S.R.C. MINUTES

DISTRICT NO. 1

DORCHESTER COUNTY

9. DORCHESTER

February 5, 1999

Memorandum to the File

Maryland Route 479 Dorchester County

Maryland Route 479 lies wholly contained within the grounds of a parcel area, which is owned in its entirety by the State of Maryland.

Maryland Route 479 begins at the main entrance driveway from U.S. Route 50 and ends at the edge of The Choptank River, which is the frontage of the main facility building.

Based on the Minutes of the State Roads Commission meeting, which was conducted on November 25, 1929 and recorded on page 62 in the Meetings Ledger Book; the facts are relevant to the status of Maryland Route 479.

It was so PASSED on 11/25/29—after discussion, it was moved and seconded that the State Roads Commission will maintain at it's own expense, roads that are strictly State Institutions. However, any State Institution that is only partially owned or on rented grounds, the roads, will not be maintained.

The road originally built by the hospital was subsequently absorbed into the SHA system on or about June 1, 1931, for maintenance purposes only. Maintenance of the road was not by Agreement but was by the Action of the State Roads Commission.

In this particular case, the State Government owns the underlying fee to the entire grounds, which also entirely encompasses the roadbed area. Since there was no formal transfer from the State Of Maryland to the SHA and because there are no Agreements, The SHA has simply maintained this roadbed at the direction of The State Roads Commission.

Recently, The State of Maryland decided to close down the hospital facility with the intent of selling the entire property owned by the State to a private company, which does include the road bed known as Maryland Route 479.

Therefore, The State of Maryland, not the SHA, owns the roadbed known as Maryland Route 479 and all appurtenances, by underlying fee. Furthermore, it will not be necessary to create any Agreement for a Road Conveyance to the County or a Municipality.

The reason that there will be no type of Road Conveyances is because this particular roadbed will be included in the transfer of title, in the deed as being all alleys and roads which will be included inside the total acreage of the whole property at such time as it is sold.

The District Engineer will need to send out a Memorandum to all the necessary bureaus, a Cease of Maintenance Notice along with the effective date. All signage will be removed from the property by the SHA and at it's own expense.

Page 62 - from the Secretary Minutes Ledger Books
Dated 8-29 thru 3-31

Passed 11/25/29 effective
[illegible]n Passage that - The SHA
maintain at its own expense
roads in Strictly State Institutional
properties. Any roads in
State Institutions on land not owned by
the State - will not be maintained without
special action by the SRC.

Decreased	Class "A" Concrete	$ 82.68		
"	Class "C" Concrete	1,511.16		
"	Class "A" Balustrade	84.00		
"	Deformed Steel	394.32		
"	Drilled Holes	90.00		
"	Fabricated Structural Steel	2.88		
"	Removed Masonry	120.45		$3,014.49
Increased	Dry Excavation	658.13		
"	Extra Work	990.84		1,648.97
	Underrun			$1,365.52

The contract for this work was awarded on October 4, 1928, and was completed September 20, 1929.

Comm. decided to
ow Patrolman
phen Payne, who is
licted with a can-
, $25.00 per month
3 months, beginning
ember 1, 1929.

After consideration of the case of Patrolman Stephen Payne, who is affl with a cancer on his right hand, which disease now prevents the use of this he has explained to District Engineer Morison in his letter of November 20th of which was forwarded to Chief Engineer Williar with Mr. Morison's letter c ember 21, it was decided to allow Payne approximately one-half pay, or $25.(month for a period of three months beginning December 1, 1929.

[illegible] maintain all
ds in State institu-
ns, but roads in
te aided institutions
y upon special action.

After discussion it was moved and seconded that the State Roads Commis maintain at its expense roads in strictly State institutions; roads in State institutions not to be maintained without special action of the Commission.

elegation of 30
tlemen from
napolis before
mission to discuss
d program.

A delegation of 30 gentlemen from Annapolis led by Mr. J. A. Walton an Melvin, representing various interests, were before the Commission asking i sider widening the Defense Highway from Annapolis to Washington in the imme and also, the construction of the road between Iglehart and the "Crain High action was taken by the Commission.

rchase of 560,000
rrels of cement
State Roads Com-
ssi[illegible].

A request for cement bids covering requirements of this Commission for 1930 was sent to the cement manufacturers under date of October 18th, and e seventeen bids were received. After fully considering the bids submitted t mission entered into a contract for purchase of Five Hundred and Sixty Thou of cement with the following named Companies and for the quantity set oppos name.

Lehigh Portland Cement Company	160,000 barrels
North American Cement Corporation	160,000 "
Washington Building Lime Company	100,000 "
Copley Cement Mfg. Company	20,000 "
[illegible] Portland Cement Company	25,000 "

Maryland Department of Transportation
State Highway Administration

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

March 2, 1999

RE: MD Route 479, (Western Shore Drive)
- From US Route 50, Ocean Gateway,
to Short Road, a total distance of
0.91± miles
Ownership Status of Roadbed
Item No.: 74840

Ms. Wendy Scott, Paralegal
Department of General Services
Office of Real Estate
300 W. Preston Street
Room 601
Baltimore, Maryland 21201

Dear Ms. Scott:

This letter will serve to confirm our recent telephone conversation regarding ownership status of MD Route 479 and the easements located along the mainline of US Route 50 which borders the hospital property.

Enclosed for your review and use are plats numbered 50835, 50836, 50837, 50766, 51314 and 48792. These plats are the most recent in the area and supersede previously issued plats numbered 7746 thru 7750. Any easements for snow fences located along Route 50 are automatically extinguished upon removal of the said snow fences by the District Engineer.

Furthermore, our research as well as a recent field inspection of the property has indicated there are no plats or deeds in existence showing ownership of MD Route 479 by the State Highway Administration. Under the direction of the State Roads Commission dated November 25, 1929 the State Highway Administration was ordered to maintain at its own expense the road inside the State institution property known as MD Route 479. Ownership of the underlying roadbed lies with the original owners to the center of the road. The road was constructed by the hospital sometime in 1931 and its ownership still remains with the hospital.

My telephone number is 410-545-2811

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

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

The only platted area of MD 479 is the tie-in with Route 50 shown on plat number 50837. Please be advised that the State Highway Administration must retain control of the easements located along US Route 50 for support, drainage and utility purposes. Because the easement areas are not excessively large they should not interfere with the proposed development of the property by Hyatt Corporation.

We hope that the above information will help clarify the title issues raised by Hyatt. Please contact our office if additional information is needed.

Sincerely,

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

SNC:seb
Enclosures
cc: Chris Larson
Donnie Drewer
Phillip Robbins
Tom Heimiller

Maryland Department of Transportation
State Highway Administration

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

June 3, 1999

RE: MD Route 479 at US Route 50 and the
Eastern Shore Hospital Center
Project No.: D 515-301-170
Termini: US Rte. 50 - MD Avenue
to east of Woods in Cambridge
Item No.: 74840

Ms. Wendy Scott, Paralegal
Department of General Services
Office of Real Estate
300 W. Preston Street
Room 601
Baltimore, Maryland 21201

Dear Ms. Scott:

This letter is to confirm our telephone conversation of Thursday, May 27, 1999, concerning the status of the snow fences on the Eastern Shore Hospital Center Property. The snow fences have been removed thus extinguishing the snow fence easements. We hope that this information will assist you in your efforts to dispose of the subject property.

If additional information is needed, please call our office.

Sincerely,

Stephen N. Clarke, Jr.

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

SNC:seb
Enclosures
cc: Donnie Drewer
Phil Robbins

My telephone number is 410-545-2811 or 1-800-752-4793

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


RADIANCE
MARYLAND
HIGHWAY
RADIANCE
RD.
AVE.
RD.
HIAWATHA
TOBACCO
RD.
WILLOWMERE
LA.
GREENWAY
DR.
LAGRANGE
ST.
TALISMAN
LA.
SMITH ST.
KILLARNEY
RAMBLER
ROSE LYN
DORCHESTER
SUNBURST
METEOR AVE.
MEREDITH HOUSE (1760) & MUS.
NATHAN AVE.
ELM AVE.
SEWAGE TREATMENT PLANT
SHOAL CREEK MALL
METEOR AVE.
BRAMBLE ST.
MD343-A
CRUSA
SERVICE RD.
CAMBRIDGE PLAZA
MU1550
ROAD
MD343-B
WOODS
CHESAPEAKE INDUSTRIAL PARK
DORCHESTER SQUARE
AIRPAX ROAD
MU25
CHESAPEAKE SIDING RD.
MU302
DRIVE
CO175
FIELDCREST RD.
16
SR10
SR9
SR7
SR8
SR5
PARK DR.
DRIVE
FARM DR.
SR3
SR2
SHORE
WESTERN
479
EASTERN SHORE HOSPITAL CENTER
LINDEN ROAD
SR6
50
CO173
CO168
CO444
CO440
BUCKTOWN
PVT
TRAILER PARK
TATES BANK ROAD
CO202
MOOSE LODGE ROAD
CO203
CO496
750
HANDLEY ROAD
CO204
CO205
CO206
CO209
CO207
JACK

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

January 4, 1991

Director Pedersen, Office of Planning and Preliminary Engineering executed a road transfer agreement effective December 27, 1990, between the State Highway Administration and Dorchester County, Maryland relative to the transfer of the following described sections of highway and subject to the conditions more fully set forth in the agreement.

State Highway Administration to Dorchester County

G 510 MD 731 (formerly US 50) from relocated US 50 easterly to the corporate limits of Vienna, including the spur between US 50/MD 731, a distance of 1.39± miles.

G 511 MD 331 from the northern corporate limits of Vienna, approximately 0.05± miles north of Phillips Street, to ramp #6 from eastbound US 50, a total distance of 0.51± miles.

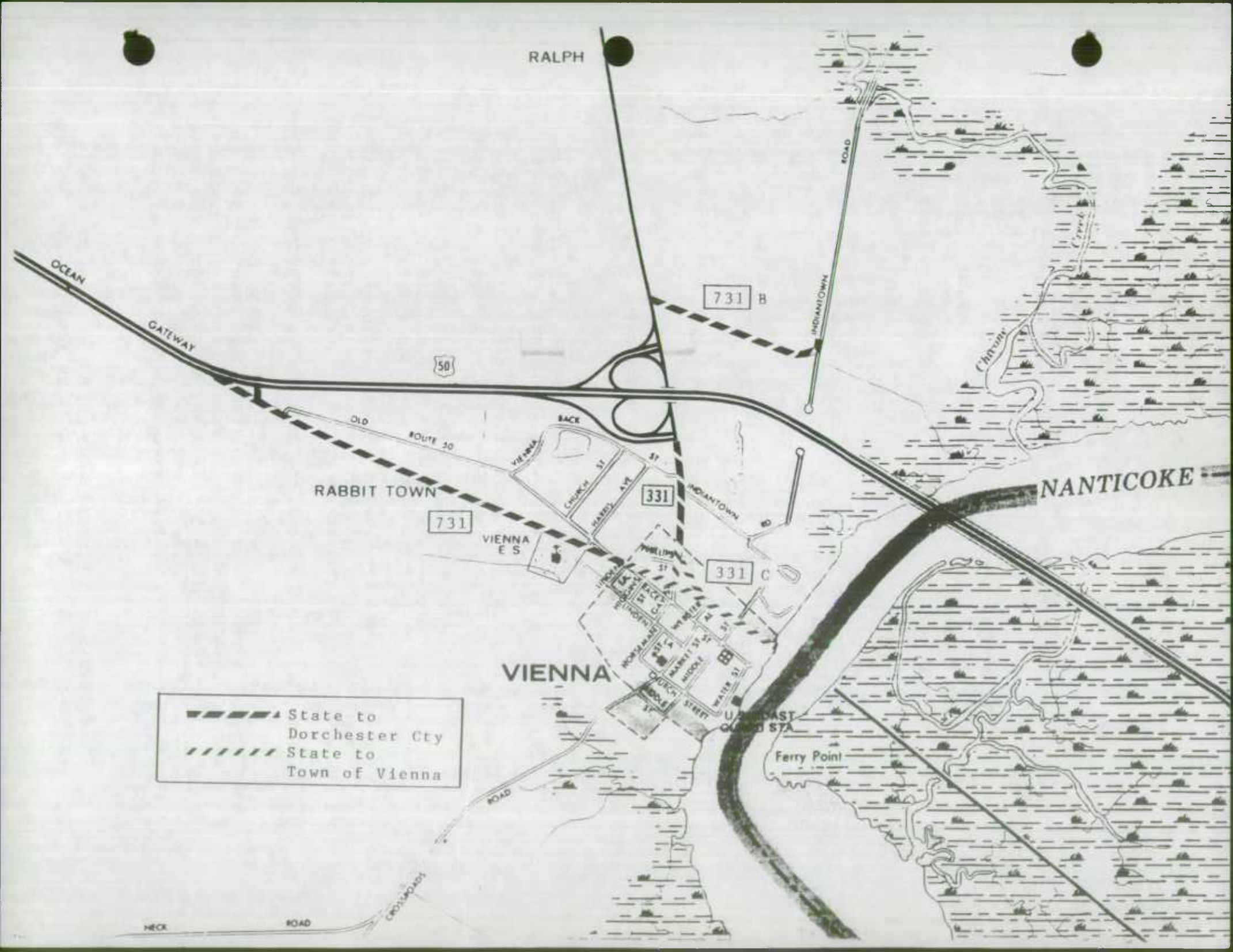
G 260 MD 731B (Indiantown Road) from MD 331 easterly to end of State maintenance, a total distance of 0.51± miles.

Said agreement had previously been executed by the President and County Commissioners of Dorchester County, and approved as to form and legal sufficiency by Assistant Attorney General Edward S. Harris.

A map indicating the roads being transferred is attached.

JH:jed
Attachment

cc: Mr. H. Kassoff
Ms. E. Homer
Mr. C. R. Olsen
Mr. J. M. Welsh
Mr. R. D. Douglas
Mr. N. J. Pedersen
Mr. E. S. Freedman
Mr. T. Hicks
Mr. R. J. Finck
Mr. L. Ege
Secretary's File
Mr. D. L. Drewer
Mr. J. R. Wright
Mr. W. P. Hobbs
Mr. J. G. Willis
Mr. J. T. Neukam
Mr. J. D. Bruck
Mr. R. C. Davison
Ms. D. J. Strausser
Mr. W. E. Ensor
Mr. G. V. Kolberg
Mr. D. Clifford
Mr. J. Contestible
Mr. T. Watts
Mr. R. L. Daff, Sr.
Mr. D. A. Bochenek
Mr. M. R. Baxter
Mr. E. T. Paulis, Jr.
Mr. P. E. Perkins
Mr. R. C. Pazourek
Mr. P. Stout
Mr. J. S. Koehn
Mr. J. Shea
Mr. J. Weisner
Mr. K. Oelmann
Mr. W. R. Smith
Mr. J. Thompson
Mr. L. Schultz
Planning and Zoning Commission, Dorchester County
Roads Board Administrator, Dorchester County


RALPH
OCEAN
GATEWAY
50
731 B
INDIANTOWN
ROAD
OLD
ROUTE 50
BACK
VIENNA
CHURCH ST
HARDY AVE
ST
INDIANTOWN
RD
331
RABBIT TOWN
731
VIENNA
E S
331 C
NANTICOKE
VIENNA
MARKET ST
MIDDLE
WATER ST
CHURCH
STREET
Ferry Point
State to
Dorchester Cty
State to
Town of Vienna
ROAD
CROSSROADS
NECK
ROAD

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

December 10, 1990

Director Pedersen, Office of Planning and Preliminary Engineering executed a road transfer agreement effective December 5, 1990, between the State Highway Administration and the Town of Vienna, Maryland relative to the transfer of the following described sections of highway and subject to the conditions more fully set forth in the agreement.

State Highway Administration to the Town of Vienna

MU0075 MD 731 (formly US 50) from the western corporate limits of Vienna easterly to road end at the Nanticoke River, a distance of 0.42± miles.

MU0095 MD 331 from MD 731 (former US 50) northerly to the northern corporate limits of Vienna, approximately 0.05± miles north of Phillips Street, a total distance of 0.11± miles.

