding from which the TOWN will provide the TOWN FUNDING and reimburse SHA for the UTILITY CONSTRUCTION and the WATER/SEWER LINES including SHA's direct salaries, payroll burden and overhead for construction engineering services (i.e., construction inspection and material testing/certification) ("**Construction Engineering Services**") performed for the construction of the UTILITY CONSTRUCTION and the WATER/SEWER LINES, and

WHEREAS, MDOT and the TOWN agree that the PROJECT will benefit both parties of this MOU and will promote the safety, health and general welfare of the citizens of the State and the TOWN.

NOW, THEREFORE, THIS MEMORANDUM OF UNDERSTANDING WITNESSETH, that for and in consideration of the mutual promises, the payment of the sum of One Dollar ($1.00) by each of the parties unto the other, and other good and valuable considerations, the receipt and adequacy whereof is hereby acknowledged, be it understood that MDOT and the TOWN do hereby agree as follows:

I. DEFINITIONS

A. IMPROVEMENTS – certain improvements to municipal streets of the Town of La Plata, Maryland, to be constructed by SHA under SHA contract number CH6645270. The IMPROVEMENTS shall include but not be limited to: geometric improvements to La Grange Avenue and Maple Avenue and the Extension of Centennial Avenue from La Grange Avenue to Maple Avenue.

B. MDOT – the Maryland Department of Transportation, acting for and on behalf of the State Of Maryland.

C. MDOT FUNDING - funding in the amount of Two Million Four Eight-Two Hundred Thousand Dollars ($2,482,000) established by MDOT to design and construct that portion of the IMPROVEMENTS not covered by the TOWN FUNDING.

D. MOU – this Memorandum of Understanding between the Maryland Department of Transportation and theTown of La Plata, Maryland.

E. PROJECT – the collective designation for the IMPROVEMENTS, the UTILITY CONSTRUCTION and the WATER/SEWER LINES

F. REHABILITATION - certain rehabilitative enhancements to the Town of La Plata, Maryland (a portion of which are herein referred to as the IMPROVEMENTS) to be constructed to mitigate damage to the TOWN caused by the tornado of April 28, 2002.

G. SHA - the Maryland State Highway Administration of the Maryland Department of Transportation.

H. TOWN - the Town of La Plata, a political subdivision of the State of Maryland.

I. TOWN FUNDING - funding in the amount of One Hundred Fifty Thousand Dollars ($150,000) to construct the IMPROVEMENTS established by the TOWN.

J. UTILITY CONSTRUCTION - the relocation of five (5) utility poles, one (1) guy wire pole, and one overhead light pole.

K. WATER/SEWER LINES – the relocation of two fire hydrants, installation of a new hydrant, adjustment of existing water meters and sanitary sewer manholes to grade, relocation of a water meter, and installation of new recessed sanitary sewer cleanouts.

II. PROJECT DESCRIPTION

A. SHA responsibilities:

1. SHA shall design, award and administer the PROJECT.

2. SHA shall fund one hundred percent (100%) of all costs to design, and construct the IMPROVEMENTS over and above the amount of the TOWN FUNDING.

B. TOWN responsibilities:

1. Up to the limit of the TOWN FUNDING, the TOWN shall fund one hundred percent (100%) of all costs to design, and construct the IMPROVEMENTS;

C. The PROJECT shall consist of the IMPROVEMENTS, WATER/SEWER LINES and the UTILITY CONSTRUCTION.

1. The IMPROVEMENTS

The IMPROVEMENTS shall include geometric improvements to Maple Avenue and La Grange Avenue and the Extension of Centennial Avenue from La grange Avenue to Maple Avenue.

2. The WATER/SEWER LINES

The WATER/SEWER LINES shall include the relocation of two fire hydrants, installation of a new hydrant, adjustment of existing water meters and sanitary sewer manholes to grade, relocation of a water meter, and installation of new recessed sanitary sewer cleanouts.

3. The UTILITY CONSTRUCTION

The UTILITY CONSTRUCTION shall include relocation of five (5) utility poles and one (1) guy wire pole.

B. SHA responsibilities:

1. SHA shall design, award and administer the PROJECT.

2. SHA shall fund one hundred percent (100%) of all costs to design, and construct the IMPROVEMENTS, less the TOWN FUNDING, utilizing the MDOT FUNDING.

C. TOWN responsibilities:

1. The TOWN shall fund all costs to construct the IMPROVEMENTS up to the limit of the TOWN FUNDING;

2. The TOWN shall fund one hundred percent (100%) of all costs to design, acquire rights-of-way, and construct the UTILITY CONSTRUCTION and the WATER/SEWER LINES.

III. PROJECT DESIGN PHASE

A. SHA Responsibility

1. SHA shall accomplish all tasks necessary to design the PROJECT.

2. SHA shall provide the TOWN with four (4) sets of proposed final PROJECT plans and estimates for review and comment, but SHA shall have sole authority to determine the final content of those plans.

3. In the event SHA desires to revise the PROJECT plans subsequent to final plan approval, but prior to award of bid or initiation of construction activities and said revisions will affect the UTILITY CONSTRUCTION and the WATER/SEWER LINES, SHA shall provide the TOWN with written notification of said revisions including estimated costs.

B. TOWN Responsibility

1. The TOWN shall provide SHA with written review comments of all data or materials provided by SHA for review within fifteen (15) working days following the TOWN's receipt thereof.

2. The TOWN shall provide SHA with all specifications and standards necessary to accomplish the design of the WATER/SEWER LINES prior to the initiation of design activities.

3. In the event the TOWN desires to revise the plans for the UTILITY CONSTRUCTION subsequent to final plan approval, but prior to initiation of construction activities, the TOWN shall provide SHA with written notification of the proposed revision including estimated costs. Provided that the proposed revisions comply with SHA's safety and public welfare policies, and, provided that the TOWN has appropriated sufficient supplemental funding to pay for the revisions, SHA shall approve or deny the revisions within ten (10) working days of SHA's receipt thereof. SHA shall have sole authority to interpret its safety and public welfare policies to determine compliance of the revisions; and, SHA shall have sole authority to determine the final content of the plans.

4. The TOWN shall provide SHA with all requested information and data which the TOWN has concerning La Grange and Maple Avenues and adjacent roadways in an effort to assist SHA in the design of the PROJECT.

IV. RIGHT-OF-WAY PHASE

A. SHA Responsibility

1. SHA shall not advertise the PROJECT for bids until and unless all rights-of-way and rights-of-entry (either in the name of SHA, or in the name of the TOWN, in which case, said rights-of-entry shall be assignable to SHA) for the UTILITY CONSTRUCTION and/or the WATER/SEWER LINES are acquired by the TOWN.

2. In the event individual property owners elect not to grant a right-of-entry for construction of the UTILITY CONSTRUCTION and/or the WATER/SEWER LINES to the TOWN, SHA may, in its discretion, after consultation with the TOWN:

   a. delete as much of the UTILITY CONSTRUCTION and/or the WATER/SEWER LINES as is affected by the lack of a right-of-entry at the sole cost and expense of the TOWN, or

   b. postpone the UTILITY CONSTRUCTION and/or the WATER/SEWER LINES if a right-of-entry has or have not been granted until such time as the TOWN can acquire the rights-of-entry; provided however, the TOWN shall be solely responsible for all costs and expenses incurred by such postponement (e.g., claims, material costs, remobilization, traffic control, utility costs etc.).

B. TOWN Responsibility

1. In the event additional right-of-way is needed for the IMPROVEMENTS, the TOWN shall accomplish all tasks necessary to acquire such additional right-of-way.

2. The TOWN shall accomplish all tasks necessary to obtain any rights-of-entry required for the construction of the UTILITY CONSTRUCTION and the WATER/SEWER LINES; and, shall certify that they were acquired in accordance with Federal guidelines. In the event individual property owners elect not to grant a right-of-entry to SHA, SHA in its discretion, after consultation with the TOWN, may:

   a. delete such portion or portions of the UTILITY CONSTRUCTION and/or the WATER/SEWER LINES in their entirety that are affected by such lack of a right-of-entry at the sole cost and expense of the TOWN, or

   b. postpone such portion or portions of the UTILITY CONSTRUCTION and/or the WATER/SEWER LINES affected by such lack of rights-of-entry until such time as the TOWN can acquire the rights-of-entry; provided, however, the TOWN shall be solely responsible for all costs and expenses incurred by such postponement (i.e., claims, material costs, remobilization, traffic control, utility costs etc.).

3. Local Political Authorities (i.e., the TOWN) who choose to secure property rights (e.g., rights-of-way, rights-of-entry, easements etc.) by obtaining letters of permission will be subject to Audit by the District Chief of Real Estate and the Office of Real Estate LPA Coordinator. Obtainment of property rights must be in compliance with the Uniform Act, Title VIII of the Transportation Code and Title 12 of the Real Property Code.

4. Any work for the UTILITY CONSTRUCTION and/or the WATER/SEWER LINES that is deleted from the PROJECT due to a lack of a right-of-entry shall be the sole responsibility of the TOWN.

5. The TOWN shall ensure that each and every right-of-entry is adequate for construction of the PROJECT and is assignable to SHA, its contractors, subcontractors, agents, employees and assignees.

6. The TOWN shall provide SHA with copies of all rights-of-entry necessary for the construction of the PROJECT prior to SHA's advertisement for bids.

V. CONSTRUCTION PHASE

A. SHA Responsibility

1. SHA shall (i) advertise the PROJECT for construction bids, (ii) award and administer the construction contract, (iii) construct the PROJECT as shown on the final PROJECT plans, and (iv) provide construction engineering services (i.e., construction inspection and material testing/certification) for the PROJECT.

2. In the event that revisions to the PROJECT are required in SHA's sole judgment due to conditions encountered during construction, SHA shall, if possible, consult with the TOWN's Authorized Agent at the time such revisions are made,; however, said revisions may be made by SHA without prior concurrence by the TOWN in order to minimize or eliminate possible delay claims by SHA's construction contractor. SHA shall advise the TOWN within ten (10) days of the required revision.

3. SHA shall provide the TOWN with a copy of the apparent low bid, including bid tabulation for the PROJECT, which shall separately identify items associated with construction of the IMPROVEMENTS, the UTILITY CONSTRUCTION and the WATER/SEWER LINES and their respective costs within fourteen (14) days of bid opening.

4. SHA shall obtain all permits necessary to construct the PROJECT.

5. SHA shall coordinate all utility relocations for the construction of the PROJECT in accordance with its Standard Utility Policy and prior rights or if applicable any such Standard Utility Policy and prior rights as may be established by the TOWN.

6. SHA's PROJECT inspectors shall consult with the TOWN's inspector prior to decisions which affect the IMPROVEMENTS and the WATER/SEWER LINES except *in case of an emergency*, or, whenever such consultation would not create a delay claim situation. SHA's PROJECT inspectors shall have sole authority during construction to determine the existence of an emergency or a potential delay claim situation.

B. TOWN Responsibility

1. In the event the TOWN desires to make revisions to the PROJECT subsequent to final PROJECT plan approval and/or during construction, it shall promptly submit a request in writing to SHA, including the requested revisions and their estimated costs, for SHA concurrence. Provided that the proposed revisions comply with SHA's safety and public welfare policies, and, provided that the TOWN appropriates sufficient supplemental funding to pay for the revisions, SHA shall approve or deny the revisions within ten (10) working days of SHA's receipt thereof. SHA shall have sole authority to interpret its safety and public welfare policies to determine compliance of the revisions; and, SHA shall have sole authority to incorporate any revisions into the PROJECT.

   a. The TOWN agrees that any additional costs incurred by SHA to implement any revisions including design, construction, redline revisions, construction engineering services etc., shall be the sole responsibility of the TOWN.

2. At its option and expense, the TOWN may provide an inspector during construction of the IMPROVEMENTS and the WATER/SEWER LINES.

SHA's PROJECT inspectors shall consult with the TOWN's inspector prior to decisions which affect the IMPROVEMENTS and the WATER/SEWER LINES except *in case of an emergency*, or, whenever such consultation would not create a delay claim situation. SHA's PROJECT inspectors shall have sole authority during construction to determine the existence of an emergency or a potential delay claim situation.

3. The TOWN's Authorized Agent shall be available to SHA within twenty-four (24) hours of verbal notice from SHA to resolve conflicts and issues which arise in the construction of the PROJECT. In the event that the TOWN needs additional time to evaluate any such resolution from an engineering standpoint, the TOWN will be afforded an additional amount of time at SHA's discretion to so respond. In the event the TOWN is not available, does not respond within the amount of time allowed (provided that the time allowed is reasonable under the circumstances), or in the event of any emergency situation, SHA shall make its best determination to resolve such conflict or issue but shall not be held responsible for any costs which may arise on the TOWN's. The TOWN agrees that it shall be solely responsible for all such costs.

VI. PROJECT DESIGN PHASE FUNDING

A. SHA Responsibility

1. MDOT shall reimburse SHA for all costs associated with the design of the IMPROVEMENTS.

2. SHA shall invoice the TOWN upon advertisement of the PROJECT for construction bids for the total cost to design the UTILITY CONSTRUCTION and the WATER/SEWER LINES including SHA's direct salaries, payroll burden and overhead.

B. TOWN Responsibility

1. The cost to design the UTILITY CONSTRUCTION and the WATER/SEWER LINES is estimated to be $12,500.00; SHA's direct salaries, payroll burden and overhead for the design of the UTILITY CONSTRUCTION and the WATER/SEWER LINES are estimated to be $1,179.00. The TOWN shall reimburse SHA within thirty (30) days of receipt of the invoice for the actual costs for the design of the UTILITY CONSTRUCTION and the WATER/SEWER LINES under SHA contract BW385*.

2. The TOWN shall be responsible for all costs associated with providing information requested by SHA concerning La Grange and Maple Avenues, adjacent roadways or other TOWN owned right-of-way that SHA determines may be needed for the PROJECT.

VII. PROJECT RIGHT-OF-WAY PHASE FUNDING

A. TOWN Responsibility

1. In the event additional right-of-way is needed for the PROJECT, the TOWN shall be responsible for all costs and expenses to acquire such additional right-of-way.

2. The TOWN shall be responsible for all costs incurred by SHA for deletions and/or modifications to the PROJECT pursuant to the terms of this MOU as provided for herein.

VIII. PROJECT CONSTRUCTION PHASE FUNDING

A. SHA Responsibility

1. SHA shall be responsible for all costs to advertise, award and administer the PROJECT for construction.

2. SHA shall be responsible for all costs associated with the construction of the IMPROVEMENTS over and above the TOWN FUNDING.

3. At the time that SHA provides the TOWN with a copy of the apparent low bid, including bid tabulation for the PROJECT, which shall separately identify items associated with construction of the IMPROVEMENTS, the UTILITY CONSTRUCTION and the WATER/SEWER LINES and their respective costs, SHA shall invoice the TOWN for the full amount of the TOWN FUNDING.

4. SHA shall provide a detailed invoice to the TOWN on a periodic basis for all actual costs incurred by SHA for the construction of the UTILITY CONSTRUCTION and the WATER/SEWER LINES including, but not limited to, SHA's direct salaries, payroll burden and overhead (i.e., administrative and general expenses) for Construction Engineering Services and other direct costs such as consultant services and materials. The invoice shall be accompanied by SHA's normal documentation to evidence actual costs incurred.

5. If the TOWN does not make timely payments of invoices submitted by SHA to the TOWN as provided hereinafter, SHA may, at its sole discretion, make a deduction from the TOWN's share of Highway User Revenue for all costs needed to construct the UTILITY CONSTRUCTION and the WATER/SEWER LINES, except for disputed items, which shall be resolved pursuant to the terms of this MOU as provided for elsewhere herein.

B. TOWN Responsibility

1. The cost to construct the UTILITY CONSTRUCTION and the WATER/SEWER LINES is estimated to be $68,430.00; SHA's direct salaries, payroll burden and overhead for Construction Engineering

Services for the UTILITY CONSTRUCTION and the WATER/SEWER LINES are estimated to be $17,236.00. The TOWN shall reimburse SHA within thirty (30) days of receipt of each periodic invoice for the cost incurred by SHA for the construction of the UTILITY CONSTRUCTION and the WATER/SEWER LINES under SHA contract BW385* or construction contract CH6645270. This cost is an estimate only; actual costs may vary and the TOWN will pay them.

2. The TOWN FUNDING shall be paid to SHA upon receipt of SHA's invoice for the TOWN FUNDING.

3. The TOWN shall be responsible for any and all costs to provide the TOWN's inspector during construction of the PROJECT.

4. The TOWN shall reimburse SHA within thirty (30) days of receipt of an invoice for all additional costs which result from unanticipated conditions encountered on-site related to the construction of the UTILITY CONSTRUCTION and the WATER/SEWER LINES.

5. In the event the TOWN deletes and/or reduces quantities because of its present budget constraints, and such deletion and/or reduction causes a premium price and/or a re-negotiated price, the TOWN shall be solely responsible for any resulting increased construction cost which SHA's Deputy Administrator/Chief Engineer for Operations determines, after consultation with the TOWN's Authorized Agent, is caused by the TOWN's actions under this Paragraph.

6. In the event that there is a dispute arising from any invoice submitted to the TOWN by SHA for payment, the TOWN may withhold payment for disputed items and shall notify SHA of the dispute within thirty (30) days after the TOWN's receipt of the subject invoice. SHA and the TOWN agree to meet to resolve disputed items within sixty (60) days of notice to SHA. Items not resolved within sixty (60) days shall be referred to the SHA Administrator and the Mayor and Town Council for resolution.

IX. GENERAL

A. The total amount to be reimbursed to SHA by the TOWN for its portion of the PROJECT is estimated to be $249,345, such amount to include (a) design, construction, and SHA's direct salaries, payroll burden and overhead (administrative and general expenses) for the UTILITY CONSTRUCTION and the WATER/SEWER LINES, and (b) the TOWN FUNDING. This is only an estimate and actual costs may exceed this amount and shall be the sole responsibility of the TOWN.

B. In the event the lowest responsible bid price for construction of the UTILITY CONSTRUCTION and the WATER/SEWER LINES plus SHA's direct salaries, payroll burden and overhead (i.e., administrative and general expenses), total

more than the TOWN's allocated funding of $104,575, the TOWN shall: (i) allocate additional funding to match the actual cost of the UTILITY CONSTRUCTION and/or the WATER/SEWER LINES included in the proposed winning construction bid plus the associated SHA direct salaries, payroll burden and overhead, or (ii) revise the scope of work and delete items from the UTILITY CONSTRUCTION and/or the WATER/SEWER LINES contract items to stay within current allocations, or (iii) reject the bid in its entirety and reimburse SHA for all costs incurred by SHA to date on the TOWN's behalf and for all costs and expenses for such deletion from SHA's contract to include, but not be limited to, claims, revisions, salaries, payroll burden and overhead.

C. All SHA invoices shall be accompanied by sufficient documentation by SHA to evidence actual costs incurred. If the TOWN requires additional documentation, the TOWN may have TOWN authorized personnel visit SHA to verify all documentation and conduct independent audits. The TOWN is to contact:

Ms. Jackie Steffy, Chief
Receipts and Disbursements
Office of Finance and Information Technology
Maryland State Highway Administration
707 N. Calvert Street
MS C-504
Baltimore MD 21202
Phone 410-545-5739
E-mail: jsteffey@sha.state.ms.us

D. Whenever the approval of SHA or the TOWN is required under this MOU, such approval will not be unreasonably withheld or delayed. The parties hereto agree to cooperate with each other to accomplish the terms and conditions of this MOU.

E. This MOU shall inure to and be binding upon the parties hereto, their agents and assigns.

F. This MOU and the rights and liabilities of the parties hereto shall be determined in accordance with Maryland law and in Maryland courts.

G. Following completion of construction of the PROJECT, the TOWN shall own and maintain the PROJECT.

H. The recitals (WHEREAS clauses) at the beginning of this MOU are incorporated herein as part of this MOU.

I. All notices and/or invoices shall be addressed:

if to the TOWN:

Town of La Plata
Mr. Douglas R. Miller, Town Manager
5 Garrett Avenue
P.O. Box 1038
La Plata, MD 20646
Phone: (301) 870-3377, ext. 115
Fax: (301) 934-5724
E-mail: townoflaplata@olg.com

if to SHA:

Attention: Mr. Gregory Welker, District Engineer, D-5
State Highway Administration
138 Defense Highway
Annapolis, MD 21401
Phone: (410) 841-1003
E-mail: gwelker@sha.state.md.us

with a copy to:

Mr. E. Glenn Klaverweiden
Agreements Coordinator
State Highway Administration
707 N. Calvert Street
MS C-502
Baltimore MD 21202
Phone: (410) 545-5677
Fax: (410) 209-5025
E-mail: gklaverweiden@sha.state.md.us

IN WITNESS WHEREOF, the parties hereto have caused this MEMORANDUM OF UNDERSTANDING to be executed by their proper and duly authorized officers, on the day and year first above written.

MARYLAND DEPARTMENT OF TRANSPORTATION

WITNESS

By _____ (SEAL)
Robert L. Flanagan
Secretary

Date

APPROVED AS TO FORM AND LEGAL SUFFICIENCY:

Assistant Attorney General

RECOMMENDED FOR APPROVAL:

Marsha Kaiser
Director of Planning
and Capital Programming

Date

STATE HIGHWAY ADMINISTRATION

WITNESS:

BY: _____ 10/27/09 (SEAL)
Neil J. Pedersen Date
Administrator

APPROVED AS TO FORM AND LEGAL SUFFICIENCY:

Assistant Attorney General

RECOMMENDED FOR APPROVAL:

Douglas R. Rose
Deputy Administrator/Chief Engineer
for Operations

Douglas H. Simmons
Deputy Administrator
for Planning and Engineering

Gayle M. Seward, Director
Office of Finance and
Information Technology

TOWN OF LA PLATA
CHARLES COUNTY, MARYLAND

WITNESS

Judith T. Frazier
Town Clerk

BY: _____ (SEAL)
Douglas R. Miller
Chief Executive Officer

Date

APPROVED AS TO FORM AND LEGAL SUFFICIENCY:

Frederick C. Sussman
Town Attorney

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

May 8, 1998

Director Neil J. Pedersen, Office of Planning and Preliminary Engineering, has approved the following route number redesignations in Charles County. The redesignations were reviewed and approved by the County Commissioners of Charles County and are effective immediately.

MD 5 Business - (formerly MD 5) from MD 5 at St. Charles Parkway to US 301 at MD 228

MD 5 - (formerly MD 205) from MD 5 Business at St. Charles Parkway to US 301 at Mattawoman Drive

US 301 - (formerly US 301/MD 5) from MD 5 Business at MD 228 to MD 5 at Mattawoman Drive

A map indicating the affected roadway is attached.

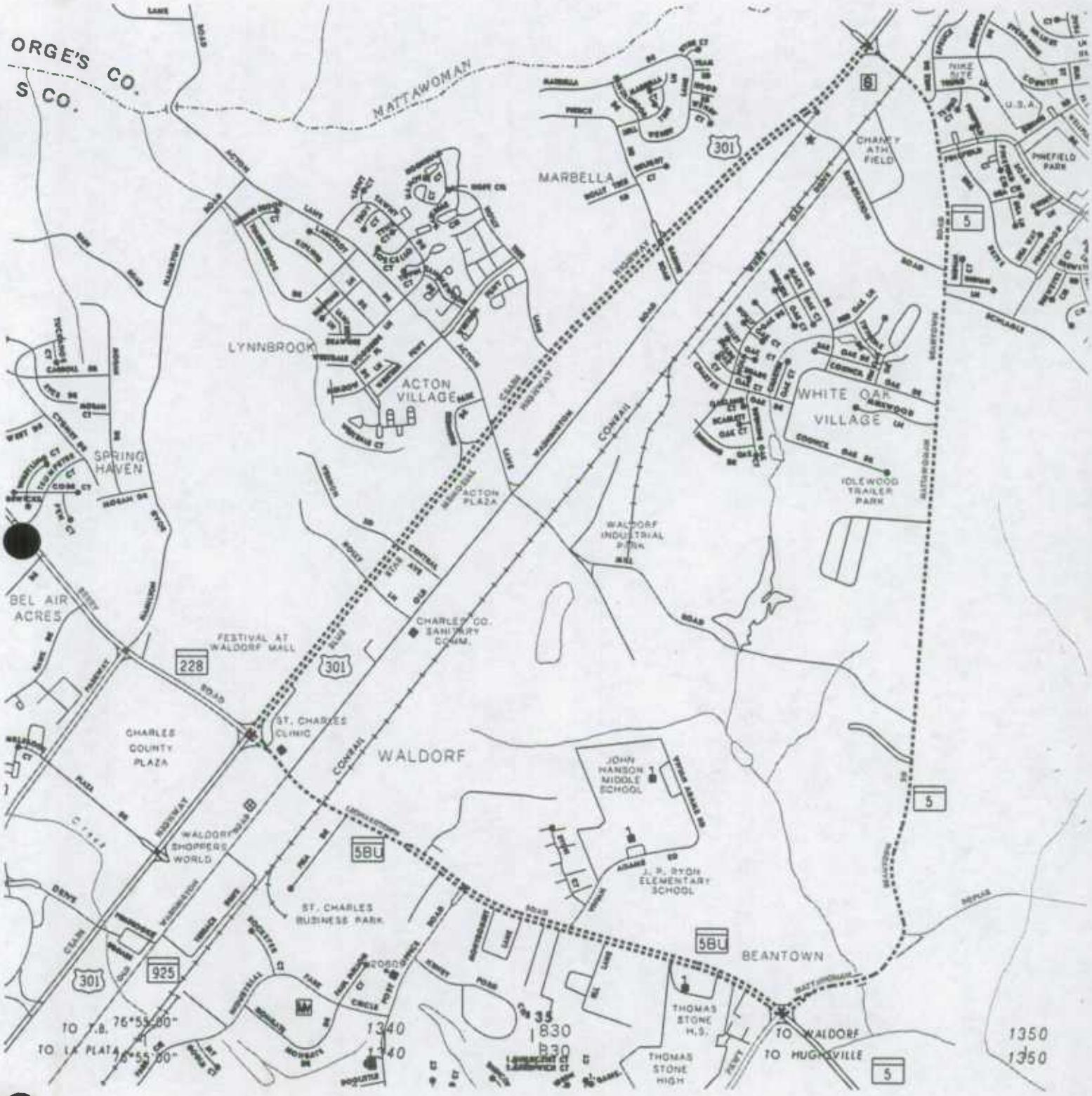
Attachment

Distribution List

Ms. Mary Allewalt
Mr. Paul Armstrong
Mr. Michael Baxter
Mr. William Brauer, III
Mr. Ronald Burns
Mr. Anthony Capizzi
Mr. David Clifford
Mr. Richard Daff
Mr. Robert Douglass
Mr. Louis Ege, Jr.
Mr. Lawrence Elliott
Mr. Earle Freedman
Mr. Robert Harrison
Mr. Karl Hess
Mr. Thomas Hicks
Ms. Elizabeth Homer
Mr. Neil Pedersen
Mr. Douglas Rose
Mr. Edward Schmidbauer, Jr.
Mr. Leonard Schultz
Mr. Ken Shelton
Mr. Douglas Simmons
Ms. Dolores Strausser
Mr. Douglas Taylor
Mr. Richard Weddle
Mr. William Walsek
Mr. Parker Williams
Mr. Russell Yurek

Mr. Roy Hancock, Director
Charles County Department of Planning and Growth Management

Mr. Michael Mudd, Director
Charles County Department of Public Facilities


ORGE'S CO.
S CO.
MATTAWOMAN
MARBELLA
LYNNBROOK
ACTON VILLAGE
ACTON PLAZA
SPRING HAVEN
BEL AIR ACRES
FESTIVAL AT WALDORF MALL
CHARLES CO. SANITARY COMM.
ST. CHARLES CLINIC
CHARLES COUNTY PLAZA
WALDORF SHOPPERS WORLD
WALDORF
ST. CHARLES BUSINESS PARK
WALDORF INDUSTRIAL PARK
WHITE OAK VILLAGE
IDLEWOOD TRAILER PARK
CHARLY ATH FIELD
PINEFIELD PARK
NIKE SITE
JOHN HANSON MIDDLE SCHOOL
J. P. RYON ELEMENTARY SCHOOL
BEANTOWN
THOMAS STONE H.S.
THOMAS STONE HIGH
TO WALDORF
TO HUGHSVILLE
TO T.B. 76°55'00"
TO LA PLATA 76°55'00"
CONRAIL
WASHINGTON
HIGHWAY
301
228
925
5BU
5
6

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

May 8, 1998

OK with the typos corrected NJP 5/11/98

Director Neil J. Pedersen, Office of Planning and Preliminary Engineering, has approved the following route number redesignations in Charles County. The redesignations were reviewed and approved by the County Commissioners of Charles County and are effective immediately.

MD 5 Business - (formerly MD 5) from MD 5 at St. Charles Parkway to US 301 at MD 228

MD 5 - (formerly MD 205) from MD 5 Business at St. Charles Parkway to US 301 at Mattawoman Drive

US 301 - (formerly US 301/MD 5) from MD 5 Business at MD 228 to MD 5 at Mattawoman Drive

A map indicating the affected roadway is attached.

Attachment

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Ms. Dolores Strausser
Mr. Douglas Taylor
Mr. Richard Weddle
Mr. William Walsek
Mr. Parker Williams
Mr. Russell Yurek

Mr. Roy Hancock, Director
Charles County Department of Planning and Growth Management

Mr. Michael Mudd, Director
Charles County Department of Public Facilities

Maryland Department of Transportation
State Highway Administration

David L. Winstead
Secretary

Parker F. Williams
Administrator

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

June 12, 1997

Mr. Melvin C. Beall, Jr., P. E.
Director of Development Services
Planning and Growth Management
Charles County Government
P. O. Box B
La Plata, Maryland 20646

REF: Md. 228B (Wellington Woods Drive)
Md. 228C (Mill Hill Road)
Md. 228D (Bunker Hill Road)

Dear Mr. Beall:

We have discovered that the roadbeds of the above routes are already owned by Charles County. They were acquired by the County through the subdivision process or by transfer action previously taken by the State Highway Administration.

If you should have any further concerns regarding this matter, please feel free to contact Mr. Charles E. George, Assistant District Engineer - Maintenance at (410) 841-5464.

Sincerely,

Paul D. Armstrong
District Engineer

PDA/je

cc: Judy Michael
Chuck George
Dennis Yoder
Karl Hess

My telephone number is (410) 841-5450

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

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

Maryland Department of Transportation
State Highway Administration

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

November 7, 1990

RECEIVED
NOV 14 1990
HIGHWAY INFORMATION
SERVICES DIVISION

M E M O R A N D U M

TO: Mr. Kurt Oelmann, Chief
Special Acquisitions Section

ATTENTION: Mr. James Glover

FROM: Harry E. Whitsel,
Assistant Division Chief
Plats and Surveys Division
- Office Operations

RE: Charles County Road Conveyance
Md. Rte. 867-A
file no. 72365

Reference is being made to your request of memorandum dated October 10, 1990 to Mr. Stephen Drumm regarding the preparation of legal descriptions relative to the subject conveyance.

With regard thereto please find attached herewith the original descriptions and two (2) copies of same, for your use therein.

Said descriptions have been written using existing right of way plats of Record, namely; BAJ, 17949 (revised 8-2-57) and 17950 (revised 1-28-58).

HEW:CDF:mc

Attachments:

cc: Susan Bauer
John Neukam

My telephone number is (301) 333-1248

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

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

August 22, 1988

Director Pedersen, Office of Plannning and Preliminary Engineering has approved the following route designation as a result of the road transfer agreement with Charles County (effective August 22, 1988) transfering Mattawoman-Beantown Road to the State Highway Administration.

MD 382 (Poplar Hill-Beantown Road) from MD 5 easterly to Mattawoman-Beantown Road, a distance of 0.44± miles, shall be designated as MD 205.

Was Co. 60 Mattawoman-Beantown Road, from MD 382 north to US 301, a distance of 2.74± miles, shall be designated as MD 205.

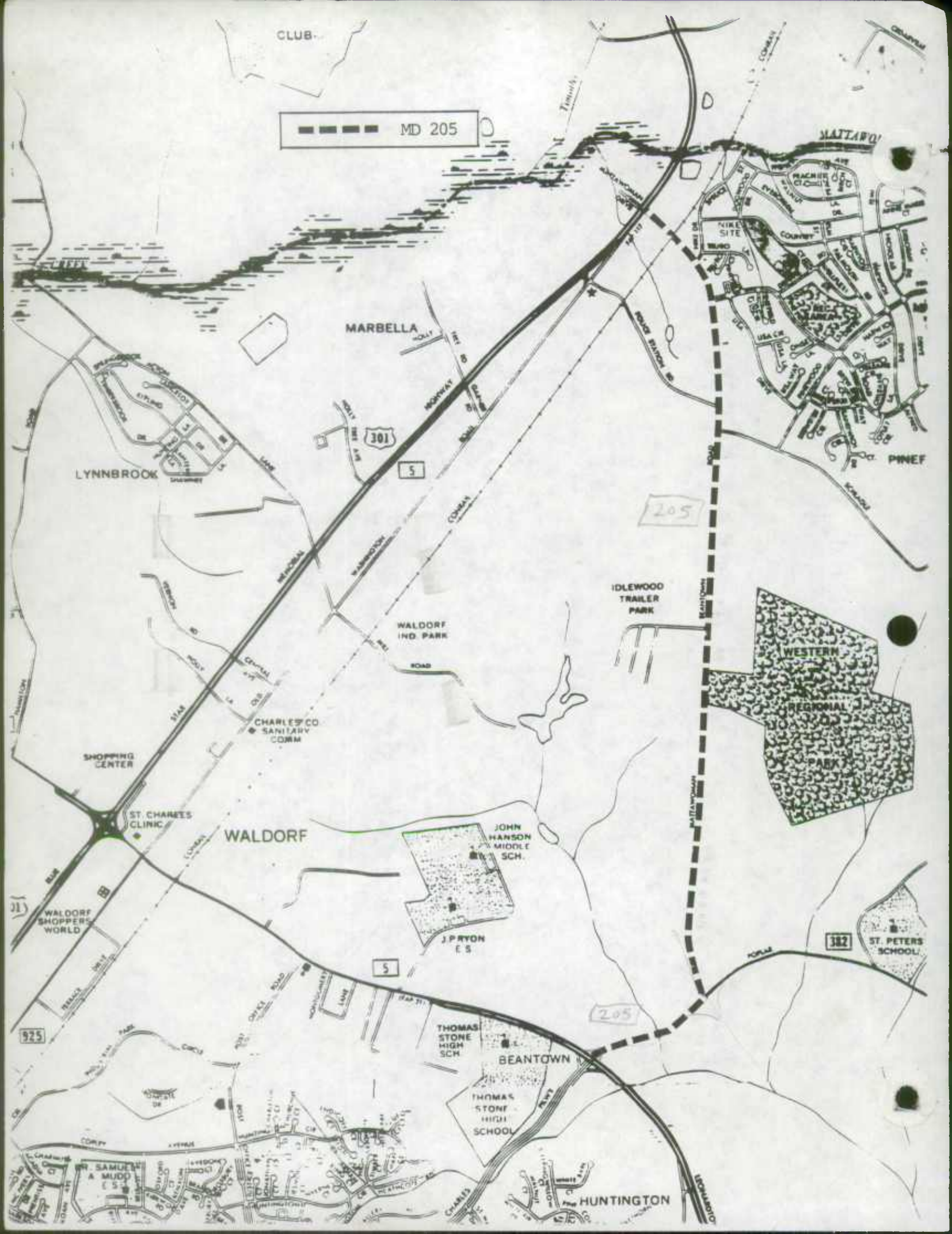
A map showing this designation is attached.

LBS:ELD

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

Director of Public Works,
Charles County

Planning & Zoning Commission,
Charles County


CLUB
MD 205
MATTAWO
MARBELLA
LYNNBROOK
301
5
205
PINEF
IDLEWOOD
TRAILER
PARK
WALDORF
IND. PARK
WESTERN
REGIONAL
PARK
CHARLES CO
SANITARY
COMM
SHOPPING
CENTER
ST. CHARLES
CLINIC
WALDORF
JOHN
HANSON
MIDDLE
SCH.
WALDORF
SHOPPERS
WORLD
J.P.RYON
E.S.
382
ST. PETERS
SCHOOL
925
THOMAS
STONE
HIGH
SCH
BEANTOWN
THOMAS
STONE
HIGH
SCHOOL
R. SAMUEL
A. MUDD
E.S.
HUNTINGTON

THIS AGREEMENT, made this 22nd day of August, 1988, by and between the State Highway Administration of the Department of Transportation of Maryland, hereinafter referred to as "Highway Administration", party of the first part, and Charles County, Maryland, hereinafter referred to as "County", party of the second part.

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

WHEREAS, the Highway Administration agrees to patch and resurface Mattawoman-Beantown Road during calendar year 1988.

WHEREAS, the Highway Administration agrees to proceed with project planning to dualize Mattawoman-Beantown Road and provide an interchange with the US 301 and Mattawoman-Beantown Road. The Highway Administration agrees to accelerate the planning process to the greatest extent possible with regard to this project(s).

WHEREAS, the Highway Administration agrees to work in concert with Charles and Prince George's counties on a possible Western Parkway connection that extends into Prince George's County.

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

WHEREAS, the County has agreed to transfer the hereinafter described section of road which heretofore was contructed by the County to the Highway Administration, and the Highway 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 valuahle consideration, the receipt whereof is hereby acknowledged, the Highway Administration does hereby transfer unto the County, and the County does hereby accept from the Highway Administration, jurisdiction over, and responsibility for, the maintenance of the following described sections of State highway for maintenance purposes as part of the County highway system:

U.S. 301B from U.S. 301 northerly to MD 925 (Billingsly Road), a total distance of 0.16± miles.

MD 6A from MD 6 westerly to road end, a total distance of 0.22± miles.

MD 6B from MD 6 easterly to MD 6, a total distance of 0.80± miles.

MD 224A from MD 224 (Riverside Road) easterly to MD 865D, a total distance of 0.03± miles.

MD 224B from MD 224 (Riverside Road) easterly to MD 865A, a total distance of 0.02± miles.

MD 224C from MD 224 (Riverside Road) easterly to MD 225 (Indianhead-LaPlata Road), a total distance of 0.15± miles.

MD 232 (Trinity Church Road) from MD 234 (Budds Creek Road) northerly to MD 382 (Poplar Hill Road), including structure #8034 over Gilbert Swamp and structure #8033 over Mill Dam Run, a total distance of 16.26± miles.

MD 257 (Rock Point Road) from MD 254 (Cobb Island Road) southerly to road end at Rock Point, a total distance of 1.38± miles.

MD 382 (Poplar Hill-Beantown Road) from Mattawoman-Beantown Road easterly to the Prince Georges county line, including the structure #8040 over Butlers Branch, a total distance of 7.41± miles.

MD 427 (Chapel Point Road) from U.S. 301 westerly to Chapel Point Road (Co. 180), a total distance of 2.25± miles.

MD 484 (Marbury-Pisgah Road) from MD 425 (Ironsides Road) northerly to MD 865A, a total distance of 3.20± miles.

MD 865A from MD 224 (south of MD 484) to MD 224 (north of MD 484), a total distance of 0.77± miles.

MD 865B from MD 224 southerly to road end, a total distance of 0.15± miles.

MD 865C from MD 224 southerly to road end, a total distance of 0.08± miles.

MD 865D from road end south of MD 224A to road end north of MD 224A, a total distance of 0.15± miles.

MD 866 from road end south of MD 224C to road end north of MD 224C, a total distance of 0.10± miles.

MD 867A from MD 228 at Sharpville Road westerly to MD 228 west of Davis Road, a total distance of 0.67± miles.

MD 867B from Hamilton Road westerly to road end, a total distance of 0.09± miles.

MD 868A from U.S. 301 easterly to MD 234, a total distance of 0.33± miles.

MD 868B from MD 234 at Penns Hill Road easterly to MD 234 near Old Sycamore Road, including the structure #8035 over Gilbert Swamp Run, a total distance of 2.23± miles.

MD 868C from MD 234 to easterly to road end, a total distance of 0.47± miles.

MD 868D from MD 234 north and easterly to road end, a total distance of 1.10± miles.

MD 868L from MD868D westerly to road end, a total distance of 0.19± miles.

MD 869 from MD 488 easterly to road end, a total distance of 0.04± miles.

MD 869A from MD 6 westerly to road end, a total distance of 0.54± miles.

MD 869D from MD 6 west of Annapolis Woods Road to MD 6 east of Annapolis Woods Road, a total distance of 0.76± miles.

MD 926 from MD 6 south of Liverpool Point Road to MD 6 north of Liverpool Point Road, a total distance of 0.66± miles.

MD 926A from MD 6 south of Jacksontown Road to MD 6 at Jacksontown Road, a total distance of 0.50± miles.

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

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

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

3. The basis for the allocation of funds will include the additional 40.39± miles in the allocation to the County beginning July 1st of the year following the date as set forth in Item 2 above.

4. The transfer of said roads is made on an as-is basis which pertains to the existing rights-of-way and the existing condition of the roads involved including all appurtenances and bridge structures.

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

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

AND BE IT FURTHER AGREED that in consideration of the aforegoing, the County does hereby transfer to the Highway Administration the following described section of County highway for maintenance purposes as part of the State Highway System:

Mattawoman-Beantown Road, from MD 382 north to US 301, a distance of 2.74± miles.

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

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

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

3. The basis for the allocation of funds will exclude the 2.74± miles in the allocation to the County beginning July 1st of the year following the date as set forth in Item 2 above.

4. The transfer of said road is made on an as-is basis which pertains to the existing rights-of-way and the existing condition of the road involved including all appurtenances and bridge structures.

5. The Highway Administration accepts jurisdiction over, and responsibility for, the maintenance of said road as of the effective date of transfer as set forth in Item #1 above.

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

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

THE STATE HIGHWAY ADMINISTRATION
OF THE DEPARTMENT OF TRANSPORTATION

RECOMMENDED FOR APPROVAL:

Chief, Bureau of Highway Statistics

WITNESS:

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

Approved as to form and legal sufficiency this 14th day of June, 1988.

Assistant Attorney General

BOARD OF COUNTY COMMISSIONERS FOR
CHARLES COUNTY, MARYLAND

RECOMMENDED FOR APPROVAL:

Director of Public Works

WITNESS:

By:
President

Approved as to form and legal sufficiency this 2nd day of August, 1988.

County Attorney

LIBER 2223 FOLIO 131

THIS DEED, Made this 2nd day of October, 1995, by and between COUNTY COMMISSIONERS OF CHARLES COUNTY, MARYLAND, a body corporate, GRANTOR, and STATE HIGHWAY ADMINISTRATION OF THE DEPARTMENT OF TRANSPORTATION OF MARYLAND, a body corporate, GRANTEE.

WITNESSETH, that no monetary consideration has been paid but for other good and valuable consideration, the receipt of which is hereby acknowledged, the said COUNTY COMMISSIONERS OF CHARLES COUNTY, MARYLAND, a body corporate, do hereby grant and convey to and unto the said STATE HIGHWAY ADMINISTRATION OF THE DEPARTMENT OF TRANSPORTATION OF MARYLAND, a body corporate, its successors and assigns, in fee simple, all those lots, tracts, pieces, parcels or subdivisions of land and premises, situate, lying and being in the Sixth Election District of Charles County, Maryland, and known as Mattawoman Beantown Road as more particularly described on plats recorded among the Plat Records of Charles County, Maryland, in Liber 26, Pages 206 thru 226; Liber 27, Page 226; Liber 29, Page 104; and Liber 30, Page 123, reference to which said plats is made for a more complete description.

TRANSFER TAX	0.00
RECORDING FEE	0.00
RECORDATION TAX	0.00
TO THE STATE	0.00
TOTAL	0.00
RECEIPT# 00019999999	
DATE 10.02.1995	
TIME 01:18 PM	

BEING a part of the same land and premises described in Deeds recorded among the Land Records of Charles County, Maryland, in Liber 628, folio 105; Liber 715, folio 285; Liber 668, folio 290; Liber 695, folio 228; Liber 656, folio 1; Liber 649, folio 242; Liber 668, folio 190; Liber 640, folio 51; Liber 655, folio 302; Liber 645, folio 265; Liber 661, folio 24; Liber 642, folio 278; Liber 637, folio 8; Liber 766, folio 16; Liber 773, folio 25; Liber 698, folio 106; Liber 655, folio 58; Liber 803, folio 114; Liber

803, folio 116; Liber 803, folio 118; Liber 803, folio 120; Liber 634, folio 1; Liber 634, folio 5; Liber 629, folio 184; Liber 640, folio 41; Liber 640, folio 56; Liber 637; folio 13; Liber 640, folio 79; Liber 722, folio 264; Liber 774, folio 82; Liber 703, folio 104; Liber 760, folio 241; Liber 760, folio 237; Liber 749, folio 5; Liber 629, folio 84; Liber 629, folio 79; Liber 757, folio 128; Liber 674, folio 199; Liber 715, folio 285; Liber 676, folio 123; Liber 668, folio 205; Liber 629, folio 179; Liber 673, folio 180; Liber 649, folio 213; Liber 685, folio 151; Liber 706, folio 289; Liber 705, folio 178; Liber 634, folio 107; Liber 682, folio 40; Liber 703, folio 30; Liber 749, folio 242; Liber 622, folio 179; Liber 622, folio 183; Liber 674, folio 195; Liber 631, folio 142; Liber 711, folio 255; Liber 723, folio 77; Liber 703, folio 100; Liber 640, folio 46; Liber 749, folio 1; Liber 792, folio 282; Liber 628, folio 101; Liber 630, folio 130; Liber 744, folio 21; Liber 786, folio 206; Liber 828, folio 179; Liber 632, folio 64; Liber 622, folio 187; Liber 647, folio 76; and Liber 640, folio 46.

TOGETHER with the buildings and improvements thereon erected, made or being, and all and every, the rights, alleys, ways, waters, privileges, appurtenances, and advantages, to the same belonging, or in any wise appertaining.

TO HAVE AND TO HOLD said land and premises, above described and mentioned, and hereby intended to be conveyed; together with the rights, privileges, appurtenances and advantages thereto belonging or appertaining unto and to the proper use and benefit of the said STATE HIGHWAY ADMINISTRATION OF THE DEPARTMENT OF

TRANSPORTATION OF MARYLAND, a body corporate, its successors and assigns, in fee simple.

AND the said GRANTOR hereby covenants that it will warrant specially the property hereby granted and conveyed, and that it will execute such further assurances of said land and premises as may be requisite.

WITNESS the hand and seal of said GRANTOR.

COUNTY COMMISSIONERS OF
CHARLES COUNTY, MARYLAND,
a body corporate

ATTEST:

Shirley M. Gore
SHIRLEY M. GORE, CLERK

BY: Murray D. Levy (SEAL)
MURRAY D. LEVY, PRESIDENT

GRANTOR

STATE OF MARYLAND, COUNTY OF CHARLES, TO WIT:

I HEREBY CERTIFY that on this 2nd day of October, 1995, before the undersigned officer, a Notary Public in and for the State and County aforesaid, personally appeared MURRAY D. LEVY, PRESIDENT, COUNTY COMMISSIONERS OF CHARLES COUNTY, MARYLAND, a body corporate, and duly acknowledged the foregoing Deed to be the act of the said body corporate.

WITNESS my hand and Notarial Seal.

Carolyn M. Schoonover
NOTARY PUBLIC

My Commission Expires:

The undersigned Maryland Attorney certifies that the within instrument was prepared under my supervision.

ROGER LEE FINK

Taxes levied and on record
as of this date
MAY 3 1996
have been paid
CHARLES CO. TREAS. OFFICE

RECEIVED FOR TRANSFER
State Department of
Assessments & Taxation
for Charles County
Ruth E. Miller
By 5-3-96 Date

Arts. Trans. Tax. W/B

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

August 22, 1988

Director Pedersen, Office of Plannning and Preliminary Engineering executed a road transfer agreement dated August 22, 1988, between the State Highway Administration and Charles County, Maryland relative to the transfer of the following described sections of highway and subject to the conditions more fully set forth in the agreement. The transfer of roads is effective August 22, 1988.

State Highway Administration to Charles County

✓ Co 1144 U.S. 301B from U.S. 301 northerly to MD 925 (Billingsly Road), a total distance of 0.16± miles.

✓ Co 1142 MD 6A from MD 6 westerly to road end, a total distance of 0.22± miles.

✓ Co 1143 MD 6B from MD 6 easterly to MD 6, a total distance of 0.80± miles.

✓ Co 1145 MD 224A from MD 224 (Riverside Road) easterly to MD 865D, a total distance of 0.03± miles.

✓ Co 1146 MD 224B from MD 224 (Riverside Road) easterly to MD 865A, a total distance of 0.02± miles.

✓ Co 1147 MD 224C from MD 224 (Riverside Road) easterly to MD 225 (Indianhead-LaPlata Road), a total distance of 0.15± miles.

✓ Co 1121 Co 1148 Co 1149 MD 232 (Trinity Church Road) from MD 234 (Budds Creek Road) northerly to MD 382 (Poplar Hill Road), including structure #8034 over Gilbert Swamp and structure #8033 over Mill Dam Run, a total distance of 16.26± miles.

✓ Co 1122 MD 257 (Rock Point Road) from MD 254 (Cobb Island Road) southerly to road end at Rock Point, a total distance of 1.38± miles.

✓ Co 1120 MD 382 (Poplar Hill-Beantown Road) from Mattawoman-Beantown Road easterly to the Prince Georges county line, including the structure #8040 over Butlers Branch, a total distance of 7.41± miles.

✓ Co 1123 MD 427 (Chapel Point Road) from U.S. 301 westerly to Chapel Point Road (Co. 180), a total distance of 2.25± miles.

✓ Co 1124 MD 484 (Marbury-Pisgah Road) from MD 425 (Ironsides Road) northerly to MD 865A, a total distance of 3.20± miles.

Co 1125 MD 865A from MD 224 (south of MD 484) to MD 224 (north of MD 484), a total distance of 0.77± miles.

√G1126 MD 865B from MD 224 southerly to road end, a total distance of 0.15± miles.

√G1127 MD 865C from MD 224 southerly to road end, a total distance of 0.08± miles.

√G1128 MD 865D from road end south of MD 224A to road end north of MD 224A, a total distance of 0.15± miles.

√G1129 MD 866 from road end south of MD 224C to road end north of MD 224C, a total distance of 0.10± miles.

√G1130 MD 867A from MD 228 at Sharpville Road westerly to MD 228 west of Davis Road, a total distance of 0.67± miles.

√G1131 MD 867B from Hamilton Road westerly to road end, a total distance of 0.09± miles.

√G1132 MD 868A from U.S. 301 easterly to MD 234, a total distance of 0.33± miles.

√G1133 +C01376 MD 868B from MD 234 at Penns Hill Road easterly to MD 234 near Old Sycamore Road, including the structure #8035 over Gilbert Swamp Run, a total distance of 2.23± miles.

G1134 MD 868C from MD 234 to easterly to road end, a total distance of 0.47± miles.

√G1135 MD 868D from MD 234 north and easterly to road end, a total distance of 1.10± miles.

√G1136 MD 868L from MD868D westerly to road end, a total distance of 0.19± miles.

√G1137 MD 869 from MD 488 easterly to road end, a total distance of 0.04± miles.

√G1138 MD 869A from MD 6 westerly to road end, a total distance of 0.54± miles.

√G1139 MD 869D from MD 6 west of Annapolis Woods Road to MD 6 east of Annapolis Woods Road, a total distance of 0.76± miles.

√G1140 MD 926 from MD 6 south of Liverpool Point Road to MD 6 north of Liverpool Point Road, a total distance of 0.66± miles.

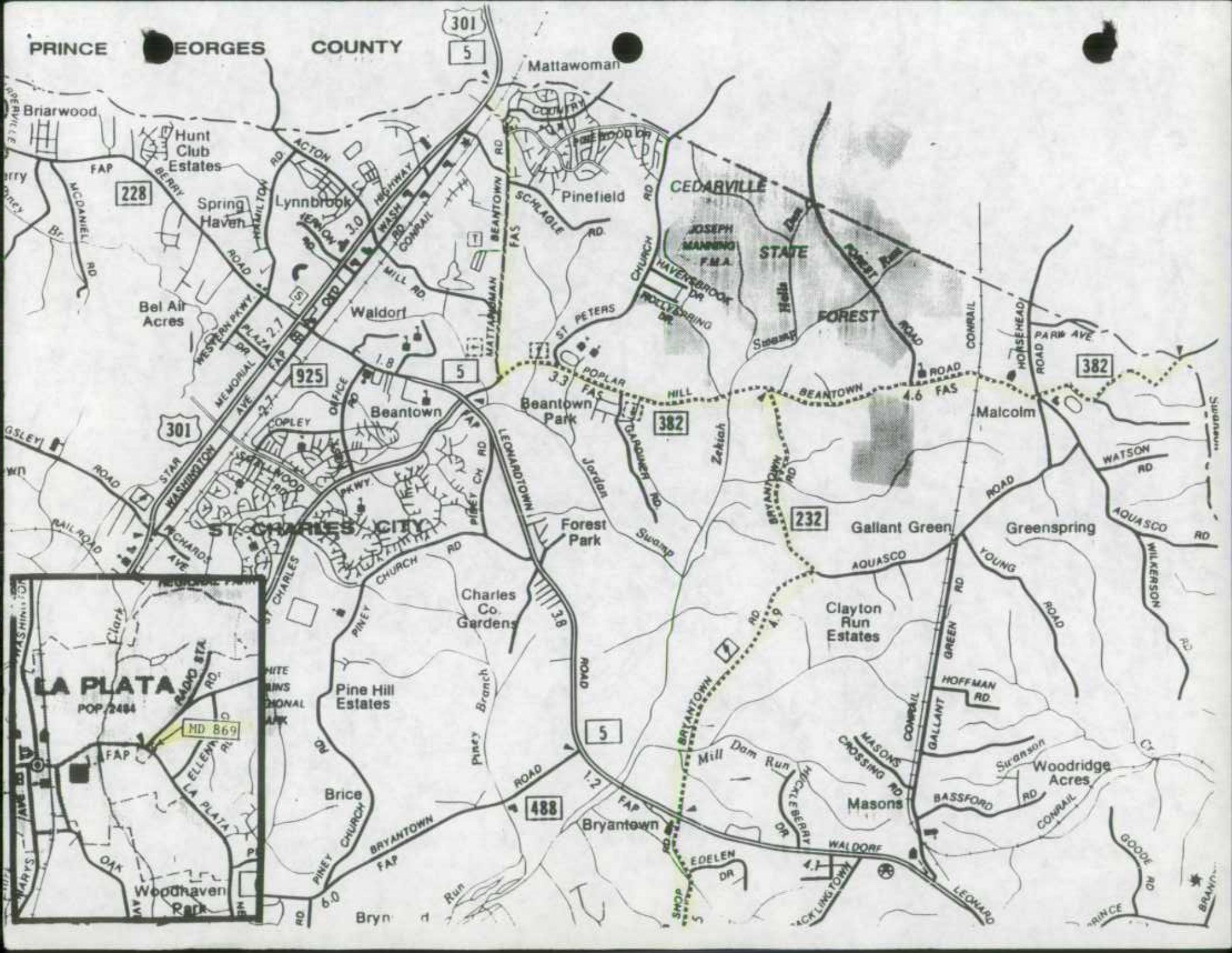
√G160 G1141 MD 926A from MD 6 south of Jacksontown Road to MD 6 at Jacksontown Road, a total distance of 0.50± miles.

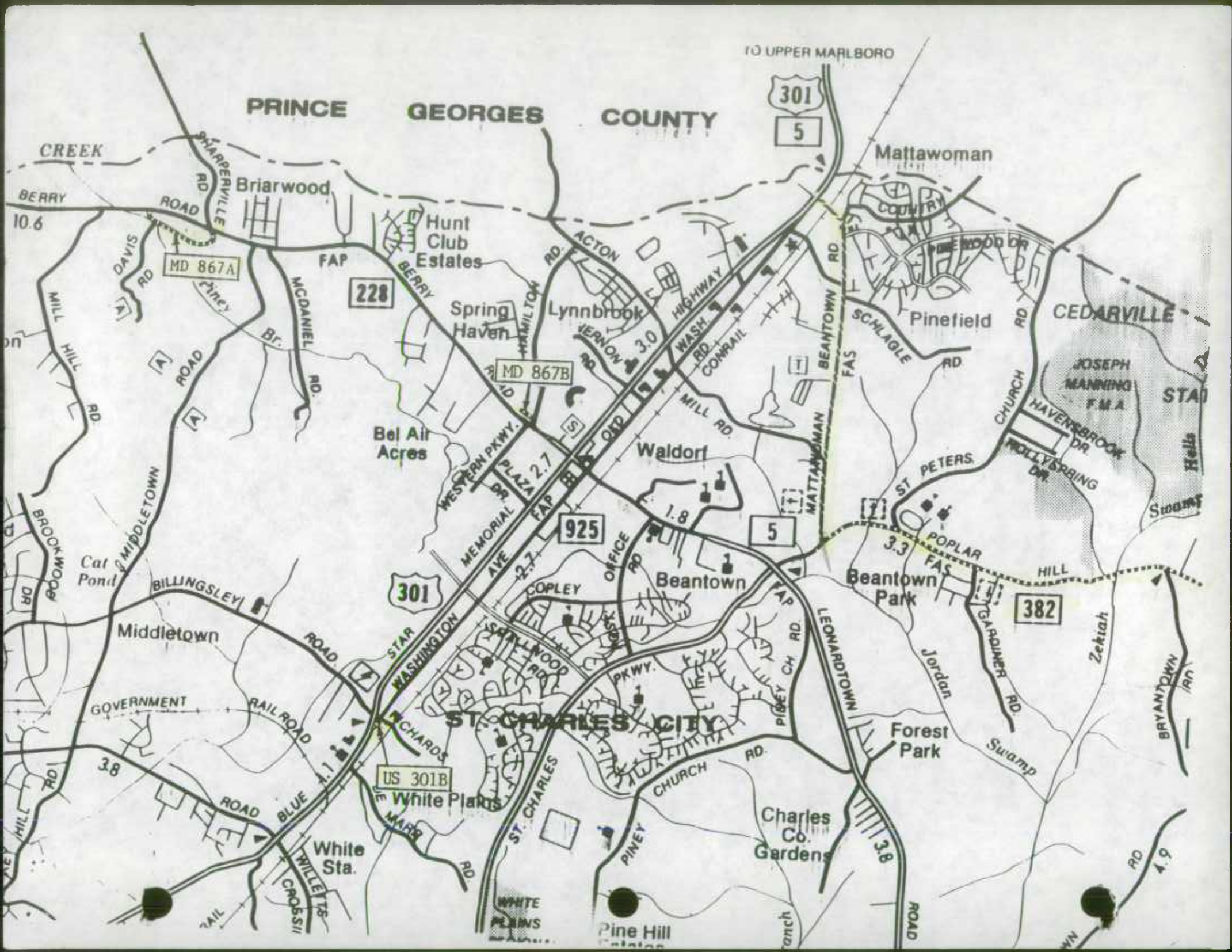
Charles County to State Highway Administration

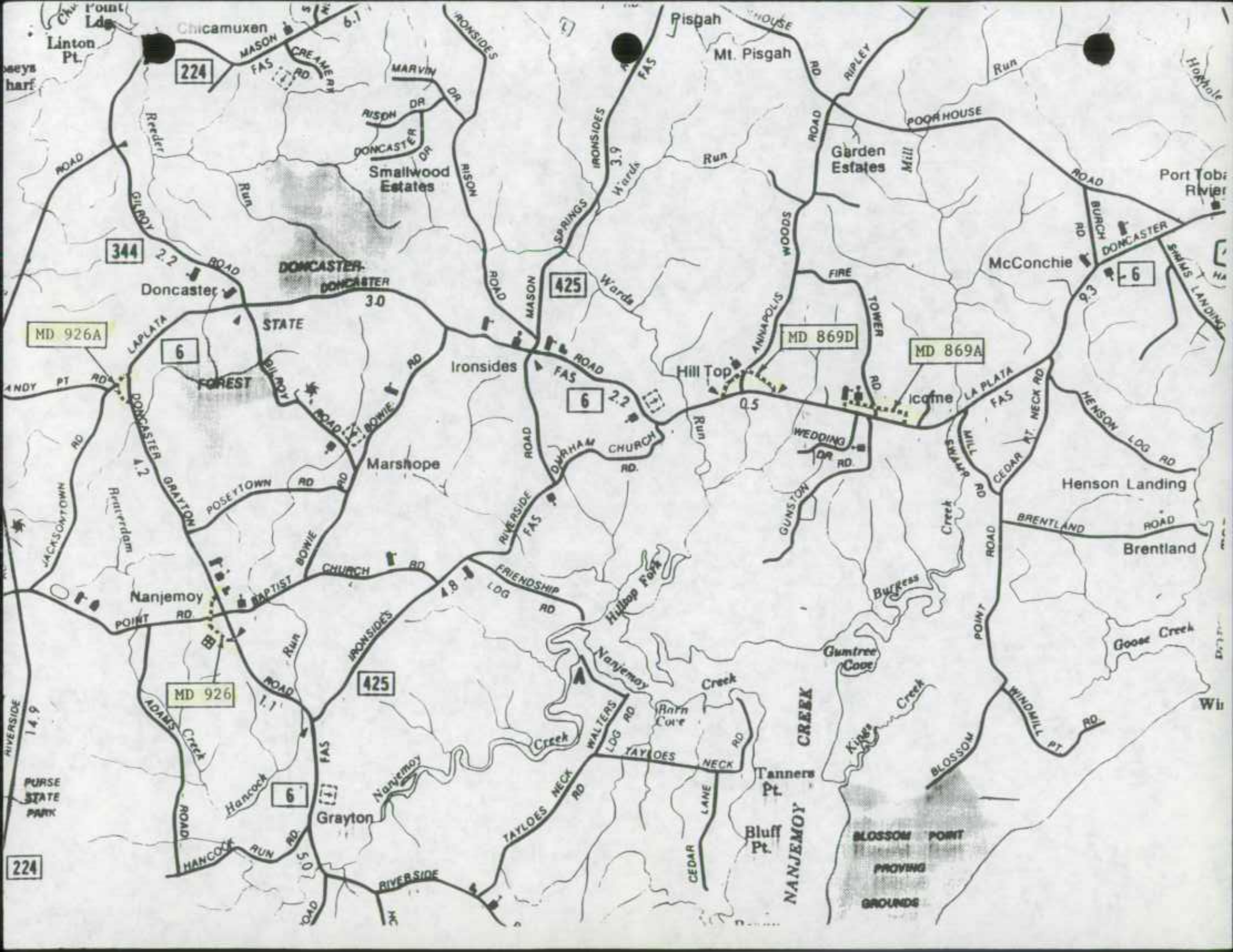
√MD205 Mattawoman-Beantown Road, from MD 382 north to US 301, a distance of 2.74± miles.

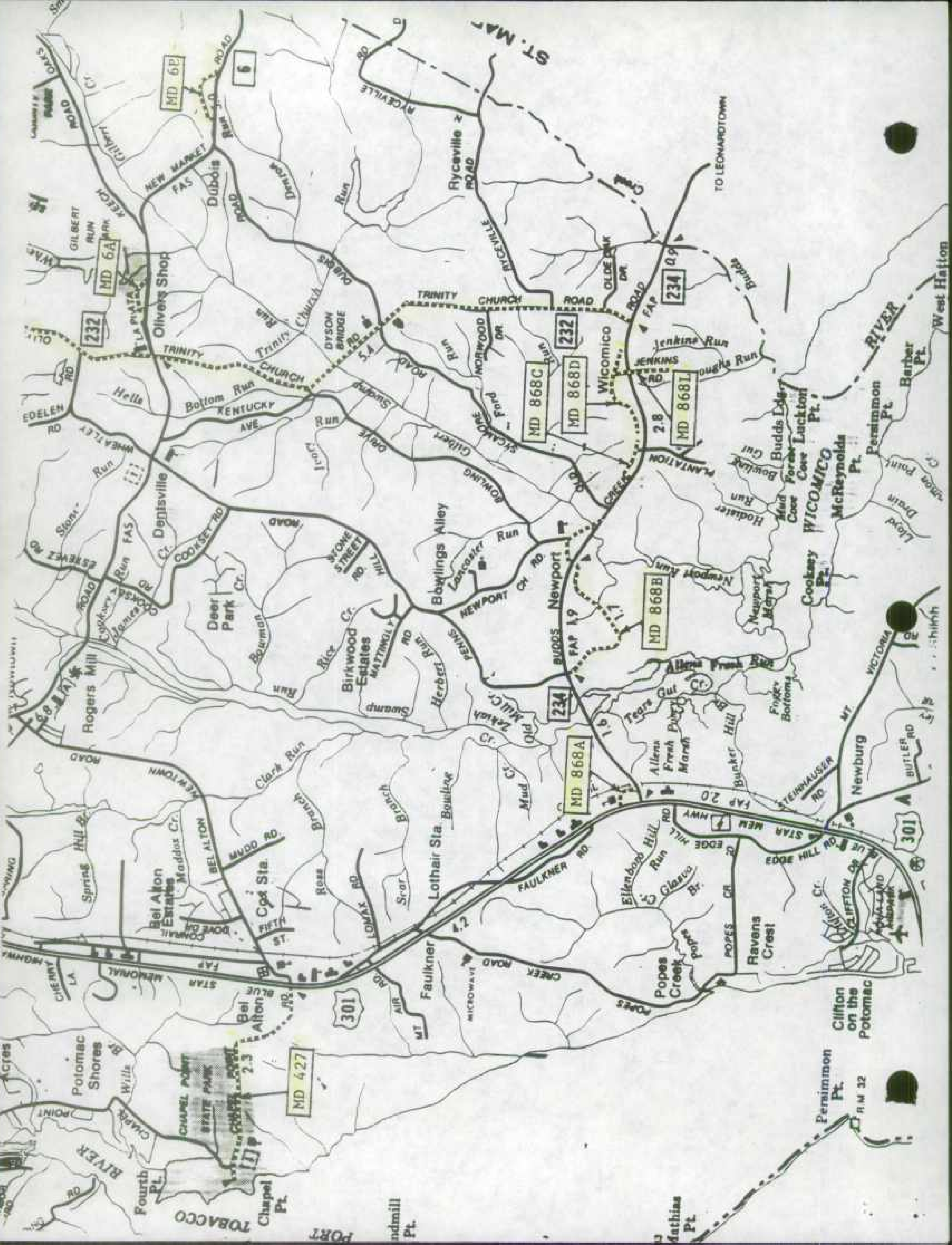
Said agreement had previously been executed by the President of the Board of County Commissioners for Charles County and approved as to form and legal sufficiency by Assistant Attorney General Nolan Rogers.

LBS:ELD

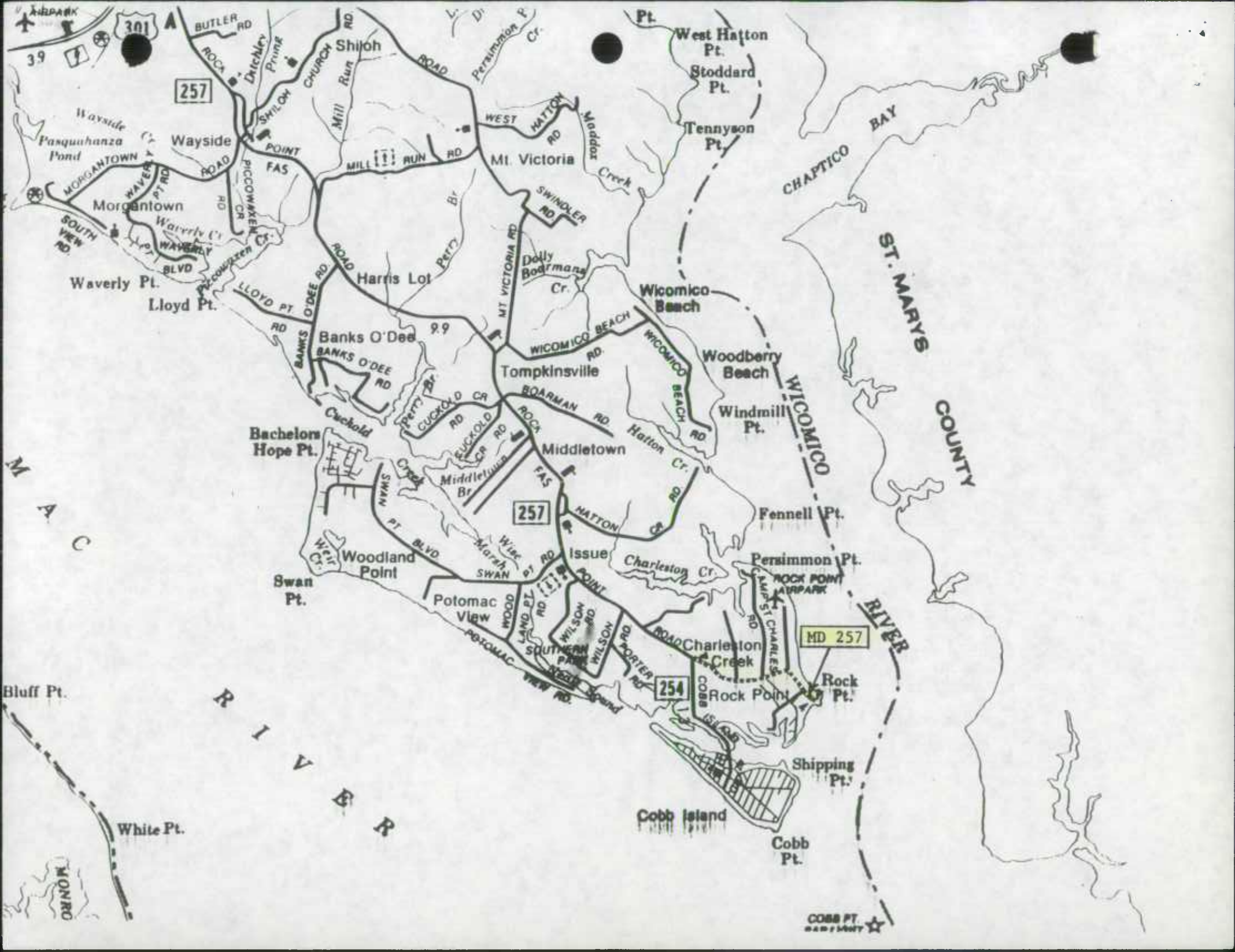

PRINCE GEORGES COUNTY
Mattawoman
Briarwood
Hunt Club Estates
Spring Haven
Lynnbrook
Pinefield
CEDARVILLE
JOSEPH MANNING F.M.A.
STATE FOREST
Bel Air Acres
Waldorf
Beantown
Beantown Park
Malcolm
Forest Park
Gallant Green
Greenspring
Charles Co. Gardens
Clayton Run Estates
Pine Hill Estates
Brice
Bryantown
Masons
Woodridge Acres
Woodhaven Park
ST. CHARLES CITY
LA PLATA
POP. 2484
MD 869
Mill Dam Run
Piney Branch
Swamp
Zekiah
Jordan
Bryn
Run


PRINCE GEORGES COUNTY
TO UPPER MARLBORO
301
5
Mattawoman
CREEK
BERRY ROAD
10.6
HARPERVILLE RD
Briarwood
Hunt Club Estates
MD 867A
DAVIS RD
MILL HILL RD
Piney Br.
MCDANIEL RD
FAP
228
BERRY
Spring Haven
HAMILTON RD
Lynnbrook
ACTON RD
VERNON RD
3.0
HIGHWAY
WASH. CONRAIL
MD 867B
Bel Air Acres
WESTERN PKWY.
PLAZA DR
2.7
OLD
MILL RD
Waldorf
BEANTOWN RD
SCHLAGLE RD
Pinefield
COUNTRY
PINEWOOD DR
CEDARVILLE
CHURCH RD
JOSEPH MANNING F.M.A.
HAVENSBROOK DR
HOLLYSPRING DR
ST PETERS
MATTAWOMAN
FAS
925
1.8
5
3.3
POPLAR HILL
Beantown Park
382
GARDINER RD
Zekiah Swamp
BRYANTOWN RD
4.9
Cat Pond
MIDDLETOWN RD
BROOKWOOD DR
BILLINGSLEY ROAD
Middletown
MEMORIAL AVE
STAR
WASHINGTON
2.7
OFFICE RD
COPLEY
Beantown
FAP
LEONARDTOWN RD
Jordan Swamp
Forest Park
GOVERNMENT RAILROAD
CHARLES
ST. CHARLES CITY
SHALLWOOD RD
PKWY.
PINEY CH RD
CHURCH RD
3.8
US 301B
White Plains
BLUE ROAD
MARB RD
ST. CHARLES
PINEY
Charles Co. Gardens
White Sta.
WILLETTS CROSSING
WHITE PLAINS
Pine Hill
ROAD


Point Lookout
Linton Pt.
Chicamuxen
224
MASON
CREAMERY
FAS
RD
6.1
MARVIN
DR
RISON
DR
DONCASTER
DR
Smallwood Estates
IRONSIDES
Reeder
Run
ROAD
GILROY
344
2.2
ROAD
DONCASTER
DONCASTER
3.0
Doncaster
STATE
FOREST
MD 926A
LAPLATA
6
ANDY PT RD
DONCASTER
4.2
GRAYTON
POSEYTOWN
RD
RD
BOWIE
RD
Marshope
Riverdale
JACKSONTOWN
RD
Nanjemoy
BAPTIST
CHURCH
RD
POINT
RD
BOWIE
Run
ROAD
MD 926
ADAMS
Creek
ROAD
Hancock
HANCOCK
RUN
RD
5.0
PURSE STATE PARK
RIVERSIDE
14.9
224
Grayton
FAS
425
IRONSIDES
1.1
RISON
ROAD
MASON
SPRINGS
IRONSIDES
3.9
Wards
Run
Ironsides
FAS
ROAD
6
2.2
DURHAM
CHURCH
RD.
RIVERSIDE
FAS
FRIENDSHIP
LOG
RD
4.8
Pisgah
Mt. Pisgah
RIPLEY
RD
ROAD
POOR HOUSE
Run
Garden Estates
Mill
Run
WOODS
ANNAPOLIS
FIRE
TOWER
RD
MD 869D
Hill Top
0.5
MD 869A
Icolne
LA PLATA
FAS
WEDDING
DR
RD.
GUNSTON
Run
Hilltop Fork
Nanjemoy
Creek
Barn Cove
WALTERS
LOG
RD
TAYLOES
NECK
RD
TAYLOES
NECK
RD
CEDAR
LANE
Tanners Pt.
Bluff Pt.
NANJEMOY
CREEK
Burgess
Gumtree Cove
Kings
Creek
BLOSSOM
POINT
PROVING
GROUNDS
MILL
SWAMP
RD
Creek
CEDAR
PT.
NECK
RD
POINT
ROAD
WINDMILL
PT.
RD
BLOSSOM
Goose Creek
Wi
Port Tobacco River
BURCH
RD
DONCASTER
McConchie
9.3
6
SHIMS LANDING
HENSON
LOG
RD
Henson Landing
BRENTLAND
ROAD
Brentland
Hollow



MD 6P
6
MD 6A
232
MD 868C
MD 868D
MD 868L
MD 868B
MD 868A
234
301
MD 427
Rycevile Road
TO LEONARDTOWN
ST. MA
Dubois
Olivers Shop
Trinity Church Road
Wicomico
Jenkins Run
Budds Ldg.
Lucklow Pt.
Persimmon Pt.
Barber Pt.
West Hatton
WICOMICO RIVER
McReynolds Pt.
Cooksey Pt.
Newport Marsh
Newport Run
Newport
Bowlings Alley
Lancaster Run
Birkwood Estates
Rogers Mill
Deer Park Cr.
Dentsville
Cooksey Rd
Kentucky Ave
Bottom Run
Edelen Rd
Wheatley Rd
Stone Run
Zekiah Swamp Run
Old Mill Cr.
Allens Fresh Run
Allens Fresh Pond
Tears Gut
Bunker Hill
Newburg
Mt. Victoria Rd
Butler Rd
Steinhauser Rd
Star Mem Hwy
Edge Hill Rd
Clifton on the Potomac
Ravens Crest
Popes Creek
Popes Creek Road
Faulkner
Faulkner Rd
Lothair Sta.
Lomax Rd
Cox Sta.
Bel Alton
Bel Alton Estates
Bel Alton Newtown Road
Mudd Rd.
Spring Hill Br.
Clark Run
Potomac Shores
Chapel Point State Park
Chapel Point
Fourth Pt.
TOBACCO RIVER
Port Tobacco
Windmill Pt.
Mathias Pt.
Persimmon Pt.
R.M 32
FAP 2.0
4.2
2.3
1.9
5.4
2.8


AIRPARK
301
3.9
BUTLER RD
ROCK
Ditchley Prong
CHURCH RD
Shiloh
Mill Run
ROAD
Persimmon Cr.
Pt.
West Hatton Pt.
Stoddard Pt.
Tennyson Pt.
257
Wayside
Pasquahanza Pond
Wayside
SHILOH
POINT
FAS
MILL RUN RD
WEST HATTON RD
Maddox Creek
Mt. Victoria
CHAPTICO BAY
MORGANTOWN ROAD
WAVERLY PT RD
PICCOWAXEN CR
Morgantown
Waverly Cr.
SOUTH VIEW RD
WAVERLY BLVD
Waverly Pt.
Lloyd Pt.
LLOYD PT RD
O'DEE RD
ROAD
Harris Lot
Perry Br
MT VICTORIA RD
SWINDLER RD
Dolly Boarmans Cr.
Wicomico Beach
ST. MARYS COUNTY
Banks O'Dee
BANKS O'DEE RD
9.9
WICOMICO BEACH RD
Tompkinsville
Woodberry Beach
WICOMICO
Windmill Pt.
Cuckold
CUCKOLD CR RD
BOARMAN RD
ROCK
Hatton Cr.
Bachelors Hope Pt.
Middletown
Middletown Br
FAS
257
HATTON CR RD
Fennell Pt.
MACKS CREEK
PT BLVD
Marsh
Wine
West Cr.
Woodland Point
Swan Pt.
SWAN PT RD
Issue
POINT
Charleston Cr.
Persimmon Pt.
ROCK POINT AIRPARK
Potomac View
WOOD LAND PT RD
WILSON RD
SOUTHERN PARK
POTOMAC VIEW RD
PORTER RD
ROAD
Charleston Creek
CAMP ST CHARLES RD
MD 257
Rock Pt.
254
COBB ISLAND
Rock Point
Bluff Pt.
RIVER
Shipping Pt.
Cobb Island
Cobb Pt.
White Pt.
MONROE
COBB PT. BAR LIGHT

Distribution List

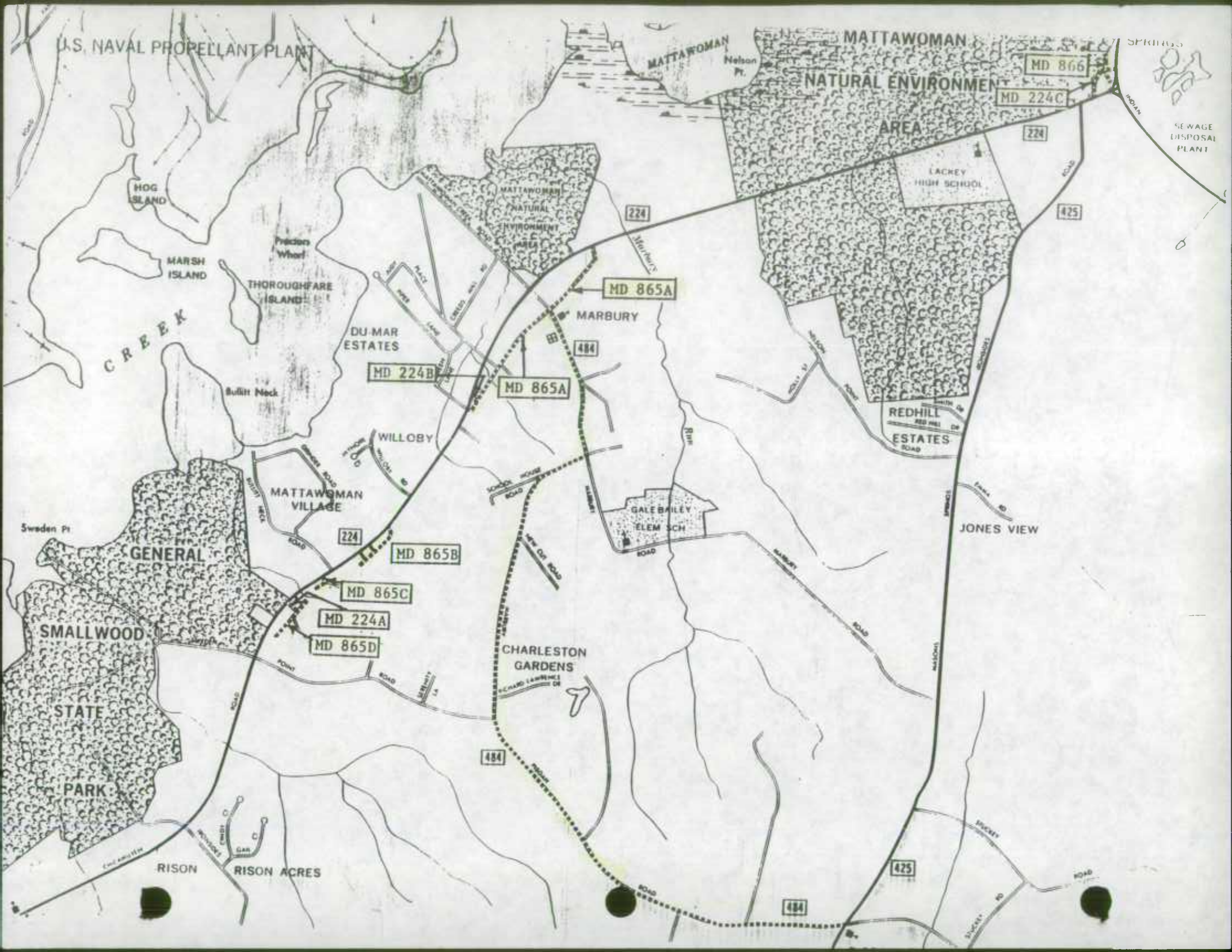
cc: Mr. H. Kassoff
Mr. J. Agro
Mr. B. B. Myers
Mr. J. M. Welsh
Mr. R. D. Douglass
Mr. N. J. Pedersen
Mr. J. T. Neukam
Mr. E. H. Meehan
Mr. R. J. Finck
Mr. J. D. Bruck
Mr. R. C. Davison
Ms. R. W. Byron
Mr. W. E. Ensor
Mr. E. L. Hodshon
Mr. L. E. Elliott
Mr. R. E. Hutzler
Mr. L. Brocato
Mr. E. Chambers
Mr. L. Ege

Director of Public Works,
Charles County

Mr. D. A. Bochenek
Secretary's File
Mr. M. R. Baxter
Mr. E. S. Freedman
Mr. P. E. Perkins
Mr. G. V. Kolberg
Mr. R. Daff
Mr. T. Watts
Mr. T. Hicks
Mr. C. Mills
Mr. A. M. Capizzi
Mr. R. C. Pazourek
Mr. P. Stout
Mr. J. S. Koehn
Mr. J. Shea
Mr. M. Munk
Mr. K Oelmann
Mr. W. R. Smith

Planning & Zoning Commission,
Charles County


CHARLES CITY
Beantown
Beantown Park
Forest Park
Charles Co. Gardens
Pine Hill Estates
Brice
Brynwood Farm Estates
Bryantown Hills
Bryantown
Burnt Store
Grosstown
Serenity Woods
Dentsville
Olivers Shop
Dubois
Bowlings Alley
Newport
Wicomico
Ryceville
Malcolm
Gallant Green
Greenspring
Clayton Run Estates
Masons
Woodridge Acres
Ridgeview
Hughesville
Patuxent
Loves
SOUTHERN MARYLAND CORRECTIONAL INSTITUTION
OAKS ROAD COUNTY PARK
GILBERT RUN PARK
G.S. OF U.S.A. CAMP
ZEKIAH SWAMP
WHITE PLAINS REGIONAL PARK
PRINCE GEORGES
ST. MARYS COUNTY
TO CROOM
TO POPLAR HILL
TO NEW MARKET
TO CHARLOTTE HALL
925
5
382
232
488
381
231
6


U.S. NAVAL PROPELLANT PLANT
MATTAWOMAN
NATURAL ENVIRONMENT
AREA
MATTAWOMAN
Nelson Pt.
MD 866
MD 224C
224
SEWAGE DISPOSAL PLANT
LACKEY HIGH SCHOOL
425
HOG ISLAND
MARSH ISLAND
Preston Wharf
THOROUGHFARE ISLAND
CREEK
Bullitt Neck
DU-MAR ESTATES
MATTAWOMAN NATURAL ENVIRONMENT AREA
224
MD 865A
MARBURY
484
MD 224B
MD 865A
WILLOBY
REDHILL ESTATES
MATTAWOMAN VILLAGE
GALE BAILEY ELEM SCH
JONES VIEW
Sweden Pt
GENERAL
224
MD 865B
MD 865C
MD 224A
MD 865D
SMALLWOOD
STATE
PARK
CHARLESTON GARDENS
484
RISON
RISON ACRES
425
484

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 Charles County, Maryland, relative to transfer by the Administration to the County of the following described section of state constructed road subject to the conditions more fully set forth in the agreement.