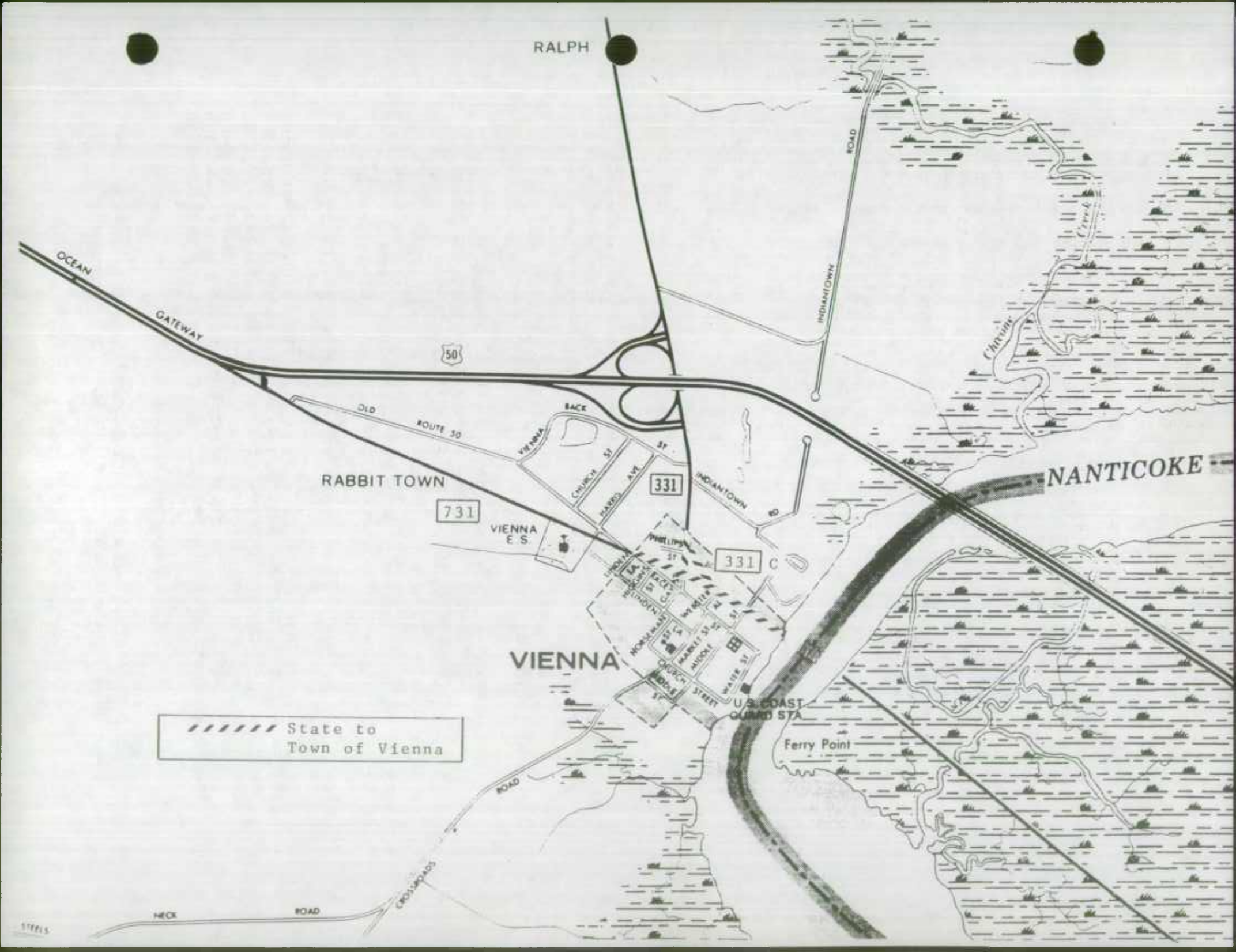
MU0150 MD 331C (spur) from MD 731 northwesterly to MD 331, a total distance of 0.20± miles.

Said agreement had previously been executed by the President and Town Commissioners of the Town of Vienna, and approved as to form and legal sufficiency by Assistant Attorney General Edward S. Harris.

A map indicating the roads being transferred is attached.

JH:jed
Attachment

cc: Mr. H. Kassoff
Ms. E. Homer
Mr. B. B. Myers
Mr. J. M. Welsh
Mr. R. D. Douglas
Mr. N. J. Pedersen
Mr. E. S. Freedman
Mr. T. Hicks
Mr. R. J. Finck
Mr. L. Ege
Secretary's File
Mr. D. L. Drewer
Mr. J. R. Wright
Mr. W. P. Hobbs
Mr. J. G. Willis
Mr. J. T. Neukam
Mr. J. D. Bruck
Mr. R. C. Davison
Ms. D. J. Strausser
Mr. W. E. Ensor
Mr. G. V. Kolberg
Mr. D. Clifford
Mr. C. Rose
Mr. A. M. Capizzi
Mr. T. Watts
Mr. R. L. Daff, Sr.
Mr. D. A. Bochenek
Mr. M. R. Baxter
Mr. E. T. Paulis, Jr.
Mr. P. E. Perkins
Mr. R. C. Pazourek
Mr. P. Stout
Mr. J. S. Koehn
Mr. J. Shea
Mr. J. Weisner
Mr. K. Oelmann
Mr. W. R. Smith
Mr. J. Thompson
Mr. L. Schultz
Planning and Zoning Commission, Dorchester County
Roads Board Administrator, Dorchester County


RALPH
OCEAN
GATEWAY
50
OLD
ROUTE 50
BACK
VIENNA
ST
CHURCH ST
HARRIS AVE
331
INDIANTOWN
ROAD
RABBIT TOWN
731
VIENNA
E.S.
331 C
NANTICOKE
VIENNA
U.S. COAST
GUARD STA
Ferry Point
State to
Town of Vienna
ROAD
CROSSROADS
NECK
ROAD

MEMORANDUM

August 1, 1989

TO: S.H.A. Minutes file

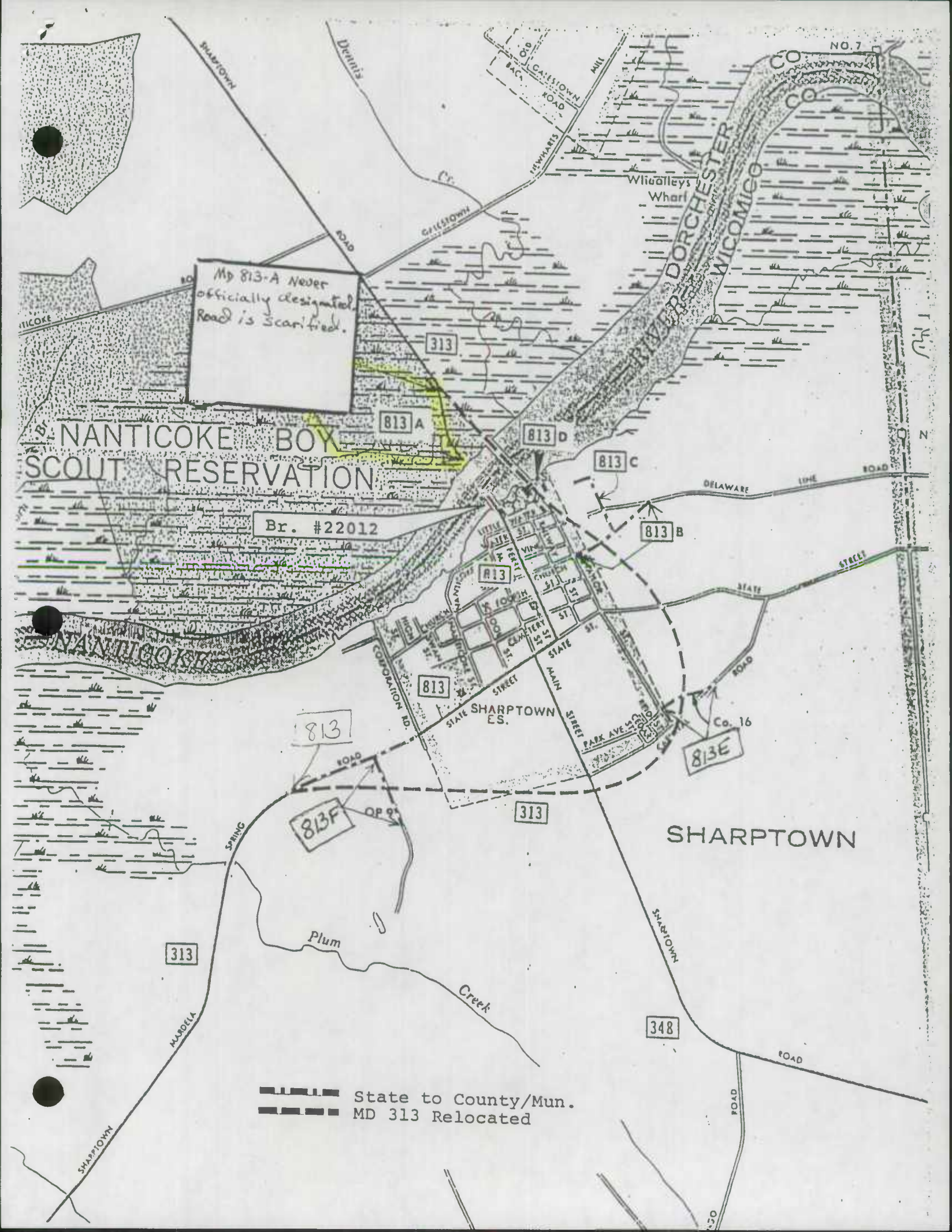
FROM: Kevin Powers, Data Support Group

RE: MD 813, MD 813-A through F, CO.Rte.16, O.P.Rte.9

I spoke with Edgar Davis of the Planning Services Group concerning MD Rte.813 (the old section of MD 313) and some relocations and improvements due to the relocation of MD 313 (Sharptown Bypass, contract # WI-621-501-171) in Sharptown, Wicomico County. Specifically, I asked if the route number designation "MD 813" was an official route number. Mr. Davis replied no, it is an unofficial route designation, as are MD 813-B (Church St.), MD 813-C (no name), and MD 813-D (no name). We assigned these "in-house" route numbers expecting to transfer these roads to the county. However, the county indicated they did not want the responsibility for the roads; so, for the time being, they will remain as state routes.

I also asked about the road improvement to Other Public Route number 9 and the extension of Park Ave., County Route 16, which resulted from the Sharptown Bypass. Mr. Davis said he had not assigned state route numbers previously, but now would, since no transfers will take place in the immediate future. Other Public Route number 9, from State Street (MD 813) to .04 mile south of MD 313, is now unofficially designated as MD 813-F, for a distance of 0.11 mile, plus or minus. The extension of County Route number 16, from Taylor Street (CO. 7) to .32 mile south of State Street (CO. 9) is now MD 813-E, for a distance of 0.12 mile, plus or minus.

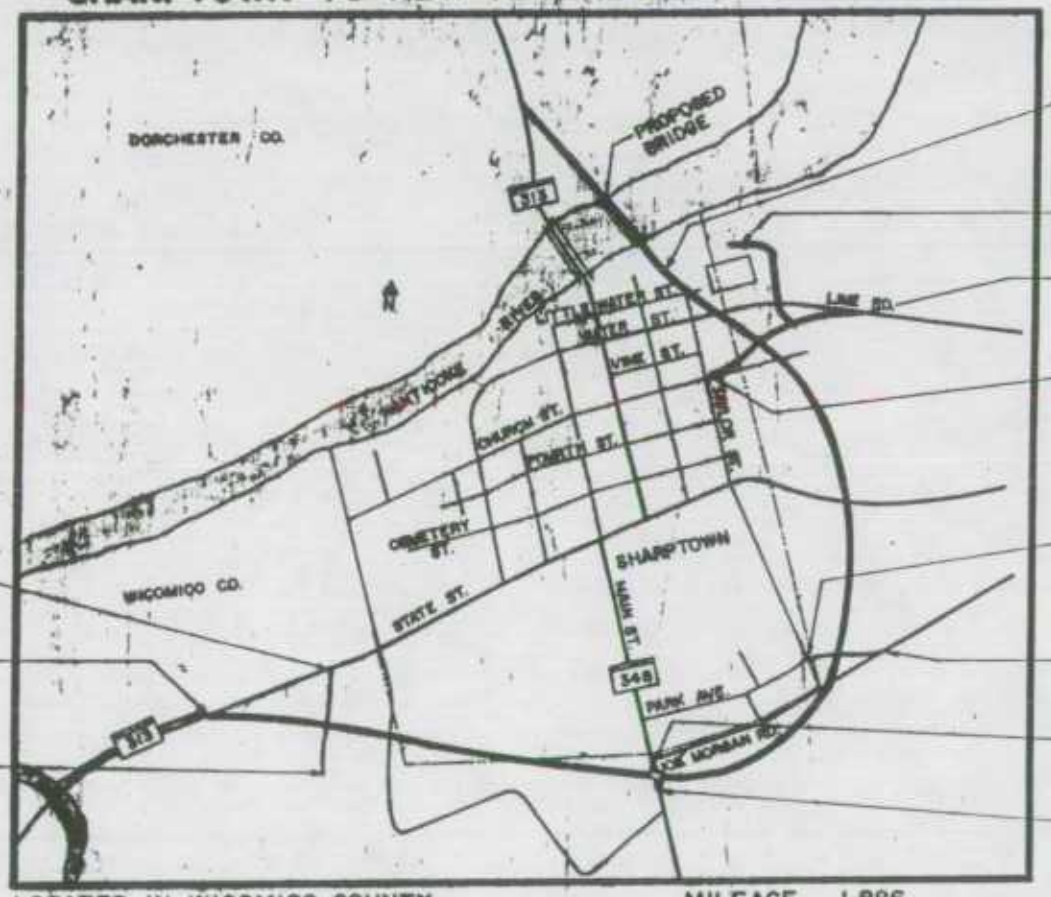
In addition, we never added the route "MD 813-A" in Dorchester County to our files. Upon reinventory of MD 313 in June 7, 1987, this old section of MD 313 was shown barricaded and scarified.


Md 813-A Never officially designated. Road is Scarified.
NANTICOKE BOY SCOUT RESERVATION
Br. #22012
NANTICOKE
SHARPTOWN
SHARPTOWN E.S.
Wilcoxleys Wharf
DORCHESTER CO
WICOMICO CO
NO. 7
Dennis Cr.
Plum Creek
SHARPTOWN ROAD
GALESTOWN ROAD
NEWHARBOR ROAD
DELAWARE LINE ROAD
STATE STREET
MAIN STREET
CORPORATION RD.
PARK AVE.
SPRING ROAD
MAGOLIA ROAD
Co. 16
813
813A
813B
813C
813D
813E
813F
313
348
State to County/Mun.
MD 313 Relocated

STATE HIGHWAY ADMINISTRATION

PLANS OF PROPOSED HIGHWAY

FEDERAL AID PROJECT NO. R.S. 1337 (4)
S.H.A. CONTRACT NO. W1. 621 - 501 - 171
MD. RTE. 313 SHARPTOWN BY-PASS - SOUTH OF
SHARPTOWN TO NEW NANTICOKE RIVER BRIDGE



LIMIT OF WORK MAINLINE
STA. 110+73.67
EQU. 116+46.15 BK. =
109+13.41 AHD.

LIMIT OF WORK ENTR. TO
STA. 8+50 FACTORY

LIMIT OF WORK CHURCH ST.
STA. 13+50

LIMIT OF WORK CHURCH ST.
STA. 1+00

LIMIT OF WORK PARK AVE.
STA. 0+25

LIMIT OF WORK JOE MORGAN
STA. 6+00

LIMIT OF WORK MD. RTE. 34
STA. 68+25

LIMIT OF WORK MD. RTE. 34
STA. 72+50

SERVICE LIMIT OF WORK
ROAD STA. 3+80

MAINLINE LIMIT OF WORK
ROADWAY STA. 18+50

SERVICE LIMIT OF WORK
ROAD STA. 2+50

LOCATED IN WICOMICO COUNTY MILEAGE 1.886

DESIGN DESIGNATION MD. RTE. 313		
CONTROL	1986	2008

SHA 51.3 - 8 Revised
4.83

MARYLAND STATE HIGHWAY ADMINISTRATION

ROAD INVENTORY SHEET

87.1
BB/AL
1-4-88

Party Chief	BB	Road No.	MD 313
Recorder	TM	Road Name	Eldorado Sharptown Rd
Assistant		County	Dorchester
Map No./Dir.	I-16 / N	Date	5-7-87
State Coordinates	1165 - 262	Sheet No.	1 OF 4

TRAFFIC CODES: TRAFFIC LIGHT=T.L., FLASHING RED BALL=F.R.