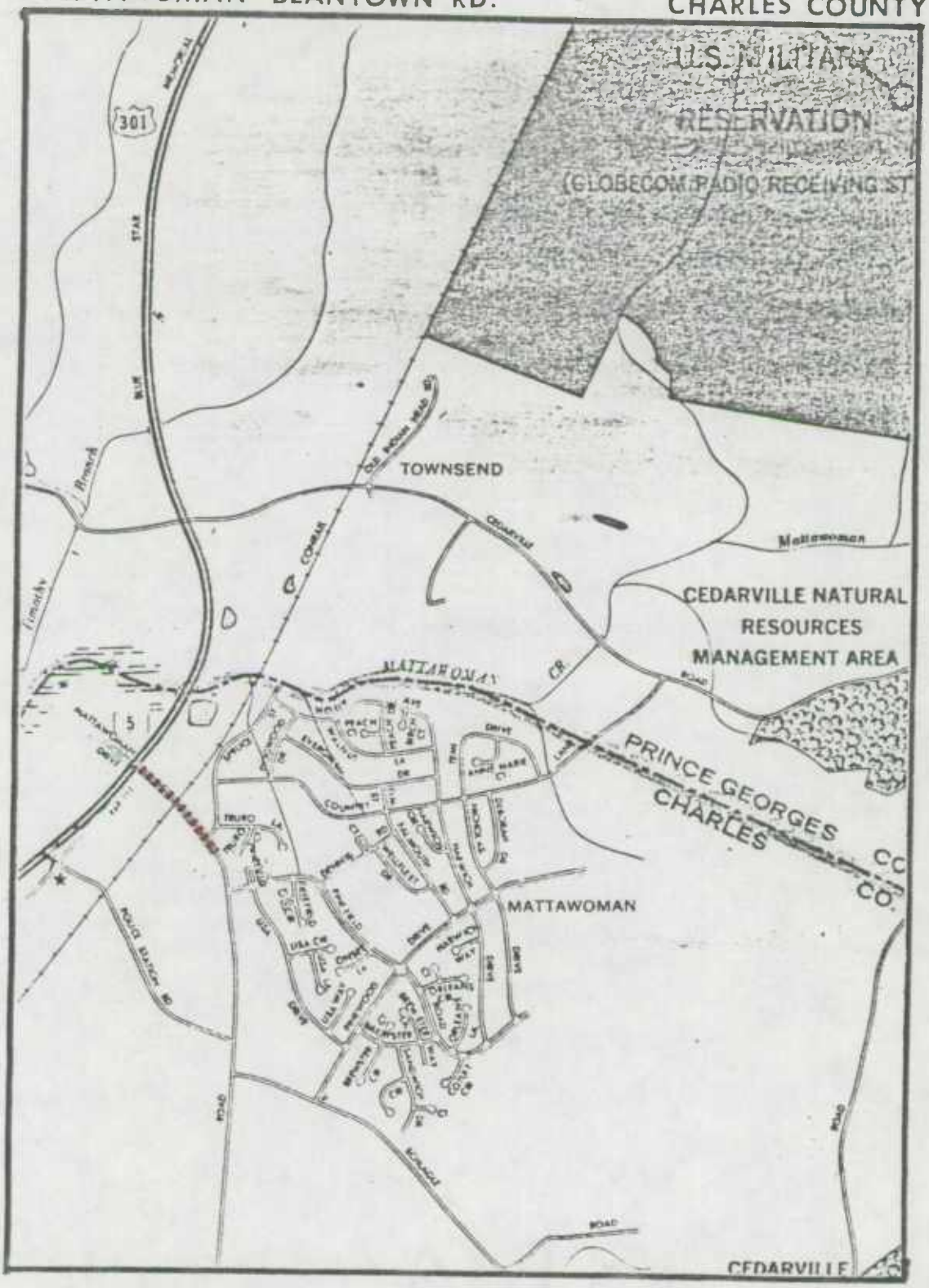
Mattawoman-Beantown Road from US 301(@station 1+61)
southeasterly to station 19+00.
A total distance of ±0.33 mile.

Said agreement had previously been executed by the President, County Commissioners of Charles 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. E. H. Meehan
Mr. J. M. Day
Mr. T. Hicks
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.
Mrs. E. K. Roche
Secretary's File

MATTAWOMAN-BEANTOWN RD.

CHARLES COUNTY



THIS AGREEMENT made this 26th day of December 19 79 by and between the State Highway Administration of the Department of Transportation of Maryland, hereinafter referred to as "Highway Administration", party of the first part and Charles County, Maryland, hereinafter referred to as "County" party of the second part.

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

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

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

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

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

Mattawoman - Beantown Road from US 301 (@station 1+61) southeasterly to station 19+00.
A total distance of ± 0.33 mile

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

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

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

3. The basis for the allocation of funds will include the additional 0.33+ mile in the allocation to the county beginning July 1 of the year following the date as set forth in item 2 above.

4. The transfer of said road is made on an as-is basis which pertains to the existing rights-of-way and to the existing condition of the road involved including all appurtenances and bridge structures.

5. The "County" accepts jurisdiction over and responsibility for the maintenance of the said road as of the effective date of transfer.

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

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

RECOMMENDED FOR APPROVAL:

Chief, Bureau of Hwy. Statistics

THE STATE HIGHWAY ADMINISTRATION OF THE DEPARTMENT OF TRANSPORTATION

WITNESS:

By: _____
Director, Office of Planning and Preliminary Engineering

Approved as to form and legal sufficiency this 26th day of December 19 75.

Assistant Attorney General

RECOMMENDED FOR APPROVAL:

County Commissioners of Charles County, Maryland

WITNESS:

By: _____
President

Approved as to form and legal sufficiency this 7th day of November 1979

County Attorney

MEMORANDUM OF ACTION OF FREDERICK GOTTEMOELLER
OFFICE OF PLANNING AND PRELIMINARY ENGINEERING

January 30, 1978

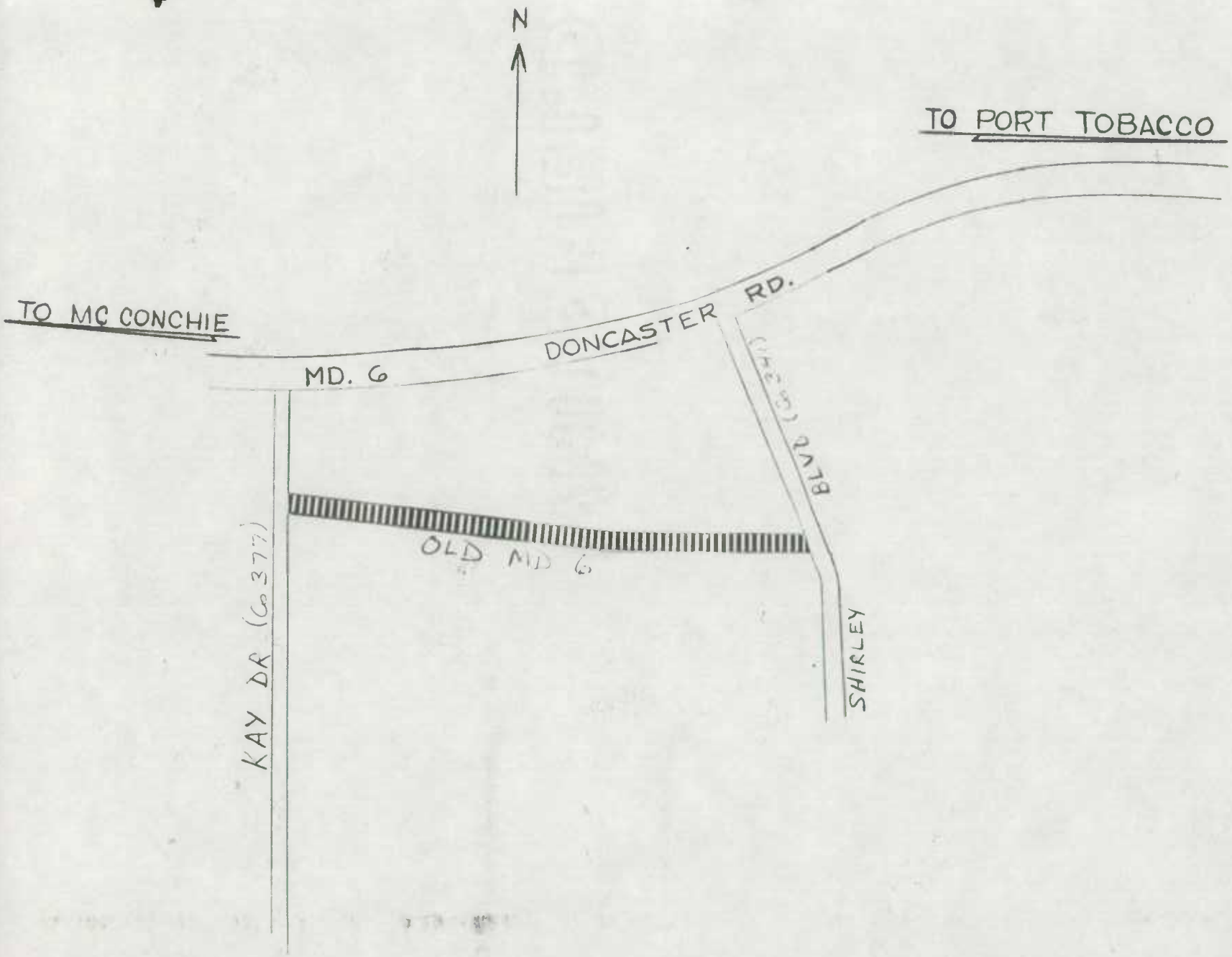
Director Gottemoeller, Office of Planning and Preliminary Engineering executed agreement dated January 30, 1978 between the State Highway Administration and Charles County, Maryland, relative to transfer by the Administration to the County of the following described section of State constructed road subject to the conditions more fully set forth in the agreement.

Old Md. 6 - From Shirley Blvd. (Co. 341) Westerly to Kay Drive (Co. 377), a total distance of 0.19 miles. - Now Co 581

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

Copies to:

N. B. Friese
H. G. Downs
A. W. Tate
A. L. Gardner
F. Gottemoeller
C. W. Reese
E. Meehan
J. N. Day
T. Hicks
R. C. Pazourek
W. F. Lins
E. J. Dougherty
C. P. Hyatt
E. S. Freedman
C. Lee
P. S. Jaworski
J. T. Neukam
R. C. Davison
E. K. Roche
Charles County ✓
Secretary's File
SHA Charles County


N
TO PORT TOBACCO
TO MC CONCHIE
DONCASTER RD.
MD. 6
BLVD (C 2 3)
OLD MD 6
KAY DR (C 377)
SHIRLEY

THIS AGREEMENT made this 30th day of January, 19 73 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 Charles 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 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 agreement to transfer jurisdiction over and responsibility for the maintenance of any County 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 Road to the County Highway System will result in a reduction in the cost of road maintenance; and

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

NOW, THEREFORE, THIS AGREEMENT WITNESSETH that for and in consideration of the sum of $1.00 and other good and valuable considerations, the receipt whereof is hereby 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 constructed road for maintenance purposes, as part of the County Roads System:

Old Md. 6 - From Shirley Blvd. (Co. 341) Westerly to Kay Drive (Co. 377), a total distance of 0.19 miles.

IT IS UNDERSTOOD AND AGREED BETWEEN the parties hereto that the conveyance of the aforegoing sections of State Highway is subject to the following conditions:

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

2. The aforegoing mileage will be included in the inventory as of December 1, 1977.

3. The basis for the allocation of funds will include the additional 0.19 miles in the allocation to the County beginning July 1, 1978.

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 "County" 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 above written.

THE STATE HIGHWAY ADMINISTRATION OF THE DEPARTMENT OF TRANSPORTATION

WITNESS:

By: Frederick Gottemoeller
Director, Office of Planning and Preliminary Engineering

APPROVED:

Chief, Bureau of Highway Statistics

Approved as to form and legal sufficiency this 25 day of January, 1978.

Administrative Special Attorney

COUNTY COMMISSIONERS FOR
CHARLES COUNTY, MARYLAND

ATTEST:

Nancy T. Hopkins
Clerk

President

Approved as to form and legal sufficiency
this 23rd day of November, 1977.

APPROVED:

Nicholas J. Deagon
County Engineer

Counsel to County Commissioners of
Charles County, Maryland

Md 210 - Sections of old Md 210 Sold are not Part of Any System
P.E.B.

Copy: Mr. N. B. Friese
Mr. H. G. Downs
Mr. C. W. Reese
Mr. R. S. Bennett
Mr. R. C. Pazourek
Mr. D. H. Fisher
Mr. A. L. Gardner
Mr. T. L. Cloonan ✓
Mr. W. K. Lee
Mr. A. M. Schwalier
Mr. R. E. Guest
Bd. of Public Works of Md.
Secretary's file (5)
Contract file (3)

MEMORANDUM OF ACTION OF ACTING STATE HIGHWAY ADMINISTRATOR NORTHAM B. FRIESE
FRIDAY, MARCH 14, 1975
* * * *

MD 210

Acting Administrator Friese executed the following deeds dated March 14, 1975, previously approved as to form and legal sufficiency by the office of the Special Assistant Attorney General, by which the Administration conveys, subject to approval of the Board of Public Works of Maryland, unto the grantees named, the parcels of land as indicated and as more fully described in the deeds:

Grantee	Conveyance	In Accordance With
Bd. of Town Commissioners, Town of Indian Head, Md.	0.02± acre of land (Parcel 1) in Charles County, being part of the bed of the road of former Md. 210 (Strauss Avenue) Item 52410, Contract Ch-337-2-520	Approved sale of excess land (total acreage 0.12±) at bid of $300; full purchase price on file in Secretary's office, to be deposited with Cashier after BPW approval
Richard E. Slavin and Frances H., wife	0.04± acre of land (Parcel 2) in Charles County, being part of the bed of the road of former Md. 210 (Strauss Avenue) Item 52410, Contract Ch-337-2-520	Approved sale of excess land - included in above bid
John Harold McWilliams	0.06± acre of land (Parcel 3) in Charles County, being part of the bed of the road of former Md. 210 (Strauss Avenue); Item 52410, Contract Ch-337-2-520	Approved sale of excess land - included in above bid
W. Curtis Vickers and Lois A., wife	0.157± acre of land in Wicomico County, being portion of former Kenneth L. White property, Item 31830, Contract Wi-267-002-120	Approved sale of excess land at bid of $250; full purchase price on file in Secretary's office, to be deposited with Cashier after BPW approval.
Walter T. Onley, Jr.	1.255± acres of land in Worcester County, being portion of former John Young Estate property, Item 67633, Contract Wo-425-18-771	Option, Item 61844, Contract Wo-425-18-171

Md 210 - Sections of old Md 210 Sold are not Part of Any System
R.E.B.

Copy: Mr. N. B. Friese
Mr. H. G. Downs
Mr. C. W. Reese
Mr. R. S. Bennett
Mr. R. C. Pazourek
Mr. D. H. Fisher
Mr. A. L. Gardner
Mr. T. L. Cloonan ✓
Mr. W. K. Lee
Mr. A. M. Schwalier
Mr. R. E. Guest
Bd. of Public Works of Md.
Secretary's file (5)
Contract file (3)

MEMORANDUM OF ACTION OF ACTING STATE HIGHWAY ADMINISTRATOR NORTHAM B. FRIESE
FRIDAY, MARCH 14, 1975
* * * *

Acting Administrator Friese executed the following deeds dated March 14, 1975, previously approved as to form and legal sufficiency by the office of the Special Assistant Attorney General, by which the Administration conveys, subject to approval of the Board of Public Works of Maryland, unto the grantees named, the parcels of land as indicated and as more fully described in the deeds:

Grantee	Conveyance	In Accordance With
Bd. of Town Commissioners, Town of Indian Head, Md.	0.02± acre of land (Parcel 1) in Charles County, being part of the bed of the road of former Md. 210 (Strauss Avenue) Item 52410, Contract Ch-337-2-520	Approved sale of excess land (total acreage 0.12±) at bid of $300; full purchase price on file in Secretary's office, to be deposited with Cashier after BPW approval
Richard E. Slavin and Frances H., wife	0.04± acre of land (Parcel 2) in Charles County, being part of the bed of the road of former Md. 210 (Strauss Avenue) Item 52410, Contract Ch-337-2-520	Approved sale of excess land - included in above bid
John Harold McWilliams	0.06± acre of land (Parcel 3) in Charles County, being part of the bed of the road of former Md. 210 (Strauss Avenue); Item 52410, Contract Ch-337-2-520	Approved sale of excess land - included in above bid
W. Curtis Vickers and Lois A., wife	0.157± acre of land in Wicomico County, being portion of former Kenneth L. White property, Item 31830, Contract Wi-267-002-120	Approved sale of excess land at bid of $250; full purchase price on file in Secretary's office, to be deposited with Cashier after BPW approval.
Walter T. Onley, Jr.	1.255± acres of land in Worcester County, being portion of former John Young Estate property, Item 67633, Contract Wo-425-18-771	Option, Item 61844, Contract Wo-425-18-171

Copy: Mr. N. B. Friese
Mr. H. G. Downs
Mr. C. W. Reese
Mr. H. B. Felter
Mr. R. S. Bennett
Mr. R. C. Pazourek
Mr. D. H. Fisher
Mr. H. J. Pistel
Mr. T. L. Cloonan

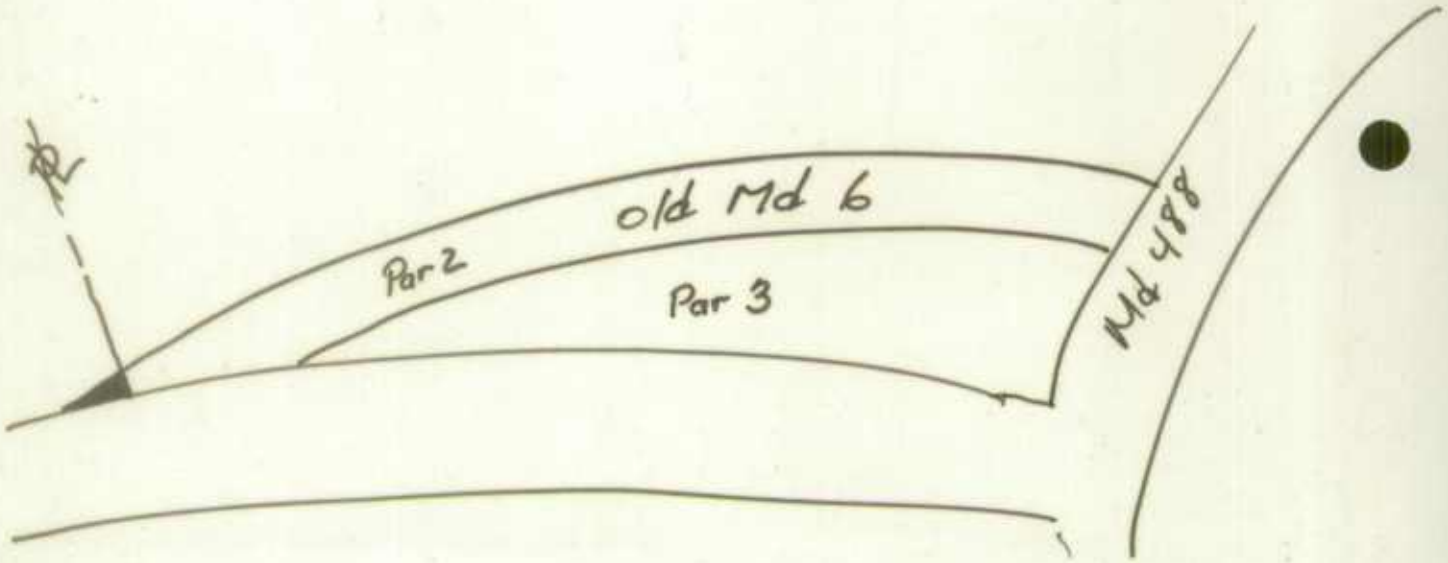
Mr. A. L. Gardner
Mr. T. G. Mohler
Mr. W. K. Lee
Mr. J. D. Bushby
Mr. A. M. Schwalier
Mr. R. C. Guest
Bd. of Public Works of Md.
Secretary's file
Contract file (6)

MEMORANDUM OF ACTION OF STATE HIGHWAY ADMINISTRATOR BERNARD M. EVANS
THURSDAY, MARCH 14, 1974
* * * * * *

Administrator Evans executed the following deeds dated March 14, 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 as indicated and as more fully described in the deeds:

Grantee	Conveyance	In Accordance With
Anshe Emunah-Aitz Chaim-Tifereth Israel Congregation Inc.	1.84± acres of land in Baltimore County, being portion of former prop. of The Real Estate and Improvement Co. of Balto. City, Item 37695, Contract B-635-11-420	Option, Item 27275, Contract, B-635-11-420
Adam Harris and Teresa Harris	0.06± acre of land in Calvert County, being portion of former J. John Miller property, Item 44091, Contract C-207-1-520	Approved sale of excess land at bid of $138; full purchase price on file in Secretary's office, to be deposited with Cashier after BPW approval.
Arturo Moncada Monteiro	0.01± acre of land in Charles County, being part of the bed of the road of former Rte. 6, former William Chapman, Jr. property, Item 50706, Contract Ch-299-1-520	Approved sale of excess land at bid of $180; full purchase price on file in Secretary's office, to be deposited with Cashier after BPW approval
Raymond G. Brown and Edna M., wife	187± sq. ft. of land in Carroll County, being portion of former James E. Dotson, et ux property, Item 57073, Contract C1-409-4-771	Option, Item 62284, Contract C1-409-4-771, (To replace lost deed)

Grantee	Conveyance	In Accordance With
Evelyn E. Jones	0.42± acre of land in Somerset County, being portion of former George E. Green property, Item 55061, Contract S-212-3-141	Approved sale of excess land at bid of $380; full purchase price on file in Secretary's office, to be deposited with Cashier after BPW approval
Danac Real Estate Investment Corporation, A Virginia Corporation	0.16± acre of land in Washington County, being portion of former Sylvester Palmer property, Item 51042, Contract W-463-9-623	Approved sale of excess land at bid of $275; full purchase price on file in Secretary's office, to be deposited with Cashier after BPW approval


℄
old Md 6
Par 2
Par 3
Md 488

MEMORANDUM OF ACTION OF ACTING STATE HIGHWAY ADMINISTRATOR JAMES J. O'DONNELL
FRIDAY, APRIL 27, 1973
* * *

Acting Administrator O'Donnell approved requests from the County Commissioners of Charles and Kent 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
Charles	Carroll Drive, from Moran Drive to Dead End	.439 mis.	6	60 - 50 ft.
	Ryce Drive, from Carroll Drive to Dead End			
Charles	Oak Hill Estates:	0.87 mis.	6	50 ft.
	Rollingwood Drive, from Bellwood Dr. to Dead End			
	Woodland Way, from Rollingwood Dr. to Woodland Rd.			
	Woodland Rd., from Bellewood Dr. to Dead End			
	Woodland Court, from Woodland Rd. to Dead End			
	Bellewood Drive, from Rt. 227 to Dead End			
Kent	River Edge Park Roads, from Md. 291 to Dead End	974 ft.	1	50 ft.

Copy: Mr. W. E. Woodford, Jr.
Mr. R. J. Hajzyk
Mr. T. L. Cloonan ✓
Mr. J. M. Wright
Mr. A. W. Tate
Mr. C. E. Caltrider
Mr. P. Jaworski
Mr. R. C. Pazourek
Mr. W. F. Lins, Jr.
Mr. E. J. Dougherty
Miss D. J. Sinners
Co. Commrs. of Charles County
Co. Commrs. of Kent County
SHA-Charles County file
SHA-Kent County file

County	Road	Length	Election District	Proposed R/W Width	County Key Map No.
Cecil Co 398	Peppermint Drive West, from Cowen Rd. to Road End	0.23 mi.	6	50 ft.	10
	TO BE INVENTORIED				
Charles	Section 25-A - North Indian Head Estates	2,490 ft.	7	Ext. Co 289 - 60 ft. NEW EXT Co 291	CHIPPEWA ST CHEYENE CT DAKOTA ST WOOSTER DR
Kent	Camp, from Md. 20 to Road End	1,600 ft.	6	NEW 50 ft.	-
"	Watonga, from Berwyn Rd. to Keane Road	380 ft.	3	50 ft.	-
"	Watonga, from Keane Rd. to Millbrook Drive	775 ft.	3	50 ft.	-
"	Hyala, from Lenapah Rd. to Turn Around	290 ft.	3	50 ft.	-
"	Amiret, from Carimon Rd. to Turn Around	890 ft.	3	50 ft.	-
"	Klamath, from Cloquet Rd. to Clarissa Road	1,610 ft.	3	50 ft.	-
"	Sayre, from Buck Neck Road to Cloquet Road	300 ft.	3	50 ft.	-
"	Elbon, from Buck Neck Rd. to Clarissa Road	970 ft.	3	50 ft.	-
"	Rhea, from Colfax Road to Turn Around	440 ft.	3	50 ft.	-
"	Cloquet, from Sayre Rd. to Berwyn Road	1,240 ft.	3	50 ft.	-
"	Cloquet, from Sayre Road to Elbon Road	1,185 ft.	3	50 ft.	-
"	Colfax, from Cloquet Rd. to Clarissa Road	1,290 ft.	3	50 ft.	-
"	Millbrook Drive, from Clarissa Rd. to Rear Line of Lot 194	1,320 ft.	3	50 ft.	-
"	Lenapah, from Elbon Rd. to Colfax Road	1,275 ft.	3	50 ft.	-
"	Tonopah, from Cloquet Rd. to Keane Road	1,031 ft.	3	50 ft.	-

MEMORANDUM OF ACTION OF ACTING STATE HIGHWAY ADMINISTRATOR JAMES J. O'DONNELL
FRIDAY, MARCH 16, 1973
* * *

Acting Administrator O'Donnell approved requests from the County Commissioners of Calvert and Charles Counties for acceptance of the following roads for maintenance in the County Road Systems.

Road Condition Survey Reports submitted by District Engineer 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
Calvert	Co 245 Crown Drive, from Co. Rd. 1 to End	1090 ft.	3	50 ft.
"	Co 246 Kings Drive, from Crown Drive to End	1725 ft.	3	50 ft.
"	Co 247 Regal Lane, from Kings Drive to End	380 ft.	3	50 ft.
Charles	Co 345 Smallwood Drive, from Rt. 925 to Stone Avenue	3025 ft.	6	60 - 120 ft.
"	Co 297 Sun Valley Drive, Co 465 Pam Drive & Co 466 Joy Lane, from Sun Valley Drive to End of Maintenance	2215 ft.	6	50 ft.

Copy: Mr. W. E. Woodford, Jr.
Mr. R. J. Hajzyk
Mr. T. L. Cloonan ✓
Mr. A. W. Tate
Mr. C. E. Caltrider
Mr. P. Jaworski
Mr. R. C. Pazourek
Mr. W. F. Lins, Jr.
Mr. E. J. Dougherty
Miss D. J. Sinners
Co. Commrs. of Calvert County
Co. Commrs. of Charles County
SHA-Calvert County file
SHA-Charles County file

MEMORANDUM OF ACTION OF STATE HIGHWAY ADMINISTRATOR DAVID H. FISHER
MONDAY, AUGUST 14, 1972
* * *

Administrator Fisher executed the following deeds dated August 14, 1972, previously approved as to form and legal sufficiency by the office of the Special Assistant Attorney General, by which the Administration conveys, subject to approval of the Board of Public Works of Maryland, unto the grantees named, the parcels of land as indicated and as more fully described in the deeds:

Grantee	Conveyance	In Accordance With
Robert K. Haines and Lois E., wife	1.09± acres of land in Allegany County, being portion of former James S. Hutton and William Jenkins property, Item 19192, Contract A-424-1-650	Approved sale of excess land at bid of $210.00. Full purchase price on file in Secretary's office; to be deposited with Cashier after BPW approval.
Trustees, St. John A.M.E. Church	0.05± acre of land in Charles County, being portion of former Eugene Seaborn property, Item 24432, and 0.18± acre of part of the roadbed of existing Md. 231, Contract Ch-272-1-515	Approved sale of excess land at bid of $400.00. Full purchase price on file in Secretary's office; to be deposited with Cashier after BPW approval.
Francis W. Hill	0.04± acre of land in Charles County, being portion of former Eugene Seaborn property, Item 24432, and 0.17± acre of part of the roadbed of existing Md. 231, Contract Ch-272-1-515	Approved sale of excess land at bid of $119.00. Full purchase price on file in Secretary's office; to be deposited with Cashier after BPW approval.

Abandoned section of Old Md 231 Not Existing.

Copy: Mr. W. E. Woodford, Jr.
Mr. R. H. Trainor
Mr. R. S. Bennett
Mr. R. C. Pazourek
Mr. J. D. Bushby
Mr. A. W. Tate
Mr. T. L. Cloonan
Mr. A. M. Schwalier
Mr. R. E. Guest
Board of Public Works of Maryland
Secretary's File (3)
Contract File (3)

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	0.15 mi.	1	50 ft.	2
"	Peacock Lane, Robin Drive, Arrow Head, from Craigtown Road to West	0.27 mi.	7	50 ft.	3
"	Otter Point, from Old Elk Neck to East	0.20 mi.	3	50 ft.	4
"	Riverside Drive (Gilpin Farms), from Ricketts Mill to West	0.20 mi.	3	50 ft.	1
"	Appleton Glen Development - N. Edgewood Drive, from Appleton to North	0.42 mi.	4	50 ft.	9
"	Appleton Glen Development - S. Edgewood Drive, from Appleton to North	0.10 mi.	4	50 ft.	-

Copy: Mr. W. E. Woodford, Jr.
Office of Planning & Safety
Mr. G. H. Cassell
Mr. J. H. Wright
Mr. A. M. Tate
Mr. [illegible] L. Smith
Mrs. E. E. Lafferdor
Mr. F. Moorell
Office of Finance
Mr. M. F. Lynn, Jr.
Mr. E. L. Dougherty

Mr. A. H. Hagaman
Miss D. J. Sinnerr
Co. Commr. of Cecil County
Co. Commr. of Charles County
Co. Commr. of St. Mary's County
Co. Commr. of Talbot County
Sup-Cecil County File
Sup-Charles County File
Sup-St. Mary's County File
Sup-Talbot County File

MEMORANDUM OF ACTION OF STATE HIGHWAY ADMINISTRATOR DAVID H. FISHER
MONDAY, 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 System.

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 the right of way widths as set forth below:

County	Road	Length	Election District	Proposed R/W Width	County Res. No.
Cecil	Rocking Bird Lane, from Jacks Point to South	0.15 mi.	1	50 ft.	2
"	Peacock Lane, Robin Drive, Arrow Head, from Craigtown Road to West	0.22 mi.	7	50 ft.	3
"	Otter Point, from Old Elk Road to East	0.20 mi.	3	50 ft.	4
"	Riverside Drive (Ditpin Farms), from Elkcetta Mill to West	0.20 mi.	3	50 ft.	1
"	Appleton Glen Development - B. Edgewood Drive, from Appleton to North	0.42 mi.	6	50 ft.	5
"	Appleton-Glen Development - S. Edgewood Drive, from Appleton to North	0.10 mi.	6	50 ft.	-

County	Road	Length	Election District	Proposed R/W Width	County Key Map No.
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. HPS 39 RECEIVED	-
"	Hanson Road, from Hanson Rd. to Dead End	806.7 feet 0.15	6	50 ft. HPS 39 RECEIVED	-
"	Westfield Drive, from Hanson Road to Dead End	1343.3 feet 0.25	6	50 ft. HPS 39 RECEIVED	-
"	Country Club South Section II, from Section I to Country Club South	1.12 mis.	8	50 ft. HPS 39 RECEIVED	-
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
Talbot	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

MEMORANDUM OF ACTION OF STATE HIGHWAY ADMINISTRATOR DAVID H. FISHER
THURSDAY, SEPTEMBER 16, 1971

* * *

Administrator Fisher approved a request from the County Commissioners of Charles County for acceptance of the following road for maintenance in the Charles County Road System.

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

Road	Length	Election District	Proposed R/W Width
Hickory Avenue, from End of County Maintenance to Gardiner Road	1,375 feet 0.26 mi	8	50 ft. C0417

Co. 417
Was O.P. 272 HPS 39 Received

Copy: Mr. W. E. Woodford, Jr.
Office of Planning & Safety
Mr. G. W. Cassell
Mr. A. W. Tate
Mr. W. L. Shook
Mr. C. E. Caltrider
Mr. P. Jaworski
Mr. M. M. Brodsky
Mr. W. F. Lins, Jr.
Mr. G. N. Lewis, Jr.
Miss D. J. Sinners
Co. Commrs. of Charles County
SHA-Charles County file

MEMORANDUM OF ACTION OF STATE HIGHWAY ADMINISTRATOR DAVID H. FISHER
MONDAY, AUGUST 30, 1971

* * *

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

Road Condition Survey Reports submitted by District Engineer 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
Charles	Piper Lane, from Creeds Mill Road to Dead End	2305.4 ft. @0.44 mi	10	50 ft. C0444
St. Mary's	By the Mills Road, from Md. 235 to End	587 ft.	8	40 ft.

HPS 39 Received

Copy: Mr. W. E. Woodford, Jr.
Office of Planning & Safety
Mr. G. W. Cassell
Mr. A. W. Tate
Mr. W. L. Shook
Mr. C. E. Caltrider
Mr. P. Jaworski
Mr. M. M. Brodsky
Mr. W. F. Lins, Jr.
Mr. G. N. Lewis, Jr.
Miss D. J. Sinners
Co. Commrs. of Charles County
Co. Commrs. of St. Mary's County
SHA-Charles County file
SHA-St. Mary's County file

MEMORANDUM OF ACTION OF STATE HIGHWAY ADMINISTRATOR DAVID M. FIGNER
MONDAY, AUGUST 30, 1971

* * *

Administrator Figner approved requests from the County Commissioners of Charles and St. Mary's Counties for abandonment of the following roads for maintenance in the County Road System.

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

County	Road	Length	Election District	Proposed R/W Width
Charles	Piney Lane, from Reeds Mill Road to Dent Rd.	2305.4 ft.	10	50 ft.
St. Mary's	By the Mills Road, from Rte. 235 to end	527 ft.	5	40 ft.

Copy: Mr. W. E. Woolford, Jr.
Office of Planning & Safety
Mr. D. M. Cassell
Mr. M. M. Tate
Mr. R. E. Brown
Mr. C. . Gatrell
Mr. F. Janowski
Mr. M. H. Prendergy
Mr. W. F. Litz, Jr.
Mr. C. . Lewis, Jr.
Miss D. . Simmons
Co. Comm., St Charles County
Co. Comm., St. Mary's County
Sec-Charles County File
Secret. Mary's County File

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, JUNE 2, 1971
* * *

On motion of Mr. Thorp, seconded by Mr. Evans, the Commission approved a request from the County Commissioners of Charles County for acceptance of the following roads for maintenance in the Charles County Road System.

Road Condition Survey Reports submitted by District Engineer Tate indicate that these roads have been accepted and recorded by the County Commissioners, provide for a proposed R/Way width of 50 ft. and both are in Election District 7.

Road	Length
CO326 Arbor Lane, from end of present maintenance to end of proposed Co. maintenance	.287 mi. CO 326 HPS 39 RECEIVED
Woodberry Drive, from Arbor Lane to dead end	.034 mi. CO 443 HPS 39 RECEIVED

Copy: Mr. W. E. Woodford, Jr.
Office of Planning & Safety
Mr. G. W. Cassell
Mr. A. W. Tate
Mr. W. L. Shook
Mr. C. E. Caltrider
Mr. P. Jaworski
Mr. M. M. Brodsky
Mr. W. F. Lins, Jr.
Mr. G. W. Lewis, Jr.
Mr. G. N. Lewis, Jr.
Miss D. J. Sinners
Co. Commrs. of Charles County
Mr. C. W. Reese
Mr. B. Sedgwick
SRC-Charles County file

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, JUNE 2, 1971

* * *

On motion of Mr. Thorp, seconded by Mr. Evans, the Commission approved a request from the County Commissioners of Charles County for acceptance of the following roads for maintenance in the Charles County Road System.

Road Condition Survey Reports submitted by District Engineer Tate indicate that these roads have been accepted and recorded by the County Commissioners, provide for a proposed R/Way width of 50 ft. and both are in Election District 7.

Road	Length
Arbor Lane, from end of present maintenance to end of proposed Co. maintenance	.207 mi.
Woodberry Drive, from Arbor Lane to dead end	.114 mi.

Copy: Mr. W. E. Woodward, Jr.
Office of Planning & Safety
Mr. C. . Cassell
Mr. A. H. Tate
Mr. . L. Shook
Mr. E. E. Calirider
Mr. P. Jaworski
Mr. M. . Brodsky
Mr. . F. Lihn, Jr.
Mr. G. C. Lewis, Jr.
Mr. G. . Lewis, Jr.
Miss M. . Simmons
Co. Commrs. of Charles County
Mr. C. W. Rasco
Mr. B. Sedgwick
Sec-Charles County File

Copy: Mr. W. E. Woodford, Jr.
Office of Planning & Safety
Mr. G. W. Cassell ✓
Mr. A. W. Tate
Mr. W. L. Shook
Mr. C. E. Caltrider
Mr. P. Jaworski
Mr. M. M. Brodsky
Mr. W. F. Lins, Jr.
Mr. G. N. Lewis, Jr.
Miss D. J. Sinners
Mr. C. W. Reese
Mr. B. Sedgwick
Co. Commrs. of Charles County
Co. Commrs. of St. Mary's County
SRC-Charles County file
SRC-St. Mary's County file

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, MAY 5, 1971
* * *

On motion of Mr. Thorp, seconded by Mr. Evans, the Commission approved requests from the County Commissioners of Charles and St. Mary's Counties for acceptance of the following roads for maintenance in the County Road Systems.

Road Condition Survey Reports submitted by District Engineer 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
Charles	Carol Road, from Harbor Road to End of Maintenance	251 feet .047	1 Co381 HPS 31 RECEIVED	50 ft.
"	Channing Street, from Rte. 227 to Road End	1,601 feet .303	6 Co440 HPS 39 RECEIVED	50 ft.
"	Jefferson Drive, from Jefferson Road to Dead End	270 feet .051	6 Co442 HPS 39 RECEIVED	50 ft.
"	Jefferson Road, from Road End to Road End	2,412 feet .455	6 Co441 HPS 39 RECEIVED	50 ft.
St. Mary's	Sandra Lane, from Co. 228 to End	1,004.7 feet	3	50 ft.
"	Dennis Road, from Co. 127 to End	1,162 feet	7	40 ft.

Copy: Mr. W. E. Woodford, Jr.
Office of Planning & Safety
Mr. E. K. Cassell
Mr. J. H. Tate
Mr. W. L. Crook
Mr. L. E. Leitzinger
Mr. P. Jackson
Mr. M. D. Crowley
Mr. J. F. Kirk, Jr.

Mr. G. H. Lewis, Jr.
Miss D. A. Simmons
Mr. C. W. Bowen
Mr. J. Tedrick
Co. Commrs. of Charles County
Co. Commrs. of St. Mary's County
Charles County File
St. Mary's County File

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, MAY 5, 1971

* * *

On motion of Mr. Tilghman, seconded by Mr. Evans, the Commission approved requests from the County Commissioners of Charles and St. Mary's Counties for acceptance of the following roads for maintenance in the County Road System:

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

County	Road	Length	District	Proposed R/W Width
Charles	Carol Road, from Walker Road to end of maintenance	791 feet	1	40 ft.
"	Channing Street, from Rte. 227 to Road End	1,401 feet	6	50 ft.
"	Jefferson Drive, from Jefferson Road to Dead End	271 feet	6	50 ft.
"	Jefferson Road, from Road End to Road End	2,412 feet	6	50 ft.
St. Mary's	Sandra Lane, from Co. 220 to end	1,104.7 feet	3	40 ft.
"	Dennis Road, from Co. 127 to end	1,102 feet	7	40 ft.

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, APRIL 21, 1971
* * *

On motion duly made and seconded, the Commission approved ~~requests from~~ the County Commissioners of Charles and St. Mary's Counties for acceptance of the following roads for maintenance in the County Road Systems.

Road Condition Survey Reports submitted by District Engineer 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
Charles	Tate Street, from Rt. 227 to Dead End	782.13 feet 0.15 mi	6	MPS 39 RECEIVED 50 ft. Co448
"	Tucker Lane, from Coastal Blvd., to Tate Street	~~737.0 feet~~ 0.16 mi	6	50 ft. Co447 MPS 39 RECEIVED
"	Bruns Avenue, from Coastal Blvd., to Cul De Sac	436.8 feet 0.08 mi	6	50 ft. Co454 MPS 39 RECEIVED
St. Mary's	Adams Avenue, from Md. 235 to Roosevelt Ave.	1,155 feet	8	30 ft.
"	Van Buren Drive, from Adams Ave. to Taylor Place	571 feet	8	30 ft.
"	Taylor Place, from Adams Ave. to Co. 350 Lincoln Ave.	539 feet	8	30 ft.
"	Madison Ave., from Adams Ave. to Lincoln Ave. Co. 350	473 feet	8	30 ft.
"	Roosevelt Ave., from Lincoln Ave. Co. 350 to End	817 feet	8	30 ft.

Copy: Mr. W. E. Woodford, Jr.
Mr. G. W. Cassell
Office of Planning & Safety
Mr. A. W. Tate
Mr. W. L. Shook
Mr. C. E. Caltrider
Mr. P. Jaworski
Mr. M. M. Brodsky
Mr. W. F. Lins, Jr.
Mr. G. N. Lewis, Jr.
Miss D. J. Sinners
Mr. C. W. Reese
Mr. B. Sedgwick
Co. Commrs. of Charles County
Co. Commrs. of St. Mary's County
SRC-Charles County file
SRC-St. Mary's County file

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, APRIL 21, 1971

- - -

On motion duly made and seconded, the Commission approved requests from the county commissioners of Charles and St. Mary's Counties for acceptance of the following roads for maintenance in the county road systems:

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

County	Road	Length	Election District	Proposed R/W Width
Charles	Tate Street, from Rt. 227 to Dead End	709.13 feet	6	50 ft.
"	Tucker Lane, from Coastal Hwy., to Tate Street	737.0 feet	6	30 ft.
"	Grace Avenue, from Coastal Hwy., to Cul de Sac	450.0 feet	6	30 ft.
St. Mary's	Adams Avenue, from Rt. 235 to Roosevelt Ave.	1,155 feet	8	30 ft.
"	Von Dorsch Drive, from Adams Ave. to Taylor Place	577 feet	8	30 ft.
"	Taylor Place, from Adams Ave. to Co. 350 Lincoln Ave.	339 feet	8	30 ft.
"	Madison Ave., from Adams Ave. to Lincoln Ave. Co. 350	573 feet	8	30 ft.
"	Roosevelt Ave., from Lincoln Ave. Co. 350 to End	377 feet	8	30 ft.

Copy: Mr. W. E. Woodward, Jr.
Mr. G. M. Cassell
Office of Planning & Safety
Mr. A. M. Tate
Mr. W. L. Simms
Mr. C. E. Cutteridge
Mr. F. Janowski
Mr. H. M. Brooksby
Mr. W. F. Lima, Jr.
Mr. G. M. Lewis, Jr.
Miss M. L. Stinnett
Mr. C. W. Crane
Mr. B. Hedgepeth
Co. Commrs. of Charles County
Co. Commrs. of St. Mary's County
SRC-Charles County File
SRC-St. Mary's County File

Copy: Mr. W. E. Woodford, Jr.
Office of Planning & Safety
Mr. G. W. Cassell
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Mr. W. L. Shook
Mr. C. E. Caltrider
Mr. P. Jaworski
Mr. M. M. Brodsky
Mr. W. F. Lins, Jr.
Mr. J. M. Wright
Mr. G. N. Lewis, Jr.
Miss D. J. Sinners
Mr. C. W. Reese
Mr. B. Sedgwick
Co. Commrs. of Charles County
Co. Commrs. of Kent County
Co. Commrs. of St. Mary's County
SRC-Charles County file
SRC-Kent County file
SRC-St. Mary's County file

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, APRIL 7, 1971
* * *

On motion of Mr. Thorp, seconded by Mr. Brinsfield, the Commission approved requests from the County Commissioners of Charles, St. Mary's and Kent Counties for acceptance of the following roads for maintenance in the County Road Systems.

Road Condition Survey Reports submitted by District Engineers Tate and Wright 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.
Charles	Brookwood Drive, from Billingsley Rd. to Dead End	2,307.63 feet 0.44 mi	6	90 to 50 ft.	- C0435 HPS 39 RECEIVED
"	Randall Drive, from Brookwood Drive to Kris Drive	2,294.75 feet 0.44 mi	6	50 ft.	- C0437 HPS 39 RECEIVED
"	Randall Court, from Randall Drive to Cul De Sac	173.42 feet 0.03 mi	6	50 ft.	- C0438 HPS 39 RECEIVED
"	Kris Drive, from Road End to Road End	3,133.10 feet 0.592 mi	6	50 ft.	- C0436 HPS 39 RECEIVED
"	Genevieve Drive, from Randall Dr. to Road End	602.45 feet 0.114 mi	6	50 ft.	- C0439 HPS 39 RECEIVED
"	Leman Lane, from Marion Dr. to Dead End	717 feet 0.136 mi	8	40 ft.	- C0445 HPS 39 RECEIVED
"	Randolph Drive, from Marion Lane to Dead End	296 feet 0.056	8	40 ft.	- C0446 HPS 39 RECEIVED

Copy: Mr. E. Woodford, Jr.
Office of Planning & Safety
Mr. R. U. Gossett
Mr. R. H. Fate
Mr. L. L. Hood
Mr. C. L. Calvillo
Mr. R. Lemonnid
Mr. H. H. Brodsky
Mr. W. F. Lins, Jr.
Mr. A. H. Wright

Mr. G. N. Davis, Jr.
Mrs. O. L. Simmons
Mr. C. W. Bates
Mr. E. Sandoval
Co. Commr. of Cowlitz County
Co. Commr. of Klickitat County
Co. Commr. of St. Mary's County
Stevenson County File
Skamania County File
Jackson County File

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, APRIL 7, 1971

* * *

On motion of Mr. Thorp, seconded by Mr. Brinckerhoff, the Commission approved requests from the county commissioners of Cowlitz, St. Mary's and Kent counties for acceptance of the following roads for maintenance in the county road system.

Road Condition Survey Reports submitted by District Engineers Tice and Wright indicate that these roads have been accepted and recorded by the county commissioners, providing for rights of way widths as set forth below:

County	Road	Length	Direction District	Proposed R/W Width	County Key Map No.
Cowlitz	Ingalsbee Drive, from Gillingsley Rd. to dead end	2,107.69 feet	6	50 to 50 ft.	-
"	Randall Drive, from Ingalsbee Drive to Iris Drive	2,299.77 feet	6	50 ft.	-
"	Randall Court, from Randall Drive to cul de sac	173.42 feet	6	50 ft.	-
"	Iris Drive, from Road end to Road end	3,173.74 feet	6	50 ft.	-
"	Genevieve Drive, from Randall Dr. to Road end	427.85 feet	6	50 ft.	-
"	Lucas Lane, from Burton Rd. to Road end	771 feet	6	40 ft.	-
"	Hardship Drive, from Burton Road to Road end	274 feet	6	40 ft.	-

County	Road	Length	Election District	Proposed R/W Width	County Key Map No.
St. Mary's	Ext. of St. Cuthbert Farm Rd., from Co. 180 to End of Road	1312 feet	6	40 ft.	180
"	Oakland Hall Road, from Co. 122 to End	545 feet	7	40 ft.	-
Kent	Watergate Way (formerly Radcliffe Rd.) from Collins Rd. (Co. 85) south & east to Carriage Lane	2244 feet	7	50 ft.	-
"	Rebecca Drive (formerly Pearce Way) from Watergate Way southeast to Carriage Lane	969 feet	7	50 ft.	-
"	Kimberly Court (formerly Whitworth Court) from Watergate Way northeast to Rebecca Drive	723 feet	7	50 ft.	-
"	Carriage Lane, from Watergate Way northeast to Collins Road	1008 feet	7	50 ft.	-
"	Canvasback Court (formerly Chester Court) from Watergate Way southwest to end of road	282 feet	7	40 ft.	-

County	Road	Length	Election District	Proposed R/W Width	Change for Map No.
St. Mary's	Esperanza Dr. (Leighton Ferry Rd., from Co. 120 to end of road)	1382 feet	6	40 ft.	169
"	Oakland Mill Road, from Co. 122 to end	945 feet	7	40 ft.	-
Kent	Waterpipe Way (formerly Rodriffe Rd.) from Collins Rd. (Co. 63) south & east to Carriage Lane	2200 feet	7	50 ft.	-
"	Tobacco Drive (formerly Pecore Way) from Waterpipe Way southeast to Carriage Lane	950 feet	7	50 ft.	-
"	Kimberly Court (formerly Hilltop Court) from Waterpipe Way northeast to Tobacco Drive	787 feet	7	50 ft.	-
"	Carriage Lane, from Waterpipe Way northwest to Collins Road	1010 feet	7	50 ft.	-
"	Conveyance Court (formerly Shelter Cove) from Waterpipe Way northwest to end of road	382 feet	7	40 ft.	-

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, MARCH 17, 1971
* * *

On motion of Mr. Evans, seconded by Mr. Wilson, the Commission approved a request from the County Commissioners of Charles County for acceptance of the following roads for maintenance in the Charles County Road System.

Road Condition Survey Reports submitted by District Engineer Tate indicate that these roads have been accepted and recorded by the County Commissioners, provide for a proposed R/Way width of 50 ft. and both are in Election District 6.

Road	Length
Robie Manor Drive, from Rt. 228 to Robie Drive Co 433	482 feet 0.02 HPS 39 RECEIVED
Robie Drive, from Robie Manor to Dead End Co 434	1,079 feet 0.20 HPS 39 RECEIVED

Copy: Mr. W. E. Woodford, Jr.
Office of Planning & Safety
Mr. G. W. Cassell
Mr. A. W. Tate
Mr. W. L. Shook
Mr. C. E. Caltrider
Mr. P. S. Jaworski
Mr. M. M. Brodsky
Mr. W. F. Lins, Jr.
Mr. G. N. Lewis, Jr.
Miss D. J. Sinners
Co. Commrs. of Charles County
Mr. C. W. Reese
Mr. B. Sedgwick
SRC-Charles County file

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, MARCH 12, 1971

* * *

In motion of Mr. Evans, seconded by Mr. Wilson, the Commission approved a request from the County Commissioners of Charles County for acceptance of the following roads for maintenance in the Charles County Road System.

Road Condition Survey Reports submitted by District Engineer indicate that these roads have been accepted and recorded by the County Commissioners, provide for a prescribed R/W width of 50 ft. and both are in Election District 6.

Road	Length
Bobby Manor Drive, from Rt. 229 to Bobie Drive	1,023 feet
Bobie Drive, from Bobie Manor to Dead End	1,029 feet

Copy: Mr. W. E. Woodford, Jr.
Office of Planning & Safety
Mr. G. A. Cassell
Mr. M. W. Tate
Mr. H. L. Shook
Mr. C. E. Cutright
Mr. F. S. Jamerski
Mr. H. L. Dorsey
Mr. L. F. Sims, Jr.
Mr. G. H. Lewis, Jr.
Miss D. M. Skinner
Co. Comm. of Charles County
Mr. C. W. Mason
Mr. R. Sedgwick
Sec-Charles County File

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, FEBRUARY 3, 1971

* * *

On motion of Mr. Brinsfield, seconded by Mr. Bogley, the Commission approved requests from the County Commissioners of Charles and St. Mary's Counties for acceptance of the following roads for maintenance in the County Road Systems.

Road Condition Survey Reports submitted by District Engineer 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
Charles Co 423	Pleasant Drive, from (Winkler Shop) Turkey Hill Road to Dead End	540 feet 70-26	6 HPS 39 RECEIVED	50 ft. Co 423
St. Mary's	Hartman Drive, from Smithfield Drive twd. St. Inigoes Creek	661 feet	1	40 ft.
"	Smithfield Drive, from Co. 374 twd. St. Inigoes Creek	1000 feet	1	40 ft.

Copy: Mr. W. E. Woodford, Jr.
Office of Planning & Safety
Mr. G. W. Cassell
Mr. A. W. Tate
Mr. W. L. Shook
Mr. C. E. Caltrider
Mr. P. Jaworski
Mr. M. M. Brodsky
Mr. P. R. Miller
Mr. G. N. Lewis, Jr.
Miss D. J. Sinners
Mr. C. W. Reese
Mr. B. Sedgwick
Co. Commrs. of Charles County
Co. Commrs. of St. Mary's County
SRC-Charles County file
SRC-St. Mary's County file

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, JANUARY 20, 1971
* * *

On motion of Mr. Thorp, seconded by Mr. Brinsfield, the Commission approved requests from the County Commissioners of St. Mary's and Charles Counties for acceptance of the following roads for maintenance in the County Road Systems.

Road Condition Survey Reports submitted by District Engineer Tate indicate that these roads have been accepted and recorded by the County Commissioners, providing for a proposed R/Way width of 50 ft.

County	Road	Length	Election District
St. Mary's	Hodges Lane, from Co. 292 to Herring Creek	3822 feet	2
"	Extd. Tippett Road, from Co. 360 to end	3538 feet	1
Charles Co. 422	Chantilly Lane, from Billingsley Road to Dead End	2527 feet	6 HPS 39 Rec'd
" Co. 418	Forest View Drive, from Rt. 382 to Gardiner Road - No. 75	1535 feet	8 HPS 39 Rec'd
" Co. 419	Breezy Court, from Forest View Dr. to Dead End	350 feet	8 HPS 39 Rec'd

Copy: Mr. W. E. Woodford, Jr.
Office of Planning & Safety
Mr. G. W. Cassell ✓
Mr. A. W. Tate
Mr. W. L. Shook
Mr. C. E. Caltrider
Mr. P. Jaworski
Mr. M. M. Brodsky
Mr. P. R. Miller
Mr. G. N. Lewis, Jr.
Miss D. J. Sinners
Mr. C. W. Reese
Mr. B. Sedgwick
Co. Commrs. of St. Mary's County
Co. Commrs. of Charles County
SRC-St. Mary's County file
SRC-Charles County file

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR DAVID H. FISHER
MONDAY, DECEMBER 21, 1970
* * *

Chairman-Director Fisher executed triplicate copies of supplemental agreement dated December 21, 1970, between the State Roads Commission and the Board of County Commissioners of Charles County relative to agreement dated August 4, 1969 pertaining to the County's proposed construction of a new highway, Patuxent Drive, Federal Aid Project No. S-SG-9338(1), wherein the Commission advances to the County $196,000 in Federal Aid Secondary funds thereby permitting an earlier construction date, in accordance with the conditions set forth therein, in all other respects, the terms and provisions of the agreement dated August 4, 1969 to remain in effect.

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

Copy: Mr. W. E. Woodford, Jr.
Office of Planning & Safety
Mr. H. G. Downs
Mr. L. E. McCarl
Mr. W. L. Shook
Engrg. Contracts Section
Mr. A. L. Grubb
Mr. P. R. Miller
Mr. H. H. Bowers
Office of Special Services
Mr. L. A. Yost, Jr.
Mr. T. Hicks
Mr. G. N. Lewis, Jr.
Mr. M. M. Brodsky
Mr. G. W. Cassell
Mr. R. E. Jones
Mr. E. K. Lloyd
Mr. W. P. Duckett
Mr. A. W. Tate
Mr. H. Berger
Secretary's File #48916
Co. Commrs. of Charles County
SRC-Charles County
Contract Ch-337-517;FAP#S-SG-9338(1)

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, SEPTEMBER 23, 1970
* * *

On motion of Mr. Brinsfield, seconded by Mr. Thorp, the Commission approved a request from the County Commissioners of Charles County for acceptance of the following roads for maintenance in the Charles County Road System.

Road Condition Survey Reports submitted by District Engineer Tate 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
Coastal Blvd., from Rte. 227 to Road End Co. 410	1415.29 ft. OP 52	6	50 ft. HPS 39 Received
Ford Ct. → Co. 421 Ford Terrace, from Coastal Blvd. to Dead End ~~Co. 411~~	~~1454.24 ft.~~ NEW 1531 ft 0.29	6	50 ft. HPS 39 Received

Copy: Mr. W. E. Woodford, Jr.
Office of Planning & Safety
Mr. G. W. Cassell
Mr. A. W. Tate
Mr. W. L. Shook
Mr. C. E. Caltrider
Mr. M. M. Brodsky
Mr. P. R. Miller
Mr. G. N. Lewis, Jr.
Miss D. J. Sinners
Mr. C. W. Reese
Mr. B. Sedgwick
Co. Commrs. of Charles County
SRC-Charles County file

[illegible]

[illegible]

[illegible]

[illegible]

Road	Length	Election District	Proposed Adj. Width
Coastal Blvd., from Rte. 227 to Road end	1415.20 ft.	6	1 50 ft.
Ford Terrace, from Coastal Blvd. to Road end	1653.24 ft.	4	50 ft.

[illegible]

H.P.S. 39 Received

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, SEPTEMBER 9, 1970
* * *

On motion of Mr. Thorp, seconded by Mr. Bogley, the Commission approved requests from the County Commissioners of Charles County for acceptance of the following roads for maintenance in the Charles County Road System.

Road Condition Survey Reports submitted by District Engineer Tate 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
Langley Road from Edelen Road to End of Maintenance Co 420	3,009 feet	NEW 70-20	8	50 ft.
Stoddert Avenue from Copley Avenue to the cul-de-sac Co 373	~~0.02~~ 0.20 mile	Co 373 EXT	6	50 ft.
Stoddert Court from Stoddert Avenue to the cul-de-sac Co 424	0.03 "	NEW	6	50 ft.
Sherman Road from Stoddert Road to Garner Avenue Co 425	0.22 "	NEW	6	50 ft.
Sherman Court from Sherman Road to the cul-de-sac Co. 426	0.03 "	NEW	6	50 ft.
Garner Avenue from Copley Avenue to the limit of Section III-B (130 ft. South of Copley Ave.) Co 372 Co 372 EXT	0.27 "		6	60 ft.
Copley Avenue from Garner Ave. to Garner Ave. Co 347 Co 347 EXT	0.23 "		6	50 ft.
Clinton Court from Copley Ave. to the cul-de-sac Co 427	0.04 "	NEW	6	50 ft.
Coolidge Court from Copley Ave. to the cul-de-sac	0.04 "	NEW	6	50 ft.
Garner Avenue from limit to Section III-B (200 ft. North of Jefferson Rd.) to limit of construction (300 ft. South of Marshall Road) Co 372	0.29 "	Co 372	6	60 ft.
Jefferson Road from Garner Avenue to Lot 8, Block 44 to Lot 15, Block 43 Co 429	0.42 "	NEW	6	50 ft.
Jefferson Lane from Jefferson Road to end of cul-de-sac Co 430	0.11 "	NEW	6	50 ft.
Truman Court from Jefferson Lane to end of cul-de-sac Co. 431	0.03 "	NEW	6	50 ft.

(EXCERPT FROM MINUTES OF MEETING OF THE STATE HIGHWAY COMMISSION
WEDNESDAY, SEPTEMBER 9, 1970)

* * *

On motion of Mr. Thorp, seconded by Mr. Hogley, the Commission approved requests from the county commissioners of Charles County for acceptance of the following roads for maintenance in the Charles County Road System.

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

Road	Length	Election District	Proposed RW width
Langley Road from Edelon Road to End of maintenance	3,039 feet	8	50 ft.
Stoddert Avenue from Copley Avenue to the cul-de-sac	0.02 mile	6	50 ft.
Stoddert Court from Stoddert Avenue to the cul-de-sac	0.03 "	6	50 ft.
Sherman Road from Stoddert Road to Garner Avenue	0.22 "	6	50 ft.
Sherman Court from Sherman Road to the cul-de-sac	0.03 "	6	50 ft.
Garner Avenue from Copley Avenue to the limit of Section III-B (120 ft. South of Copley Ave.)	0.27 "	6	60 ft.
Copley Avenue from Garner Ave. to Garner Ave.	1.23 "	6	50 ft.
Clifton Court from Copley Ave. to the cul-de-sac	0.04 "	6	50 ft.
Coolidge Court from Copley Ave. to the cul-de-sac	0.04 "	6	50 ft.
Garner Avenue from limit to Section III-C (200 ft. North of Jefferson Rd.) to limit of construction (300 ft. South of Norfolk Road)	0.29 "	6	60 ft.
Jefferson Road from Garner Avenue to Lot 8, Block 44 to Lot 15, Block 43	0.42 "	6	50 ft.
Jefferson Lane from Jefferson Road to end of cul-de-sac	0.11 "	6	50 ft.
Truman Court from Jefferson Lane to end of cul-de-sac	0.03 "	6	50 ft.

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

On motion of Mr. Price, seconded by Mr. Wilson, the Commission approved a request from the County Commissioners of Charles County for acceptance of the following roads for maintenance in the Charles County Road System.

Road Condition Survey Reports submitted by District Engineer Tate 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
Dyer Road, from Md. 257 to Dead End	3907.46 feet	5 Co 406	50 ft. HPS 39 Received OP 209
Kline Drive Extension, from End of County Maintenance to 401 L. F.	401 feet	6 70-11 Ext Co 283	50 ft. HPS 39 Received Ext. Co 283
Shady Oak Lane, from Ext. of Kline Drive to 620 L. F.	620 feet	6 70-12 Co 403	50 ft. HPS 39 Received OP 38
Boots Lane, from Ripley Road to Dead End	1105 feet	2 Co 407	50 ft. HPS 39 Received OP 78
Bitty Lane, from Ripley Road to Dead End	1474 feet	2 Co 408	50 ft. HPS 39 Received OP 79

Copy: Mr. W. E. Woodford, Jr.
Office of Planning & Safety
Mr. G. W. Cassell ✓
Mr. A. W. Tate
Mr. W. L. Shook
Mr. M. M. Brodsky
Mr. P. R. Miller
Mr. G. N. Lewis, Jr.
Miss D. J. Sinners
Mr. C. W. Reese
Mr. Wm. Jabine
Co. Commrs. of Charles County
SRC-Charles County file

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
MONDAY, MAY 6, 1940

* * *

On motion of Mr. Fritz, seconded by Mr. Nilson, the Commission approved a request from the County Commissioners of Charles County for acceptance of the following roads for maintenance in the Charles County Road System.

Road Condition Survey Reports submitted by District Engineer Tate 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
Oyer Road, from Rte. 257 to Dead End	3903.95 feet	5	50 ft.
Kline Drive extension, from end of county maintenance to 401 L.W.F.	401 feet	6	50 ft.
Shady Oak Lane, from Int. of Kline Drive to 620 L.W.F.	620 feet	6	50 ft.
Tonis Lane, from Foley Road to Dead End	1105 feet	2	50 ft.
Foley Lane, from Foley Road to Dead End	1175 feet	2	50 ft.

Copy:
Mr. J. E. Woodward, Jr.
Office of Planning & Safety
Mr. H. W. Cassell
Mr. R. W. Tate
Mr. W. L. Grant
Mr. H. W. Crawley
Mr. F. M. Miller
Mr. H. M. Cooke, Jr.
Miss E. L. Tilghman
Mr. F. M. Gates
Mr. Jno. Sabine
Mr. Jerome, of Charles County
Secretaries County File

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
FRIDAY, JUNE 19, 1970
* * *

On motion of Mr. Brinsfield, seconded by Mr. Thorp, the Commission approved a request from the County Commissioners of Charles County for acceptance of the following roads for maintenance in the Charles County Road System.

Road Condition Survey Reports submitted by District Engineer Tate indicate that these roads have been accepted and recorded by the County Commissioners, provide for a proposed R/Way width of 50 ft. and all are in Election District 8.

Road	Length		
Meadow Drive, from Woodley Road to Dead End Co. 416	0.12 mi.	HPS 39 NEW	RECEIVED 70-18
Hickory Avenue, from Dead End to Dead End Co. 417	0.22 mi.	HPS 39 NEW	RECEIVED 70-19
Woodlwy Road, from Gardiner Road to Hickory Avenue Co. 415	0.23 mi.	HPS 39 NEW	RECEIVED 70-17

RECEIVED
JUN 25 1970
BUREAU OF
HIGHWAY STATISTICS

Copy: Mr. W. E. Woodford, Jr.
Office of Planning & Safety
Mr. G. W. Cassell
Mr. A. W. Tate
Mr. W. L. Shook
Mr. C. E. Caltrider
Mr. M. M. Brodsky
Mr. P. R. Miller
Mr. G. N. Lewis, Jr.
Miss D. J. Sinners
Co. Commrs. of Charles County
Mr. C. W. Reese
Mr. Wm. Jabine
SRC-Charles County file

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, APRIL 22, 1970
* * *

On motion of Mr. Thorp, seconded by Mr. Bucher, the Commission approved a request from the County Commissioners of Charles County for acceptance of the following roads for maintenance in the Charles County Road System.

Road Condition Survey Reports submitted by District Engineer Tate 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.
Carl Lane, from Co. 412 St. Mary's Avenue to Dead End	0.15 mi.	1 OP 188 70-14	50 ft.	3 HPS 39 RECEIVED WAS PVT RD.
Teresa Drive, from Ripley Road to Dead End	0.25 mi.	10 Co 402	50 ft.	3 HPS 39 RECEIVED WAS OP 82

Copy: Mr. W. E. Woodford, Jr.
Mr. G. W. Cassell ✓
Office of Planning & Safety
Mr. A. W. Tate
Mr. W. L. Shook
Mr. C. E. Caltrider
Mr. M. M. Brodsky
Mr. P. R. Miller
Mr. G. N. Lewis, Jr.
Miss D. J. Sinners
Co. Commrs. of Charles County
Mr. C. W. Reese
Mr. Wm. Jabine
SRC-Charles County file

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 Charles County for acceptance of the following roads for maintenance in the Charles County Road System.

Road Condition Survey Reports submitted by District Engineer Tate 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.	
Moran Drive, from Chestnut Drive to Dead End	0.60 mi.	6 New Number	60 ft.	3 Plats 1-2-3	HPS 39 Received 0914
Chestnut Drive, from Hamilton Rd. to Dead End	0.13 mi.	6 New Number	60 ft.	3 Plat #1	HPS 39 Received 0913

Copy: Mr. W. E. Woodford, Jr.
Office of Planning & Safety
Mr. G. W. Cassell ✓
Mr. A. W. Tate
Mr. W. L. Shock
Mr. C. E. Caltrider
Mr. M. M. Brodsky
Mr. P. R. Miller
Mr. G. N. Lewis, Jr.
Miss D. J. Sinners
Mr. C. W. Reese
Mr. Wm. Jabine
Co. Comrs. of Charles County
SRC-Charles County file

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, MARCH 18, 1970
* * *

On motion of Mr. Brinsfield, seconded by Mr. Bogley, the Commission approved a request from the County Commissioners of Charles County for acceptance of the following roads for maintenance in the Charles County Road System.

Road Condition Survey Reports submitted by District Engineer Tate 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
Kahler Road, from Billingsley Road to Dead End	0.3 mi.	6 Co 405	50 ft. HPS 39 Received OP 9
Robey Drive, from Wolfe Road to Dead End	.33 mi.	8 70-4	50 ft. HPS 39 Received OP 260 EXT CO 313

Copy: Mr. W. E. Woodford, Jr.
Office of Planning & Safety
Mr. G. W. Cassell
Mr. A. W. Tate (2)
Mr. W. L. Shook (2)
Mr. M. M. Brodsky
Mr. P. R. Miller
Mr. G. N. Lewis, Jr. (3)
Miss D. J. Sinners
Mr. C. W. Reese
Mr. Wm. Jabine
Co. Commrs. of Charles County
SRC-Charles County file

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, MARCH 16, 1960

* * *

On motion of Mr. Rutherford, seconded by Mr. Bagley, the Commission approved a request from the County Commissioners of Charles County for acceptance of the following roads for maintenance in the Charles County Road System.

Road Condition Survey Reports submitted by Assistant Engineer State Roads 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	Existing Width	Proposed R/W Width
Kaffer Road, from Billingsley Road to Dead End	0.3 mi.	6'	50 ft.
Bobby Drive, from Wolfe Road to Dead End	.33 mi.	8	50 ft.

Copy: Mr. W. A. Woodford, Jr.
Office of Planning & Safety
Mr. J. V. Cassell
Mr. A. M. Tate (2)
Mr. R. L. Brook (2)
Mr. H. T. Brodsky
Mr. P. E. Miller
Mr. G. W. Lawrence, Jr. (3)
Miss M. G. Simmons
Mr. C. W. Deane
Mr. Wm. Fabian
Co. Commrs. of Charles County
Sub-Charles County File

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, JANUARY 21, 1970
* * *

On motion of Mr. Evans, seconded by Mr. Brinsfield, the Commission amended its action of September 24, 1969 accepting into the Charles County Roads System 821.39 feet of Plantation Drive, to include an additional 384 feet, making the total amount of Plantation Drive accepted into the Charles County Roads System for maintenance 1205 feet.