TRAFFIC CODES: PARKING RESTRICTIONS: A.M. PEAK, P.M. PEAK, A.M./P.M. PEAK, NO PARKING ANYTIME=N.P., COMM/IND. ACCESS=E

SYSTEM: FED. AID.	SYSTEM: FUNCT CLASS.	SYSTEM: HWY. SYS.	SYSTEM: HPMS SAMPLE	TRAFFIC: PRKG. REST.	TRAFFIC: COM/IND. ACCESS	LINE DIAGRAM	TRAFFIC: CONTROL	TRAFFIC: COM/IND. ACCESS	TRAFFIC: PRKG. REST.	PAVEMENT DATA
						Wheatly's Church Rd.				
						1 912 CO 272				
						1 861 PT				
						30°				
						1 761 PC				
						(Nanticoke Rd)				
						CO 268 0 7 4				22' I
										2-3' I SHLDS
						(Galestown NEWHART Rd hart Mill Rd)				2 ML
						6 459 CO 269				X
										22' I
										30' CW
						0 35				X 2ML
						0 31				
						0 25				
						0				
										22' I
										30' CW
										2-2' I shds
						0 15				X 2 ML 50' CW
										22' I
										2-3' I shds
						Dorchester CO LINE				
						NANTICOKE 0 00 RIVER				2 ML
						LINE CO LINE				
						0				
						church St LINE WATER St				

MEMORANDUM OF ACTION OF STATE HIGHWAY ADMINISTRATOR M. S. CALTRIDER
TUESDAY, JUNE 24, 1980
* * * *

Administrator Caltrider executed the following deeds dated June 24, 1980, previously approved as to form and legal sufficiency by the Office of the Assistant Attorney General, by which the Administration conveys, subject to approval of the Board of Public Works of Maryland, unto the grantees named, the parcels of land as indicated and as more fully described in the deeds.

Grantee	Conveyance	In Accordance With
Willis K. Brinsfield, Jr. and Dorothy R., wife	0.133± acre of land in Dorchester County, being portion of former property of Francis H. Vincent, Item 70481, 0.238± acre of land being part of the bed of the road of former existing MD Rte. 313, Contract D 441-301-177.	Option, Item 70482 Contract D 441-301-177
James D. Payne, Jr.	0.026± acre of land in Dorchester County, being portion of former property of Francis H. Vincent, Item, 70481, 0.124± acre of land being part of the bed of the road of former existing MD Rte. 313, Contract D 441-301-177.	Option, Item 70483 Contract D 441-301-177

Not part of State System

Copy: Mr. F. Gottemoeller
Mr. W. K. Lee, III
Mr. C. W. Reese
Mr. W. Schneider
Mr. M. W. Bogdan
Mr. R. C. Pazourek
Mr. C. T. Richardson
Mr. R. S. Greene
Mr. E. J. Trexler
Mr. J. W. Magill
Bd. of Public Works of Md.
Secretary's File (2)
Contract D 441-301-177

Agreement Completed

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

March 30, 1974

Director Hajzyk, Office of Planning and Preliminary Engineering, executed agreement dated March 30, 1974, between the State Highway Administration and Dorchester County for maintenance purposes as part of the County Highway System, of the following described section of State constructed road subject to the conditions more fully set forth in the agreement.

Md. 927 - From Md. 307 at Williamsburg to the Caroline County Line for a distance of 3.08± miles.

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

Assigned Co 431

Copies to:
N. B. Friese
H. G. Downs
A. W. Tate
L. E. McCarl
R. C. Pazourek
W. K. Lee III
R. J. Hajzyk
C. E. Caltrider
C. W. Reese
H. H. Bowers
T. Hicks
E. Dougherty
T. L. Cloonan
C. Lee
P. S. Jaworski
R. C. Davison
J. V. Lentz
Miss D. J. Sinners
Dorchester County
Secretary's File
SHA - Dorchester County File

THIS AGREEMENT made this 26th day of March 1974, by and between the State Highway Administration of the Department of Transportation of Maryland, hereinafter referred to as "Highway Administration," party of the first part, and Dorchester County, Maryland, hereinafter referred to as "County," party of the second part.

WHEREAS, under authority contained in Section 79 of Article 89B of the Annotated Code of Maryland, the State Highway Administration of the Department of Transportation of Maryland is empowered to transfer State Highways, or portions thereof, to the Governing Bodies of the several Counties in Maryland, for the purpose of reducing the cost of road maintenance, and the Governing Bodies of the several Counties of Maryland are empowered to transfer County roads, or portions thereof, to the State Highway Administration of the Department of Transportation of Maryland, for the purpose of reducing the cost of road maintenance; and,

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

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

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

Md. 927 - From Md. 307 at Williamsburg to the Caroline County Line for a distance of 3.08± miles.

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

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

2. The aforegoing mileage will be included in the inventory as of December 1, 1974.

3. The basis for the allocation of funds will include the additional 3.08- miles in the allocation to the County beginning July 1, 1975.

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

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

THE STATE HIGHWAY ADMINISTRATION OF THE DEPARTMENT OF TRANSPORTATION

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

WITNESS:

Clyde A. Byrd

Approved as to form and legal sufficiency this 30th day of March, 1974.

APPROVED:

Chief, Bureau of Highway Statistics

Administrative Special Attorney

ATTEST:

Robert K. Lloyd
Clerk
Dorchester County, Maryland

COUNTY COMMISSIONERS, DORCHESTER COUNTY, MARYLAND

By: President

Approved as to form and legal sufficiency this 26th day of March, 1974.

County Attorney

DORCHESTER Co
Co 392

Md 817
(Old Md 331)
State to County

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

* * *

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

Co 392 Md. 817 - From Md. 331 at Beulah to Md. 318 east of Preston, for a distance of 1.31± miles.

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

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

THIS AGREEMENT made this 23rd day of November 1973, by and between the State Highway Administration of the Department of Transportation of Maryland, hereinafter referred to as "Highway Administration," party of the first part, and Dorchester County, Maryland, hereinafter referred to as "County," party of the second part.

WHEREAS, under authority contained in Section 79 of Article 89B of the Annotated Code of Maryland, the State Highway Administration of the Department of Transportation of Maryland is empowered to transfer State Highways, or portions thereof, to the Governing Bodies of the several Counties of Maryland, for the purpose of reducing the cost of road maintenance, and the Governing Bodies of the several Counties of Maryland are empowered to transfer County roads, or portions thereof, to the State Highway Administration of the Department of Transportation of Maryland, for the purpose of reducing the cost of road maintenance; and,

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

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

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

Md. 817 - From Md. 331 at Beulah to Md. 318 east of Preston, for a distance of 1.31± miles.

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

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

2. The aforegoing mileage will be included in the inventory as of December 1, 1973.

3. The basis for the allocation of funds will include the additional 1.31± miles in the allocation to the County beginning July 1, 1974.

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

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

THE STATE HIGHWAY ADMINISTRATION OF THE DEPARTMENT OF TRANSPORTATION

WITNESS:

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

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

APPROVED:

Robert J. Doggett
Chief, Office of Planning and Preliminary Engineering

James L. Fisher
Administrative Special Attorney

ATTEST:

Robert K. Lloyd
Clerk
Dorchester County, Maryland

COUNTY COMMISSIONERS, DORCHESTER COUNTY, MARYLAND

By: A. W. Clayton
President

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

S. Thomas Mansfield
County Attorney

MEMORANDUM OF ACTION OF STATE HIGHWAY ADMINISTRATOR BERNARD M. EVANS
FRIDAY, SEPTEMBER 14, 1973
* * * *

Administrator Evans executed the following deed dated September 14, 1973, 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 parcel of land as indicated and as more fully described in the deed:

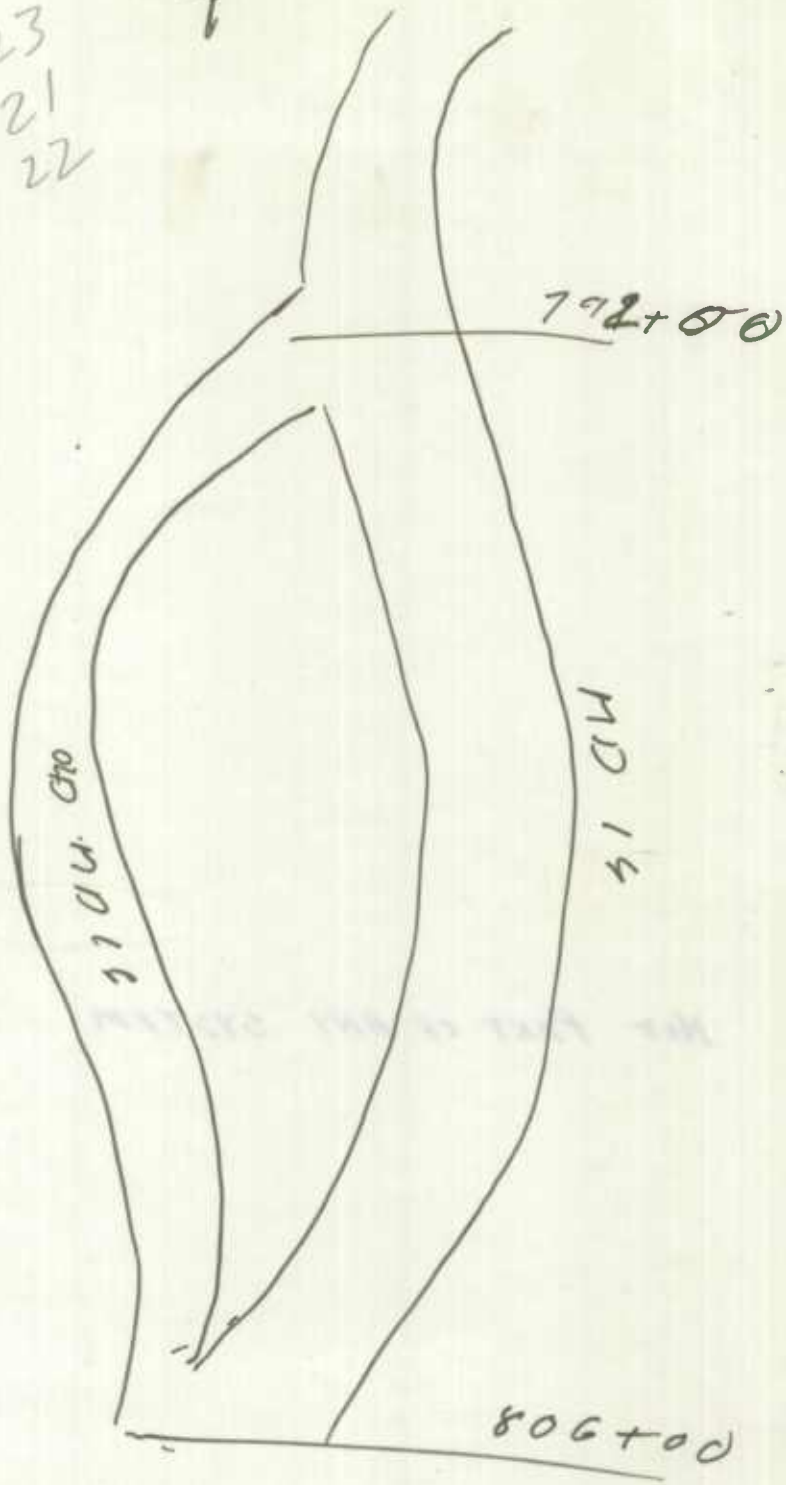
Grantee	Conveyance	In Accordance With
John W. Tieder, Sr., John W. Tieder, Jr., Lee A. Brohawn, J. Gordan Barnes, Thomas H. Adams, Jr., Vernon E. Robbins and Sewell Matthews as tenants in common	1.04± acres of land in Dorchester County, being part of the bed of the road of existing Md. 16, former property of Otis M. Hastings and Mary, wife, Contract D 359-8-171, Item 61879	Option, Item 17618 Contract D 102-1-115

NOT PART OF ANY SYSTEM

Copy: Mr. W. E. Woodford, Jr.
Mr. H. G. Downs
Mr. R. H. Trainor
Mr. R. S. Bennett
Mr. D. H. Fisher
Mr. T. L. Cloonan
Board of Public Works of Maryland
Secretary's file
Contract D 359-8-171

4

Dave Howley
Mar 822-6-7323
21
22



210190

808+23
SLAUGHTER
CK.

MEMORANDUM OF ACTION OF ACTING STATE HIGHWAY ADMINISTRATOR JAMES J. O'DONNELL
FRIDAY, JANUARY 12, 1973
* * *

Acting Administrator O'Donnell executed duplicate copies of agreement dated January 12, 1973, between the State Highway Administration and Dorchester County, Maryland, relative to transfer by the Administration to the County for maintenance purposes as part of the County Highway System, the following sections of road, subject to the conditions more fully set forth in the agreement:

Co 382 Md. 397 (Airey Rd.) - From U.S. 50 to end S.H.A. maintenance at Airey, for a distance of 3.15± miles.

Co 387 Md. 397 Spur - From Md. 397 to U.S. 50 for a distance of 0.22± miles.

Said agreement had been previously executed by Dorchester County, approved as to form and legal sufficiency by Administrative Special Attorney Sfekas and approved by Chief Engineer Woodford.

Copy: Mr. W. E. Woodford, Jr.
Mr. H. G. Downs
Mr. L. E. McCarl
Mr. R. C. Pazourek
Mr. W. L. Shook
Mr. W. K. Lee
Mr. R. H. Trainor
Mr. E. J. Dougherty
Mr. C. E. Caltrider
Mr. T. Hicks
Mr. H. H. Bowers
Mr. T. L. Cloonan
Mr. Charles Lee
Mr. P. S. Jaworski
Miss D. J. Sinners
Dorchester County Commissioners
Secretary's file
SHA-Dorchester County file

THIS AGREEMENT made this 12TH day of JANUARY 1973, by and between the State Highway Administration of the Department of Transportation of Maryland, hereinafter referred to as "Highway Administration", party of the first part, and Dorchester County, Maryland, hereinafter referred to as "County", party of the second part, Witnesseth:

WHEREAS, under authority contained in Section 79 of Article 89B of the Annotated Code of Maryland, the State Highway Administration of the Department of Transportation of Maryland is empowered to transfer State Highways or portions thereof to the Governing Bodies of the several Counties and/or Towns of Maryland, for maintenance purposes, and the Governing Bodies of the several Counties and/or Towns of Maryland are empowered to transfer County roads and/or Town Streets, or portions thereof, to the State Highway Administration of the Department of Transportation of Maryland, for maintenance purposes, and

WHEREAS, the "Highway Administration", party of the first part, has agreed to transfer the following described sections of road, constructed by the State, to the "County", party of the second part, and the "County", has agreed to accept same for maintenance purposes as part of the County Highway System.

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

Md. 397 (Airey Rd.) -	From U.S. 50 to end S.H.A. maintenance at Airey, for a distance of 3.15± miles.
Md. 397 Spur -	From Md. 397 to U.S. 50 for a distance of 0.22± miles.

IT IS UNDERSTOOD AND AGREED between the parties hereto that the change

in the status of the aforegoing sections of State highways is authorized under the following conditions:

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

2. The aforegoing mileage will be included in the inventory as of December 1, 1972.

3. The basis for the allocation of funds will include the additional 3.37± miles in the allocation to the County beginning July 1, 1973.

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

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

STATE HIGHWAY ADMINIATRATION

WITNESS:

By: _____
James J. O'Donnell
Acting State Highway Administrator

Approved as to form and legal sufficiency this 10th day of November, 1972.

APPROVED:

Chief Engineer

Special Attorney

COUNTY COMMISSIONERS, DORCHESTER COUNTY, MARYLAND

ATTEST:

By: _____
President

Clerk
Corchester County, Maryland

Approved as to form and legal sufficiency this 3rd day of November, 1972.

Dorchester Co

Secretary Md

MEMORANDUM OF ACTION OF STATE HIGHWAY ADMINISTRATOR DAVID H. FISHER
THURSDAY, SEPTEMBER 23, 1971

* * *

Administrator Fisher executed duplicate copies of agreement dated September 23, 1971, between the State Highway Administration and the Town Commissioners of Secretary, Maryland, in Dorchester County, relative to transfer by the Administration to the Town for maintenance purposes as part of the Town Street System, of the following described sections of State constructed road, subject to the conditions more fully set forth in the agreement:

Md. 14 (Main St.) - From Station 114+92± to Water Street (Station 116+92), for a distance of 0.038± mile

Md. 14 (Water St.) - From Main Street (Station 116+92) to Station 118+73, for a distance of 0.034± mile

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

Copy: Mr. W. E. Woodford, Jr.
Mr. H. G. Downs
Mr. L. E. McCarl
Mr. M. M. Brodsky
Mr. W. K. Lee III
Mr. W. L. Shook
Mr. C. E. Caltrider
Mr. L. A. Yost, Jr.
Mr. G. N. Lewis, Jr.
Mr. T. Hicks
Mr. H. H. Bowers
Mr. G. W. Cassell
Mr. Charles Lee
Mr. P. S. Jaworski
Miss D. J. Sinners
Town of Secretary
Secretary's File
SHA-Dorchester County file
Contract D-355-1-171

Protest

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

1. The aforegoing mileage will be included in the inventory as of December 1 of the year following ~~completion of the construction~~ 2-23-72 of relocated Maryland Route 14 over the Warwick River. (Construction Contract D-355-1-171).
2. The basis for the allocation of funds will include the additional 0.072± mile in the allocation to the Town beginning July 1 of the year following the year and date set forth in Item 1 hereof.
3. The effective date for the transfer of these sections is upon completion of the indicated improvements by the "Highway Administration" as set forth in Item 1 hereof.
4. The transfer of said roads is made on an As-Is-Basis which pertains to the existing rights of way and to the existing condition of the roads involved, including all appurtenance and bridge structures, however this includes Item 3 above.

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

THE STATE HIGHWAY ADMINISTRATION OF THE DEPARTMENT OF TRANSPORTATION

WITNESS:

By _____
State Highway Administrator

Approved as to form and legal sufficiency this 2nd day of September, 1971.

APPROVED:

Chief Engineer

Administrative Special Attorney

TOWN OF SECRETARY, MARYLAND

ATTEST:

By _____
President

Secretary - Treasurer

Town Attorney

THIS AGREEMENT made this 23RD day of SEPTEMBER 1971, by and between the State Highway Administration of the Department of Transportation of Maryland, hereinafter referred to as "Highway Administration", party of the first part, and the Town of Secretary, Maryland, hereinafter referred to as "Town", party of the second part, Witnesseth:

WHEREAS, under authority contained in Section 79 of Article 89B of the Annotated Code of Maryland, the State Highway Administration of the Department of Transportation of Maryland is empowered to transfer State Highways or portions thereof to the Governing Bodies of the several Counties and/or Towns of Maryland, for maintenance purposes, and the Governing Bodies of the several Counties and/or Towns of Maryland are empowered to transfer County roads and/or Town Streets, or portions thereof, to the State Highway Administration of the Department of Transportation of Maryland, for maintenance purposes, and

WHEREAS, the "Highway Administration", party of the first part, has agreed to transfer the following described sections of road, constructed by the State, to the "Town", party of the second part, and the "Town" has agreed to accept same for maintenance purposes as part of the Town Street System.

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

Md. 14 (Main St.) - From Station 114+92± to Water Street (Station 116+92) for a distance of 0.038± mile.

Md. 14 (Water St.) - From Main Street (Station 116+92) to Station 118+73 for a distance of 0.034± mile.

Checked
Fidelity Union Stm

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR DAVID H. FISHER
TUESDAY, SEPTEMBER 25, 1970
* * *

Chairman-Director Fisher executed the following deeds dated September 25, 1970, previously approved as to form and legal sufficiency by the office of the Special Assistant Attorney General, by which the Commission conveys, subject to approval of the Board of Public Works of Maryland, unto the grantees named, the parcel of land as indicated and as more fully described in the deeds:

Grantee	Conveyance	In Accordance With
Sidney J. Silver and Margaret A. Silver, wife and Jacob I. Shapiro and Ethel A. Shapiro, wife	7,250± sq. ft. of land in Prince George's County, being portion of former Thomas N. Hayden property, Item #46870, Contract P-732-1-320	Approved sale of excess land at bid of $5,000. Initial deposit of $1,000 as required by bid form on file in Secretary's office; to be deposited with Cashier after BPW approval.
Betty G. Fisher	Quit claim to 0.84± acre of abandoned roadbed of Old Md. 16, in Dorchester County.	Option, Item #57134 Contract D-359-2-171 RW Plat No 39396

Section to Be Conveyed
Not on State Inventory

Copy: Mr. W. E. Woodford, Jr.
Mr. L. A. Yost, Jr.
Mr. R. S. Bennett
Mr. M. M. Brodsky
Mr. M. S. Caltrider
Mr. G. W. Cassell
Mr. A. M. Schwalier
Mr. R. E. Guest
Board of Public Works of Maryland
Secretary's File (2)
Contract File (2)

Md 816 (Old Md 16)
State to County

Dist. 1

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
THURSDAY, MAY 7, 1970
* * *

On motion of Mr. Evans, seconded by Mr. Brinsfield, the Commission approved and Chairman-Director Fisher executed duplicate copies of agreement dated May 7, 1970, between the State Roads Commission and Dorchester County, Maryland, relative to transfer by the Commission to the County for maintenance purposes as part of the County Highway System, of the following described section of State constructed road, subject to the conditions more fully set forth in the agreement:

> Md. 816 (Old Md. 16) From Md. 16 at Madison to Md. 16 east of Madison (North side of new Md. 16), for a total distance of 0.68± mile.

Said agreement had previously been executed by Dorchester County, approved as to form and legal sufficiency by Special Attorney Rogers and approved by Chief Engineer Woodford.

Copy: Mr. W. E. Woodford, Jr.
Office of Planning & Safety
Mr. H. G. Downs
Mr. L. E. McCarl
Mr. M. M. Brodsky
Mr. W. K. Lee III
Mr. W. L. Shook
Mr. G. N. Lewis, Jr.
Mr. T. Hicks
Mr. C. W. Reese
Mr. Wm. Jabine
Mr. L. A. Yost, Jr.
Mr. P. R. Miller
Mr. G. W. Cassell
Mr. E. K. Lloyd
Mr. R. M. Thompson
Mr. Charles Lee
Office of Special Services
Miss D. J. Sinners
Co. Commrs. of Dorchester County
Secretary's File
SRC-Dorchester County file

THIS AGREEMENT made this 7TH day of MAY, 1970 by and between the State Roads Commission of Maryland, hereinafter referred to as "Commission", party of the first part, and Dorchester County, Maryland, hereinafter referred to as "County", party of the second part, Witnesseth:

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

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

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

Md. 816 (Old Md. 16) - From Md. 16 at Madison to Md. 16 east of Madison (North side of new Md. 16), for a total distance of 0.88± mile.

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

1. The effective date of transfer shall be upon complete approval and execution of this agreement.
2. The aforegoing mileage will be included in the inventory as of December 1, 1970.
3. The basis for the allocation of funds will include the additional 0.88± mile in the allocation to the County beginning July 1, 1971.

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

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

STATE ROADS COMMISSION OF MARYLAND

By _____
Chairman and Director of Highways

ATTEST:

_____
Secretary

Approved as to form and legal sufficiency this 1st day of May, 1970

APPROVED:

_____
Chief Engineer

_____
Special Attorney

COUNTY COMMISSIONERS, DORCHESTER COUNTY, MARYLAND

ATTEST:

_____
Clerk
Dorchester County, Maryland

By _____
President

Approved as to form and legal sufficiency this 9 day of April, 1970

_____
County Attorney

cc Mr. Freese
Mr. Cassell

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

* * *

Chairman-Director Fisher executed duplicate copies of agreement dated August 4, 1969, between the State Roads Commission and the Board of County Commissioners of Dorchester County, wherein the County releases to the Commission for use on the State Federal Aid Highway System $89,606 of the Federal Aid Secondary funds allocated thereto for the fiscal year 1970, and the Commission, in lieu of the Federal Aid Secondary funds thus released, agrees to allocate to the County an equal amount of County Highway Construction funds from the Commission's Construction Fund for the fiscal year 1970, in accordance with the provisions set forth in said agreement and in Policy Memorandum 10-1, Subject: State-Aid Program.

This agreement had been executed previously on behalf of the County and approved as to form and legal sufficiency by Special Attorney Rogers.

Copy: Mr. W. E. Woodford, Jr.
Mr. E. D. Reilly
Mr. W. J. Addison ✓
Mr. M. M. Brodsky
Mr. W. K. Lee III (2)
Secretary's File
SRC-State Aid Program
SRC-Dorchester County

Dorchester Co

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

THIS AGREEMENT made and entered into this 11th day of February, 1969, by and between the State Roads Commission of Maryland, hereinafter called the "Commission," and Board of County Commissioners of Dorchester County, hereinafter called "County."

WHEREAS, Federal Aid Secondary Highway funds are available to the County through the Commission in the amount of Eighty-nine Thousand Six Hundred Six Dollars ($ 89,606) for fiscal year 1970, and

WHEREAS, it is the desire of the County to release said Federal Aid Secondary funds to the Commission for use on the State Federal Aid Secondary Highway System and to avail itself of an equal amount of County Highway Construction funds in lieu thereof, in accordance with the provisions of Section 32-g of Article 89-B of the Annotated Code of Maryland Enacted by the 1965 General Assembly of Maryland.

NOW, THEREFORE, THIS AGREEMENT WITNESSETH: That in consideration of the mutual covenants and promises between the parties hereto, the parties hereto agree as follows:

A. The County hereby releases to the State Roads Commission of Maryland for use on the State Federal Aid Highway System the Federal Aid Secondary funds allocated thereto for the fiscal year 1970 in the amount of Eighty-nine Thousand Six Hundred Six ---------- Dollars(89,606.).

B. The State Roads Commission of Maryland, in lieu of the Federal Aid Secondary funds thus released, agrees to allocate to the County an equal amount of County Highway Construction funds from the Commission's Construction Fund for the fiscal year 1970.

C. The County agrees that program requests for the utilization of said allocation "in lieu" will be made on a matching County fund basis in accordance with policies and procedures adopted by the Commission, and that said funds will be expended only for highway construction and reconstruction.

D. The County agrees that all funds not committed by virtue of an award of contract or by the initiation of force account work, to the extent that force account work is permitted by Section 24 of Article 89B of the Maryland Code, remaining from the aforementioned allocation at the end of fiscal year 1971 shall revert to the use of the Commission.

IN WITNESS WHEREOF, the parties to these presents have hereunto caused these presents to be executed in duplicate the day and year first above mentioned.

STATE ROADS COMMISSION OF MARYLAND

Attest:

Secretary

By _____
Chairman-Director

BOARD OF COUNTY COMMISSIONERS OF DORCHESTER COUNTY

Attest:

Clerk

By _____
President

Approved as to form and legal sufficiency
8/4 1967
Special Attorney

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JOHN B. FUNK
MONDAY, FEBRUARY 14, 1966
***

Chairman and Director Funk executed triplicate copies of supplemental agreement, dated January 25, 1966, by and between The Delaware Railroad Company, a corporation and The Pennsylvania Railroad Company, a corporation operating as the lessee of The Philadelphia, Baltimore and Washington Railroad Company, therein sometimes called "Railroad," party of the first part, and the State Roads Commission of Maryland, acting for the State of Maryland, therein sometimes called "Commission," party of the second part, to which is appended certain additional requirements to effectuate the requirements of the 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), issued by the Department of Commerce, in connection with agreement, dated October 11, 1965, between the Railroad and the Commission, involving the construction and maintenance of a second grade crossing over the track and right of way of the Railroad's Cambridge Branch at Linkwood, (Contract D-329-8-141), which will require changes and readjustment of present flashing light signals, the installation of additional flashing light signals and a timber panel crossing to accommodate the new Eastbound Lane of U. S. Route No. 50, in connection with the dualization of U. S. Route No. 50 between Linkwood and Salem, in Dorchester County, Maryland (Contract D-329-5-141).

Said supplemental 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. M. D. Philpot (2)
Mr. W. J. Addison
Mr. H. P. Jones
Mr. C. A. Goldeisen
Mr. L. E. McCarl
Mr. F. P. Scrivener
Mr. M. M. Brodsky
Mr. C. A. Skirven (2)
Mr. H. G. Downs
Mr. A. L. Grubb (2)
Mr. W. B. Duckett (2)
Mr. L. C. Moser (3)
Mr. G. N. Lewis, Jr. (8)
Mr. G. W. Cassell
Mr. C. S. Linville
Mr. E. K. Lloyd
Secretary's File #42985
SRC-Dorchester County
Contract D-329-5-141
Contract D-329-8-141

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JOHN B. FUNK
TUESDAY, FEBRUARY 1, 1966
***

MD 307

Chairman and Director Funk executed triplicate copies of agreement, dated December 16, 1965, by and between The Baltimore and Eastern Railroad Company, a body corporate, therein sometimes called "Railroad," party of the first part, and the State Roads Commission of Maryland, acting for the State of Maryland, therein sometimes called "Commission," wherein the parties thereto agree as to their respective aims and obligations regarding the adjustment and widening of existing grade crossing in connection with the widening and improvement of Maryland Route 307 between Hurlock and Williamsburg, in Dorchester County, Maryland, Contract D-344-2-141;FAP#S-9767(1), as more fully set forth in said agreement.

Said agreement had been executed previously on behalf 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. M. D. Philpot (2)
Mr. W. J. Addison
Mr. H. P. Jones
Mr. A. L. Grubb (2)
Mr. C. A. Goldeisen
Mr. L. E. McCarl
Mr. F. P. Scrivener
Mr. M. M. Brodsky
Mr. H. G. Downs (4)
Mr. C. A. Skirven (2)
Mr. W. B. Duckett (2)
Mr. L. C. Moser (3)
Mr. G. N. Lewis, Jr. (8)
Mr. G. W. Cassell
Mr. C. S. Linville
Mr. E. K. Lloyd
Secretary's File
SRC-Dorchester County
Contract D-344-2-141;FAP#S-9767(1)

1 pl

THIS AGREEMENT, executed in triplicate, made and entered into this 16th day of December, 1965, by and between THE BALTIMORE AND EASTERN RAILROAD COMPANY, a body corporate, hereinafter sometimes called "Railroad", party of the first part, and the STATE ROADS COMMISSION OF MARYLAND, acting for the State of Maryland, hereinafter sometimes called "Commission", party of the second part, witnesseth:

WHEREAS, the Commission proposes to widen and improve Maryland Route 307 between Hurlock and Williamsburg, in Dorchester County, Maryland, the aforesaid work being sometimes referred to as the "Project", and

WHEREAS, Maryland Route 307 crosses the tracks and right of way of the Railroad, 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 tracks 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 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 and expense, the crossing at grade, over and across the tracks and right of way of the Railroad for the improvement of Maryland Route 307, as well as the right, liberty and privilege of installing, maintaining and renewing, at its sole cost and expense, a pipe culvert crossing beneath the tracks and across the right of way of the Railroad to provide adequate drainage for the Project covered herein at Hurlock, Maryland.

2. Detailed plans and specifications for the Project shall be prepared by the Commission and identified as Commission's Contract Number D-344-2-141, said Project to be paid by the Commission and as further provided in Section 7 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 easements to permit the widening of the present grade crossing for the improvement of Maryland Route 307, and the installation of a pipe crossing beneath the Railroad for storm drainage, as shown on Commission's Plat No. 31769, a print of which is attached hereto and made a part hereof.