Co 279
HPS 39 Received

Copy: Mr. W. E. Woodford, Jr.
Office of Planning & Safety
Mr. G. W. Cassell
Mr. A. W. Tate (2)
Mr. W. L. Shook (2)
Mr. M. M. Brodsky
Mr. P. R. Miller
Mr. G. N. Lewis, Jr. (3)
Miss D. J. Sinners
Mr. C. W. Reese
Mr. Wm. Jabine
Co. Commrs. of Charles County (2)
SRC-Charles County file

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, NOVEMBER 19, 1969
* * *

On motion of Mr. Bogley, seconded by Mr. Brinsfield, the Commission approved a request from the County Commissioners of Charles County for acceptance of the following roads for maintenance in the Charles County Road System.

Road Condition Survey Reports submitted by District Engineer Tate 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
New Lee Street, from Scroggins to Dead End	157 feet	1	50 ft. ~~Co 399~~ Co. 397 HPS 39 Received
New Scroggins Street, from Lodge St. to Dead End	859.444 feet	1	50 ft. Co 396 HPS 39 Received
New Lodge Street, from Rt. 225 to Scroggins Street	462 feet	1	30 ft. Co 395 HPS 39 Received
Preston Road, from Rt. 227 to Marshalls Corner Road	2.234 feet	7	50 ft. Co 398 HPS 39 Received

Copy: Mr. W. E. Woodford, Jr.
Office of Planning & Safety
Mr. G. W. Cassell
Mr. A. W. Tate (2)
Mr. W. L. Shook (2)
Mr. M. M. Brodsky
Mr. P. R. Miller
Mr. G. N. Lewis, Jr. (3)
Miss D. J. Sinners
Mr. C. W. Reese
Co. Commrs. of Charles County (2)
SRC-Charles County file

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
FRIDAY, OCTOBER 17, 1969
* * *

On motion of Mr. Brinsfield, seconded by Mr. Thorp, the Commission on recommendation of Chief Engineer Woodford ammended the action of the Chairman-Director of August 28, 1968 accepting some 750 feet of Gatewood Boulevard into the Charles County Roads System, and accepted 1345 feet of Gatewood Boulevard into the Charles County Roads System for maintenance.

Co 389
hps 39 Received

Above action necessitated by error in original Road Condition Report.

Copy: Mr. W. E. Woodford, Jr.
Mr. L. E. McCarl
Office of Planning & Safety
Mr. A. W. Tate (2)
Mr. G. W. Cassell ✓
Mr. W. L. Shook (2)
Mr. M. M. Brodsky
Mr. P. R. Miller
Mr. G. N. Lewis, Jr. (3)
Miss D. J. Sinners
Mr. C. W. Reese
Co. Commrs. of Charles County (2)
SRC-Charles County file

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
FRIDAY, OCTOBER 17, 1969
* * *

On motion of Mr. Thorp, seconded by Mr. Evans, the Commission approved a request from the County Commissioners of Charles County for acceptance of the following road for maintenance in the Charles County Road System.

Road Condition Survey Report submitted by District Engineer Tate indicate that this road has been accepted and recorded by the County Commissioners, providing for right of way width as set forth below:

Road	Length	Election District	Proposed R/W Width
Roland Road, from Rt. 257 to Dead End	3,309.40 ft. 0.625 mi	5	50 ft.

Co 394
H.P.S. 39 Received

Copy: Mr. W. E. Woodford, Jr.
Office of Planning & Safety
Mr. G. W. Cassell
Mr. A. W. Tate (2)
Mr. W. L. Shook (2)
Mr. M. M. Brodsky
Mr. P. R. Miller
Mr. G. N. Lewis, Jr. (3)
Miss D. J. Sinners
Mr. C. W. Reese
Co. Commrs. of Charles County
SRC-Charles County file

Mileage Change

STATE OF MARYLAND
STATE ROADS COMMISSION
300 WEST PRESTON STREET
BALTIMORE, MD. 21201
(MAILING ADDRESS—P.O. BOX 717, BALTIMORE, MD. 21203)

December 24, 1969

OFFICE OF DISTRICT ENGINEER
P. O. BOX 160
PRINCE FREDERICK, MD. 20678

Mr. L. E. McCarl
Deputy Chief Engineer - Operations

Dear Mr. McCarl:

On August 14, 1969 I wrote to you requesting the acceptance of Plantation Drive Extension into the Charles County Road System. Co 279 Co 279

This road was accepted into the System by Minutes of the State Roads Commission dated September 24, 1969. However, there was an error in our Road Condition Report regarding the length of the subject road. Our Road Condition Report stated the length of the road was 821.39 linear feet. This is in error and I am informed by the County Commissioners that the length should have read 1,205 linear feet. I am attaching a plat and a corrected Road Condition Report to substantiate this statement. This is a copy of the same plat previously enclosed and on file with Mr. G. W. Cassell. The original error was made by reporting only the total of the tangent distances, leaving out the lengths of the curves.

If it is possible, could you please see that this error is corrected for our records.

Very truly yours,

A. W. Tate

A. W. Tate
District Engineer

AWT:JND:lh
Encl.

cc: Mr. G. W. Cassell
County Commissioners
Charles County
Mr. B. Cruikshank

Approved:

Frank Thorp
Regional Commissioner

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, SEPTEMBER 24, 1969

* * *

On motion of Mr. Brinsfield, seconded by Mr. Bogley, the Commission approved a request from the County Commissioners of Charles County for acceptance of the following roads for maintenance in the Charles County Road System.

Road Condition Survey Reports submitted by District Engineer Tate 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	
Co 279 Plantation Drive Extension	821.39 feet	0.16	4 Co 279	50 ft.	HPS 39 Received
Co 323 Bucknell Road Extension	847 "	0.16	7 Co 323	60 ft.	HPS 39 Received
Co 280 Chippewa Street Extension	317 "	0.06	7 Co 280	60 ft.	HPS 39 Received
NEW Cornell Road from Chippewa Street to Dead End	917 "	0.17	7 Co 399	50 ft.	HPS 39 Received
Co 291 Dakota Street from Amherst to Dead End	594 "	0.11	7 Co 291	50 ft.	HPS 39 Received

Copy: Mr. W. E. Woodford, Jr.
Mr. W. J. Addison
Mr. G. W. Cassell
Mr. A. W. Tate (2)
Mr. W. L. Shook (2)
Mr. M. M. Brodsky
Mr. P. R. Miller
Mr. G. N. Lewis, Jr. (3)
Miss D. J. Sinners
Mr. C. W. Reese
Co. Commrs. of Charles County (2)
SRC-Charles County file

SUMMARY NEW ALIGNMENT OF RESOLUTION FOR STATE ROADS CONSTRUCTION
[illegible], September 24, 1957

* * *

On motion of Mr. Reynolds, seconded by Mr. Dorsey, the Commission on roads & bridges from the County Commissioners of Charles County for acceptance of the following roads for maintenance in the Charles County Road system:

Road Condition Survey Reports submitted by District Engineer State Highway Dept. these roads have been accepted and recorded by the County Commissioners, providing for rights of way within an inch further below:

Road	Length	Existing Pavement	Proposed R/W width
Pomonkey Lake Subdivision	1321.39 feet	8	50 ft.
Marshall Road extension	817 "	7	40 ft.
Dogtown Street Extension	317 "	7	50 ft.
Overall road from Dogtown Street to Road End	917 "	7	50 ft.
South Street from Corners to Road End	594 "	7	50 ft.

Copy: Mr. A. E. Woodward, Jr.
Mr. J. A. Adkins
Mr. O. J. Dawson
Mr. A. J. Sate (2)
Mr. W. W. Shook (2)
Mr. H. J. Brooks
Mr. T. H. Miller
Mr. W. W. Lewis, Jr. (2)
Miss D. J. Simmons
Mr. C. J. Shaw
Co. Comrs. of Charles County (2)
Secretary County Clerk

STATE OF MARYLAND

STATE ROADS COMMISSION

300 WEST PRESTON STREET

BALTIMORE, MD. 21201

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

OFFICE OF DISTRICT ENGINEER
P. O. BOX 160
PRINCE FREDERICK, MD. 20678

August 14, 1969

Re: Plantation Drive
Extension

Mr. Lisle E. McCarl
Deputy Chief Engineer - Operations

Dear Mr. McCarl:

Enclosed is a request from the County Commissioners of Charles County to accept Plantation Drive Extension into the County System. Also enclosed are condition report and plat.

It is recommended that the above road be accepted into the County Roads System.

Very truly yours,
Original signed by
A. W. Tate

A. W. Tate
District Engineer

AWT:lh
Encls.
cc: Mr. G. N. Lewis
Attn: Mr. Cassell (Map included)
County Commissioners of Charles County
Mr. E. S. Burroughs

Approved:

Frank Thorp
Regional Commissioner

REED W. McDONAGH, PRESIDENT
W. EDWARD BERRY
WM. A. COOKSEY

AN V. BARNES, CLERK

THOMAS C. HAYDEN, JR.
ATTORNEY
THOM W. HALL
ENGINEER

County Commissioners of Charles County

LA PLATA, MARYLAND 20646
TELEPHONE: 301—934-8141

August 6, 1969

Mr. A. W. Tate
District Engineer
State Roads Commission
Prince Frederick, Maryland 20678

Re: Plantation Drive Extension

Dear Mr. Tate:

This is to inform you that a deed for the extension of the subject road has been executed and recorded on June 25, 1969, in Liber 206, Folio 621, located in the 4th Election District of Charles County Maryland.

We are hereby requesting that the aforementioned roadway be accepted into the road system for county maintenance.

We are forwarding three copies of the plat by copy of this letter to Mr. E. S. Burroughs, Resident Engineer, State Roads Commission, La Plata, Maryland.

Very truly yours,

COUNTY COMMISSIONERS OF
CHARLES COUNTY, MARYLAND

Reed W. McDonagh, President

RWM:ras

cc: E.S.Burroughs

REED W. McDONAGH, PRESIDENT
W. EDWARD BERRY
A. COOKSEY
SUSAN V. BARNES, CLERK

THOMAS C. HAYDEN, JR.
ATTORNEY
THOM W. HALL
ENGINEER

County Commissioners of Charles County

LA PLATA, MARYLAND 20646
TELEPHONE: 301-934-8141

July 24, 1969

Mr. A. W. Tate
District Engineer
State Roads Commission
Prince Frederick, Maryland

Re: Portion of Chippewa St.
" " Dakota St.
" " Cornell Rd.
" " Bucknell Rd.
North Indianhead Estates
Section 4-A
7th Election District

Dear Mr. Tate:

This is to inform you that a deed has been recorded on July 15, 1969, in Liber 207, Folio 608, for the subject streets in North Indianhead Estates, as shown on the plats being forwarded to Mr. E. S. Burroughs, Resident Engineer of the State Roads Commission, by copy of this letter.

We are hereby requesting that these streets be accepted into the county highway system for maintenance.

Very truly yours,

COUNTY COMMISSIONERS OF
CHARLES COUNTY, MARYLAND

Reed W. McDonagh, President

RWM:ras

cc: Mr. E. S. Burroughs
T. C. Hayden, Jr. Esq.

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR DAVID H. FISHER
MONDAY, AUGUST 4, 1969
* * *

Chairman-Director Fisher executed triplicate copies of agreement dated August 4, 1969, between the State Roads Commission and the Board of County Commissioners of Charles County, which refers to the County's proposed improvement by construction of a new highway, Patuxent Drive, from a point on St. Mary's Avenue (where existing Patuxent Drive meets St. Mary's Avenue) easterly to a point on Oak Avenue, south of LaPlata, including a new roadway underpass structure carrying the Philadelphia, Baltimore and Washington Railroad over said new County roadway, a distance of approximately 0.77 mile (Federal Aid Project S-SG-9338(1)), in order to utilize Federal Aid funds made available by the Commission, with the County financing all costs in excess of Federal reimbursement. The agreement sets forth more fully the responsibilities of each party in connection with the construction.

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

Copy: Mr. W. E. Woodford, Jr.
Mr. W. J. Addison
Mr. H. G. Downs
Mr. L. E. McCarl
Mr. W. L. Shook (2)
Mr. R. E. Jones
Mr. A. L. Grubb
Mr. P. R. Miller
Mr. H. H. Bowers
Mr. M. D. Philpot
Mr. L. A. Yost, Jr. (2)
Mr. T. Hicks
Mr. G. N. Lewis, Jr.
Mr. M. M. Brodsky
Mr. G. W. Cassell
Mr. C. S. Linville
Mr. E. K. Lloyd
Mr. W. B. Duckett (2)
Mr. A. W. Tate (2)
Mr. H. P. Jones
Secretary's File
Co. Commrs. of Charles County
SRC-Charles County
Contract Ch-337-517;FAP#S-SG-9338(1)

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, JUNE 18, 1969
* * *

On motion of Mr. Bogley, seconded by Mr. Brinsfield, the Commission approved a request from the County Commissioners of Charles County for acceptance of the following roads for maintenance in the Charles County Road System.

Road Condition Survey Reports submitted by District Engineer Tate 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
Co. 335 Cracklingtown Road #242, from Rt. #5 to Dead End was O.P. 242	3,230 feet 0.61 mi	8 70-1	60 ft. HPS 39 Received
Q.P. 56 Holly Avenue, from Willetts Crossing Road to Dead End	980 feet 0.185 mi	6 CO 404	50 ft. HPS 39 Received

RECEIVED
JUN 20 1969
BUREAU OF
HIGHWAY STATISTICS

Copy: Mr. W. E. Woodford, Jr.
Mr. W. J. Addison
Mr. G. W. Cassell
Mr. A. W. Tate (2)
Mr. W. L. Shook (2)
Mr. M. M. Brodsky
Mr. P. R. Miller
Mr. G. N. Lewis, Jr. (3)
Mr. C. W. Reese
Miss D. J. Sinners
Co. Commrs. of Charles County (2)
SRC-Charles County

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR DAVID H. FISHER
FRIDAY, MARCH 14, 1969
* * *

On request of the County Commissioners of Charles County, and on recommendation of District Engineer Tate, concurred in by Chief Engineer Woodford and Commissioner Thorp, Chairman-Director Fisher accepted the following road for maintenance as part of the County Road System of Charles County.

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

Road	Length	Election District	Proposed R/W Width	
Smith Drive - from Rt. 425 to Dead End	.2 mi.	10 70-13	40 ft.	C0401

Copy: Mr. W. E. Woodford, Jr.
Mr. W. J. Addison
Mr. G. W. Cassell
Mr. A. W. Tate (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 Charles County (2)
SRC-Charles County

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR DAVID H. FINNEY
FRIDAY, MARCH 14, 1947

* * *

On request of the County Commissioners of Charles County, and on recommendation of District Engineer Tate, concurred in by Chief Engineer Moorland and Commissioner Tolly, Chairman-Director Finney accepted the following road for maintenance as part of the County Road System of Charles County.

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

Road	Length	Direction Director	Proposed R/W Width
Smith Drive - from Rt. 413 to Dent and	.2 mi.	10	50 ft.

Copy: Mr. W. S. Moorland, Jr.
Mr. M. L. Addison
Mr. C. W. Cassell
Mr. A. W. Tate (2)
Mr. V. L. Shook
Mr. A. M. Bentley
Mr. F. E. Miller
Mr. O. N. Lewis, Jr. (2)
Miss D. J. Simmons
Co. Comrs. of Charles County (2)
Pro-Charles County

STATE OF MARYLAND
STATE ROADS COMMISSION
300 WEST PRESTON STREET
BALTIMORE, MD. 21201
MAILING ADDRESS P. O. BOX 717, BALTIMORE, MD. 21203

OFFICE OF DISTRICT ENGINEER
P. O. BOX 160
PRINCE FREDERICK, MD. 20678

March 5, 1969

Re: Smith Drive OP99
Red Hill Estates
Charles County

Mr. Lisle E. McCarl
Deputy Chief Engineer - Operations

Dear Mr. McCarl:

Enclosed is a request from the County Commissioners of Charles County to accept Smith Drive into the County System. Also enclosed are condition report and plat.

It is recommended that the above road be accepted into the County Roads System.

Very truly yours,

A. W. Tate
District Engineer

AWT:lh
Encls.
cc: Mr. G. W. Cassell (Map included)
County Commissioners of Charles County
Mr. E. S. Burroughs

Approved:

Frank Thorp
Regional Commissioner

REED W. McDONAGH, PRESIDENT
W. EDWARD BERRY
WM. A. COOKSEY

SUSAN V. BARNES, CLERK

RAYMOND G. BOILEAU
ADMINISTRATIVE OFFICER
THOMAS C. HAYDEN, JR.
ATTORNEY
THOM W. HALL
ENGINEER

County Commissioners of Charles County

LA PLATA, MARYLAND 20646
TELEPHONE: 301-934-8141

February 10, 1969

Mr. A. W. Tate
District Engineer
State Roads Commission
P. O. Box 160
Prince Frederick, Maryland

RE: Smith Drive
Red Hill Estates
OP 99 ?

Dear Mr. Tate:

This is to inform you that a deed has been recorded on February 10, 1969, in Liber 201, Folio 469, and on September 24, 1968, in Liber 198, Folio 214, for a total right-of-way width of 40 feet for the following street in the Red Hill Subdivision, in the 10th Election District of Charles County, Maryland:

Smith Drive- from Maryland 425 to Road End

We are hereby requesting that Smith Drive be accepted into our road system, for county maintenance.

We are forwarding three copies of the plat, by copy of this letter to Mr. E. S. Burroughs, Resident Engineer, State Roads Commission, La Plata, Maryland.

Very truly yours,

COUNTY COMMISSIONERS OF
CHARLES COUNTY, MARYLAND

Reed W. McDonagh, President

RWM/mw

RECEIVED
FEB 13 1969

DISTRICT #85
STATE ROADS COMMISSION

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

On request of the County Commissioners of Charles County, and on recommendation of District Engineer Tate, concurred in by Commissioner Thorp, Chairman-Director Fisher accepted the following road for maintenance as part of the County Road System of Charles County.

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

Road	Length	Election District	Proposed R/W Width
Section #1 - Country Club South, from Niki Drive	0.68 (not given)	8	50 ft.

HPS 39 Received

Co 63 SPRUCE DR. 0.17
Co 391 HOLLY DR. 0.12
Co 392 DOGWOOD DR. 0.17
Co 393 EVERGREEN DR. 0.22
0.68

Copy: Mr. D. H. Fisher
Mr. W. J. Addison
Mr. G. W. Cassell
Mr. A. W. Tate (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 Charles County (2)
SRC-Charles County

P. O. Box 160
Prince Frederick, Maryland
January 16, 1969

TO: Mr. George W. Cassell, Chief
Bureau of Highway Statistics

FROM: A. W. Tate
District Engineer

Re: County Road #151
Smallwood Retreat Road
10th Election District
Charles County

Attached is a request from the County Commissioners of Charles County to have County Road #151 taken from the County Road System. Also attached is a map cut showing the location of the subject road.

Would you please make arrangements to have this done at your earliest convenience.

AWT:lh

Encl.

cc: County Commissioners of
Charles County
Mr. E. S. Burroughs

Now IX-24
2-20-69
(H)

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, JANUARY 22, 1969
* * *

On request of the County Commissioners of Charles County, on recommendation of District Engineer Tate, concurred in by Deputy Director-Chief Engineer Fisher and Commissioner Thorp, and on motion of Mr. Bogley, seconded by Mr. Thorp, the Commission accepted the following roads for maintenance as part of the County Road System of Charles County.

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

Road	Length	Election District	Proposed R/W Width
Red Hill Drive, from Rt. 425 to Dead End	1454.30 ft.	10 (OP88)	40' Co 390
Section 2 B 2, St. Charles City (WAS OP129 - OP160)	5846.89 ft. Co 345 - Co 376	6	80' and 50'

Copy: Mr. D. H. Fisher
Mr. W. J. Addison
Mr. G. W. Cassell ✓
Mr. A. W. Tate (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 Charles County (2)
SRC-Charles County

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JEROME B. WOLFF
THURSDAY, OCTOBER 10, 1968

32

* * *

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

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

Road	Length		Election District		Proposed R/W Width	
Anne Drive, from Shirley Boulevard to Howard Drive	2268.34 ft.	0.58 / 45 / 1.03	1	(OP 71)	50 ft.	Co 379
Carol Drive, from Harbor Road to Dead End	1754.82 ft.	0.33	1	(OP 73)	50 ft.	Co 381
Harbor Drive, from Howard Drive to Carol Drive	1651.69 ft.		1	(OP 73)	50 ft.	Co 379
Howard Drive, from Md. 6 to Harbor Road	2874.42 ft.		1	(OP 72)	50 ft.	Co 380
Kay Drive, from Md. 6 to Terry Drive	629.86 ft.		1	(OP 69)	50 ft.	Co 377
Terry Drive, from Shirley Boulevard to Howard Drive	2455.28 ft.		1	(OP 70)	50 ft.	Co 378

Copy: Mr. D. H. Fisher
Mr. W. J. Addison
Mr. G. W. Cassell
Mr. A. W. Tate (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 Charles County (2)
SRC-Charles County

MEMORANDUM OF ACTION OF STATE ROAD COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JEROME B. WOLFF
THURSDAY, OCTOBER 10, 1963

* * *

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

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

Road	Length	Direction Districts	Proposed R/W Width
Anne Drive, from Shirley Boulevard to Howard Drive	2264.34 ft.	1	50 ft.
Carol Drive, from Harbor Road to Dead End	1734.02 ft.	1	50 ft.
Harbor Drive, from Howard Drive to Carol Drive	1531.65 ft.	1	50 ft.
Howard Drive, from Md. 6 to Harbor Road	2274.42 ft.	1	50 ft.
Ray Drive, from Md. 6 to Terry Drive	629.66 ft.	1	50 ft.
Terry Drive, from Shirley Boulevard to Howard Drive	2453.23 ft.	1	50 ft.

Copy: Mr. D. H. Fisher
Mr. W. Z. Addison
Mr. G. W. Cassell
Mr. A. M. Tate (2)
Mr. V. L. Shook
Mr. M. M. Brodsky
Mr. F. R. Miller
Mr. G. W. Lewis, Jr. (3)
Miss B. J. Simmons
Co. Commrs. of Charles County (2)
SRC-Charles County

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JEROME B. WOLFF
FRIDAY, MARCH 15, 1968
* * *

On request of the County Commissioners of Charles County, and on recommendation of Acting District Engineer Tate, concurred in by Deputy Director-Chief Engineer Fisher and Commissioner Thorp, Chairman and Director Wolff accepted the following roads for maintenance as part of the County Road System of Charles County.

Road Condition Survey Report submitted by Mr. Tate indicates that these roads have been accepted and recorded by the County Commissioners of Charles County, providing for right of way widths as set forth below:

Road	Length	Election District	Proposed R/W Width
Streets in St. Charles City, Section I, Section II-A and Section II-B-I From Md. Route 301 to St. Charles City	5.44 miles	6 (NEW) NEW Co. [redacted] 345 To Co. [redacted] 376	50 to 100 ft.

Copy: Mr. D. H. Fisher
Mr. W. J. Addison
Mr. G. W. Cassell
Mr. A. W. Tate (2)
Mr. F. P. Scrivener
Mr. M. M. Brodsky
Mr. H. G. Downs
Mr. G. N. Lewis, Jr. (3)
Co. Commrs. of Charles County (2)
SRC-Charles County

403

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JEROME B. WOLFF
THURSDAY, JANUARY 25, 1968
***

On request of the County Commissioners of Charles County, and on recommendation of Acting District Engineer Tate, concurred in by Deputy Director-Chief Engineer Fisher and Commissioner Thorp, Chairman and Director Wolff accepted the following road for maintenance as part of the County Roads System of Charles County.

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

Road	Length	Election District	Proposed R/W Width
Co 323 Extension of Bucknell Road in North Indian Head Estates	4,826.5 ft.	7	60 ft.

ALLSO SEE SRC MINUTES
10-25-68

Copy: Mr. D. H. Fisher
Mr. W. J. Addison
Mr. L. E. McCarl
Mr. A. W. Tate (2)
Mr. F. P. Scrivener
Mr. G. W. Cassell (Report & Plat)
Mr. M. M. Brodsky
Mr. H. G. Downs
Mr. G. N. Lewis, Jr. (3)
County Commissioners of Charles County
SRC-Charles County

403

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JEROME B. WOLFF
MONDAY, DECEMBER 11, 1967
***

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

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

Road	Length	Election District	Proposed R/W Width
Park Avenue, in the Silvanhurst Subdivision Malcolm, from Horsehead Road to dead end	0.72 3,825 ft.	9 Co 285	50 ft.

WSOP 507

Copy: Mr. D. H. Fisher
Mr. W. J. Addison
Mr. G. W. Cassell (Report & Plat)
Mr. M. C. Thompson, Jr. (2)
Mr. F. P. Scrivener
Mr. M. M. Brodsky
Mr. H. G. Downs
Mr. G. N. Lewis, Jr. (3)
Co. Commrs. of Charles County
SRC-Charles County

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JEROME B. WOLFF
MONDAY, OCTOBER 2, 1967

* * *

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

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

Road	Length	Election District		Proposed R/W Width
Mary's Lane, from Willett's Crossing Road to Dead End	0.20 1,051.71 ft.	6	Co 143	50 ft.
Nelson Drive, from Ripley Road to Dead End	0.46 2,440.45 ft.	10	Co 333 & 334	50 ft.

Copy: Mr. D. H. Fisher
Mr. W. J. Addison
Mr. G. W. Cassell (Reports)
Mr. F. P. Scrivener
Mr. M. G. Thompson, Jr. (2)
Mr. M. N. Brodsky
Mr. G. N. Lewis, Jr. (3)
Mr. H. G. Downs
Co. Comrs. of Charles County
SRC - Charles County

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, SEPTEMBER 13, 1967
* * *

On motion of Mr. Brinsfield, seconded by Mr. Bogley, the Commission adopted the following resolution:

WHEREAS, the bridge across the Potomac River between Charles County, Maryland and the Commonwealth of Virginia was planned, financed and construction begun during the term of the late Harry W. Nice, who served as Governor of this State, and

WHEREAS, it has been suggested that it would be appropriate to name said bridge across the Potomac River in memory of the late Governor Harry W. Nice,

NOW, THEREFORE, BE IT RESOLVED, that pursuant to authority granted the State Roads Commission by Section 26 of Article 89B of the Annotated Code of Maryland, that the crossing of the Potomac River between Charles County, Maryland and the Commonwealth of Virginia, which was planned, financed and on which construction began during the term of office of the late Governor Harry W. Nice, be and is hereby officially designated and named the Harry W. Nice Memorial Bridge, and

BE IT FURTHER RESOLVED that the Chairman of the State Roads Commission be authorized to designate a committee to select an appropriate marker therefor and arrange for such naming ceremony as the committee deems appropriate.

Copy: Mr. D. H. Fisher
Mr. A. S. Gordon
Mr. G. N. Lewis, Jr. (8)
Mr. L. E. McCarl
Mr. C. A. Goldeisen
Mr. W. J. Addison
Mr. F. P. Scrivener
Mr. M. C. Thompson, Jr. (2)
Mr. A. L. Grubb
Mr. M. D. Philpot
Mr. E. D. Reilly
Mr. C. S. Linville
Mr. L. S. Pfarr
Lt. Col. G. E. Davidson (2)
Mr. H. G. Downs
Mr. L. C. Moser (2)
Mr. H. P. Jones
Mr. E. K. Lloyd
Mr. W. B. Duckett
Mr. Charles Lee
Mr. Allan Lee
~~Charles County Commissioners (3)~~
SRC-Charles County file
SRC-Name Designations file
Mr. G. W. Cassell (2)
Mr. C. W. Reese
Potomac River Bridge File

403

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION
BY CHAIRMAN AND DIRECTOR JEROME B. WOLFF
THURSDAY, DECEMBER 21, 1967
***

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

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

Road	Length	Election District	Proposed R/W Width
Shirley Boulevard, from Rt. 6 to Dead End	1.08 miles	1st Co 341	50 ft.
Dogwood Drive, from Oak Street to Dead End	1,320.48 ft. 0.25	6th Co 343	50 ft.
Hickory Court from Dogwood Drive to Dead End	0.04 190 ft.	6th Co 344	50 ft.
Oak Street, from Rt. 227 to Dead End	0.13 680 ft.	6th Co 342	50 ft.
Baker Street, from Ford Drive to Dead End	0.08 430 ft.	7th Co 338	40 ft.
Ford Drive, from Rt. 224 to Dead End	0.19 1,000 ft.	7th Co 339	40 ft.
~~Greenway~~ HAWTHORNE Drive, from Rt. 224 to Dead End	0.09 500 ft.	7th Co 340	40 ft.

Copy: Mr. D. W. Fisher
Mr. W. J. Addison
Mr. L. E. McCarl
Mr. M. C. Thompson, Jr. (2)
Mr. F. P. Scrivener
Mr. G. W. Cassell (Reports & Plats)
Mr. M. M. Brodsky
Mr. H. G. Downs
Mr. G. N. Lewis, Jr. (3)
County Commissioners of Charles County
SRC-Charles County

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JEROME B. WOLFF
MONDAY, JULY 31, 1967
* * *

On request of the County Commissioners of Charles County, and on recommendation of District Engineer Thompson, concurred in by Chief Engineer Fisher and Commissioner Thorp, Chairman and Director Wolff accepted the following roads for maintenance as part of the County Roads System of Charles County.

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

Road	Length	Election District		Proposed R/W Width
NEW Arbor Lane, from Md. Route 227 to dead end	0.13 680 feet	7	Co 326	100 feet
NEW Cedar Street, from Beech Drive to dead end	0.10 521.95 feet	6	Co 331	50 feet
NEW Holly Court, from Beech Drive to dead end	0.10 521.95 feet	6	Co 330	50 feet
NEW Beech Drive, from Mitchell Road to dead end	0.15 773.94 feet	6	Co 115	50 feet

Copy: Mr. D. H. Fisher
Mr. W. J. Addison
Mr. G. W. Cassell (Reports & Maps)
Mr. F. P. Scrivener
Mr. M. C. Thompson, Jr. (2)
Mr. M. M. Brodsky
Mr. H. G. Downs
Mr. G. N. Lewis, Jr. (3)
County Commrs. of Charles County
SRC-Charles County

DECLARATION OF ACTION BY STATE ROAD COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR DENNIS R. WOLFF
MONDAY, JULY 21, 1986

* * *

On request of the County Commissioners of Charles County, and on recommendation of District Engineer Thompson, concurred in by Chief Engineer Pinder and Counsel Thorp, Chairman and Director Wolff accepted the following roads for maintenance as part of the County Roads System of Charles County.

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

Road	Length	Election District	Proposed R/W Width
Arbor Lane, from Md. Route 227 to dead end	680 feet	7	100 feet
Cedar Street, from Beech Drive to dead end	191.95 feet	6	30 feet
Unity Court, from Beech Drive to dead end	171.75 feet	6	30 feet
Beech Drive, from Mitchell Road to dead end	175.96 feet	6	30 feet

Copy: Mr. D. K. Fisher
Mr. E. L. Adkins
Mr. G. W. Cassell (Reports & Maps)
Mr. F. P. Sartorius
Mr. R. C. Thompson, Jr. (2)
Mr. M. M. Brodsky
Mr. H. O. Deans
Mr. D. K. Lewis, Jr. (2)
County Commrs. of Charles County
Sic-Charles County

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JEROME B. WOLFF
MONDAY, JUNE 19, 1967
***

On request of the County Commissioners of Charles County, and on recommendation of District Engineer Thompson, concurred in by Chief Engineer Fisher and Commissioner Thorp, Chairman and Director Wolff accepted the following road for maintenance as part of the County Roads System of Charles County.

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

Road	Length	Election District	Proposed R/W Width
Winters Drive, from Annapolis Woods Road to dead end	0.21 1108.06 ft.	2 Co 32	50 ft.

Copy: Mr. D. H. Fisher
Mr. W. J. Addison
Mr. G. W. Cassell (Report & Plat)✓
Mr. F. P. Scrivener
Mr. M. C. Thompson, Jr. (2)
Mr. M. M. Brodsky
Mr. H. G. Downs
Mr. G. N. Lewis, Jr. (3)
County Commrs. of Charles County
SRC-Charles County

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JEROME B. WOLFF
MONDAY, JUNE 12, 1967
***

On request of the County Commissioners of Charles County, and on recommendation of District Engineer Thompson, concurred in by Chief Engineer Fisher and Commissioner Thorp, Chairman and Director Wolff accepted the following roads for maintenance as part of the County Roads System of Charles County.

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

Road	Length	Election District	Proposed R/W Width
Wilson Road, from Porter Road to Dead End	1.03 miles	5 C248	60 ft.
Cardinal Lane, from Billingsley to Whippoorwill Lane	0.35 mile	6 C328	50 ft.
Whippoorwill Lane, from Billingsley to Dead End	0.54 mile	6 C327	50 ft.
Beech Lane, from Rt. #225 to Dead End	0.14 728.27 ft.	10 C332	50 ft.

Copy: Mr. D. H. Fisher
Mr. W. J. Addison
Mr. G. W. Cassell (Reports & Maps)
Mr. F. P. Scrivener
Mr. M. C. Thompson, Jr. (2)
Mr. M. M. Brodsky
Mr. H. G. Downs
Mr. G. N. Lewis, Jr. (3)
Co. Commissioners of Charles County
SRC-Charles County

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, FEBRUARY 1, 1967
***

On request of the County Commissioners of Charles County, and on recommendation of District Engineer Thompson, concurred in by Chief Engineer Fisher, and on motion of Mr. Thorp, seconded by Mr. Owings, the Commission accepted the following roads for maintenance as part of the County Roads System of Charles County.

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

Road	Length	Election District	Proposed R/W Width	
Co 320 Hanson Road, from Billingsley Road to Dead End, in Billingsley Park	0.49 2,591 ft.	6	50 ft.	Co 320 66-50
Co 321 Smallwood Road, from Billingsley Road to Hanson Road, in Billingsley Park	0.43 2,273.6 ft.	6	50 ft.	Co 321 66-51

Copy: Mr. D. H. Fisher
Mr. W. J. Addison
Mr. G. W. Cassell (Reports & Plat)
Mr. M. C. Thompson, Jr. (2)
Mr. F. P. Scrivener
Mr. M. M. Brodsky
Mr. H. G. Downs
Mr. G. N. Lewis, Jr. (3)
Co. Commrs. of Charles County
SRC-Charles County

Fidelity Union Bank

Jersey City, New Jersey

EXCERPT FROM MINUTES OF MEETING OF THE STATE TAX COMMISSION
WEDNESDAY, FEBRUARY 1, 1967

***

On request of the County Commissioners of Charles County, and on recommendation of Maryland Engineer Thompson, concurred in by Chief Engineer Stanley, and on motion of Mr. Thorp, seconded by Mr. Cutting, the Commission accepted the following roads for maintenance as part of the County Road System of Charles County.

Road Condition Survey Records submitted by Mr. Thompson indicate that these roads have been accepted and recorded by the County Commissioners of Charles County, providing for proposed rights of way widths as set forth below:

Road	Length	Existing Right of Way	Proposed Right of Way
Benson Road, from Billingsley Road to Dent Road, in Billingsley Park	2,391 ft.	8	50 ft.
Smallwood Road, from Billingsley Park Road to Benson Road, in Billingsley Park	2,273.6 ft.	6	50 ft.

Copy: Mr. D. H. Fisher
Mr. H. C. Anderson
Mr. G. W. Cassell (Reports & Files)
Mr. R. E. Thompson, Jr. (2)
Mr. J. S. Stutzman
Mr. H. A. Stolsby
Mr. H. E. Jones
Mr. G. E. Ferlis, Jr. (3)
Co. Commrs. of Charles County
Sec-Charles County

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, JANUARY 4, 1967
* * *

On request of the County Commissioners of Charles County, and on recommendation of District Engineer Thompson, concurred in by Chief Engineer Fisher and Commissioner Thorp, the Commission accepted the following road for maintenance as part of the County Roads System of Charles County.

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

Road	Length	Election District	Proposed R/W Width
Thomas Court from Jenkins Lane to dead end	849.8 feet 0.16	7th	30 feet

44-66
Co. No. 322

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

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JOHN B. FUNK
MONDAY, OCTOBER 31, 1966
***

Chairman and Director Funk executed Grant and Agreement, in quadruplicate, dated October 6, 1966, by and between the State Roads Commission of Maryland (the "Commission") and the Board of Public Works of Maryland (the "Board"), both acting for the State of Maryland; and 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 (the "Railroad"), wherein the Commission and the Board, insofar as they have the right, title and authority so to do, and subject to the terms, limitations, covenants and conditions therein set forth and provided, give and grant unto the Railroad the right and permission to construct, at its sole cost and expense, a highway overpass to carry the existing Newburg Road, Maryland Route No. 257, in Charles County, Maryland (Contract BW-634-521) over a proposed spur track to be constructed by the Railroad from Faulkner to Morgantown, Maryland, and a temporary road contiguous to Maryland Route No. 257 in order to maintain traffic during construction of such overpass, to serve a generating plant of the Potomac Electric Power Company.

Said Grant and Agreement further provides that in the event the Commission determines at some later date to dualize Maryland Route No. 257 between its junctions with Maryland Routes No. 301 and No. 254, the Railroad will be obligated to construct, at its expense, a second similar bridge, to be located within a right of way to be acquired by the Commission to provide for the dualization of Maryland Route 257.

Said Grant and Agreement had been executed previously by the Railroad, approved as to form and legal sufficiency by Special Attorney F. A. Puderbaugh, and recommended for approval and execution by Chief Engineer Fisher in letter dated October 24, 1966.

Copy: Mr. D. H. Fisher
Mr. W. J. Addison
Mr. G. W. Cassell
Mr. C. A. Goldeisen
Mr. L. E. McCarl
Mr. M. M. Brodsky
Mr. A. L. Grubb (2)
Mr. H. G. Downs (4)
Mr. M. D. Philpot (2)
Mr. L. C. Moser (3)
Mr. G. N. Lewis, Jr. (8)
Mr. M. C. Thompson, Jr. (2)
Mr. E. K. Lloyd
Mr. C. S. Linville
Mr. W. B. Duckett (2)
Mr. N. L. Smith, Jr.
Mr. F. P. Scrivener
Secretary's File
SRC-Charles County
Contract BW-634-521

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JOHN B. BYRN
MONDAY, NOVEMBER 21, 1955
***

Chairman and Director Funk presented Grant and Agreement, in quadruplicate, dated October 6, 1955, by and between the State Roads Commission of Maryland (the "Commission") and the Board of Public Works of Maryland (the "Board"), both acting for the State of Maryland and The Baltimore, 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 Baltimore, Baltimore and Washington Railroad Company (the "Railroad"), wherein the Commission and the Board, insofar as they have the right, title and authority so to do, and subject to the terms, limitations, covenants and conditions therein set forth and provided, give and grant unto the Railroad the right and permission to construct, at its own cost and expense, a highway overpass to carry the relocated Hanover Road, Maryland State No. 127, in Carroll County, Maryland (Contract BM-534-321) over a proposed four track to be constructed by the Railroad from Gaithers to Morgantown, Maryland, and a temporary road connecting to Maryland State No. 127 in order to maintain traffic during construction of said overpass, to carry a generating plant of the Potomac Electric Power Company.

Said Grant and Agreement further provides that in the event the Commission determines at some later date to dualize Maryland State No. 127 between its junctions with Maryland Routes No. 301 and No. 206, the Railroad will be obligated to construct, at its expense, a second similar bridge, to be located within a right of way to be required by the Commission to provide for the dualization of Maryland State 127.

Said Grant and Agreement had been executed previously by the Railroad, prepared as to form and legal sufficiency by Special Attorney R. A. Duckenfield, and recommended for approval and execution by Chief Engineer Flaherty in letter dated October 20, 1955.

Copy: Mr. D. H. Krahn
Mr. G. J. Ashland
Mr. G. G. Cassell
Mr. G. A. Gutheim
Mr. C. H. McCarl
Mr. M. S. Stanley
Mr. A. E. Grobb (2)
Mr. H. G. Coyne (2)
Mr. M. G. Spilker (2)
Mr. L. G. Meier (2)
Mr. G. H. Lewis, Jr. (2)
Mr. H. C. Thomson, Jr. (2)
Mr. E. E. Lloyd
Mr. C. J. Linville
Mr. W. E. Burkett (2)
Mr. H. L. Smith, Jr.
Mr. F. T. Scrivener
Secretary's File
BM-Baltimore County
Contract BM-534-321

STATE ROADS COMMISSION

September 10, 1969

MEMORANDUM

To: Mr. George Cassell, Chief
Bureau of Highway Statistics

From: L. E. McCarl
Deputy Chief Engineer - Operations

Subject: Gateway Boulevard
Charles County

Attached is copy of letter from District Engineer Tate advising that the length of Gateway Boulevard, accepted into the Charles County Road System by Commission Action on August 2, 1968, was based on incorrect information.

Action to correct this error is being recommended to the State Roads Commission.

LEMcC/GF/m
Attachment

September 10, 1957

MEMORANDUM

To: Mr. George Cassell, Chief
Bureau of Highway Statistics

From: L. E. McCarr,
Deputy Chief Engineer - Operations

Subject: Gateway Boulevard
Charles County

Attached is copy of letter from District Engineer Tate advising that the length of Gateway Boulevard, accepted into the Charles County Road System by Commission Action on August 5, 1958, was based on incorrect information.

Action to correct this error is being recommended to the State Roads Commission.

LEMcC/GE/n
Attachment

85

P. O. Box 160
Prince Frederick, Maryland
September 9, 1969

TO: Mr. L. E. McCarl
Deputy Chief Engineer - Operations

FROM: A. W. Tate
District Engineer

On August 2, 1968 I wrote to you requesting the acceptance of Gateway Boulevard into the Charles County Road System.

This road was accepted into the System. However, there was an error in our Road Condition Report regarding the length of the subject road. Our Road Condition Report stated the length of the road was 750 feet. This is in error and I am informed by the County Commissioners that the length should have read 1345 feet. I am attaching a copy of a deed to substantiate this statement.

If it is possible, could you please see that this error is corrected for our records.

AWT:lh

Encl.

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JEROME B. WOLFF
WEDNESDAY, AUGUST 28, 1968
* * *

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

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

Road	Length	Election District	Proposed R/W Width	
Friendship Acres Drive, from Walters Landing to Dead End	3446.12 ft.	3	50 ft.	C. 388
Gatewood Boulevard, from Billingsley to Dead End	750 ft.	6	50 ft.	C. 389

Copy: Mr. D. H. Fisher
Mr. W. J. Addison
Mr. G. W. Cassell
Mr. A. W. Tate (2)
Mr. F. P. Scrivener
Mr. M. M. Brodsky
Mr. P. R. Miller
Mr. G. N. Lewis, Jr. (3)
Miss D. J. Sinners
Co. Commrs. of Charles County (2)
SRC-Charles County

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JEROME B. WOLFF
MONDAY, AUGUST 19, 1968

* * *

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

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

Road	Length	Election District	Proposed R/W Width	
Oak Road, from Poplar Lane to Dead end	375 ft.	7	30 ft.	Co 385

~~OP 61~~ (Was OP 61)

Copy: Mr. D. H. Fisher
Mr. W. J. Addison
Mr. G. W. Cassell
Mr. A. W. Tate (2)
Mr. F. P. Scrivener
Mr. M. M. Brodsky
Mr. P. R. Miller
Mr. G. N. Lewis, Jr. (3)
Miss D. J. Sinners
Co. Commrs. of Charles County (2)
SRC-Charles County

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR HOWARD E. MOLER
MONDAY, AUGUST 17, 1981

* * *

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

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

Road	Length	Minimum Distance	Proposed R/W Width
Gus Road, from Squire Lane to Dead End	375 ft.	7	30 ft.

Copy: Mr. D. G. Fisher
Mr. W. J. Mahoney
Mr. G. M. Connolly
Mr. A. T. Tate (2)
Mr. F. P. Gerlowski
Mr. M. H. Hershey
Mr. P. E. Miller
Mr. G. E. Lewis, Jr. (2)
Miss L. J. Simmons
Co. Commrs. of Charles County (2)
Mr. Martin Cundy

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

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

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

Road	Length	Election District	Proposed R/W Width
North Matthews Road, from Matthews Road to Dead End	618.51 feet	7 (NEW)	50 ft. Co 387
Ripley Park Drive, from Rt. 225 to Rt. 225	3998.02 feet	7 (OP 75)	50 ft. Co 386

Copy: Mr. D. H. Fisher
Mr. W. J. Addison
Mr. G. W. Cassell
Mr. A. W. Tate (2)
Mr. F. P. Scrivener
Mr. M. M. Brodsky
Mr. P. R. Miller
Mr. G. N. Lewis, Jr. (3)
Miss Jean Sinners
Co. Commrs. of Charles County (2)
SRC-Charles County

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JEROME B. WOLFF
MONDAY, JUNE 10, 1968
* * *

On Request of the County Commissioners of Charles County and on recommendation of District Engineer Tate, concurred in by Deputy Director-Chief Engineer Fisher and Commissioner Thorp, Chairman and Director Wolff accepted the following roads for maintenance as part of The County Road System of Charles County.

Road Condition Survey Report submitted by Mr. Tate indicates that these roads have been accepted and recorded by the County Commissioners of Charles County, providing for right of way widths as set forth below:

Road	Length	Election District	Proposed R/W Width	
DEACON ROAD	1410.89ft.	6	(OP 57) 50 ft.	Co 384
WARREN DRIVE	.45 mile	6	(OP 49) 50 ft.	Co 383
NORRIS DRIVE	569.47ft.	4	(NEW) 50 ft.	Co 382

Copy: Mr. D. H. Fisher
Mr. W. J. Addison
Mr. G. W. Cassell
Mr. A. W. Tate (2)
Mr. F. P. Scrivener
Mr. M. M. Brodsky
Mr. H. G. Downs
Mr. G. N. Lewis, Jr. (3)
Co. Commrs. of Charles County (2)
SRC-Charles County

GRANT AND AGREEMENT

Made this 6th day of October, 1966, by and between the STATE ROADS COMMISSION OF MARYLAND (the "Commission") and the BOARD OF PUBLIC WORKS OF MARYLAND (the "Board"), both acting for the State of Maryland; and 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 (the "Railroad"),

W I T N E S S E T H T H A T

WHEREAS, Railroad is desirous of constructing railroad tracks, and facilities appurtenant thereto, across Newburg Road, a public highway of the State of Maryland, in Charles County, known as Maryland Route No. 257, which will necessitate the occupation and use by Railroad of land now used and/or occupied by a portion of said road; and

WHEREAS, Railroad is willing to construct, at its sole cost and expense, a highway overpass to carry Maryland Route No. 257 over such proposed railroad track and a temporary road contiguous to Maryland Route No. 257 in order to maintain traffic during construction of such overpass, and to perform at its sole cost and expense, all the work (including the furnishing of all materials, tools, equipment, labor and superintendence required therefor) shown on the plans and specifications attached hereto and made a part hereof and designated as follows:

Exhibit "A"

Spur Track - Faulkner to Morgantown, Md.
Proposed O.H. Bridge - Maryland Route 257 -
Newburg, Maryland
Sheets 1 and 2

Dated July 1, 1966 Plan No. 43548
Revised August 19, 1966

and

Exhibit "B"

Special Specifications dated June 22, 1966, revised August 22, 1966

WHEREAS, the Board is joined with the Commission as a party to this instrument under the provisions of Section 15 of Article 78A of the Annotated Code of Maryland (1957 Edition), which requires the joinder of the Board to a conveyance of land or any interest therein made by the Commission;

NOW, THEREFORE, in consideration of the premises and of the sum of One Dollar ($1) paid by each of the parties hereto to each of the other parties hereto, receipt of which is acknowledged by each of the parties, the parties agree as follows:

1. The Commission and the Board, acting for the State of Maryland, do hereby give and grant unto Railroad, so far as the Commission and the Board have the right and authority so to do , and subject to the terms, limitations, covenants and conditions hereinafter set forth and provided, the right and permission to construct a highway overpass in the existing Newburg Road (Maryland Route No. 257) in Charles County, Maryland, at the location and in the manner set forth in the aforesaid plans and specifications, including the right and permission to perform all other work shown on or called for by said plans and specifications and such amendments, alterations, changes and additions thereto as may be approved by the Chief Engineer of the Commission.

2. The Commission and the Board, acting for the State of Maryland, do hereby give, grant and convey unto Railroad, its successors and assigns, so far as the Commission and the Board have the right, title and authority so to do, and without covenants of warranty, subject to the terms, limitations, covenants and conditions hereinafter set forth and provided, the perpetual right and easement to construct, maintain, use, operate, repair, renew, alter and/or remove one or more railroad tracks under the aforesaid highway overpass, and fixtures, appurtenances, structures and facilities incidental and pertinent to said tracks or necessary, advantageous or proper for the purposes of railroad use thereof and operations thereon, together with the right of free and uninterrupted ingress, egress and passing at all times hereafter under

the aforesaid highway overpass with or without locomotive, or cars, and doing anything necessary, useful or convenient in the transaction of railroad business; said tracks to be located as shown in the aforesaid plans and specifications. TO HAVE AND TO HOLD all and singular the rights, easements, liberties, privileges and appurtenances herein given, granted and conveyed unto Railroad, its successors and assigns forever.

3. No amendment, alteration, change or addition to the aforesaid plans and specifications, affecting the State of Maryland's interest, shall be made without the prior written approval of the Chief Engineer of the Commission

4. Railroad will pay for all work shown on or called for by the aforesaid plans and specifications and such amendments, alterations, changes and additions thereto as may be approved by the Chief Engineer of the Commission. Railroad will pay for all easements, rights-of-way, lands and property rights, other than those granted hereby, necessary to perform the aforesaid work, as well as the cost of preparing the aforesaid plans and specifications.

5. If at any time before the completion of the work shown on or called for by the aforesaid plans and specifications, the embankments or any portions thereof have suffered from erosion in the opinion of the Landscape Engineer and a District Engineer of the Commission, Railroad will place and propagate plant life on the embankments, or such portions thereof as the Landscape Engineer and a District Engineer of the Commission shall direct, to meet the specifications of the Landscape Engineer of the Commission.

6. During construction and until highway overpass is open for traffic, Railroad will maintain, in a manner satisfactory to the Chief Engineer of the Commission, the temporary road which is to be built to maintain traffic during construction as shown on Plan 4278410 attached hereto as Exhibit "C".

7. With the exception of any roadway pavement wearing surface, Railroad will at its sole cost and expense maintain the highway overpass and all parts thereof, including, but not limited to, piling, substructure, superstructure, concrete bridge deck, railings, curbs and paint, so long as the highway is used as such.

8. Railroad shall not be obligated to maintain the roadway pavement wearing surface of the highway overpass, or of the approaches thereto, or (except as otherwise provided in paragraph 9, below) the approach roads, including embankments, slopes, shoulders, curbs, gutters, medians, guard fence, inlets, storm water pipes or any appurtenances.

9. For a period of three (3) years after the highway overpass is open for traffic, Railroad will repair any damage to the approach roads caused by embankment movement, including any damage to the embankments, slopes, pavements, shoulders, curbs, gutters, medians, guard fence, inlets, storm water pipes, grass, sod and all appurtenances.

In the event, however, the said bridge structure and other highway facilities are damaged due to Railroad derailment, accidents or collisions on the Railroad, the Railroad will make or arrange to make the repairs necessary to restore the same substantially to their former condition, at its own cost and expense. In the event, however, the said bridge structure and other highway facilities are damaged by reason of collision or accident arising out of use of said highway, the Railroad will make the repairs necessary to restore the same to their former condition and the Commission agrees to reimburse the Railroad for the actual cost of such repairs.

However, if the Commission, so elects, the Commission, at Commission's own cost and expense, may perform or cause to be performed any repairs to said bridge structure and other highway facilities due to damage by reason of collision or accident arising out of use of said highway.

10. All material entering into the work shall be subject to the usual inspection of the Commission's Materials Division. In the case of materials other than paving materials, Railroad will submit the results of tests, such as compression tests on concrete cylinders, mill and shop reports of fabrication of steel parts and reinforcing rods, and chemical analysis of paints. All borrow material shall meet the laboratory recommendations of the Commission, as well as the usual tests and field tests of the Commission. An authorized representative of the Chief

Engineer of the Commission will be assigned to the work to make any and all necessary inspection and tests of the work performed and materials furnished.

11. Railroad will construct the overpass to accommodate a twenty-four foot (24') wide roadway with two (2) twelve foot (12') wide shoulders making a total of fourty-eight foot (48') wide bridge between parapets as shown on the aforesaid plans and specifications. Such construction, when completed, shall not relieve Railroad of an obligation to construct, at its expense, a second similar bridge should the State determine at some later date to dualize Maryland Route No. 257 between its junctions with Maryland Routes No. 301 and No. 254. This second bridge will be constructed within a right of way to be acquired by the Commission to provide for the future dualization of Maryland Route 257. The obligation of the Railroad for the reconstruction of the roadway of Maryland Route 257, disturbed by bridge construction, shall be limited to twenty-five feet (25') measured east and west of the bridge slab.

12. Railroad will require its contractor or contractors to use due diligence, care and caution in order to avoid accident, damage to, delay of, or interference with highway traffic or other property. The safety and continuity of operation of traffic on the highway shall be of the first importance, and shall at all times be protected and safeguarded, and the work shall be arranged accordingly. Whenever the work may affect the safety of the movement of traffic on the highway, the method of doing such work will first be submitted to the Chief Engineer of the Commission, or his authorized representative, for his approval, without which it shall not be commenced or prosecuted. However, the approval of the Chief Engineer of the Commission, or his authorized representative, shall not be considered as a release from responsibility for any damage to the Commission resulting from the acts of the contractors or their employees.

During construction the Commission will cooperate with Railroad in the protection of highway traffic. Railroad will notify the Chief Engineer of the

Commission a sufficient time in advance of the starting of work in order that necessary arrangements can be made properly to protect highway traffic. Any cost incurred by the Commission in the protection of such highway traffic will be reimbursed in accordance with the provisions of Section 16.

13. Upon completion of the work, Railroad will remove or cause to be removed from within the limits of the highway right-of-way all machinery, equipment, surplus materials, falsework, rubbish, and temporary buildings and will leave or cause to be left the right-of-way in a condition satisfactory to the Chief Engineer of the Commission or his authorized representative.

14. It is the intention of Railroad to let the work by contract or contracts and it is understood that each contractor will be required to carry, in connection with his contract, insurance of the following kinds and amounts:

(a) CONTRACTOR'S PUBLIC LIABILITY AND PROPERTY DAMAGE LIABILITY INSURANCE. Each contractor shall furnish evidence to both Commission and Railroad that, with respect to the operations he performs, he carries regular Contractor's Public Liability Insurance providing for a limit of not less than $250,000 for all damages arising out of bodily injuries to or death of one person and a total (or aggregate) limit of $500,000 for all damages arising out of bodily injuries to or death of two or more persons in any one accident, and regular Contractor's Property Damage Liability Insurance providing for a limit of not less than $100,000 for all damages arising out of, injury to, or destruction of, property in any one accident and a total (or aggregate) limit of $100,000 for all damages arising out of, injury to, or destruction of, property during the policy period.

If any of the work is sublet, similar insurance shall be provided by or in behalf of the subcontractors to cover their operations.

Copies of the policies for the insurance above required shall

be delivered to the Commission and Railroad, duly certified by the insurance company or its authorized representative.

Each of such policies shall be endorsed to cover the contractual liability of the contractor to the Commission as set forth in Section 15 hereof during the period the contractor is actually engaged in the work and for one year following completion of the contractor's work.

(b) CONTRACTOR'S PROTECTIVE PUBLIC LIABILITY AND PROPERTY DAMAGE LIABILITY INSURANCE. Each contractor shall furnish evidence to both the Commission and Railroad that, with respect to the operations performed for him by subcontractors, he carries on his own behalf regular Contractor's Protective Public Liability Insurance providing for a limit of not less than $250,000 for all damages arising out of bodily injuries to or death of one person and a total (or aggregate) limit of $500,000 for all damages arising out of bodily injuries to or death of two or more persons in any one accident, and regular Contractor's Protective Property Damage Liability Insurance providing for a limit of not less than $100,000 for all damages arising out of injury to or destruction of property in any one accident and a total (or aggregate) limit of $100,000 for all damages arising out of injury to or destruction of property during the policy period.

Copies of the policies for the insurance above required shall be delivered to the Commission and Railroad, duly certified by the insurance company or its authorized representative.

(c) STATE ROADS COMMISSION PROTECTIVE PUBLIC LIABILITY AND PROPERTY DAMAGE LIABILITY INSURANCE. The contractor shall furnish evidence to the Commission and to Railroad that, with respect to the operations he or any of his subcontractors performs, he has provided for and on behalf of the Commission and the Railroad regular Protective Public Liability Insurance providing for a limit of not less than $250,000 for all damages arising out of bodily injury to or death of one

person and a total (or aggregate) limit of $500,000 for all damages arising out of bodily injuries to or death of two or more persons in any one accident, and regular Protective Property Damage Liability Insurance providing for a limit of not less than $100,000 for all damages arising out of injury to or destruction of property in any one accident and a total (or aggregate) limit of $100,000 for all damages arising out of injury to or destruction of property during the policy period, and the original policies furnished hereunder issued in the name of the Commission shall be delivered to the Commission.

(d) WORKMEN'S COMPENSATION. The contractor shall maintain such insurance as will protect him from claims under Workmen's Compensation Acts whether such operations be by himself or by any subcontractor or anyone directly or indirectly employed by either of them. Certificates of such insurance shall be filed with both the Commission and Railroad, and shall be subject to their respective approval and adequacy of protection.

The insurance required by this Section 14 shall be carried until all work required to be performed under the terms of the contract is satisfactorily performed, as evidenced by the formal acceptance by the Commission.

It is understood that Railroad has the option of furnishing, at its own cost and expense, the insurance covered by sub-paragraphs (a), (b), (c) and (d), above.

15. In addition to any insurance required under this agreement from its contractor, Railroad agrees to and will require its contractor to covenant and agree to indemnify, protect and save harmless the Commission from any and all loss, cost, damage and expense, and claims and demands therefor, whether by reason of injury to or destruction of the property of Railroad,

or property of the Commission, or property in their or either of their possessions, control, or custody, or injury to or death of their officers, agents, employees or licensees, respectively, or injury to or death of other persons or injury to or destruction of property of other persons or corporations, who may seek to hold the Commission or its employees liable therefor, and occurring or growing out of or attributable to any work to be performed by him pursuant to this agreement, or any work subsequently agreed to or incidental hereto, except where attributable to the sole negligence of the Commission or its employees.

16. Railroad will reimburse the Commission for (i) the actual salaries, wages, and expenses, if any, of personnel assigned by the Commission to the work to make inspections and tests of the work performed and materials furnished, and (ii) for the actual costs and expenses, if any, which the Commission may incur for labor, materials and hauling, if any, in making arrangements properly to protect highway traffic in accordance with the provisions of paragraph 12 hereof.

17. During the performance of work under this agreement, where such work is accomplished by other than Railroad forces, the Railroad agrees to conform, to the extent applicable, with the requirements of Appendix 'A', attached hereto and made a part hereof, which sets forth Federal regulations to be followed in compliance with Title VI of the Civil Rights Act of 1964.

18. The terms and conditions of this Grant and Agreement shall apply to, be binding upon, and inure to the benefit of, the parties hereto and their and each of their respective successors and assigns, but shall not inure to the benefit of, or create any right, privilege or interest in any third party.

IN WITNESS WHEREOF the Commission has caused this Grant and Agreement to be executed by its Chairman-Director and attested by its Secretary, the Board has caused this Grant and Agreement to be executed on its behalf by the members thereof, and the Railroad has caused this Grant and Agreement to be executed on their behalf by their proper officers duly authorized and their Corporate seals to be hereunto duly affixed and attested by their Secretary or one of their Assistant Secretaries, all as of the day and year first above written.

ATTEST:

Secretary

STATE ROADS COMMISSION OF MARYLAND

By

Chairman-Director

WITNESS:

BOARD OF PUBLIC WORKS OF MARYLAND

By

Governor

By

Comptroller

By

Treasurer

ATTEST:

Assistant Secretary

THE PHILADELPHIA, BALTIMORE AND WASHINGTON RAILROAD COMPANY

By

Vice President

ATTEST:

Assistant Secretary

THE PENNSYLVANIA RAILROAD COMPANY

By

General Manager

Approved as to form
and legal sufficiency

10-24-1966

Special Attorney

STATE OF MARYLAND,
SS.:
CITY OF BALTIMORE,

I HEREBY CERTIFY that on this 31st day of October, 1966, before me, the subscriber, a Notary Public of the State of Maryland in and for the City aforesaid, personally appeared John B. Funk, Chairman-Director of the STATE ROADS COMMISSION OF MARYLAND, and acknowledged the foregoing Grant and Agreement to be the act of the STATE ROADS COMMISSION OF MARYLAND, acting for the State of Maryland.

WITNESS my hand and notarial seal.

Harry A. Pierce
Notary Public

My commission expires: July 1, 1967

STATE OF MARYLAND,
SS.:
COUNTY OF BALTIMORE,

I HEREBY CERTIFY that on this 29th day of November, 1966, before me, the subscriber, a Notary Public of the State of Maryland in and for the County aforesaid, personally appeared J. Millard Tawes, Governor, Lewis L. Goldstein, Comptrollor, and John A. Luetkemeyer, Treasurer, constituting the BOARD OF PUBLIC WORKS OF MARYLAND, and each severally acknowledged the foregoing Grant and Agreement to be the act of the BOARD OF PUBLIC WORKS OF MARYLAND, acting for the State of Maryland.

WITNESS my hand and notarial seal.

Andrew Hendrick
Notary Public

My commission expires: July 5, 1969

COMMONWEALTH OF PENNSYLVANIA,
SS.:
COUNTY OF PHILADELPHIA,

I HEREBY CERTIFY that on this 7th day of October, 1966, before me, the subscriber, a Notary Public for the County and State aforesaid, personally appeared ~~D. E. Smucker~~, Vice President of THE PHILADELPHIA, BALTIMORE AND WASHINGTON RAILROAD COMPANY, a body corporate, and acknowledged the foregoing Grant and Agreement to be the corporate act and deed of said corporation.

WITNESS my hand and notarial seal.

James E. Porter
Notary Public
PHILADELPHIA, PHILADELPHIA CO., PA.

My commission expires: June 24, 1970

COMMONWEALTH OF PENNSYLVANIA,

SS.:

COUNTY OF PHILADELPHIA,

I HEREBY CERTIFY that on this 7 day of October, 1966, before me, the subscriber, a Notary Public for the County and State aforesaid, personally appeared G. C. Vaughan, General Manager of THE PENNSYLVANIA RAILROAD COMPANY, a body corporate, and acknowledged the foregoing Grant and Agreement to be the corporate act and deed of said corporation.

WITNESS my hand and notarial seal.

Notary Public
PHILADELPHIA, PHILADELPHIA COUNTY, PA.

My commission expires: June [illegible]

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JOHN B. FUNK
MONDAY, OCTOBER 31, 1966
***

Chairman and Director Funk executed Grant and Agreement, in quadruplicate, dated October 6, 1966, by and between the State Roads Commission of Maryland (the "Commission") and the Board of Public Works of Maryland (the "Board"), both acting for the State of Maryland, and 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 (the "Railroad"), wherein the Commission and Board, insofar as they have the right, title and authority so to do, and subject to the terms, limitations, covenants and conditions therein set forth and provided, give and grant unto the Railroad the right and permission to construct, at its sole cost and expense, a highway overpass to carry the existing Allens Fresh Road, Maryland Route No. 234, in Charles County, Maryland (Contract BW-634-521) over a proposed spur track to be constructed by the Railroad from Faulkner to Morgantown, Maryland, while Maryland Route 868-A (old Maryland Route No. 234) is used as a temporary detour road in order to maintain traffic during construction of such overpass, and to relocate old Maryland Route 234, at its sole cost and expense, after construction of the overpass, to serve a generating plant of the Potomac Electric Power Company. After Maryland Route 868-A (old Maryland Route 234) is relocated in a manner satisfactory to the Chief Engineer of the Commission, it shall be owned, maintained, renewed and repaired by the Commission.

Said Grant and Agreement further provides that in the event the Commission determines at some later date to dualize Maryland Route No. 234 between its junctions with Maryland Routes No. 301 and No. 232, the Railroad will be obligated to construct, at its expense, a second similar bridge, to be located within the 150' right of way presently owned by the Commission and shown on Commission's Plat No. 20795 (Contract No. Ch-301-2-520).

Said Grant and Agreement had been executed previously by the Railroad, approved as to form and legal sufficiency by Special Attorney F. A. Puderbaugh, and recommended for approval and execution by Chief Engineer Fisher in letter dated October 24, 1966.

Copy: Mr. D. H. Fisher
Mr. W. J. Addison
Mr. G. W. Cassell
Mr. C. A. Goldeisen
Mr. L. E. McCarl
Mr. M. M. Brodsky
Mr. A. L. Grubb (2)
Mr. H. G. Downs (4)
Mr. M. D. Philpot (2)
Mr. L. C. Moser (3)
Contract Ch-501-2-520
Mr. G. N. Lewis, Jr. (8)
Mr. M. C. Thompson, Jr. (2)
Mr. E. K. Lloyd
Mr. C. S. Linville
Mr. W. B. Duckett (2)
Mr. N. L. Smith, Jr.
Mr. F. P. Scrivener
Secretary's File
SRC-Charles County
Contract BW-634-521

1 Bw

MEMORANDUM OF AGREEMENT BETWEEN STATE OF MARYLAND DEPARTMENT OF TRANSPORTATION
BY THE STATE HIGHWAY ADMINISTRATION
AND
THE BALTIMORE AND OHIO RAILROAD COMPANY
DATED: OCTOBER 31, 1968

Chairman and Director Ryan presented Court and Agreement, in quadruplicate, dated October 4, 1968, by and between the State Roads Commission of Maryland (the "Commission") and the Board of Public Works of Maryland (the "Board"), both acting for the State of Maryland, and 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 (the "Railroad"), wherein the Commission and Board, insofar as they have the right, title and authority so to do, undertakes to the terms, stipulations, covenants and conditions therein set forth and provided, and upon and upon the Railroad's part and undertaking to construct, at its own cost and expense, a highway overpass to carry the existing Aliens Road, Maryland Route No. 274, in Queen Anne County, Maryland (Contract No. 274-1) over a proposed new track to be constructed by the Railroad for the Railroad to operate thereon, supplied, while Maryland Route 213-A (old Maryland Route No. 213) is made at a temporary detour road in order to maintain traffic during construction of such overpass, and to relocate old Maryland Route 213-A at its own cost and expense, after construction of the overpass, to serve a generating plant of the Potomac Electric Power Company. After Maryland Route 213-A (old Maryland Route 213) is relocated in a manner satisfactory to the Chief Engineer of the Commission, it shall be owned, maintained, operated and regulated by the Commission.

Said Court and Agreement further provides that in the event the Commission determines at some later date to improve Maryland Route No. 274 between the junctions with Maryland State Rte. No. 301 and No. 222, the Railroad will be obligated to construct, at its expense, a second similar bridge, to be located within the 120' right of way presently owned by the Commission and shown on Commission's Plat No. 20715 (Contract No. CR-301-2-5113).

Said Court and Agreement had been executed previously by the Railroad, approved as to form and legal sufficiency by Special Attorney E. A. Sundermann, and recommended for approval and execution by Chief Engineer Fisher in letter dated October 29, 1968.

Copy: Mr. O. H. Fisher
Mr. J. J. Adgiron
Mr. G. W. Cassell
Mr. G. A. Goldstein
Mr. L. T. McCaul
Mr. H. M. Brooks
Mr. A. L. Cook (2)
Mr. H. C. Dunn (4)
Mr. H. G. Fritzson (2)
Mr. L. G. Moore (2)
Contract CR-301-2-5113

Mr. G. H. Jacob, Jr. (8)
Mr. H. C. Dunn, Jr. (2)
Mr. E. E. Lloyd
Mr. C. C. Gillville
Mr. H. S. Duckett (2)
Mr. H. L. Smith, Jr.
Mr. R. C. Reinhart
Secretary's File
BPW-Charles County
Contract CR-301-2-5113

GRANT AND AGREEMENT

Made this 6th day of October, 1966, by and between the STATE ROADS COMMISSION OF MARYLAND (the "Commission" and the BOARD OF PUBLIC WORKS OF MARYLAND (the "Board"), both acting for the State of Maryland; and 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 (the "Railroad"),

W I T N E S S E T H T H A T

WHEREAS, Railroad is desirous of constructing railroad tracks, and facilities appurtenant thereto, across Allens Fresh Road, a public highway of the State of Maryland, in Charles County, known as Maryland Route No. 234, which will necessitate the occupation and use by Railroad of land now used and/or occupied by a portion of said road; and

WHEREAS, Railroad is willing to construct, at its sole cost and expense, a highway overpass to carry Maryland Route No. 234 over such proposed railroad track, while Maryland Route 868-A (old Maryland Route No. 234) is used as a temporary detour road in order to maintain traffic during construction of such overpass, to relocate old Maryland Route 234 after construction of the overpass, and to perform at its sole cost and expense, all work (including the furnishing of all materials, tools, equipment, labor and superintendence required therefor) shown on the plans and specifications attached hereto and made a part hereof and designated as follows:

Exhibit "A"

Spur Track - Faulkner to Morgantown, Md.
Proposed O.H. Bridge - Maryland Route 234 -
Allen's Fresh, Maryland
Sheets 1 and 2

Dated July 1, 1966 Plan No. 43549
Revised August 19, 1966

and

Exhibit "B"

Special Specifications dated June 22, 1966, revised August 22, 1966

and

Exhibit "C"

Faulkner to Morgantown, Md.
Connection between Route 234 and Route 868-A
Dated: July 22, 1966 Plan No. 42784-11

WHEREAS, the Board is joined with the Commission as a party to this instrument under the provisions of Section 15 of Article 78A of the Annotated Code of Maryland (1957 Edition), which requires the joinder of the Board to a conveyance of land or any interest therein made by the Commission;

NOW, THEREFORE, in consideration of the premises and of the sum of One Dollar ($1) paid by each of the parties hereto to each of the other parties hereto, receipt of which is acknowledged by each of the parties, the parties agree as follows:

1. The Commission and the Board, acting for the State of Maryland, do hereby give and grant unto Railroad, so far as the Commission and the Board have the right and authority so to do, and subject to the terms, limitations, covenants and conditions hereinafter set forth and provided, the right and permission to construct a highway overpass in the existing Allens Fresh Road (Maryland Route No. 234) in Charles County, Maryland, at the location and in the manner set forth in the aforesaid plans and specifications, including the right and permission to perform all other work shown on or called for by said plans and specifications and such amendments, alterations, changes and additions thereto as may be approved by the Chief Engineer of the Commission.

2. The Commission and the Board, acting for the State of Maryland, do hereby give, grant and convey unto Railroad, its successors and assigns, so far as the Commission and the Board have the right, title and authority so to do, and without covenants of warranty, subject to the terms, limitations, covenants and conditions hereinafter set forth and provided, the perpetual right and easement to construct, maintain, use, operate, repair, renew, alter and/or remove one or more railroad tracks under the aforesaid highway overpass, and fixtures, appurtenances, structures and facilities incidental and pertinent to said tracks or necessary, advantageous or proper for the purposes of railroad use thereof and operations thereon, together with the right of free and uninterrupted ingress, egress and passing at all times hereafter under

the aforesaid highway overpass with or without locomotive, or cars, and doing anything necessary, useful or convenient in the transaction of railroad business; said tracks to be located as shown in the aforesaid plans and specifications. TO HAVE AND TO HOLD all and singular the rights, easements, liberties, privileges and appurtenances herein given, granted and conveyed unto Railroad, its successors and assigns forever.

3. No amendment, alteration, change or addition to the aforesaid plans and specifications, affecting the State of Maryland's interest, shall be made without the prior written approval of the Chief Engineer of the Commission.

4. Railroad will pay for all work shown on or called for by the aforesaid plans and specifications and such amendments, alterations, changes and additions thereto as may be approved by the Chief Engineer of the Commission. Railroad will pay for all easements, rights-of-way, lands and property rights, other than those granted hereby, necessary to perform the aforesaid work, as well as the cost of preparing the aforesaid plans and specifications.

5. If at any time before the completion of the work shown on or called for by the aforesaid plans and specifications, the embankments or any portions thereof have suffered from erosion in the opinion of the Landscape Engineer and a District Engineer of the Commission, Railroad will place and propagate plant life on the embankments, or such portions thereof as the Landscape Engineer and a District Engineer of the Commission shall direct, to meet the specifications of the Landscape Engineer of the Commission.

6. During construction and until highway overpass is open for traffic, Maryland Route 868-A (old Maryland Route 234) will be used as a temporary detour. After construction of the highway overpass, Maryland Route 868-A (old Maryland Route 234) will be relocated by the Railroad, at its sole cost and expense as shown on Exhibit "C". After Maryland Route 868-A (old Maryland Route 234) is relocated in a manner satisfactory to the Chief Engineer of the Commission, it shall be owned, maintained, renewed and repaired by the Commission.

7. With the exception of any roadway pavement wearing surface, Railroad will its sole cost and expense maintain the highway overpass and all parts thereof,

including, but not limited to, piling, substructure, superstructure, concrete bridge deck, railings, curbs and paint, so long as the highway is used as such.

8. Railroad shall not be obligated to maintain the roadway pavement/wearing surface of the highway overpass, relocated Maryland Route 868-A (old Maryland Route 234), or of the approaches thereto, or (except as otherwise provided in paragraph 9, below) the approach roads, including embankments, slopes, shoulders, curbs, gutters, medians, guard fence, inlets, storm water pipes or any appurtenances.

9. For a period of three (3) years after the highway overpass is open for traffic, Railroad will repair any damage to the approach roads caused by embankment movement, including any damage to the embankments, slopes, pavements, shoulders, curbs, gutters, medians, guard fence, inlets, storm water pipes, grass, sod and all appurtenances.

In the event, however, the said bridge structure and other highway facilities are damaged due to Railroad derailment, accidents or collisions on the Railroad, the Railroad will make or arrange to make the repairs necessary to restore the same substantially to their former condition, at its own cost and expense. In the event, however, the said bridge structure and other highway facilities are damaged by reason of collision or accident arising out of use of said highway, the Railroad will make the repairs necessary to restore the same to their former condition and the Commission agrees to reimburse the Railroad for the actual cost of such repairs.

However, if the Commission, so elects, the Commission, at Commission's own cost and expense, may perform or cause to be performed any repairs to said bridge structure and other highway facilities due to damage by reason of collision or accident arising out of use of said highway.

10. All materials entering into the work shall be subject to the usual inspection of the Commission's Materials Division. In the case of materials other than paving materials, Railroad will submit the results of tests, such as compression tests on concrete cylinders, mill and shop reports of fabrication of steel parts and

reinforcing rods, and chemical analysis of paints. All borrow material shall meet the laboratory recommendations of the Commission, as well as the usual tests and field tests of the Commission. An authorized representative of the Chief Engineer of the Commission will be assigned to the work to make any and all necessary inspection and tests of the work performed and materials furnished.

11. Railroad will construct the overpass to accommodate a twenty-four foot (24') wide roadway with two (2) twelve foot (12') wide shoulders making a total of fourty-eight foot (48') wide bridge between parapets as shown on the aforesaid plans and specifications. Such construction, when completed, shall not relieve Railroad of an obligation to construct, at its expense, a second similar bridge should the State determine at some later date to dualize Maryland Route No. 234 between its junctions with Maryland Routes No. 301 and No. 232. This second bridge will be constructed within the one hundred and fifty foot (150') right of way presently owned by the Commission and shown on Commission's Plat No. 20795 (Contract No. CH 301-2-520). The obligation of the Railroad for the reconstruction of the roadway of Maryland Route 234, disturbed by bridge construction, shall be limited to twenty-five feet (25') measured east and west of the bridge slab.

12. Railroad will require its contractor or contractors to use due diligence, care and caution in order to avoid accident, damage to, delay of, or interference with highway traffic or other property. The safety and continuity of operation of traffic on the highway shall be of the first importance, and shall at all times be protected and safeguarded, and the work shall be arranged accordingly. Whenever the work may effect the safety of the movement of traffic on the highway, the method of doing such work will first be submitted to the Chief Engineer of the Commission, or his authorized representative, for his approval, without which it shall not be commenced or prosecuted. However, the approval of the Chief Engineer of the Commission, or his authorized representative, shall not be considered as a release from responsibility for any damage to the Commission resulting from the acts of any of the contractors or their employees.

During construction the Commission will cooperate with Railroad in the protection of highway traffic. Railroad will notify the Chief Engineer of the

Commission a sufficient time in advance of the starting of work in order that necessary arrangements can be made properly to protect highway traffic. Any cost incurred by the Commission in the protection of such highway traffic will be reimbursed in accordance with the provisions of Section 16.

13. Upon completion of the work, Railroad will remove or cause to be removed from within the limits of the highway right-of-way all machinery, equipment, surplus materials, falsework, rubbish, and temporary buildings and will leave or cause to be left the right-of-way in a condition satisfactory to the Chief Engineer of the Commission or his authorized representative.