4. Railroad, at Commission's expense, shall prepare its tracks for the proposed widening of the 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 the ties and substituting stone ballast from 18 inches below the ties to top of the ties; and surfacing tracks 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 7 hereof. Railroad, at its expense, shall thereafter maintain, repair and renew its said facilities.

5. 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 7 herein.

6. 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 the 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 LIABILITIES 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 BALTIMORE AND EASTERN 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 the 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.

7. (a) The Commission will reimburse the Railroad for all costs and expenses 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.

8. 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.

9. This agreement shall inure to and be binding upon the parties hereto, their successors and assigns.

10. 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, to effectuate the requirements of said Regulations certain additional requirements must be included in this agreement.

NOW, THEREFORE, in consideration of the premises and of the mutual covenants and agreements hereinafter contained, the parties hereto further agree as follows:

During the performance of work under the aforesaid 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.

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 BALTIMORE AND EASTERN RAILROAD COMPANY

By

Vice President

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 20th day of October, 1965.

Special Attorney

STATE OF MARYLAND)
CITY OF BALTIMORE) ss.:

I HEREBY CERTIFY that on this 16th day of December, 1965, before me, the subscriber, a Notary Public of the State of Maryland, in and for Baltimore City, personally appeared G. C. Vaughan, Vice President, of THE BALTIMORE AND EASTERN RAILROAD COMPANY, and acknowledged the aforegoing Agreement to be the corporate act and deed of the said The Baltimore and Eastern Railroad Company.

AS WITNESS my hand and Notarial Seal.

Robert L. Thurnell
Notary Public

My Commission Expires:

July 1, 1967

STATE OF MARYLAND)
CITY OF BALTIMORE) ss.:

I HEREBY CERTIFY that on this 1st day of February, 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.

Harry A. Stark
Notary Public

My Commission Expires:

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, OCTOBER 25, 1965

* * *

Chairman and Director Funk executed quadruplicate copies of agreement dated October 11, 1965, by and between The Delaware Railroad Company, and The Pennsylvania Railroad Company operating as lessee of The Philadelphia, Baltimore and Washington Railroad Company, therein called "Railroad," party of the first part, and the State Roads Commission of Maryland, acting for the State of Maryland, therein called "Commission," party of the second part, wherein the parties thereto agree as to their respective aims and obligations regarding the construction and maintenance of a second grade crossing over the track and right of way of the Railroad's Cambridge Branch at Linkwood, which will require changes and readjustment of present flashing light signals, as well as installation of additional flashing light signals at the proposed eastbound lane of U. S. Route 50, in connection with the dualization of that highway between Linkwood and Salem in Dorchester County, Maryland (Contract D-329-5-141).

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. M. D. Philpot (2)
Mr. W. J. Addison
Mr. H. P. Jones
Mr. C. A. Goldeisen
Mr. L. E. McCarl
Mr. F. P. Scrivener
Mr. M. M. Brodsky
Mr. C. A. Skirven (2)
Mr. H. G. Downs
Mr. A. L. Grubb (2)
Mr. W. B. Duckett (2)
Mr. L. C. Moser (3)
Mr. G. N. Lewis, Jr. (8)
Mr. G. W. Cassell
Mr. C. S. Linville
Mr. E. K. Lloyd
Secretary's File
SRC-Dorchester County
Contract D-329-5-141

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JOHN B. FUNK
TUESDAY, AUGUST 17, 1965
***

Chairman and Director Funk executed triplicate copies of agreement, dated August 2, 1965, by and between The Delaware Railroad Company, a corporation, and The Pennsylvania Railroad Company, a corporation, operating the Railroad of The Delaware Railroad Company, as lessee, through its lease of The Philadelphia, Baltimore and Washington Railroad Company, therein sometimes called "Railroad," parties of the first part, and the State Roads Commission of Maryland, therein sometimes called "Commission," party of the second part, wherein the Railroad grants to the Commission, without monetary consideration, an easement for highway purposes across its track and right of way to permit the construction of the grade crossing required for the new highway connection between Maryland Route 16 and U. S. Route 50, Contract D-328-3-141; FAP#S-9890(1), and wherein the parties thereto agree as to their respective aims and obligations in connection with the construction and maintenance of a new highway connection between Maryland Route 16 and U. S. Route 50, which will cross the Railroad's Cambridge Branch at grade substantially in the same location as and replacing the present Gypsy Hill Road grade crossing just south of Cambridge, in Dorchester County, Maryland, as more fully set forth in said agreement.

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

Copy: Mr. D. H. Fisher
Mr. W. J. Addison
Mr. L. E. McCarl
Mr. C. A. Goldeisen
Mr. F. P. Scrivener
Mr. M. M. Brodsky
Mr. C. A. Skirven (2)
Mr. H. G. Downs (4)
Mr. M. D. Philpot (2)
Mr. A. L. Grubb (2)
Mr. H. J. Hamilton
Mr. W. B. Duckett (2)
Mr. L. C. Moser (3)
Mr. G. N. Lewis, Jr. (8)
Mr. G. W. Cassell
Mr. C. S. Linville
Mr. E. K. Lloyd
Secretary's File
SRC-Dorchester County
Contract D-328-3-141:FAP#S-9890(1)

South East of Cambridge

THIS AGREEMENT, executed in triplicate, made and entered into this 2nd day of August, 1965, by and between THE DELAWARE RAILROAD COMPANY, a corporation, and THE PENNSYLVANIA RAILROAD COMPANY, a corporation, operating the Railroad of The Delaware Railroad Company, as lessee, through its lease of The Philadelphia, Baltimore and Washington Railroad Company, hereinafter sometimes called "Railroad", parties of the first part, and the STATE ROADS COMMISSION OF MARYLAND, acting for the State of Maryland, hereinafter sometimes called "Commission", party of the second part, witnesseth:

WHEREAS, existing Gypsy Hill Road now crosses the Cambridge Branch of the Railroad at grade just south of Cambridge, in Dorchester County, Maryland, and

WHEREAS, the Commission proposes to construct a new highway connection between Maryland Route 16 and U. S. Route 50, which will cross the Railroad's Cambridge Branch at grade substantially in the same location as the present Gypsy Hill Road grade crossing, and

WHEREAS, it is proposed to remove the existing Gypsy Hill Road grade crossing and replace it with a new grade crossing for the highway improvement as now planned, the aforesaid work being sometimes referred to as the "Project", 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 understand that funds will be authorized and allocated by the Bureau of Public Roads, pursuant to certain Federal Highway acts, for said Projects which will be constructed to Federal and Commission's standards as a Federal-Aid Project, 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 constructing, establishing, maintaining and repaving, at its sole cost and expense, a public highway, at grade, over and across the right of way and track of the Cambridge Branch of the Railroad to replace the existing Gypsy Hill Road grade crossing just south of Cambridge, Maryland.

2. Detailed plans and specifications for the Project shall be prepared by the Commission, and identified as Commission's Contract No. D-328-3-141. 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, an easement for highway purposes on and across the right of way of the Railroad as shown on Commission's Plat No. 31947, print of which is attached hereto and made a part hereof.

4. Railroad, at Commission's expense, shall prepare its track for the proposed highway 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, at Commission's expense, relocate, change or alter such telephone, telegraph and signal lines, as well as other Railroad facilities, as may be necessary to accommodate the Project. Railroad, at its expense, shall thereafter maintain, repair and renew its said facilities.

5. Commission, at its expense, shall construct, except work which Railroad is to perform, the entire highway improvement, including the grouting of ballast, installing screening base course and paving between and in vicinity of the rails, and installing advance highway warning signs; shall install (including future enlargement, if necessary), drainage facilities along the track through the crossing and shall further install, such drainage pipes in Railroad's side ditches as may be made necessary as a result of the Commission's construction and required by the General Manager of Railroad having jurisdiction over this location; such drainage facilities shall be kept free of debris to permit the free run-off of water. Natural drainage shall be permitted to drain into said drainage facilities. If the above mentioned drains should at a later date prove inadequate, Commission shall install adequate drains.

6. Without previous notice from Railroad, the Commission, at its expense, shall maintain, repair and renew the entire highway crossing, including but not limited to the sub-surface and paving on and about the track of Railroad, and also the above mentioned advance warning signs, as well as approaches, drains and other facilities. The crossing, approaches and all appurtenances shall be kept in a good and safe manner so as not to jeopardize, impede or interfere with the full, free and safe use, operation and enjoyment by Railroad of its railroad and property. If, however, it is necessary at any time to perform any work in respect to the highway sub-surface of that part of the crossing between the rails or immediately adjacent thereto, Commission shall notify Railroad thereof, in writing, and Railroad, at the expense of Commission, shall perform such work.

7. 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.

8. Before Commission or its contractor performs any work at the crossing, reasonable advance written notice shall be given to the General Manager of Railroad or his representative, which notice shall not, however, be less than twenty-four (24) hours; provided, in case of emergency a notice may be given in such manner and at such time as shall be reasonably applicable to the situation. The work shall be performed at such time, in such manner, and with such materials as shall be satisfactory to the General Manager of Railroad or his representative. Following performance of any work by Commission or its contractor, Commission shall do, or cause contractor to do, all things necessary to restore the property and right of way of Railroad to an adequate and proper condition in accordance with good engineering practices.

9. In the course of any work performed by Commission or its contractor, Commission shall, in addition to any necessary and appropriate precautions, furnish or cause contractor to furnish any necessary, qualified watchmen to warn workmen or other persons about the work of the approach of any train or moving equipment upon the track of Railroad and to keep all workmen or other persons, equipment and materials a safe distance from the track (including any power, communication and signal wires) so that there will be no contact with trains, rolling equipment or wires. Railroad may furnish any watchmen, flagmen, track foremen, or such other employees as may be deemed necessary, in the judgment of the General Manager, to insure the safety of the Railroad during work

by the Contractor at the crossing, and the Commission shall reimburse the Railroad therefor as provided in Section 13 herein.

10. 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 13 herein.

11. 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 sub-contractor, 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 DELAWARE RAILROAD COMPANY, THE PENNSYLVANIA RAILROAD COMPANY, and THE PHILADELPHIA, BALTIMORE AND WASHINGTON RAILROAD COMPANY, as "The Insured" to comply with the standard Uniform Policy for Railroad Protective Liability and Property Damage Liability Insurance developed and adopted in 1958 by the A.A.S.H.O. - A.A.R.

The original of Policy (C) and certificates of (A) and (B) must be furnished to and approved by the Railroad. Contractor will not be permitted on Railroad property until Insurance Policy(s) have been approved. Policies, Certificates of Insurance, Notice of Cancellation, etc., are to be sent by the Contractor's insurer direct to the Engineering Officer's of the Railroad and the Commission. 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.

12. The above mentioned right or easement is given expressly subject to all rights of Railroad in said land, not inconsistent herewith, including but not limited to the paramount right of Railroad to operate and use and to maintain, repair, renew, enjoy (including but not limited to installation of additional tracks and other facilities) and improve its line of railroad, as it may now or hereafter exist. In the event it is necessary to disturb the crossing or any portion thereof or any of the appurtenances thereof for any of said purposes, Commission shall reimburse Railroad for the cost of repairing or restoring the paving and appurtenances thereof at the crossing.

13. (a) The Commission will reimburse the Railroad for all costs and expenses 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 setforth 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 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.

14. Upon completion of the Project, the Commission agrees to legally vacate, abandon, close and remove, or cause to be legally vacated, abandoned, closed and removed, and thereafter barricade, as

necessary, the existing grade crossing at Gypsy Mill Road so as to prevent its further use by highway or pedestrian traffic.

15. In the event the highway is vacated in the future, this right or easement shall cease and terminate as if it had never been granted, and Commission, at its expense, shall, upon written notice from Railroad, promptly remove the crossing and restore the premises of Railroad to their original condition.

16. 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.

17. 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 DELAWARE RAILROAD COMPANY

By _____ Vice President

ATTEST:

Asst. to the Secretary

THE PENNSYLVANIA RAILROAD COMPANY
Operating the Railroad of The Delaware 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 6th day of July, 1965.

Special Attorney

COMMONWEALTH OF PENNSYLVANIA)
COUNTY OF Philadelphia) ss.:

I HEREBY CERTIFY that on this 7th day of September, 1965, before me, the subscriber, a Notary Public of the Commonwealth of Pennsylvania, in and for the County aforesaid, personally appeared

F. D. FOX, ~~Vice~~ President, of THE DELAWARE RAILROAD COMPANY, and acknowledged the aforegoing Agreement to be the corporate act and deed of the said The Delaware Railroad Company.

AS WITNESS my hand and Notarial Seal.

Jno G. Sherwin
Notary Public

MY COMMISSION EXPIRES

PHILADELPHIA, PHILA. CO., PA.
COMMISSION EXPIRES
JUNE 5, 1967

COMMONWEALTH OF PENNSYLVANIA)
COUNTY OF Philadelphia) ss.:

I HEREBY CERTIFY THAT on this 7th day of September, 1965, before me, the subscriber, a Notary Public of the Commonwealth of Pennsylvania, in and for the County aforesaid, personally appeared G. C. Vaughan, General Manager, of THE PENNSYLVANIA RAILROAD COMPANY, and acknowledged the foregoing Agreement to be the corporate act and deed of the said The Pennsylvania Railroad Company.

AS WITNESS my hand and Notarial Seal.

Jno G. Sherwin
Notary Public

MY COMMISSION EXPIRES

PHILADELPHIA, PHILA. CO., PA.
COMMISSION EXPIRES
JUNE 5, 1967

STATE OF MARYLAND)
CITY OF BALTIMORE) ss.:

I HEREBY CERTIFY that on this 17th day of August, 1965, before me, the subscriber, a Notary Public of the State of Maryland, in and for the City of Baltimore, personally appeared John B. Funk, Chairman and Director of Highways, for the STATE ROADS COMMISSION OF THE STATE OF MARYLAND, and acknowledged the aforegoing Agreement to be the act and deed of the State Roads Commission of the State of Maryland, acting for the State of Maryland.

Harry F. Starks
Notary Public

MY COMMISSION EXPIRES
July 1 1967

Mr. Cassell
Extra copies

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JOHN B. FUNK
MONDAY, SEPTEMBER 14, 1964
***

On recommendation of Chief Engineer Fisher in letter of September 10, 1964, the following final payment was approved for payment, this project to be maintained by Dorchester County in accordance with terms of agreement dated October 7, 1963 between the State Roads Commission of Maryland and the County Commissioners of Dorchester County, Maryland:

Final payment of $14,900.54 for completion of grading, paving (Soil Cement Base Course with Surface Treatment), constructing bulkheads, slope protection on portion of County road approaches to bridge between Upper and Middle Hooper Islands, 0.17 mile, our Contract #D-334-1-117; FAP#S-9625(4), The John D. Sheetz Construction Co., contractor. The contract for this work was awarded on September 10, 1963 and was completed on July 31, 1964. The total amount of this contract is $95,910.46.

Copy: Mr. D. H. Fisher
Mr. F. P. Scrivener
Mr. C. A. Goldeisen
Mr. L. E. McCarl
Mr. C. A. Skirven (2)
Mr. M. M. Brodsky
Mr. H. G. Downs
Mr. A. L. Grubb
Mr. E. K. Lloyd
Mr. G. N. Lewis, Jr. (8)
Mr. J. Cincibus
Mrs. E. Rossman
Secretary's File #40703
Co. Commrs. of Dorchester Co.
SRC-Dorchester County
Contract D-334-1-117;FAP#S-9625(4)

Copy: Mr. A. S. Gordon (2)
Mr. D. H. Fisher (2)
Mr. R. J. Hajzyk
Mr. W. E. Woodford, Jr.
Mr. L. E. McCarl
Mr. C. A. Goldeisen
Mr. G. B. Chaires
Mr. F. P. Scrivener
Mr. L. C. Moser (3)
Mr. G. N. Lewis, Jr. (8)
Mr. M. M. Brodsky
Mr. H. G. Downs (4)
Mr. H. C. Bowers
Mr. E. K. Lloyd
Mr. M. D. Philpot (2)
Mr. A. L. Grubb
Mr. E. D. Reilly
Mr. G. W. Cassell
Mr. R. M. Thompson
Mr. Charles Lee
Mr. J. E. Gerick
Mr. C. A. Skirven (2)
Records & Research Section, R/W Div.
County Commrs. of Dorchester County (3)
Secretary's File #18964
" "
SRC-Dorchester County
SRC-Twelve Year Program

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, NOVEMBER 6, 1963
* * *

Upon motion duly made and seconded, the following regulation was adopted by the Commission:

"WHEREAS, Section 205 of Article 89B of the Maryland Code, 1957 Edition, as amended, provides that the State Roads Commission may, after advising and conferring with the governing body of any county and the legislative delegation from said county, change the priority of construction or transfer from one construction period to another, any project referred to in the 'Yellow Book,' or substitute any project listed in the 'Yellow Book' for a project listed in the 'Green Book,' and may, upon the written request of a majority of the members of such governing body and a majority of the members of such legislative delegation, substitute a project not included in either the 'Yellow Book' or the 'Green Book' for a project included in the 'Yellow Book,' provided any such rescheduling is within the mileage limitations provided in said Section, and

WHEREAS, the requirements of the aforesaid Section having been fully met, it is desired to substitute certain projects as hereinafter more particularly set forth.