14. It is the intention of Railroad to let the work by contract or contracts and it is understood that each contractor will be required to carry, in connection with his contract, insurance of the following kinds and amounts:

(a) CONTRACTOR'S PUBLIC LIABILITY AND PROPERTY DAMAGE LIABILITY INSURANCE. Each contractor shall furnish evidence to both Commission and Railroad that, with respect to the operations he performs, he carries regular Contractor's Public Liability Insurance providing for a limit of not less than $250,000 for all damages arising out of bodily injuries to or death of one person and a total (or aggregate) limit of $500,000 for all damages arising out of bodily injuries to or death of two or more persons in any one accident, and regular Contractor's Property Damage Liability Insurance providing for a limit of not less than $100,000 for all damages arising out of, injury to, or destruction of, property in any one accident and a total (or aggregate) limit of $100,000 for all damages arising out of, injury to, or destruction of, property during the policy period.

If any of the work is sublet, similar insurance shall be provided by or in behalf of the subcontractors to cover their operations.

Copies of the policies for the insurance above required shall

be delivered to the Commission and Railroad, duly certified by the insurance company or its authorized representative.

Each of such policies shall be endorsed to cover the contractual liability of the contractor to the Commission as set forth in Section 15 hereof during the period the contractor is actually engaged in the work and for one year following completion of the contractor's work.

(b) CONTRACTOR'S PROTECTIVE PUBLIC LIABILITY AND PROPERTY DAMAGE LIABILITY INSURANCE. Each contractor shall furnish evidence to both the Commission and Railroad that, with respect to the operations performed for him by subcontractors, he carries on his own behalf regular Contractor's Protective Public Liability Insurance providing for a limit of not less than $250,000 for all damages arising out of bodily injuries to or death of one person and a total (or aggregate) limit of $500,000 for all damages arising out of bodily injuries to or death of two or more persons in any one accident, and regular Contractor's Protective Property Damage Liability Insurance providing for a limit of not less than $100,000 for all damages arising out of injury to or destruction of property in any one accident and a total (or aggregate) limit of $100,000 for all damages arising out of injury to or destruction of property during the policy period.

Copies of the policies for the insurance above required shall be delivered to the Commission and Railroad, duly certified by the insurance company or its authorized representative.

(c) STATE ROADS COMMISSION PROTECTIVE PUBLIC LIABILITY AND PROPERTY DAMAGE LIABILITY INSURANCE. The contractor shall furnish evidence to the Commission and to Railroad that, with respect to the operations he or any of his subcontractors performs, he has provided for and on behalf of the Commission and the Railroad regular Protective Public Liability Insurance providing for a limit of not less than $250,000 for all damages arising out of bodily injury to or death of one

person and a total (or aggregate) limit of $500,000 for all damages arising out of bodily injuries to or death of two or more persons in any one accident, and regular Protective Property Damage Liability Insurance providing for a limit of not less than $100,000 for all damages arising out of injury to or destruction of property in any one accident and a total (or aggregate) limit of $100,000 for all damages arising out of injury to or destruction of property during the policy period, and the original policies furnished hereunder issued in the name of the Commission shall be delivered to the Commission.

(d) WORKMEN'S COMPENSATION. The contractor shall maintain such insurance as will protect him from claims under Workmen's Compensation Acts whether such operations be by himself or by any subcontractor or anyone directly or indirectly employed by either of them. Certificates of such insurance shall be filed with both the Commission and Railroad, and shall be subject to their respective approval and adequacy of protection.

The insurance required by this Section 14 shall be carried until all work required to be performed under the terms of the contract is satisfactorily performed, as evidenced by the formal acceptance by the Commission.

It is understood that Railroad has the option of furnishing, at its own cost and expense, the insurance covered by sub-paragraphs (a), (b), (c) and (d), above.

15. In addition to any insurance required under this agreement from its contractor, Railroad agrees to and will require its contractor to covenant and agree to indemnify, protect and save harmless the Commission from any and all loss, cost, damage and expense, and claims and demands therefor, whether by reason of injury to or destruction of the property of Railroad,

or property of the Commission, or property in their or either of their possessions, control, or custody, or injury to or death of their officers, agents, employees or licensees, respectively, or injury to or death of other persons or injury to or destruction of property of other persons or corporations, who may seek to hold the Commission or its employees liable therefor, and occurring or growing out of or attributable to any work to be performed by him pursuant to this agreement, or any work subsequently agreed to or incidental hereto, except where attributable to the sole negligence of the Commission or its employees.

16. Railroad will reimburse the Commission for (i) the actual salaries, wages, and expenses, if any, of personnel assigned by the Commission to the work to make inspections and tests of the work performed and materials furnished, and (ii) for the actual costs and expenses, if any, which the Commission may incur for labor, materials and hauling, if any, in making arrangements properly to protect highway traffic in accordance with the provisions of paragraph 12 hereof.

17. During the performance of work under this agreement, where such work is accomplished by other than Railroad forces, the Railroad agrees to conform, to the extent applicable, with the requirements of Appendix 'A', attached hereto and made a part hereof, which sets forth Federal regulations to be followed in compliance with Title VI of the Civil Rights Act of 1964.

18. The terms and conditions of this Grant and Agreement shall apply to, be binding upon, and inure to the benefit of, the parties hereto and their and each of their respective successors and assigns, but shall not inure to the benefit of, or create any right, privilege or interest in any third party.

IN WITNESS WHEREOF the Commission has caused this Grant and Agreement to be executed by its Chairman-Director and attested by its Secretary, the Board has caused this Grant and Agreement to be executed on its behalf by the members thereof, and the Railroad has caused this Grant and Agreement to be executed on their behalf by their proper officers duly authorized and their Corporate seals to be hereunto duly affixed and attested by their Secretary or one of their Assistant Secretaries, all as of the day and year first above written.

ATTEST:

Secretary

STATE ROADS COMMISSION OF MARYLAND

By _____
Chairman-Director

WITNESS:

BOARD OF PUBLIC WORKS OF MARYLAND

By _____
Governor

By _____
Comptroller

By _____
Treasurer

ATTEST:

Assistant Secretary

THE PHILADELPHIA, BALTIMORE AND WASHINGTON RAILROAD COMPANY

By _____
Vice President

ATTEST:

Assistant Secretary

THE PENNSYLVANIA RAILROAD COMPANY

By _____
General Manager

Approved as to form
and legal sufficiency
10-24-1962
Special Attorney

STATE OF MARYLAND,
SS.:
CITY OF BALTIMORE,

I HEREBY CERTIFY that on this 31st day of October, 1966, before me, the subscriber, a Notary Public of the State of Maryland in and for the City aforesaid, personally appeared John B. Funk, Chairman-Director of the STATE ROADS COMMISSION OF MARYLAND, and acknowledged the foregoing Grant and Agreement to be the act of the STATE ROADS COMMISSION OF MARYLAND, acting for the State of Maryland.

WITNESS my hand and notarial seal.

Henry J. Kortes
Notary Public

My commission expires: July 1, 1967

STATE OF MARYLAND,
SS.:
COUNTY OF BALTIMORE,

I HEREBY CERTIFY that on this 28th day of November, 1966, before me, the subscriber, a Notary Public of the State of Maryland in and for the County aforesaid, personally appeared J. Millard Tawes, Governor, Lewis L. Goldstein, Comptroller, and John A. Luetkemeyer, Treasurer, constituting the BOARD OF PUBLIC WORKS OF MARYLAND, and each severally acknowledged the foregoing Grant and Agreement to be the act of the BOARD OF PUBLIC WORKS OF MARYLAND, acting for the State of Maryland.

WITNESS my hand and notarial seal.

Louise Schulet
Notary Public

My commission expires: July 1st, 1967

COMMONWEALTH OF PENNSYLVANIA,
SS.:
COUNTY OF PHILADELPHIA,

I HEREBY CERTIFY that on this 7th day of October, 1966, before me, the subscriber, a Notary Public for the County and State aforesaid, personally appeared D. E. Smicker, Vice President of THE PHILADELPHIA, BALTIMORE AND WASHINGTON RAILROAD COMPANY, a body corporate, and acknowledged the foregoing Grant and Agreement to be the corporate act and deed of said corporation.

WITNESS my hand and notarial seal.

James E. Burton
Notary Public
PHILADELPHIA, PHILADELPHIA CO., PA.

My commission expires: JUNE 21, 1970

COMMONWEALTH OF PENNSYLVANIA,

SS.:

COUNTY OF PHIALDELPHIA,

I HEREBY CERTIFY that on this 7th day of October, 1966, before me, the subscriber, a Notary Public for the County and State aforesaid, personally appeared G. C. Vaughan, General Manager of THE PENNSYLVANIA RAILROAD COMPANY, a body corporate, and acknowledged the foregoing Grant and Agreement to be the corporate act and deed of said corporation.

WITNESS my hand and notarial seal.

James E. Barton

Notary Public

PHILADELPHIA, PHILADELPHIA CO., PA.

My commission expires: JUNE 24, 1970

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
TUESDAY, OCTOBER 25, 1966
***

On request of the Board of County Commissioners of Charles County, and on recommendation of District Engineer Thompson, concurred in by Chief Engineer Fisher, the Commission accepted the following portions of roads for maintenance as part of the County Roads System of Charles County.

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

Road	Length	Election District	Proposed R/W Width
Co 280 Portion of Chippewa Street, from end of present maintenance to end of road	0.05 285 ft.	7	60 ft.
Co 324 Portion of Boise Street, from Bucknell Road to end of road	0.02 105 ft.	7	50 ft.
Co 325 Portion of Bannock Street, from Bucknell Road to end of road	0.02 105 ft.	7	50 ft.
Co 299 Portion of Blackfoot Street, from end of Blackfoot Street to end of road	0.05 228 ft.	7	50 ft.
Co 323 Portion of Bucknell Road to end of road	0.05 1,615 ft.	7	60 ft.

ALSO SEE SRC MINUTES
1-25-68

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

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROAD COMMISSION
TUESDAY, OCTOBER 25, 1966

On request of the Board of County Commissioners of Charles County, and on recommendation of District Engineer Thompson, concurred in by Chief Engineer Fisher, the Commission accepted the following portions of roads for maintenance as part of the County Road System of Charles County.

The condition survey report submitted by Mr. Thompson indicates that these roads have been accepted and recorded by the County Commissioners of Charles County, providing for rights of way widths as set forth below:

Road	Length	Minimum clearing	Proposed R/W Width
Portion of Chippens Street, from end of present maintenance to end of road	285 ft.	7	60 ft.
Portion of Dorne Street, from Bucknell Road to end of road	185 ft.	7	30 ft.
Portion of Ramsey Street, from Bucknell Road to end of road	195 ft.	7	30 ft.
Portion of Hutchins Street, from end of Hinkelpot Street to end of road	298 ft.	7	30 ft.
Portion of Bucknell Road to end of road	1,015 ft.	7	30 ft.

Copy: Mr. D. H. Fisher
Mr. W. J. Hudson
Mr. O. V. Cassell (Reports)
Mr. H. C. Thompson, Jr. (3)
Mr. F. F. Scrivener
Mr. M. M. Moseley
Mr. H. C. Downs
Mr. C. H. Leach, Jr. (3)
Co. Comm. of Charles County
Sec-Charles County

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JOHN B. FUNK
MONDAY, APRIL 11, 1966
***

Chairman and Director Funk executed agreement, in triplicate, dated March 2, 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 Railroad grants to the Commission easement across the track and right of way of its Popes Creek Branch to permit the widening and improvement of Maryland Route 6 from the east limits of LaPlata to U. S. Route 301, in Charles County, Maryland, which crosses the track and right of way of the Railroad's Popes Creek Branch at grade, necessitating adjustment and widening of existing grade crossing (Contract Ch-351-2-541), and wherein the parties thereto state more fully their respective aims and obligations connected therewith.

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. W. J. Addison
Mr. L. E. McCarl
Mr. C. A. Goldeisen
Mr. F. P. Scrivener
Mr. M. C. Thompson, Jr. (2)
Mr. A. L. Grubb (2)
Mr. M. D. Philpot (2)
Mr. C. S. Linville
Mr. G. W. Cassell
Mr. M. M. Brodsky
Mr. H. P. Jones
Mr. L. C. Moser (3)
Mr. W. B. Duckett (2)
Mr. E. K. Lloyd
Mr. H. G. Downs (4)
Mr. G. N. Lewis, Jr. (8)
Secretary's File
SRC-Charles County
Contract Ch-351-2-541

THIS AGREEMENT, executed in triplicate, made and entered into this 22d day of March 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, hereinafter sometimes called "Railroad", and the STATE ROADS COMMISSION OF MARYLAND, acting for the State of Maryland, party of the second part, hereinafter sometimes called "Commission", witnesseth:

WHEREAS, the Commission proposes to widen and improve Maryland Route 6 from the east limits of LaPlata to U. S. Route 301, in Charles County, Maryland, the aforesaid work being sometimes referred to as the "Project", and

WHEREAS, Maryland Route 6 crosses the track and right of way of the Railroad's Popes Creek Branch, at grade, necessitating adjustment and widening of existing grade crossing, as well as an additional easement across the Railroad's right of way to permit the improvement of the highway, as planned, and

WHEREAS, the Commission desires the Railroad to grant necessary easement and perform the work required in the rehabilitation of its track and the installation of its standard timber panel crossing to conform to the new highway grade, and

WHEREAS, the parties hereto understand that, pursuant to legislation by the Federal Government, funds may be authorized and allocated by the Bureau of Public Roads for said Project, which will be constructed to minimum Federal and Commission standards, as a Federal-Aid Project, and

WHEREAS, the Department of Commerce has issued regulations (Title 15, Code of Federal Regulations, Part 8) in implementation of Title VI of the Civil Rights Act of 1964 (Section 602, 78 Stat. 252); and

WHEREAS, the Project provides for a highway facility solely for the improvement of the highway traffic services, and the benefit to the Railroad from the construction is zero, and the cost to the Railroad is zero, and

WHEREAS, the parties hereto are desirous of cooperating with each other in accomplishing this proposed Project and to enter into an agreement to state more fully their respective aims and obligations connected therewith:

NOW, THEREFORE, this agreement witnesseth that for and in consideration of the premises and the sum of One Dollar ($1.00), paid by each party to the other, receipt whereof is hereby acknowledged, and of the mutual covenants and agreements herein contained, the parties hereto do hereby agree as follows:

1. Railroad does hereby grant unto the Commission insofar as it has the legal right and its present title permits and subject to the terms, limitations, and agreements hereinafter set forth, the right, liberty and privilege of widening, maintaining and renewing, at its sole cost expense, the crossing, at grade, over and across the track and right of way of the Railroad's Popes Creek Branch for the improvement of Maryland Route 6, at LaPlata, Maryland and is for the sole use of the public and the benefits to the Railroad are zero.

2. Detailed plans and specifications for the Project shall be prepared by the Commission and identified as Commission's Contract Number Ch-351-1-541, said Project to be paid by the Commission and as further provided in Section 8 hereof. Said plans and specifications and any subsequent changes therein shall be subject to the approval (in writing) of all parties to this agreement, to the extent that their respective interests are affected thereby. In addition, and where necessary, said plans and specifications shall be subject to Federal approval.

3. Railroad, insofar as it has the right so to do, hereby grants to the Commission, without monetary consideration, necessary easement to permit the widening of the present grade crossing for the improvement of Maryland Route 6, as shown on Commission's Plat No. 31764, a print of which is attached hereto and made a part hereof.

4. Railroad, at Commission's expense, shall prepare its track for the proposed widening of present grade crossing, which work shall, in general, involve renewing, if necessary, the ties and rails; installing the Pennsylvania Railroad standard timber panel highway crossing; cribbing out the ballast between and under ties and substituting stone ballast from 18 inches below the ties to top of the ties; and surfacing track through the crossing, all preparatory to the paving by the Commission in vicinity of the rails, and shall also, relocate, change or alter such telephone, telegraph and signal lines, as well as other railroad facilities, as may be necessary to accommodate the Project, the Commission to reimburse the Railroad as provided in Section 8 hereof. Railroad, at its expense, shall thereafter maintain, repair and renew its said facilities.

During the performance of work under this agreement, where such work is accomplished by other than Railroad forces, the Railroad agrees to conform with the requirements of Appendix A, attached hereto and made a part hereof.

5. It is agreed that automatic highway-railroad flashing light signal protection will not be required at this crossing because of the nature and limited amount of Railroad traffic at this location. If in the future it becomes necessary to provide such automatic protection, the Railroad, with Commission's approval and at its expense, shall furnish, install, operate, maintain and renew any such protection. The Railroad at Commission's expense, shall furnish, install, maintain and renew railroad crossing warning signs. Until such time as automatic protection is required, the Railroad further agrees that trains approaching the crossing will stop and discharge a flagman to protect highway traffic.

6. Each party shall in carrying out the work provide the necessary engineering and inspection. Commission shall reimburse the Railroad for all such cost incurred by it, as provided in Section 8 herein.

7. Before any work on the Project is commenced, the Commission 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 Project has been completed and accepted:

INSURANCE

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

Limits not less than $250,000/500,000 for Bodily Injury and $250,000/500,000 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 $250,000/500,000 for Bodily Injury and $250,000/500,000 for Property Damage. This policy shall name THE PHILADELPHIA, BALTIMORE AND WASHINGTON RAILROAD COMPANY and THE PENNSYLVANIA 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, Notice of Cancellation, etc., are to be sent by Contractor's Insurer direct to the Engineering Officer of the Railroad and to the Commission's Engineer. The Contractor and his insurance representative must reconcile all policy requirements to the satisfaction of the Railroad and the Commission's Engineer.

If any future maintenance or repair work is performed by a Contractor, similar insurance protection will be provided.

8. (a) The Commission will reimburse the Railroad for all costs and expense for work and services performed hereunder by the Railroad growing out of or in connection with the Project covered hereby in accordance with Federal rules and regulations set forth in the Bureau of Public Roads Policy and Procedure Memorandum 30-3 and amendments thereto. It is understood and agreed between the parties hereto that in the event any costs incurred by Railroad, with the approval of the Commission, in connection with the Project herein contemplated are not reimbursable under the rules, regulations and administration of the Bureau of Public Roads, then, and in that event, the Commission shall reimburse the Railroad for all such cost.

(b) The Commission shall reimburse the Railroad monthly for the actual cost of the work performed by the Railroad. The Railroad's claim for reimbursement from the Commission for the work performed by the Railroad during any month shall be filed with the Commission not later than the twenty-fifth day of the succeeding month, and shall be paid by the Commission within thirty (30) days thereafter.

9. Any work not specifically provided for herein shall be done by one of the parties hereto as may be mutually agreed upon from time to time during progress of the work.

10. This agreement shall inure to and be binding upon the parties hereto, their successors and assigns.

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

ATTEST:

ASSISTANT Secretary

THE PHILADELPHIA, BALTIMORE AND WASHINGTON RAILROAD COMPANY

By _____ Vice President

ATTEST:

ASST. TO THE Secretary

THE PENNSYLVANIA RAILROAD COMPANY

By _____ General Manager

Lessee of the Philadelphia, Baltimore and Washington Railroad Company

ATTEST:

Secretary

STATE ROADS COMMISSION OF MARYLAND

By _____

Chairman and Director of Highways for the State of Maryland

APPROVED:

Chief Engineer -
State Roads Commission

Approved as to form and legal sufficiency

this 29 day of March 1966.

Special Attorney

COMMONWEALTH OF PENNSYLVANIA)
COUNTY OF MONTGOMERY) ss.:

I HEREBY CERTIFY that on this 8th day of MARCH 1966, before me, the subscriber, a Notary Public of the Commonwealth of Pennsylvania, in and for the County aforesaid, personally appeared J. B. JONES, Vice President of THE PHILADELPHIA, BALTIMORE AND WASHINGTON RAILROAD COMPANY, and acknowledged the aforegoing 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
STEPHEN P. DOWNS
NOTARY PUBLIC
Lower Merion Twp., Montgomery Co., Pa.
My Commission Expires July 2, 1969

My Commission Expires

July 2, 1969

STATE OF ~~MARYLAND~~ PENNSYLVANIA)
~~CITY~~ COUNTY OF ~~BALTIMORE~~ PHILADELPHIA) ss.:

I HEREBY CERTIFY that on this 10th day of March 1966, before me, the subscriber, a Notary Public of the State of ~~Maryland,~~ in and for the ~~City~~ COUNTY of ~~Baltimore~~, personally appeared G. A. Vaughen, General 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.

James E. Barton
Notary Public
JAMES E. BARTON
NOTARY PUBLIC
PHILADELPHIA, PHILADELPHIA CO., PA.
MY COMMISSION EXPIRES
JUNE 24, 1966

My Commission Expires

STATE OF MARYLAND)
CITY OF BALTIMORE) ss.:

I HEREBY CERTIFY that on this 11th day of April, 1966, before me, the subscriber, a Notary Public of the State of Maryland, in and for the City of Baltimore, personally appeared JOHN B. FUNK Chairman and Director of Highways, for the STATE ROADS COMMISSION OF THE STATE OF MARYLAND, and acknowledged the aforegoing Agreement to be the act and deed of the State Roads Commission of the State of Maryland, acting for the State of Maryland.

AS WITNESS my hand and Notarial Seal.

Harry G. Stark
Notary Public

My Commission Expires

July 1, 1967

APPENDIX A

During the performance of this contract, the contractor, for itself, its assignees and successors in interest (hereinafter referred to as the "contractor"), agrees as follows:

(1) Compliance with Regulations: The contractor will comply with the Regulations of the Department of Commerce relative to nondiscrimination in federally-assisted programs of the Department of Commerce (Title 15, Code of Federal Regulations, Part 8, hereinafter referred to as the Regulations), which are herein incorporated by reference and made a part of this contract.

(2) Nondiscrimination: The contractor, with regard to the work performed by it after award and prior to completion of the contract work, will not discriminate on the ground of race, color, or national origin in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The contractor will not participate either directly or indirectly in the discrimination prohibited by Section 8.4 of the Regulations, including employment practices when the contract covers a program set forth in Appendix A-II of the Regulations.

(3) Solicitations for Subcontracts, Including Procurements of Materials and Equipment: In all solicitations either by competitive bidding or negotiation made by the contractor for work to be performed under a subcontract, including procurements of materials or equipment, each potential subcontractor or supplier shall be notified by the contractor of the contractor's obligations under this contract and the Regulations relative to nondiscrimination on the ground of race, color or national origin.

(4) Information and Reports: The contractor will provide all information and reports required by the Regulations, or orders and instructions issued pursuant thereto, and will permit access to its books, records, accounts, other sources of information, and its facilities as

may be determined by the State Highway Department or the Bureau of Public Roads to be pertinent to ascertain compliance with such Regulations, orders and instructions. Where any information required of a contractor is in the exclusive possession of another who fails or refuses to furnish this information, the contractor shall so certify to the State Highway Department, or the Bureau of Public Roads as appropriate, and shall set forth what efforts it has made to obtain the information.

(5) Sanctions for Noncompliance: In the event of the contractor's noncompliance with the nondiscrimination provisions of this contract, the State Highway Department shall impose such contract sanctions as it or the Bureau of Public Roads may determine to be appropriate, including, but not limited to,

(a) withholding of payments to the contractor under the contract until the contractor complies, and/or

(b) cancellation, termination or suspension of the contract, in whole or in part.

(6) Incorporation of Provisions: The contractor will include the provisions of paragraph (1) through (6) in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Regulations, order, or instructions issued pursuant thereto. The contractor will take such action with respect to any subcontract or procurement as the State Highway Department or the Bureau of Public Roads may direct as a means of enforcing such provisions including sanctions for noncompliance: Provided, however, that, in the event a contractor becomes involved in, or is threatened with, litigation with a subcontractor or supplier as a result of such direction, the contractor may request the State to enter into such litigation to protect the interests of the State, and, in addition, the contractor may request the United States to enter into such litigation to protect the interests of the United States.

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JOHN B. FUNK
MONDAY, DECEMBER 6, 1965
***

On request of the County Commissioners of Charles County, and on recommendation of District Engineer Thompson, concurred in by Chief Engineer Fisher and Commissioner Bailey, Chairman and Director Funk accepted the following road for maintenance as part of the County Roads System of Charles County.

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

Road	Length	Election District	Proposed R/W Width
Raby Road from Hamilton Road to dead end	0.47 mile	6	50 ft.

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

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JOHN B. FUNK
MONDAY, NOVEMBER 1, 1965

* * *

On request of the County Commissioners of Charles County, and on recommendation of District Engineer Thompson, concurred in by Chief Engineer Fisher and Commissioner Bailey, Chairman and Director Funk accepted the following road for maintenance as part of the County Roads System of Charles County.

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

Road	Length	Election District	Proposed R/W Width
Woodhaven Drive from Md. Route 6 to dead end	2 miles	1	50 ft.

Co 305

Mr. D. H. Fisher
Mr. W. J. Addison
Mr. G. W. Cassell
Mr. M. C. Thompson (2)
Mr. F. P. Scrivener
Mr. M. M. Brodsky
Mr. H. G. Downs
Mr. G. H. Lewis, Jr. (3)
County Commrs. of Charles County
SRC-Charles County

FILE

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JOHN B. FUNK
FRIDAY, SEPTEMBER 10, 1965
***

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

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

Road	Length	Election District	Proposed R/W Width
Columbia Park Road, from Route #227 to dead end Co 314	4,200 ft.	6	50 ft.
Pickeral Street, from Route #227 to dead end Co 308	702 ft.	6	40 ft.
Dakota Court and portion of Dakota Street in North Indian Head Estates Subdivision Co 307	-	7	50 ft.

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

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JOHN B. FUNK
MONDAY, JULY 19, 1965
***

On request of the County Commissioners of Charles County, and on recommendation of District Engineer Thompson, concurred in by Chief Engineer Fisher and Commissioner Bailey, Chairman and Director Funk accepted the following road for maintenance as part of the County Roads System of Charles County.

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

Road	Length	Election District	Proposed R/W Width
Regina Drive, from Horsehead Road to dead end	1,000 ft.	8	50 ft.

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

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JOHN B. FUNK
MONDAY, JUNE 14, 1965
* * *

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

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

Road	Length	Election District	Proposed R/W Width
Smallwood Drive in Sandy Level Estates Subdivision	2,051 ft.	8	50 ft.
Wolfe Drive from Md. Route 5 to dead end	1,257 ft.	8	50 ft.
Maryland Avenue from Street in Benedict	303.6 ft.	9	50 ft.

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

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JOHN B. FUNK
MONDAY, JUNE 7, 1965
* * *

On request of the County Commissioners of Charles County, and on recommendation of District Engineer Thompson, concurred in by Chief Engineer Fisher and Commissioner Bailey, Chairman and Director Funk accepted the following road for maintenance as part of the County Roads System of Charles County.

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

Road	Length	Election District	Proposed R/W Width
Park Avenue, from Billingsley Road to Dead End	1,962 ft.	6	50 ft.

Ca 306

Copy: Mr. D. H. Fisher
Mr. W. J. Addison
Mr. G. W. Cassell
Mr. M. C. Thompson (2)
Mr. F. P. Scrivener
Mr. M. M. Brodsky
Mr. H. G. Downs
Mr. G. N. Lewis, Jr. (3)
County Commrs. of Charles County
SRC-Charles County

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JOHN B. FUNK
MONDAY, MAY 17, 1965
***

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

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

Road	Length	Election District	Proposed R/W Width
Glymont Crest Road, from Rt. #210 to dead end	1,128 ft.	7th	30' & 50'
Jameson Drive, from Rt. 5 to dead end	1,200 ft.	8th	50'
Sunset Drive, from Charles St. to Carrico Mill Road	1,086 ft.	8th	50'

Copy: Mr. D. H. Fisher
Mr. W. J. Addison
Mr. G. W. Cassell
Mr. M. C. Thompson, Jr. (2)
Mr. F. P. Scrivener
Mr. M. M. Brodsky
Mr. H. G. Downs
Mr. G. N. Lewis, Jr. (2)
Co. Commrs. of Charles County
SRC-Charles County

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JOHN B. FUNK
TUESDAY, FEBRUARY 23, 1965
* * *

On request of the County Commissioners of Charles County and on recommendation of District Engineer Thompson, concurred in by Commissioner Bailey and Chief Engineer Fisher, Chairman and Director Funk accepted the following road for maintenance as part of the County Roads System of Charles County.

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

Road	Length	Election District	Proposed R/W Width
Pearson Drive, from Rt. 5 to Dead End	775 ft.	8th	50 ft.

Copy: Mr. D. H. Fisher
Mr. W. J. Addison
Mr. F. P. Scrivener
Mr. G. N. Lewis, Jr. (3)
Mr. M. M. Brodsky
Mr. G. W. Cassell
Mr. M. C. Thompson, Jr. (2)
Mr. H. G. Downs
County Commrs. of Charles County
SRC-Charles County

SUMMARIZING OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAPMAN AND DIRECTOR ADKINS, JRS
TUESDAY, FEBRUARY 24, 1970

On request of the County Commissioners of Charles County and on recommendation of District Engr. or Director, concurred in by Commissioner Bailey and Chief Engineer Fisher, the following has already been adopted the following road for maintenance as part of the County Roads System of Charles County.

Road condition Survey Report submitted by Mr. Thompson indicates that this road has been accepted and adopted by the County Commissioners of Charles County, providing for proposed right of way which is set forth below:

Road	Length	Direction Distance	Proposed R/W Width
Pearson Drive, from			
U. S. 301 to Dead End	775 ft.	N/S	30 ft.

Copy: Mr. D. L. Fisher
Mr. L. C. Adkins
Mr. R. F. Sovrevoir
Mr. C. E. Veale, Jr. (3)
Mr. W. M. Brodsky
Mr. D. D. Cowell
Mr. H. C. Thompson, Jr. (2)
Mr. H. J. Poole
County Commr. of Charles County
Sec-Charles County

Charles Co

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JOHN B. FUNK
MONDAY, DECEMBER 28, 1964
***

On request of the County Commissioners of Charles County, and on recommendation of District Engineer Thompson, concurred in by Commissioner Bailey and Chief Engineer Fisher, Chairman and Director Funk accepted the following road for maintenance as part of the County Roads System of Charles County.

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

Road	Length	Election District	Proposed R/W Width
Sun Valley Drive, from Rt. #228 to Dead End	1,880.7 ft.	6	40 ft.

Co 297

Co. 297

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

MEMORANDUM OF ACTION ON STATE ROADS COMMISSION OF MARYLAND
BY DIRECTOR AND DEPUTIES ARTHUR R. FUNK
MONDAY, DECEMBER 28, 1964

***

On request of the County Commissioners of Charles County, and on recommendation of District Engineer Thompson, concurred in by Commissioner Kelly and Chief Highway Engineer, directions are hereby given to advertise the following road for relocation as part of the County Road System of Charles County.

Road Condition Survey report submitted by Mr. Thompson indicates that this work has been accepted and recorded by the County Commissioners of Charles County, providing for proposed right of way which is not fenced below.

Road	Length	Working Distance	Proposed Use Width
Sue Valley Drive, from Md. #225 to Dead End	1,000.7 ft.	6	50 ft.

Copy: Mr. D. E. Walker
Mr. W. A. Adkins
Mr. G. H. Cassell
Mr. F. P. Gardner
Mr. W. C. Thompson, Jr. (2)
Mr. R. H. Murphy
Mr. D. W. Lewis, Jr. (2)
Mr. H. G. Young
Mr. Clerk, of Charles County
Sub-Charles County

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

On request of the County Commissioners of Charles County, and on recommendation of District Engineer Thompson, concurred in by Chief Engineer Fisher, upon motion duly made and seconded, the Commission accepted the following roads for maintenance as part of the County Roads System of Charles County.

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

Road	Length	Election District	Proposed R/W Width
Brooks Haven Road, from Rt. #228 to Dead End	3,400 ft. Co 298	6	50 ft.
Part of Amherst Road -	1,312 ft. Co 281	7	50 ft.
Part of Blackfoot Street -	300 ft. Co 299	7	50 ft.
Both in North Indian Head Estates			
Owens Drive, from Route #5 to Dead End	988 ft. Co 300	8	50 ft.

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

CHARLES COUNTY

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JOHN B. FUNK
MONDAY, APRIL 6, 1964
***

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

Road Condition Survey Report submitted by Mr. Thompson indicates that these roads have been accepted and recorded by the County Commissioners of Charles County, providing for proposed right of way width as set forth below:

Road	Length	Election District	Proposed R/W Width
Amherst Road Extension	885 ft. Co 281	7	50 ft.
Dakota Street Extension	140 ft. Co 303	7	50 ft.

Copy: Mr. D. H. Fisher
Mr. R. J. Hajzyk
Mr. G. W. Cassell
Mr. F. P. Scrivener (2)
Mr. M. C. Thompson, Jr. (2)
Mr. H. M. Brodsky
Mr. C. N. Lewis, Jr. (3)
Mr. H. G. Downs
Co. Commrs. of Charles County
SRC-Charles County

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JOHN B. FUNK
WEDNESDAY, MAY 8, 1963
***

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

Road Condition Survey Report submitted by Mr. Thompson indicates that thisroad has been accepted and recorded by the County Commissioners of Charles County, providing for proposed right of way width as set forth below:

Road	Length	Election District	Proposed Width
Travis Road, from Woodland Drive to dead end	625 ft.	7	50 ft.

Copy: Mr. D. H. Fisher
Mr. R. J. Hajzyk
Mr. G. W. Cassell
Mr. G. B. Chaires
Mr. M. C. Thompson, Jr. (2)
Mr. F. P. Scrivener
Mr. M. M. Brodsky
Mr. G. N. Lewis, Jr. (3)
Mr. H. G. Downs
Co. Commrs. of Charles County
SRC-Charles County

C 293

Road Order

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JOHN B. FUNK
TUESDAY, SEPTEMBER 10, 1963
***

Charles

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

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

Road	Length	Election District	Proposed Width
Ashland Road, from Bumpy Oaks to dead end	4134.37 ft.	7th	50'

C295

Copy: Mr. D. H. Fisher
Mr. R. J. Hajzyk
Mr. G. W. Cassell
Mr. G. B. Chaires
Mr. M. C. Thompson, Jr. (2)
Mr. F. P. Scrivener
Mr. M. M. Brodsky
Mr. G. N. Lewis, Jr. (3)
Mr. H. G. Downs
Co. Commrs. of Charles County
SRC-Charles County

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JOHN B. FUNK
MONDAY, SEPTEMBER 23, 1963

***

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

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

Road	Length	Election District	Proposed Width
Bowling Road, from Route 5 to Dead End	2,019 ft.	8	50 ft.

Copy: Mr. D. H. Fisher
Mr. R. J. Hajzyk
Mr. G. W. Cassell
Mr. G. B. Chaires
Mr. M. C. Thompson, Jr. (2)
Mr. F. P. Scrivener
Mr. M. M. Brodsky
Mr. G. N. Lewis, Jr. (3)
Mr. H. G. Downs
Co. Commrs. of Charles County

Co 294

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, MARCH 13, 1963
* * *

The Commission authorized Chairman and Director Funk to execute agreement, in quadruplicate, dated February 12, 1963, by and between The Philadelphia, Baltimore and Washington Railroad Company and The Pennsylvania Railroad Company, for itself and as Lessee of the said The Philadelphia, Baltimore and Washington Railroad Company, therein called "Railroad," and the State Roads Commission of Maryland, acting for the State of Maryland, therein called "Commission," wherein the Railroad grants to the Commission permission to widen existing grade crossing approximately 329 feet northeast from Railroad's milepost 31/17 at Waldorf, Charles County, and to make adjustment in present drainage facilities in connection with the improvement of Md. 5 - Waldorf to approximately 0.7 mile north of Md. 382 (Contract Ch-300-1-620), in accordance with the terms and conditions more fully set forth therein. The agreement stipulates 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.

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

Copy: Mr. D. H. Fisher (2)
Mr. C. A. Goldeisen
Mr. L. E. McCarl
Mr. G. B. Chaires
Mr. M. M. Brodsky
Mr. M. C. Thompson, Jr. (2)
Mr. H. G. Downs (4)
Mr. M. D. Philpot (2)
Mr. A. L. Grubb (2)
Mr. H. G. Bowers
Mr. W. B. Duckett (2)
Mr. L. C. Moser (2)
Mr. G. N. Lewis, Jr. (8)
Mr. G. W. Cassell
Mr. F. P. Scrivener (2)
Mr. C. S. Linville
Secretary's File
SRC-Charles County
Contract Ch-300-1-620

Rd Exchange

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

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

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

Road	Length	Election District	Proposed Width
Adelphi Lane and Dakota Street in the North Indian Head Estates Subdivision	903 ft.	7	50 ft.
Simpson Drive in the Charles County Gardens Subdivision, from Route #5 to dead end	1095.14 ft.	8	50 ft.

Copy: Mr. D. H. Fisher
Mr. R. J. Majayk
Mr. G. W. Gassell
Mr. G. B. Chaires
Mr. M. C. Thompson, Jr. (2)
Mr. F. P. Scrivener
Mr. M. M. Brodsky
Mr. G. N. Lewis, Jr. (3)
Mr. H. G. Downs
Co. Commrs. of Charles County
SRC-Charles County

Esbleach

MARK TWAIN SKIN

100% COTTON

The members of the County Commissioners of Charles County, and on recommendation of Charles Sullivan Chairman, accompanied by Chief Engineer Fisher, Chairman and Director Cook examined the bulletin board for maintenance of parts of the County Roads System of Charles County.

Road Condition Survey County authorized by the Commissioners that these roads have been accepted and recorded by the County Commissioner of Charles County, providing for required right of way width as set forth below:

Road	Length	Condition Remarks	Estimated Price
Arthur Ross and Robert Gerrot in the South Indian Head Express Subdivision	800 ft.	2	50 ft.
Division Drive in the Charles County Energy Industrial co. from Route 25 to dead end	1875.34 ft.	6	34 ft.

Comm. No. 1. G. Fisher
No. 2. S. Cook
No. 3. T. Cassell
No. 4. R. Sullivan
No. 5. G. Sullivan, Jr. (2)
No. 6. F. Ayrshire
No. 7. R. Bradley
No. 8. H. Lewis, Jr. (2)
No. 9. G. Hogan
Co. Commrs. of Charles County
Co. Charles County

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

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

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

Road	Length	Election District	Proposed Width
Ellenwood Road, in the La Plata Park Subdivision, from Route #6 to Route #488	4759.4 ft.	1	50'

Copy: Mr. D. H. Fisher
Mr. R. J.Hajzyk
Mr. G. W. Cassell
Mr. G. B. Chaires
Mr. M. C. Thompson, Jr. (2)
Mr. F. P. Scrivener
Mr. M. M. Brodsky
Mr. G. N. Lewis, Jr. (3)
Mr. H. G. Downs
Co. Commrs. of Charles County
SRC-Charles County

Rd. Exc

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JOHN B. FUNK
TUESDAY, OCTOBER 9, 1962

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

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

Road	Length	Election District	Proposed Width
Kline Drive in the La Plata Heights Subdivision, from Washington Avenue to dead end	2,140.29 ft.	6th	50 ft.

Co 283

Copy
Mr. D. H. Fisher
Mr. R. J. Hajzyk
Mr. G. W. Cassell
Mr. G. B. Chaires
Mr. M. C. Thompson,Jr. (2)
Mr. F. P. Scrivener
Mr. C. L. Wannen
Mr. G. N. Lewis, Jr.
Mr. H. G. Downs
Co. Commrs. of Charles Co.
SRC - Charles County

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JOHN S. POPE
TUESDAY, OCTOBER 5, 1965

On request of the County Commissioners of Charles County, and on recommendation of District Engineer Thompson, concurred in by Chief Engineer Pierce, Chairman and Director Pope accepted the following road for maintenance as part of the County Roads System of Charles County.

Road Condition Survey Report submitted by Mr. Thompson indicates that this section of road has been adjusted and recorded by the County Commissioners of Charles County, providing for proposed right of way which is set forth below.

Road	Length	Location Distance	Proposed Width
Kitty Drive as shown on Plats Henry's Subdivision, from Pennsylvania Avenue to dead end	2,140.38 ft.	40 ft.	50 ft.

Copy
Mr. D. H. Frank
Mr. R. J. Lewis
Mr. G. W. Crosby
Mr. G. E. Chalmers
Mr. M. C. Thomas, Jr. (3)
Mr. F. P. Sertwood
Mr. G. E. Krause
Mr. G. W. Lewis, Jr.
Mr. H. C. Downs
Co. Commrs. of Charles Co.
Sup - Charles County

400

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JOHN B. FUNK
THURSDAY, AUGUST 30, 1962
***

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

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

Road	Length	Election District	Proposed Width
Nelson Point Road, from Route #425 to dead end	4,718.88 ft.	10 Co 292	60'

Copy: Mr. D. H. Fisher
Mr. R. J. Hajzyk
Mr. G. W. Cassell
Mr. G. B. Chaires
Mr. M. C. Thompson, Jr. (2)
Mr. F. P. Scrivener
Mr. C. L. Wannen
Mr. G. H. Lewis, Jr.
Mr. H. G. Downs
Co. Commrs. of Charles Co.
SRC-Charles County

MEMORANDUM OF ACTION OF STATE ROAD COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JOHN N. PYNE
THURSDAY, AUGUST 30, 1962
***

On request of the County Commissioners of Charles County, and on recommendation of District Engineer Thompson, concurred in by Chief Engineer Weber, Chairman and Director John N. Pyne directed the following road/terrace as part of the/County Roads System of Charles County.

Road Condition Survey Report submitted by Mr. Thompson indicates that this road has been accepted and recorded by the County Commissioners of Charles County Proceedings for proposed right of way width as set forth below.

Road	Length	Existing Width	Proposed Width
Helena Point Road, from Md. 225 to dead end	0.718.88 ft.	16'	60'

Copy: Mr. D. M. Tilson
Mr. E. J. Bailey
Mr. G. V. Connolly
Mr. G. E. Gilstrom
Mr. H. G. Thompson, Jr. (2)
Mr. T. J. Carlyonne
Mr. C. L. Brown
Mr. G. E. Leslie, Jr.
Mr. H. E. Bowman
Co. Commrs. of Charles Co.
BPO-Charles County

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JOHN B. FUNK
TUESDAY, JULY 17, 1962
***

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

Road Condition Survey Report submitted by Mr. Thompson indicates that these roads have been accepted and recorded by the County Commissioners for Charles County, providing for proposed right of way width as set forth below:

Roads	Total Length	Election District	Proposed Width
Amherst Road, Adelphi Lane, and Dakota Street, in Section One of the Subdivision known as "North Indian Head Estates"	1,170 ft.	7	30'

Co 281
Co 290
Co 291
Co

Copy: Mr. B. H. Fisher
Mr. R. J. Hajzyk
Mr. G. W. Cassell
Mr. G. B. Chaires
Mr. M. C. Thompson, Jr. (2)
Mr. F. F. Scrivener
Mr. C. L. Vannan
Mr. G. N. Lewis, Jr.
Mr. H. G. Downs
Bd. of Co. Commrs. for Charles Co., Md.
SRC-Charles County

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JOHN B. FUNK
TUESDAY, JUNE 5, 1962
***

On request of the Board of County Commissioners for Charles County, Maryland, and on recommendation of District Engineer Thompson, concurred in by Chief Engineer Fisher, Chairman and Director Funk accepted the following two streets for maintenance as part of the County Roads System of Charles County.

Road Condition Survey Report submitted by Mr. Thompson indicates that these streets have been accepted and recorded by the Board of County Commissioners for Charles County, providing for proposed right of way width as set forth below:

Street	Length	Election District	Proposed Width
Jones Lane (849.92') and Thompson Drive (1056'), from Route 5 to Dead End, located in Charles County Gardens Subdivision	1905.92 ft.	8	50'

Co287
Co288

Copy: Mr. D. H. Fisher
Mr. R. J. Hajzyk
Mr. G. W. Cassell
Mr. G. B. Chaires
Mr. M. C. Thompson, Jr. (2)
Mr. F. P. Scrivener
Mr. C. L. Wannen
Mr. G. N. Lewis, Jr.
Mr. H. G. Downs
Bd. of Co. Commrs. for Charles Co., Md.
SRC-Charles County

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JOHN B. FUNK
WEDNESDAY, NOVEMBER 22, 1961
***

On request of the County Commissioners of Charles County, and on recommendation of District Engineer Thompson, concurred in by Chief Engineer Fisher, Chairman and Director Funk accepted three streets, Chippewa Street, Amherst Road and Amherst Court, in section one of the subdivision known as "North Indian Head Estates" in the Seventh Election District, said streets having a total length of 982 feet, for maintenance as part of the County Roads System of Charles County.

Road Condition Survey Report submitted by Mr. Thompson indicates that these streets, providing for a 60' right of way for Chippewa Street, and a 50' right of way for both Amherst Road and Amherst Court, have been accepted and recorded by the County Commissioners of Charles County.

CO. 280 - CHIPEWA ST.
CO. 281 - AMHERST RD.
CO. 282 - AMHERST CT.

Copy: Mr. D. H. Fisher
Mr. R. J. Hajzyk
Mr. G. W. Cassell ✓
Mr. G. B. Chires
Mr. L. E. McCarl
Mr. C. A. Goldeisen
Mr. M. C. Thompson, Jr. (2)
Mr. F. P. Scrivener
Mr. C. L. Wannen
Mr. G. N. Lewis, Jr.
Mr. H. G. Downs
Co. Comrs. of Charles Co.
SRC-Charles County

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

On request of the County Commissioners of Charles County, and on recommendation of District Engineer Thompson, concurred in by Chief Engineer Fisher, Chairman and Director Funk accepted for maintenance as part of the County Roads System of Charles County, section of road known as Plantation Drive, running in a southerly direction from State Route #234 to dead end for a distance of 907 feet, in the 4th Election District of Charles County.

Road Condition Survey Report submitted by Mr. Thompson indicates that this section of road has been accepted and recorded by the County Commissioners of Charles County, providing for a 50 ft. right of way.

Copy: Mr. D. H. Fisher
Mr. R. J. Hajzyk
Mr. G. W. Cassell
Mr. G. B. Chaires
Mr. L. E. McCarl
Mr. C. A. Goldeisen
Mr. M. C. Thompson, Jr. (2)
Mr. F. P. Scrivener
Mr. C. L. Wannen
Mr. G. N. Lewis, Jr.
Mr. H. G. Downs
Co. Commrs. of Charles Co.
SRC-Charles County

0.17

CO. 279 - PLANTATION DR

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, MAY 3, 1961
* * *

Upon motion duly made and seconded, the following resolution was adopted by the Commission:

WHEREAS, it has been requested by the County Commissioners of Charles County, Maryland, that Livingston Road from Md. Route 227 at Pomonkey to Md. Route 225 at Mason Springs, a distance of 2.95 miles, be accepted into the Maryland State Highway System, and

WHEREAS, at its meeting of September 16, 1959, the State Roads Commission of Maryland indicated its willingness to accept transfer of said section of highway (former Md. Route 224) into its system for maintenance, provided written request for such transfer be submitted by the County, and

WHEREAS, the County Commissioners of Charles County, by letter dated March 13, 1961, have requested return to the status of a State road the 2.95 mile section of former Md. Route 224 from Md. Route 227 at Pomonkey to Md. Route 225 at Mason Springs,

NOW, THEREFORE, BE IT RESOLVED that Livingston Road from Md. Route 227 at Pomonkey to Md. Route 225 at Mason Springs be accepted into the State System as of July 1, 1961.

Co. 140

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. L. C. Moser
Mr. G. N. Lewis, Jr. (8)
Mr. C. L. Wannen
Mr. H. G. Downs
Mr. A. L. Grubb
Mr. M. C. Thompson (2)
Mr. W. A. Friend
Mr. E. K. Lloyd
Mr. H. C. Bowers
Mr. F. V. Dreyer
Mr. Charles Lee
Mr. M. D. Philpot
Mr. J. E. Gerick
Records & Research Section, R/W Div.
Charles County Commissioners (3)
Secretary's File
SRC-Charles County

5/18/61

Will:
Handle This as follows
(1) Make no change in county mileage until Dec. 1961
(2) add mileage and sq. yds of surface to projected column of report. you are now making

over

3- Set up route and control section number using same as used before orginal transfer to county if possible. Advise dist. engr. on accounting of above.

GWM

This route was Part of Control Section 8-26 Md 224 changed to Md 226 and later to Md 227 Transferred to County System 12-13-55 - assigned Co. Rd. No. 260. Charles county was re-inventoried in 1957 and the Co. Rd. No. was changed from 260 to Co. 140

MEMORANDUM: OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR - JOHN B. FUNK
WEDNESDAY, DECEMBER 14, 1960

On request of the Board of County Commissioners for Charles County, Maryland, and on recommendation of District Engineer McCarl, concurred in by Chief Engineer Fisher, Chairman and Director Fink, and accepted the following streets in a subdivision known as "Woodland Village," in the 7th Election District, for maintenance as part of the County Roads System of Charles County:

C.271	OPS71	1 - Woodland Road	0.12	
C.272	OPS73	2 - Thompson Lane	0.12	
C.273	OPS72	3 - Ellerby Drive	0.20	
C.274	OPS74	4 - Bertha Circle	0.11	
	C.259	Berry Manor Rd	0.07	0.62

Road Condition Survey Report submitted by Mr. McCarl indicates that these streets, having a total length of 3,240 feet, have been accepted and recorded by the County Commissioners for Charles County, providing for proposed right of way width of 40 feet.

Copy: Mr. Fisher,
Mr. Hopkins
Mr. G.B.Chaires
Mr. C.A.Goldeisen
Mr. R. J. Hajzyk
Mr. McCarl (2)
Mr. Scrivener
Mr. Wannen
Mr. Lewis
Mr. Downs
Co. Commrs. for Charles Co.
Charles Co.

MEMORANDUM: RE ACTION OF STATE ROADS COMMISSION ON MARYLAND
BY CHAIRMAN AND DIRECTOR - JOHN W. FUNK
WEDNESDAY, DECEMBER 14, 1966

On request of the board of County Commissioners for Charles County, Maryland, and on recommendation of Director Engineer McCart, concurred in by Chief Engineer Albert Chatman and Director Pitt, and accepted the following streets in a subdivision known as "Woodland Village," in the 11th Election District, for maintenance as part of the County Roads System of Charles County:

1 - Woodland Road
2 - Thompson Lane
3 - Liberty Drive
4 - Parkin Circle

Road Condition Survey Report submitted by Mr. McCart indicates that these streets, having a total length of 3,320 feet, have been accepted and recorded by the County Commissioners for Charles County, providing for proposed right of way width of 40 feet.

Copy: Mr. Fisher,
Mr. Hopkins
Mr. G.A.Charles
Mr. G.A.Hollifield
Mr. R. T. Hulvey
Mr. McCart (3)
Mr. Lortshaw
Mr. Wagner
Mr. Davis
Mr. Lewis
Co. Commrs. for Charles Co.
Charles Co.

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

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

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

Road	Length	Election District		Proposed R/W Width
Mounr Carmel Road from Mitchell to Mount Carmel	.39 mile	6	Co 102	60'
Vernon Road Extension	643.3 feet	6	Co 58	50'

Copy: Mr. D. H. Fisher
Mr. W. C. Hopkins
Mr. G. B. Chaires
Mr. C. A. Goldeisen
Mr. L. E. McCarl (2)
Mr. F. P. Scrivener
Mr. C. L. Wannen
Mr. G. N. Lewis, Jr.
Mr. H. G. Downs
Co. Commrs. of Charles County
SRC - Charles County

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

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

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

Road	Length	Election District	Proposed R/W Width
Mount Carmel Road from Mitchell to Mount Carmel	.39 mile	8	60'
Vernon Road Extension	643.3 feet	6	50'

Copy: Mr. D. H. Fisher
Mr. W. C. Hopkins
Mr. G. B. Charles
Mr. C. A. Goldsmith
Mr. L. E. McCart (2)
Mr. F. P. Scrivener
Mr. C. L. Wannen
Mr. G. M. Lewis, Jr.
Mr. H. G. Downs
Co. Commrs. of Charles County
RRC - Charles County

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

***

On request of the County Commissioners of Charles County, and on recommendation of District Engineer McCarl, concurred in by Chief Engineer Fisher, Chairman and Director Funk accepted the following streets in a subdivision known as "Marrlindia" in the 6th Election District, for a total length of approximately one mile, for maintenance as part of the County Roads System of Charles County:

Co.275	(1)	Sharon Avenue	0.36
Co.276	(2)	Colebrook Drive	0.45
Co.277	(3)	Charles Court	0.09
Co.278	(4)	Manchester Road	0.09
			0.99

Road Condition Survey Report submitted by Mr. McCarl indicates that these sections of street have been accepted and recorded by the County Commissioners of Charles County, providing for proposed right of way width of 50 feet.

Copy: Mr. D. H. Fisher
Mr. U. C. Hopkins
Mr. G. B. Chairns
Mr. C. A. Goldsmith
Mr. L. E. McCarl (2)
Mr. F. P. Scrivener
Mr. C. L. Wenzen
Mr. G. M. Lewis, Jr.
Mr. H. G. Deane
Co. Commrs. of Charles Co.
SRC-Charles County

to Roadship

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JOHN B. FUNK
TUESDAY, JULY 5, 1960

***

On request of the County Commissioners of Charles County, and on recommendation of District Engineer McCarl, concurred in by Chief Engineer Pritchett in letter dated June 29, 1960, Chairman and Director Funk accepted the section of road to be known as "Charles Street", from Wolfe Road to end of Subdivision, a distance of 1638.8 feet, in the Eighth Election District, for maintenance as part of the County Roads System of Charles County.

Road Condition Survey Report submitted by Mr. McCarl indicates that this section of road has been accepted and recorded by the County Commissioners of Charles County, providing for proposed 40 ft. right of way.

C269

Copy: Mr. D. H. Fisher
Mr. W. C. Hopkins
Mr. G. B. Chaires
Mr. C. A. Goldsieen
Mr. L. E. McCarl (2)
Mr. F. P. Scrivener
Mr. C. L. Wannen
Mr. W. A. Jordan
Mr. G. B. Lewis, Jr.
Mr. H. G. Deans
Co. Commrs. of Charles Co.
RRC-Charles County

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JOHN B. FUNK
FRIDAY, MAY 20, 1960
***

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

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

Road	Length	Election District	Proposed Width
Briarwood Road, from Route 227 to dead end	0.4 mile	7	30'
Edgewood Road, Elena Drive, Thomas Road and Thomas Court, in Indian Head Manor Subdivision	1385 ft.	7	30'
Fifth Street, from Bel Alton to end	803 ft.	4	30'

Copy: Mr. N. M. Pritchett
Mr. W. C. Hopkins
Mr. G. B. Chaires
Mr. C. A. Geldeisen
Mr. L. E. McCarl (2)
Mr. F. P. Scrivener
Mr. C. L. Wannen
Mr. W. A. Jordan
Mr. G. N. Lewis, Jr.
Mr. H. G. Deems
Co. Commrs. of Charles Co.
SRC-Charles County

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JOHN B. FUNK
TUESDAY, APRIL 26, 1960
***

CHARLES COUNTY
F.A.S.

On request of the Charles County Commissioners, through Mr. John L. Sullivan, President, in letter dated April 8, 1960, and concurring in recommendation of Bureau of Programming Chief Wolf, for Division of Planning & Programming Director Hajzyk, in letter of April 25, 1960, Chairman and Director Funk authorized the programming of the following project with the Bureau of Public Roads as a Federal Aid Secondary project in Charles County:

Wheatley Road
FAS Route #340
Length: 1.70 Miles
Type of Paving: Double Bituminous Surface Treatment
Total Estimated Cost: $5,961.17

Mr. Wolf's letter states that the total estimated cost of the improvement is $5,961.17 and Federal funds will participate to the extent of 50%, the remainder of the cost to be borne by the County. Charles County has to its credit an unprogrammed balance of $104,126.00 in Federal Aid Secondary funds, which is in excess of $2,980.59 to be expended on this improvement. This project, upon completion, will be maintained by the State for Charles County as a part of its Secondary System.

Copy: Mr. N. M. Pritchett
Mr. W. C. Hopkins
Mr. R. J. Hajzyk
Mr. J. E. Wolf
Mr. C. A. Goldeisen
Mr. G. B. Chaires
Mr. C. S. Linville
Mr. L. E. McCarl (2)
Mr. W. A. Jordan
Mr. F. P. Scrivener
Mr. H. G. Downs (4)
Mr. A. L. Grubb (2)
Mr. G. N. Lewis, Jr. (8)
Mr. L. C. Moser (2)
Mr. C. L. Wannen
Mr. H. C. Bowers
Charles County Commissioners (3)
SRC-Charles County

5/2/60
Note: This will not be part of the State Highway System
Gub

CHARLES COUNTY

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JOHN B. FUNK
THURSDAY, APRIL 21, 1960
***

On request of the County Commissioners of Charles County, and on recommendation of District Engineer McCarl, concurred in by Chief Engineer Pritchett, Chairman and Director Funk accepted the Gardiner Road, extending from Route #382 for a distance of .85 mile, in the 8th Election District, for maintenance as part of the County Roads System of Charles County.

Road Condition Survey Report submitted by Mr. McCarl indicates that this section of road has been accepted and recorded by the County Commissioners of Charles County, providing for proposed right of way width of 50 feet.

Copy: Messrs. Pritchett, Hopkins, Chaires, Goldeisen, McCarl,
Scrivener, Wannen, Jordan, Lewis, Downs.
Co. Commrs. of Charles Co.
SRC-Charles Co.

Co. Rd. 75

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JOHN B. FUNK
TUESDAY, NOVEMBER 17, 1959
***

On request of the County Commissioners of Charles County, and on recommendation of District Engineer Duncan, concurred in by Chief Engineer Pritchett, the following road was accepted for maintenance as part of the County Roads System of Charles County. Road Condition Survey Report submitted by Mr. Duncan indicates that this road has been accepted and recorded by the County Commissioners of Charles County, providing for a 40 ft. right of way.

Road	Election District	Length
Hancock Road, running from west right of way line of Md. Rt. 227 at Bryan's Road to Matthews	7	0.74 mile

Copy: Mr. N. M. Pritchett
Mr. W. C. Hopkins
Mr. G. B. Chaires
Mr. G. A. Goldeisen
Mr. R. G. Duncan (2)
Mr. F. P. Scrivener
Mr. C. L. Wannen
Mr. W. A. Jordan
Mr. G. M. Lewis, Jr.
Mr. H. G. Downs
Co. Comrs. of Charles Co.
SRC-Charles County

Maps to O.P. 505
Check to follow with
Res. Engineer
Co 265 0.74 mi. Cons.

CHARLES COUNTY
Bridges

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JOHN B. FUNK
THURSDAY, SEPTEMBER 24, 1959
***

FILE SRC MINUTES

On recommendation of A. L. Grubb, Chief, Bureau of Bridges, September 18, 1959, approved by Chief Engineer Pritchett, Chairman and Director Funk authorized posting of a bridge on State Roads System as follows:

Route No. 425 - Charles County, Bridge #8042
Crossing Ward's Run
Location 2.8 Mi. South of Pisgah
Maximum Gross Load 20,000#
Maximum Speed 15 M.P.H.

Copy: Mr. N. M. Pritchett
Mr. A. L. Grubb (2)
Mr. P. A. Kempter
Mr. E. G. Duncan (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-Charles County
" - Weight Limitations

July 15, 1959

Mr. George W. Cassell
Highway Engineer
State Roads Commission
Baltimore, Maryland

Dear Mr. Cassell:

In reply to your letter under date of July 8, I am enclosing a letter and a map section which Mr. Fowke has returned to me, with regard to the County Road which he feels should not be included in the County System.

I trust that you will find Mr. Fowke's information correct.

Very truly yours,

E. G. Duncan
District Engineer

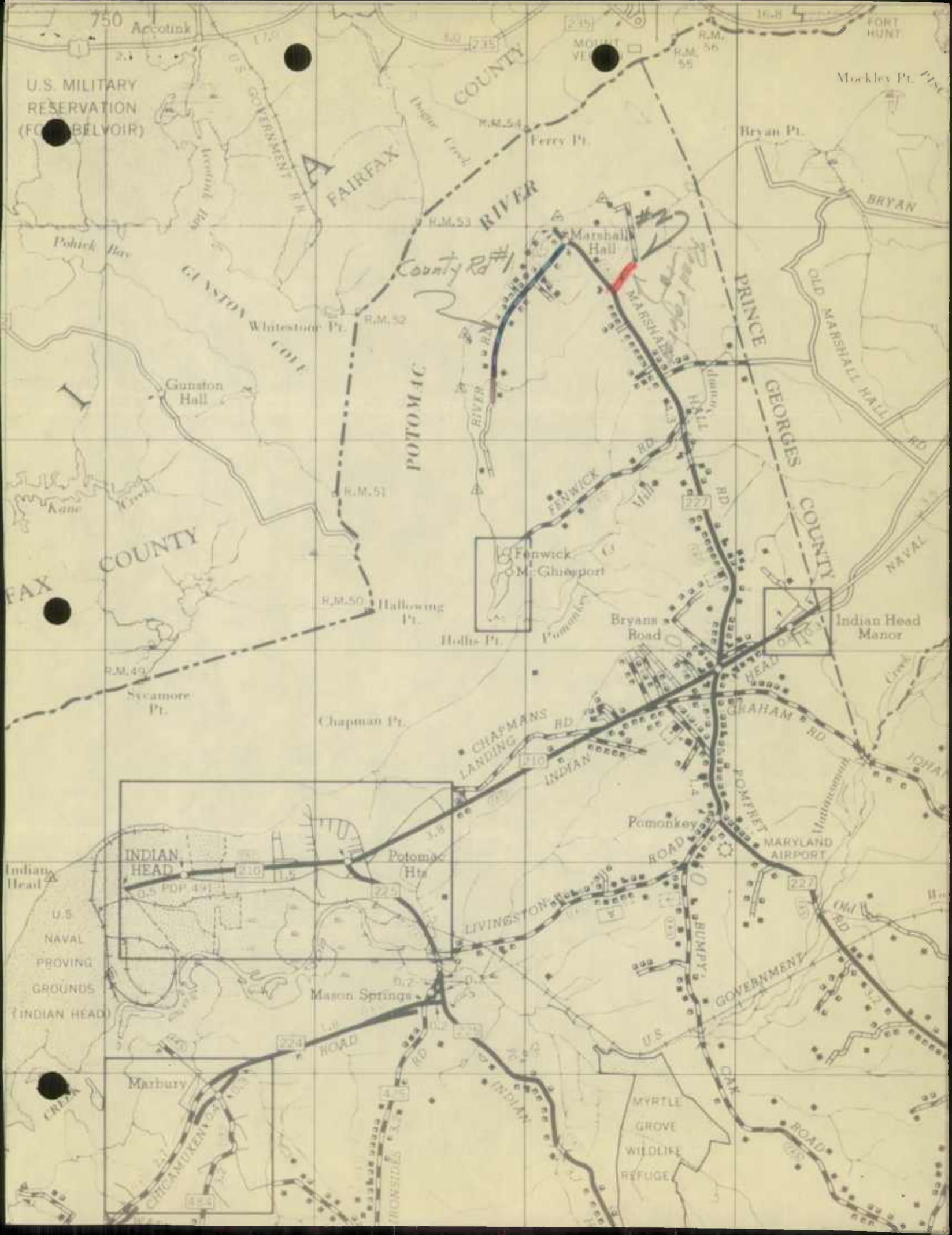
EGD:S

Will.
Take this road out of county system as part of 1959 county report
Gulc

EAGLE-A

Copper Orion Skin

100% COTTON FIBER USA


750
Accotink
U.S. MILITARY RESERVATION (FORT BELVOIR)
U.S. GOVERNMENT R.R.
FAIRFAX
COUNTY
Dogue Creek
R.M.54
Ferry Pt.
R.M.55
R.M.56
MOUNT VERNON
FORT HUNT
Mockley Pt.
Bryan Pt.
BRYAN
RIVER
R.M.53
Marshall Hall
County Rd #1
Potick Bar
GUNSTON COVE
Whitestone Pt.
R.M.52
Gunston Hall
POTOMAC
RIVER
MARSHALL HALL RD.
PRINCE GEORGES COUNTY
OLD MARSHALL HALL RD.
R.M.51
Kane Creek
FENWICK RD.
Fenwick
Mt. Ghiesport
R.M.50
Hallowing Pt.
Hollis Pt.
Pomonkey
Bryans Road
Indian Head Manor
NAVAL
R.M.49
Sycamore Pt.
Chapman Pt.
CHAPMANS LANDING RD.
INDIAN HEAD RD.
GRAHAM RD.
POMFRET ROAD
Pomonkey
MARYLAND AIRPORT
INDIAN HEAD
POP. 491
Potomac Hts
Indian Head
U.S. NAVAL PROVING GROUNDS (INDIAN HEAD)
LIVINGSTON ROAD
BUMPY ROAD
U.S. GOVERNMENT
Mason Springs
Marbury
CHICAMUXEN CREEK
MYRTLE GROVE WILDLIFE REFUGE
OAK ROAD

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JOHN B. FUNK
TUESDAY, JULY 14, 1959

***

On request of the Board of County Commissioners for Charles County, Maryland, and on recommendation of District Engineer Duncan, concurred in by Chief Engineer Pritchett, the following road was accepted for maintenance as part of the County Roads System of Charles County. Road Condition Survey Report submitted by Mr. Duncan indicates that this road has been accepted and recorded by the County Commissioners of Charles County, providing for a 30 ft. right of way.

Road	Election District	Length
Garner Road, from Washington Road to Route 301	6	380 ft.

CO 260
013 E LONG

Copy: Mr. N. H. Pritchett
Mr. G. B. Chaires
Mr. W. C. Hopkins
Mr. C. A. Goldeisen
Mr. E. G. Duncan (2)
Mr. F. P. Scrivener
Mr. C. L. Wannen
Mr. W. A. Jordan
Mr. G. N. Lewis, Jr.
Mr. H. G. Downs
Co. Commrs. of Charles County
SRC-Charles County

CHARLES COUNTY

F.A.P.

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

On recommendation of Chief Engineer Pritchett in letter of July 1, 1959, Chairman and Director Funk authorized the supplementing of Commission action May 13, 1959 by the programming of an additional $10,127.00 for signalization of the Faulkner grade crossing on U.S. Route 301 (Contract Ch-257-20-520) as a Federal Aid Primary project on a 90-10 basis.

Mr. Pritchett's letter states that the amount of $16,930.00 approved by the Commission was for the Marlboro Bypass signalization only; to complete the Faulkner signalization will require the programming of an additional $10,127.00.

Copy: Mr. N. M. Pritchett
Mr. G. B. Chaires
Mr. E. D. Reilly
Mr. G. W. Lewis, Jr. (8)
Mr. H. G. Downs
Mr. C. S. Linville
Mr. C. L. Wannen
Major W. H. Weber (2)
Mr. E. G. Duncan (2)
Mr. L. E. McCarl (2)
Maryland Traffic Safety Commission
Secretary's File
SRC-Prince George's County
SRC-Charles County
Contract P-713-3-320
" Ch-257-20-520

MEMORANDUM OF ACTION OF STATE ROAD'S COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR W. JOHN S. POAE
MONDAY, JULY 6, 1959

* * *

On recommendation of Chief Engineer Pritchett in letter of July 1, 1959, Chairman and Director Poae authorized the supplementing of Commission action May 12, 1959 by the programming of an additional $10,127.00 for alignalization of the Baltimore grade crossing on U.S. Route 301 (Contract CB-327-20-320) as a Federal aid primary project on a 90-10 basis.

Mr. Pritchett's letter states that the amount of $10,920.00 approved by the Commission was for the Baltimore Pennsylvania alignalization only; to complete the Baltimore alignalization will require the programming of an additional $10,127.00.

Copy: Mr. W. M. Pritchett
Mr. C. M. Chaires
Mr. J. D. Reilly
Mr. O. V. Davis, Jr. (9)
Mr. H. C. Owens
Mr. C. S. Lindville
Mr. C. L. Hanson
Major A. H. Amber (2)
Mr. L. C. Tuman (2)
Mr. L. J. McCard (2)
Maryland Traffic Safety Commission
Secretary's File
SRC-Prince George's County
SRC-Cecil County
Contract 211-43-320
" 327-20-320

408

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
THURSDAY, MAY 21, 1959
***

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

On request of the County Commissioners of Charles County, and on recommendation of District Engineer Duncan, concurred in by Chief Engineer Pritchett, the Commission accepted for maintenance as part of the County Roads System of Charles County, the Briscoe Road, from the Hughesville-Gallant Green Road to Briscoe, in the 8th Election District, for a distance of 0.79 mile.

Road Condition Survey Report submitted by Mr. Duncan indicates that this section of road has been accepted and recorded by the County Commissioners of Charles County, providing for a 40 ft. right of way.

In said Report, Mr. Duncan states: "The road is very rough and rutted. It is extremely bad as to drainage and in rainy weather is practically impassable. Should be graded to 30' drained and surfaced with gravel 16' wide and 6" deep. Cost about $7500.00. Recommend that for the present the road be drained and patched with gravel. Estimated cost of this work $800.00."

Copy: Mr. N. M. Pritchett
Mr. W. C. Hopkins
Mr. G. B. Chaires
Mr. C. A. Goldeisen
Mr. E. G. Duncan (2)
Mr. F. P. Scrivener
Mr. C. L. Wannen
Mr. W. A. Jordan
Mr. G. N. Lewis, Jr.
Mr. H. G. Downs
Co. Commrs. of Charles County
SRC-Charles County

Co 262
0.79 Long
Was OP 509

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, MAY 13, 1959
***

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

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

Road	R/W	Condition, Recommended Improvement and Est'd. Cost
Chestnut Drive, in 6th Election District, from Route 228 in southerly direction for distance of 0.75 mile. Co 263 0.75	50'	"The road is in very good condition. Will require a moderate amount of drainage and the surface should be shaped with a blade. A few loads of gravel patch may be necessary. Estimated cost $50.00."
Perry Wright Road, in 10th Election District, from Straus Avenue to Perry Wright Homes, for distance of 0.54 mile. Co 259 0.32	40'	"The road while constructed of concrete is in very bad condition due to lack of maintenance. Necessary pipes are in place, but ditches are poor or non-existent. The road should be drained by side ditching and thoroughly patched, sealed and surface treated. The estimated cost of the above work is $4150.00. Since the county funds are very limited I recommend that the road be accepted and patched, sealed and drained at an estimated cost of $4150.00."

Copy: Mr. N. M. Pritchett
Mr. W. C. Hopkins
Mr. G. B. Chaires
Mr. C. A. Goldsisen
Mr. E. G. Duncan (2)
Mr. F. P. Scrivener
Mr. C. L. Wannen
Mr. W. A. Jordan
Mr. G. N. Lewis, Jr.
Mr. H. G. Downs
Co. Commrs. of Charles Co.
SRC-Charles County

CHARLES COUNTY

State Roads Commission
TRAFFIC DIVISION

MAY 1 1959

Geo. N. Lewis, Jr.
Director

400

Trans

ROAD ADDITION

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, APRIL 29, 1959
***

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

On request of the County Commissioners of Charles County, and on recommendation of District Engineer Duncan, concurred in by Chief Engineer Pritchett, the Commission accepted for maintenance as part of the County Roads System of Charles County, three streets in the Brookside Homes, Inc. Subdivision, in the 7th Election District, known as the South Hampton Road, from Route 210 to South Hampton Village, for a distance of 0.40 mile. 3 roads

Road Condition Survey Report submitted by Mr. Duncan indicates that these sections of street have been accepted and recorded by the County Commissioners of Charles County, providing for a 50 ft. right of way.

In said Report, Mr. Duncan states: "Road is in very good condition. It is well drained and is surfaced with gravel 42' wide and about 10" deep. Money has been deposited with the County Commissioners for surface treatment in 1959. All entrances should have macadam valley drains. Cost about $1000.00. Aside from the entrances only maintenance is required."

Copy: Mr. N. M. Pritchett
Mr. W. C. Hopkins
Mr. G. B. Chaires
Mr. C. A. Goldeisen
Mr. E. G. Duncan (2)
Mr. F. P. Scrivener
Mr. C. L. Wannen
Mr. W. A. Jordan
Mr. G. N. Lewis, Jr.
Co. Commrs. of Charles County
SRC-Charles County
Mr. H. G. Downs

Co. 17 re-inventory
Co 264
0.07 NEW

CHARLES COUNTY

ROAD ADDITION

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
THURSDAY, MARCH 5, 1959
***

TRAFFIC DIVISION

Geo. N. Lewis, Jr.

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

On request of the County Commissioners of Charles County, and on recommendation of District Engineer Duncan, concurred in by Chief Engineer Pritchett, the Commission accepted for maintenance as part of the County Roads System of Charles County, the Lancaster Road, from Maryland Route 3 to Lancaster, for a distance of 0.57 mile, in the 5th Election District.

Road Condition Survey Report submitted by Mr. Duncan indicates that this section of road has been accepted and recorded by the County Commissioners of Charles County, providing for a 40 ft. right of way.

In said Report, Mr. Duncan states: "Road has good gravel but is very rough and rutted for lack on systematic maintenance. It is extremely narrow and passing is almost an impossibility. Should be graded to 32', drained and surfaced with gravel 16' wide and 9" deep. Estimated cost $3500.00. Recommend that for the present the road be maintained in its present grade and width. Estimated cost $500.00."

Copy: Mr. N. M. Pritchett
Mr. W. C. Hopkins
Mr. C. L. Wannen
Mr. C. A. Goldeisen
Mr. E. G. Duncan (2)
Mr. F. P. Scrivener
Mr. W. A. Jordan
Mr. H. G. Downs
Mr. G. N. Lewis, Jr.
Co. Commrs. of Charles Co.
SRC-Charles County

Co 261
0.57 LONG

C0254
LENGTH 0.30

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION - WEDNESDAY, January 28, 1959

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

On request of the County Commissioners of Charles County, and on recommendation of District Engineer Duncan, concurred in by Chief Engineer Pritchett, the Commission accepted for maintenance as part of the County Roads System of Charles Connty, the Paladian Road, from Route 228 to Paladian, for a distance of 0.30 mile, in the 6th Election District.

Road condition Survey Report submitted by District Engineer Duncan indicates that this section fo road has been accepted and recorded by the Connty Commissioners of Charles County, providing for a 50 ft. right of way.

In said Report, Mr. Duncan states: "Road is not in very good condition. Has gravel surface 16' wide and 8" deep but rough and rutted and drainage needs improving. Should be ditched on both sides and additional pipes laid. Estimated cost $1800.00.

Copy: Messrs. Pritchett,
Hopkins
Wannen
Goldeisen
Duncan
Scrivener
DiDomenico
Downs
Lewis,
Co. Commrs. of Charles Co.,

Tmo A

Co258

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
THURSDAY, DECEMBER 4, 1958

***

CO 258

HANCOCK RD

M. 0.65

Present: Senator Edgar T. Bennett and Mr. John J. McMullen.

On request of the County Commissioners of Charles County, and on recommendation of District Engineer Duncan, concurred in by Chief Engineer Pritchett, the Commission accepted for maintenance as part of the County Roads System of Charles County, the Hancock Road, from Route 301 toward Radio Station, for a distance of 0.65 mile, in the Sixth Election District.

Road Condition Survey Report submitted by District Engineer Duncan indicates that this section of road has been accepted and recorded by the County Commissioners of Charles County, providing for a 40 ft. right of way.

In said Report, Mr. Duncan states: "Road is rough and rutted and badly in need of drainage. Should be graded to 26', surfaced with gravel 16' wide and 7" deep and drained with 30' - 27x44 ACCMP and 48' of 24" CM Pipe and 96' of 18" C.M Pipe. Estimated cost $4200.00. At present recommend maintaining by shaping and patching with gravel and laying 30' - 27 x 44 ACCM Pipe. Est. Cost $500.00."

Copy: Mr. H. M. Pritchett
Mr. W. C. Hopkins
Mr. C. L. Wanner
Mr. C. A. Geldeisen
Mr. E. G. Duncan (2)
Mr. F. P. Scrivener
Mr. A. F. DiDomenico
Mr. C. W. Clawson
Mr. G. N. Lewis, Jr.
Co. Commrs. of Charles County
SRC-Charles County

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, NOVEMBER 12, 1958

***

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

On request of the Board of County Commissioners of Charles County, and on recommendation of Chief Engineer Pritchett and District Engineer Duncan, the Commission accepted for maintenance as part of the County Roads System of Charles County the following sections of road:

AS TRACED
RONV. 2-19-59

Woodland Point Road, in the 5th Election District, from extension of present road for distance of 0.25 mile;

Co. Rt. 45
1.37 mi. Co. Rt. 6 to Co. Line more or less Inv.

Forest Park Road, in the 6th Election District, from extension of present road for distance of 0.40 mile.

Co. 66
0.40 Rt. Inv. off of Forest Park Rd

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

In said Reports, Mr. Duncan states with regard to the Woodland Point Road:

> "Road is in very good condition. Requires about 60CYD of bank gravel for patching. Recommend maintaining in present state."

and with regard to the Forest Park Road:

> "Road was built in 1957 and is in very good condition. Should be widened 24' graded width and with gravel surfaces 16' wide and 8" deep. Est. cost $1,000.00. Recommend that road be maintained at its present condition for the present."