NOW, THEREFORE, BE IT RESOLVED:

That the State Roads Commission of Maryland does hereby delete from the projects presently listed in the 'Yellow Book' the following projects or portions of projects in Dorchester County:

Maryland Route 392 beginning at Hurlock, toward Finchville, a distance of 2.29 miles

and does hereby substitute in lieu thereof, the following projects or portions of projects in Dorchester County:

Extension of Maryland Route 16 from Snow's Corner to U. S. Route 50 at Gypsy Hill Road, a distance of 2.29 miles."

Copy: Mr. A. S. Gordon (2)
Mr. D. H. Fisher
Mr. W. E. Woodford, Jr.
Mr. R. J. Hajzyk
Mr. C. A. Goldeisen
Mr. L. E. McCarl
Mr. G. B. Chaires
Mr. F. P. Scrivener
Mr. L. C. Moser (2)
Mr. G. N. Lewis, Jr. (8)
Mr. C. L. Wannen
Mr. H. G. Downs (4)
Mr. E. K. Lloyd
Mr. A. L. Grubb (2)
Mr. M. D. Philpot
Mr. C. A. Skirven (2)
Mr. Rolph Townshend
Mr. F. V. Dreyer
Mr. Charles Lee
Mr. G. W. Cassell
Mr. W. A. Friend
Mr. J. E. Gerick
Records & Research Section, R/W Div.
County Commissioners of Dorchester County
Secretary's File
SRC-Dorchester County

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JOHN B. FUNK
FRIDAY, DECEMBER 8, 1961
* * *

Chairman and Director Funk confirmed prior execution for and on behalf of the Commission of agreement, in quadruplicate, dated December 8, 1961, covering the transfer to the State Roads System of County Road #330 from U. S. Route 50 east of Cambridge to U. S. Route 50 west of Md. Route 397 on the north side of U. S. Route 50, a distance of 0.89 mile, as follows: New MD 750

"THIS AGREEMENT, made this 8th day of December 1961, by and between the State Roads Commission of Maryland, hereinafter referred to as 'Commission,' party of the first part, and the County Commissioners of Dorchester County, Maryland, hereinafter referred to as 'County Commissioners,' party of the second part.

WHEREAS, under authority contained in Section 79 of Article 89B of the Annotated Code of Maryland (1957 Edition), the 'Commission' is empowered to transfer State Highways, or portions thereof, to the Governing Bodies of the several counties of Maryland, for maintenance purposes.

WHEREAS, the Governing Bodies of the several counties of Maryland are empowered to transfer county roads, or portions thereof, to the State Roads Commission of Maryland, as part of their State Roads System.

NOW, THEREFORE, BE IT AGREED by the 'County Commissioners,' party of the second part, to transfer the following described section of county road, located in Dorchester County, Maryland, to the 'Commission,' party of the first part, as part of the State Roads System of Highways.

NOW, THEREFORE, THIS AGREEMENT WITNESSETH that for and in consideration of the sum of $1.00 and other good and valuable considerations, the receipt whereof is hereby acknowledged, the said 'Commission,' party of the first part, does hereby accept from the 'County Commissioners,' party of the second part, as part of the State Roads System, the following described section of county road.

'County Road #330, from U. S. Route 50 east of Cambridge to U. S. Route 50 west of Md. Route 397 on the north side of U. S. Route 50, 0.89 mile.'

This section of road was formerly MD 750-A. Was transferred to county by SRC minutes 5-22-58
Re-assigned former route number - MD 750
Re-assigned former control section No - 9-31

"IN CONSIDERATION of the aforegoing, the 'Commission,' by the execution of these presents, does hereby accept the aforesaid section of county road into the State Roads System.

IT IS FURTHER UNDERSTOOD AND AGREED between the parties hereto that:

1. The effective date for the transfer of the above described section of county road shall be July 1, 1962.

2. The additional road mileage will be excluded from the inventory as of the 1st day of December, 1961.

3. The basis for the allocation of funds will exclude the aforementioned county road mileage in the allocation to Dorchester County, beginning the 1st day of July, 1962.

4. The transfer of said road will be made on an 'As-Is-Basis,' which pertains to the existing condition of the road involved and will include all appurtenances and bridge structures.

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

STATE ROADS COMMISSION OF MARYLAND

ATTEST:

by (signed) John B. Funk
Chairman and Director of Highways

(signed) C. R. Pease
Secretary

APPROVED

(signed) David H. Fisher
Chief Engineer

APPROVED AS TO FORM AND LEGAL SUFFICIENCY

(signed) C. C. Seymour
Special Attorney

COUNTY COMMISSIONERS OF DORCHESTER COUNTY, MARYLAND

ATTEST:

by (signed) Ralph O. Wheatley
President

(signed) Emma Lee Henry
Chief Clerk to the Board of County Commissioners"

THE COUNTY COMMISSIONERS OF DORCHESTER COUNTY

CAMBRIDGE, MARYLAND
PHONE NO. AC 8-1700

RALPH O. WHEATLEY, PRESIDENT
EAST NEW MARKET, MD.

L. AUSTIN GRAY
ELLIOTT, MD.

E. ROSCOE WILLEY
CAMBRIDGE, MD.

EMMA LEE HENRY
CLERK TO COMMISSIONERS

EDWARD H. NABB
ATTORNEY TO COMMISSIONERS

November 24, 1961

SEE S.R.C. MINUTES DEC. 8, 1961

Mr. Robert J. Hajzyk, Chief
Division of Planning & Programming
State Roads Commission
300 West Preston Street
Baltimore 1, Maryland

Dear Mr. Hajzyk:

In reply to your letter of November 16, 1961 wish to advise our Board in regular session on November 21st passed unanimously that the effective date of transfer of County Road number 330 to the State Roads should be July 1, 1962.

Very truly yours,

COUNTY COMMISSIONERS OF DORCHESTER COUNTY

Emma Lee Henry

(Mrs.) Emma Lee Henry, Clerk

h

George Cassell

Dorchester County

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JOHN B. FUNK
TUESDAY, MARCH 15, 1960
***

F.A.S

On request of the Dorchester County Commissioners, through Mrs. Emma Lee Henry, Clerk, Dorchester County Roads Board, and concurring in recommendation of John E. Wolf, Chief, Bureau of Programming, for Robert J. Hajzyk, Director, Planning & Programming Division, in letter of March 7, 1960, Chairman and Director Funk authorized the programming of the following projects with the Bureau of Public Roads as Federal Aid Secondary projects in Dorchester County:

Project	FAS NO.	Length	Type of Paving	Estimated Cost
Beaver Neck Road	615	1.06 mi.	Gravel base, triple surf. treatment	$ 19,187.90
East New Market-Linkwood	707	0.70 "	" " " " "	6,914.38
Rhodesdale-Harrison Ferry	913	1.45 "	" " " " "	9,685.28
Hubbard Road	931	1.27 "	" " " " "	10,776.67
Wingates-Lakesville Road	622	1.80 "	Penetration macadam widening, gravel shoulders, single surf. tr.	12,629.34

Mr. Wolf's letter states that the total estimated cost of the improvements is $59,193.57 and Federal funds will participate to the extent of 50%, the remainder of the cost to be borne by the County. Dorchester County has to its credit an unprogrammed balance of $117,917.54 in Federal Aid Secondary Funds, which is in excess of $29,596.79 to be expended on these improvements. These projects, upon completion, will be maintained by Dorchester County as a part of its Secondary System.

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

Dorchester County
Mr Cassell

Copy: Mr. N. M. Pritchett
Mr. A. L. Grubb (2)
Mr. P. A. Kempter
Mr. C. A. Skirven (2)
Mr. C. S. Linville
Mr. G. N. Lewis, Jr. (8)
Mr. G. B. Chaires
Mr. F. P. Scrivener
Mr. L. S. Pfarr
Mr. Rolph Townshend
Miss A. T. Stickles
Major G. E. Davidson (2)
Md. Traffic Safety Comm.
County Commrs. of Dorchester County
SRC-Dorchester County
SRC-Weight Limitations

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JOHN B. FUNK
TUESDAY, MARCH 15, 1960
* * *

On request of the County Commissioners of Dorchester County and on recommendation of Mr. A. L. Grubb, Chief, Bureau of Bridges, Chairman and Director Funk authorized posting of the following county bridges as indicated:

Name of Road	Name of Bridge	Crossing	Location	Gross Load #	Maximum Speed M.P.H.
Blades	Hunting Creek	Hunting Creek	3/4 mi. N. Wright's Whf. Rd.	16,000	15 Co 2
Chicone Bridge	Small Chicone	Chicone Creek	½ mi. E. of Md. 331	18,000	15 Co 79
County	Buck	Slaughter Cr. Broads	1 mi. S. of town of Taylor's Is.	10,000	15 Co 233
"	Wingates-Toddville	Great Marsh	S.W. of Toddville	10,000	10 Co 266 WPC 3.5x12x15
"	Toddville-Farm Creek	Little Creek Marsh	½ mi. N.E. of Toddville	14,000	15 Co 266 WPC 4x14x19
"	Toddville-Bishop's Head	Great Marsh	1 mi. S.E. of Toddville	16,000	15 Co 269
"	Coursey's	Transquaking River	2 mi. N.E. of Bucktown	16,000	15 Co 120
Elliott Island	Elliott Island	Elliott Creek	Elliott Island	12,000	15 Co 111
" "	Pokata	Pokata Creek	5 mi. N. of Elliott Is.	16,000	15 Co 111
Griffith Neck	Bestpitch Ferry	Transquaking River	Bestpitch	18,000	15 Co 110 SHEET 1-A
" "	Little Bestpitch Ferry	Branch of Transquaking River	1 mi. E. of Bestpitch	18,000	15 Co 110 SHEET 1-B
" "	Little Drawbridge	Chicamacomico River	¼ mi. S. of Drawbridge	10,000	15 Co 110 SHEET 1-C
Hawkeye	E. New Market-Hawkeye	Branch of Transquaking Riv.	1½ mi. S. of E. New Market	20,000	15 Co 93 WPC 5x19x17

Copy: Mr. G. R. Pritchard
Mr. A. L. Crabb (2)
Mr. F. G. Spencer
Mr. C. A. O'Leary (2)
Mr. C. E. Ellwitz
Mr. C. M. Lewis, Jr. (2)
Mr. G. E. Chelsea
Mr. W. C. Harvener

Mr. L. G. Pfarr
Mr. Ralph Thornhood
Miss A. T. Stringfield
Major G. R. Dorsheimer (2)
Mr. Trellis Safety Comm.
County Commr. of Tewksbury County
Mr-Jerusalem County
Mr-Salem Lightplions

MEMORANDUM OF ACCIDENT OF STAT: BRIDGE CONSTRUCTION IN MCCLEAN
BY CHIEF-B ARP TRAFFIC JOHN E. MOSS
TUESDAY, MARCH 12, 1940

On request of the County Commissioners of Tewksbury County and on recommendation of Mr. A. L. Crabb, Chief, Bureau of Bridges, Charleston and Director that authorized posting of the following county bridges as indicated:

Date of Wed	Type of Bridge	Crossing	Location	Gross Vehicle Load Speed M.P.H.	
Alonzo	Floating Trestle	Floating Creek	Rte. 4, Wright's Ind. Ind.	14,000	15
Falcone Bridge	Steel Pikeone	Falcone Creek	1 mi. S. of Rt. 221	10,000	15
County	Bunk	Slaughter Cr. Branch	1 mi. S. of town of Tadlock's Ia.	10,000	15
"	Vlaporte-Toddville	Bear Branch	S.-. of Toddville	10,000	10
"	Toddville-Ferm Creek	Little Creek Branch	1 mi. N.E. of Toddville	14,000	15
"	Toddville-Blodgett Road	Bear Branch	1 mi. N.E. of Toddville	14,000	15
"	Courtney's	Transquaking River	2 mi. N.E. of Bookeen	10,000	15
Hilbert Island	Hilbert Island	Hilbert Creek	Hilbert Island	12,000	14
"	Tobias	Bobbin Creek	1 mi. N. of Hilbert Is.	14,000	15
Parkins Road	Warplick Ferry	Transquaking River	Hartplick	14,000	15
"	" Little Deer-pick Ferry	Branch of Transquaking River	1 mi. S. of Hartplick	12,000	15
"	" Little Tomp-kins	Choptank-Delaw River	1 mi. S. of Hartplick	10,000	15
Cadboy	D. Ger Martin-Bookeen	Branch of Transquaking Riv.	1½ mi. S. of E. Cam Bookeen	10,000	15

Name of Road	Name of Bridge	Crossing	Location	Gross Load #	Maximum Speed M.P.H.
Hip Root	Hip Root	Russell Swamp	½ mi. E. of Golden Hill	14,000	15 Co 235
" "	Little Hip Root	" "	At Golden Hill	14,000	15 Co 235 15 X 10 X 17
Indiantown	Chicone	Chicone Creek	1½ Mi. N. of Vienna	20,000	15 Co 75
New Bridge	New Bridge	Chicamacomico River	3½ mi. W. of "	14,000	15 Co 112
New Hart Mill	New Harts Mill Pond	Irving Pond	1½ mi. N. of Galestown	12,000	15 Co 64 WPC 6X17X12.5
Reids	Little Chicone	Chicone Creek	½ mi. E. of Reids Grove	14,000	15 Co 80 WPC 7X9X14
Shorters Wharf	Shorters Wharf	Blackwater Riv.	1 mi. N.E. of Robbins	12,000	15 Co 145
Smithville	Beaver Dam	Beaver Dam Cr.	2 mi. N. of Golden Hill	20,000	15 Co 234
Schnoors Lane	Stone Boundary-Schnoors	Br. of Green Brier Swamp	1½ mi. S.W. of Thompson	10,000	10 Co 143 WPC 2X18X17
Stone Boundary	Stone Boundary	Br. of Green Brier Swamp	1 mi. S.W. of Thompson	14,000	15 Co 134 WPC 4X16X13
Suicide Bridge	Secretary	Warwick River	Town of Secretary	14,000	15 Co 6 SHEET 1-B
Toddville	Toddville-Goose Creek	Little Creek Marsh	2 mi. S.E. of Toddville	14,000	15 Co 272 WPC 3.5X14X19
Wesley	Harts	Farm Creek	½ mi. N. of Toddville Road	14,000	15 Co 258
"	Little Harts	" " Marsh	½ mi. N. of Toddville Road	14,000	15 Co 258 WPC 4X13X19
White Marsh-Madison	White Marsh-Madison	Corsey Cr.	2 mi. S. of Madison	4,000	10 Co 221

Name of Road	Name of Bridge	Crossing	Location	Gross Maximum Load Capacity	Speed Limit
Tip Road	Big Moon	Russell Creek	1/2 mi. N. of Indian Mill	24,000	25
"	Little Big Moon	" "	At Indian Mill	16,000	25
Indiantown	Tillman	Tillman Creek	1 1/2 mi. N. of Tillman	20,000	25
New Bridge	New Tip Top	Tolomaccoslee River	3 1/2 mi. N. of "	16,000	25
New Mars Hill	New Mars Hill Road	Swing Road	3 1/2 mi. N. of Dolerstown	16,000	25
Yelps	Little Tillman	Tillman Creek	1/2 mi. E. of Yelps Cross	16,000	25
Shoshone Road	Shoshone	Shoshone Mill	1 mi. N.W. of Indian	12,000	25
Indianville	Beaver Dam	Beaver Dam Co.	2 mi. N. of Cobian Mill	20,000	25
Johnson Lane	Green Boundary-Johnson	Br. of Creek Below Dam	1 1/2 mi. S.W. of Thompson	10,000	20
Green Boundary	Green Boundary	Br. of Creek Below Dam	1 mi. S.W. of Thompson	16,000	25
Mexico Bridge	Mexico	Mexico River	Town of Mexico	16,000	25
Yorkville	Yorkville-Cross Creek	Little Creek	2 mi. N.E. of Yorkville	16,000	25
Bailey	Bailey	Bear Creek	1/2 mi. N. of Yorkville Road	16,000	25
"	Bailey-Bear	"	" Branch 1/2 mi. N. of Yorkville Road	16,000	25
Mills Creek-Hickman	White Oak-Hickman	Conway Co.	1 mi. E. of Hickman	6,000	20

Dorchester County

Copy: Mr. N. M. Pritchett
Mr. C. A. Goldeisen
Mr. C. A. Skirven (2)
Mr. W. B. Duckett
Mr. L. C. Moser (2)
Mr. H. G. Downs (2)
Mr. G. N. Lewis, Jr. (8)
Mr. C. L. Wannen
Glen Acres Company, Incorporated
Secretary's File
Contract D-211-1-115
SRC-Dorchester County

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, OCTOBER 7, 1959
***

On recommendation of Chief Engineer Pritchett in letter dated October 6, 1959, the following agreement was approved by resolution duly moved, seconded and adopted:

'WHEREAS the State Roads Commission hereinafter referred to as the "Commission" and the Glen Acres Company, Incorporated, Salisbury, Maryland, hereinafter referred to as the "Corporation", agree one with the other, to certain changes in and additions to the State Road, known as U. S. Route Number 50, lying within the corporate limits of Cambridge, Maryland, between the Woods Road (Station 159+29.50) and Sunburst Highway (Station 184) of Contract Number D-211-1-115, as indicated on attached plat, which plat is made a part of this agreement, and hereafter referred to as the "Plat".