Copy: Mr. N. M. Pritchett
Mr. N. C. Hopkins
Mr. C. L. Wannen
Mr. C. A. Goldeisen
Mr. H. G. Duncan (2)
Mr. F. P. Scrivener
Mr. A. F. DiDomenico
Mr. C. W. Clawson
Mr. G. M. Lewis, Jr.
Co. Commrs. of Charles Co.
SRC-Charles County

CHARLES COUNTY
US 301

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
THURSDAY, JULY 3, 1958
***

POTOMAC RIVER BRIDGE
RIGHT-OF-WAY

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

Upon motion duly made and seconded, the following resolution was adopted:

WHEREAS, the J. E. Greiner Co., Consulting Engineers under the Trust Agreement, have advised the Commission that a serious traffic hazard is developing at the east approach to the toll plaza of the Potomac River Bridge on U. S. Route 301, and

WHEREAS, such a hazard would be likely to impair the safe and expeditious movement of traffic through the area and might result in a reduction in Toll Revenues, and

WHEREAS, it is essential, in order to prevent the development of such a traffic hazard, that the Commission acquire all rights of access to U. S. Route 301 between the Potomac River and a point east of the toll plaza sufficient to accomplish the protection desired.

NOW, THEREFORE, BE IT RESOLVED that the Right of Way Department and/or the Legal Department be authorized to acquire all rights of access to U. S. Route 301 from the adjoining property between the Potomac River (Pier 23 of the Potomac River Bridge) and a point where U. S. Route 301 intersects a county road, a distance of 4890 feet, and

BE IT FURTHER RESOLVED that the costs of the acquisition of the aforesaid rights of access be paid for from the funds in the hands of the Fidelity-Baltimore National Bank, Trustee, under the Trust Agreement dated October 1, 1954, and designated as Operations Reserve Fund.

Copy: Mr. N. M. Pritchett
Mr. L. J. O'Donnell (6 Cert.)
Mr. W. C. Hopkins
Mr. C. A. Goldeisen
Mr. E. G. Duncan (2)
Mr. A. L. Grubb (2)
Mr. C. W. Clawson (2)
Mr. C. L. Wannen
Mr. J. D. Buscher
Mr. L. C. Moser
Mr. G. N. Lewis, Jr.
J. E. Greiner Company
Potomac River Br. File

.93

US 301

CHARLES COUNTY
US 301

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
THURSDAY, JULY 3, 1958
***

POTOMAC RIVER BRIDGE
RIGHT-OF-WAY

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

Upon motion duly made and seconded, the following resolution was adopted:

WHEREAS, the J. E. Greiner Co., Consulting Engineers under the Trust Agreement, have advised the Commission that a serious traffic hazard is developing at the east approach to the toll plaza of the Potomac River Bridge on U. S. Route 301, and

WHEREAS, such a hazard would be likely to impair the safe and expeditious movement of traffic through the area and might result in a reduction in Toll Revenues, and

WHEREAS, it is essential, in order to prevent the development of such a traffic hazard, that the Commission acquire all rights of access to U. S. Route 301 between the Potomac River and a point east of the toll plaza sufficient to accomplish the protection desired.

NOW, THEREFORE, BE IT RESOLVED that the Right of Way Department and/or the Legal Department be authorized to acquire all rights of access to U. S. Route 301 from the adjoining property between the Potomac River (Pier 23 of the Potomac River Bridge) and a point where U. S. Route 301 intersects a county road, a distance of 4890 feet, and

BE IT FURTHER RESOLVED that the costs of the acquisition of the aforesaid rights of access be paid for from the funds in the hands of the Fidelity-Baltimore National Bank, Trustee, under the Trust Agreement dated October 1, 1954, and designated as Operations Reserve Fund.

Copy: Mr. N. M. Pritchett
Mr. L. J. O'Donnell (6 Cert.)
Mr. W. C. Hopkins
Mr. C. A. Goldeisen
Mr. E. G. Duncan (2)
Mr. A. L. Grubb (2)
Mr. C. W. Clawson (2)
Mr. C. L. Wannen
Mr. J. D. Buscher
Mr. L. C. Moser
Mr. G. N. Lewis, Jr.
J. E. Greiner Company
Potomac River Br. File

CHARLES COUNTY

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, MAY 14, 1958
***

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

On request of the County Commissioners of Charles County, and on recommendation of District Engineer Duncan, concurred in by Chief Engineer Pritchett, the Commission accepted for maintenance as part of the County Roads System of Charles County Sections 1 and 2 of the Indian Head Manor Subdivision, in the 7th Election District, for a total distance of 1.30 miles.

Road Condition Survey Reports submitted by Mr. Duncan indicate that these sections of road have been accepted and recorded by the County Commissioners of Charles County, providing for a 50 ft. right of way.

In said Reports, Mr. Duncan states, with regard to Section #1, Indian Head Manor Road, from Route 210 to Indian Head Manor, length 0.45 mile:

> "Road was built in 1955 and is in fairly good condition. Acceptance was delayed due to a bad drainage condition. Road should be surface treated which would put it in very good condition. Estimated cost $1950.00".

and with regard to Section #2, Indian Head Manor Road, from Route 210 through Development, length 0.85 mile:

> "Road is in very good condition. Requires about 60 cyd of bank gravel for patching. Should be surface treated during coming season. Funds for this work have been deposited with Charles County Commissioners. Est. Cost of patching and surface treatment $4800.00."

Copy: Messrs. Pritchett, Hopkins, Jones, Goldeisen, Duncan, Scrivener, DiDomenico, Clawson, Lewis.
Co. Commrs. of Charles County
SRC-Charles County

MINUTES FROM MEETING OF THE STATE ROAD COMMISSION
WEDNESDAY, MAY 16, 1956

Present: Mr. Robert O. Bonnell, Chairman, Commissioner Edgar F. Daniels and Mr. John I. Sullivan.

On request of the County Commissioners of Charles County, and on recommendation of District Engineer Thomas, concurred in by Chief Engineer Fritzwater, the Commission accepted for maintenance as part of the County Roads System of Charles County Sections 1 and 2 of the Indian Head Manor Subdivision, in the 7th Election District, for a total distance of 1.70 miles.

Road Condition Survey Report submitted by Mr. Thomas indicates that 4.84 miles of road have been accepted and recorded by the County Commissioners of Charles County, requiring for a 50 ft. right of way.

In said Report, Mr. Thomas states, with regard to Section #1, Indian Head Manor Road, from Route #10 to Indian Head Manor, length 0.85 miles:

"Road was built in 1955 and is in fairly good condition. Inspectors was advised due to a bad drainage condition. Pipe should be surface treated which would put it in very good condition. Estimated cost $1500.00".

and with regard to Section #2, Indian Head Manor Road, from Route #10 through Development, length 0.85 miles:

"Road is in very good condition. Requires about 60 cys of bank gravel for patching. Should be surface treated during coming season. Plans for this work have been discussed with Charles County Commissioners. Est. Cost of patching and surface treatment $1800.00."

Copy: Messrs. Fritzwater, Hopkins, Jones, Goldstein, Dugan, Sartwater, Firestone, Stevens, Lewis.
Co. Commrs. of Charles County
Bd. Charles County

Charles County
Road addition

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
THURSDAY, APRIL 10, 1958
******

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

On request of the Board of County Commissioners for Charles County, and on recommendations of District Engineer Duncan, concurred in by Chief Engineer Pritchett, the Commission accepted for maintenance as part of the County Roads System of Charles County, section of road in the 7th Election District known as the Frazer Road, from Route 210 to Old Pomonkey Creek, for a distance of 0.50 mile.

Road Condition Survey Report submitted by District Engineer Duncan indicates that this road has been accepted and recorded by the County Commissioners for Charles County, providing for a 40-ft. right of way.

In said Report, Mr. Duncan states: "Road is in very bad condition. Should be graded to 24', drained and surfaced with gravel 16' wide and 8" deep. Est. cost $4100.00. Due to press of other work suggest for the present to widen present road a foot or two with a blade, drain and patch with gravel. Est. cost $950.00."

Copy: Messrs Pritchett, Hopkins, Goldeisen, Duncan, Scrivener, Wannen, DiDomenico, Clawson, Lewis.
Co. Commrs. for Charles Co.
SRC- Charles Co.

~~O.P. 531~~ Co 255
Inv. 12/5/56 For 0.50

CHARLES COUNTY

~~GRB~~
Co 91

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, MARCH 13, 1957

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

On request of the Board of County Commissioners for Charles County, and on recommendation of District Engineer Duncan, concurred in by Chief Engineer Pritchett, the Commission accepted for maintenance as part of the County Roads System of Charles County, the Lynch Subdivision, in the Ninth Election District, from Benedict Road to Lynch, length 608 feet. 0.11

Road Condition Survey Report submitted by Mr. Duncan indicates that this section of road has been accepted and recorded by the County Commissioners of Charles County, providing for a 40-ft. right of way.

In said Report, Mr. Duncan states: "The road is in fairly good condition. It is generally well drained and has a heavy gravel surface. This surface is in need of shaping and a moderate amount of patching with gravel. Estimated cost of putting the road into good shape, about $160.00".

Copy: Messrs Pritchett, Hopkins, Morison, Goldeisen, Duncan, Wannen
DiDomenico, Clawson, Lewis, Scrivener
Co. Commrs. of Charles Co.
SRC-Charles Co.

~~To Be Inv~~
~~Location Not Defined Properly~~
~~These Are For Mr. Forrest~~
See Resident Asst Engr at La Plata

LENGTH 0.11

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, NOVEMBER 14, 1956
****

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

On request of the County Commissioners of Charles County, and on recommendation of District Engineer E. C. Duncan, concurred in by Chief Engineer Pritchett, the Commission accepted for maintnance as part of the County Roads System of Charles County, the Retirement Road, from Route 225 to Retirement Village, length 0.28 mile, in the 10th Election District.

Road Condition Survey Report submitted by District Engineer Duncan indicates that this road has been accepted and recorded by the County Commissioners of Charles County, providing for a proposed right of way width of 40'.

In said Report, Mr. Duncan states: "The road is narrow and rough. It has, however, a good gravel surface for .20 mile of its length. The remaining .05 is dirt. Should be widened to 24', surfaced with gravel 16' wide and 8" deep. Estimated cost $2250.00. For the present I recommend shaping with a blade and patching where necessary. The cost of this temporary work will be about $135.00".

Copt: Messrs Pritchett, Hopkins, Morison, Goldeisen, Duncan, Wannen, DiDomenico, Clawson, Lewis, Scrivener
Co. Commrs. of Charles Co.
SRC- Charles Co.

Co 118

To Be Inv.

EXCERPT FROM MINUTES OF MEETING OF THE STATE HIGHWAY COMMISSION
MONTGOMERY, NOVEMBER 11, 1959

Present:

Present: Mr. Robert G. Bonnell, Chairman, Commissioner Edgar T. Bennett and Mr. John A. Mcallister.

On request of the County Commissioners of Charles County, and on recommendation of District Engineer E. C. Duncan, concurred in by Chief Engineer Pritchard, the Commission accepted for maintenance as part of the County Roads System of Charles County, the Hartsfield Road, from Route 225 to Hartsfield Village, length 0.28 mile. In the 10th Election District.

Road Condition Survey Report submitted by District Engineer Duncan indicates that this road has been accepted and recorded by the County Commissioners of Charles County, providing for a proposed right of way width of 40'.

In said Report, Mr. Duncan states: "The road is narrow and rough. It has, however, a good gravel surface for .20 mile of the length. The remaining .05 is dirt. Should be widened to 24', surfaced with gravel 16' wide and 6" deep. Estimated cost $2200.00. For the present I recommend shaping with a blade and patching where necessary. The cost of this temporary work will be about $125.00".

Copy: Messrs Pritchard, Hopkins, Burrow, Coleman, Duncan, Warner, Ohlmacher, Clawson, Lewis, Gertsvener
Co. Comm. of Charles Co.
SHC- Charles Co.

Charles Co

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, OCTOBER 23, 1957
**

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

On request of the Board of County Commissioners for Charles County, and on recommendation of District Engineer Duncan, concurred in by Chief Engineer Pritchett, the Commission accepted for maintenance as part of the County Roads System of Charles County, road in the 7th Election District of Charles County known as Mt. Eventine Road, from Route 210 to Chapman's Landing Road, for a distance of 0.16 mile.

Road Condition Survey Report submitted by District Engineer Duncan indicates that the County Commissioners of Charles County have accepted and recorded this road, providing for a 40-ft. right of way.

In said Report, Mr. Duncan states: "Road is rough, but has sufficient gravel. Needs drainage ditches cleaned. Should be shaped, drained and patched with gravel. Estimated cost $450.00."

Copy: Messrs Pritchett, Hopkins, Morison, Goldeisen, Duncan, Scrivener, Wannen, DiDomenico, Clawson, Lewis.
Co. Commrs. of Charles Co.
SRC-Charles Co.

Co. 26
Inv. 12/6/56
0.16 Mile
12' E
22' C.W.

EXCERPT FROM MINUTES OF MEETING OF THE STATE HIGHWAY COMMISSION
WEDNESDAY, OCTOBER 23, 1957

**

Present: Mr. Robert G. Connell, Chairman, Senator Edgar T. Bennett and Mr. John L. McMullen.

On request of the Board of County Commissioners for Charles County, and on recommendation of District Engineer Duncan, concurred in by Chief Engineer Pritchett, the Commission accepted for maintenance as part of the County Road System of Charles County, road in the 7th Election District of Charles County known as Pt. Tobacco Road, from Route 210 to Chapmanville Landing Road, for a distance of 0.10 mile.

Road Condition Survey Report submitted by District Engineer Duncan indicates that the County Commissioners of Charles County have accepted and recorded this road, providing for a 40-ft. right of way.

In said Report, Mr. Duncan states: "Road is rough, but has sufficient gravel. Roadside drainage ditches cleaned. Should be shaped, drained and surfaced with gravel. Estimated cost $250.00."

Copy: Messrs Pritchett, Hoskins, Mullen, Goldsmith, Duncan, Secretary, Hunter, Gillespie, Dunnan, Lewis.
Co. Commr. of Charles Co.
Sec-Charles Co.

CHARLES COUNTY

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY. MAY 16, 1957

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

On request of the County Commissioners of Charles County, and on recommendation of District Engineer Duncan, concurred in by Chief Engineer Pritchett, the Commission accepted for maintenance as part of the County Roads System of Charles County, the Morganstown Road from the end of the present road to the residential area, a distance of 0.69 mile, in the Fifth Election District of said County.

Road Condition Survey Report submitted by District Engineer Duncan indicates that this section of road has been accepted and recorded by the County Commissioners of Charles County, providing for a 40 ft. right of way.

In said Report, Mr. Duncan states: "Road should be graded to 24', drained and surfaced with gravel 16' wide and 8" deep. A relocation of 1150' must be constructed. This relocation includes 410' of marsh. Apparently there is sufficient dirt to make fill over marsh. Estimated cost of this project $5200.00.

Copy: Messrs Pritchett, Hopkins, Morison, Goldeisen, Duncan, Wannen, DiDomenico, Clawson, Lewis, Scrivener
County Co. of Charles Co.
SRC-Charles Co.

Co 206 EXT

TOTAL LENGTH 2.70

~~To Be Inv.~~

CHARLES COUNTY

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, MAY 1, 1957
****

Present: Senator Edgar T. Bennett and Mr. John J. McMullen

On request of the County Commissioners of Charles County, and on recommendation of District Engineer Duncan, concurred in by Chief Engineer Pritchett, the Commission accepted for maintenance as part of the County Roads System of Charles County the following sections of road:

To Be Env. High Avenue, from Audrey Drive to Crain Boulevard, in the 6th Election District, for a distance of 0.42 mile. Cobb Island Co 257 0.21

Holly Lane Road, from Washington Road to Holly Farm, in the 6th Election District, for a distance of 0.35 mile. Co. 59 0.34

Road Condition Survey Reports submitted by District Engineer Duncan indicate that these sections of road have been accepted and recorded by the County Commissioners of Charles County, providing for a 40 ft. right of way.

In said Reports, Mr. Duncan states, with regard to High Avenue:

"Road was graded and side ditched, but was not surfaced. Its main purpose is to provide access to densely populated section of Cobb Island." - - "Road should be reshaped and drained with 160' of 15" CM Pipe and surfaced with gravel 16' wide and 8" deep. Estimated cost $3300.00"

and with regard to Holly Lane Road:

"Road is rough and rutted but has had quite a lot of gravel surfacing. Provides access for 7 houses. It also provides crossover between Route 301 and Washington Road." - - "Road should be graded to width of 24' and drained with 48' of 15" CMP. Then surfaced with gravel 16' wide and 6" deep. Estimated cost $1200.00.

Copy: Messrs Pritchett, Hopkins, Wannen, Morison, Goldeisen, Duncan
Scrivener, DiDomenico, Clawson, Lewis
Co.Commrs of Charles Co.
SRC-Charles Co.

Jwa A

G N Lewis, Jr.

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, MARCH 20, 1957

***

Copy: Mr. N. M. Pritchett
Mr. C. A. Goldeisen
Mr. P. A. Morison
Mr. A. F. Shure
Mr. L. E. McCarl
Mr. E. G. Duncan
Mr. L. C. Moser
Mr. J. D. Buscher
Mr. C. W. Clawson
Mr. C. L. Wannen
Mr. F. P. Scrivener
Mr. G. N. Lewis, Jr.
Mr. A. F. DiDomenico
Mr. E. L. Reese
Mr. F. V. Dreyer
Mr. H. G. Downs
Mr. E. F. Gleason
Mr. H. J. Spellman
Secretary's File #21075
Secretary's File
SRC-Charles County
SRC-Prince George's County

Minutes

MD 210
Fed to State

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, MARCH 20, 1957
***

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

In accordance with its action January 3, 1957, and on recommendation of Right of Way Engineer Moser, the Commission adopted the following resolution related to the maintenance of access control along Md. Route 210, from the District of Columbia Line to a point near Bryans Road, in Charles County, Maryland, known as the Indian Head Access Highway, which was accepted for maintenance by deed from the United States Government dated November 16, 1954, signed by the Secretary of Commerce, and directed that concurrence therein by the Secretary of Commerce, through the Bureau of Public Roads, be requested:

WHEREAS, the State Roads Commission, by deed between the United States of America, acting by and through the Secretary of Commerce, and the State of Maryland, for the use of the State Roads Commission, said deed being dated November 16, 1954, accepted and took over, for maintenance, Maryland Route 210, from the District of Columbia Line to a point near Bryans Road, in Charles County, Maryland, known as the Indian Head Access Highway, and

WHEREAS, the State Roads Commission, by said deed, has agreed to maintain the control of access character of this highway, and

WHEREAS, investigation has disclosed that, on certain portions of this highway and at certain locations, the Bureau of Public Roads, acting for the United States Government, had, prior to the aforesaid deed, permitted direct access to said highway under a permit for a temporary period until service or marginal roads were constructed, and

WHEREAS, on certain portions of the highway, the property owners both prior to the time the State Roads Commission acquired the highway and subsequent thereto and without permission, have created direct locations of access to the Indian Head Highway, all of which tended to defeat the control of access character of said highway, and

WHEREAS, a series of meetings have been held between the officials of the Bureau of Public Roads and the State Roads Commission, concerning this situation, and as a result, they are cognizant of the situation and suggest that the State Roads Commission take such action as it deems appropriate to preserve as much of the control of access character of said highway as is possible under all of the conditions, and

WHEREAS, when the right of way was acquired by the Federal Government for the construction of said highway, the appraisals contemplated control of access, but the deeds therefor and the inquisitions did not definitely specify the acquisition of access rights, and

WHEREAS, legal difficulty has been encountered in connection with the access rights, and

WHEREAS, it is considered most desirable to maintain this highway with as great a degree of control of access, as is possible, consistent with sound economics and the confused situation noted above, and

Minutes

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
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WHEREAS, the State Roads Commission, by said deed, has agreed to maintain the control of access character of this highway, and

WHEREAS, investigation has disclosed that, on certain portions of this highway and at certain locations, the Bureau of Public Roads, acting for the United States Government, had, prior to the aforesaid deed, permitted direct access to said highway under a permit for a temporary period until service or marginal roads were constructed, and

WHEREAS, on certain portions of the highway, the property owners both prior to the time the State Roads Commission acquired the highway and subsequent thereto and without permission, have created direct locations of access to the Indian Head Highway, all of which tended to defeat the control of access character of said highway, and

WHEREAS, a series of meetings have been held between the officials of the Bureau of Public Roads and the State Roads Commission, concerning this situation, and as a result, they are cognizant of the situation and suggest that the State Roads Commission take such action as it deems appropriate to preserve as much of the control of access character of said highway as is possible under all of the conditions, and

WHEREAS, when the right of way was acquired by the Federal Government for the construction of said highway, the appraisals contemplated control of access, but the deeds therefor and the inquisitions did not definitely specify the acquisition of access rights, and

WHEREAS, legal difficulty has been encountered in connection with the access rights, and

WHEREAS, it is considered most desirable to maintain this highway with as great a degree of control of access, as is possible, consistent with sound economics and the confused situation noted above, and

WHEREAS, numerous requests have been made to the State Roads Commission for access to this highway or to the service roads constructed within the right of way adjacent thereto, which requests are now pending and must be determined, and

WHEREAS, the facts do not permit this highway to be controlled in accordance with the usual State Roads Commission standards, and

WHEREAS, it is deemed necessary to establish a policy in connection with this highway and the control of access thereto, and

WHEREAS, the State Roads Commission has been advised by its Legal Department that, in view of the method under which it obtained this highway and certain Acts passed by the Maryland General Assembly, permitting the State Roads Commission to accept certain roads from the Federal Government, a separate policy for the regulation of this highway, which is not in accordance with usual standards, is legal.

NOW, THEREFORE BE IT RESOLVED by the State Roads Commission of Maryland that:-

(1) From the District of Columbia Line to Parkway Drive, on the west side, a distance of approximately 2,500 feet, and to old Livingston Road (formerly, Maryland Route 224) on the east side of the Indian Head Highway, a distance of approximately 2,100 feet, where marginal service roads have not already been constructed, the State Roads Commission will construct service roads, provided, however, that the abutting property owners dedicate the necessary right of way. Throughout this area, the State Roads Commission will maintain both the existing and proposed service roads. The property owners, in the areas where no service roads now exist, will be given four (4) months, from the date of the adoption of this resolution, by the State Roads Commission, to dedicate such necessary right of way, and in the event they fail to do so in the specified time, the State Roads Commission will block off existing temporary access points to the Indian Head Highway from these properties.

Within the above area, direct access for both ingress and egress between the service roads and through lanes of the Indian Head Highway will be permitted at approximate stations 8+70, 16+70 and 20+80, on both the east and west sides.

At approximate station 2+50, on the west side, the existing ingress will be permitted between the south-bound lane of the Indian Head Highway and the service road. At this location, egress will be prohibited.

At approximate station 3+00, on the east side, the existing egress between the service road and the north-bound lanes of the Indian Head Highway will be permitted. At this location, ingress will be prohibited.

At approximate station 25+00, on the west side, the existing ingress and egress, between the service road and Parkway Drive and the through lanes of the Indian Head Highway, will be closed off and, in lieu thereof, a service road will be constructed to provide access at station 20+80.

Within the above areas, cross-overs through the center median, between north and south-bound lanes of the Indian Head Highway, will be maintained at approximate stations 8+70 and 20+80. All existing cross-overs, except for these two, will be closed and no additional cross-over will be permitted.

(2) In the area, from Parkway Drive on the west side and the Old Livingston Road (formerly Maryland Route 224) on the east side of said highway, extending to Piscataway Creek, a distance of approximately 8.3 miles, the following policy is established:-

The State Roads Commission will grant a permit to each property owner so requesting permission to build a service road (provided there is confirmation of access control as hereinafter provided) to enter upon the right of way of said highway and to construct and maintain a service road adjacent to their property, provided same shall be constructed along the entire frontage of the said property and in accordance with State Roads Commission standards. The necessary extension of existing drainage structures, or new drainage structures, as determined by the State Roads Commission, is to be the responsibility of the builders of the service road and, further, all service roads shall be located so as to provide a minimum thirty (30) foot buffer strip between the existing or proposed edge of the Indian Head Highway main pavements and the edge of the proposed service road.

In cases where the service road does not connect with an existing service road or public road intersection, permission will be granted to the title holders of record, existing as of the date of the adoption of this resolution, to make direct temporary connection at one extremity of their property to the main highway, provided said connection shall be installed and channelized in accordance with State Roads Commission standards. The temporary connection shall also serve as access for the adjoining property until such time as the service road is extended to a public road connection. The temporary connection will then be removed by the State Roads Commission.

No additional temporary points of access will be permitted for parcels created by future subdivision or sale of parts of the tracts of land as exist as of the date of the adoption of this resolution. It shall be the responsibility of the seller of such parcels to advise the new purchaser of the existence of this access policy and for them to make mutual arrangements in accordance with this policy for access to these parcels.

It is the policy of the State Roads Commission to eliminate these temporary connections as quickly as the land develops and conditions permit.

Before a permit is granted, as above provided, the property owners must first execute an instrument, provided by the State Roads Commission, confirming the control of access on the Indian Head Highway, along the front of their property, which will be recorded among the Land Records of the appropriate County, perpetuating the access control.

Throughout this area, the State Roads Commission will maintain the service roads existing prior to the date of adoption, by the State Roads Commission, of this resolution, except in those cases where agreements presently exist between the Federal Government and local authorities, making it the responsibility of the local authorities to maintain said service roads.

Points of permanent access, for both ingress and egress, between the service roads and the through lanes of the Indian Head Highway, will be permitted on both the east and west sides of said highway at all of the following listed locations. No additional permanent points of access will be permitted. When the northbound lane of the Indian Head Highway is constructed, the State Roads Commission will construct cross-overs through the center median, between the north and south-bound lanes, at approximate stations 71+75, 95+25, 125+50, 150+60, 176+50, 202+35, 240+00, 288+35, 349+00 and 398+00.

(3) Between Piscataway Creek and Bryans Road, a distance of approximately 8.4 miles, it shall be the policy of the State Roads Commission to grant no further private access, in addition to the one point of private access originally granted by the United States Government, to those parcels severed without access to any existing public road. In this regard, the State Roads Commission will enter into agreements with the various property owners, specifying the exact locations of these several points of access and limiting their width to twenty (20) feet along the right of way line. These agreements will be recorded among the Land Records of the appropriate County perpetuating the control of access features. Points of access, twenty (20) feet in width, may not be dedicated to public use.

The State Roads Commission will take steps to immediately barricade all private access now in existence, which is in violation of the access originally granted by the Federal Government.

— CHARLES COUNTY —

At the regular meeting of the State Roads Commission of Maryland held at the office of the said Commission on the 20th day of March, 1957, the following resolution was duly moved, seconded and adopted:

WHEREAS, the State Roads Commission and the County Commissioners of Charles County, Maryland, under the authority contained in Section 65 of Article 89B of the Annotated Code of Maryland, have agreed to change the status of a certain road in said Charles County from a State road to a County road and a certain other road from a County road to a State road, and

WHEREAS, the County Commissioners of Charles County by resolution adopted March 12, 1957 have formalized the agreement for such transfer,

NOW, THEREFORE, BE IT RESOLVED by the State Roads Commission of Maryland that the following State road located in Charles County which was to be accepted conditionally into the County Road System of Charles County in accordance with resolution of the County Commissioners of Charles County dated November 29, 1955, which resolution was accepted by the State Roads Commission at meeting December 13, 1955, is to be retained by the State Roads Commission as a State road:

Map No.	Route	From	To	Miles
35	Md. 6	Md. 491 at Grayton	Md. 224 at Doncaster	5.63

AND NOW, THEREFORE, BE IT FURTHER RESOLVED by the State Roads Commission of Maryland that the following State road located in said Charles County be and it is hereby transferred to the County Commissioners of Charles County and shall henceforth have the status of a County road:

Map No.	Route	From	To	Miles
18	Md. 484	Md. 6 Westerly	Md. 425 at Pisgah Co 133	5.86

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

1. The effective date for such transfer of roads be July 1, 1957.

2. The basis for allocation of funds will include this additional County road mileage in the allocation to Charles County beginning July 1, 1957.

3. That such exchange be made on an "as is basis", which pertains to the present condition of the roads involved.

ADOPTED THIS 20th DAY OF MARCH, 1957
STATE ROADS COMMISSION OF MARYLAND

By_____
Robert O. Bonnell, Chairman

Attest:

_____
C. R. Pease, Secretary

CHARLES COUNTY

cc Mr. G. N. Lewis, Jr.

State Roads Commission
TRAFFIC DIVISION
SEP 21 1956
Geo. N. Lewis, Jr.
Director

September 20, 1956

Road Exchange - Charles County

Mr. John L. Sullivan, President
Board of County Commissioners of Charles County
La Plata, Maryland

Dear Mr. Sullivan:

Your letter of August 22 to District Engineer Duncan, in regard to the transfer of Md 6 from Md 491 at Grayton to Md 224 at Doncaster, a distance of 5.63 miles, from the State Highway System to the County Road System of Charles County, and the transfer of extension of Md 425 from a point two miles south of Pisgah to Md 491 north of Grayton, for a distance of 5.65 miles, from the County Road System to the State Highway System, has been referred to me.

The exchange of roads between the State Highway System and the County Road System of Charles County was approved by the County Commissioners on November 29, 1955 and by the State Roads Commission on December 13, 1955. In connection with Md 6, between the points described above, I quote from the resolution as follows:

"BE IT FURTHER RESOLVED by the Board of County Commissioners of Charles County that the following State Road located in said Charles County will and shall be accepted into the County Road System of said Charles County upon the completion by the State Roads Commission of Maryland of Item 39, which is the County Road extension of Md 425 from a point south of Pisgah to Md 491 north of Grayton for a distance of 5.65 miles, and contemplated reduction in traffic on Md 6:

Map No. 35, Md 6 from Md 491 at Grayton to Md 224 at Doncaster, 5.63 miles 16' ."

From the above you will observe that the section of Md 6 from Grayton to Doncaster is still a part of the State Highway System and will so remain until the State Roads Commission improves the county road extension of Md 425. It is also worthy of note that even when the exchange becomes effective, under the condition given in the resolution, the State Roads Commission maintains the county roads in Charles County and, therefore, it should be no question as to the proper maintenance of Md 6 after it becomes a part of the County Road System.

Mr. John L. Sullivan September 20, 1956

I believe that if you will refer to the map of Charles County, on which the roads proposed for transfer from the State Highway System to the County Road System are outlined in green, and those proposed for transfer from the County Road System to the State Highway System are shown in yellow, you will agree with me that by transferring Md 6 from Doncaster to Grayton from the State System to the County System, and constructing the county road extension of Md 425 from a point two miles south of Pisgah to junction of Md 491 and Md 6 at Grayton, you will have a better coordinated System of State Highways in Charles County. This was the underlying purpose for the exchange of roads.

We left with you a copy of a map of Charles County when we conferred with you at La Plata, Maryland, on June 28, 1955, which showed the roads proposed for exchange between the systems. This showed all the roads as discussed with you, some of which were eliminated and, particularly, Items 17, 18 and 25.

Another question that was raised by the petitioners was in reference to Nanjemoy. As I interpret the wording of the petition, they thought that the name of this town had been left off of the State map because of the transfer. This is not true, for I have looked at the State maps dating back to 1946 and on none of these does the name of Nanjemoy appear. It does appear on the county maps. There are so many of these towns and the scale of the Tourist Map is so small that we had to establish a criteria for the determination of what towns should be on the map and which should not be shown. In the final analysis, the decision was based on the density of the towns of any particular area with regard to the scale of the map, and also whether it was a railroad station or post office.

I trust, after your review of the facts contained in this letter, that the County Commissioners will agree that the exchange as effected is that which is best, not only for the County Road System but also the State Highway System, and is in conformity with the underlying purpose for the road exchange.

Yours very truly,

Advisory Engineer

WFC/hs

cc Mr. N. M. Pritchett
Mr. G. N. Lewis, Jr.
Mr. E. G. Duncan

Nanjemoy, Md.
August 6, 1956

MFGNL

A PETITION OT HAVE STATE ROAD NO. 6 CONTINUE FROM DONCASTER TO RIVERSIDE BY WAY OF NANJEMOY AND GRAYTON

We, the undersigned citizens of the third election district in Charles County, petition the Charles County Board of Commissioners, the Charles County Road Board and the Maryland State Roads Board to retain State Road No. 6 from Doncaster to riverside, by way of Nanjemoy (formerly Cross Roads) and Grayton, as a part of the State Rads System. The recent change of stopping State Road No.6 at Doncaster and routing it toward Indian head and Washington is very unsatisfactory to the majority of citizens from Doncaster to Riverside. More than 200 families (about 800 people) living between Doncaster and Grayton have been deprived of the state road by the changes that have been made recently in the roads of the third election district. Nanjemoy (formerly Cross Roads), the largest community and central point in the third election district, has been left off the state road map, and has been placed on a minor road due to the recent changes in routing state roads in the third election district.

We also petition the Charles County and Maryland State Road Boards and the Chalres County Commissioners to place proper signs at all intersections of state and county roads to help guide the traveling public.

We wish to commend the extension of State Road No. 425 from Pisgah to Ironsides by way of Old Durham church to Grayton. This is a very satisfactory change.

Mary L. Mitchell
Walter S. Scott
James W. McPlown
David M. McKiown
Harold E. Willett
Arthur Scott
Harry Franklin
Richard Postman
David Postman
Fannie Postman
Harry Toyer
Mary Coates
Noble Coates
Joseph Bowie
Lusille Zanko
Herbert Bastain
Luther Bastain
Thomas Bastain
Violet Bastain
Betty Bastain
William Keys
Augustus Keys
Jas. McDown
Mellie Keep
John Proctor
J. Key
Louise McKeown
Lean Wood
M. L. Hancock
Lee Hancock
John Dries
Mrs. John Dries
Lucie Scott
Clifton Scott
J. Cooksey
H. M. Thomas
J. R. Knott
Linda McKeown
[illegible]

Bert Stansbury
Florence Stansbury
Robert Kendarick
Charles Kendrick
Alice Jackson
Maggie Waters
Curtis Jackson
Norman Carroll
Margaret Scott
Dorothy Scott
John Bell
Anne Bell
John T. Scott
Robert H. Scott
Boyd Finall, Jr.
Betty Finall
Lemuel Heard
Hdena Vandegrift
Laurie Wright
Ola Wright
L. Datcher
O. Dathher
I. Jackson
Oliver Thomas
Annie Jackson
Pearl Smith
Dorothy Maddox
Gerald Hancock
Clin Hancock
W. M. Davis
Roabert Bowie
W. Johnson
Lena Johnson
J. Cline
R. Shannon
Tillie Posey
W. Haislip
D. Lawson

J. A. Moore
Edna Moore
Fred Ferris
Dorothy Ferris
E. H. Lewis andMrs.
George Wright
Helen Wright
Karl Standish
Mrs. Karl Standish
J. R. Lintuer Jr.
Henritta Lintuer
Walter Willett
Sidney Dent
J. Gutrick
Charles Carroll
M. L. Shannon
F. L. Wheeler
Lee Scott
R. Mills
J. Johnson
Robert Twigg
Harold Willett
W. Gilroy
R. Huntt
J. Dudley
M. Snider
E. I. Snider
J. O. Wright
Bertram Posey
Billy Wolfe
P. Rice
Charles De Board
Wilmer Butler
Mary Washington
E. Pollens
E. Montogomery
W. Datcher
G. Shives

Dorothy McAdams
Ralph Kelton
Matida Jackson
William Henderson
L. Milstead
China Bastain
John Dent
Katie Dent
Dorothy Key
Srah Dent
Thelma Montgomery
Harry S. Wood
W. H. Grey
S. W. Barnes
H. B. Welch
Ralph Sollars
Alton Wheeler
J. King
A. Boyler
Mrs. A. Boyler
Carl Boyler
G. W. Clain
J. W. Jarrett
S. C. Linton Jr.
John Dries
Sylvia Goldin
Angeline Bannister
R. Alexander
Jane Linton
Emily Linton
Lucille Butler
Thomas Johnson
Leo Butler
Lessie Washington
Joseph Washington
Laraine Tibbs
James E. Tibbs
Wilmer Butler
E. Washington
A. Washington
Otis Carpenter
Bertha Carpenter
Betty Mae Willett
Harry Johnson
Alice Hancock
Thelma Johnson
Alean Cobey
Effie Dorsey
M. Bartain
W. Jameson
R. King
R. Boyer
Smith& Bertha Gaines
Ethel French
J.&L. Greenard
Robert Jackson
S.&E. Cobey
Emanuel Gaines
James Pugh
Malcolm Scott
Everett Mitchell
Harold Garrett
Mrs. H. Garrett
Lester Smith
M. G. Cobey

Mrs. James Wright
Irene Dunber
P. Goldsbourgh
Mary Goldsbourgh
Archie Posey
M. Posey
Ester Grissom
W. Grissom
M. McNiel
Gradys Willett
Lester Scott
L. Scott
Louis Skinner
Kirby Deakins
Doris Deakins
Sallie Deakins
L. Fuchs
Frances Fuchs
Lawrence Shannon
Julia Davis
William Davis
Lorene Shannon
Henry Jackson
John Jenkins
T. Gilroy
J. Gilroy
B. Gilroy
B. Gilroy
J. Gilroy
F. Gilroy
Noble Jackson
Emory Shannon
George Washington
Marshall Washington
R. Stark
Raymond Scott
Bessie Shannon
Archie Willett
John Spark
Richard Maddox
Sidney Franklin
Margaret Willett
John Monroe
Elsie Maddox
G. Thomas
Sheila Scott
Betty Shannon
C. Robinson
James Swann, Jr.
Isaiah and A. Warren
Amos Gaines
C. Franklin
Robert Gaines
Clara Gaines
Linwood Savoy
T. Walter
Hazel Cooper
W. Cooper
Alberta Barger
W. F. Briggs
Emory Holmes
Mary Holmes
Albert Jackson
Effie Dorsey
Mrs. B. Milstead

Grace Mardock
Samuel Bowie
George Wassmer
Katie Willett
William Berry
C. G. Mills
Ray Shannon
Bernard Willett
William Willett
Bill Lee
O. O. Lee
Shirley Lee
W. Lee
Ernest Franklin
Buddy Franklin
Harry Maddox
T. Davis, Jr.
Mary Haxel Scott
Evelyn Franklin
Ida Maddox
Walter Mills
Mary Mills
S. Montgomery
Rufus Keys
Mary Keys
John Ross
Gilbert Bannister
T. Speake
James Richardson
Fannie Richardson
Lemeul Henson
John Mills
San Cafey
Annie Cobey
John Farrarr
M. Scott
Chalres Perry
Mattie Carroll
Mary Scott
Thomas Bastain
M. Gilroy
Melvin Davis
W. Lewis
J. Bowie
K. Scott
L. Kirtland
J. Perry
Theodore Davis, Sr.
Joanne McMahon
Glayds Davis
Leon Wheeler
George Risko
Cilfton Gilroy
Lucille Gaines
Rosie Henson
Wm. McCloskey
Edwrd and Ardell Bannister
Emuel Lawson
Lola Carroll
Roy Carroll
Malinda Washington
Sameil Savoy
Michard Wilson
Irene Savoy
Sylvester Cobey

Thelma Maddos
Pearl Sanders
W. Sanders
Mary Skinner
C. Davis
S. Mart
Bertah Hart
V. Scott
Willie Jackson
Oscar Posey
Kate Berry
James Berry
Vinnie Wright
Keith Wright
Frank Rye
Delbert Rye
Katie Franklin
James Hass
Medie Scott
Nettie Scott
Joan Scott
Ida Willett
Emmas Willett
Boyd Finall
Martha Finall
Harry Scott
A. Wilson
John Wilson
Avary Monroe
C. Washingt n
Mabel Monroe
Mary Bannister
Carl Wright
S. Tibbs
Frank Watlers
J. Washington
Russell Johnson
Carter Swann
Melvin Swann
F. Tibbs
Lawrence Wedding
Sherman Freeman
Blair Barger
W. H. Hass
L. Carroll
Eva Milstead
W. Milstead
Z. Tibbs
Dorothy Carroll
L. Posey
G. Swann
Mary Datcher
L. Waters
W. Datcher
Thomas Datcher
Ben Gutrick
Oscar Posey
Austin Carroll
James Posey
Esther Kelton
C. Savoy
Margaret Hesnon
F. Waters
Alan Lusbay
Richard Golden
Samuel Johnson

N. Rye
Audrey Mosley
Edna Tiggs
Alan Lusby
W. J. Brannon
Mrs. W. J. Brannon
E. Franklin
Robert Davis
Carol Lusby
V. Gorham
M. Gutrick
Howard Bovay
Mabel Rye
Harry Rye
Shirley Rye
Elsie Wheeler
James Dorsey
W. Milstead
G. Wassman
George Dvais
Betty Robey
Mary C. Ward
Walter Hancock
Robert Rice
F. Curtis
W. Lawson
A. Parrell
M. Barber
Martha Stalling
W. Gay
J. Brooks
Calvert Posey
Glwnwood Dudley
G. C. Carroll
Maltida Jackson
Nora Rye
Lillian Burfeld
Gilbert Burgfield
G. Washington
Lean Howard
Lee Hopkins
Marian Hopkins
W. Howard
Harold Taylor
Whitefield Stallings
Dorothy Key
Frank Weeb
R. Flowerr
W. C. Flower
R. Clements
C. Clements
Eugene Cobey
M. Cook
T. C. Cook
Pat Cook
James Dorris
G. Hampton
J. Lynch
L. Lynch
Carl Hampton
Daisy Burton
L. A. Davis
A. T. Davis
G. Wright
G. Davis, Sr.
C. Rogers

Louise Davis
F. Dunbar
J. Murphy
Ernest Murphy
W. Olver Boggs
Clarence Rocker
L. A. Smith

CHARLES

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, AUGUST 22, 1956
****

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

On request of the County Commissioners of Charles County, and on recommendation of District Engineer E. G. Duncan, concurred in by Chief Engineer Pritchett, the Commission accepted for maintenance as part of the County Roads System of Charles County, section of road known as Homeland Drive, from Route 5 to Homeland Development, length 0.35 mile, in the 9th Election District.

Road Condition Survey Report submitted by District Engineer Duncan indicates that this section of road has been accepted and recorded by the County Commissioners of Charles County, providing for a 40 ft. right of way.

In said Report, Mr. Duncan states: "The road is well surfaced with bank gravel, but has a narrow graded width and is in need of more adequate drainage, both as to cross pipes and entrance culverts. The road should be graded to 24' ditched on both sides and drained with two additional cross pipes 15" in diameter. Entrance pipes should be installed for each residence. It will also require about 100 cu. yds. of bank run gravel to bring up low places. Estimated cost of this work $700.00.

Copy: Messrs Pritchett, Hopkins, Morison, Goldeisen, Duncan, Wannen, DiDomenico, Clawson, Lewis, Scrivener
Co. Commrs. of Charles Co.
SRC-Charles County

To Be Inv.

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JAT

MINUTES AND CONTRACT OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, AUGUST 23, 1950
******

Present: Mr. Robert G. Funnell, Chairman, Senator Roger C. Bennett and Mr. John J. Middleton

On request of the County Commissioners of Caroline County, and on recommendation of District Engineer E. O. Thomas, concurred in by Chief Engineer Pritchett, the Commission accepted for maintenance as part of the County Roads System of Caroline County, another road known as Homland Drive, from Route 5 to Homland Development, length 0.55 mile, in the 4th Election District.

Road Condition Survey Report submitted by District Engineer Thomas states that this section of road has been accepted and recorded by the County Commissioners of Caroline County, providing for a 40 ft. right of way.

In said Report, Mr. Thomas states: "The road is well surfaced with dark gravel, and has a narrow graded width and is in need of very adequate drainage, both as to cross pipes and entrance culverts. The road should be graded to 24' across on both sides and ditched with two additional cross pipes 15" in diameter. Entrance pipes should be supplied for each residence. It will also require about 200 cu. yds. of bank run gravel surfacing on the place. Estimated cost of this work $400.00.

Copy: Members Fritzpatrick, Middleton, Bennett, Bolderson, Lanzer, Manning, Dimmerling, Dawson, Lewis, Stevenson
Co. Commrs. of Caroline Co.
Sec-Treasurer County

CHARLES Co

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
TUESDAY, JULY 24, 1956
****

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

On request of the County Commissioners of Charles County, and on recommendation of District Engineer E. G. Duncan, concurred in by Chief Engineer Norman M. Pritchett, the Commission accepted as part of the County Roads System of Charles County, the Potomac View Road, from Woodland Point to Potomac View, in the 5th Election District, for a distance of 0.38 mile.

Road Condition Survey Report submitted by District Engineer Duncan indicates that this section of road has been accepted and recorded by the County Commissioners of Charles County, providing for a 50 ft. right of way.

In said Report, Mr. Duncan states: "Road is narrow and rutted, Should be graded to 24', drained and surfaced with gravel 16' wide and 8" deep. The estimated cost of this work is about $2000.00."

Copy: Messrs Pritchett, Hopkins, Morison, Goldeisen, Duncan, Wannen, DiDomenico, Clawson, Lewis, Scrivener
Co. Commrs. of Charles Co.
SRC-Charles Co.

Co 241
57 JD7

To BE INU

June 11, 1956

Contract Ch-257-13-520
White Plains-Lyons Corner

McGuire and Rolfe, Inc.
1401 First Street, S. E.
Washington 3, D. C.

Gentlemen:

This is to notify you of the acceptance on June 4, 1956 of the above noted project by the State Roads Commission and you are hereby relieved of any further responsibility for maintenance thereof.

The final quantities of all items of work have been computed, inspected and approved by you and have been forwarded to our accounting department for making the extensions.

The project records indicate that all work was completed within the given time limit.

Very truly yours,

E. G. Duncan
District Engineer

EGD/S

cc: State Roads Commission
N. M. Pritchett
C. A. Goldeisen
T. M. Linthicum
W. B. Duckett
G. N. Lewis, Jr.
F. V. Dreyer
R. B. Burgess
W. C. Robins
J. E. Wood
E. F. Gleason
H. D. Peddicord
J. H. Reeder

June 11, 1956

Contract CH-2517-13-520
White Plains-Lyons Corner

Roberts and Dolly, Inc.
1400 First Street, S. E.
Washington 3, D. C.

Gentlemen:

This is to notify you of the acceptance on June 6, 1956 of the above noted project by the State Roads Commission and you are hereby relieved of any further responsibility for maintenance thereof.

The final quantities of all items of work have been computed, inspected and approved by you and have been forwarded to our accounting department for making the extension.

The project records indicate that all work was completed within the given time limit.

Very truly yours,

E. O. Burden
Material Engineer

EOB/jf

cc: State Roads Commission
R. H. Pritchett
C. A. Gullelsen
T. H. Lindblom
W. H. Hulett
G. M. Lewis, Jr.
F. V. Grover
R. E. Burgess
W. O. Adkins
J. E. Wood
E. F. Hanson
H. D. Peddicord
J. H. Reeder

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
THURSDAY, MAY 24, 1956
*****

Present: Mr. Russell H. McCain, Chairman and Mr. Bramwell Kelly

On request of the County Commissioners of Charles County, and on recommendation of District Engineer E. G. Duncan, concurred in by Chief Engineer Norman M. Pritchett, the Commission accepted for maintenance as part of the County Roads System of Charles County, streets, lanes and roads in the Cobb Island subdivision for a distance of 2 miles in the Fifth Election District, as marked in red on map of Cobb Island submitted by District Engineer Duncan.

Road Condition Survey Report submitted by Mr. Duncan indicates that these roads have been accepted and recorded by the County Commissioners of Charles County, providing for a 30-ft, right of way. These roads are all within the limits of Cobb Island and only those roads are included where developments have been made on adjacent properties. The roads in the Island where there are no residences have not been included in this request for acceptance into the County Roads System.

In said Report, Mr. Duncan states: "Some sections are surfaced with gravel and are fairly well drained; other sections rough graded with no surface material and very poor drainage. All sections should be graded to 30' drained and surfaced with gravel 16' wide and 6" deep. The cost of this work is estimated to be about $7500.00. The high cost of this work is due to the long distance from any source of proper gravel for surfacing, some 18 miles.

Copy: Messrs Pritchett, Hopkins, Morison, Duncan, Goldeisen,
Wannen, DiDomenico, Clawson, Lewis, Scrivener
Co. Commrs. of Charles Co.
SRC-Charles Co.

To Be Inv
See Plat

Numbers are listed on Plat
57 JD 7

EXCERPT FROM MINUTES OF MEETING OF THE KITTY DOWNS COMMISSION
THURSDAY, JUY 26, 1956

*****

Colorado Division of Roads

Present: Mr. Russell H. Morris, Chairman and Mr. Bradford Tolby

On request of the County Commissioners of Cheyenne County, and on recommendation of District Engineer E. G. Duncan, concurred in by District Engineer Joseph K. Friedman, the Commission accepted for maintenance as part of the County Roads System of Cheyenne County, streets, lanes and roads in the Cook Island Subdivision for a distance of 2 miles in the Pilton Direction District, as marked in red on map of Cook Island submitted by District Engineer Duncan.

Road Condition Survey report submitted by Mr. Duncan indicates that these roads have been accepted and recorded by the County Commissioners of Cheyenne County, providing for a 30-ft. right of way. These roads are all within the limits of Cook Island and only those roads are included where developments have been made on adjacent properties. The roads in the Island where there are no residences have not been included in this request for acceptance into the County Roads System.

In said Report, Mr. Duncan states: "Some sections are surfaced with gravel and are fairly well drained; other sections rough graded with no surface material and very poor drainage. All sections should be graded to 30' drained and surfaced with gravel 18' wide and 6" deep. The cost of this work is estimated to be about $1700.00. The high cost of this work is due to the long distance from any source of proper gravel for surfacing, some 10 miles.

Copy: Messrs Prichett, Hopkins, Morrison, Duncan, Calderon, Warren, Ingersoll, Clayton, Lewis, Scrivener
Co. Comrs. of Cheyenne Co.
Sec-Charles Co.

CHARLES Co

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
FRIDAY, MAY 18, 1956
******

Present: Mr. Russell H. McCain, Chairman and Mr. Bramwell Kelly

On request of the County Commissioners of Charles County, and on recommendation of District Engineer E. G. Duncan, concurred in by Chief Engineer Norman M. Pritchett, the Commission accepted the following sections of roads in Charles County for maintenance as part of the County Roads System. Road Condition Survey Reports submitted by District Engineer Duncan indicate that these sections of roads have been accepted and recorded by the County Commissioners of Charles County, providing for right of way width, as well as present condition of road and recommended improvement with estimated cost of proposed improvement, as set forth below:

Section of Road	R/W	Condition, Recommended Improvement and Estimated Cost
Butler Road, from Route 3 to the land of George Butler, length 0.501 mile, in Fifth Election District. Co 259 57 To Be Inv.	30'	"The road was constructed during the period that the county roads were under the supervision of the county officials. It is in good condition and requires only shaping and a small amount of patching. It is perfectly adequate for the traffic it carries and I recommend only the blading and patching mentioned above. The estimated cost of this work will be about $100.00
Hill Road (Cobb Island Road) from Md. Rt. 535 to Hill Development, length 0.60 mile, in Fifth Election District. Co 249 57	60'	"The road is in generally good condition. The surface, while rough from lack of shaping, is thick and will require a minimum of patching with gravel. The 30' pipes should be added for better drainage. Grass on the shoulders should be mowed and the road shaped and patched. Estimated cost of this work about $600.00

Copy: Messrs Pritchett, Hopkins, Morison, Duncan, Goldeisen, Wannen, DiDomenico, Clawson, Lewis, Scrivener
Co. Commrs. of Charles Co.
SRC- Charles Co.

BUDGET HIGH COUNTY TO ACCEPT A 7MI GRAVEL TOWN CONSTRUCTION
FRIDAY, MAY 16, 1952

Present: Mr. Maxwell H. Rocklin, Chairman, C. Jerrard Kelly

On requests of the County Commissioners of Charles County, and on recommendation of District Engineer C. Q. Quinn, concurred in by Resident Engineer Jerome H. Fitzsimmons, the Contractor engaged in the improvement of roads in Charles County has commenced operations at 7 Mile Lane, a road in good condition but which lacks adequate width to construct two lanes of traffic. Certain sections of roads have been accepted and received by the County Commissioners of Charles County, providing for right of way widths, as well as present condition of road and recommended improvements with estimated cost of proposed improvements, as set forth below:

Location of road	Miles
Major Road, from Route 3 to the land of Cecile Fuller. Length 0.201 mile, in Little Hacolton District.	201
Hill Road (Mrs. Johnson road) from Mr. Geo. Fye to Hill Homestead. Length 0.60 mile, in Pine Bluffton District.	60

Copy: Mayor Richard, Hopkins, Watkins, Hanson, Colderson, Williams, Clemmons, Clayton, Lewis, Fortune
Co. Commr. of Charles Co.
Mr. Thomas Co.

Continued, for reasons improvements and certain of road.

"The road was constructed during the period that the County Commissioners were responsible for supervision of the County effort. It is in very good condition, but in the area considered absolutely necessary adequate for a small amount of moving. It is perfectly adequate for the traffic in certain mud-1 seasons only the blading and patching necessary. The contractor must, in this case, be on about [illegible]

The road is in generally good condition, the exception, which runs from it lack of ditching. It is clear and will require a minimum of patching with gravel. The 30' lines should be added for better drainage. Other ca[illegible] shoulder should be [illegible] and the ditches [illegible] this work about [illegible]

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 request of the County Commissioners of Charles County, and on recommendation of District Engineer E. G. Duncan, concurred in by Chief Engineer Norman M. Pritchett, the Commission accepted for maintenance as part of the County Roads System of Charles County, section of road in the Ninth Election District known as the Hoffman Road, from Hughesville to Gallant Green Road, length 0.80 mile.

Road Condition Survey Report submitted by District Engineer Duncan indicates that this section of road has been accepted and recorded by the County Commissioners of Charles County, providing for a proposed right of way width of 30 feet.

In said Report, Mr. Duncan states: "The road is narrow, rutted and entirely impassable in wet weather. Should be graded to 24', drained and surfaced with gravel 16' wide and 6" deep. Estimated cost $3500.00."

Copy: Messrs. Pritchett, Hopkins, Morison, Duncan, Goldeisen, Wannen DiDomenico, Clawson, Lewis, Scrivener
Co. Commrs. of Charles Co.
SRC-Charles County

Co. 74

(57) J.D.7.

ch

CHARLES Co.

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
THURSDAY, FEBRUARY 9, 1956
****

Present: Senator Edgar T. Bennett and Mr. Bramwell Kelly.

On request of the County Commissioners of Charles County, and on recommendation of District Engineer E. G. Duncan, concurred in by Chief Engineer Norman M. Pritchett, the Commission accepted for maintenance as part of the County Roads System of Charles County, section of road in the Sixth Election District, known as Montgomery Avenue, from Route 5 to Montgomery, length 0. 35 mile.

Road Condition Survey Report submitted by District Engineer Duncan indicates that this section of road has been accepted and recorded by the County Commissioners of Charles County, providing for a proposed right of way width of 40 ft.

In said Report, Mr. Duncan states: "The road is rutted and narrow. The gravel surface is thin or non-existent. The ditch lines are totally inadequate with too few pipes either for entrances or for cross road drainage. Should be reconstructed to a width of 24', drained and surfaced with gravel 16' wide and 6" to 8" in depth. The estimated cost of this work is $2250.00.

Copy: Messrs Pritchett, Hopkins, Morison, Goldeisen,
Duncan, DiDomenico, Clawson, Lewis, Scrivener
Co. Commrs. of Charles Co.
SRC-Charles County

CHARLES COUNTY

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
TUESDAY, DECEMBER 13, 1955
***

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

For the purpose of record, in connection with the exchange of roads in Charles County, the Board of County Commissioners of Charles County, in resolution adopted November 29, 1955, agreed as follows:

"BE IT FURTHER RESOLVED by the Board of County Commissioners of Charles County that the following State Road located in said Charles County will and shall be accepted into the County Road System of said Charles County upon the completion by the State Roads Commission of Maryland of Item 39, which is the County Road extension of Md 425 from a point south of Pisgah to Md 491 north of Grayton for a distance of 5.65 miles, and contemplated reduction in traffic on Md. 6:

Map No.	Route	From	To	Miles	Width
✓35	Md 6	Md 491 at Grayton	Md 224 at Doncaster	5.63	16' "

Copy: Mr. A. S. Gordon
Mr. N. M. Pritchett
Mr. W. C. Hopkins
Mr. W. F. Childs, Jr.
Mr. P. A. Morison
Mr. C. A. Goldeisen
Mr. A. F. Shure
Mr. E. G. Duncan (2)
Mr. W. A. Friend
Mr. F. P. Scrivener
Mr. C. L. Wannen
Mr. A. F. DiDomenico
Mr. G. N. Lewis, Jr. (8)
Mr. L. C. Moser
Mr. F. V. Dreyer
Mr. C. W. Clawson (4)
Mr. A. L. Grubb
Co. Commrs. of Charles County (3)
Secretary's File
SRC-Charles County

RETAINED by S.R.C.

See S.R.C. minutes dated 3-20-57

CHARLES COUNTY

At the regular meeting of the State Roads Commission of Maryland held at the office of the said Commission on the 13th day of December, 1955, the following resolution was duly moved, seconded and adopted:

WHEREAS, the State Roads Commission and the County Commissioners of Charles County, Maryland, under the authority contained in Section 65 of Article 89B of the Annotated Code of Maryland have agreed to change the status of certain roads in Charles County from State roads to County roads and certain other roads from County roads to State roads, and

WHEREAS, the County Commissioners of Charles County by resolution adopted November 29, 1955 have formalized the agreement for such transfer,

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

Map No.	Route No.	From	To	Miles
38	County Rd. 382	1½ Miles N. of Gallant Green	Prince George's County Line	1.00
39	Md. 425 Ext. 426	Point South of Pisgah	Md. 491 North of Grayton	5.65
42	County Rd. 382	Md. 233 2 miles W. of Malcolm	1½ miles E. of Malcolm	3.20
			Total	9.85

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

Map No.	Route No.	From	To	Miles
1	~~US 301~~ Md 3C (Old) Co 64	Prince George's County Line NEAR	Md. 5 at Waldorf	2.99
2	Md. 233 67	Prince George's County Line West	Cross Road 1.3 miles N. of Gallant Green	2.10
3	Md. 224 18	Md. 210 at Bryan's Road	Md. 226	0.47
4	Md. 224 140	Md. 227 at Pomonkey	Md. 225	2.95
5	Md. 691 30	Md. 225 Potomac Heights	Md. 210 (Indian Head)	1.54
6	Md. 693 Co 77	Md. 5 ½ mile E. of Beantown	Md. 5	1.62
7	Md. 693 120	Md. 5 at Bryantown	Md. 232	0.53
8	Md. 693 93	Md. 5 toward	Mason's	0.15
9	Md. 659 92	Md. 231 at Patuxent	Md. 381	0.17
10	Md. 659 83	Md. 231 1 mile W. of Benedict	Md. 231	0.18
11	Md. 659 81	Md. 231 1 mile E. of Patuxent	Md. 231	0.32
12	Md. 693 Co 96	Md. 5 Southeast of Hughesville	Md. 5	0.57 0.58
13	Md. 659 88	Md. 231 1½ miles E. of Patuxent	Md. 231	0.26
14	Md. 327 117	Md. 3 at Lyon's Cor.	Md. 6 North of Port Tobacco	4.72
~~15~~	~~Md. 325 116~~	~~Md. 3 at LaPlata~~	~~US 301~~	~~0.29~~
16	Md. 3 115-192	US 301 at Lyon's Corner	US 301, South of LaPlata	(2.77 (1.86
19	Md. ~~639~~ 649 179	Md. 6 at Port Tobacco	Md. 6	0.28
20	Md. 469 180	Md. 6 at Port Tobacco	Point North of Chapel Point	1.97 5.76
21	Md. 3 199	Md. 558 at Bel Alton	Northerly	2.38
22	Md. 558 185	Md. 3 at Bel Alton	Md. 6 at Newton	4.11
23	Md. 428 107	Md. 234 at Allen's Fresh	Md. 6 at Dentsville	5.45
24	Md. 536 176	Md. 6 East of Welcome	Southerly	1.82
26	Md. 3 199	Md. 558 at Bel Alton	US 301 & Md. 427	0.31
27	Md. 3 192	Point South of Bel Alton	US 301 East of Faulkner	2.18 18-19

CHARLES COUNTY

Map No.	Route No.		From	To	Miles
✓28	Md. 429	194	Md. 3 at Faulkner	Pope's Creek	3.02
✓29	Md. 3	192	US 301 E. of Faulkner	US 301 W. of Md. 234	1.24 18-19
✓30	Md. 3	200	US 301 South of Md. 234	US 301 at Newburg	1.98
✓31	Md. 230	202	Md. 3 at Newburg	Cooksey	3.77
✓32	Md. 3	205	At Piccowaxen Creek	Near Wayside	0.50
✓33	Md. 229	206	Md. 3 at Wayside	Morgantown	2.24
✓36	Md. 426	157	Md. 6 at Cross Roads	Md. 563	1.98
✓37	Md. 426		Md. 563	Potomac River	0.96
✓40	Md. 233	69	Md. 232, Northeast	County Cross Roads	3.08
✓41	Md. 231 (Old)	84	New Md. 231 (Benedict)	Old Ferry Landing	0.38
				Total	61.14

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

1. The effective date for such transfer of roads be July 1, 1956.

2. The basis for allocation of funds will include this additional County road mileage in the allocation to Charles County beginning July 1, 1956.

3. That such exchange be made on an "as is basis", which pertains to the present condition of the roads involved.

ADOPTED THIS 13th DAY OF DECEMBER, 1955

STATE ROADS COMMISSION OF MARYLAND

By_____
Russell H. McCain, Chairman

Attest:

_____
C. R. Pease, Secretary

CHARLES COUNTY

At the regular meeting of the State Roads Commission of Maryland held at the office of the said Commission on the 13th day of December, 1955, the following resolution was duly moved, seconded and adopted:

WHEREAS, the State Roads Commission and the County Commissioners of Charles County, Maryland, under the authority contained in Section 65 of Article 89B of the Annotated Code of Maryland have agreed to change the status of certain roads in Charles County from State roads to County roads and certain other roads from County roads to State roads, and

WHEREAS, the County Commissioners of Charles County by resolution adopted November 29, 1955 have formalized the agreement for such transfer,

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

Map No.	Route No.	From	To	Miles
Map 2 38	County Rd. 382	1½ Miles N. of Gallant Green	Prince George's County Line	1.00
Md 425 39	Md. 425 Ext. 426	Point South of Pisgah	Md. 491 North of Grayton	5.65
Md 382 42	County Rd. 382	Md. 233 2 miles W. of Malcolm	1½ miles E. of Malcolm	3.20
			Total	9.85

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

Map No.	Route No.	From	To	Miles
1	Md 3C ~~US 301~~ (Old) 64	CO NEAR Prince George's County Line	Md. 5 at Waldorf	2.99
2	Md. 233 67	Prince George's County Line West	Cross Road 1.3 miles N. of Gallant Green	2.10
3	Md. 224 18	Md. 210 at Bryan's Road	Md. 226	0.47
4	Md. 224 140	Md. 227 at Pomonkey	Md. 225	2.95
5	Md. 691 30	Md. 225 Potomac Heights	Md. 210 (Indian Head)	1.54
6	Md. 693 Co 77	Md. 5 ½ mile E. of Beantown	Md. 5	1.62
7	Md. 693 120	Md. 5 at Bryantown	Md. 232	0.53
8	Md. 693 93	Md. 5 toward	Mason's	0.15
9	Md. 659 92	Md. 231 at Patuxent	Md. 381	0.17
10	Md. 659 83	Md. 231 1 mile W. of Benedict	Md. 231	0.18
11	Md. 659 81	Md. 231 1 mile E. of Patuxent	Md. 231	0.32
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13	Md. 659 88	Md. 231 1½ miles E. of Patuxent	Md. 231	0.26
14	Md. 327 117	Md. 3 at Lyon's Cor.	Md. 6 North of Port Tobacco	4.72
~~15~~	~~Md. 225~~ 116	Md. 3 at LaPlata	US 301	0.29
16	Md. 3 115-182	US 301 at Lyon's Corner	US 301, South of LaPlata	(2.77 (1.86
19	Md. ~~639~~ 649	Md. 6 at Port Tobacco	Md. 6	0.28
20	Md. 469 180	Md. 6 at Port Tobacco	Point North of Chapel Point	1.97 576
21	Md. 3 199	Md. 558 at Bel Alton	Northerly	2.38
22	Md. 558 185	Md. 3 at Bel Alton	Md. 6 at Newton	4.11
23	Md. 428 107	Md. 234 at Allen's Fresh	Md. 6 at Dentsville	5.45
24	Md. 536 176	Md. 6 East of Welcome	Southerly	1.82
26	Md. 3 199	Md. 558 at Bel Alton	US 301 & Md. 427	0.31
27	Md. 3 192	Point South of Bel Alton	US 301 East of Faulkner	2.18 18-19

CHARLES COUNTY

Map No.	Route No.		From	To	Miles
✓28	Md. 429	194	Md. 3 at Faulkner	Pope's Creek	3.02
✓29	Md. 3	192	US 301 E. of Faulkner	US 301 W. of Md. 234	1.24 18-19
✓30	Md. 3	200	US 301 South of Md. 234	US 301 at Newburg	1.98
✓31	Md. 230	202	Md. 3 at Newburg	Cooksey	3.77
✓32	Md. 3	205	At Piccowaxen Creek	Near Wayside	0.50
✓33	Md. 229	206	Md. 3 at Wayside	Morgantown	2.24
✓36	Md. 426	157	Md. 6 at Cross Roads	Md. 563	1.98
✓37	Md. 426		Md. 563	Potomac River	0.96
✓40	Md. 233	69	Md. 232, Northeast	County Cross Roads	3.08
✓41	Md. 231 (Old)	84	New Md. 231 (Benedict)	Old Ferry Landing	0.38
				Total	61.14

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

1. The effective date for such transfer of roads be July 1, 1956.

2. The basis for allocation of funds will include this additional County road mileage in the allocation to Charles County beginning July 1, 1956.

3. That such exchange be made on an "as is basis", which pertains to the present condition of the roads involved.

ADOPTED THIS 13th DAY OF DECEMBER, 1955

STATE ROADS COMMISSION OF MARYLAND

By_____
Russell H. McCain, Chairman

Attest:

_____
C. R. Pease, Secretary

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
TUESDAY, SEPTEMBER 20, 1955
****

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

On request of the County Commissioners of Charles County, and on recommendation of District Engineer E. B. Duncan, concurred in by Chief Engineer N. M. Pritchett, the Commission accepted the following sections of roads in Charles County for maintenance as part of the County Roads System. Road Condition Survey Reports submitted by District Engineer Duncan indicate that these sections of roads have been accepted and recorded by the County Commissioners of Charles County, providing for right of way width, as well as present condition of road and recommended improvement with estimated cost of proposed improvement, as set forth below:

Section of Road	R/W	Condition, Recommended Improvement and Estimated Cost
CO 243 Ind 12/19/55 Laurel Drive Road, from Route 210 through sub-division known as "Montrose", length 0.45 mile, in 7th Election District.	50'	"The road has been recently constructed and in pretty fair condition. The gravel surface has a depth of 8" but is rather rough due to large aggregate. The road is well drained generally, but needs one 18" pipe 48" long askew. Side ditches are badly washed on both sides for a distance of 250 Cost of putting road in shape is estimated at $300.00.
To be [illegible] CO 247 Ind 12/19/55 Route through Green Meadows, length 0.60 mile, in 7th Election District.	50'	"The road was recently constructed and aside from one badly washed side ditch and the need for 2 additional culverts is in excellent condition. The gravel surface has a depth of 8" and has been kept in shape by an auto patrol and the application of calcium chloride. Estimated cost of laying culverts and repairing washed ditch $900.00

Copy: Messrs Pritchett, Hopkins, Morison, Duncan, Goldeisen, Wannen, DiDomenico, Clawson, Lewis, Scrivener
Co. Commrs. of Charles Co.
SRC-Charles County

State Roads Commission
TRAFFIC DIVISION

SEP 23 1955

Geo. N. Lewis, Jr.
Director

Copy: Mr. R. H. McCain
Mr. H. M. Pritchett
Mr. W. C. Hopkins
Mr. A. F. Shure
Mr. P. A. Morison
Mr. C. A. Goldeisen
Mr. C. L. Wannen
Mr. G. N. Lewis, Jr.
Mr. Allan Lee
Mr. H. C. Bowers
Secretary's File
SRC - Research-Special Studies

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, SEPTEMBER 7, 1955
***

Minutes

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

The Commission approved and Chairman Russell H. McCain executed on its behalf "AGREEMENT COVERING COOPERATIVE HIGHWAY RESEARCH PROJECT (AASHO ROAD TEST)", in quintuplicate, dated September 7, 1955, by and between the National Academy of Sciences, a corporation duly organized and existing pursuant to an Act of Congress, therein called the "Academy," and the State Roads Commission of Maryland, therein called the "Department," covering participation by the State Roads Commission of Maryland in the road test project by the National Academy of Sciences, through its Highway Research Board, in the vicinity of Ottawa and LaSalle, Illinois, and wherein -

"---B. The Department agrees:

1. To provide its pro-rata share of the estimated cost of this cooperative highway research project. In order to implement this agreement the Department shall (a) authorize and request the Bureau of Public Roads, U.S.Department of Commerce, to withheld from funds available to the Department under the Federal Highway Act, as amended and supplemented, a sum equal to the Department's pro-rata share of the project costs, estimated at Twenty Thousand Four Hundred Nine Dollars ($20,409.00); and (b) authorize and request the Bureau of Public Roads, U. S. Department of Commerce, to apply the funds so withheld for the Department's account to the payment of the Department's pro-rata share of the cost of the research project herein provided, upon the receipt from the Academy of certified vouchers claiming reimbursement for costs incurred on the project in accordance with an agreement between the Bureau and the Academy which shall have been entered into for the purpose.---"

In accordance with above, the Commission executed the following letter, dated September 7, 1955, addressed to Commissioner, Bureau of Public Roads, Washington, D. C.:

"State MARYLAND

Project No. RPS 1 (70)

Date September 7, 1955

Commissioner
Bureau of Public Roads
Washington, D. C.

Dear Sir: -

In conformance with arrangements for financing the proposed AASHO Road Test Project, the State of Maryland has formally consented to provide its

share of the cost of the project in the amount of $20,409.00 from its apportionments of Federal-aid Highway funds.

In accordance with the action taken by the Administrative Committee of the American Association of State Highway Officials in Seattle in November 1954, authorizing the Executive Committee to proceed with the road test, the State of Maryland requests and authorizes the Commissioner of Public Roads to withhold for use in the financing of this project the sum of $20,409.00 from balances of Federal-aid highways funds presently available to the State, pursuant to such agreement as may be entered into between the State and the National Academy of Sciences.

It is understood that the Bureau of Public Roads will make payments from the above sum so withheld to the National Academy of Sciences administering the AASHO Road Test Project, pursuant to such fiscal agreement as may be entered into between the Bureau and the Academy, making reference therein to such agreement as may have been entered into by the State and the Academy.

Very truly yours,

STATE ROADS COMMISSION OF MARYLAND

By: (Sgd.) Russell H. McCain
Chairman

By: " Edgar T. Bennett
Member

By: " Brennell Kelly
Member

Approved: Date _____

_____
Commissioner of Public Roads"

Agreement No. 18

A G R E E M E N T

COVERING COOPERATIVE HIGHWAY RESEARCH PROJECT

(AASHO ROAD TEST)

AGREEMENT made as of the 7th day of September, 1955, by and between the National Academy of Sciences, a corporation duly organized and existing pursuant to an Act of Congress, hereinafter called the "Academy," and the State Roads Commission of Maryland, hereinafter called the "Department."

WITNESSETH:

WHEREAS, the highway department of certain States, including the Department, acting through the American Association of State Highway Officials, have requested the Academy through its Highway Research Board (hereinafter called the "Board") to supervise and direct the construction of a combination rigid and flexible pavement type and bridge structure test road in the vicinity of Ottawa and LaSalle, Illinois, on right-of-way to be acquired by the Illinois Division of Highways, and to plan, organize, and supervise a cooperative highway research project on the carrying capacity of this test road and determine the effects thereon of various types of vehicles having predetermined axle loads; and

WHEREAS, it is proposed that each participating State highway department in the said research project will enter into separate agreement with the Academy for such purpose, and this agreement is made in consideration of the execution of similar agreements by the Academy with not less than forty (40) other cooperating and participating highway departments; and

WHEREAS, it is proposed that the Department's proportionate share in that portion of the cost of the research project defrayed by the participating State highway departments, which portion is estimated in the amount of Three Million Eight Hundred Fifty Eight Thousand Thirty Six Dollars ($3,858,036.00), be financed from 1½ percent highway planning survey funds made available to the Department under the Federal Highway Act, as amended and supplemented, and that the Department will authorize and request the Bureau of Public Roads, U. S. Department of Commerce, to withhold said share from such funds and to pay the amount so withheld to the Academy in reimbursement for expenditures incurred for the project; and

WHEREAS, others than the participating state highway departments will make financial contributions towards defraying the cost of the research project provided for herein, the total cost of which is presently estimated to be approximately Twelve Million Dollars ($12,000,000.00).

NOW, THEREFORE, it is hereby mutually agreed by and between the parties hereto as follows:

A. The Academy agrees:

1. To establish an Advisory Committee in accordance with its usual procedure, the majority of which (not less than twelve in addition to the Chairman of the AASHO Transport Committee), shall be from the participating highway departments, which majority shall be selected equally from the four established regions of the American Association of State Highway Officials. The Advisory Committee shall advise the Board on all matters relating to the procedures to be followed and the methods of conducting the research project provided for herein.

2. To supervise and direct construction of the test road to the standards of design as mutually agreed upon with the participating State highway departments.

3. To select and appoint a Project Manager mutually acceptable to the Board and to the Executive Committee of the American Association of State Highway Officials.

4. To plan, organize and supervise a cooperative highway research project on the carrying capacity of this test road, constructed under the Board's supervision, and determine the effects thereon of various types of vehicles having predetermined axle loads, as mutually agreed upon with the Departments; to utilize the facilities and personnel available to the Board for such purposes; and to administer the funds contributed for the purpose by the Department and other cooperating and participating Departments in accordance with the terms of this agreement and similar agreements with other participating Departments.

5. Within the limits of the funds provided specifically for this cooperative highway research project, to pay:

a. For that portion of the cost of construction of the test road which is necessitated by the research design of the project, excluding the cost of the normal construction work which will be financed by the State of Illinois.

b. The salaries, wages, travel and subsistence expenses of the technical staff and other representatives directly engaged on the project.

c. The cost of all necessary articles, supplies, materials, services, and equipment not otherwise provided and required for the project.

d. Indirect costs and administrative expenses appropriately allocated to this project.

e. All other necessary costs and expenses incurred in the conduct of the project.

f. The cost of removal of test bridges, turn-around loops, auxiliary testing strips, driveways and paved areas, shops, buildings, and other facilities installed on the right-of-way in connection with the testing program, and the cost of restoration of the test pavement, upon the completion of the tests, to a condition mutually satisfactory to the State of Illinois and the Academy, which condition shall be satisfactory for acceptance by the Bureau of Public Roads for regular Federal-aid participation.

6. To maintain accurate accounting records relating to the research project referred to herein; to prepare and furnish to the Department upon completion or termination of the project a statement of receipts and disbursements on the project account.

7. To report from time to time to the Department on the progress of the undertaking, and to furnish and publish a comprehensive final report, giving appropriate credit in such report to all parties contributing to the conduct of the project.

B. The Department agrees:

1. To provide its pro-rata share of the estimated cost of this cooperative highway research project. In order to implement this agreement the Department shall (a) authorize and request the Bureau of Public Roads, U.S.Department of Commerce, to withhold from funds available to the Department under the Federal Highway Act, as amended and supplemented, a sum equal to the Department's pro-rata share of the project costs, estimated at **Twenty Thousand Four Hundred Nine Dollars ($20,409.00)**

;

and (b) authorize and request the Bureau of Public Roads, U. S. Department of Commerce, to apply the funds so withheld for the Department's account to the payment of the Department's pro-rata share of the cost of the research project herein provided, upon the receipt from the Academy of certified vouchers claiming reimbursement for costs incurred on the project in accordance with an agreement between the Bureau and the Academy which shall have been entered into for the purpose. (In case the balance of such funds currently available to any Department is insufficient to cover the full amount of its share, the Department may make its initial request to the Bureau of Public Roads for withholding less than the full

amount, it being the intention of the Department to request withholding of the balance of the full amount in not more than two additional requests as funds may become available under succeeding annual apportionments.)

2. To designate a representative of the Department to act as a member of a Regional Committee which shall advise the Board regarding the establishment and conduct of the research project through its selected representatives on the Advisory Committee.

3. To assist further in the conduct of the project by making available to the Board personnel, information, and services in a manner and to the extent mutually acceptable to the Department and the Board.

C. The Academy and the Department agree:

1. It is a condition of this agreement that the Academy and the Board shall be under no obligation to perform work or to incur costs on account of the highway research project referred to herein unless and until there is accomplished a properly executed agreement between the Academy and the Bureau of Public Roads, U. S. Department of Commerce, which includes provision for reimbursement to the Academy of the Department's pro-rata share of the cost of the research project.

2. It is also mutually agreed that neither the Academy nor the Board shall be obligated for any expenditures to defray the cost of the project beyond the amount of the contributions received by the Academy for such purposes.

THIS AGREEMENT executed as of the day and year first above written.

Witness: Ruth E. Ingles

NATIONAL ACADEMY OF SCIENCES (Seal)

By Detlev W. Bronk

Title Detlev W. Bronk, President

Witness: [illegible]

State Roads Commission of Md.

By Rexford A. McCann

Title Chairman

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
THURSDAY, JULY 28, 1955
***

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

On request of the County Commissioners of Charles County, and on recommendation of District Engineer H. G. Duncan, concurred in by Chief Engineer Norman W. Pritchett, the Commission accepted the following sections of roads in Charles County for maintenance as part of the County Roads System. Road Condition Survey Reports submitted by District Engineer Duncan indicate that these sections of roads have been accepted and recorded by the County Commissioners of Charles County providing for right of way width of 30 feet, as well as present condition of road and recommended improvement with estimated cost of proposed improvement, as set forth below:

Section of Road	Condition, Recommended improvement and Estimated Cost
Banks o'Dee Extended Road, from Route 5 to Cuckold Creek, length 1.70 miles, in 5th Election District. ~~To Be Inv.~~ Co 245 Co 246 Inv. 12-19-55	"This road is very narrow, but has recently been shaped and surfaced with gravel 12' wide on its graded width of 14'. Side ditches are adequate, but no pipes on job. Road should be widened to 30', drained with 440' of pipe and surfaced with gravel 18' wide and 8" deep. Estimated cost $7500.00. Recommend road be maintained in present shape for the present."
Gough Road, from Route 5 to Gough, length 0.20 mile, in 8th Election District. ~~To Be Inv.~~ Co 247 Inv. 12-19-55	"The road, while it has a narrow graded width, is in fairly good shape. Should be graded to 30' and surfaced to a width 18' and extend the present pipes. The estimated cost of this would be about $1000.00. Recommend that the road be left at its present width, shaped with a grader and the ditches cleaned. The cost of this work, $150.00."
Grinder Road, from Route 484 to Grinders, in 10th Election District, length 0.20 mile. ~~To Be Inv.~~ Inv. 12-19-55 244	"The road has just been completed and is in very good condition. Needs a 15" pipe 30' in length at far end of project. Aside from that and the fact that the telephone company has not removed four line poles from within the surface area there will be no cost in acquiring this road for maintenance."

Copy: Mr. N. W. Pritchett, Mr. C. A. Goldeisen, Mr. A. F. DiDomenico, Mr. F. F. Serivener, Mr. W. C. Hopkins, Mr. H. G. Duncan, Mr. C. W. Clawson, Co. Commrs. Ch. Co., Mr. P. A. Morison, Mr. C. L. Hannen, Mr. G. W. Lewis, Jr., SRC-Charles County

CO 241
CO 242
57 J.D.F.

2

CO 146
57
207

CHARLES Co.
ROAD MAINT.

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
THURSDAY, JUNE 9, 1955

Present: Mr. Russell H. McCain, Chairman and Mr. Bramwell Kelly.

Pursuant to the provisions of House Bill Number 755 of the 1955 Acts of the General Assembly of Maryland, and in accordance with letter dated May 26, 1955 from the Board of County Commissioners of Charles County, Maryland, the Commission agreed to undertake, carry out and perform the construction, reconstruction and maintenance of the Charles County Road System, effective June 1, 1955.

Copy: Messrs McCain, Pritchett, Hopkins, Morison, Goldeisen, Shure, Duncan, Scrivener, Wannen, DiDomenico, Clawson, Grubb, Lewis
Mrs. G. W. Rice
Co. Commrs. of Charles Co.
SRC-Charles County

7/1/55
Tom
Please note and give to accept
Gold

Mr Russell Charles Co

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
THURSDAY, JUNE 9, 1955

Present: Mr. Russell H. McCain, Chairman and Mr. Bramwell Kelly.

Pursuant to the provisions of House Bill Number 758 of the 1955 Acts of the General Assembly of Maryland, and in accordance with letter dated May 26, 1955 from the Board of County Commissioners of Charles County, Maryland, the Commission agreed to undertake, carry out and perform the construction, reconstruction and maintenance of the Charles County Road System, effective June 1, 1955.

Copy: Messrs McCain, Pritchett, Hopkins, Morison, Goldeisen, Shure, Duncan, Scrivener, Wannen, DiDomenico, Clawson, Grubb, Lewis
Mrs. G. W. Rice
Co. Commrs. of Charles Co.
SRC-Charles County

7/1/55
Tom:
Please note and give John a copy
Jack

February 11, 1955.

To: Mr. Cassell

From: Mr. Lewis

Subject: S.R.C. Minutes

There are attached two copies of minutes of meeting of the Commission of February 3, 1955, in further reference to action of the Commission at their meeting on December 2, 1954, authorizing acceptance into the State Roads System section of the Indian Head Military Road from the Dist. of Columbia line to the Bryan's Road...

Please be governed accordingly.

Very truly yours,

Geo. N. Lewis, Jr.,
Director

d

cc: Roads Accepted into the State System

February 13, 1957.

To: Gordon

From: Joe Lewis

Subject: S.R.C. Minutes

There are attached two copies of minutes of meeting of the Construction of February 7, 1957, in further reference to action of the committee as which meeting on Monday 4, 1957, authorizing assignment into the Santa Fe Union Station section of the Indian Head Military Road from the Dept. of Public a line to the Springfield Road...

Please to interested accordingly...

Very truly yours,

Joe. H. Lewis, Jr.,
Director

d

cc: Bond assigned into the Santa Fe Union

Roads accepted for maintenance by State

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
THURSDAY, FEBRUARY 3, 1955
*****

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

In reference to action of the Commission at meeting Thursday, December 2, 1954, authorizing acceptance into the State Roads System of Maryland of the section of the Indian Head Military Road, from the District of Columbia Line to the Bryan's Road, approximately 14.85 miles in length, from the Federal Government, upon the final clearance of two items as follows:

(1) Dedication of the right of way from the Federal Government to the State Roads Commission in fee simple without any permits, licenses or agreements; and

(2) Completion of "work necessary to place this road for its entire distance in a condition acceptable to this Commission and assumption on the part of the Bureau of Public Roads of the cost of this work",

Mr. E. F. Gleason, District Engineer of the Bureau of Public Roads, delivered to the Commission a deed, in duplicate, dated November 16, 1954, by and between the United States of America, acting by and through the Secretary of Commerce, party of the first part, and the State of Maryland for the use of the State Roads Commission of Maryland, acting by and through the Chairman of the State Roads Commission, party of the second part, wherein the party of the first part, as authorized and directed by law, and upon the condition that the party of the second part will accept the same and will maintain the access road constructed thereon as thereinabove described, preserve its controlled access features and prevent encroachments upon the right-of-way thereof, and permit no new direct entrances to the main traveled portion of said road or crossings thereof at grade except where required for new public roads established by and under the jurisdiction of the party of the second part, does thereby grant and convey to the party of the second part, its successors and assigns, all the right, title and interest of the party of the first part in and to the parcels of land situated in the Counties of Charles and Prince George's, State of Maryland, more particularly set forth therein.

In compliance with the conditions set forth in said deed, which had been approved as to form and legal sufficiency by Special Attorney Robert S. Rothenhoefer, Chairman Russell H. McCain, acting for and on behalf of the State Roads Commission, State of Maryland, executed the deed in duplicate.

In reference to Item 2 of the minutes of December 2, 1954, Mr. Gleason indicated that the work necessary to place the road in an acceptable condition has been awarded to McGuire and Rolfe, Inc.

Copy: Messrs Pritchett, Morison, Jones, DiDomenico, Spelman, Childs, Jr., Goldeisen, Scrivener, Clawson, Gleason, Hopkins, Shure, Wannen, Lewis, Moser
Secretary's File
SRC-Pr.Geo. Co.

Prince George County

Received 9-15-55

COPY

Pr. Geo.

MD 210
Feel to State

September 14, 1955

Mr. H. J. Spellman
Division Engineer
Bureau of Public Roads
1440 Columbia Pike
Arlington, Virginia

Subject: Indian Head Highway

Dear Mr. Spellman:

In accordance with the approval of the State Roads Commission of Maryland, as noted in the excerpt from minutes of meeting of the State Roads Commission, February 3, 1955, we hereby advise that under item two - "completion of work necessary to place this road for its entire distance in a condition acceptable to this Commission and assumption on the part of the Bureau of Public Roads of the cost of this work," said work having been substantially completed, we have assumed maintenance of the Indian Head Highway from the District of Columbia Line to Bryan's Road, approximately 14.85 miles in length, and included same in the State Highway System. Our maintenance responsibility became effective Monday, September 12, 1955.

In connection with the exchange aforementioned, will you kindly forward, at your earliest convenience, as-built plans, right-of-way plats and right-of-way agreements in order that we may administer the control of access and other pertinent features in accordance with the agreement of transfer.

Very truly yours,

R. E. Jones
District Engineer

REJ:emg

CC: Mr. H. M. Pritchett
Mr. P. A. Morison - Mr. C. W. Clawson - Mr. L. C. Moser
Mr. A. F. DiDomenico - Mr. E. F. Gleason - Mr. J. F. Smith
Secretary's File - Mr. W. E. Sayers
Mr. W. F. Childs, Jr. - Mr. H. C. Hopkins
Mr. Tarwater - Mr. A. F. Shure
Mr. C. A. Goldeisen - Mr. C. L. Wannen
Mr. F. P. Scrivener - Mr. G. N. Lewis, Jr.

Received 9-15-55

COPY

R. Geo.

September 14, 1955

Mr. H. J. Spellman
Division Engineer
Bureau of Public Roads
1440 Columbia Pike
Arlington, Virginia

Subject: Indian Head Highway

Dear Mr. Spellman:

In accordance with the approval of the State Roads Commission of Maryland, as noted in the excerpt from minutes of meeting of the State Roads Commission, February 3, 1955, we hereby advise that under item two - "completion of work necessary to place this road for its entire distance in a condition acceptable to this Commission and assumption on the part of the Bureau of Public Roads of the cost of this work," said work having been substantially completed, we have assumed maintenance of the Indian Head Highway from the District of Columbia Line to Bryan's Road, approximately 14.85 miles in length, and included same in the State Highway System. Our maintenance responsibility became effective Monday, September 12, 1955.

In connection with the exchange aforementioned, will you kindly forward, at your earliest convenience, as-built plans, right-of-way plats and right-of-way agreements in order that we may administer the control of access and other pertinent features in accordance with the agreement of transfer.

Very truly yours,

R. E. Jones
District Engineer

REJ:emg

CC: Mr. N. M. Pritchett
Mr. P. A. Morison - Mr. C. W. Clawson - Mr. L. C. Moser
Mr. A. F. DiDomenico - Mr. E. F. Gleason - Mr. J. P. Smith
Secretary's File - Mr. W. E. Sayers
Mr. W. F. Childs, Jr. - Mr. N. C. Hopkins
Mr. Tarwater - Mr. A. F. Shure
Mr. C. A. Goldeisen - Mr. C. L. Wannen
Mr. F. P. Scrivener - Mr. G. N. Lewis, Jr.

C
O
P
Y

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

1440 Columbia Pike
Arlington, Virginia

October 27, 1954

Mr. William F. Childs, Jr.
Consulting Engineer
State Roads Commission
Baltimore 3, Maryland

Indian Head Road, Md AD-2

Dear Mr. Childs:

I have yours of August 2 concerning the proposed improvements on the Indian Head Road, and enclosing a letter of July 30 from District Engineer Jones concerning the same.

In accordance with your letter, Mr. Tarwater of Public Roads has again reviewed this matter with Mr. Jones and they have reached agreement on the work to be done.

Two sets of the plans for the proposed contract work, together with two copies of the proposed specifications for the asphaltic concrete work and joint pouring work are enclosed. Other items of work in the contract will be done under our standard FP-41 Specifications.

In addition to the contract work, certain items such as mudjacking of concrete pavement, shoulder repair, cutting brush and similar work will be done by Bureau forces. All of the work shown under the heading of "Indian Head Road Recommendations," in the memorandum attached to Mr. Jones' letter to you of July 30, will be done either under the contract or by the Bureau forces.

There is attached a copy of the estimate of the cost of the work, showing the portion to be done both by contract and by Bureau forces.

The proposed deed of transfer has been corrected in accordance with your suggestions, and I am sending it forward with recommendation that it be executed by the Secretary of Commerce. When it is returned to me I will send it on to you for acceptance by the Commission. After acceptance by the Commission, if you will return it to me I will have it recorded.

If these plans, specifications, and estimates are satisfactory to the State Roads Commission, I would appreciate your sending me a letter approving them and agreeing to take the road over for maintenance upon completion of the proposed work, and also agreeing to accept the proposed deed.

Very truly yours,

H. J. Spelman
Division Engineer
Bureau of Public Roads

ITEM 160.--RESEALING JOINTS IN CONCRETE PAVEMENT

DESCRIPTION

160-1.1 This item shall consist of thoroughly cleaning and removing old asphaltic material, dirt and other debris from all joints, both longitudinal and transverse, and all planes of weakness in the existing concrete pavement, and resealing the joints with an approved bituminous material.

MATERIALS

160-2.1 The bituminous material for seal shall conform to the requirements of Federal Specification SS-S-164.

CONSTRUCTION METHODS

160-3.1 Expansion joints shall be clean and free from all old asphaltic material and other debris to the top of the filler, and none of the old asphaltic material shall be left adhering to the pavement at either side of the joint.

Longitudinal, contraction, and construction joints shall be cleaned of all old asphaltic material and other debris before the joint is resealed.

All joints shall be free from dampness when the seal is applied.

The material for seal shall be stirred sufficiently during heating so that localized overheating does not occur.

The joints shall be filled so that the surface of the seal is slightly below the surface of the pavement. The seal shall not protrude above the pavement nor be spilled or dripped on it.

METHOD OF MEASUREMENT

160-4.1 The footage to be paid for shall be the number of linear feet of seal material poured, measured in place, completed, and accepted.

ITEM 160.--SEALING JOINTS IN PORTLAND CEMENT PAVEMENT

DESCRIPTION

160-1.1 This item shall consist of thoroughly cleaning and sealing the old asphaltic material, dirt, and other debris from all joints, both longitudinal and transverse, and all places or portions in the existing concrete pavement, and resealing the joints with an approved bituminous material.

MATERIALS

160-2.1 The bituminous material for seal shall conform to the requirements of Federal Specification SS-S-164.

CONSTRUCTION METHODS

160-3.1 Expansion joints shall be cleaned and free from all old asphaltic material and other debris to the top of the filler, and some of the old asphaltic material shall be left adhering to the pavement at either side of the joint.

Longitudinal, contraction, and construction joints shall be cleaned of all old asphaltic material and other debris before the joint is resealed.

All joints shall be free from dampness when the seal is applied.

The material for seal shall be applied uniformly during heating so that localized overheating does not occur.

The joints shall be filled so that the surface of the seal is slightly below the surface of the pavement. The seal shall not increase above the pavement nor be spilled or daubed on it.

METHOD OF MEASUREMENT

160-4.1 The footage to be paid for shall be the number of linear feet of seal material poured, measured in place, completed, and accepted.

BASIS OF PAYMENT

160-5.1 The footage, measured as provided above, shall be paid for at the contract unit price per linear foot for "Resealing Joints in Concrete Pavement," which price and payment shall constitute full compensation for furnishing, hauling and placing all materials, cleaning and removing all old asphaltic material, dirt and debris from the pavement, and for all labor, equipment, tools and incidentals necessary to complete the item.

ITEM 163.--HOT ASPHALT CONCRETE PAVEMENT (BANK RUN AGGREGATE)

DESCRIPTION

163-1.1 This item shall consist of a pavement composed of coarse graded bituminous concrete, constructed on a prepared base in accordance with these specifications and in conformity with the lines, grades, thickness and typical cross section shown on the plans.

The bituminous concrete shall be composed of a mixture of "coarse mineral aggregate" and stone or slag screenings.

Where called for on the plans, the pavement shall be constructed in two layers, consisting of a wearing course and a primary course. The wearing course shall compose about 1/3 the thickness of the pavement, as directed by the engineer.

Where local irregularities would result in a pavement more than four inches in thickness after compaction, a preliminary "wedge course" shall be constructed to eliminate the need for such excess thickness. The material used shall conform to the requirements for material for primary course. Any material used for wedge course shall be included in the measurements for payment under this item.

163-1.2 GENERAL COMPOSITION OF THE MIXTURE.--The mineral constituents for each course shall be so sized and graded and shall be combined in such proportions that the resulting composite blend meets the grading requirements of the applicable table following. The fraction actually retained between any two consecutive sieves shall be not less than four per cent of the total, and, for the wearing course, at least one-half of the fraction passing the No. 200 sieve shall be screenings. To such

SECTION 1.0.--TYPE A PORTLAND CEMENT CONCRETE PAVEMENT

GENERAL

1.0-1.1 This item shall consist of a pavement composed of coarse graded bituminous concrete, constructed on a prepared base in accordance with these specifications and in conformity with the lines, grades, thickness and typical cross section shown on the plans.

The bituminous concrete shall be composed of a mixture of "coarse mineral aggregate" and stone or slag screenings.

When called for on the plans, the pavement shall be constructed in two layers, consisting of a wearing course and a primary course. The wearing course shall consist about 1/3 the thickness of the pavement, as directed by the engineer.

Where local irregularities would result in a pavement more than four inches in thickness after compaction, a preliminary "wedge course" shall be constructed to eliminate the need for such excess thickness. The material used shall conform to the requirements for material for primary course. Any material used for wedge course shall be included in the measurements for payment under this item.

1.0-1.2 GENERAL CONDITIONS OF THE MIXTURE.--The mineral constituents for each course shall be so mixed and graded and shall be combined in such proportions that the resulting composite blend meets the grading requirements of the applicable table following. The fracture actually retained between any two consecutive sieves shall be not less than four per cent of material, and, for the wearing course, at least one-half of the fracture passing the No. 200 sieve shall be lost by [illegible]. In such

composite blended aggregate (considered as 100 per cent), bitumen shall be added within the percentage limits set in the applicable table following.

TABLE I.--Requirements for Composition of Wearing Course Mixture.

Sieve Designation	Percentage by weight passing square mesh sieves (A.A.S.H.O. T-27) Bituminous Concrete
1 inch	100
3/4 inch	85 - 100
3/8 inch	70 - 90
No. 4	55 - 75
No. 10	40 - 60
No. 40	15 - 30
No. 80	6 - 18
No. 200	2 - 10
Bitumen (Sol. CS_2) per cent	5.0 - 8.0

TABLE II.--Requirements for Composition of Primary and Wedge Course Mixtures.

Sieve Designation	Percentage by weight passing square mesh sieves (A.A.S.H.O. T-27) Bituminous Concrete
1-3/4 inch	100
1-1/2 inch	90 - 100
1 inch	80 - 90
1/2 inch	65 - 85
No. 4	50 - 70
No. 10	35 - 55
No. 40	15 - 30
No. 80	6 - 18
No. 200	2 - 10
Bitumen (Sol. CS_2) per cent	4.0 - 6.5

163-1.3 FORMULAS FOR JOB MIXES.--The general composition limits prescribed in Tables I and II are extreme ranges of tolerance that must not be exceeded, regardless of any formulas that may be submitted or set up.

concrete blended aggregate (considered as 1lb. per cent), bitumen should be added within the recommended limits as in the applicable table following.

TABLE 1.--Requirements for Composition of Wearing Course Mixtures.

Sieve Designation	Percentages by weight passing square mesh sieves (A.S.T.M. 7-27) Bituminous Concrete
1 inch	100
3/4 inch	95 - 100
1/2 inch	75 - 95
No. 4	55 - 75
No. 10	40 - 60
No. 40	15 - 35
No. 80	5 - 18
No. 200	2 - 10
Bitumen (Sol. 04.) per cent	6.0 - 8.0

TABLE II.--Requirements for Composition of Primary and Base Course Mixtures.

Sieve Designation	Percentages by weight passing square mesh sieves (A.S.T.M. 7-27) Bituminous Concrete
1-1/2 inch	100
1-1/2 inch	90 - 100
1 inch	80 - 90
1/2 inch	65 - 85
No. 4	50 - 70
No. 10	35 - 55
No. 40	15 - 30
No. 80	5 - 18
No. 200	2 - 10
Bitumen (Sol. 04.) per cent	4.0 - 6.5

ARTS-1.4 FORMULAS FOR JOB MIXES.--The general composition limits prescribed in Tables I and II are extreme values of tolerance that must not be exceeded. Variations of any formulas that may be submitted or set up

Before starting work, the contractor shall submit to the engineer a proposed job mix formula, in writing, for the mixture to be supplied for each course. Each formula so submitted shall stipulate for the mixture a single definite percentage of aggregate passing each required sieve size, a single definite percentage of bitumen to be added to the aggregate (all of which shall fall within the ranges of the applicable table), a single definite temperature at which the mixture is to be emptied from the mixer, and a single definite temperature at which the mixture is to be delivered on the road. The engineer shall then set the job mix. In setting the job mix, the engineer, at his discretion, may use the submitted formula, in whole or in part. In any event, the job mix formula for a course shall fix a single definite percentage of aggregate passing each required sieve size, a single definite percentage of bitumen to be added to the aggregate (all within the ranges of the applicable table), a single definite temperature at which the mixture is to be emptied from the mixer, and a single definite temperature at which the mixture is to be delivered on the road.

163-1.4 APPLICATION OF JOB MIX FORMULA AND ALLOWABLE TOLERANCES. --After a job mix formula is established as prescribed above, all mixtures furnished for that course shall conform thereto within the following ranges of tolerances:

For percentages passing sieves 3/8-inch or 1/2-inch and larger, ±7 percent.

For percentages passing sieves 3/8-inch or 1/2-inch and No. 200 sieve, ±4 per cent.

For percentages passing No. 200 sieve, ±1 per cent.

Before starting work, the contractor shall submit to the engineer proposed job mix formula, in writing, for the mixture to be supplied for each source. Each formula so submitted shall stipulate for the mixture a single definite percentage of aggregate passing each required sieve, a single definite percentage of bitumen to be added to the aggregate (all of which shall fall within the ranges of the applicable table), a single definite temperature at which the mixture is to be delivered from the plant, and a single definite temperature at which the mixture is to be delivered on the road. The engineer shall then approve job mix. In setting the job mix, the engineer, at his discretion, may use the submitted formula, in whole or in part. In any event, the job mix formula for a source shall fix a single definite percentage of aggregate passing each required sieve size, a single definite percentage of bitumen to be added to the aggregate (all within the ranges of the applicable table), a single definite temperature at which the mixture is to be supplied from the plant, and a single definite temperature at which the mixture is to be delivered on the road.

105-1.4 APPLICATION OF JOB MIX FOR ALL AGGREGATE SOURCES.

--After a job mix formula is established as provided above, all mixtures furnished for that source shall conform strictly within the following ranges of tolerances:

For percentages passing sieves 3/8-inch or 1/2-inch and larger, ±7 percent.

For percentages passing sieves 3/8-inch or 1/2-inch and No. 200 sieve, ±4 per cent.

For percentages passing No. 200 sieve, ±1 per cent.

For percentage of bitumen, ±0.30 per cent.

For temperature of mixture when emptied from mixer, ±20°F.

For temperature of mixture on delivery on road, ±20°F.

Each day the engineer shall take as many samples as he considers necessary for checking the required uniformity of the mixture. Where unsatisfactory results or changed conditions make it necessary, the engineer may establish a new job mix.

Should a change in a material be encountered or should a change in a source of material be made, a new job mix formula shall be submitted and approved before the mixture containing the new material is delivered.

Job materials found to have void or other characteristics requiring, for a balanced mix, a bitumen content range greater or less than the bitumen content range tabulated above will be rejected.

MATERIALS

163-2.1 MINERAL AGGREGATE.--The aggregate shall be bank run gravel blended with at least 15 per cent of stone or slag screenings.

Gravel shall consist of clean, tough, durable material free from an excess of flat, elongated, soft or disintegrated pieces, dirt or other objectionable matter, and shall have a per cent of wear of not more than 45 at 500 revolutions as determined by A.A.S.H.O. Method T-96 (Los Angeles Rattler Test).

Stone or slag screenings shall be of a composition and character acceptable to the engineer.

Aggregate shall be free from clay balls and adherent films of clay or dust when incorporated into the mixture. When thoroughly coated with the bituminous material proposed for use, the aggregate shall show satisfactory resistance to stripping when tested by methods designated by the engineer.

For percentage of binder, 10.00 per cent.

For temperature of mixture when emptied from mixer, 150°F.

For temperature of mixture on delivery or road, 250°F.

Each day the engineer shall make as many samples as he may deem necessary for showing the required uniformity of the mixture. Where unsatisfactory results or changed conditions make it necessary, the engineer may establish a new job mix.

Should a change in a material be encountered or should a change in a source of material be made, a new job mix formula shall be submitted and approved before the mixture containing the new material is delivered.

Job materials found to have mold or other objectionable roughness, for a balanced mix, a viscosity content range are at or less than the minimum contents range indicated above will be rejected.

WARRANTY

109-2.1 MINERAL AGGREGATE.--The aggregate shall be hard rock gravel blended with not less than 15 per cent of stone or slag aggregate.

Gravel shall consist of clean, hard, durable material free from an excess of flat, elongated, soft or disintegrated pieces, dirt or other objectionable matter, and shall have a wear part of not more than 48 at 500 revolutions as determined by A.S.T.M. Method T-96 (Los Angeles Rattler Test).

Stone or slag screenings shall be of a composition and character acceptable to the engineer.

Aggregate shall be free from clay balls and adherent films of clay or dust when incorporated into the mixture. When thoroughly coated with the bituminous material proposed for use, the aggregate shall show satisfactory resistance to stripping when tested by methods designated by the engineer.

163-2.2 BITUMINOUS MATERIAL.--The bituminous material shall be asphalt conforming to the requirements of A.A.S.H.O. Specification M-20 or M-22.

The penetration grade shall be 50-60, 60-70, 70-85, or 85-100. The penetration grade to be used for each course shall be selected by the engineer, and may not be the same for all courses.

Only those materials which have been demonstrated by service tests as satisfactory for this type of mixture and use will be acceptable under these specifications. Only one type and grade of material shall be used in a course, except by written permission from the engineer.

163-2.3 SOURCES OF SUPPLY.--Approval of sources of supply of aggregate and screenings shall be obtained from the engineer prior to delivery of the material. Samples of each shall be submitted as directed.

A sample of the asphalt cement that the contractor proposes to use in his work, together with a statement as to its source and character, must be submitted and approved before construction begins. No asphalt cement other than that represented by the samples submitted shall be used by the contractor except with the written consent of the engineer, and provided that the asphalt cement used shall comply in all respects with the requirements herein.

163-2.4 FIELD LABORATORY.--The contractor shall provide a weather-tight field laboratory of at least 150 square feet of floor space in which to house and use the testing equipment. This laboratory is to be maintained for the exclusive use of the engineer, and shall be so located that details of the contractor's plant are plainly visible from one window of the building. If conditions permit, this laboratory shall be adjacent to the weigh house.

100-2.2 BITUMINOUS MATERIAL.--The bituminous material shall be asphalt conforming to the requirements of A.S.T.M.D. specification 3-50 or 3-52.

The penetration grade shall be 80-90, 90-70, 70-85, or 85-100. The penetration grade to be used for each course shall be selected by the engineer, and may not be the same for all courses.

Only those materials which have been demonstrated by service tests as satisfactory for this type of mixture and use will be acceptable under these specifications. Only the type and grade of material shall be used in a course, except by written permission from the engineer.

100-2.3 SOURCES OF SUPPLY.--Approval of sources of supply of aggregate and bituminous shall be obtained from the engineer prior to delivery of the material. Samples of each shall be submitted as directed.

A sample of the asphalt cement that the contractor proposes to use in his work, together with a statement as to the source and character, must be submitted and approved before construction begins. No asphalt cement other than that represented by the samples submitted shall be used by the contractor except with the written consent of the engineer. It is provided that the asphalt cement used shall comply in all respects with the requirements herein.

100-2.4 FIELD LABORATORY.--The contractor shall provide a weatherproof field laboratory of at least 100 square feet of floor space in which to house and use the testing equipment. This laboratory is to be maintained for the exclusive use of the contractor, and shall be so located that details of the contractor's plant are plainly visible from the window of the building. If conditions permit, this laboratory shall be attached to the main house.

163-2.5 INSPECTION OF PAVING PLANT OPERATIONS.--The engineer or his authorized representatives shall have access at any time to all parts of the paving plant.

CONSTRUCTION METHODS

163-3.1 The requirements contained in the following subsections of the specifications hereinafter for Item 165, Class I, Type I-1 Hot Asphalt Concrete Pavement, shall apply to this item:

165-3.1 to 165-3.3(a)5, inclusive.

165-3.3(a)8 to 165-3.4, inclusive.

165-3.6 to 165-3.18, inclusive.

163-3.2 PREPARATION OF MINERAL AGGREGATES.--The mineral aggregates for the mixture shall be dried and heated at the paving plant before being placed in the mixer. Flames used for drying and heating shall be adjusted properly to avoid injury to the aggregate. The aggregate shall be heated to a temperature between 225°F. and 350°F., as determined on the mixing platform.

METHOD OF MEASUREMENT

163-4.1 The tonnage to be paid for shall be the number of tons of bituminous concrete placed and accepted in the completed pavement, including any material used for wedge course or for correction of unstable base or previous surface. The tonnage shall be the actual weight determined in accordance with 163-3.1, above.

BASIS OF PAYMENT

163-5.1 The tonnage, determined as provided above, shall be paid for at the contract unit price per ton for "Hot Asphalt Concrete Pavement (Bank Run Aggregate)," which price and payment shall constitute full

163-2. INSPECTION OF PAVING BLOCK CONTAINERS.--The engineer or his authorized representatives shall have access at any time to all parts of the paving plant.

MEASUREMENT AND PAYMENT

163-3.1 The requirements contained in the following subsections of the specifications hereinafter for Item 160, Class 1, Type 1-1 Hot Asphalt Concrete Pavement, shall apply to this item:

160-3.1 to 160-3.4(a)2, inclusive.

160-3.5(a)D to 160-3.6, inclusive.

160-4.8 to 160-5.10, inclusive.

163-3.2 PREPARATION OF WORKING AGGREGATES.--The mineral aggregates for the mixture shall be dried and heated in the paving plant before being placed in the mixer. Flames used for drying and heating shall be adjusted properly to avoid injury to the aggregate. The aggregate shall be heated to a temperature between 225°F. and 350°F., as determined on the mixing platform.

MEASUREMENT

163-4.1 The tonnage to be paid for shall be the number of tons of bituminous concrete placed and accepted in the completed pavement, including any material used for extra course or for correction of unstable base or previous surface. The tonnage shall be the actual weight calculated in accordance with 163-3.1, above.

BASIS OF PAYMENT

163-5.1 The tonnage, determined as provided above, shall be paid for at the contract unit price per ton for "Hot Asphalt Concrete Pavement (Base Course Aggregate)," which price and payment shall constitute full

compensation for furnishing, hauling and placing all materials, for the construction of a "wedge course" where required, for the preparation of all materials, for providing the field laboratory, for the furnishing and replacement of pavement samples, for trimming and reconstructing the edges of the existing surface, for weighing the loaded transportation vehicles, for jointing, for surface testing, for correction of irregular or imperfect areas, for final cleaning up, for the maintenance of the flow of traffic, and for all labor, equipment, tools and incidentals necessary to complete the item.

equipment for handling, hauling and distributing material, for the construction of a "hedge course" where required, for the preparation of all materials, for providing the field laboratory, for the installation and replacement of temporary culverts, for trimming and recutting the edges of the existing surface, for making the loader transportation vehicles, for lighting, for nuisance control, for removal of irregular or inferior areas, for final cleaning up, for the maintenance of the flow of traffic, and for all labor, equipment, tools and incidentals necessary to complete the work.

INDIAN HEAD NAVAL RESERVATION ACCESS ROAD	
PROJECT Md.AD-2	SHEET 1 OF 45 SHEETS

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

ACCESS ROAD TO INDIAN HEAD NAVAL POWDER FACTORY

PROJECT Md AD-2

PLANS FOR
PROPOSED RESURFACING AND OTHER WORK FROM NEAR BRYANS ROAD TO THE DISTRICT OF COLUMBIA LINE
CHARLES AND PRINCE GEORGES COUNTIES
MARYLAND

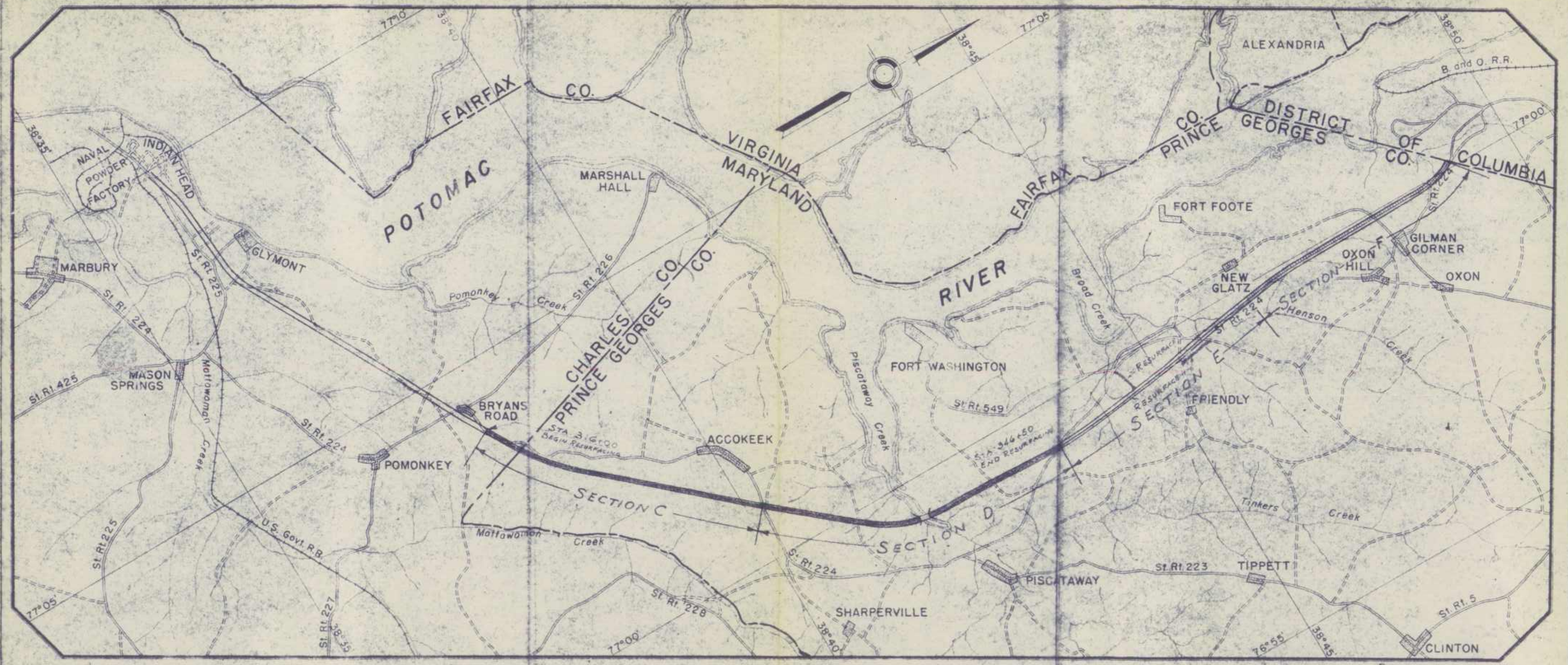
LENGTH OF PROJECT:
ACCESS ROAD: 14.909 MILES
INCIDENTAL ROADS: 0.851 MILE

RECOMMENDED: DATE

DIVISION ENGINEER, BUREAU OF PUBLIC ROADS

APPROVED:

DEPUTY COMMISSIONER BUREAU OF PUBLIC ROADS



HIGHWAY CLASSIFICATION: 200-M-60

½ 0 1 2 3
Scale of Miles

LEGEND
To be Resurfaced
Joints to be Resealed

BUREAU OF PUBLIC ROADS
ARLINGTON, VA.
PLAN
Scale: As Shown May 1964

RESURFACING SCHEDULE

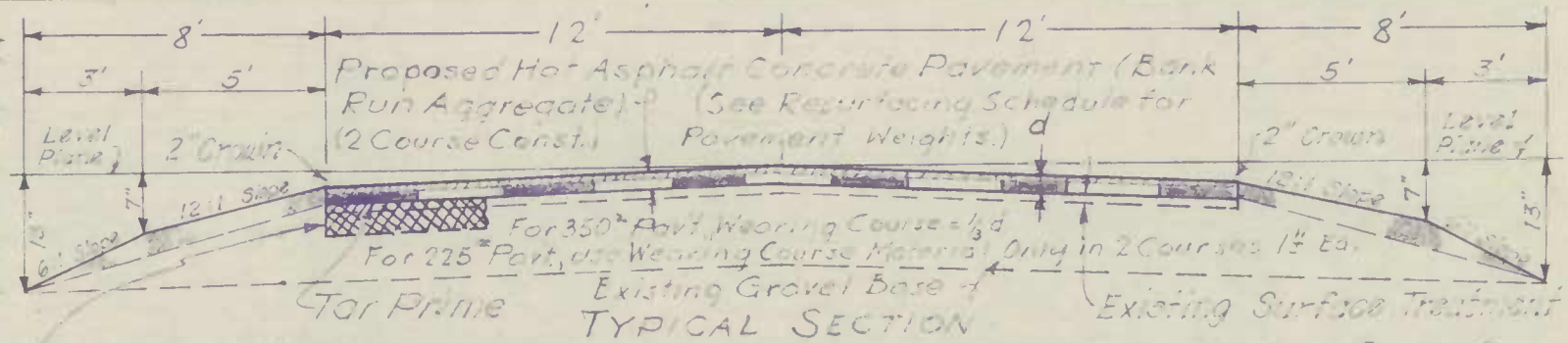
SECTION	STATION TO STATION	SURFACE TYPE	Wt. lbs. per Sq. Yd.	REMARKS
C	316+00-413+43	Hot Asphalt Conc. Pavt.	225	I.H.N.R. Access Road
C	413+43-526+50	Hot Asphalt Conc. Pavt.	350	I.H.N.R. Access Road
D	578+50.9-346+50	Hot Asphalt Conc. Pavt.	350	I.H.N.R. Access Road Bridge Excepted 13'-8"
E	217+60-239+20	AT-50	50	Lt. Stas. 219-240 I.H.N.R.A.R.
E	283+30-303+80	AT-50	50	Rt. Sta. 288 I.H.N.R.A.R.

TABULATION OF QUANTITIES

ITEM NO.	ITEM	QUANTITY	UNIT
240(1)	Unclassified Excavation	275	Cu. Yd.
250(1)	Unclassified Excavation for Structures	285	Cu. Yd.
520(1)	Gravel Base Course, Class 3,		
	Grading ( )	7,000	Cu. Yd.
110(5)	Tar Grade ( ), for Prime Coat	370	Gal.
114(2)	(Class A Pavement) Aggregate for		
	Distribution, AT-50 Surface Treatment	260	Ton
114(6)	Rapid-Curing Cut-back Asphalt,		
	Grade ( ), for Class A Surface Treatment	5,000	Gal.
160(4)	Resealing Joints in Concrete Pavement	25,000	Lin. Ft.
163(1)	Hot Asphalt Concrete Pavement (Bank		
	Run Aggregate)	20,000	Ton
320(3)	8-inch Clay Pipe Underdrain	1,000	Lin. Ft.
381(1)	Timber Guide Posts	250	Each

BUREAU OF PUBLIC ROADS
ARLINGTON, VA.
SCHEDULES AND QUANTITIES
No Scale May 1954

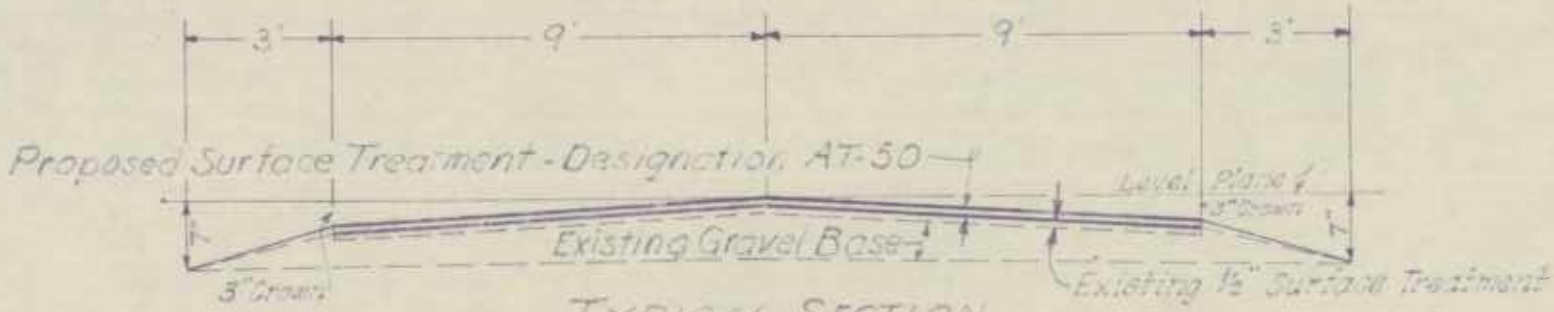
Revised Sept. 1954



TYPICAL SECTION

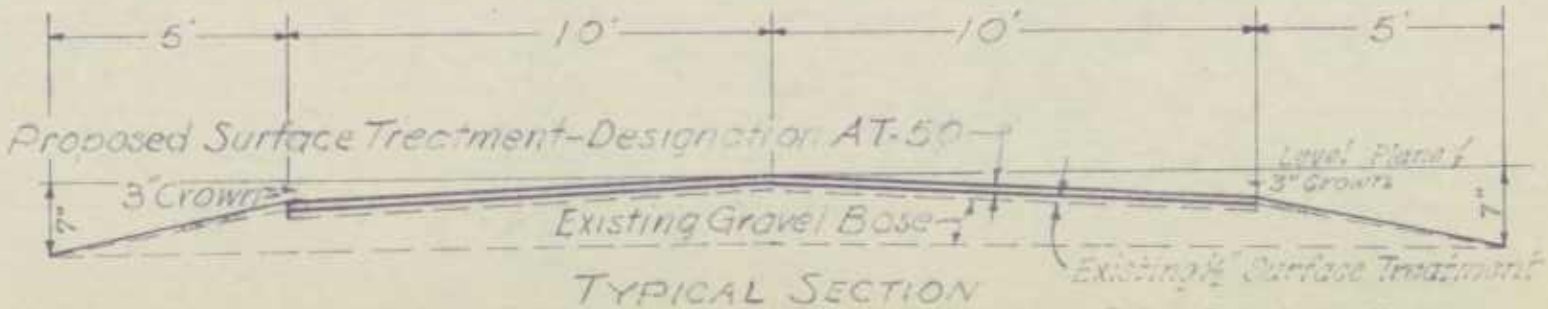
INDIAN HEAD NAVAL RESERVATION ACCESS ROAD SECTIONS C AND D

9"± of existing gravel base to be removed and replaced with Gravel Base Course, Class 3, Grading ( ), where and as directed by the engineer.



TYPICAL SECTION

Frontage Road Left Stations 219-240 Section E



TYPICAL SECTION

Fort Washington Connection Right Station 288 Section E

LEGEND

Wearing Course

Primary Course

NOTE: In order to restore the road surface to the original elevation, shoulder material is to be removed with grade, see Wearing Course Material, where not directed to be the engineer.

Revised Sept. 1964

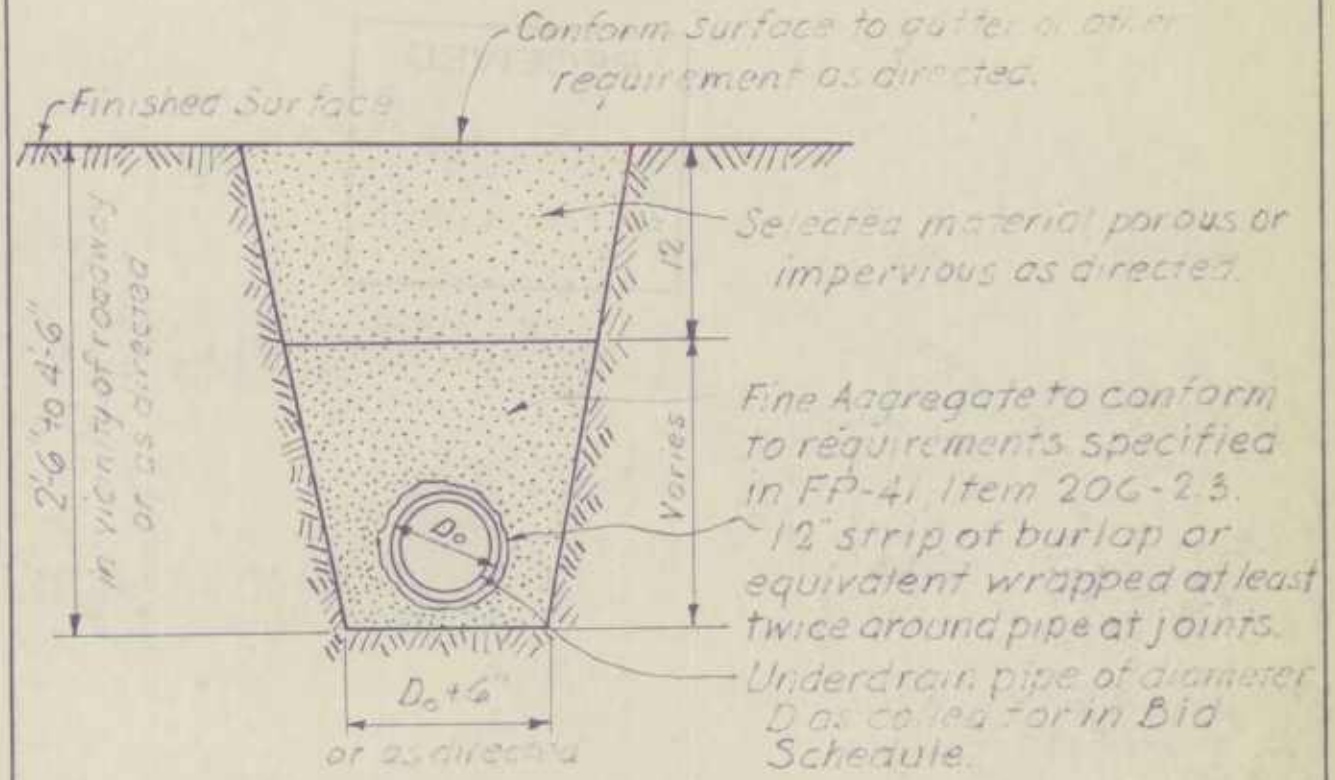
BUREAU OF PUBLIC ROADS
ARLINGTON, VA.

TYPICAL SECTIONS
NO. SCALE
MCI/164

I.H.N.R. ACCESS ROAD

PROJECT NO. 2 | SHEET 3 OF 4

I.H.N.R. ACCESS ROAD	
PROJECT MGAD-2	SHEET 4 OF 4

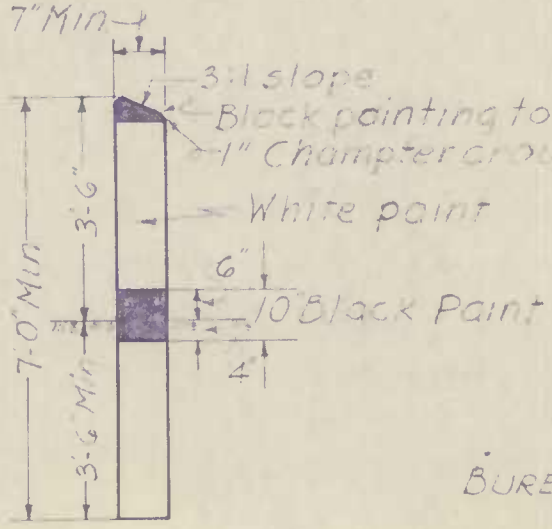


PIPE UNDERDRAIN

Scale: 1" = 1'0"

Notes: Location and direction of underdrains to be as directed by the engineer.

Excavation for underdrains to be paid for under Unclassified Excavation for Structures.



BUREAU OF PUBLIC ROADS
ARLINGTON VA.

TIMBER GUIDE POST
No Scale

PIPE UNDERDRAIN AND TIMBER GUIDE POST DETAILS
Scale: As Shown

May 1954

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

1440 COLUMBIA PIKE
ARLINGTON, VIRGINIA

July 15, 1954

RECEIVED
JUL 16 1954
W. F. CHILDS, Jr.

Mr. William F. Childs, Jr.
Advisory Engineer
Maryland State Roads Commission
108 East Lexington Street
Baltimore 3, Maryland

Dear Mr. Childs:

Enclosed is an advance print of our proposed contract for top course and other work on the Indian Head road. Attached also is a copy of the engineer's estimate of both the proposed contract work and the work to be done by force account, in order to place the road in condition, in accordance with our conversations held in your office on February 24 and your letter to me of April 9, 1954.

I would be glad if you would review these plans and estimate at your convenience, and advise me if the work proposed is in accordance with your understanding, and if the plans are satisfactory to the Roads Commission.

Very truly yours,

H. J. Spelman
Division Engineer
Bureau of Public Roads

Refer to Chas. R.E.S. for his review & advice if in accordance with our requirements & plans return promptly

RECEIVED
JUL 19 1954
DISTRICT 3

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
ARLINGTON, VIRGINIA

Project Md. AD-
Resurfacing, Resealing Joints in Concrete Pavement, and Other Work on Access Road to Indian Head Naval Powder Factory from Near Bryans Road to District of Columbia Line, Charles and Prince Georges Counties, Maryland

Length in Miles: 14.909
Type Code:

June 14, 1954

Item Number 165(1) is a Major Item

Item No.	Description	Estimated Quantity	Unit	Unit Price	Amount
24(1)	Unclassified Excavation	150	Cu.Yd.	$ 3.00	$ 450.00
25(1)	Unclassified Excavation for Structures	285	Cu.Yd.	3.00	855.00
52(1)	Gravel Base Course, Class 3, Grading ( )	5,000	Cu.Yd.	2.75	13,750.00
110(5)	Tar, Grade ( ), for Prime Coat	200	Gal.	0.30	60.00
114(2)	(Class A Pavement) Aggregate for Designation AT-50 Surface Treatment	260	Ton	6.00	1,560.00
114(6)	Rapid-Curing Cut-back Asphalt, Grade ( ), for Class A Surface Treatment	5,000	Gal.	0.20	1,000.00
160(4)	Resealing Joints in Concrete Pavement	25,000	Lin.Ft.	0.15	3,750.00
165(1)	Type I-1 Hot Asphalt Concrete Pavement	13,500	Ton	8.00	108,000.00
320(3)	8-inch Clay Pipe Underdrain	1,000	Lin.Ft.	3.00	3,000.00
381(1)	Timber Guide Posts	150	Each	10.00	1,500.00
	Total for Construction				$133,925.00
	Engineering and Contingencies, etc.				13,575.00
	Total				$147,500.00

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
ARLINGTON, VIRGINIA

Project:

Bituminously, improving Joints in Concrete Pavement, and Other Work on Access Road to Indian Head Naval Powder Factory from Near Oxpens Road to District of Columbia Line, Charles and Prince Georges Counties, Maryland

Length in Miles: 14.900
Type Code:

June 1, 1954

Item Summary 10.(a) for Work Item

Item No.	Description	Estimated Quantity	Unit	Unit Price	Amount
7(1)	Unclassified Excavation	210	cu.yd.	$ 3.00	$ 630.00
7(2)	Unclassified Excavation for Structures	250	"	3.00	750.00
57(A)	Prepaid Base Course, Class 2, Grading ( )	5,000	Sq.Yd.	0.75	3,750.00
106(5)	Tar, Grade ( ), for Prime Coat	200	Gal.	0.20	40.00
114(2)	(Class A Pavement) Concrete for Demolition AT-20 Surface Pavement	300	Cu.Yd.	6.00	1,800.00
114(2)	Portland-Cement Concrete Pavement, Grade ( ), for Class A Surface Pavement	2,500	Cu.Yd.	6.50	16,250.00
116(1)	Reconditioning Joints in Concrete Pavement	25,000	Lin.Ft.	0.12	3,000.00
145(1)	Type 1-1 Bituminous Concrete Pavement	23,000	Ton	6.00	138,000.00
150(3)	6-inch Clay Tile Underdrain	1,000	Lin.Ft.	3.00	3,000.00
301(1)	Timber Guide Posts	150	Each	10.00	1,500.00
	Total for Construction				172,970.00
	Engineering and Contingencies, 9%				15,570.00
	Total				188,540.00

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
ARLINGTON, VIRGINIA

Project Md. AD-
(Force Account)
Regrading Shoulders, Mudjacking, and Other Work on Access Road to Indian Head Naval Powder Factory from State Route No. 224 South of Silesia to District of Columbia Line, Prince Georges County, Maryland

Length in Miles: 6.564
Type Code:

June 14, 1954

Item No.	Description	Estimated Quantity	Unit	Unit Price	Amount
52(1)	Gravel Base Course, Class 3, Grading ( )	1,500	Cu.Yd.	$ 2.75	$ 4,125.00
	Regrading Shoulders	$1,000.00	Lump Sum		1,000.00
	Mudjacking	$1,000.00	Lump Sum		1,000.00
		Total for Construction			$ 6,125.00
		Engineering and Contingencies, etc.			675.00
			Total		$ 6,800.00

SUMMARY OF ESTIMATED COSTS

Contract	$147,500.00
Force Account	6,800.00
Total Estimated Project Cost	$154,300.00

INDIAN HEAD NAVAL RESERVATION ACCESS ROAD	
PROJECT Md.AD-	SHEET OF SHEETS

ADVANCE PRINT

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

ACCESS ROAD TO INDIAN HEAD NAVAL POWDER FACTORY

PROJECT Md AD-

PLANS FOR
PROPOSED RESURFACING AND OTHER WORK FROM NEAR BRYANS ROAD TO THE DISTRICT OF COLUMBIA LINE

CHARLES AND PRINCE GEORGES COUNTIES
MARYLAND

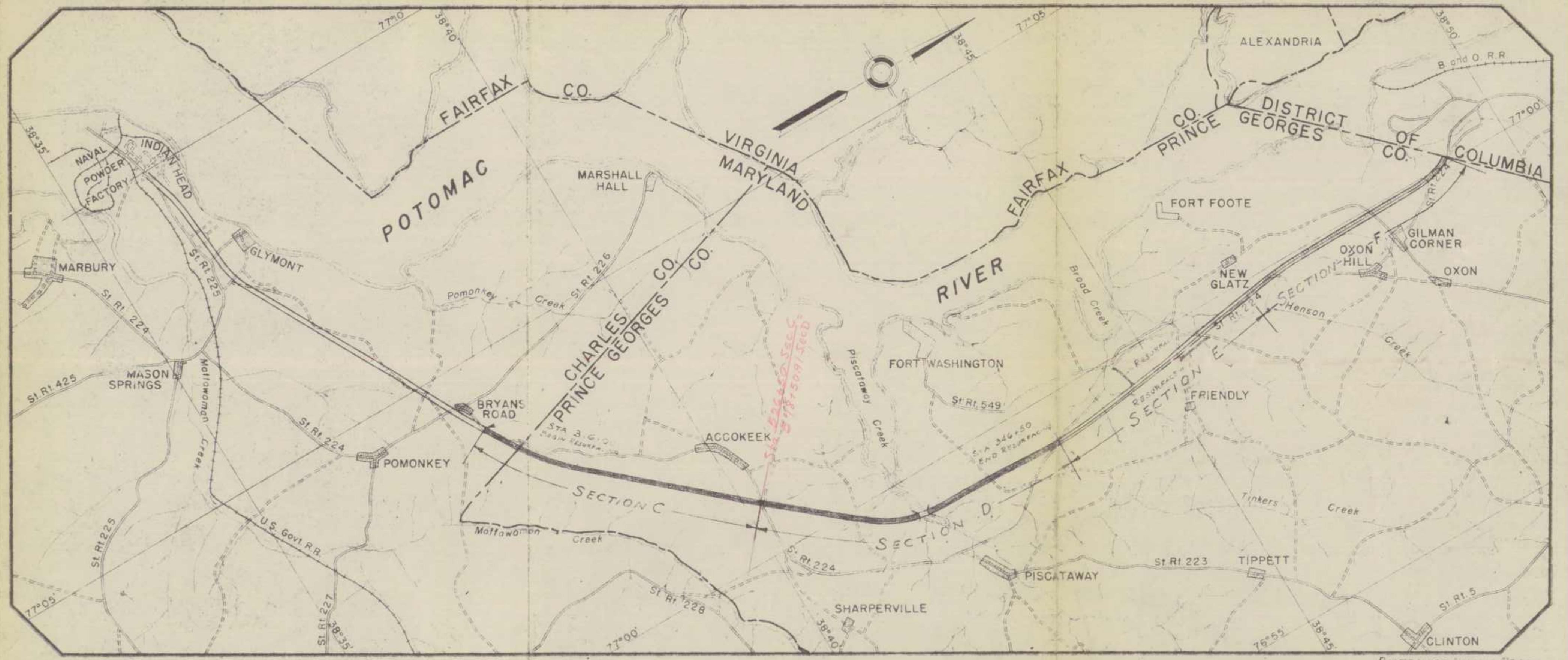
LENGTH OF PROJECT
ACCESS ROAD: 14.909 MILES
INCIDENTAL PORTION: 0.861 MILE

RECOMMENDED: DATE

DIVISION ENGINEER, BUREAU OF PUBLIC ROADS

APPROVED

DEPUTY COMMISSIONER, BUREAU OF PUBLIC ROADS



HIGHWAY CLASSIFICATION: 200-M-60

LEGEND
To be Resurfaced
Joints to be Resealed

BUREAU OF PUBLIC ROADS
ARLINGTON, VA.
PLAN
Scale: As Shown May 1934

I.H.N.R. ACCESS ROAD	
PROJECT M0.40-	SHEET OF

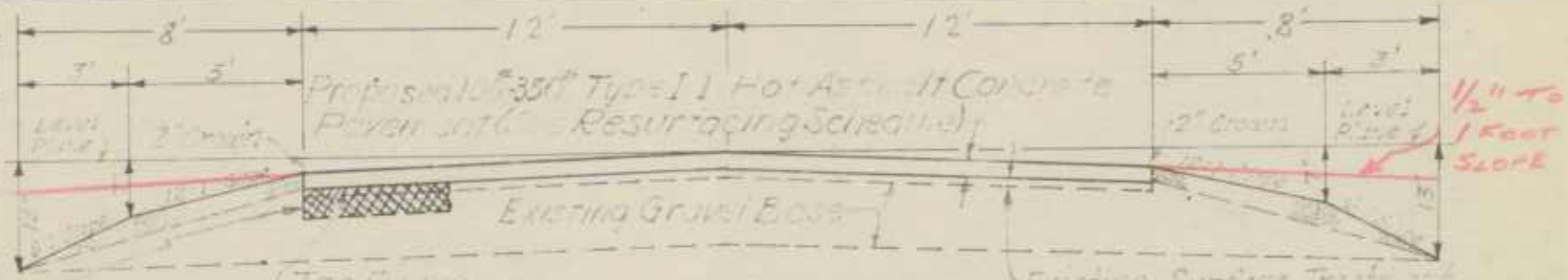
RESURFACING SCHEDULE

SECTION	STATION TO STATION	SURFACE TYPE	Wt. lbs. per Sq. Yd.	REMARKS
C	316+00-445+00	I-1	100	I.H.N.R. Access Road
C	445+00-526+50 =	I-1	200	I.H.N.R. Access Road
D	578+30(1)-399+00	I-1	250	I.H.N.R. Access Road Bridge Exception 18th St.
D	399+00 -346+50	I-1	350	I.H.N.R. Access Road
E	217+60-239+20	AT-50	50	Lt. Sta. 219-240 I.H.N.R.A.R.
E	283+30-303+80	AT-50	50	Rt. Sta. 288 I.H.N.R.A.R.

TABULATION OF QUANTITIES

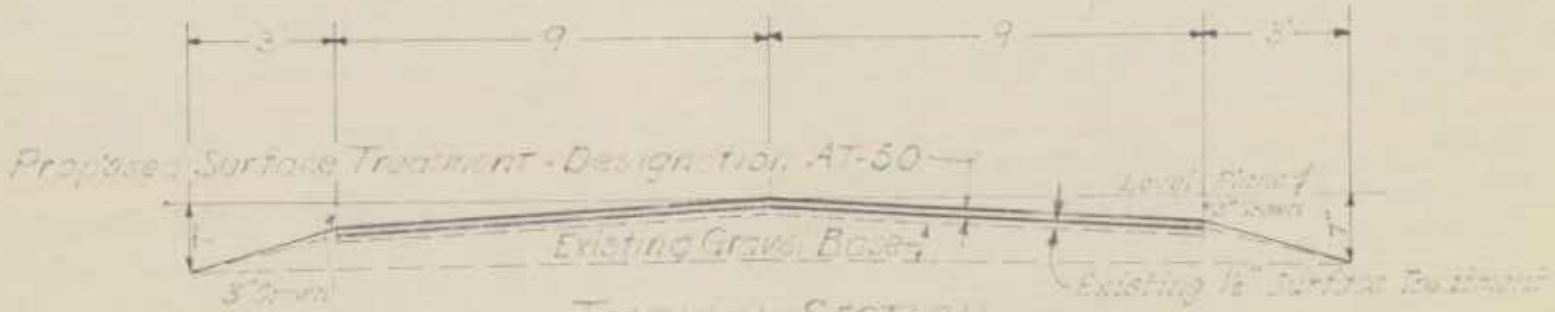
ITEM No.	ITEM	QUANTITY	UNIT
240(1)	Unclassified Excavation	150	Cu. Yd.
250(1)	Unclassified Excavation for Structures	285	Cu. Yd.
521(1)	Gravel Base Course, Class 3,		
	Grading( )	5,000	Cu. Yd.
1105	Tar Grade( ), for Prime Coat	200	Gal.
1140(2)	(Class A Pavement) Aggregate for		
	Designation AT-50 Surface Treatment	200	Ton
1146(1)	Rapid-Curing Cut-back Asphalt,		
	Grade( ), for Class A Surface Treatment	5,000	Gal.
1604	Resealing Joints in Concrete Pavement	25,000	Lin. Ft.
1650(1)	Type I-1 Hot Asphalt Concrete Pavement	13,500	Ton
3100	8-inch Clay Pipe Underdrain	1,000	Lin. Ft.
381(1)	Timber Guide Posts	150	Each
521(1)	Gravel Base Course, Class 3, Grading( )	1500	Cu. Yd.
—	Regrading Shoulders	Lump Sum	Lump Sum
—	Mudjacking	Lump Sum	Lump Sum

BUREAU OF PUBLIC ROADS
ARLINGTON, VA.
SCHEDULES AND QUANTITIES
No Scale May 1954

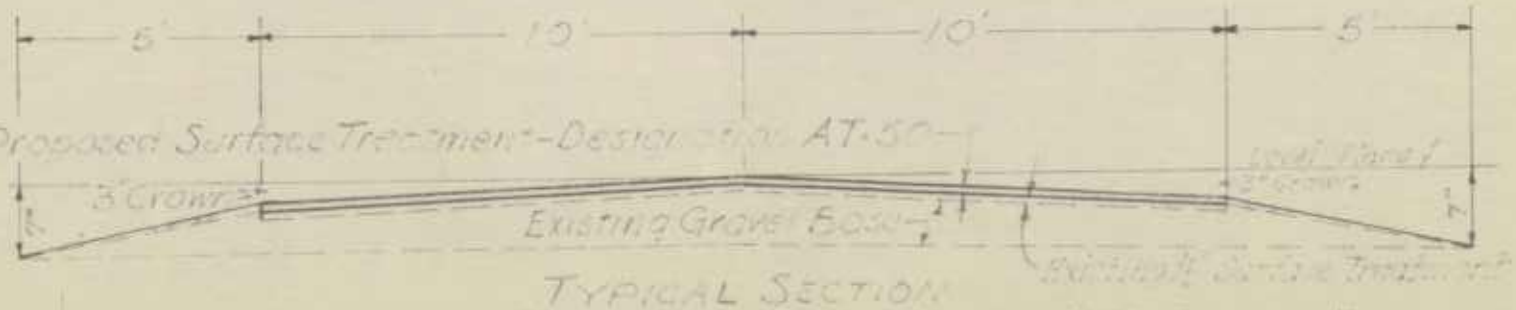


TYPICAL SECTION

INDIAN HEAD NAVAL RESERVATION ACCESS ROAD SECTIONS C AND D
9" of existing gravel base to be removed and replaced with Gravel Base Course, Class 3, Grading (-1), where and as directed by the engineer.



TYPICAL SECTION
Frontage Road Left Stations 219-240 Section E



TYPICAL SECTION
Fort Washington Connection Right Station 228 Section F

INDIAN HEAD ACCESS ROAD

PROJECT NO.

SHEET OF

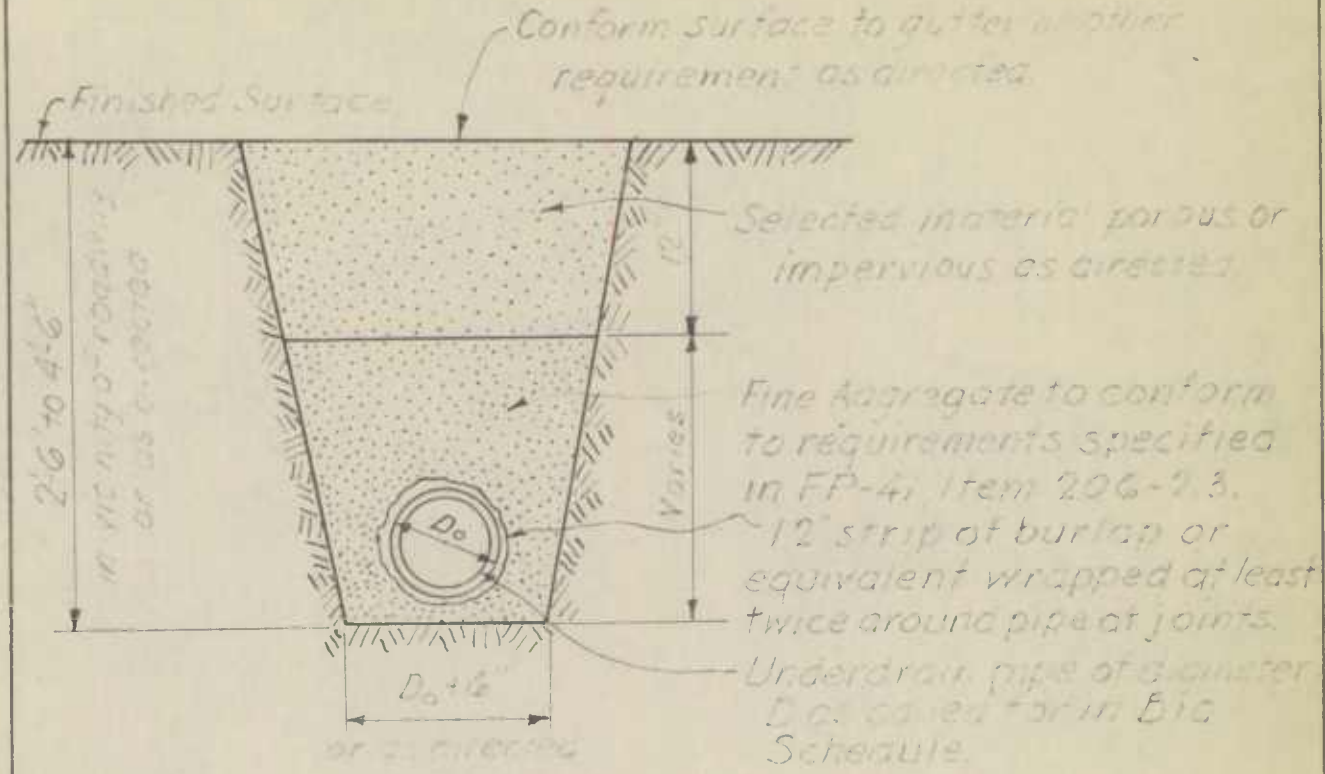
DIMENSIONS FOR ... ARE ... NOTED

TYPICAL SECTIONS

NO SCALE

NAVAL ...

I.H.N.R. ACCESS ROAD	
PROJECT MGHD	SHEET OF

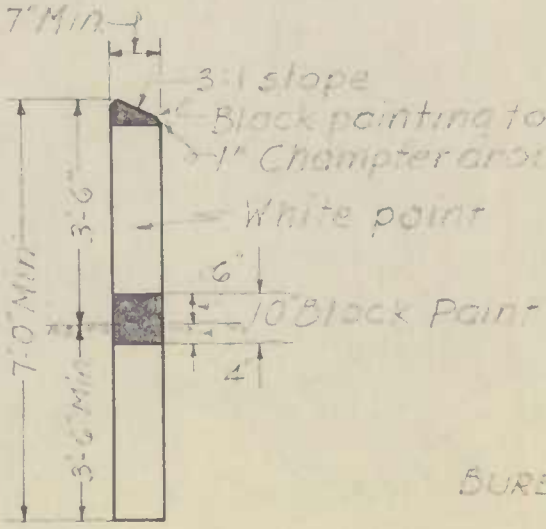


PIPE UNDERDRAIN

Scale: 1" = 1'-0"

Notes: Location and direction of underdrains to be as directed by the engineer.

Excavation for underdrains to be paid for under Unclassified Excavation for Structures.



BUREAU OF PUBLIC ROADS
ARLINGTON, VA.

TIMBER GUIDE POST
No Scale

PIPE UNDERDRAIN AND TIMBER GUIDE POST DETAILS
Scale As Shown

May 1954

INTERDEPARTMENTAL
STATE OF MARYLAND
STATE ROADS COMMISSION

RECEIVED
AUG 2 1954
W. F. CHILDS, Jr.

DISTRICT OR DIVISION 3

July 30, 1954

Mr. W. F. Childs, Jr.
Advisory Engineer
State Roads Commission
Baltimore Office

Subject: Indian Head Road - Prince George's County

Dear Mr. Childs:

Following your instructions, we have reviewed the plan and estimates furnished by the Bureau of Public Roads for improving their section of the Indian Head Road in Prince George's County.

After inspecting this road, we are of the opinion that the thickness of bituminous concrete for resurfacing should be increased, and we are not in favor of the typical cross section of the eight-foot shoulder width shown on the enclosed plan. We are of the opinion the shoulder on the resurfaced portion should be bank run gravel placed to a cross slope of approximately one-half inch to the foot for the eight-foot width (see revised section on enclosed plan).

Therefore, we submit herewith our recommendations for improving this road to acceptable standards, for your consideration.

We also enclose a report showing the estimated quantities and cost covering our recommendations.

All correspondence enclosed.

Very truly yours,

R. E. Jones
District Engineer

WES:ems
Enclosures

STATE ROADS COMMISSION

Indian Head Road Recommendations

Section I - Dual lane concrete pavement - grass median - total length 0.40 miles.

1. Clean and pour construction and expansion joints.
2. Where short sections have settled, mudjack to proper grade.
3. Approximately 250 cubic yards of bank run gravel needed to repair and shape shoulders to proper section.
4. Erect approximately 800 feet of guard posts on ten-foot centers.
5. Median should be cut and shaped adjacent to pavement to obtain proper section for drainage.

Section II - Concrete pavement 24 feet wide - 8-to 10-foot shoulders - total length 6.20 miles from south end of dual section.

1. Clean and pour construction and expansion joints.
2. Where sections have settled, mudjack to proper grade.
3. Approximately 1250 cubic yards of bankrun gravel needed to repair and shape shoulders to proper section.
4. Erect approximately 700 feet of guard posts on ten-foot center where directed.
5. Bridge over Broad Branch Creek - north-wing channel should be opened. Check scour condition on southeast wing. Construction plans should be obtained for this structure .
6. Clear back of guard posts on slopes and around structures of all brush, small trees and high grass.

Section III - Bituminous pavement beginning at the south end of 24-foot concrete pavement for a total distance of 6.5 miles - width of bituminous pavement 24 feet.

1. Remove and replace approximately 1,000 square yards of distressed places as directed (replace depth of nine inches with three 3-inch layers of bituminous concrete).

2. Resurface with bituminous concrete using 350 pounds to the square yard.
3. Replace guard posts that are decayed; paint, straighten and cut to uniform height sound posts in place.

4. Clear slopes back of guard posts and around structures of all brush, small trees and high grass.
5. Trim brush and small trees at inlet and outlet channel at bridge over Piscataway Creek.

Indian Head Road Recommendations

6. Bankrun gravel shoulders entire length - average 3-inch depth, 8 feet wide.

7. Shape slope and widen shoulder to 8 feet on east side just south of concrete section for a distance of 400 feet and construct bituminous gutter for this section.

Section IV -Bituminous pavement beginning at south end of Section III for a distance of 1.8 miles - width 24 feet.

1. Resurface with bituminous concrete using 225 pounds to the square yard.

2. Bankrun gravel shoulders entire length, average 2-inch depth - 6 feet wide.

It is further recommended that all culverts and drainage ditches be opened for the entire length of the project, a distance of approximately 14.9 miles.

There is also a connecting road off Section III leading west from the Indian Head Road towards Silesia - length 2,000 feet - width 18 to 20 feet.

There is also a service or border road off the east side of the Indian Head Road extending 2,000 feet northward from the Friendly Road - width 18 to 20 feet.

Both of these roads should have a double surface treatment using a total cover material of approximately fifty-five pounds to the square yard and a total of one-half gallon of asphalt to the square yard.

- - - -

-NO._____ STATE ROADS COMMISSION

Indian Head Road
Quantities & Estimated Cost

Section 1 & 2. Concrete Pavement - 6.6 Miles

Bank Run Gravel for shoulders 1500 cu. yds. - $2.75	$4,125.00
Regrading and shaping shoulders (Lump Sum)	1,000.00
Mudjacking (" ")	1,000.00
Guard Posts - 150 - $3.00 in place	450.00
Resealing joints 25,000 Lin. Ft. - $0.15	3,750.00
Excavation at Structure 85 cu. yds. - $3.00	255.00

Section 3. Bituminous Pavement

Resurface with Bituminous Concrete - 6.5 miles - Width 24 feet - 91,520 sq. yds. - 350 lbs - 16,016 tons - $8.00	$128,128.00
5085 cu.yds. bank run gravel (shoulders) $2.75	13,983.75
Trimming brush, and small trees (Lump Sum)	1,000.00
Estimated - 100 guard posts needed $3.00 in place	300.00
Excavation at Structure 200 cu. yds. $3.00	600.00
8-inch underdrain 1,000 Lin. Ft. $3.00	3,000.00
250 cu. yds. excavation - pavement failure $3.50	875.00
500 tons Bituminous Concrete - for patches $8.00	4,000.00
Shaping slope, widening shoulder, constructing bituminous ditch on east side 400 feet (Lump Sum)	1,000.00

Section 4. Bituminous Pavement

Resurface with bituminous concrete - 1.8 miles - Width 24 feet 25,344 sq. yds. - 225 lbs - 2851 tons - $8.00	$22,808.00
718 cu. yds. bank run gravel (shoulders) $2.75	1,974.50

Surface Treating 2000 feet of 20- foot bituminous road from West Side of Indian Head Road towards Silesia. Surface Treating 2000 feet of 20-foot bituminous road running northward from Friendly Road on East Side of Indian Head Road.

Approximately 9000 sq.yds. - 55 lbs - 248 tons - $6.00	$1,488.00
2½ gal. applications - 4500 gal. - $0.20	900.00
Estimated Grand Total for Project $190,637.25	$190,637.25
Total Length Project 14.9 miles	

Mr. G. N. Lewis, Jr.

Jr Counsel

January 20, 1955

Mr. E. G. Duncan, District Engineer
Upper Marlboro, Md.

Dear Mr. Duncan:-

Re: Road Exchange
Charles County

The road exchange agreement recently adopted provides for the acceptance into the State System on July 1st, 1956, of certain county roads. These are shown by map number, together with State route number which will be assigned when accepted into the State System.

Item 38 - Md. 382
39 - Md. 425* See Item 35 below ?
42 - Md. 382

Control Section numbers will be assigned by the Traffic Division for the above items.

The following State routes in their entirety will be transferred to the county, effective July 1st, 1956, and the route numbers will be withdrawn from use. These are listed by item number, route number and control section number:

Item 5	Route No. 691	Control Section 8-28
9,10,11,13,41	659	8-59
14	327	8-39
2-40	786	8-37
35	785	8-22
19	649	8-57*
20	469	8-47
22	558	8-53
23	428	8-45
24	536	8-52
28	429	8-46
31	230	8-32
33	229	8-55
36,37	426	8-43

In addition there are certain portions of State roads that will be transferred to the county, effective July 1st, 1956. These are listed by item number, route number and control section.

ch

Mr. J. H. Stevens, Jr.