WHEREAS the Corporation proposes certain improvements within their holdings adjacent to the State Roads right-of-way, which improvements require additional improvements and installations within the State's right-of-way, in consideration of which the Corporation will do the following as hereinafter outlined.

NOW, THEREFORE, BE IT AGREED by the Corporation, that the Corporation will provide, without cost to the State, the additional right-of-way along the south side of the eastbound lane of U. S. 50, between Station 172+49± and Station 180+24± as shown on the Plat.

NOW, THEREFORE, BE IT FURTHER AGREED by the Corporation, that the Corporation will be financially responsible to the Commission for the cost of additional construction between the existing and/or new right-of-way lines of U. S. 50 between Station 159+29 and Station 183 as listed below.

All paving shown in Red on Plat, together with all curbs, gutters, islands, inlets, drainage systems and other supporting appurtenances.

NOW, THEREFORE, BE IT FURTHER AGREED by the Corporation, that the Corporation will grant to the Commission the standard "Denial of Access" as indicated on the Plat.

NOW, THEREFORE, BE IT FURTHER AGREED that the Commission will grant to the Corporation the right-of-access at two locations across the right-of-way line along the south right-of-way line of U. S. 50 between Station 172+50 and station 182+00 at the following designated points, as shown on the Plat.

Station 173+18 to 173+61 (43')
Station 176+85 to 177+35 (50')

Copy: Mr. M. H. Pritchett Mr. G. H. Lamb, Jr. (2)
Mr. H. M. Middleton Mr. C. L. Cannon
Mr. C. A. Dilorne (2) Glen Acres Company, Incorporated
Mr. W. E. Dalcort Contract File
Mr. L. C. Hoser (2) Contract D-211-1-115
Mr. H. S. Downs (2) Sub-Incorporate Equity

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
HERESIAN, OCTOBER 7, 1950
***

On recommendation of Chief Engineer Pritchett in letter dated October 6, 1950, the following agreement was approved by resolution duly moved, seconded and adopted:

WHEREAS the State Roads Commission hereinafter referred to as the "Commission" and the Glen Acres Company, Incorporated, Baltimore, Maryland, hereinafter referred to as the "Corporation", agree one with the other, to certain changes in and additions to the State Road, known as U. S. Route Number 50, lying within the corporate limits of Cambridge, Maryland, between the Good Road (station 129+20.50) and Dunbury Highway (station 106) or Contract Number D-211-1-115, as indicated on attached plat, which plat is made a part of this agreement, and hereinafter referred to as the "Plat";

WHEREAS the Corporation proposes certain improvements within their holdings adjacent to the State Roads right-of-way, which improvements require additional improvements and installations within the State's right-of-way, in consideration of which the Corporation will do the following as hereinafter outlined;

NOW, THEREFORE, BE IT AGREED by the Corporation, that the Corporation will provide, without cost to the State, the additional right-of-way along the south side of the westbound lane of U. S. 50, between Station 117+47± and Station 120+24± as shown on the Plat;

NOW, THEREFORE, BE IT FURTHER AGREED by the Corporation, that the Corporation will be financially responsible to the Commission for the cost of additional construction between the existing and/or new right-of-way lines of U. S. 50 between Station 129+20 and Station 105 as listed below:

All paving shown in red on Plat, together with all curb, gutters, islands, inlets, drainage systems and other supporting appurtenances.

NOW, THEREFORE, BE IT FURTHER AGREED by the Corporation, that the Corporation will grant to the Commission the standard "Right of Access" as indicated on the Plat;

NOW, THEREFORE, BE IT FURTHER AGREED that the Commission will grant to the Corporation the right-of-access at the locations across the right-of-way line along the north right-of-way line of U. S. 50 between Station 117+50 and Station 120+00 as the following designated points, as shown on the Plat:

Station 117+10 to 117+40 (45')
Station 117+85 to 118+35 (50')

NOW, THEREFORE, BE IT FURTHER AGREED that the Corporation will purchase, install and maintain a three (3) phase, full-actuated traffic signal, in conformity with Commission specifications for material and installation, along U. S. 50 at station 177+. where the proposed cross-over is indicated on the Plat.'

Said agreement, in triplicate, approved and accepted by Glen Acres Company, Incorporated and executed on its behalf by Geo. P. Chandler, President, on September 29, 1959, approved as to form and legal sufficiency by Special Attorney C. C. Seymour on September 25, 1959, was executed by Chairman and Director of Highways John B. Funk for and on behalf of the Commission.

In connection with said agreement, the Commission directed that the proposed 50-ft. roadway connecting existing Washington Street with the eastbound lane of U. S. Route 50 shall be constructed to State Roads Commission's standards and, upon completion of construction, will be accepted into the State Roads System, in order to insure proper maintenance and snow removal.

DORCHESTER COUNTY

Mr. Cassell

Copy: Mr. A. S. Gordon
Mr. N. M. Pritchett
Mr. W. C. Hopkins
Mr. R. E. Jones
Mr. C. A. Goldeisen
Mr. A. F. Shure
Mr. G. N. Lewis, Jr. (8)
Mr. C. A. Skirven (2)
Mr. W. A. Friend
Mr. F. P. Scrivener
Secretary's File #18964
" "
Mr. C. L. Wannen
Mr. A. F. DiDomenico (2)
Mr. F. V. Dreyer
Mr. C. W. Clawson (4)
Mr. A. L. Grubb (2)
Mr. L. C. Moser
Records & Research Section-R/W Dept.
Mr. C. S. Linville
Mr. H. G. Downs (2)
SRC-12 Yr. Program
" -Dorchester County
Co. Commrs. of Dorchester County (3)

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
THURSDAY, MAY 22, 1958
***

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

On recommendation of Chief Engineer Pritchett, the Commission approved and Chairman Bonnell executed for and on its behalf letter agreement, dated February 28, 1958, between the County Commissioners of Dorchester County and the State Roads Commission, previously executed by the county officials, approved by Chief Engineer Pritchett, and approved as to legal sufficiency by Special Attorney Robert S. Rothenhoefer, reading as follows:

"In reply to your letter of January 23, 1958, wish to advise our Board approved revisions of certain projects in the 12 year program as outlined in your letter and if same meets with the approval of the legislative delegation we will have them sign this letter also.

We hereby agree to the following revisions in order that some improvement can be scheduled for Maryland 16 west of the recent improvement between Church Creek and Woolford, also on Maryland 335 between Maryland 336 at Crossroads and the Meekins Neck road.

It is agreed that you will use 4 miles of the 8.4 miles of the Rhodesdale-Caroline County line project for surveys, plans and right of way in the Second Period between the Caroline County line and a point in the vicinity of Hurlock, via relocation to Williamsburg and Maryland 307 to a point near Hurlock. That will leave approximately 4.4 miles between a point on Maryland 307 just east of Hurlock to Rhodesdale.

To place 2.2 miles of the Hoopers Island Road in the Second period, move up 2.2 miles of the Taylors Island Road from the Third to the Second Period, and place in the Third Period the remaining 2.2 miles on the Hoopers Island Road and the remaining 4.78 miles on the Taylors Island Road.

The State to accept back into the State system the 3.79 miles of road through Secretary from a point on Maryland 16 west of East New Market to Maryland 16 in East New Market and we would accept the 7.48 miles of Maryland 336 from the intersection of Andrews Road in Lakesville to the end of the State maintenance at Toddville. This would be an 'as is' exchange consummated just as soon as you prepare the necessary papers.

DORCHESTER COUNTY

You would also prepare the necessary documents for the section of Old Maryland 331 just south of Hurlock (shown as Maryland 339 in the tabulation); the section of Old Maryland 14 west of Brookview (designated as Maryland 341 in the tabulation) at the Kelly Road; the four sections of Old Maryland 14 adjacent to the Old Marshy Hope Creek Bridge, in the vicinity of Brookview (designated as Maryland 535 in the tabulation); also Maryland 531 from Galestown to the Delaware line. These, likewise, would be 'as is' transfers.

For the old sections of U. S. Route 50, (shown on your tabulations as Maryland 750) -- Sub-sections 1 through 8, it was agreed that the County Commissioners would accept these sections for maintenance upon the normal maintenance improvement, to be made by your maintenance forces as soon as weather permits.

Very truly yours,

County Commissioners of Dorchester County

(SEAL)

(Sgd.) M. Baker Robbins
M. Baker Robbins, President

(Sgd.) Ralph O. Wheatley
Ralph O. Wheatley

(Sgd.) Emma Lee Henry
Emma Lee Henry, Clerk

(Sgd.) E. Roscoe Willey
E. Roscoe Willey

(Sgd.) Frederick C. Malkus
Senator Frederick Malkus

State Roads Commission

(Sgd.) John T. Adams
John T. Adams

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

(Sgd.) Earl Bennett
Earl Bennett

Attest:

(Sgd.) C. R. Pease
Secretary

(Sgd.) Lottie Brinsfield
(Mrs.) Lottie Brinsfield

Approved as to
legal sufficiency
May 1 19 58

(Sgd.) Clarence H. Corkran, Jr.
Clarence Corkran

(Sgd.) Robert S. Rothenhoefer
Special Attorney

Approved

5/15/58 (Sgd.) Norman M. Pritchett
Date Chief Engineer "

Approved

5/15/58 (Sgd.) Norman M. Pritchett
Date Chief Engineer

Copy: Mr. A. S. Gordon
Mr. N. M. Pritchett
Mr. W. C. Hopkins
Mr. R. E. Jones
Mr. C. A. Goldeisen
Mr. A. F. Shure
Mr. G. N. Lewis, Jr. (8)
Mr. C. A. Skirven (2)
Mr. W. A. Friend
Mr. F. P. Scrivener
Mr. C. L. Wannen
Mr. A. F. DiDomenico (2)
Mr. F. V. Dreyer
Mr. C. W. Clawson (4)
Mr. A. L. Grubb (2)
Mr. L. C. Moser
Records & Research Section-R/W Dept.
Mr. C. S. Linville
Mr. H. G. Downs (2)
Co. Commrs. of Dorchester County (3)
Secretary's File
SRC-Dorchester County

DORCHESTER COUNTY
ROAD EXCHANGE

At the regular meeting of the State Roads Commission of Maryland, held at the office of the Commission in Baltimore, Maryland, on May 22, 1958, upon motion duly made and seconded, the following resolution was adopted.

WHEREAS, under authority contained in Section 65 of Article 89B of the Annotated Code of Maryland, the State Roads Commission of Maryland is empowered to transfer State Highways, or portions thereof, to the Governing Bodies of the several Counties of Maryland, for maintenance purposes, and

WHEREAS, the Governing Bodies of the several Counties of Maryland are empowered to transfer County Roads, or portions thereof, to the State Roads Commission of Maryland, as part of their State Roads System.

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

Map No.	Route No.	From	To	Miles	
1.	Md. 819 (Old Md. 339)	Md. 331 S. of Hurlock	Md. 331	0.38	C.S. 9-33
2.	Md. 341	Md. 14 W. of Brookview	Md. 14	0.13	9-33
	Md. 535	Md. 14	Barricade	0.21	
3.	Md. 535	So. Connection	Md. 14	0.04	9-33
	Md. 535	No. Connection	Md. 14	0.03	
	Md. 535	Md. 14	Barricade	0.16	
4.	Md. 531	Galestown	Delaware State Line	2.87	9-28
8.	Md. 750-1	U.S. 50 E. of Cambridge	U.S. 50 W. of Md. 397	0.82	
11.	Md. 750-2	U.S. 50 ½ Mi. E. of Md. 16	Past Chateau Ch. to U.S. 50	1.21	
12.	Md. 750-3	U.S. 50 thru Hicksburg Hickman	U.S. 50	0.59	
13.	Md. 750-4	U.S. 50 thru Linkwood	U.S. 50	1.83	C.S. 9-31
14.	Md. 750-5	U.S. 50 E. of Linkwood	U.S. 50 W. of Salem	0.54	
15.	Md. 750-6	U.S. 50 thru Salem	U.S. 50	1.17	
16.	Md. 750-7	U.S. 50 at Big Mill Pond	U.S. 50	1.28	
17.	Md. 750-8	U.S. 50 W. of Vienna	U.S. 50 at Vienna	1.01	
19.	Md. 336	Lakesville	Toddville	7.18	9-21
			TOTAL	19.45	

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

Map No.	Route No.	From	To	Miles	
20.	Old Md. 14	Md. 16 S.W. East New Market Thru Secretary to Md. 392		3.79	WAS C.S. 31W
21.	Md. 392	County bridge over Marshyhope Creek		0.07	HAS BEEN INCLUDED IN STATE MILE
			TOTAL	3.86	

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

1. The effective date for such transfer of roads and bridge be July 1, 1959.
2. The basis for allocation of funds will include the additional County Road mileage in the allocation to Dorchester County beginning July 1, 1959.
3. That such exchange be made on an "As-is Basis", which pertains to the existing condition of the roads and bridge involved.

STATE ROADS COMMISSION OF MARYLAND

ATTEST:

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

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

Approved as to form and
legal sufficiency
May 19 19 58
(Sgd.) R. S. Rothenhoefer
Special Attorney

At the regular meeting of the Governing Body of Dorchester County, Maryland, held at its office on May 13, 1958, upon motion duly made and seconded, the following resolution was adopted.

WHEREAS, the State Roads Commission, at its meeting held on May 22, 1958, did formally transfer to this County, for maintenance purposes, the State Roads described in the foregoing section of its resolution, bearing the said date, and the Governing Body is willing to accept the aforesaid roads into the County Road System, for maintenance purposes; and

WHEREAS, the State Roads Commission, at its meeting held May 22, 1958. did formally accept from this County, as part of the State Roads System, the County Road and bridge described in the foregoing section of its resolution, bearing the said date, and the County Commissioners are willing to transfer the aforesaid County Road and bridge to become a part of the State Roads System; NOW THEREFORE,

BE IT RESOLVED by the Governing Body of Dorchester County, Maryland, that the foregoing roads, transferred by the State Roads Commission of Maryland to this County and the foregoing road and bridge transferred by Dorchester County to the State Roads Commission of Maryland by virtue of the resolution adopted by the State Roads Commission on May 22. 1958, be, and the exchange of roads, and bridge as heretofore outlined, are accepted by Dorchester County.