January 20, 1955

Mr. F. O. Denton, District Engineer
Upper Marlboro, Md.

Dear Mr. Denton:

Re: Road Closings
Charles County

The road closings announced recently should involve no inconvenience to the State System on July 1st, 1955, of certain county roads. These are shown by the marked, dotted lines on the attached map. Other roads will be designated when completed into the State System.

Item 34 - Rte. 225
37 - Rte. 225 (See also 37 below)
40 - Rte. 382

Control Section numbers will be assigned by the Traffic Division for the above items.

The following items mentioned in their entirety will be transferred to the county effective July 1st, 1955, and the route numbers will be withdrawn from use. These are labeled by item number, route number and control section number.

Item #	Route No.	Control Section
5,10,14,15,16	225	8-22
17	227	8-23
6-40	228	8-24
36	228	8-25
39	229	8-26
40	229	8-27
41	229	8-28
42	229	8-29
43	229	8-30
44	229	8-31
45	229	8-32
46	229	8-33
47	229	8-34
48	229	8-35
49	229	8-36
50	229	8-37
51	229	8-38
34,37	225	8-39

In addition, Item 47 through Item 51 on Route 229 will also be transferred on July 1st, effective July 1st, 1955. These are listed by item number, route number and control section.

Item 1	Portion of Route No. 5 (old US 301)	Con. Sec.	8-11
3	224		8-57*
6,7,8, 12	693		8-57*
16	3		8-16
16	3		8-17
21	3		8-18)
26	3		8-18)
27	3		8-19)
29	3		8-19)
32	3		8-57*

The entire portion of each route covered by the control section shown will be withdrawn, but the route numbers remain in use elsewhere.

In the following item only a portion of the route involved in the particular control section is transferred to county. The route numbers remain in use elsewhere.

Item 4 Con. Sec. 8-26 - Md. 224
227 at Pomonkey to Md. 225
North of Mason Springs
that portion of Md. 224 between Pomonkey and Bryan's Road
has been renumbered Md. 227
See letter of even date.

Item 15 Con. Sec. 8-7 - Md. 225
Between US 301 and Md. 3

Item 30 Con. Sec. 8-20 - Md. 3
Between US 301 and US 301
that portion of Md. 3 from US 301 to
old Md. 230 will be retained by the State.

Corrections in Control Sections will be furnished by the Traffic Division.

Please note all necessary number changes have been anticipated in order to expedite the work of the Mapping Section.

On July 1, 1956, removal of route signs on roads transferred out of the State System and posting of signs on roads accepted into State System may be accomplished. The transfer of Item 35, Md. 785 (Md.6) is subject to special conditions as provided in road transfer agreement.

Md. 5 markers will be carried along US 301 to Prince George's County Line.

The following route numbers are withdrawn from use, effective July 1, 1956:

691, 659, 327, 649, 469, 558, 786, 785, 428, 536, 429, 230,

J.K.

Item 1	Portion of Route No. 5 (old Rt 302) Gen. Ave.		5-13
2		204	5-15a
3	(1.6, 32	207	5-15b
30		3	5-16
32		3	5-17
34		3	5-18
36		3	5-19
38		3	5-20
40		3	5-21
42		3	5-22
44		3	5-23
52		3	5-24a

The design volume of each route, as determined by the regional models, will be available, but the route designs remain in use elsewhere.

In the Calendar Line Group, portions of the route involved in the variation capital weather is characteres to accomp. for route improvements in use elsewhere.

Item 4 Gen. Ave. 5-30 - Rt. 224
207 at Fairway to Rt. 218
Route of Lenape Parkway
Such portions of Rt. 224 between Moorestown and Lenape Road
has been renumbered Rt. 207
Are Routes of Item Note.

Item 15 Gen. Ave. 5-7 - Rt. 224
Between Rt 224 and Rt. 3

Item 30 Gen. Ave. 5-30 - Rt. 3
Between Rt 224 and Rt 168
Such portion of Rt. 3 from Rt 224 to
Rt 168. Can will be replaced by new Route.

Deficiencies in General Section will be identified by the traffic division.

Please note all necessary action changes have been submitted in order to expedite the work of the Revised Section.

On July 1, 1954, several of route signs on state highways and on the state system due revision of signs on route numbers. This system may be accomplished. The Director of Item 32, Rt. (Rt.47) is replaced by special designation on Route 55 and other signs.

Rt. 7 should be extended along Rt 224 to Triton County's County line.

The relocation work models are a Rancham Area was, effective July 1, 1955.

Rt. (Rt 177), Rt. 543, 543, 780, 705, 1080, 206, 420.

229, and 426.

Md. 693 is withdrawn in Charles County, but is still in use in St. Mary's County.

Items starred indicate as follows:

The acceptance of Item 35 is subject to completion of Item 39 as covered by separate resolution. Star following Con. Sec. 8-57 indicates that there are several routes under the particular control section number.

Very truly yours,

P. A. Morison
Director of Highway Maintenance

PAM/blg

cc:Mr. G. N. Lewis,Jr.
Mr. F. P. Scrivener
Mr. C. Norris
Mr. L. Pfarr

No. 3

J.K.

Rds accepted into County System

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
TUESDAY, MARCH 30, 1954
****

Present: Mr. Russell H. McCain, Chairman, Senator Edgar T. Bennett and Mr. David M. Nichols.

The Commission reviewed the request contained in letter dated March 24th from the County Commissioners of Charles County, in regard to the maintenance and construction of the County Road System, and acquiesced in the desire of the County Commissioners of Charles County to take over for maintenance said county roads as of July 1, 1954.

Copy Messrs Pritchett
Hopkins
Morison
Goldeisen
Duncan
DiDomenico
Scrivener
Wannen
Clawson
Lewis, Jr.,
Grubb
SRC - Charles County

Charles Co.

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
MONDAY, MAY 24, 1954
****

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

On request of the County Commissioners of Charles County, and on recommendation of District Engineer E. G. Duncan, concurred in by Chief Engineer Norman M. Pritchett, the Commission accepted for maintenance as part of the County Roads System of Charles County, section of road in the Fourth 234 (Wicomico) through the properties of Samuel C. Long, J. C. Clements and C. N. Jenkins, for a distance of ~~5.9~~ mile. 0.59

Road Condition Survey Report submitted by District Engineer Duncan indicates that this section of road has been accepted and recorded by the County Commissioners of Charles County, providing for a 60 ft. right of way.

In said Report, Mr. Duncan states: "Road is narrow and rutted. Can be used in wet weather only with difficulty. Should be widened to 26', drained and surfaced with gravel 16' wide and 6" deep. Estimated cost $2300.00. At present, since traffic is so light, recommend draining, surfacing with gravel. Est. cost $400.00."

Copy: Messrs Pritchett, Hopkins, Wannen, Morison, Goldeisen, Duncan, Scrivener, DiDomenico, Clawson, Lewis.
Co. Commrs. of Charles Co.
SRC- Charles County

Co. 726

Charles

Charles Co
Mr Carroll

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
TUESDAY, MARCH 30, 1954
****

Present: Mr. Russell H. McCain, Chairman, Senator Edgar T. Bennett and Mr. David M. Nichols.

The Commission reviewed the request contained in letter dated March 24th from the County Commissioners of Charles County, in regard to the maintenance and construction of the County Road System, and acquiesced in the desire of the County Commissioners of Charles County to take over for maintenance said county roads as of July 1, 1954.

Copy Messrs Pritchett
Hopkins
Morison
Goldeisen
Duncan
DiDomenico
Scrivener
Wannen
Clawson
Lewis, Jr.,
Grubb
SRC - Charles County

Mr Cassell

Charles Co

State Roads Commission
TRAFFIC DIVISION

MAR 3 1954

Geo. N. Lewis, Jr.
Director

March 2, 1954

Re: Control Section 8-28
Md. 225 changed to Md. 691

Mr. H. G. Duncan,
District Engineer
State Roads Commission
Upper Marlboro, Maryland

Dear Mr. Duncan:

The spur connecting Md. 225 to Md. 210 at Potomac Heights terminates Md. 225 at that point.

The portion of Old Md. 225, Control Section 8-28, from Md. 225 at Potomac Heights to Md. 210 at Indian Head, has been renumbered Md. 691.

Yours very truly,

P. A. Morison
Assistant Chief Engineer

c.c. Mr. F. P. Scrivener
Mr. G. N. Lewis, Jr.
Mr. Chas. Morris

Ch

Mr. Cassell

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, JANUARY 20, 1954
***

Present: Senator Edgar T. Bennett and Mr. David M. Nichols.

Co. 7-2 1

On request of the Board of County Commissioners of Charles County, and on recommendation of District Engineer E.G. Duncan, concurred in by Chief Engineer Norman M. Pritchett, the Commission accepted for maintenance as part of the County Roads System of Charles County, section of road in the Sixth Election District, known as Padgett Road, from Route 227 at point 0.8 miles from White Plains to Route 227 at point 1.4 miles from White Plains, a length of 0.76 mile.

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

In said Report, Mr. Duncan states: "Impassable in any but the best weather. It is narrow, rutted and pratically without drainage.# -- "Road should be graded 24' and drained with pipe and surfaced with gravel 16' wide and 6" deep. Estimated cost $3600.00."

Copy: - Messrs Pritchett
Hopkins
Morison
Goldeisen
Duncan
Wannen
Di Domenico
Clawson
Lewis, Jr.,
Scrivener
Co. Commrs. of Charles Co.
SRC - Charles County

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
TUESDAY, DECEMBER 15, 1953
*****

Present:- Mr. Russell H. McCain, Chairman, Senator Edgar T. Bennett and Mr. David M. Nichols.

On recommendation of Chief Engineer W.F. Childs, Jr., as set forth in his letter of December 15, 1953 to the State Roads Commission, the following final estimate was approved for payment, this bridge to remain in the County Roads System and be maintained jointly by Charles and Prince George's Counties. 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 $2,680.95 for completion of construction of a triple span (25' - 30' - 25') steel beam bridge with timber deck supported on timber pile bents, over Mattawoman Creek on County Road from Berry in Charles County to Sharperville in Prince George's County, our Contract #CH-274-1-517; P-694-1-317 FAP#S-478 (1). The John D. Sheets Construction Company, contractor. The contract for this work was awarded on April 9, 1953 and was completed on August 4, 1953. The total amount of this contract is $26,051.99.

Copies:- Messrs Childs, Jr.
Hopkins,
Morison,
Goldeisen,
Duncan
DiDomenico
Scrivener
Wannen
Allan Lee
Grubb
Lewis, Jr.,
Friend
Robins
Rice
Co.Commrs. of Charles Co.
Co. Commrs of Pr. Geo. Co.
Contract #CH-274-1-517;P-694-1-317
PAP#S-478 (1)

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
THURSDAY, NOVEMBER 19, 1953

***

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

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

Section of Road	R/W	Condition, Recommended Improvement and Estimated Cost
Neale Road, from Route 301 to Old Route 3 at the Fair Ground entrance, a length of 548 feet, in the First Election District.	50'	"During fair about 2000 cars use this road. The road is in excellent condition. No repairs are needed. Is accepted for maintenance only." - "Est. cost of blading, etc. $10.00."
Wise Road, from Morgantown to Wise Sub-division, length 0.55 mile, in the Fifth Election District.	30'	"Road is impassable in any but dry weather. Should be graded 30' wide, drained with pipe and surfaced with gravel 16' wide and 6" deep. Est. cost $2000.00."
Jenkins Lane, from Route 210 to South Hampton, length 2,480 feet, in Seventh Election District.	30'	"Road is rough, but is mostly surfaced with gravel. Drained by side ditches. No culverts. Should be graded to 24', drained and surfaced with gravel 6" deep and 16' wide. Est. cost $2500.00."

Copy: Mr. N. F. Childs, Jr.
Mr. W. C. Hopkins
Mr. P. A. Morison
Mr. C. A. Goldeisen
Mr. H. G. Duncan
Mr. C. L. Wannen
Mr. A. F. DiDomenico
Mr. Allan Lee
Mr. G. N. Lewis, Jr.
Mr. F. P. Scrivener
Co. Commrs. of Charles Co.
SRC-Charles County

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, SEPTEMBER 30, 1953.

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

On request of the Board of County Commissioners of Charles County, and on recommendation of District Engineer E.C. Duncan, concurred in by Chief Engineer W. F. Childs, Jr., the Commission accepted for maintenance as part of the County Roads System of Charles County, section of road in the Fourth Election District, known as the Stonestreet Road, from Route 428 to Stonestreet Farm, a length of 0.4 mile.

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

In said Report, Mr. Duncan states: "Road has fair gravel surface, but little if any drainage. Recommend that the road be shaped with blade and patched with about 100 cyds. of bank gravel. Drainage can be taken care of with 80' of pipe. Est. Cost $500.00."

Copy: Messrs. Childs
Hopkins
Wannen
Morison
Goldeisen
Duncan
Scrivener
DiDomenico
Lee
Lewis
Co. Commrs. of Charles Co.
SRC - Charles Co.

To Be Inv.

Mr. Cassell

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
THURSDAY, APRIL 16, 1953
***

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

On request of the County Commissioners of Charles County, and on recommendation of District Engineer Joseph Chaney, concurred in by Chief Engineer W. F. Childs, Jr., the Commission accepted for maintenance as part of the County Road System of Charles County, section of road in the Tenth Election District, known as the Goode Road, from Pisgah to Marbury, a distance of .8 mile.

Road Condition Survey Report submitted by District Engineer Chaney indicates that this section of road has been accepted and recorded by the County Commissioners of Charles County, providing for a 60 ft. right of way.

In said Report, Mr. Chaney states: "Road is impassable for about half its length. Remaining section is narrow, rough and rutted, is passable in dry weather. Should be graded to 26', drained and surfaced with gravel 6" deep and 16' wide. Estimated cost about $3800.00."

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

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
MONDAY, MARCH 23, 1953
***

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

On request of the County Commissioners of Charles County, and on recommendation of District Engineer Joseph Chaney, concurred in by Chief Engineer W. F. Childs, Jr., the Commission accepted for maintenance as part of the County Road System, section of road in Election District #1 of Charles County, known as the Old Stage Coach Road, from Spring Hill toward Port Tobacco, a distance of 2.03 miles.

Road Condition Survey Report submitted by District Engineer Joseph Chaney indicates that this section of road has been accepted and recorded by the County Commissioners of Charles County, providing for a 40 - 60 ft. right of way.

In said Report, Mr. Chaney states: "The county had a 30' easement for .80 mile on the east and where it intersects with route 301. A 40' ROW has been acquired for this section and 60' ROW for remaining 1.23 miles. Road to be graded to 24', drained and surfaced with gravel 16' wide & 6" deep. Cost estimated at $4700.00."

Copy: Mr. W. F. Childs, Jr.
Mr. W. C. Hopkins
Mr. P. A. Morison
Mr. C. A. Goldeisen
Mr. Joseph Chaney
Mr. C. L. Wannen
Mr. A. F. DiDomenico
Mr. Allan Lee
Mr. G. N. Lewis, Jr.
Mr. F. F. Scrivener
Co. Commrs. of Charles Co.
SRC-Charles Co.

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
TUESDAY, DECEMBER 30, 1952
***

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

No. Co 221
To Be Inv.

On request of the County Commissioners of Charles County, and on recommendation of District Engineer Joseph Chaney, concurred in by Chief Engineer W. F. Childs, Jr., the Commission accepted section of road in the First Election District of Charles County, know as Port Tobacco Heights Road, from Grange Hill to Darley, a distance of 0.50 mile, for maintenance as part of the County Road System.

Road Condition Survey Report submitted by District Engineer Chaney indicates that this section of road has been accepted and r corded by the County Commissioners of Charles County, providing for a 40-foot right of way.

In said Report, Mr. Chaney states that this section of road is "well graded, drained and surfaced with gravel 16' wide and 6" to 8" deep. Requires blading and some minor patching. Cost about $100.00."

Copy: Messrs. Childs, Jr.
Hopkins
Morison
Goldeisen
Chaney
Wannen
DiDomenico
Lee
Lewis, Jr.
Scrivener
Co. Commrs. of Charles Co.

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, MAY 21, 1952
***

CHAS

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

On request of the Board of County Commissioners of Charles County, and on recommendation of District Engineer Joseph Chaney, concurred in by Chief Engineer W. F. Childs, Jr., the Commission accepted for maintenance as part of the County Road System the Pisgah - Ripley Road, in the Second and Tenth Election Districts of Charles County, a distance of 2.17 miles.

Road Condition Survey Report submitted by District Engineer Joseph Chaney indicates that this section of road has been accepted and recorded by the County Commissioners of Charles County, providing for a sixty (60) foot right of way.

In said Report, Mr. Chaney states: "Road is entirely impassable to all vehicular traffic over practically all its length. Recommend grading to 30', draining and surfacing with gravel, 16' wide and 6" deep. Estimated cost $8000.00."

Copy: Mr. Childs, Jr.
" Hopkins
" Morison
" Goldeisen
" Jos. Chaney
" Scrivener
" Wannen
" DiDomenico
" Lee
" Lewis, Jr.
Co. Commrs. of Charles Co.

No location - waiting for condition survey

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, MARCH 26, 1952
***

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

In accordance with request in letters from the Board of County Commissioners of Charles County, dated February 25, 1952, and from the Department of Public Works of Prince George's County, dated March 10, 1952, and as referred to in letter dated March 20 from Chief Engineer W. F. Childs, Jr. to Chairman Russell H. McCain, the Commission authorized the programming of a bridge over Mattawoman Swamp, on the Berry-Sharpersville Road, as a Federal Aid Secondary Project, and further authorized the allocation of additional funds in amount of $7,500.00 over and above the regular allotment of Federal Aid funds to Prince George's County, as requested by them.

Copy: Mr. R. H. McCain
Mr. P. A. Morison
Mr. Joseph Chaney
Mr. G. N. Lewis, Jr.
Mr. C. L. Wannen
Mr. W. F. Childs, Jr.
Mr. C. A. Goldeisen
Mr. F. P. Scrivener
Mr. Allan Lee
Mr. H. C. Bowers
Mr. W. C. Hopkins
Mr. A. F. Shure
Mr. A. F. DiDomenico
Mr. A. L. Grubb
Mrs. G. S. Rice
Dept. of Public Works of Pr. Geo. Co.

CHARLES Co

Minutes from Library of Section of the State Adult Commission
Wednesday, March 22, 1966

Present: Mr. Russell B. Roman, Chairman, Joseph, Avery G. Hall and David M. Hidebie.

In accordance with request in letters from the Board of County Commissioners of Chester County, dated February 22, 1962, and from the Department of Public Works of Fulton County, dated March 10, 1962, was conferred to in letter dated March 20 from Chief Engineer W. F. Oblide, Jr. to Chairman Russell B. Roman, the Commission authorized the programming of a bridge over Bitterroot Swamp, on the Perry-Sharpsville Road, as a Federal Aid Secondary Project, and further authorized the allocation of additional funds in amount of $7,500.00 over and above the regular allotment of Federal Aid funds to Fulton County, as requested by them.

Copy: Mr. H. H. Kelsen — Mr. W. F. Oblide, Jr. — Mr. F. G. Spring
Mr. P. A. Martin — Mr. C. A. Goldstein — Mr. A. F. Shore
Mr. Joseph Cherry — Mr. F. P. Harlyman — Mr. W. F. Pittsenbarg
Mr. H. H. Lewis, Jr. — Mr. Allan Lee — Mr. A. L. Smith
Mr. C. L. Thomas — Mr. H. O. Bowers — Mr. O. S. Miles
Dept. of Public Works of Fr. Dec. Co.

RC Minute

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, NOVEMBER 21, 1951

***

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

On request of the County Commissioners of Charles County, and on recommendation of District Engineer Joseph Chaney, concurred in by Chief Engineer W. F. Childs, Jr., the Commission accepted for maintenance as part of the County Road System, section of road in the 6th Election District of Charles County known as the Shelch Road, from Route 301 Circle to Route 301, a distance of .55 mile.

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

In said Report, Mr. Chaney states:

"18. Statement on present condition of road and recommended improvement with estimated cost of proposed improvement 'This road is in fairly good condition. It needs additional pipes but the gravel and grade is good. Recommend the laying of 3 additional pipes and such patching as may be necessary for the present. Cost of above will be about $350.00.'"

"26. Recommendations with regard to acceptance of road into County system and stipulation 'Should be graded to 28' and surfaced with gravel 16' wide. Cost $2200.00. Recommend that road be maintained at present width and grade until development justifies above expense. Present cost $350.00. Suggest that definite drainage rights be secured.'"

Copy: Mr. W. F. Childs, Jr.
Mr. H. C. Hopkins
Mr. F. A. Morison
Mr. C. A. Goldsizen
Mr. Joseph Chaney
Mr. F. P. Scrivener
Mr. C. L. Hannen
Mr. A. F. DiDomenico
Mr. Allan Lee
Mr. G. N. Lewis, Jr.
Co. Commrs. of Charles County.

SRC Minutes

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, NOVEMBER 21, 1951
***

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

On request of the County Commissioners of Charles County and the Charles County Road Board, and on recommendation of District Engineer Joseph Chaney, concurred in by Chief Engineer W. F. Childs, Jr., the Commission accepted for maintenance as part of the County Road System, the roads in the Town of Potomac Heights, in the 10th Election District of Charles County, a distance of 2.15 miles.

Road Condition Survey Report submitted by District Engineer Chaney indicates that this section of road has been accepted and recorded by the County Commissioners of Charles County, providing for a 30 to 40 foot right of way.

In said Report, Mr. Chaney states:

"18. Statement on present condition of road and recommended improvement with estimated cost of proposed improvement 'The road is a bituminous stabilized construction and well built. Due to lack of maintenance it has developed many pot holes, some dangerously deep. Weeds patching and a moderate amount of drainage. Estimated cost of above $2800.00'"

"26. Recommendations with regard to acceptance of road into County system and stipulation 'Patch with cold patch and seal breaks and pot holes. Lay an additional 64' of 15" CMP. Clean and reshape shallow side ditches. Estimated cost $2800.00.'"

Copy: Mr. W. F. Childs, Jr.
Mr. W. C. Hopkins
Mr. P. A. Morison
Mr. C. A. Goldeisen
Mr. Joseph Chaney
Mr. F. P. Scrivener
Mr. C. L. Wannen
Mr. A. F. DiDomenico
Mr. Allan Lee
Mr. G. N. Lewis, Jr.
Co. Commrs. of Charles County

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, NOVEMBER 21, 1951

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

On request of the County Commissioners of Charles County, and on recommendation of District Engineer Joseph Chaney, concurred in by Chief Engineer W. F. Childs, Jr., the Commission accepted for maintenance as part of the County Road System, section of road in the 6th Election District of Charles County known as the Sheloh Road, from Route 301 Circle to Route 301, a distance of .55 mile.

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

In said Report, Mr. Chaney states:

"18. Statement on present condition of road and recommended improvement with estimated cost of proposed improvement 'This road is in fairly good condition. It needs additional pipes but the gravel and grade is good. Recommend the laying of 3 additional pipes and such patching as may be necessary for the present. Cost of above will be about $350.00.'"

"26. Recommendations with regard to acceptance of road into County system and stipulation 'Should be graded to 28' and surfaced with gravel 16' wide. Cost $2200.00. Recommend that road be maintained at present width and grade until development justifies above expense. Present cost $350.00. Suggest that definite drainage rights be secured."

Copy: Mr. W. F. Childs, Jr.
Mr. W. C. Hopkins
Mr. P. A. Morison
Mr. C. A. Goldeisen
Mr. Joseph Chaney
Mr. F. P. Scrivener
Mr. C. L. Wannen
Mr. A. F. DiDomenico
Mr. Allan Lee
Mr. G. N. Lewis, Jr.
Co. Commrs. of Charles County

Co. v04 — To Be Inv.
Please Locate.

10-15-51

Secretary's File

No. 15717

All correspondence in connection with this Permit should include a reference to No. NOy(R)-46258

REVOCABLE PERMIT

IN CONSIDERATION of the benefits and advantages to be derived therefrom, THE UNITED STATES OF AMERICA, represented by the Chief of the Bureau of Yards and Docks, acting under the direction of the Secretary of the Navy, hereinafter called the PERMITTER, hereby grants unto the STATE ROADS COMMISSION OF MARYLAND, a Commission created by the legislature of the State of Maryland, doing business in the State of Maryland, with a principal place of business at 108 East Lexington Street, Baltimore, Maryland, hereinafter called the PERMITTEE, permission revocable at will to construct, operate, maintain, and repair approximately three thousand (3,000) feet of the Indian Head Naval Reservation access road; said access road being entirely or in part within the boundaries of the Naval Powder Factory Reservation, Indian Head, Maryland; said access road being an extension of Route #210; the location of said access road being more particularly shown on the attached plat made by the Naval Powder Factory, Indian Head, Maryland, dated 6 January 1950, a copy of which is attached hereto and made a part hereof as Exhibit A.

The metes and bounds description of the subject access road is more specifically described as follows:

All that area on the United States Naval Reservation at Indian Head, Maryland, lying between the east side of Earle Road on the west, the proposed north boundary line of the Indian Head Naval Reservation Access Road on the north, the easterly boundary line of the United States Naval Reservation on the east and the center line of Maryland State Highway No. 225 on the south, as shown by NPF Drawing 15332-A, dated 6 January 1950, particularly bounded and described as follows:

Beginning at a point the intersection of the east curb line of Earle Road with the center line of Maryland State Highway No. 225, said intersection being a point in the southerly boundary line of the United States Naval Reservation, Indian Head, Maryland, and lying 176.78 feet N. 70°26.0' E. from a granite Stone Monument (1899); thence along the center line of Maryland State Highway No. 225 by the following courses and distances: N. 76°41.9' E. 105.42 feet, to a point; thence N. 75°06.9' E. 103.19 feet, to a point; thence N. 72°29.9' E. 796.81 feet, to a point; thence N. 74°03.9' E. 100.00 feet, to a point; thence N. 75°05.9' E. 100.00 feet, to a point; thence N. 76°10.9' E. 100.00 feet, to a point; thence N. 78°38.9' E. 100.00 feet, to a point; thence N. 80°49.4' E. 67.92 feet, to a point, and said point being the intersection of the center line of Stark Road with the center line of Maryland State Highway No. 225, thence along the center line of Maryland State Highway No. 225 by the following courses and distances: N. 80°15.4' E. 533.35 feet, to a point; thence N. 81°23.4' E. 100.00 feet, to a point; thence N. 81°01.4' E. 100.00 feet, to a point; thence N. 80°51.4' E. 100.00 feet, to a point; thence N. 81°01.4' E. 100.00 feet, to a point; thence N. 85°13.4' E. 100.00 feet, to a point; thence N. 88°55.4' E. 100.00 feet, to a point; thence S. 88°40.6' E. 100.00 feet, to a point; thence S. 86°52.6' E. 100.00 feet, to a point; thence S. 82°15.6' E. 100.00 feet, to a point; thence S. 79°31.1' E. 122.97 feet, to a point, said point being the intersection of the easterly boundary line of the United States Naval Reservation with the center line of Maryland State Highway No. 225, thence N. 7°34.0' W. along the easterly boundary line of the United States Naval Reservation 237.65 feet, at 32.1 feet passing over a granite boundary Stone Monument (1899), to a point

lying 58.54 feet N. 7°34.0' W. of the intersection of the United States Naval Reservation Access Road center line with the said United States Naval Reservation east boundary line; thence S. 79°39.0' W. 949.50 feet, to a point; thence S. 78°03.0' W. 858.40 feet, to a point; thence S. 71°55.0' W. 631.90 feet, to a point; thence S. 73°32.0' W. 582.15 feet, to a point, said point being on the line of the east curb of Earle Road; thence S. 10°42.0' E. 43.85 feet, to a point in the center line of Maryland State Highway No. 225, the point of beginning, containing 5.51 acres more or less.

The permission herein granted shall be subject to the following provisions and conditions:

1. This permit shall not be assignable or transferable except upon the written consent of the PERMITTER, or by its duly authorized representative.

2. The PERMITTEE is not to be considered as acquiring hereunder any permanent interest of whatever nature in the land of the PERMITTER.

3. This permit shall be indeterminate in period of time and revocable at the option and discretion of the PERMITTER.

4. The United States shall not under or by reason of this permit or by reason of anything contained herein incur any expense or liability whatsoever, and the PERMITTEE agrees, insofar as it may legally do so, to save and hold the United States harmless from and against any and all claims of any nature or kind that may arise from anything connected with or growing out of this permit.

5. The PERMITTER reserves the right to retain, use, maintain, operate, repair and replace all existing utilities, pole lines, pipe lines, overhead wires, underground wires, in the subject area; the PERMITTER further reserves the right to construct, maintain, operate and repair any new utilities, pole lines, pipe lines, overhead wires and underground wires as may be required by the PERMITTER in the future in subject area; together with the right of ingress and egress thereto for the purposes aforesaid; said new construction being subject to the approval of the PERMITTEE.

6. The PERMITTER reserves the right to construct, maintain, operate and repair new entrances or exits to the said access road; and to close or abandon existing entrances or exits to said access road; together with the right of ingress and egress thereto for the purposes aforesaid; the location of said new entrances or exits being subject to the approval of the PERMITTEE.

7. The PERMITTEE shall maintain, operate, and keep in a good state of repair the surface, shoulders, slopes, embankments, and road drainage areas of the said access road area in the same manner that it maintains other state highways under its exclusive supervision and control. The PERMITTEE shall not store machinery or supplies in the area of the said access road except during the period of normal maintenance work.

8. No Member of or Delegate to Congress or Resident Commissioner shall be admitted to any share or part of this permit, or to any benefit to arise therefrom. Nothing, however, herein contained in this provision shall be

construed to extend to any incorporated company, if the permit be for the general benefit of such corporation or company.

IN WITNESS WHEREOF, the Navy Department, on behalf of the UNITED STATES OF AMERICA, has caused this permit to be executed this 15th day of OCTOBER, 1951.

THE UNITED STATES OF AMERICA

By Jed L. Cochran

By direction of the Chief of the Bureau of Yards and Docks, acting under the direction of the Secretary of the Navy

THIS PERMIT is also executed by the PERMITTEE in acknowledgment and acceptance of the terms herein set forth.

STATE ROADS COMMISSION OF MARYLAND

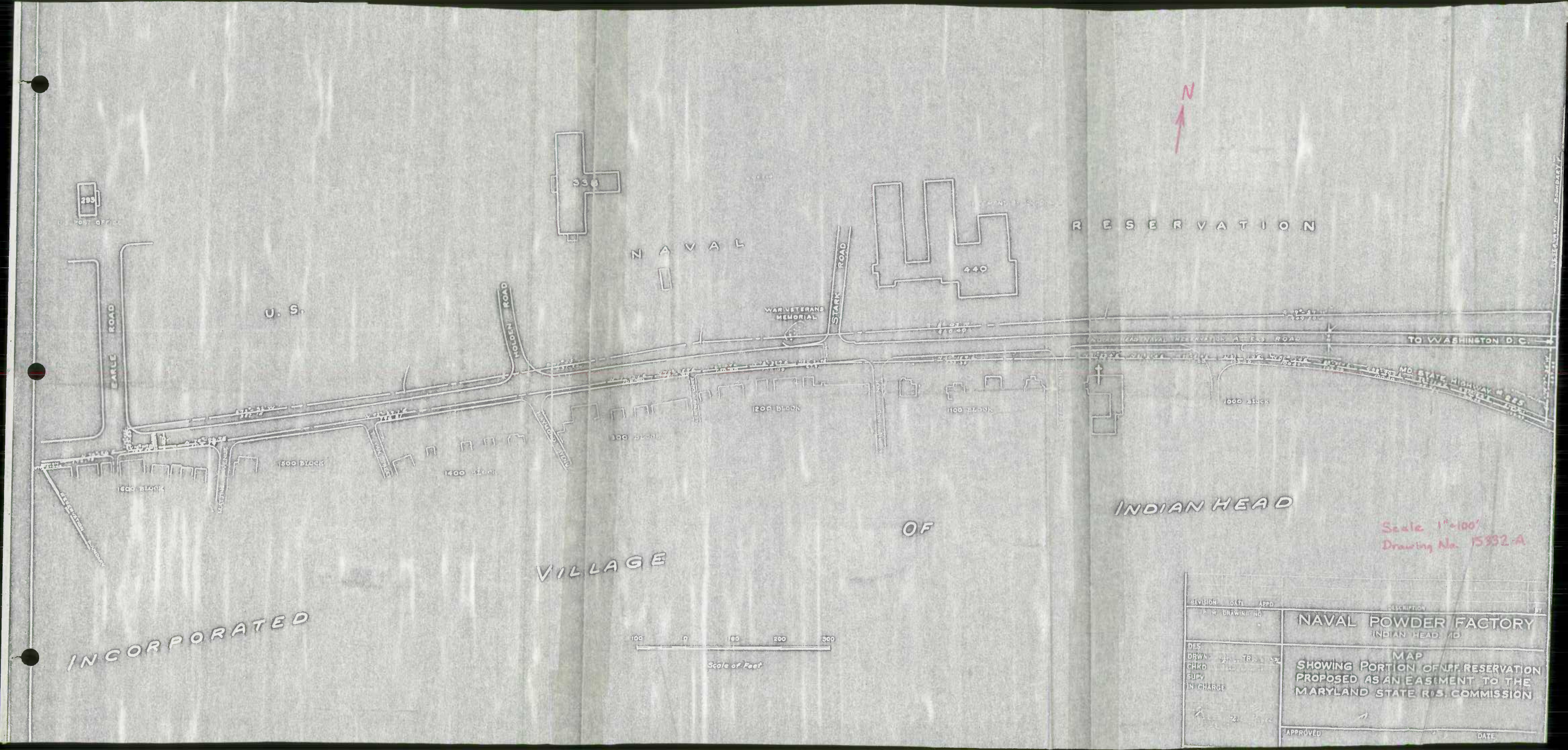
Approved as to form and legal sufficiency this 24th day of July 1951

J. D. Buscher
Special Asst. Attorney General.

By Russell H. McCain

I, C. R. Pease, certify that I am the Secretary of the Commission named herein; that Russell H. McCain who signed on behalf of the said Commission, was then Chairman thereof; that the foregoing instrument was duly signed for and in behalf of said Commission by authority of its governing body, and is within the scope of the powers conferred to the State Roads Commission by the legislature of the State of Maryland.

C. R. Pease
Secretary
State Roads Commission of Maryland


N
U. S. NAVAL RESERVATION
OF INDIAN HEAD
INCORPORATED VILLAGE
295
POST OFFICE
330
440
EARLE ROAD
HOOD ROAD
STARK ROAD
WAR VETERANS MEMORIAL
TO WASHINGTON D.C.
MD. STATE HIGHWAY 225
1600 BLOCK
1500 BLOCK
1400 BLOCK
300 BLOCK
1200 BLOCK
1100 BLOCK
1000 BLOCK
LEXINGTON AVENUE
100 0 100 200 300
Scale of Feet
Scale 1"=100'
Drawing No. 15332-A
REVISION DATE APPD DESCRIPTION BY
NAVAL POWDER FACTORY
INDIAN HEAD, MD.
DES
DRWN
CHKD
SUPV
IN CHARGE
MAP
SHOWING PORTION OF NPF RESERVATION
PROPOSED AS AN EASEMENT TO THE
MARYLAND STATE R/S COMMISSION
APPROVED
DATE

EXCERPT FROM MINUTES OF MEETING OF THE STATE
ROADS COMMISSION
WEDNESDAY, OCTOBER 3, 1951
***

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

On request of the Board of County Commissioners of Charles County, and on recommendation of District Engineer Joseph Chaney, concurred in by Chief Engineer W. F. Childs, Jr., the Commission accepted for maintenance as part of the County Road System section of the Dowes Road, from Jameson Road to the Potomac River, in the 3rd Election District of Charles County, for a distance of 1.0 mile.

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

In said Report, Mr. Chaney states: "This is practically a trail through the woods. It is mostly dirt surface with only a few short sections covered with gravel. Should be graded to 30' drained and surfaced with gravel 6" deep and 16' wide. Est. Cost $4,000.00."

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

Co. Ves - To Be Inv.

K

EXCERPT FROM MINUTES OF MEETING OF THE STATE
ROADS COMMISSION
WEDNESDAY, OCTOBER 3, 1951

***

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

On request of the Board of County Commissioners of Charles County, and on recommendation of District Engineer Joseph Chaney, concurred in by Chief Engineer W. F. Childs, Jr., the Commission accepted for maintenance as part of the County Road System section of the Dowes Road, from Jameson Road to the Potomac River, in the 3rd Election District of Charles County, for a distance of 1.0 mile.

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

In said Report, Mr. Chaney states: "This is practically a trail through the woods. It is mostly dirt surface with only a few short sections covered with gravel. Should be graded to 30' crained and surfaced with gravel 6" deep and 16' wide. Est. Cost $4,000.00."

Copy: Mr. W. F. Childs, Jr.
Mr. W. C. Hopkins
Mr. F. A. Morfison
Mr. C. A. Goldstein
Mr. Joseph Chaney
Mr. F. P. Schrivener
Mr. C. L. Stinson
Mr. A. F. DiCosmico
Mr. Allan Lee
Mr. C. M. Lewis, Jr.
Co. Commrs. of Charles Co.

ch

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, SEPTEMBER 19, 1951

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

On request of the County Commissioners of Charles County, and on recommendation of District Engineer Joseph Chaney, concurred in by Chief Engineer W. F. Childs, Jr., the Commission accepted for maintenance as part of the County Road System the Carroll Road, in the 3rd. Election District, from the Bowie Road to Nanjemoy, a distance of 5324 feet.

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

Mr. Chaney recommends in said Report: "Grade 24' and drain. Surface with gravel 16' wide and 6" deep. Cost estimated at $3600.00."

Copy: Messrs. Childs, Hopkins, Morison, Goldeisen, Chaney (Jos.), Scrivener, Wannen, DiDomenico, Lee, Lewis, & Co. Commrs. of Charles Co.

Co. 202 - To Be Inv.
Cannot Locate

ch

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS
WEDNESDAY, AUGUST 1, 1951
***

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

Chairman Russell H. McCain executed for and on behalf of the Commission four copies of Revocable Permit, by which the United States of America, represented by the Chief of the Bureau of Yards and Docks, acting under the direction of the Secretary of the Navy, permitter, grants unto the State Roads Commission of Maryland, permittee, permission revocable at will to operate, maintain, repair, supervise, police, and control approximately three thousand (3,000) feet of the Indian Head Naval Reservation access road; said access road being entirely or in part within the boundaries of the Naval Powder Factory Reservation, Indian Head, Maryland; said access road being an extension of Route #210; the location of said access road being more particularly shown on plat made by the Naval Powder Factory, Indian Head, Maryland, dated 6 January 1950, a copy of which is attached thereto and made a part thereof as Exhibit A, subject to the provisions and conditions as stipulated therein.

Copy: Mr. W. F. Childs, Jr.
Mr. Joseph Chaney
Mr. J. D. Buscher
Mr. L. C. Moser
Secretary's File
Mr. G. N. Lewis, Jr.
Mr. F. P. Scrivener

MD 210

K

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, AUGUST 1, 1951
***

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

Chairman Russell H. McCain executed for and on behalf of the Commission four copies of Revocable Permit, by which the United States of America, represented by the Chief of the Bureau of Yards and Docks, acting under the direction of the Secretary of the Navy, permitter, grants unto the State Roads Commission of Maryland, permittee, permission revocable at will to operate, maintain, repair, supervise, police, and control approximately three thousand (3,000) feet of the Indian Head Naval Reservation access road; said access road being entirely or in part within the boundaries of the Naval Powder Factory Reservation, Indian Head, Maryland; said access road being an extension of Route #210; the location of said access road being more particularly shown on plat made by the Naval Powder Factory, Indian Head, Maryland, dated 6 January 1950, a copy of which is attached thereto and made a part thereof as Exhibit A, subject to the provisions and conditions as stipulated therein.

Copy: Mr. W. F. Childs, Jr.
Mr. Joseph Cheney
Mr. J. D. Rasdor
Mr. L. O. Moser
Secretary's File
Mr. O. M. Lewis, Jr.
Mr. F. F. Scrivener

ch

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, AUGUST 1, 1951
***

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

Chairman Russell H. McCain executed for and on behalf of the Commission four copies of Revocable Permit, by which the United States of America, represented by the Chief of the Bureau of Yards and Docks, acting under the direction of the Secretary of the Navy, permitter, grants unto the State Roads Commission of Maryland, permittee, permission revocable at will to operate, maintain, repair, supervise, police, and control approximately three thousand (3,000) feet of the Indian Head Naval Reservation access road; said access road being entirely or in part within the boundaries of the Naval Powder Factory Reservation, Indian Head, Maryland; said access road being an extension of Route #210; the location of said access road being more particularly shown on plat made by the Naval Powder Factory, Indian Head, Maryland, dated 6 January 1950, a copy of which is attached thereto and made a part thereof as Exhibit A, subject to the provisions and conditions as stipulated therein.

Copy: Mr. W. F. Childs, Jr.
Mr. Joseph Chaney
Mr. J. D. Buscher
Mr. L. C. Moser
Secretary's File
Mr. G. N. Lewis, Jr.
Mr. F. P. Scrivener

K

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, AUGUST 1, 1951
***

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

Chairman Russell H. McCain executed for and on behalf of the Commission four copies of Revocable Permit, by which the United States of America, represented by the Chief of the Bureau of Yards and Docks, acting under the direction of the Secretary of the Navy, permitter, grants unto the State Roads Commission of Maryland, permittee, permission revocable at will to operate, maintain, repair, supervise, police, and control approximately three thousand (3,000) feet of the Indian Head Naval Reservation access road; said access road being entirely or in part within the boundaries of the Naval Powder Factory Reservation, Indian Head, Maryland; said access road being an extension of Route #210; the location of said access road being more particularly shown on plat made by the Naval Powder Factory, Indian Head, Maryland, dated 6 January 1950, a copy of which is attached thereto and made a part thereof as Exhibit A, subject to the provisions and conditions as stipulated therein.

Copy: Mr. W. F. Childs, Jr.
Mr. Joseph Cheney
Mr. J. D. Emerson
Mr. L. C. Moser
Secretary's File
Mr. O. K. Lewis, Jr.
Mr. F. F. Scrivener

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, MARCH 21, 1951
***

Present: Mr. Russell H. McCain, Chairman, Messrs. Avery W. Hall and Leonard E. Kolmer.

On request of the Charles County Road Board, and on recommendation of District Engineer Joseph Chaney, concurred in by Chief Engineer W. F. Childs, Jr., the Commission accepted for maintenance as part of the County Road System of Charles County, section of road in the 6th Election District known as the Mill Hill Road, from the extension of the present road for a distance of 1.0 mile.

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

In said Report, Mr. Chaney states: "Road is poorly drained and rough and entirely impassable in wet weather. Recommend grading to 24', draining and surfacing with gravel. Estimated cost $2000.00."

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

Co. 26 - To Be Inv. or Co. 115 ~
~~See Inv. 10/14/37 For 1.10 Miles Co.~~
Inv. Index Map O.K.
To Be Put On Rd. Impr. Index Map
To Be Put On Tracing
To Be Changed On LM — O.P. To Co.
The Loc. of This Rd. Is In Doubt.
Road Names Conflict
To Be Inv.

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, AUGUST 23, 1950
***

Present: Senator Joseph M. George and Mr. Russell H. McCain.

On request of the County Commissioners of Calvert County, and on recommendation of District Engineer Joseph Chaney, concurred in by Chief Engineer W. F. Childs, Jr., the Commission accepted for maintenance as part of the County Road System the Samuel Owings Road, from Fifth Street, North Beach, to Sam Owings Property, in the 3rd Election District of Calvert County, for a distance of 0.45 mile.

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

In said Report, Mr. Chaney states: "Road is very narrow and heavily grown up on each side and without any drainage. Impractical to maintain without additional width and therefore recommend that it be widened, drained and surfaced at an approximate cost of $500.00."

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

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, AUGUST 16, 1950

Present: Senator Joseph M. George and Mr. Russell H. McCain.

Acting on the request of the Charles County Road Board, and on recommendation of Chief Engineer W. F. Childs, Jr. and District Engineer Joseph Chaney, the Commission accepted for maintenance as part of the County Road System, the Watson Road from Route 233 to Prince George's County Line in the 9th Election District, for a distance of 1.29 miles.

Road Condition Survey Report submitted by Mr. Chaney indicates that this section of road has been accepted and recorded by the County Commissioners of Charles County, providing for a 30-foot right of way.

In said report, Mr. Chaney states: "Road is rough and narrow and practically without drainage. Should be graded to 24' and surfaced with gravel 16' wide and 6" deep."

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

1.3 miles

O.P. 121 - Now Co. 121 - Coded Prim. (X-O) in Inv. Book.
Inv. Index Map O.K.
Tracing O.K.
LM To Be Changed.
To Be Put on Rd. Impr. Index Map.

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, AUGUST 16, 1950

Present: Senator Joseph M. Beeres and Mr. Samuel H. Nichols.

Acting on the request of the Charles County Road Board, and on recommendation of Chief Engineer W. F. Shilds, Jr. and District Engineer Joseph Cheney, the Commission accepted for maintenance as part of the County Road System, the Mattox Road from Route 233 to Prince George's County line in the 5th Election District, for a distance of 1.29 miles.

Road Condition Survey Report submitted by Mr. Cheney indicates that this section of road has been accepted and recorded by the County Commissioners of Charles County, providing for a 30-foot right of way.

In said report, Mr. Cheney states: "Road is rough and narrow and practically without drainage. Should be graded to 24' and surfaced with gravel 16' wide and 6" deep."

Copy: Mr. W. P. Shilds, Jr.
Mr. W. C. Hopkins
Mr. P. A. Morison
Mr. O. A. Goldsborough
Mr. Joe. Cheney
Mr. F. E. Sowlvonen
Mr. C. L. Warren
Mr. A. F. Domenico
Mr. Allen Lee
Mr. O. T. Leach, Jr.
Co. Commrs. of Charles Co.

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, AUGUST 16, 1950

Present: Senator Joseph M. George and Mr. Russell H. McCain.

Acting on the request of the Charles County Road Board, and on recommendation of Chief Engineer W. F. Childs, Jr. and District Engineer Joseph Chaney, the Commission accepted for maintenance as part of the County Road System, the Davis Shop Road from Malcolm to the Prince George's County Line in the 9th Election District, for a distance of 1.3 miles.

Road Condition Survey Report submitted by Mr. Chaney indicates that this section of road has been accepted and recorded by the County Commissioners of Charles County, providing for a 30-foot right of way.

In said Report, Mr. Chaney states: "The present road is narrow and rutted and impassable in wet weather. Should be graded, drained and surfaced with gravel 16' wide and 6" deep . Total width of grading should be 24'. $4600.00."

Copy: Mr. W. F. Childs, Jr.
Mr. W. C. Hopkins
Mr. P. A. Morison
Mr. C. A. Goldeisen
Mr. Jos. Chaney
Mr. F. P. Scrivener
Mr. C. L. Wannen
Mr. A. F. DiDomenico
Mr. Allan Lee
Mr. G. N. Lewis, Jr.
Co. Commrs. of Charles County

Co. 301 - To Be Inv. - Loc. Not Known.
To Be Put On Inv. Index Map
To Be Put On Rd. Impr Index Map.
To Be Put On Tracing
LM To Be Changed.

Council

MD 210 in town of Indian Head

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMI
WEDNESDAY, SEPTEMBER 28, 1949

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

In letters to the Commission, dated August 29 and September 20, Chief Engineer W. F. Childs, Jr. refers to request of E. L. Tarwater of the Public Roads Administration that the State Roads Commission take over for maintenance .345 mile of concrete pavement built by the Federal Government under Project MD DA-NR2 A(3) in 1948, being a section of Project Ch-217 within the Naval Reservation at Indian Head, Maryland. It was understood at the time of construction that the State Roads Commission would take over after it had been completed to our entire satisfaction. This matter was further referred to in District Engineer Chaney's letters of August 26 and September 16 and that of John T. Parran, President, Board of Town Commissioners, Indian Head, Maryland, dated August 11, copies of which were attached.

District Engineer Chaney has made an inspection and reports this section of highway is in condition to be taken over for maintenance by the State Roads Commission.

It is stated in Mr. Parran's letter with reference to conversation with Captain Clarence E. Goegeli, USN, Commanding Officer, Naval Powder Factory, that-"The entire road is partly on the Reservation and one section is entirely on the Reservation, all of which" Captain Goegeli says "they have had surveyed and he is willing to recommend to the Bureau of Yards and Docks that the entire road and quite some feet back be given to the State and that the state have full jurisdiction over this highways."

The Commission voted its agreement to accept for maintenance the section of highway within the Naval Reservation at Indian Head as referred to, subject to the Navy Department releasing this right of way to the State Roads Commission.

CC: Mr. W. F. Childs, Jr. (2)
Mr. P. A. Morison
Mr. Joseph Chaney
Mr. F. P. Scrivener
Mr. C. L. Wannen
Mr. Allan Lee
Mr. G. N. Lewis, Jr.
MMM Town Commrs. of Indian Head

Two copy filed with minutes
John

MD 210 — Indian Head Naval Reservation Access Road — 0.315 miles
Inv. O.K. — Filed In Back of U.S. 210 — In 1948 Books
Inv. Index Map O.K.
G.H. & Base Tracings O.K.
SM Forms — To Be Tab
Tab Sheets — To Be Tab
Rd. Life Cards — To Be Tab
SLD — To Be Tab
Tab Inner Index Map To Be Corrected

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

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

In letters to the Commission, dated August 29 and September 20, Chief Engineer W. F. Childs, Jr. refers to request of E. L. Tarwater of the Public Roads Administration that the State Roads Commission take over for maintenance .345 mile of concrete pavement built by the Federal Government under Project MD DA-NR2 A(3) in 1948, being a section of Project Ch-217 within the Naval Reservation at Indian Head, Maryland. It was understood at the time of construction that the State Roads Commission would take over after it had been completed to our entire satisfaction. This matter was further referred to in District Engineer Chaney's letters of August 26 and September 16 and that of John T. Parran, President, Board of Town Commissioners, Indian Head, Maryland, dated August 11, copies of which were attached.

Inv. Index 0.345 (?)

District Engineer Chaney has made an inspection and reports this section of highway is in condition to be taken over for maintenance by the State Roads Commission.

It is stated in Mr. Parran's letter with reference to conversation with Captain Clarence E. Goegeli, USN, Commanding Officer, Naval Powder Factory, that-"The entire road is partly on the Reservation and one section is entirely on the Reservation, all of which" Captain Goegeli says "they have had surveyed and he is willing to recommend to the Bureau of Yards and Docks that the entire road and quite some feet back be given to the State and that the state have full jurisdiction over this highways."

The Commission voted its agreement to accept for maintenance the section of highway within the Naval Reservation at Indian Head as referred to, subject to the Navy Department releasing this right of way to the State Roads Commission.

CC: Mr. W. F. Childs, Jr. (2)
Mr. P. A. Morison
Mr. Joseph Chaney
Mr. F. P. Scrivener
Mr. C. L. Wannen
Mr. Allan Lee
Mr. G. N. Lewis, Jr.
MMM Town Commrs. of Indian Head

Two copies filed with minutes
John

MD 216 — Indian Head Naval Reservation Access Road — 0.315 miles
Inv. O.K. — Filed In Back of U.S. Sec. In 1946 Books
Inv. Index Map O.K.
O.H. & Base Tracings O.K.
SM Forms — To Be Tab
Tab Sheets — To Be Tab
Rd. Life Cards — To Be Tab
SLD — To Be Tab
Rd. Inv. Index Map To Be Corrected

Mr Cecil
For your information
Jy 4/29/49

State Roads Commission
TRAFFIC DIVISION

APR 29 1949

Geo. N. Lewis, Jr.
Director

April 28, 1949

Mr. Joseph Chaney,
District Engineer
State Roads Commission
Upper Marlboro, Maryland

Dear Mr. Chaney:

That section of the Indian Head-Washington Road, located in Charles County, which was constructed under the direction [illegible] B. [illegible] an access highway for a distance of 5.92 — 5.950 [illegible] referred to as Stark Road-Indian Head [illegible] near the Prince George's [illegible] over as part of the State [illegible] Route 210.

MD 210

A number [illegible] ars may be in the Laurel garage as several years [illegible], which was in your District, was abandoned.

Very truly yours,

Frank P. Scrivener
Maintenance Engineer

FPS:as

c.c. Mr. Wm. F. Childs, Jr.
Mr. Carl Hannon
Mr. F. A. Morison
Mr. S. F. Gleason
Mr. G. N. Lewis, Jr. ✓
Mr. Allan Lee
Mr. E. A. Fowke
Mr. T. H. McNulty

Mr Cecil
For your information
Jy 4/29/49

State Roads Commission
TRAFFIC DIVISION

APR 29 1949

Geo. N. Lewis, Jr.
Director

April 28, 1949

Mr. Joseph Chaney,
District Engineer
State Roads Commission
Upper Marlboro, Maryland

Dear Mr. Chaney:

That section of the Indian Head-Washington Road, located in Charles County, which was constructed under the direction of the P. R. A. as an access highway for a distance of 5.92 — 5.950 miles, from what is referred to as Stark Road-Indian Head and extending to Bryan's Road near the Prince George's County line and recently taken over as part of the State system, has been assigned Rd. Route 210.

A number of these route markers may be in the Laurel garage as several years ago Rt. 210, which was in your District, was abandoned.

Very truly yours,

Frank P. Scrivener
Maintenance Engineer

FPS:as

c.c. Mr. Wm. F. Childs, Jr.
Mr. Carl Wannen
Mr. F. A. Morison
Mr. E. F. Gleason
Mr. G. N. Lewis, Jr. ✓
Mr. Allan Lee
Mr. E. A. Fowke
Mr. T. H. McNulty

Copy: Mr. W. F. Childs, Jr.
Mr. Joseph Chaney
Mr. F. P. Scrivener
Mr. C. L. Wannen
Mr. Allan Lee
Mr. G. N. Lewis, Jr.
Public Rds. Adm.

Indian Head, Bryan Rd

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
THURSDAY, MARCH 10, 1949

Present: Mr. Robt. M. Reindollar, Chairman, and Mr. Russell H. McCain.

Under date of March 10, 1943 the State Roads Commission entered into an agreement with the Public Roads Administration to maintain, upon completion, that portion of the Indian Head-Washington Road which was being constructed under the direction of the P.R.A. as an Access highway, and known as Porjects DA-NR-2(a) and 2 (b). "The two sections involve 5.92 ~~miles extending~~ from what is referred to as Stark Road-Indian Head and extending to Bryan's Road near the Prince George County line." 5.950

Chief Engineer W. F. Childs, Jr., under date of March 10, 1949, in a letter addressed to the State Roads Commission, states:

"On July 7, 1947, the office of Mr. H. J. Spelman, Division Engineer of the Public Roads Administration and who had charge of the construction of the project, requested Commission's action in the acceptance of the work. Inspections following the request developed the necessity for having additional work done by the Public Roads Administration prior to acceptance, all of which has, however, in accordance with District Engineer Chaney's letter of January 31, been completed to our satisfaction, and Mr. Chaney now recommends the acceptance of the project and in accordance with the project agreement entered into by the Public Roads Administration and this Commission.

The question has arisen during the progress of the construction and since the development of the project, concerning access from the highway to adjacent properties. The Public Roads Administration discouraged all such desires. However, in the acquisition of the rights of way and which was incidentally done by the representatives of this Commission in ooperating with the Public Roads Administration in the building of the road, there was no denial of access as a consideration in any of the property acquisitions.

The situation has been discussed by our Right of Way Department and with our Legal Department and even though the right of access from adjacent lands might be discouraged, there is nothing which can be done about it in the event the property owner insists upon entering the highway from his land.

Copy: Mr. W. F. Childs, Jr.
Mr. Joseph Chaney
Mr. F. P. Scrivener
Mr. C. L. Wannen
Mr. Allan Lee
Mr. G. N. Lewis, Jr.
Public Rds. Adm.

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
THURSDAY, MARCH 10, 1949

Present: Mr. Robt. M. Reindollar, Chairman, and Mr. Russell H. McCain.

Under date of March 10, 1943 the State Roads Commission entered into an agreement with the Public Roads Administration to maintain, upon completion, that portion of the Indian Head-Washington Road which was being constructed under the direction of the P.R.A. as an Access highway, and known as Porjects DA-NR-2(a) and 2 (b). "The two sections involve 5.92 ~~miles extending~~ from what is referred to as Stark Road-Indian Head and extending to Bryan's Road near the Prince George County line." 5.950

Chief Engineer W. F. Childs, Jr., under date of March 10, 1949, in a letter addressed to the State Roads Commission, states:

"On July 7, 1947, the office of Mr. H. J. Spelman, Division Engineer of the Public Roads Administration and who had charge of the construction of the project, requested Commission's action in the acceptance of the work. Inspections following the request developed the necessity for having additional work done by the Public Roads Administration prior to acceptance, all of which has, however, in accordance with District Engineer Chaney's letter of January 31, been completed to our satisfaction, and Mr. Chaney now recommends the acceptance of the project and in accordance with the project agreement entered into by the Public Roads Administration and this Commission.

The question has arisen during the progress of the construction and since the development of the project, concerning access from the highway to adjacent properties. The Public Roads Administration discouraged all such desires. However, in the acquisition of the rights of way and which was incidentally done by the representatives of this Commission in ooperating with the Public Roads Administration in the building of the road, there was no denial of access as a consideration in any of the property acquisitions.

The situation has been discussed by our Right of Way Department and with our Legal Department and even though the right of access from adjacent lands might be discouraged, there is nothing which can be done about it in the event the property owner insists upon entering the highway from his land.

A right of way of varying width, all in fee simple, the minimum width being 100 feet and the maximum width of approximately 300 feet, are indicated on certain right of way plats, Nos. 5682 to 5687 and No. 5850, these plats having been traced from plats previously prepared by the Public Roads Administration for this project.

5.325
0.470
5.795

The cross section is made up of a 40 foot graded width, The surfacing is gravel, 24 feet in width, having a thickness of 12 inches and which is surfaced with a bituminous armor coat built up with 110 pounds per square yard of surface treatment.

Copies of plans of the proposed improvement are on file in this Office and a title sheet of the lay-out, together with the District Engineer's recommendation for acceptance, is attached hereto."

Acting on the recommendation of both District Engineer Chaney and Chief Engineer W. F. Childs, Jr., the Commission, upon motion duly made and seconded, accepted the said "portion of the Indian Head-Washington Road" referred to above for maintenance.

P.R.A. (sections A+B) Now Md. 210 as per G.W.C. - 4/29/49
0.315 Miles Changed From Md. 225 To Md. 210
5.95 { 0.155 P.R.A. Rd. " " " " Md. 210
5.795 New P.R.A. Rd Now Md. 210.

Inv. Index Map o.k.
Inv. Book To Be changed.
Tracing " " "
S.M. Forms To Be checked.
Tab. Sheets To Be Changed.
Road Life Cards " " "
S.L.P. _____ " " "
Rd. Impr. Index Map " " "

McKeane - See T.T.G. when Tab. S.M.

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, DECEMBER 15, 1948

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

On request of the Charles County Road Board, and on recommendation of District Engineer Joseph Chaney, supported by recommendation of Chief Engineer W. F. Childs, Jr., the Commission voted to accept for maintenance as part of the County Road System of Charles County, Neal Avenue, from Cobb Island Bridge to Main Street, in the Fifth Election District, a length of 1,090 feet.

Road Condition Survey Report submitted by District Engineer Chaney indicates that this section of road has been accepted and recorded by the Charles County Road Board, providing for a 30' right of way.

In said report, with regard to acceptance of road into County System, Mr. Chaney states: "Road should be graded to 24' drained with 86' of 15" pipe and surfaced with gravel 16' wide and 6" deep. Cost $450.00."

CC: Mr. W. F. Childs, Jr.
Mr. Joseph Chaney
Mr. F. P. Scrivener
Mr. C. L. Wannen
Mr. Allan Lee
Mr. G. M. Lewis, Jr.
Charles Co. Rd. Bd.

Inv. Needed
Co. 111 - Part N. Grain Drive - Part Neale Rd. (Total 1090)
From Bridge Blvd. (Co. 97) To Main Ave (Co. 93)
16' Gravel - 30' R/W
Inv. Index Map O.K.
To Be Put on Tracing
~~To Be~~ Have Been Added To 2nd Forms
To Be Added To Rd Impr Index Map

Eslbeck

Fidelity Onion Skin

MADE IN U.S.A.

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, OCTOBER 6, 1948
***

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

On request of the Charles County Road Board, and on recommendation of District Engineer Joseph Chaney, 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 Charles County, the road leading from the Hughesville-Benedict Road, beginning at the Catholic Church and running South for a distance of sixty-three one-hundredths (.63) of a mile, in the 9th Election District.

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

In said report, Mr. Chaney states: "Road should be graded to 24', drained and surfaced with gravel 16' wide, and 6" deep. Cost about $1800.00."

Copy: Mr. W. F. Childs, Jr.
Mr. Joseph Chaney
Mr. F. P. Scrivener
Mr. C. L. Wannen
Mr. Allan Lee
Mr. G. N. Lewis, Jr.
Charles Co. Rd. Bd.

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, OCTOBER 6, 1948

***

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

On request of the Charles County Road Board, and on recommendation of District Engineer Joseph Chaney, 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 Charles County, the Mt. Air Road, from Route 301 to Potomac River, in the Fourth Election District, a length of 1.47 miles.

Road Condition Survey Report submitted by District Engineer Chaney indicates that this section of road has been accepted and recorded by the Charles County Road Board, providing for a 60' right of way.

In said report, Mr.Chaney states: "Road should be graded to 24', drained and surfaced with gravel 16' wide and 6" deep. Cost $6500.00.Recommend that road be patched and drained on its present line and grade and made passable for present. Cost $1250.00

Copy: Mr. W. F. Childs,Jr.
Mr. Joseph Chaney
Mr. F. P. Scrivener
Mr. C. L. Wannen
Mr. Allan Lee
Mr. G. M. Lewis, Jr.
Charles Co. Rd. Bd

Co.200 — To Be Inv.
To Be Put on Inv. Index Map.
~~To Be Put on S.H. Tracing~~ PUT ON TRACING 5-17-49
To Be Tab. In L.M. Forms.

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, OCTOBER 6, 1948
***

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

On request of the Charles County Road Board, and on recommendation of District Engineer Joseph Chaney, 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 Charles County, the road leading from the Hughesville- Beneict Road, beginning at the Catholic Church and running South for a distance of sixty-three one-hundredths (.63) of a mile, in the 9th Election District.

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

In said report, Mr. Chaney states: "Road should be graded to 25', drained and surfaced with gravel 16' wide, and 6" deep. Cost about $1800.00"

Copy: Mr. W. F.Childs, Jr.
Mr. Joseph Chaney
Mr. F. P. Scrivener
Mr. C. L. Wannen
Mr. Allan Lee
Mr. G.N. Lewis, Jr.
Charles Co. Rd.Bd.

Co. 198 — To Be Inv.
To Be Put on Inv. Index Map.
To Be Put on G.H. Tracing
To Be Tab. In L.M. Forms.

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, JUNE 23, 1948

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

On request of the Charles County Road Board, and on recommendation of Chief Engineer William F. Childs, Jr., the Commission accepted for maintenance as part of the County Road System of Charles County the DeMarr Road in the 8th Election District, from White Plains to Piney Road, for a distance of 2.7 miles.

Condition Survey Report submitted by District Engineer Joseph Chaney indicates that this section of road has been accepted and recorded by the County Commissioners of Charles County, providing for a 60' right of way.

Mr. Chaney states in his Road Condition Survey Report: "Road is rutted and practically undrained and is passable only in dry weather. Should be widened to 24' drained and surfaced with gravel 16' wide and 6" deep. Cost about $7,000.00 Can be made passable on present line and grade for about $2,000.00".

CC: Messrs. Childs
Jos. Chaney
Scrivener
Wannen
Lee
Lewis
Charles Co. Rd. Bd.

[illegible] MINUTES OF MEETING OF THE STATE BOARD OF [illegible]
[illegible], June 25, 1963

Present: Mr. John. H. Reinholzer, Chairman, Senator Joseph
H. Gerrie and Jr. Langsfield, Members.

On request of the Allegan County Road Commission and upon recommendation of Editor Mr. Lamar Milliard, Mr. Jr., the Commission accepted for maintenance as part of the County road system of Allegan County, the improvement in the 6th District on Blue Star Highway from Allegan to Douglas, Tax Parcel Number 2, Allegan.

Condition Survey Report submitted by Muriel [illegible] through Chamber indicates that the matter of road has been accepted and recommended by the County Commissioners of Tuscola County providing for 50' right of way.

Mr. Chamber moved in the Joint Resolution Survey Report: "Upon is rutted and practically unfinished and is passable only in dry weather. Should be widened to 24' [illegible] and surfaced with gravel 18' wide and 6" deep. Cost about $1,000.00. Also by many grounds on present line and going for about $4,000.00.

CC: Members. Chairs
Mr. Dunny
Gerryvenor
Hoffman
Lee
Lewis
Charles Co. Rd. Com.

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION

THURSDAY, MAY 20, 1948

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

On recommendation of the Charles County Road Board, the Commission accepted for maintenance as a part of the County Road System of Charles County, section of road known as Estevez Road Extended, from Dentsville to Mitchell, a distance of 0.5 mile. This action was taken on the recommendation of Chief Engineer W. F. Childs, Jr.

According to Road Condition Survey Report submitted by District Engineer Joseph Chaney, the County authorities have accepted and recorded a 60' right of way for this section of county road, and Mr. Chaney reports: "Road is passable but very narrow and difficult to maintain. Should be graded to 24', drained and surfaced with gravel 16' wide and 6" deep. Cost about $1200.00"

CC: Mr. R. M. Reindollar
Mr. W. F. Childs, Jr.
Mr. Jos. Chaney
Mr. F. P. Scrivener
Mr. C. L. Wannen
Mr. Allan Lee
Mr. G. N. Lewis, Jr.
Chas. Co. Rd. Bd.

~~Inventory Needed - Co. 197~~

~~Not shown on G.H. Map~~

O.K. on G.H. Map.

~~Not~~ in L.M. Forms.

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION

WINTERSBURG, MAY 20, 1968

Present: Mr. Robert H. Reinholtzer, Chairman, and Mr. Harvell E. McCain.

On recommendation of the Charles County Road Board, the Commission accepted for maintenance as a part of the County Road System of Charles County, section of road known as Harvey Road Extended, from Dentsville to Mitchell, a distance of 0.3 mile. This action was taken on the recommendation of Chief Engineer H. F. Childs, Jr.

According to Road Condition Survey Report submitted by District Engineer Joseph Cheney, the County authorities have accepted and recorded a 60' right of way for this section of county road, and Mr. Cheney reports: "Road is generally not very narrow and difficult to maintain. Should be graded to 24', drained and surfaced with gravel 18' wide and 6" deep. Cost about $14,000."

cc: Mr. R. H. Reinholtzer
Mr. H. F. Childs, Jr.
Mr. Joe. Cheney
Mr. F. P. Scrivener
Mr. C. L. Tadman
Mr. Allan Lee
Mr. O. K. Lewis, Jr.
Chas. Co. Rd. Bd.

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
TUESDAY, MARCH 16, 1948.

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

The Charles County Road Board, under date of January 20, 1948, in a letter addressed to the State Roads Commission, request the Commission to take over for maintenance as a part of the County Road System the following roads, namely:

1 - DeMurr Road leading in an easterly direction from Route 301 for a distance of 2.77 miles.

2 - An extension of the present County road leading from the Riverside State road and the said extension following the road now used as laid out in the subdivision known as Nanjemoy Waterfront Farms. Total distance, .85 of a mile.

3 - .28 of a mile of road from the Allens Fresh-Dentsville Road to the Newport Catholic Church.

District Engineer Joseph Chaney made an inspection of the aforesaid roads and submitted Road Condition Survey Reports to Chief Engineer W. F. Childs, Jr.

Under date of March 16, 1948, Mr. Childs, in a letter addressed to the State Roads Commission, recommends that the two sections numbered 2 and 3 be accepted by the Commission for maintenance as part of the County System, but that action with respect to the third section, No. 1, the DeMurr Road, "be deferred until the Charles County Road Board can give us full information as to the recording of deeds". Deeds covering a 60' right of way for both the Tayloes Neck Road (No. 2) and the Newport Church Road (No. 3) have been accepted and recorded by the County Commissioners, according to Mr. Childs' letter.

The Commission, upon motion duly made and seconded, concurred in the recommendation of Chief Engineer W. F. Childs, Jr.

With respect to the recommendation of District Engineer Chaney, the Road Condition Survey Report indicates the following:

Tayloes Neck Road (No. 2): Road is badly rutted and is often impassable in bad weather. Should be graded to 24', drained and surfaced with gravel 16' wide and 6" deep. Cost about $2000.00".

Newport Church Road (No. 3): "Road is passable but rutted and poorly drained. Should be graded to 24', drained and surfaced with 16' of gravel 6" deep. Cost $750.00."

Co. Rd. 133 - Tayloes Neck Rd.
To be put on R. M. Map
To be put on Rd. Improvement Map
Has been added in L.M.
To be put on Index Map OK

Co. Rd. 163
To be put on Rd. Improvement Map

MINUTES FROM MEETING OF MEETING OF THE STATE ROADS COMMISSION
FRIDAY, MARCH 16, 1956.

Present: Mr. Robert M. Bahnmiller, Chairman, Sen. Joseph K. Gorrye and Mr. Russell P. McGuire.

The Charles County Road Board, under date of January 20, 1956, in a letter addressed to the State Roads Commission, request the determination to take over for maintenance as a part of the county road system the following roads, namely:

1 - Walnut Road leading in an easterly direction from Route 301 for a distance of 2.[illegible] miles.

2 - An extension of the present county road leading from the Hughesville State Road and the main extension following the road now maintained and on the subdivision approved by the County Commissioners, Tomlinson Estates, 0.[illegible] of a mile.

3 - .28 of a mile of road from the Allen-Brandywine-Benevilla Road to the Rosaryville Baptist Church.

District Engineer Charles Chaney made a inspection of the aforesaid roads and submitted Road Condition Survey Reports to Chief Engineer W. P. Cullen, Jr.

Under date of March 16, 1956, Mr. Cullen, in a letter addressed to the State Roads Commission, recommends that the two sections numbered 2 and 3 be accepted by the Commission for maintenance as part of the county system, but that action with respect to the third section, No. 1, the Walnut Road, "be deferred until the Charles County Road Board can give us full information as to the necessity of taking. There exists a 60' right of way for both the Taylors Rock Road (No. 2) and the Rosaryville Road (No. 3) have been accepted and recorded by the County Commissioners, according to Mr. Cullen's letter.

The Commission, upon motion duly made and seconded, concurred in the recommendation of Chief Engineer W. P. Cullen, Jr.

With respect to the recommendation of District Engineer Chaney, the Road Condition Survey Report indicates the following:

Taylors Rock Road (No. 2): Road is badly rutted and is often impassable in bad weather. Should be graded to 24', drained and surfaced with gravel 3-4" wide and 6" deep. Cost about $[illegible].

Rosaryville Church Road (No. 3): "Road is passable but rutted and poorly drained. Should be graded to 24', drained and surfaced with 3-4" of gravel 6" deep. Cost $[illegible].00."

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
TUESDAY, NOVEMBER 25, 1947

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

Mr. George A. Carpenter, Chairman of the Charles County Road Board, in a letter dated October 28, 1947 addressed to the State Roads Commission, states that the said Road Board requests the State Roads Commission to take into the County Road System for maintenance the road known as the Vernon Road leading from Route #301 north of Waldorf for approximately six-tenths of a mile.

This matter was referred to District Engineer Joseph Chaney for recommendation and Road Condition Survey Report.

Under date of November 21, 1947, Chief Engineer W. F. Childs, Jr., in a letter addressed to the State Roads Commission, submits copy of letter which he had received from District Engineer Chaney, dated November 19, and also copies of Road Condition Survey Report, and in his letter recommends favorable action by the Commission on the request of the said Charles County Road Board.

The Road Condition Survey Report states that this section of roadway runs from Route #301 to Vernon Farm, a length of 0.65 mile, and that the County Commissioners of Charles County have on record a conveyance granting them a 60' right of way. Mr. Chaney makes the following statement: "Road is passable but in very bad condition. Should be graded to 24', drained and surfaced with gravel 16' wide. This will cost about $1600.00."

Following consideration of the facts as above stated, the Commission, upon motion duly made and seconded, voted acceptance of the said Vernon Road for maintenance as part of the County Road System of Charles County.

CC: Messrs. Childs
Chaney
Scrivener
Codd
Kahn
Lewis
Charles Co. Rd. Bd.

~~Not shown on G.H. Map~~ CO #170 Shown on G. H. Map Tracing
0.43 Miles on L.M. Form according to HPS 20 Report

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
MONDAY, NOVEMBER 25, 1947

Present: Mr. Robert H. Reinholler, Chairman, Messrs. F. Watson Webb and Kenneth H. Robbin.

Mr. George A. Carpenter, Chairman of the Charles County Road Board, in a letter dated October 28, 1947 addressed to the State Roads Commission, states that the said Road Board requests the State Roads Commission to take into the County Road System for maintenance the road known as Mary Vernon Road leading from Route #301 north of Waldorf for approximately six-tenths of a mile.

This matter was referred to District Engineer Joseph Chaney for recommendation and Road Condition Survey Report.

Under date of November 21, 1947, Chief Engineer W. F. Childs, Jr., in a letter addressed to the State Roads Commission, submits copy of letter which he had received from District Engineer Chaney, dated November 19, and also copies of Road Condition Survey Report, and in his letter recommends favorable action by the Commission on the request of the said Charles County Road Board.

The Road Condition Survey Report states that this section of roadway runs from Route #301 to Vernon Farm, a length of 0.65 mile, and that the County Commissioners of Charles County have on record a conveyance granting them a 60' right of way. Mr. Chaney makes the following statement: "Road is passable but in very bad condition. Should be graded to 24', drained and surfaced with gravel 16' wide. This will cost about $1800.00."

Following consideration of the facts as above stated, on motion duly made and seconded, voted acceptance of the said Vernon Road for maintenance as part of the County Road System of Charles County.

cc: Messrs. Childs
Chaney
Scrivener
Cook
Mann
Lewis
Charles Co. Rd. Bd.

McCussell S.R.C. Minutes

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, OCTOBER 22, 1947
*****

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

Chief Engineer W. F. Childs, Jr., in a letter dated October 20, 1947 addressed to the State Roads Commission, refers to a letter of October 7 from Mr. George A. Carpenter, Chairman of the Charles County Road Board, in which the request is made of the Commission that the road from the Waldorf-Berry Road to Acton Lane, known as the Hamilton Road, in the 6th Election District of Charles County, a length of 1.8 miles, be taken into the County Road System for maintenance. This request was given consideration by the Commission at this meeting.

Attached to Mr. Childs' letter is a letter from District Engineer Joseph Chaney, in which he recommends that the said road be taken over for maintenance as part of the County Road System, and there is also attached a Road Condition Survey Report, submitted by District Engineer Chaney, in which the statement is made: "Road is impassable in any but the best of weather. Should be graded to 24', drained and surfaced with 16' of gravel. Cost of 1.5 mile $2300.00. Cost of full length $4100.00." - - - "Recommend that 1.5 mile be built at this time as that will give access to everyone. - The last 0.3 mile will necessitate heavy grading and bridge."

The Road Condition Survey Report indicates that the Charles County Commissioners have acquired a sixty-foot right of way width, and deed for right of way is on record.

Acting on the recommendation of Chief Engineer W. F. Childs, Jr., which supports the recommendation made by District Engineer Joseph Chaney, the Commission upon motion duly made and seconded, voted approval of the acceptance of the said road into the County Road System of Charles County for maintenance, and directed that the Engineering Department be advised of this action.

Copy: Mr. W. F. Childs, Jr.
Mr. Joseph Chaney
Mr. F. P. Scrivener
Mr. W. A. Codd
Mr. L. A. Kahn
Mr. G. N. Lewis, Jr.
Co. Commrs. Charles Co.

O.K. on G.H. map
O.K. on L.M. forms.

COPY

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
THURSDAY, MAY 15, 1947

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

Agreeable to the recommendation of the County Commissioners of Charles County, which recommendation was approved by both Chief Engineer Wilson T. Ballard and District Engineer Joseph Chaney, the Commission accepted for maintenance as a part of the County Road System the following two sections of roadway.

Swindler Extension, in District No. 5, from Mt. Victoria to Bowman Creek, length 0.8 mile. In Road Condition Survey Report submitted by District Engineer Jos. Chaney, the following statement is made: "Road is barely passable over most of its length. Should be graded to 24', drained and surfaced with 16' gravel 6" deep. Cost about $2200.00. Can be made passable and about 16' wide for approx. $900.00."

Schlagel Road, in District No. 8, from Beantown to Mattawoman Road to Schlagel, length 1.0 mile. District Engineer Chaney, in his Road Condition Survey Report concerning this road, states: "Road rough and rutted. Shows signs of occasional shaping and patching with gravel. Should be graded to 24', drained and surfaced with gravel 16' wide and 6" deep. Cost about $2500.00."

Copy: Mr. W. T. Ballard
Mr. Joseph Chaney
Mr. F. P. Scrivener
Mr. W. A. Codd
Mr. L. A. Kahn
Mr. W. F. Childs, Jr.
County Commissioners of Charles Co.

O.K. on L.M. forms.
O K on G.H. map. tracing

O.K on L.M. forms
~~Not shown on G.H. map.~~
shown on G.H. map Tracing

MINUTES FROM MEETING OF BOARD OF THE STATE ROADS COMMISSION
MONDAY, MAY 15, 1967

Present: Mr. Robert H. Rahmoller, Chairman, Chairman, W. Dutton Webb and Russell E. Cocklin.

Agreeable to the recommendation of the County Commissioners of Charles County, which recommendation was approved by Mr. Chief Engineer Milton T. Sellars and District Engineer Joseph Cheney, the Commission accepted for maintenance as a part of the County Road System the following two sections of roadway.

Brandywine Extension, in District No. 9, Prince George's County, Section Road, Length 0.4 miles and Lighting District County Commissioner for District Engineer's Office. Chancery, the following statement is made: "Does be hereby assume over work of the length. Should be ground to 24', drained and surfaced with 16' gravel or 9" deep. Cost about $2500.00. Can be made passable and about 16' wide for approx. $900.00."

Solomons Road, in District No. 5, Calvert County to Lighthouse Road in Solomons, Length 1.0 mile. District Engineer of Chancery, in his Road Condition Survey Report concerning this road, states: "Road rough and rutted. Shows signs of occasional plowing and patching with gravel. Should be graded to 24', drained and surfaced with gravel 16' wide and 6" deep. Cost about $2500.00."

Guy: Mr. W. T. Sellars
Mr. Joseph Cheney
Mr. T. E. Berlenmer
Mr. W. L. Good
Mr. L. A. Cain
Mr. T. T. Quinn, Jr.
County Commissioners of Charles Co.

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
THURSDAY, DECEMBER 19, 1946

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

On recommendation of the County Commissioners of Charles County, which recommendation was concurred in by both District Engineer Joseph Chaney and Chief Engineer Wilson T. Ballard, the Commission voted to accept for maintenance as a part of the County Road System of Charles County, the Joe Burch Road, from McConchie to the Pisgah-Port Tobacco Road, in the 2nd Election District of said County, a distance of 1.3 miles.

Road Condition Survey Report submitted by District Engineer Joseph Chaney states that the road has been accepted and recorded by the County Commissioners, providing for a 60' right of way.

According to the Condition Survey Report - "Road is impassable over most of its length to motor traffic. Needs to be cleared, drained, graded and surfaced with gravel. The cost will be about $3800.00. To make passable on present line and grade will cost $900.00 to $1,000.00."

Copy to: Mr. W. T. Ballard
Mr. Jos. Chaney
Mr. F. P. Scrivener
Mr. W. A. Codd
Mr. L. A. Kahn
Mr. W. F. Childs, Jr.
County Commissioners - Charles Co.

O.K. on G.H. map.
O.K in L.M. forms.

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
MONDAY, DECEMBER 19, 1949

Present: Mr. Robert H. Reinholler, Chairman, and Mr. Russell H. Brooks.

OFFICE CHART

On recommendation of the County Commissioners of Charles County, which recommendation has concurred in by both District Engineer Joseph Cheney and Chief Engineer Allen J. Dallard, the Commission voted to accept for maintenance as a part of the County Road System of Charles County, the Church Road, from Waldorf to the Prince-of-Peace Church, in the 2nd Election District of said County, a distance of 1.3 miles.

Road Condition Survey Report submitted by District Engineer Joseph Cheney states that the road has been accepted and recorded by the County Commissioners, providing for a 60' right of way.

According to the Condition Survey Report - "Road is impassable over most of its length to motor traffic. Needs to be cleared, drained, graded and surfaced with gravel. The cost will be about $3500.00. To make passable on present line and grade will cost $940.00 to $1,000.00."

Copy to: Mr. W. T. Ballard
Mr. Geo. Cheney
Mr. F. F. Scrivener
Mr. F. A. Cook
Mr. J. A. Kuhn
Mr. T. E. Childs, Jr.
County Commissioners - Charles Co.

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION

TUESDAY, OCTOBER 8, 1946

Present: Mr. Robert M. Reindollar, Chairman, and Mr. P. Watson Webb

On recommendation of the County Commissioners of Charles County, which recommendation was concurred in by both District Engineer Joseph Chaney and Chief Engineer Wilson T. Ballard, the Commission voted to accept for maintenance as part of the County Road System of said County, Bill Road, in Election District #5, running from Hayden County Road to Kucholds Creek, length of 0.7 mile.

Mr. Chaney, in his Road Condition Survey Report, states: "Road is impassable for motor traffic except in very dry weather. Should be graded to 24', drained, and surfaced with gravel 16' wide. Cost about $1,900.00. Can be put in passable condition for about $700.00.""

This Road Condition Survey Report states that the County Commissioners have provided for a 60' right of way.

Copy: Mr. W. T. Ballard
Mr. Jos. Chaney
Mr. F. P. Scrivener
Mr. W. A. Codd
Mr. L. A. Kahn
Mr. W. F. Childs, Jr.
County Commissioners

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
THURSDAY, SEPTEMBER 5, 1946
***

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

On recommendation of the County Commissioners of Charles County, which recommendations was concurred in by both District Engineer Chaney and Chief Engineer Wilson T. Ballard, the Commission approved the acceptance for maintenance as a part of the county road system of Charles County, Davenport Road in Election District 4, from Route 3, 2 miles south of Lothair to the Pennsylvania Railroad, a distance of 904 feet. .17 Mi

The Road Condition Survey Report submitted by District Engineer Joseph Chaney states: "The road is without surface or drainage and is passable only in dry weather. Recommend grading to 24', drained and surfaced with 16' of gravel surface. This will cost about $400.00." The said report also indicates that a 60' right of way has been accepted and recorded by the County Commissioners.

Copy: Mr. W. T. Ballafd
Mr. Jos. Chaney
Mr. F. P. Scrivener
Mr. W. A. Codd
Mr. L. A. Kahn
Mr. W. F. Childs, Jr.
County Commissioners

C
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Y

O.K. on G. H. map.
O.K in L.M. file 0.2 mi.

C
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EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
THURSDAY, JULY 25, 1946
***

Present: Mr. Robert M. Reindollar, Chairman, and Mr. P. Watson Webb.

On recommendation of the County Commissioners of Charles County, which recommendation was favorably considered by Chief Engineer Wilson T. Ballard, the Commission accepted for maintenance as a part of the County Road System of Charles County, the Woodland Point Road, in Election District No. 5, running from Swan Point Road to Woodland Point, a distance of 1.30 miles.

Road Condition Survey Report submitted by District Engineer Joseph Chaney indicates a right of way width of forty feet, and gives as an estimate of the cost to place this road in condition for traffic the amount of $2,100.00.

Copy: Mr. W. T. Ballard
Mr. Jos. Chaney
Mr. F. P. Scrivener
Mr. W. A. Codd
Mr. L. A. Kahn
Mr. W. F. Childs, Jr.
County Commissioners

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~~Not Shown on G.H. Map~~ CO #147 Shown on G. H. Map Tracing
1.50 Mi. on. L.M. Form

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
THURSDAY, JULY 25, 1946
***

Present: Mr. Robert E. Leinballer, Chairman, and Mr. P. Watson Webb.

On recommendation of the County Commissioners of Charles County, which recommendation was favorably considered by Chief Engineer Wilson T. Ballard, the Commission accepted for maintenance as a part of the County Road System of Charles County, the Woodland Point Road, in Election District No. 5, running from Swan Point Road to Woodland Point, a distance of 1.25 miles.

Road Condition Survey Report submitted by District Engineer Joseph Cheney indicates a right of way width of forty feet, and gives as an estimate of the cost to place this road in condition for traffic the amount of $2,100.00.

Copy: Mr. W. T. Ballard
Mr. Jos. Cheney
Mr. F. P. Scrivener
Mr. W. A. Todd
Mr. L. W. Wenn
Mr. W. F. Childs, Jr.
County Commissioners

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
TUESDAY, JUNE 25, 1946
***

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

Acting on the recommendation of the Board of County Commissioners of Charles County, submitted through District Engineer Joseph Chaney and concurred in by Chief Engineer Wilson T. Ballard, the Commission voted to take over for maintenance as part of the County Road System of said County, section of road in the Fifth Election District, "known as Potomac River Drive, leading from Central Avenue on Cobb Island," total length 2.4 miles.

The Road Condition Survey Report submitted by District Engineer Joseph Chaney indicates that the "road is narrow, rough and badly rutted, with practically no drainage. Should be cleared, graded to 26-30' and surfaced with 16' of gravel. Estimated cost $4200.00. Recommend for present to cut bushes, drain and patch with gravel. This will cost about $850.00." The Road Condition Survey Report also indicates that the County Commissioners have provided for a 40' right of way.

Copy: Mr. W. T. Ballard
Mr. Jos. Chaney
Mr. F. P. Scrivener
Mr. W. A. Codd
Mr. L. A. Kahn
Mr. W. F. Childs, Jr.
County Commissioners

Tabulated 2.40 Co. In 1946.
All Inv Except 3 Impass. Sections.
See Inv. Index Map.

C
O
P
Y

Present: Mr. Robert L. Reinhofer, Chairman, Messrs. F. Nelson Fox and Russell H. Fleming.

Acting on the recommendation of the Board of County Commissioners of Douglas County, selected through Department Engineer Joseph Chaney and concurred in by Chief Engineer William T. Ballard, the Commission voted to take over for maintenance as part of the County road system of said County, section of road in the 5th Election District, known as Potomac River Drive, leading from Central Avenue on Cobb Island, a total length 2.4 miles.

The Road Condition Survey Report submitted by District Engineer Joseph Chaney indicates that the road is narrow, rough and badly rutted, with practically no drainage. Should be cleared, graded to 20-30' and surfaced with 3" of gravel. Estimated cost $4,200.00. Recommend for present to cut bushes, drain and patch with gravel. This will cost about $250.00. The Road Condition Survey Report also indicates that the County Commissioners have provided for a 20' right of way.

Copy: Mr. A. T. Ballard
Mr. Joe. Chaney
Mr. T. T. Dorsey
Mr. W. A. Good
Mr. A. A. Kahn
Mr. H. P. Gullis, Jr.
County Commissioners

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION - WEDNESDAY, NOVEMBER 28, 1945.

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

At this meeting reference was made to the recommendations from the Board of County Commissioners of Charles County with respect to the extension of Fenwick Road. In this same letter, which is dated October 17, 1945, it was also recommended that the Commission take over and maintain the Guy Washington Road, District 5, a distance of 6/10 mile. At this meeting Chief Engineer W. T. Ballard, presented for Commission action said recommendation with the Road Condition Survey Report submitted by Dist. Engr. Chaney, which said road extends from "Hill Run Rd. to Washington Farm" --length 0.65 mile, together with his recommendation that the Commission comply with the request of the Board of County Commissioners of Charles County that this section of road be accepted for maintenance as a part of the County System of Highways of Charles County. The recommendation of Chief Engineer Ballard was concurred in.

Copy: Messrs. Ballard
Chaney
Codd
Kahn
Childs
Scrivener
County Commissioners

Road # 128

0.65 Taken Into Co. System In 1945 Rec'd
Old Rd 128 Abandoned + Taken out In 1946.
Inv. For 0.07 Miles By Recs 7/11/46.

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION - WEDNESDAY, NOVEMBER 24, 1965.

Present: Mr. Robert M. Bainbridge, Chairman, Mason. P. Dobson Webb and Russell H. McClain.

At this meeting reference was made to the recommendation from the Board of County Commissioners of Charles County with respect to the extension of Pawlick Road. In this same letter, which is dated October 17, 1965, it was also recommended that the Commission take over and maintain the Dry Washington Road, District 5, a distance of 0.10 mile. At this meeting State Engineer T. T. Ballard, presented for Commission action said recommendation with the Road Condition Survey Report submitted by Mgr. Chaney, which said road extends from "Mill Run Rd. to Washington Ave" --length 0.05 mile, together with his recommendation that the Commission comply with the request of the Board of County Commissioners of Charles County that this section of road be accepted for maintenance as a part of the County System of Highways of Charles County. The recommendation of State Engineer Ballard was concurred in.

Copy: Messrs. Ballard
Chaney
Cook
Kahn
Childs
Serivener
County Commissioners

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, NOVEMBER 28, 1945.

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

The Board of County Commissioners of Charles County, in a letter dated October 17, 1945, addressed to District Engineer Joseph Chaney, recommended certain roads be taken over and maintained as a part of the County Road System. The Davis Road, District 6, a distance of 6/10 mile, was one of such roads, and following investigation by our Engineering Department and receipt of Road Condition Survey Report from District Engineer Chaney, Chief Engineer W. T. Ballard, recommended to the Commission that the request of the Board of County Commissioners of Charles Co. with respect to this particular road be complied with. This section of road, according to the Road Condition Survey Report extends from Route 228 to Hamilton - a distance of 0.65 mile. The Commission concurred in the request of the County Board.

Copy: Messrs: Ballard
Chaney
Codd
Kahn
Childs
Scrivener
County Commissioners

Road # 115
0.65 Taken Into Co System In 1945
+ Shown Improved In 1946 According
To Inv of 7/1946.
No Impr. Reported By Co Eng

EXTRACT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, NOVEMBER 26, 1913.

Present: Dr. Robert N. Wallbridge, Chairman, Messrs.
P. Ryman Webb and Russell B. McCain.

The Board of County Commissioners of Charles County, in a letter dated October 10, 1913, addressed to District Engineer Joseph Chaney, recommended certain roads be taken over and maintained as a part of the County Road System. The Davis Road, District 6, a distance of 0.10 mile, was one of such roads, and following investigation by our Engineering Department and receipt of Road Condition Survey Report from District Engineer Chaney, Guiar Engineer W. T. Pallard, recommended to the Commission that the request of the Board of County Commissioners of Charles Co. with respect to this particular road be complied with. This section of road, according to the Road Condition Survey Report extends from Route 232 to Hamilton - a distance of 0.65 mile. The Commission concurred in the request of the County Board.

Copy: Messrs: Pallard
Chaney
Coad
Kahn
Gaither
Scrivener
County Commissioners

0.15 Tab. As & Bu - County - 1946

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION, WEDNESDAY, NOVEMBER 28, 1945.

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

The Board of County Commissioners of Charles County, under date of October 17, 1945, addressed a letter to Dist. Engr. Chaney, recommending that certain roads be taken over and maintained as Public County Roads. Among these roads is listed "Extension of Fenwick Road - Dist. 7 - Distance 15/100 mile." This request was forwarded by Mr. Chaney to Chief Engineer Wilson T. Ballard by letter dated Nov. 19, 1945, from which the following is quoted:

> "In reply to your note of Nov. 14 with attached letter from Mr. C. L. McCrea regarding a section of road in Charles Co. known as the Fenwick Road to Potomac River, I wish to advise that the road he is interested in is an extension of the present Fenwick Road which at this time is not in the county system, but I have a request from the County Commissioners that it be taken into the county system, and I am today sending in a condition report showing this extension.
>
> I am of the opinion that this road should be given immediate consideration as the present access to these properties is in bad condition and dangerous as it runs within a few inches of a bluff above the Potomac River..."

Copy of a letter dated Nov. 27, 1945 from the Board of County Commissioners of Charles Co., addressed to Dist. Engr. Chaney, reads as follows:

> "The County Commissioners have instructed me to advise you that when construction is completed on the Fenwick Road extension they will immediately take the proper steps to abandon the present road along the river bank."

At this meeting, Chief Engr. W. T. Ballard, by letter dated Nov. 28, 1945, submitted Dist. Engr. Chaney's Road Condition Survey Report on the road known as Fenwick Extended from Fenwick Road to Potomac River, length 0.15 mile. Mr. Ballard states that he concurs in the recommendation of the County authorities that this road be accepted as a part of the County system of highways and maintained as such; however, subject to the County Commissioners of Charles County taking the necessary action to close the existing road before the opening of the new one.

It appears from the paragraph quoted above of letter dated Nov. 27, 1945, from the Board of County Commissioners of Charles County to Dist. Engr. Chaney, that the said Board will comply with the provision referred to by Mr. Ballard, and under these conditions, the Commission voted its concurrence with the request of the County Commissioners and with the recommendation of Chief Engineer Ballard.

Copy: Messrs: Ballard, Chaney, Codd, Kahn, Childs, Scrivener, and County Commissioners.

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS
COMMISSION, WEDNESDAY, NOVEMBER 23, 1945.

Present: Mr. R. V. Reinhiller, Chairman, Messrs. P. Watson Webb and Burwell H. McCain.

The Board of County Commissioners of Charles County, under date of October 17, 1945, addressed a letter to Dist. Engr. Chaney, recommending that certain roads be taken over and maintained as Public County Roads. Among these roads is listed "Extension of Fenwick Road - Mileage 2 - Distance 15/100 mile." This request was forwarded by Mr. Chaney to Chief Engineer Wilson T. Ballard by letter dated Nov. 19, 1945, from which the following is quoted:

"In reply to your note of Nov. 14 with attached letter from Mr. O. L. Hollow regarding a section of road in Charles Co. known as the Fenwick Road to Potomac River, I wish to advise that the road he is interested in is an extension of the present Fenwick Road which at this time is not in the county system, but I have a request from the County Commissioners that it be taken into the county system, and I am today sending in a condition report showing this extension.

I am of the opinion that this road should be given immediate consideration as the present access to these properties is in bad condition and dangerous as it runs within a few inches of a bluff above the Potomac River..."

Copy of a letter dated Nov. 27, 1945 from the Board of County Commissioners of Charles Co., addressed to Dist. Engr. Chaney, reads as follows:

"The County Commissioners have instructed me to advise you that when construction is completed on the Fenwick Road extension they will immediately take the proper steps to abandon the present road along the river bank."

At this meeting, Chief Engr. W. T. Ballard, by letter dated Nov. 26, 1945, submitted Dist. Engr. Chaney's Road Condition Survey Report on the road known as Fenwick Extended from Fenwick Road to Potomac River, length 0.15 mile. Mr. Ballard states that he concurs in the recommendation of the County authorities that this road be accepted as a part of the County system of highways and maintained as such; however, subject to the County Commissioners of Charles County taking the necessary action to close the existing road before the opening of the new one.

It appears from the paragraph quoted above of letter dated Nov. 27, 1945, from the Board of County Commissioners of Charles County to Dist. Engr. Chaney, that the said Board will comply with the provision referred to by Mr. Ballard, and under these conditions, the Commission voted its concurrence with the request of the County Commissioners and with the recommendation of Chief Engineer Ballard.

Copy: Messrs. Ballard, Chaney, Todd, Kahn, Childs, Scrivener, and County Commissioners.

Copy: Mr. W. T. Ballard
Mr. R. M. Reindollar
Mr. A. F. Shure
Mr. W. A. Codd
Mr. L. A. Kahn
Mr. W. C. Hopkins
Mr. Wm. F. Childs, Jr.
Mr. Jos. Chaney

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
TUESDAY, SEPTEMBER 18, 1945
***

Present: Mr. Ezra B. Whitman, Chairman, Messrs. P. Watson Webb and Russell H. McCain.

In a letter dated September 13, 1945 addressed to the State Roads Commission, Chief Engineer Ballard presents the recommendation of the County Commissioners of Charles County for the County's post-war highway and bridge construction program, which is set forth in their letter of November 22, 1944 addressed to the State Roads Commission. Only one project is involved and it is listed hereunder:

Location	Type of Hwy. or Bridge	Mil.	Est. Cost
Riverside to Chicamuxen	16' Gravel Road 2-7' " Shoulders (2 Bridges - one over Main Prong and one over North Branch of Thorne Gut)	3.5	$ 201,800.00

Mr. Ballard's letter states that the Federal Highway Act of 1944 makes available for Charles County an annual sum of $43,074.95, and over a three-year period, a total of $129,224.85. Charles County has as a reserve with this office a total of $132,383.43. Therefore, as a result the construction of this project is assured without further financing; thus leaving to the credit of the county the difference between the cost of the highway and that of the total reserve and Federal funds, or a sum of $59,808.28.

According to Mr. Ballard's letter, the County Commissioners have advised that after the completion of the Chicamuxen Road, it is the opinion of that Board that the State Highway System in Charles County will be adequate, and that all additional monies should be used in the widening, draining, surfacing, and oiling of highways in the County System by the use of State forces and equipment. Under such an arrangement it is probable that Federal funds to the extent of approximately $29,000.00 may not be earned by construction in Charles County. The additional funds from Charles County's reserve could be used toward the improvement of the County roads as proposed by the said County Board.

The recommendation of the County authorities for the continuation and completion of the gap in the Chicamuxen Road has been concurred in by the District Engineer, and, as stated in Mr. Ballard's letter, by this office. However, with reference to the Traffic Division, the following is quoted from W. F. Childs' letter of December 26, 1944:

> "We are still of the opinion that even though this gap is all that remains to complete the highway, there will not be sufficient traffic increase to justify the acceptance of this road as a State highway."

Copy: Mr. V. T. Ballard
Mr. R. M. Heimbollar
Mr. A. F. Shure
Mr. R. A. Good
Mr. L. A. Kahn
Mr. R. C. Hopkins
Mr. Wm. F. Childs, Jr.
Mr. Joe. Shaney

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
TUESDAY, SEPTEMBER 18, 1945
***

Present: Mr. Ryan H. Whitman, Chairman, Messrs. P. Watson Webb and Russell H. McCain.

In a letter dated September 12, 1945 addressed to the State Roads Commission, Chief Engineer Ballard presents the recommendation of the County Commissioners of Charles County for the County's post-war highway and bridge construction program, which is set forth in their letter of November 22, 1944 addressed to the State Roads Commission. Only one project is involved and it is listed hereunder:

Location	Type of Hwy. or Bridge	Mil.	Est. Cost
Riverside to Chicamuxen	16' Gravel Road 24' " Shoulders (2 Bridges - one over Main Branch and one over North Branch of Thomas Cut)	3.5	$ 201,800.00

Mr. Ballard's letter states that the Federal Highway Act of 1944 makes available for Charles County an annual sum of $42,074.95, and over a three-year period, a total of $126,224.85. Charles County has as a reserve with this office a total of $12,382.42. Therefore, as a result the construction of this project is assured without further financing; thus leaving to the credit of the county the difference between the cost of the highway and that of the total reserve and Federal funds, or a sum of $59,808.98.

According to Mr. Ballard's letter, the County Commissioners have advised that after the completion of the Chicamuxen Road, it is the opinion of that Board that the State Highway System in Charles County will be adequate, and that all additional monies should be used in the widening, draining, surfacing, and oiling of highways in the County System by the use of State forces and equipment. Under such an arrangement it is probable that Federal funds to the extent of approximately $20,000.00 may be earned by construction in Charles County. The additional funds from Charles County's reserve could be used toward the improvement of the County roads as proposed by the said County Board.

The recommendation of the County authorities for the continuation and completion of the Hwy. in the Chicamuxen Road has been concurred in by the District Engineer, and, as stated in Mr. Ballard's letter, by this office. However, with reference to the Traffic Division, the following is quoted from W. F. Childs' letter of December 26, 1944:

> "We are still of the opinion that even though this gap is all that remains to complete the highway, there will not be sufficient traffic increase to justify the acceptance of this road as a State Highway."

S.R.C. 9/18/45

The Commission's attention was directed to a sketch map which Mr. Ballard submitted with his recommendation, and which had been prepared by Mr. Childs. Reference is also made by Mr. Ballard in his letter to further quotations from Mr. Childs' letter of December 26, in regard to this subject matter.

Mr. Ballard then closes his letter with the following remarks:

"These data were reviewed by me and I concur with the views of the County Commissioners and the District Engineer, whereby the completion of an existing highway - and which is now a part of the State Highway System and providing access to a section of the county near the water front of the Potomac River and which at the present time is inaccessible to highways of any kind - is desirable.

The County Commissioners will, in their plan to use all further available money for the improvement of their County system, eventually develop those sections considered as desirable for improvement by the Traffic Division, whereas there is little likelihood of sufficient funds being available within the immediate future to complete the gap in the State System as now existent between Chicamuxen and Riverside."

The project as recommended, when completed, will be maintained as a part of the State Highway System.

The Commission concurred in the Chief Engineer's views, and approved the program for Charles County as submitted.

COPY

The Commission's attention was directed to a sketch map which Mr. Ballard submitted with his recommendation, and which had been prepared by Mr. Gillis. Reference is also made by Mr. Ballard in his letter to further questions from Mr. Gillis' letter of December 26, in regard to this subject matter.

Mr. Ballard then closes his letter with the following remarks:

"These data were reviewed by me and I concur with the views of the County Commissioners and the District Engineer, whereby the completion of an existing highway - and which is now a part of the State Highway system and providing access to a section of the county near the water front of the Potomac River and which at the present time is inaccessible to highways of any kind - is desirable.

The County Commissioners will, in their plan to use all further available money for the improvement of their County system, eventually develop those sections considered as desirable for improvement by the Traffic Division, whereas there is little likelihood of sufficient funds being available within the immediate future to complete the gap in the State system as now existent between Chicamuxen and Riverside."

The project as recommended, when completed, will be maintained as a part of the State Highway System.

The Commission concurred in the Chief Engineer's views, and approved the program for Charles County as submitted.

COPY

INTERDEPARTMENTAL

DEPARTMENT OF PUBLIC WORKS
STATE OF MARYLAND

STATE ROADS COMMISSION

DISTRICT OR DIVISION Traffic

January 22, 1945.

To: Mr. J. T. Gorsuch

From: Mr. W. F. Childs, Jr.

Subject: Road Inventory Revision Data

On January 18 Messrs. Lewis, English, and Mays inventoried the Piney Chapel Road from Md. 693 to Md. 488 in Charles County for a distance of 4.93 miles. I transmit herewith the following:

Form HPS 6	Sheets 1 - 5, inclusive
Form HPS 3	Sheet 1(a)

At the meeting of the Commission on December 11, 1941 3.5 miles of the Piney Chapel Road were accepted as a part of the county road system of this county. In May, 1942, we received condition survey report covering the Simpson Road for a distance of 3.5 miles but we have not received a condition survey report for the Piney Chapel Road.

While the Piney Chapel Road was accepted on December 11, 1941 the condition survey on the Simpson Road was not made until April, 1942. In discussing this matter with Mr. Fowke he advises that the Piney Chapel Road referred to in the minutes of the meeting of December 11, 1941 was intended to cover the Simpson Road as at the time of its acceptance the Piney Chapel Road was to follow another location but later the County Commissioners decided to relocate the Simpson Road but it has not been completed because of passing through a Government reservation and the Government has not been able to obtain the necessary rights of way to build the Simpson Road outside the Government reservation.

The attached inventory sheets do not cover the Simpson Road or the road called the Piney Chapel Road in the minutes of the Commission but the roads are shown on the section of map of Charles County as Road #4.

Wm. F. Childs, Jr.,
Director

WFCjr:jw

Not Tabulated to Jan. 1 1945

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, NOVEMBER 1, 1944
***

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

On recommendation of the County Commissioners of Charles County, supported by the recommendation of District Engineer Joseph Chaney, the Commission voted to take over for maintenance as a part of the County Road System of said County the Holly Springs School Road in the Fourth Election District, from Holly Springs to Bowlings Farm, a distance of 0.65 mile, and the road from Pisgah toward Ripley, in the Second Election District, a distance of 1.15 miles.

Road Condition Survey Reports submitted by District Engineer Chaney, with respect to the Holly Springs School Road, indicate "the road is in a badly rutted and poorly drained condition. It is passable in good weather only. Should be graded to 24' width and drained and surfaced with 16' of gravel. Cost about $1100.00. Can be patched and drained at its present width and made passable for $250.00"; regarding the road from Pisgah toward Ripley, the following statement is made: "Road is impassable in any but the best weather. Should be graded 24' and surfaced with gravel 16' wide. Cost about $1800.00. At present recommend shaping at present width and patching with gravel. The cost of this will amount to $250.00".

Copies: Mr. W. T. Ballard
Mr. Jos. Chaney
Mr. L. A. Kahn
Mr. W. F. Childs, Jr.
Mr. W. A. Codd
County Commissioners

COPY

INTERDEPARTMENTAL

DEPARTMENT OF PUBLIC WORKS
STATE OF MARYLAND

STATE ROADS COMMISSION

DISTRICT OR
DIVISION_____

April 1, 1944

To: Mr. J. T. Gorsuch

From: Mr. W. F. Childs, Jr.

Subject: Co. Road Projects-Charles County

Recently in checking over the revision map of Charles County, Mr. Rappanier brought to my attention that there was a pencil sketch on the map showing a road from the end of county road #28 to US 301 at its intersection with Md. 227. Below this there was another sketch giving the location of a proposed road from the end of county road #28 westward to US 301.

These roads were sketched on the map by Mr. Fowke when on May 28 of last year, he and I inventoried several roads in Charles County that had been taken into the Federal reservations.

At that time we had contemplated that the first road mentioned would be abandoned to the Government and in place thereof, the Government would build the second road from US 301 to the Army Radio Station.

On March 28 this matter was referred to Mr. Fowke and by letter dated March 30, he advises that the new road has not been built because of right-of-way trouble. He does not state, however, whether the old road has been definitely abandoned to the Government.

I am sending a copy of this letter to Mr. Fowke for his information.

Wm. F. Childs, Jr.,
Director

WFC*jf

JUL 31, 1943

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, JULY 28, 1943

Present: Mr. P. Watson Webb, Acting Chairman, and Mr. W. Frank Thomas.

At the meeting of June 1, 1943, on recommendation of the Board of County Commissioners of Charles County, the Commission voted to accept for maintenance as part of the County Road System of said County, .4 mile of the Edwards Road, which connects with the Banks O' Dee Road. It subsequently developed that there was an error in this mileage as reported. Instead of .4 mile, this mileage should read .75 mile or 3/4 of a mile.

This matter having been reported to the Commission at this meeting, it was ordered that the action taken at the meeting of June 1 be amended in this respect.

Copy: Mr. W. T. Ballard
Mr. Jos. Chaney
Mr. W. A. Codd
Mr. L. A. Kahn
Mr. W. F. Childs, Jr.

Re-copied by M. B. 8/10/44

See Mr. Gorsuch for notes added

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
TUESDAY, JUNE 1,1943

Present: Mr. B. Watson Webb, Acting Chairman, and Mr. W. Frank Thomas.

On the recommendation of the Board of County Commissioners of Charles County, the Commission voted to accept for maintenance as part of the County Road System of said County. .4 mile of the Edwards Road, which connects with the Banks O' Dee Road. The recommendation of the said County Board was concurred in by Chief Engineer Ballard.

The Edwards Road, according to information received from the District Engineer's Office, is one mile in length. The action of the Commission, as above stated, however, only takes .4 mile of this road, the remaining .6, according to the Chief Engineer's letter addressed to the Commission on May 28, will be taken care of by the existing property owners.

The said road begins at a point on the Banks O' Dee Road, .65 mile from Route 3 and runs to the Picawaxen Creek.

The letter from the Board of County Commissioners of Charles County to District Engineer Joseph Chaney, dated May 19, 1943, states that the County has acquired the deeds for the road.

Copies: W.T. Ballard
Jos. Chaney
W.A. Codd
L.A. Kahn
W.F. Childs, Jr.

Recopied
8/11/44.
T. L.

Charles

JUN 12 1943

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
TUESDAY, JUNE 1, 1943
***

Present: Mr. P. Watson Webb, Acting Chairman, and Mr. W. Frank Thomas.

On the recommendation of the Board of County Commissioners of Charles County, the Commission voted to accept for maintenance as part of the County Road System of said County, .4 mile of the Edwards Road, which connects with the Banks O' Dee Road. The recommendation of the said County Board was concurred in by Chief Engineer Ballard.

The Edwards Road, according to information received from the District Engineer's Office, is one mile in length. The action of the Commission, as above stated, however, only takes .4 mile of this road, the remaining .6, according to the Chief Engineer's letter addressed to the Commission on May 28, will be taken care of by the existing property owners.

Edwards Rd

The said road begins at a point on the Banks O' Dee Road, .65 mile from Route 3 and runs to the Picawaxen Creek.

The letter from the Board of County Commissioners of Charles County to District Engineer Joseph Chaney, dated May 19, 1943, states that the County has acquired the deeds for the road.

Copies: Mr. W. T. Ballard
Mr. Jos. Chaney
Mr. W. A. Codd
Mr. L. A. Kahn
Mr. W. F. Childs, Jr.✓

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
TUESDAY, MARCH 30, 1943

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

In Calvert, Charles, Prince George's and St. Mary's Counties, the Federal Government has established certain war activities which embrace certain portions of State and County roads which will hereafter, or at least for the duration of the war, cease to be under the control of the State Roads Commission, and for the purpose of adjusting the records of the Commission accordingly, the roads affected are herein listed:

CALVERT COUNTY

1 - State Route 504 -	Dowells Road	0.1 mile
2 - County Road	Dowells Road	0.4 "
3 " "	Point Patience	1.1 "

CHARLES COUNTY

1 - State Route 563 -	Chicamuxen toward Riverside	1.6 miles
2 - County Road	Trappe Br. to Smith Pt.	1.7 "
3 - " "	Cedar Point Neck Road	0.5 "

PRINCE GEORGE'S COUNTY

1 - State Route 4 -	Marlbore Pike	1.40 miles
2 - " "3 37 -	Meadows- Camp Springs	2.12 "
3 - County Road	Dr. Stewart Road	.95 "
4 - " "	Mayhew Road	.45 "
5 - " "	Dower House Road	.50 "

ST. MARY'S COUNTY

1 - State Route 46 -	Jarboesville to Millstone Landing	2.5 miles
2 - " " 248	Pearson - Cedar Point	2.5 "
3 - County Road	Mill Hill Road	.9 "
4 - " "	Holly Shores Road	.75 "
5 - " "	Millstone Road	.9 "
6 - " "	Mill Hill Road (Extended)	.55 "
7 - " "	Pearson - Chesapeake Bay Road	1.5 "
8 - " "	St. Ignatius to Villa Road	.5 "
9 - " "	Compton Road	.4 "
10 - " "	Piney Point Road	.4 "

Copies: Mr. W. T. Ballard
Mr. Jos. Chaney
Mr. W. A. Codd
Mr. L. A. Kahn
Mr. W. F. Childs, Jr.

Report

CONSERVATION MINUTES OF MEETING OF 3RD STATE ROADS DISTRICT
TUESDAY, MARCH 30, 1943

Present: Mr. Lane R. Tolman, Chairman, Ontario. C. Warren Todd and
H. Frank Thomas

In Calvary, Chariton, Pedro Georgia and St. Mary's Counties, the Federal Government has established northern war auxiliary airport sites. Certain portions of State and County roads which will hereafter, or at least for the duration of the war, cease to be under the control of the State Roads Commission, and for the purpose of adjusting the records of the Commission accordingly, the roads affected are herein listed.

CALVARY COUNTY

1 - State Route 504 -	Donelly Road	0.1 mile
2 - County Road	Donelly Road	0.4 "
3 "	Poling Entrance	1.1 "

CHARITON COUNTY

1 - State Route 363 -	Chickamauga Lumber Driveway	1.6 miles
2 - County Road	Trooper Rd. to Smith Rd.	1.7 "
3 - " "	Cedar Point Beach Road	0.7 "

PEDRO GEORGE'S COUNTY

1 - State Route 4 -	Marlboro Line	1.4m miles
2 - " #3 37 -	Leadlows- Cary Springs	2.1m "
3 - County Road	Dr. Ephraim Road	.95 "
4 - " "	Bishop Road	.45 "
5 - " "	Lower Dunes Road	.30 "

ST. MARY'S COUNTY

1 - State Route 246 -	Leonardville to Mill Creek Landing	2.1 miles
2 - " " 246	Avenue - Cedar Point	2.3 "
3 - County Road	Mill Mill Road	.9 "
4 - " "	Holly Shore Road	.75 "
5 - " "	Hillcrest Road	.5 "
6 - " "	Mill Mill Road (Extended)	.15 "
7 - " "	Parsons - Chesapeake Bay Road	1.5 "
8 - " "	St. Inigoes to Villa Road	.5 "
9 - " "	Compton Road	.4 "
10 - " "	Piney Point Road	.4 "

Gentlemen: Mr. G. T. Mullins
Mr. Geo. Gurney
Mr. W. A. Todd
Mr. L. F. Tuck
Mr. F. F. Collins, Jr.

August 12, 1942

Mr. Wilson T. Ballard, Chief Engineer
State Roads Commission
Office

Dear Mr. Ballard: re: County Road Projects-Charles County

We acknowledge receipt of your letter of August 10 with enclosures, regarding the Edwards Road in Charles County.

In our report on the county road projects in Charles County submitted to you on September 9, 1941, Road #12 - "Banks of Dee Road" - is the Edwards Road, and the following is quoted from our report of September 9:

"This is an easterly extension to the Banks of Dee County road which intersects Md. 3 about midway between Wayside and Tompkinsville. An inspection of this road on September 6 showed it to be 0.41 mile of 10' unimproved dirt road in fair shape and a proposed extension of 0.59 mile where a road does not now exist.

It is not on the selected Federal-aid Secondary System; it is not now on the County road system; it is neither a school bus nor a rural post route. It directly serves 3 year-round dwellings and one tenant house. We have no traffic data.

The 0.41 mile serves 3 dwellings on the waterfront. The proposed 0.59 mile extension is for waterfront property development.

We recommend the improvement to a graded and drained earth road the 0.41 mile of existing road. The extension should be at expense of property developer, until development is completed and the County Commissioners feel they should take over the road as a public highway."

We feel that in our report of September 9 we covered many roads of much greater importance in the County road system that should be improved before the Edwards Road. In this respect we refer you to the priority listing on page 10 of the report.

Very truly yours,

Wm. F. Childs, Jr. - Director

WFC:jf

cc: Mr. S.F.Coffman
Mr. G.W. Cassell

August 14, 1962

Mr. Glenn T. Bellant, District Engineer
State Roads Commission
Office

Dear Mr. Bellant: re: Jackson Road Improvement-Berkeley County

We acknowledge receipt of your letter of August 10 with enclosures, requesting the Jackson Road be Secondary Service.

In our report on the county road improvements in District Meeting submitted to you on September 5, 1961, Item VII - Roads of "Not Much" - in the Secondary Road, and the following is quoted from report, as follows:

"This is an easterly extension of the Bank of the County road which intersects Rt. 7 about midway between Martinsburg and Inwoodville. An inspection of this road on September 5 showed it to be 0.41 mile of unimproved dirt road. Left hand curve and a pavement existing of 0.09 mile makes a most dangerous and non-safe.

It is not on the adopted Federal-Aid Secondary System; it is not now on the County Road System. It is an outlet a school and now, during bad roads, the school bus cannot get through to the Inwoodville Road. It has been a long time.

The 0.41 mile is in 3 ownerships on the westerness. The proposed 0.09 mile extension is for waterfront property development.

It is a public road and is used by a public and intend early with 0.41 mile of existing road. The extension would be by express of property developers, which development is recognized and the County has received from the property owners over the road as a public highway."

We feel that in our report of September 5 we stated some much of more greater importance in the County road system that should be improved before the Jackson Road. In this regard we refer you to the priority listing on page 10 of the report.

Very truly yours,

Robert Ed. R. Dunlap, Chairman

cc: Mr. J.E. Bottom
Mr. G.W. Gessell

STATE ROADS COMMISSION

July 22, 1942

Mr. Jos. Chaney, Dist. Engr.
Office.

Dear Sir:-

Some time ago in answering a letter from Mr. Shure I stated that the Charles County Commissioners had been unable to secure the rights of way on the Banks O'Dee Road extension. This extension as far as I knew was the only project asked for in that section.

However, I was advised by Mr. Perry, the Chairman of the Commission, that the Edwards Road (Condition Report attached) had been erroneously called the Banks O'Dee Road and that the Commission was most anxious to have it constructed.

The rights of way and deeds have been secured and recorded.

The road is 1.0 mile in length and will serve seven farms and some lots on Picawaxen Creek.

The estimated cost of constructing this road 24' wide, draining and surfacing with gravel is $1250.00.

Very truly yours,

(Signed) W. A. Fowke

Jr. Hwy. Engr.

STATE ROADS COMMISSION

Baltimore, Maryland

August 10, 1942

Mr. Wm. F. Childs, Jr., State Manager
Highway Planning Survey
Office

Dear Sir:

We are in receipt of a letter from District Engineer Chaney, to which is attached copy of a letter from Junior Highway Engineer W. A. Fowke, and which concerns a project known as the Edwards Road in Charles County.

Will you make your customary study of this project and advise us as to its status with respect to having it accepted by this Commission as a project to be taken into the County Road System.

Copies of the letters referred to are attached, and also a copy of Mr. Fowke's Road Condition Report, which will be helpful in having you locate the project.

Very truly yours,

WILSON T. BALLARD,
Chief Engineer.

AFS:W

Banks of Dee Rd

TRAFFIC DIVISION
STATE ROADS COMMISSION

INTEROFFICE CORRESPONDENCE

To: Mr. G. W. Cassell

Date: August 8, 1942

From: Mr. Wm. F. Childs, Jr.

Subject: S.R.C. Minutes

For your information there is copied below an Excerpt from Minutes of Meeting of the State Roads Commission of Tuesday, July 21, 1942:

Present: Mr. P. Watson Webb, Acting Chairman, and
Mr. W. Frank Thomas.

"At the meeting of December 11, 1941, on the recommendation of the County Commissioners of Charles County, the Commission adopted certain County Roads for maintenance as a part of the County Road System of said County, among which was the Banks of Dee Road, for a length of one mile. It subsequently developed that this particular road, due to right of way disputes, was recommended by the County Commissioners in error, and therefore should not have been accepted for maintenance by the Commission. In order to clarify the records, it was voted at this meeting to rescind the action taken at the meeting of December 11, 1941 in the acceptance of the said Banks of Dee Road."

Wm. F. Childs, Jr.
Wm. F. Childs, Jr.,
Director

F

cc: Road Inventory Revision Data

AUG 7, 1942

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION

TUESDAY, JULY 21, 1942

*****

Present: Mr. P. Watson Webb, Acting Chairman, and Mr. W. Frank Thomas.

At the meeting of December 11, 1941, on the recommendation of the County Commissioners of Charles County, the Commission adopted certain County Roads for maintenance as a part of the County Road System of said County, among which was the Banks of Dee Road, for a length of one mile. It subsequently developed that this particular Road, due to right of way disputes, was recommended by the County Commissioners in error, and therefore should not have been accepted for maintenance by the Commission. In order to clarify the records, it was voted at this meeting to rescind the action taken at the meeting of December 11, 1941 in the acceptance of the said Banks of Dee Road.

Copies: Mr. W. T. Ballard
Mr. Jos. Chaney
Mr. W. A. Codd
Mr. L. A. Kahn
Mr. W. F. Childs, Jr.
Mr. A. F. Shure

Re-copied by M. B. 8/11/44

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
THURSDAY, DECEMBER 11, 1941.

Present: Mr. Ezra B. Whitman, Chairman, and Mr. P. Watson Webb

The following named roads in Charles County were, on the recommendation of Chief Engineer Ballard, accepted as County roads of said County, in accordance with the wishes of the Board of County Commissioners of Charles County, as expressed in their letter addressed to the State Roads Commission under date of December 3, 1941, in which letter they advise that they have obtained and recorded in the Land Records of Charles County rights of way for each of the said roads, namely:

Inv Filed In Book & All Adjustments Made In 1946 Tab For Entire Rd

Fenwick Road	-	2.5	miles
Taylor Neck Road	-	2.75	"
Piney Chapel Road	-	3.5	"
~~Banks of Dee Road~~	-	~~1.0~~	"
Lomax Road	-	1.3	"
Spring Hill Road	-	1.75	"
Roberts Road	-	1.3	"

Rescinded 7/21/42

Inv By W.F.C. - 2/21/42

1.75 Tab In 1946 - Inv For 1.16 Miles 7/17/46

These roads supplement those formally approved by the Commission at its meeting of November 12, 1941.

In addition to the above named roads and acting on the recommendation of the County Road Board and the County Commissioners of Charles County, as set forth in their letter of December 3, 1941, the Commission approved the inclusion of the Swan Point Road, 2.5 miles, as a part of the County Road Program.

Duplicated By minutes of 12/14/38 Correction of 0.80 Made In 1936. 2.82 Miles Is Now Tab. Co. Rd

With reference to this latter road, Chief Engineer Ballard wrote to the County Commissioners of Charles County and the County Road Board of Charles County, under date of November 3, 1941, that "we find that there is at present practically no traffic on this highway and it is our understanding that it is to be improved to develop shore property."

Therefore, the action taken by the Commission in the approval of the inclusion of this road in the County System was based on the recommendation made by the County Authorities as above stated.

Copies: Mr. W.T.Ballard,
Mr. Jos. Chaney
Mr. W. A. Codd
Mr. A. F. Shure
Mr. W. F. Childs, Jr.

See minutes of 7/21/42

MINUTES

INTERPRETATION MEETING OF THE STATE ROADS COMMISSION
THURSDAY, DECEMBER 14, 1921.

Present: Mr. Ben S. Wallace, Chairman, and Mr. P. Watson Weik

The following named roads in Charles County were, on the recommendation of Chief Engineer Ballard, accepted as County roads of said County, in accordance with the wishes of the Board of County Commissioners of Charles County, as expressed in their letter addressed to the State Roads Commission under date of December 2, 1921, in which letter they advise that they have obtained and recorded in the Land Records of Charles County rights of way for each of the said roads, namely:

Ferndale Road	-	2.5 miles
Taylor Neck Road	-	2.75 "
Piney Chapel Road	-	3.5 "
Banks of Dee Road	-	1.0 "
Lower Road	-	1.5 "
Spring Hill Road	-	1.75 "
Hoberth Road	-	1.5 "

These roads accordingly were formally approved by the Commission at its meeting of November 17, 1921.

In addition to the above named roads and acting on the recommendation of the County Road Board and the County Commissioners of Charles County, as set forth in their letter of December 2, 1921, the Commission approved the inclusion of the Swan Point Road, 1.5 miles, as a part of the County Road Program.

With reference to this letter road, Chief Engineer Ballard wrote to the County Commissioners of Charles County and the County Road Board of Charles County, under date of November 3, 1921, that "we find that there is at present practically no traffic on this highway and it is our understanding that it is to be improved to develop shore property."

Therefore, the action taken by the Commission in the approval of the inclusion of this road in the County System was based on the recommendation made by the County Authorities as above stated.

Copies: Mr. W.T. Ballard,
Mr. Joe. Chaney
Mr. W. A. Gold
Mr. A. F. Shore
Mr. W. F. Collins, Jr.

MAY 20 1941

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
TUESDAY, MAY 13, 1941
***

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

On recommendation of the County Commissioners of Charles County, concurred in by Chief Engineer Wilson T. Ballard, the Commission voted to accept for maintenance as part of the County Road System of said County the Goode Road, from the Old Field Church on Benedict Road, 1.5 mile East of Hughesville, to the Goode Farm, for a length of 0.65 mile. The County Commissioners have advised that the right of way has been deeded to the County.

Condition report, submitted by District Engineer Joseph Chaney, recommends the widening, grading, and drainage of this road, estimated to cost $800.00.

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

Inv. By W.F.C — 8/29/41 + 2/13/42.

ADDRESS FROM MINUTES OF A MEETING OF THE STATE BOARD CONCERNING
THURSDAY, MAY 12, 1941

Present: Dr. Jack R. Whitney, Chairman, Minor, Jr. Nelson
Hall and R. Crook Thomas.

On recommendation of the County Commissioners of Charlton County, concurred in by State Highway Engineer Hallard, the Commissioners to secure the maintenance on part of the County Road System of Hall County the Ross Road, from the Old Field Church on Hamilton Road, 1.5 miles east of Hamesville, on the Jones Farm, for a length of 0.25 mile. The County Commissioners have already taken the right of way has been secured by the County.

Condition report, submitted by District Engineer Lynch County, recommends the widening, grading, and drainage of this road, estimated to cost $2,000.00.

Copy for Mr. M. T. Mallard
Mr. Joe. Conway
Mr. T. A. Cobb
Mr. A. R. Moore
Mr. W. F. Collins, Jr.

DEC 14 1940

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
TUESDAY, DECEMBER 10, 1940

**

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

The Commission formally approved the recommendation of the County Commissioners of Charles County for the inclusion of the LaPlata - Dentsville Road, for a distance of 1.5 miles, as a County Road. This road is known as the Estevez Road. Approval was also voted for the expenditure of $350.00, this sum being the estimated cost of repairs. The road is to be maintained out of the maintenance funds allotted Charles County from gasoline tax.

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

See file.
I mentioned this road to my recollection: is that to me informally called for a short rest from state road

Md Pt

JUL 13 1940

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
TUESDAY, JUNE 25, 1940
***

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

On recommendation of Chief Engineer Ballard, the Commission approved acceptance for maintenance as a part of the County Road System of Charles County, approximately 1½ miles of road in the Third Election District, running from end of Maryland Point Road to Maryland Point. This action was taken at the request of the County Commissioners of Charles County.

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

Roberts
Estevez

HIGHWAY PLANNING SURVEY

INTEROFFICE CORRESPONDENCE

To Mr. G. N. Cassell

Date Feb. 23, 1940.

From Mr. W. F. Childs, Jr.

Subject: Road Inventory

Mr. Coffman and I looked over the Roberts, Estevez and Graham Roads in Charles County on February 21st.

Inv By W.F.C. 2/21/40

We were able to get over the Roberts Road and hand you herewith Inventory and Check Sheet on 1.81 miles of this road. It is not cut thru to the primitive road shown on the map but ends at the farm unit shown at speedometer reading 41.91. It may be possible to get thru to the primitive road under favorable weather conditions. The County Commissioners recommended the improvement of 1.3 miles of this road which would end at speedometer reading 41.4

ADDED 1940

The section of the Estevez Road from its intersection with Md. # 6 north towards Estevez was impassable and was not inventoried except there are two (2) farm ~~units~~ on this section. We managed, with difficulty, to get over the north portion entering from the County road extension of Md. #428. We hand you Inventory and Check Sheet on 1.65 miles of this road. Perhaps you can locate it from the Charles County topographical map. It may be that the primitive road that turns left at speedometer reading 28.45 would connect with the south end of this road which intersects Md. #6. This was impassable.

Inv By W.F.C. 2/21/40

The Graham Road has not been completed and is impassable where surfacing has not been placed.

To Be Inv

W. F. Childs, Jr.
State Manager

D
cc- Mr. Coffman
Rd. Inv. Data Use
County Road Projects

Note These roads were proposed by county commissioners for improvement under 1940 program. As yet they have not been approved and are not county roads.
GWC
2/24/1940

Ryceville Rd - St. Mary's Co. Line

Chas. Co.

STATE ROADS COMMISSION

Baltimore, Md.

June 12, 1939

Inv. By W.F.C. — 4/10/39
Inv. By G.W.C. — 10/30/39
Inv. By W.F.C. — 2/13/42

Mr. Wm. F. Childs, Jr.,
Highway Planning Survey
505 Old Town Bank Bldg.
Gay St. and Fallsway
Baltimore, Md.

Dear Mr. Childs:

Referring to your letter of May 25, and in confirmation of my conversation with you recently, the Ryceville to St. Mary's County Line Road in the 4th Election District of Charles County, 2.2 miles, is being improved under WPA, and most likely will subsequently be taken over as part of the County System for maintenance. The approval of this work as a WPA project was acted on by the Commission May 16, 1939, Authorization No. 526-9.

I find no record with reference to the Adams Road in Charles County, District No. 3, 2.5 miles.

The Glebe School Road to St. Johns, in St. Mary's County, was accepted as part of the County Road System by this Commission in 1933.

Very truly yours,

(Signed) L. H. Steuart
Secretary

C
O
P
Y

J.D. 6/13/39

for Leon Le 6/13

Sec 7 14 m 1939

STATE HIGHWAY COMMISSION

Baltimore, Md.

June 12, 1962

Mr. Jos. A. Wells, Jr.,
Office of Planning Survey
508-510 Fawn Bldg.
Day St. and Fallsway
Baltimore, Md.

Dear Mr. Wells:

Referring to your letter of May 28, and in continuation of our conversation with you recently, the Lovevilla to St. Mary's County line road in the 4th Election District of Charles County, 3.8 miles, is being improved under MPA, and most likely will soon properly be taken over as part of the County System for maintenance. The entire of this work as a MPA project was added on by the Commission May 16, 1962, Authorization No. 528-3.

I find no record with reference to the Mason Boundary Charles County, District No. 7, 3.3 miles.

The Jack School road in St. Mary's County, 3.4 miles, was accepted as part of the County System by this Commission in 1955.

Very truly yours,

(Signed) H. E. Shawver
Secretary

H. E. S/jr/jr

Mr. G.W.C.

(Date received - May 31, 1939)

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION

TUESDAY, MAY 16, 1939

***

Present: Mr. Ezra B. Whitman, Chairman, and Mr. P. Watson Webb.

Acting on the recommendation of the Board of County Commissioners of Charles County, which recommendation was concurred in by Chief Engineer Nathan L. Smith, it was voted that the following named roads, for the length as indicated on each of the respective roads, be taken over for maintenance as part of the County Road System of Charles County, and that the work to be performed, as indicated on each of these sections, be undertaken at estimated costs as set forth, such expenditures to be charged directly to the County Road Maintenance Account of Charles County:

Carpenter - Steinhouser Road - 0.5 mile in length.
Recommend grading to 22 ft. width, installing 120 ft. of 15 inch corrugated metal pipe, and surfacing with gravel 12 ft. wide. Estimated cost - $550.00.

Proposed relocation of Prin. Rd on 1937 G.H. Map

Taken in system 1939

Lancaster Road - 1 mile in length.
Recommend widening to 24 ft., installing 168 ft. of 15" corrugated metal pipe, and surfacing with gravel 14 ft. wide. Estimated cost - $1400.00.

Not on 1937 G.H. Impassable 6/1/38 - C.W.

See #11 on 1939

Copy to: Mr. N. L. Smith
Mr. W. A. Codd
Mr. A. F. Shure
Mr. W. F. Childs, Jr.

Located on print of basemap by A.W. Fowler 6/12/39

Will be added to SB map.

Copied from S.R.C. Copy
6-1-39 - J.F.

Mr. G.W.G.

(Date Received - March 17, 1939)

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION

MARCH 7 - 8, 1939

***

Present: Senator J. Glenn Beall, Chairman, Messrs. Elmer R. Jarboe and George F. Obrecht, Sr.

On recommendation of the County Commissioners of Charles County, which recommendation was concurred in by Chief Engineer Smith, it was voted to take over for maintenance as a part of the County Road System of said County the Mt. Carmel Road from Lyons Corner-Port Tobacco Road to Mt. Carmel Church, a distance of 0.6 mile, and to expend the sum of $1,400.00, chargeable to the said County Account, to place this road in proper condition.

Inv. By G.W.C. 10/30/39

Copy made for J.K. reference file

Both Base & H. maps revised & adjustment will be made on school map J T D 6/5/39

Copy to: Mr. N. L. Smith
Mr. A. F. Shure
Mr. W. A. Codd
Mr. W. F. Childs, Jr.

Copied from S.R.C. Copy
6-1-39 - J.F.

Location of road shown on print of G.H. map of Charles Co. by A. W. Fowke - 3-11-39.
Road is not on 1937 Charles Co. G.H. map and has not been inv.
To be added when map is revised.

Date received - March 7, 1977

EXCERPT FROM MINUTES OF MEETING OF THE BOARD HEARD THE 1st DAY

MARCH 7 - 8, 1977

***

Present: Commissioner C. Glenn Ewell, Chairman, Sears, Minor S. Jarboe and George T. Cornett, Jr.

On recommendation of the County Commissioners of Charles County, which recommendation was concurred in by Chief Engineer Smith, it was voted to take over for maintenance as a part of the County Road System of said County the St. Mary's Road from Lyons Corner-Port Tobacco Road to St. Mary's Church, a distance of 0.6 miles, and to expend the sum of $1,800.00, chargeable to the Road County account, to place this road in proper condition.

Copy to: Mr. H. L. Smith
Mr. A. V. Thomas
Mr. W. L. Todd
Mr. W. T. Uhlig, Jr.

Copied from C.R.C. copy
3-1-77 - J.J.

Location of road shown on print C.R.C. 7 of charges C. Co. - Town - Hill-Co. Road is now in Jerry Charles co. - T. Ray and has been long by added road, can is twelve.

(Date Received - March 3, 1939)

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION

TUESDAY, JANUARY 24, 1939

***

Present: Senator J. Glenn Beall, Chairman, Messrs. Elmer R. Jarboe and George F. Obrecht, Sr.

On recommendation of the County Commissioners of Charles County, which recommendation was concurred in by Chief Engineer Smith, the Commission voted to take over for maintenance as part of the County Road System of said County, the Mudd Road from Bel Alton to Allen Fresh, a distance of 0.8 mile, and to expend thereon the amount of $950.00 recommended by said County Commissioners to properly drain, grade, and surface this roadway.

Same as recommended

Copy to: Mr. N. L. Smith
Mr. W. A. Codd
Mr. A. F. Shure
Mr. W. F. Childs, Jr.

Copied from S.R.C. Copy
6-1-39 - J.F.

Location of road shown on print of G.H. Map of Charles Co. by A. W. Fowke - 3-14-39.
Road is not on 1937 G.H. Map.
Inv. by W.F.C. and G.N.L. 4/10/39 and notes to G.W.C. 5/25/39.
To be added when map is revised.

(Date Received - March 3, 1939)

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION

TUESDAY, JANUARY 24, 1939

***

Present: Senator J. Glenn Beall, Chairman, Messrs. Elmer R. Jarboe and George F. Obrecht, Sr.

On recommendation of the County Commissioners of Charles County, which recommendation was concurred in by Chief Engineer Smith, the Commission voted to take over for maintenance as part of the County Road System of said County, the Mudd Road from Bel Alton to Allen Fresh, a distance of 0.8 mile, and to expend thereon the amount of $950.00 recommended by said County Commissioners to properly drain, grade, and surface this roadway.

Mudd

Copy to: Mr. N. L. Smith
Mr. W. A. Codd
Mr. A. F. Shure
Mr. W. F. Childs, Jr.

Same as AECOMMODATION Petition (Road or G.H. Map) been approved. Now placed on Secondary

Copied from S.R.C. Copy
6-1-39 - J.F.

Location of road shown on print of G.H. Map of Charles Co. by A. W. Fowke - 3-11-39.
Road is not on 1937 G.H. Map.
Inv. by W.F.C. and G.N.L. 4/10/39 and notes to G.W.C. 5/25/39.
To be added when map is revised.

(Date Received - March 6, 1939

EXCERPT FROM MINUTES OF MEETING OF THE STATE BOARD OF EQUALIZATION

TUESDAY, FEBRUARY 24, 1939

Present: Governor C. Gilmore Zenoff, Chairman, presiding; Controller R. Jackson and Governor F. Ohrendt, Jr.

On recommendation of the County Commissioners of Shasta County, which recommendation was concurred in by Assemblyman Smith, the Commission votes to take over for maintenance as part of the County Road System of said County, the main road from Bel Air on to Lake Creek, a distance of 0.8 mile, and to expend therefor the amount of $250.00 recommended by said County Commissioners to properly drain, grade, and surface this roadway.

Copy for Mr. R. L. Smith
Mr. . . Cobb
Mr. R. . Shaw
Mr. R. T. Collins, Jr.

Copied from S.B.E. Copy
(-1-39 - J.F.

Location of road shown on plat of S.H. Reg-of Surveys No. by . . Dunn - 1-19-39
Road is R.W. on 1927 . . .
Sur. By J.T.O. and Co. . . 1/19 39 and return to S.H.E. 3/20-39.
To be added when has is serviced.

Hoton 1937 G. H. rep. [illegible] to G.W.C 5/25/39
Inv by WFC + G.W.C 4/10/39 + [illegible]
To be added when map is revised.

MAR 3 - 1939

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION

TUESDAY, JANUARY 24, 1939

***

Inv. By W.F.C. — 4/10/39.

Present: Senator J. Glenn Beall, Chairman, Messrs. Elmer R. Jarboe and George F. Obrecht, Sr.

On recommendation of the County Commissioners of Charles County, which recommendation was concurred in by Chief Engineer Smith, the Commission voted to takeover for maintenance as part of the County Road System of said County, the Mudd Road from Bel Alton to Allen Fresh, a distance of 0.8 mile, and to expend thereon the amount of $950.00 recommended by said County Commissioners to properly drain, grade, and surface this roadway.

Inv by WFC + G.W.C 4/10/39

Mudd

Copy to: Mr. N. L. Smith
Mr. W. A. Codd
Mr. A. F. Shure
Mr. W. F. Childs, Jr.

Copy made for Committee File

Placed on Chart by C.W. Fowler 3/11/39

COPY

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION

WEDNESDAY, DECEMBER 14, 1938

***

Present: Senator J. Glenn Beall, Chairman, Messrs. Elmer R. Jarboe and George F. Obrecht, Sr.

As the result of a conference on Tuesday, November 29, between the State Roads Commission and the County Commissioners of Charles County, and on the recommendation of the said County Board, the Commission voted to take over for maintenance as part of the County Road System of said County the following named roads, which roads it is understood are to be improved through the medium of W.P.A.:

Edelen Road, Bryantown - Zekiah Swamp	-	0.8 miles
Gallant Green - Young property	-	1.6 "
Swann Point Road, Issue to Potomac River	-	2.8 "
Porter Road, Issue to Potomac River	-	0.6 "

Same as Mt. Carmel Rd.
J.T.D 6/5/39

~~Taken in in 1938~~
as ~~Porter Road and~~
~~in 1939 as Mt. Carmel Road~~

NOT THE SAME

(Date Received - December 21, 1938)

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, DECEMBER 14, 1938
***

Present: Senator J. Glenn Beall, Chairman, Messrs. Elmer R. Jarboe and George F. Obrecht, Sr.

As the result of a conference on Tuesday, November 29, between the State Roads Commission and the County Commissioners of Charles County, and on the recommendation of the said County Board, the Commission voted to take over for maintenance as part of the County Road System of said County the following named roads, which roads it is understood are to be improved through the medium of W.P.A.:

(1) Edelen Road, Bryantown - Zekiah Swamp - 0.9 miles
(2) Gallant Green - Young property - 1.6 "
(3) Swann Point Road, Issue to Potomac River - 2.8 "
(4) Porter Road, Issue to Potomac River - 0.6 "

Copy to: Mr. Nathan L. Smith
Mr. Wm. A. Codd
Mr. Austin F. Shure
Mr. W. F. Childs, Jr.

Same as H.C. Col II

Copied from S.R.C. Copy
6-1-39 - J.F.

Location of these roads shown on print of G.H. Map of Charles Co. by A.W. Fowke - 3-11-39.
(1) Not on 1937 G.H. Map - Inv. by W.F.C. & G.N.L. 4-10-39 - Notes to G.W.C. 5-25-39.
(2) " " " " " -Part Inv." " " " " - " " " "-Under Construction
(3) Part " " " " - Rest not inventoried
(4) Not " " " " - Not inventoried

The above roads that are not shown on 1937 map will be added when map is revised.

DEC 21 1938

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, DECEMBER 14, 1938
****

Present: Senator J. Glenn Beall, Chairman, Messrs. Elmer R. Jarboe and George F. Obrecht, Sr.

As the result of a conference on Tuesday, November 29, between the State Roads Commission and the County Commissioners of Charles County, and on the recommendation of the said County Board, the Commission voted to take over for maintenance as part of the County Road System of said County the following named roads, which roads it is understood are to be improved through the medium of W.P.A.:

Inv 4/10/39 - Not on 1937 G.H.	Edelen Road, Bryantown - Zekiah Swamp	- 0.9 miles	Inv by WC 5/25/39
" part 4/10/39 - Not on 37 G.H.	Gallant Green - Young property	- 1.6 "	" " " "
Part on map test not inv.	Swann Point Road, Issue to Potomac River	- 2.8 "	
Not on " + not "	Porter Road, Issue to Potomac River	- 0.6 "	

Copy to: Mr. Nathan L. Smith
Mr. Wm. A. Codd
Mr. Austin F. Shure
Mr. W. F. Childs, Jr.

Placed on files C & H by C.H. Franklin 3/10/39

① Not on map - Inv by WPC & GH 4/10/39
② " " " " " " - Under Const 4/10/39
③ Part " " " - Road not inv
④ Not " " " - Not Inv

(Date Received - December 21, 1938)

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, DECEMBER 14, 1938
***

Present: Senator J. Glenn Beall, Chairman, Messrs. Elmer R. Jarboe and George F. Obrecht, Sr.

As the result of a conference on Tuesday, November 29, between the State Roads Commission and the County Commissioners of Charles County, and on the recommendation of the said County Board, the Commission voted to take over for maintenance as part of the County Road System of said County the following named roads, which roads it is understood are to be improved through the medium of W.P.A.:

Inv. by W.F.C.	(1)	Adelan Road, Bryantown - Zekiah Swamp	- 0.9 miles
Inv. not Comp.	(2)	Gallant Green - Young property	- 1.6 "
Not Inv.	(3)	Swann Point Road, Issue to Potomac River	- 2.8 "
Inv. by W.F.C.	(4)	Porter Road, Issue to Potomac River	- 0.6 "

Copy to: Mr. Nathan L. Smith
Mr. Wm. A. Codd
Mr. Austin F. Shure
Mr. W. P. Childs, Jr.

#94-282 Tab. G. Rd. Map of Co., made in 1936

Copied from S.R.C. Copy
6-1-39 - J.F.

Location of these roads shown on print of G.H. Map of Chas. Co. by A.W. Fowke 3/11/39
(1) [illegible] on 1937 G.H. Map - Inv. by WFC & G.N.L. 4/10/39 - Noted to G.W.C. 5/25/39 - Under Construction
(2) " " " " " " - Part inv. " " " " - " " " " - Under Construction
(3) Part " " " " " - Rest not inventoried -
(4) Not " " " " " - Not inventoried.

The above roads that are not shown on 1937 map will be added when map is revised.

(Date Received - December 21, 1938)

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, DECEMBER 14, 1938
***

Present: Senator J. Glenn Beall, Chairman, Messrs. Elmer R. Jarboe and George F. Obrecht, Sr.

As the result of a conference on Tuesday, November 29, between the State Roads Commission and the County Commissioners of Charles County, and on the recommendation of the said County Board, the Commission voted to take over for maintenance as part of the County Road System of said County the following named roads, which roads it is understood are to be improved through the medium of W.P.A.:

Inv By W.F.C. - 4/12/39	(1)	Edelen Road, Bryantown - Zekiah Swamp	- 0.9 miles
Inv. By W.F.C. 4/10/39 + 2/2/42	(2)	Gallant Green - Young property	- 1.6 "
	(3)	Swann Point Road, Issue to Potomac River	- 2.8 "
Inv. By W.F.C. - 6/17/39	(4)	Porter Road, Issue to Potomac River	- 0.6 "

Copy to: Mr. Nathan L. Smith
Mr. Wm. A. Codd
Mr. Austin F. Shure
Mr. W. F. Childs, Jr.

Copied from S.R.C. Copy
6-1-39 - J.F.

Location of these roads shown on print of G.H. Map of Charles Co. by A.W. Fowke - 3-11-39.
(1) Not on 1937 G.H. Map - Inv. by W.F.C. & G.M.L. 4-10-39 - Notes to G.W.C. 5-25-39.
(2) " " " " " -Part Inv." " " " " - " " " "-Under Construction
(3) Part " " " " - Rest not inventoried
(4) Not " " " " - Not inventoried

The above roads that are not shown on 1937 map will be added when map is revised.

(Date Received - December 21, 1938)

COPY OF MINUTES OF MEETING OF [illegible] COMMISSION
WEDNESDAY, DECEMBER [illegible], 1938

Present: Commissioner L. Grant Sohl, chairman, presiding. Chas. H. [illegible]

Joshua [illegible] Sprouse, Jr.

As the result of a conference on Monday, November [illegible] between the City Roads Commission and the County Commissioners of Charles County, and on the recommendation of the said County Board, the Commission voted to take over for maintenance as part of the County Road System of said County the following named roads, which roads it is understood are to be improved through the medium of R.F.C.:

(1) Indian Head, Dyncrest - Indian Swamp - 0.8 miles
(2) Gallant Green - Young property - 1.0
(3) Swan Point Road, Issue to Potomac River - 2.0
(4) Porter Road, Issue to Potomac River - 0.5

Copy to Mr. Nathan L. Smith
Mr. [illegible] A. Good
Mr. Austin [illegible] Shaw
Mr. [illegible] Gallant, Jr.

Copied from S.R.C. copy
8-1-[illegible] - T.J.

Location of roads shown on print of [illegible] Commission [illegible]
(1) [illegible] - Bar. [illegible] - [illegible] - Bolton to [illegible]
(2) " " " - Port Tar. " " " " " [illegible]
(3) [illegible] - Part not investigated
(4) [illegible] - Not investigated

The above roads that are shown on [illegible] will be added to county system.

Mr. Magyar

Nov. 4, 1938

Mr. Childs, Jr.

Road Inventory

I attach copy of excerpt of minutes of meeting of the State Roads Commission on October 18, 1938, taking into the County Road System of Charles County the road from Marshall Hall toward Fenwick Road, a distance of 1¼ miles.

If this road was inventoried by us and shown on the County Base Map, it will be permitted to remain as of status shown on the map until later revision is made.

A copy of this letter and minutes of meeting are being sent to Mr. Cassell for his information in tabulating. Please note on minutes disposition made, notifying Mr. Cassell of same and return to me.

W. F. Childs, Jr.
Inventory Manager

G
Enclosure

cc Mr. Cassell ✓

OK
Taken into System in 1938

1937 G. H Map shows old road
This covers relocated road - see inv. by G. W. C. & W.F.C. 4/24/39

NOV 4 1938

Marshall Hall Tod Fenwick

Inventories Filed In Book And All
Adjustments Made In 1946 Tab.
For Entire Road From Md 227 To Co. Rd. m 8.

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION

TUESDAY, OCTOBER 18, 1938

***

Present: Senator J. Glenn Beall, Chairman, Messrs. Elmer R. Jarboe and Frank P. Luthardt.

Chas Co. H.H. map shows old road whereas the road relocated Inv by WFC & WC 4/24/39

Correct line map is revised.

On recommendation of the County Commissioners of Charles County, the Commission voted to take over for maintenance as part of the County Road System of Charles County the road from Marshall Hall toward Fenwick Road, a distance of 1¼ miles.

Chief Engineer Smith advised the Commission that the grading and drainage of this road is O.K. District Engineer Chaney has estimated the cost of improving the road at $1,600.00. The Secretary was then directed to address a letter to the County Commissioners of Charles County to ascertain if they are agreeable to the expenditure of the $1,600.00, said expenditure, if approved, to be charged to the County Road Account of Charles County.

Marshall Hall Tod Fenwick

Copy to: Mr. H. L. Smith
Mr. W. A. Codd
Mr. A. F. Shure
Mr. W. F. Childs, Jr.

Old but not new location on Bone + G.H. Maps 1937
Give new location on School Bus Routes Map.

Placed on Chas Co H.H. Inv. 8/11/39

Inv. sheet turned over to G.W.C. 5/25/39
For upper section of Rd. (g.d.)

EXCERPT FROM MINUTES OF MEETING OF STATE ROADS COMMISSION
THURSDAY, OCTOBER 18, 1938

Present: Senator J. Glenn Beall, Chairman, Messrs. Elmer R. Jarboe and Frank F. Luthardt.

On recommendation of the County Commissioners of Charles County, the Commission voted to take over for maintenance as part of County Road System of Charles County, road from Marshall Hall toward Fenwick Road, distance of 1¼ miles. Secretary directed to ascertain from County Commissioners if they are agreeable to expenditure of $1,600 for improving this road, said expenditure, if approved, to be charged to the County Road Account of Charles County.

SECRET AND MINUTES OF MEETING OF STATE BOARD COMMISSIONERS
THURSDAY, OCTOBER 16, 1958

Present: Governor G. Mennen Williams, Chairman, Messrs. Elmer R. Jerome and Frank F. Lichtenfels.

In recommendation of the County Commissioners of Charlevoix County, the Commission voted to take over for maintenance as part of County Road system of Charlevoix County, road from Mitchell Hill towards Pentoga road, distance of 1.5 miles. Secretary directed to separate from County Commissioners if they are agreeable to expenditure of $1,500 for improving this road, said expenditure, if approved, to be charged to the County Road Account of Charlevoix County.

Mr. Magyar July 26, 1938

Mr. Childs, Jr.

Road Inventory

I attach copy of excerpt of minutes of meeting of the State Roads Commission on July 19, taking into the County Road System of Charles County, the Swindler Road from Mt. Victoria - Thompkinsville Road toward Nanjemoy River, a distance of 0.5 mile.

If these roads were inventoried by us and shown on the County Base Map, they will be permitted to remain as of status shown.

A copy of this letter and minutes of meeting are being sent to Mr. Cassell for his information in tabulating. Please note on minutes disposition made, notifying Mr. Cassell of same, and return to me.

ADDED 1938 #12

W. V. Childs Jr.

William V. Childs, Jr.
Inventory Manager

G

cc Mr. Cassell

Shown on 1937 G.H. as Primitive - To be revised

Code as County

Swindler Rd.

JUL 26 1938

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION

TUESDAY, JULY 19th, 1938

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Inv. By W.F.C. — 6/17/39.

Swindler

Present: Senator J. Glenn Beall, Chairman, and Mr. Frank F. Lutherdt.

On recommendation of the County Commissioners of Charles County, which recommendation was concurred in by Chief Engineer Smith, the Commission voted to take over for maintenance as a part of the County Road System of Charles County, the Swindler Road from Mt. Victoria - Thompkinsville Road toward Wicomico River, a distance of 0.5 mile, and also, on authority of the County Commissioners of Charles County, to expend the sum of $400.00 for the improvement of this road.

shown on G.H. Map as Prim. Change when map is revised MHF

Copy to: Mr. H. L. Smith
Mr. W. A. Codd
Mr. A. F. Shure
Mr. W. F. Childs, Jr.

To be added to School Bus

Placed on Plat & GH Print 3/21/39

Change & G.H. Map 1937 as Primitive
Give correct showing on School Bus Map.

Shown on 1937 GA as Primitive - To be revised

JUL 26 1988

No location as yet 5/25/39

Mr. N. W. Magyar April 8, 1938

Mr. W. F. Childs, Jr.

Road Inventory

I attach two copies of excerpt from minutes of meeting of the State Roads Commission on March 23rd at which the following sections of roads in Charles County were taken into the County System for S. R. C. maintenance:

ADDED - 1938 #9 — Graham Road - - - - - - - - - 1.6 miles To be Inv.
" 1938 #10 — Cedar Point Neck Road - - - 3.4 " Inv. by W.F.C. — 6/17/39
" 1938 #11 — Shiloh — Cemetery Road - - - - - - - - 0.2 " " " " — 6/17/39

If these roads were inventoried and are on our map they may remain, otherwise do not show them as they were taken into the County System subsequent to Dec. 31, 1937.

Note on both copies disposition made, returning one copy to me and file the other in the proper category under Charles County.

Mr. Cassell should be advised of action taken so as to include it or not in tabulation.

W. F. Childs, Jr.

WFC/ss
Attachments

W. F. Childs, Jr.

CC - G. W. Cassell

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION

WEDNESDAY, MARCH 23, 1938

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Present, Dr. H. E. Tabler, Chairman, and Mr. Frank F. Luthardt.

On recommendation of the County Commissioners of Charles County, supported by the recommendation of Chief Engineer Smith, the Commission voted to take over for maintenance as a part of the County Road System of said County, the following named roads in said County:

Shown on map by G.H.F. 4/8/39 (1)

(1) Graham Road, in 7th Election District, from Pomonkey to Glymont, length 1.6 miles. Inv. 1/23/45 G.H. English, Mayor & Route 4.83 Mi not passable rest of distance

(2) Cedar Point Neck Road, in 2nd Election District, from McConchie to Cedar Point State Road, to Blossom Point, length 3.4 miles.

Shown on map by W.F. 2/11/39 (3)

(3) Cemetery Road, 5th Election District, from Shiloh Road to Shiloh Cemetery, length 0.2 miles.

In accordance with the request of the said Board of County Commissioners, an amount of $1,980.00 is to be expended for the permanent improvement of the Graham Road, $4,000.00 for the permanent improvement of the Cedar Point Neck Road, and $395.00 for temporary repairs to the Cemetery Road.

Copy to: Mr. N. L. Smith
Mr. W. A. Codd
Mr. A. F. Shure
Mr. W. F. Childs, Jr.

(2) Shown on 1st Map as metal surfaced
(3) Not shown apparently not inv.
" " " "

SHOWN ON MAP BY DIST. ENGR. (1)

(2)

SHOWN ON MAP BY DIST. ENGR. (3)

SHOWN ON MAP AS NOT SURFACED

NOT SHOWN ON MAP APPARENTLY NOT IN