(SEAL)

COUNTY COMMISSIONERS OF DORCHESTER COUNTY, MARYLAND

ATTEST:

By (Sgd.) M. Baker Robbins
Approved President

(Sgd.) Emma Lee Henry
Chief Clerk to the Board of
County Commissioners

DORCHESTER COUNTY

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

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

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

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

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

DORCHESTER Co.

Road exchange

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, MAY 15, 1957

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

As recommended by Chief Engineer Pritchett in letter of May 9, 1957, the Commission approved a proposed exchange of roads between the Commission and Dorchester County whereby the State Roads Commission would transfer to the County a total of 13.68 miles, of which the Commission would surface treat 7.63 miles, and would accept from the County the Marshyhope Bridge on Md. Route #392. Mr. Pritchett proposes the finalizing of such exchange by formal agreement to be prepared and executed by the County and the Commission.

Formal agreement
May 22, 1958
WCH

Copy: Messrs. Pritchett
Goldeisen
Morison
Skirven
Friend
Grubb
Clawson
Lewis
DiDomenico
Secretary's File
SRC-Dorchester County

5/31/57

Our records to be changed upon receipt of copy of formal agreement which should indicate effective date

Geo. W. Cassell

DORCHESTER COUNTY
CAMBRIDGE
(ROAD EXCHANGE)

October 31, 1956

Mr. G. L. Dail, Clerk and Treasurer
City of Cambridge
Cambridge, Maryland

Road Exchange -
Dorchester County

Dear Mr. Dail:

With further regard to the transfer of Md. 714 and a section of Md. 343 totaling 2.08 miles within the corporate limits of the City of Cambridge from the State system to municipalstreet system of Cambridge, please be advised that the State Roads Commission has complied with their agreement by resurfacing Muse, Gay and Poplar Streets.

The agreement to improve the surface on these streets is included in your resolution dated December 15, 1955 and in the Minutes of the State Roads Commission dated December 21, 1955 agreeing to the transfer and the conditions outlined in the resolutions.

We have been advised by our District Engineer Mr. C. Albert Skirven by letter dated October 18, 1956 that the resurfacing referred to above has been accomplished.

Very truly yours,

Walter A. Friend,
Associate Engineer

jr

cc: Robert O. Bennell (2)
Norman E. Pritchett (2)
Geo. N. Lewis, Jr.,
C. A. Skirven

Dorchester
Road Transfer

State Roads Commission
TRAFFIC DIVISION
FEB 15 1956
Geo. N. Lewis, Jr.
Director

February 10, 1956

Mr. C. A. Skirven, District Engineer
Salisbury, Md.

Re: Md. #14 and #307
Dorchester County

Dear Mr. Skirven:

The Minutes of the State Roads Commission of December 3rd, 1953, provided for the transfer to Dorchester County of that part of Md.#14, west of East New Market (Control Section 9-6) in exchange for the county road from Hurlock to ~~the~~ East New Market, upon completion of improvements by Dorchester County and transfer of same to the State.

The new section or road along the railroad between Hurlock and East New Market when accepted into the State System will be numbered Md. #307. Control Section data will be furnished by the Traffic Division. The extension of Md. #392 to connect with new road will be numbered Md. #392.

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

Dorchester

Cambridge, Dorchester Road Exchange

4 copies

State Roads Commission
TRAFFIC DIVISION
JAN 25 1956
Geo. N. Lewis, Jr.
Director

January 24, 1956

Mr. C. A. Skirven, District Engineer
Salisbury, Maryland

Dear Mr.Skirven:-

Route Number Changes
Road Exchange
Cambridge-Dorchester County

Md. #551, Con. Sec. 9-29 has been re-numbered Md. #343.

Md. #343, Con. Sec. 9-22 in Cambridge has been re-numbered Md. #795 for temporary record purposes only, and not to be posted on roads or shown on maps.

Route number #551 is withdrawn from use.

Upon effective date of road exchange the following State routes will be transferred to the Mayor and City Council of Cambridge and the route numbers withdrawn from use:

Md. #744 - Con. Sec. 9-30

Md. #795 (formerly Md. #343) Con. Sec. 9-22

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

D

Cambridge,

4 copies

State Roads Commission
PROJECT DIVISION

JAN 25 1956

Geo. N. Lewis, Jr.
Director

January 24, 1956

Mr. C. A. Skirven, District Engineer
Salisbury, Maryland

Dear Mr.Skirven:-

Route Number Changes
Road Exchange
Cambridge-Dorchester County

Md. #551, Con. Sec. 9-29 has been re-numbered Md. #343.

Md. #343, Con. Sec. 9-22 in Cambridge has been re-numbered Md. #795 for temporary record purposes only, and not to be posted on roads or shown on maps.

Route number #551 is withdrawn from use.

Upon effective date of road exchange the following State routes will be transferred to the Mayor and City Council of Cambridge and the route numbers withdrawn from use:

Md. #744 - Con. Sec. 9-30

Md. #795 (formerly Md. #343) Con. Sec. 9-22

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

D

Cambridge, D.

4 copies

State Roads Commission
DIVISION

JAN 25 1956

Geo. N. Lewis, Jr.
Director

January 24, 1956

Mr. C. A. Skirven, District Engineer
Salisbury, Maryland

Dear Mr.Skirven:-

Route Number Changes
Road Exchange
Cambridge-Dorchester County

Md. #551, Con. Sec. 9-29 has been re-numbered Md. #343.

Md. #343, Con. Sec. 9-22 in Cambridge has been re-numbered Md. #795 for temporary record purposes only, and not to be posted on roads or shown on maps.

Route number #551 is withdrawn from use.

Upon effective date of road exchange the following State routes will be transferred to the Mayor and City Council of Cambridge and the route numbers withdrawn from use:

Md. #744 - Con. Sec. 9-30

Md. #795 (formerly Md. #343) Con. Sec. 9-22

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

D

Cambridge
Dorchester Co
Road Change

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, DECEMBER 21, 1955

***

Present: Senator Edgar T. Bennett and Mr. Bramwell Kelly.

On recommendation of Chief Engineer Norman M. Pritchett in letter dated December 15, 1955, the Commission formalized the transfer from the State Roads System to the Municipal Street System of The City of Cambridge, of the following sections of State roads:

Map No.	Route No.	From	To	Miles
5	Md. 343 (consisting of the following streets: Poplar, Gay from Poplar to Muse, Muse, Market and Maryland Avenue)	Washington Street	Sunburst Avenue a part of High,	1.49
6	Md. 744 (consisting of Dorchester Avenue)	Washington Street	Maryland Avenue	0.59
			Total	2.08

as agreed to in resolution adopted by The City of Cambridge on December 5, 1955 (previously verbally agreed to on November 8, 1955), subject to the following conditions:

1. The bridge over Cambridge Creek will be retained for maintenance by the State Roads Commission of Maryland.

2. The State Roads Commission of Maryland will resurface the section of Maryland 343 from the bridge over Cambridge Creek to the junction of High and Poplar Streets for a distance of 0.15 mile.

Copy: Mr. R. H. McCain
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. C. A. Skirven (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
The City of Cambridge (3)
Secretary's File
SRC-Dorchester County
Secretary's File #124

Cambridge
Dorchester Co.
Road Exchange

COPY

State Roads Commission
TRAFFIC DIVISION

DEC 16 1955

Geo. N. Lewis, Jr.
Director

Mr. Cassell

December 15, 1955

Road Exchange - Dorchester County
City of Cambridge

State Roads Commission,
Baltimore, Maryland.

Gentlemen:

Advisory Engineer W. F. Childs, Jr. has worked with the City of Cambridge to have them accept certain sections of State highways within the city of Cambridge into their system of streets. This is explained in the attached copy of letter from Mr. Childs to the writer dated December 9, 1955.

It will be noted that in return for resurfacing 0.15 mile of Md. Route 343 that the city will accept 2.08 miles of State highways into their system. These State highways are urban in character and serve no useful purpose in continuity of our highway system. The estimated cost of the agreed upon resurfacing is $4,000.

I concur in Mr. Childs' recommendation that the Commission take favorable action in this matter.

While the date on the two copies of the official resolution of the City Council of Cambridge, which are attached hereto, is December 5, 1955, the Council had previously agreed to this proposition on November 8, 1955. Under the circumstances, it would probably be well for the Commission to date their action as of November 30, 1955.

Very truly yours,

Chief Engineer.

NMP:HMR.
CC: Mr. R. H. McCain,
Senator E. T. Bennett,
Mr. Bramwell Kelly,
Mr. G. N. Lewis, Jr.

3

STATE OF MARYLAND
STATE ROADS COMMISSION
108 EAST LEXINGTON STREET
BALTIMORE 3, MD.

December 9, 1955

Road Exchange - Dorchester County
City of Cambridge

Mr. N. M. Pritchett
Chief Engineer
State Roads Commission

Dear Mr. Pritchett:

I am enclosing letter dated December 7 from Mr. C. L. Dail, Clerk and Treasurer, City of Cambridge, together with two copies of signed resolution passed by the Mayor and Council of Cambridge on December 5, accepting the following State highways as a part of the Municipal Street System of the City of Cambridge:

Md 343 from Washington St. to Sunburst Ave. - - - -	1.49	miles
Md 744 from Washington St. to Maryland Ave. - - - -	0.59	"
Total - - - - - -	2.08	"

Acceptance is conditioned on the fact that the State Roads Commission will resurface 0.15 mile of Md 343 from the bridge over Cambridge Creek to the intersection of High and Poplar Streets, which has been agreed to.

There is attached copy of my letter in reply to Mr. Dail, with which I returned the third copy of the resolution, which was not signed by the Mayor, and with the request that Mayor Smith sign it and return it promptly.

While the resolution was passed on December 5, the Mayor and Council agreed tentatively to the exchange of roads following correspondence with them on June 21.

I recommend approval of the exchange by the Commission.

Yours very truly,

W. F. Childs, Jr.

Advisory Engineer

WFC/hs

Attachments
cc Mr. C. A. Skirven
Mr. W. A. Friend

Mr Cassell
Please handle.
12/17/55

STATE OF MARYLAND
STATE ROADS COMMISSION
108 EAST LEXINGTON STREET
BALTIMORE-3, MD.

December 15, 1955

Road Exchange - Dorchester County
City of Cambridge

Mr. George N. Lewis, Jr.
Director - Traffic Division
State Roads Commission

Dear Mr. Lewis:

By resolution passed by the Mayor and Council of the City of Cambridge on December 5 they agreed to accept the following State highways as a part of the Municipal Street System of Cambridge:

Md 343 from Washington St. to Sunburst Ave. - - -	1.49 miles
Md 744 from Washington St. to Maryland Ave. - - -	0.59 "
Total - - - - - - - - -	2.08 "

While the resolution has not as yet been approved by the State Roads Commission, I do not believe that there will be any question as to their action.

In acknowledging receipt of the resolution from the Mayor and Council of the City of Cambridge by letter to Mr. C. L. Dail, Clerk and Treasurer, I advised him that it would be necessary, in order to obtain the benefit of this mileage in the allocation of the motor vehicle revenues to the City of Cambridge for the fiscal year beginning July 1, 1956, for him to include this mileage in his report to you before December 31 of this year.

I am advised by Mr. Dail that the revised mileage within the City of Cambridge was sent to you about a month ago and this mileage was not included. He requests that we have this added to the form which was submitted for this year.

If this is not the proper procedure, it would be appreciated if you would promptly forward to Mr. Dail another form so that this mileage may be added.

Mr. George N. Lewis, Jr.

December 15, 1955

I am enclosing copy of letter of December 13 from Mr. Dail and I shall send Mr. Dail copy of this letter to you.

Yours very truly,

Advisory Engineer

WFC/hs

Attachment

cc Mr. C. L. Dail

C
O
P
Y

CITY OF CAMBRIDGE

CAMBRIDGE, MARYLAND

December 13, 1955

Mr. W. F. Childs, Jr., Advisory Engr.
State Roads Commission
108 East Lexington Street
Baltimore 3, Maryland

Dear Mr. Childs:

Am very sorry that we had the wrong resolution sent to you; however, I am now enclosing the third copy — properly signed.

The reason I mentioned having these streets included in our schedule of mileage is because our schedule had already gone in — about a month ago — and if these streets could be added without a new schedule, we would appreciate it, as we do not have anymore forms here.

Thanking you for your cooperation, I am

Sincerely yours,

C. L. Dail
Clerk & Treasurer

CLD/klh
Enclosure

December 15, 1955

Road Exchange - Dorchester County
City of Cambridge

Mr. C. L. Dail, Clerk & Treasurer
City of Cambridge
Cambridge, Maryland

Dear Mr. Dail:

I thank you very kindly for your letter of December 13 forwarding the third signed copy of the resolution passed by the Mayor and Council of the City of Cambridge on December 5, approving the exchange of roads between the State Highway System and the Municipal Street System of Cambridge.

I notice that you have already sent in the revised mileage for the year ending December 31, 1955, and I attach copy of my letter of even date to Mr. Lewis, requesting that he add this mileage to the form previously submitted by you and if this is not the proper procedure, to forward you promptly additional forms on which to report this mileage.

With the Season's Greetings,

Sincerely yours,

Advisory Engineer

WFC/hs

Attachment

cc Mr. G. N. Lewis, Jr.

Dorchester Co
Vienna,
Road Transfer

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
FRIDAY, JULY 8, 1955.

Present: Mr. Russell H. McCain, Chairman, and Mr. Bramwell Kelly.

On recommendation of Chief Engineer Norman M. Pritchett in letter dated July 5, the Commission approved the transfer from the State Roads System to the Vienna Town System of Streets, of three sections of highway lying within the town limits of Vienna, Maryland, namely: "Item 18-Maryland 750, Maryland 750K and Maryland 331, all south of US Route No. 50 in Vienna, Md., totaling 0.55 miles", as agreed in resolution of the Commissioners of Vienna, Maryland, adopted June 21, 1955.

Copy: Messrs: Pritchett
Childs
Hopkins
Morison
Goldeisen
Shure
Skirven
Scrivener
Wannen
DiDomenico
Clawson
Lewis
Comm. of Vienna
Secty's file
Dorchester Co.

Dorchester

STATE OF MARYLAND
STATE ROADS COMMISSION
108 EAST LE INGTON STREET
BALTIMORE-3, MD.

7/8/55

July 5, 1955

Road Exchange - Vienna
Dorchester County

State Roads Commission,
Baltimore, Md.

Gentlemen:

Attached hereto are three copies of a resolution adopted by the Commissioners of Vienna in Dorchester County, in which they agreed to take into the town system of streets certain short sections of State highway.

No compensatory mileage is being taken over by the Commission, so it is recommended that the Commission take favorable action on the resolution.

Very truly yours,

Norman M. Pritchett

Chief Engineer.

NMP:HMR.

CC: Mr. R. H. McCain,
Senator E. T. Bennett,
Mr. Bramwell Kelly.

750 Cambridge to Vienna.

750 - Going under city limits of Vienna S of 50,
331 -

Secretary's File
No. 22281

RESOLUTION

RECEIVED
JUN 23 1955
W. F. CHILDS, Jr.

The Commissioners of Vienna, Maryland, met in special session on date of June 21st, 1955, with the following commissioners present; Walton H. Phillips, President; Russell Lewis and Harold L. Richardson. Among the proceedings of the meeting was the following:

WHEREAS, The Commissioners of Vienna, Maryland, are desirous that the State Roads Commission of Maryland, permit the Town of Vienna, Maryland, to take over all state highways south of U. S. Route No. 50, within the town limits of Vienna, Maryland, and;

WHEREAS, said state highways lying south of U. S. Route No. 50 within the town limits of Vienna, Maryland, are identified more particularly as follows: Item 18-Maryland 750, Maryland 750K and Maryland 331, all south of U. S. Route No. 50 in Vienna, Maryland, totaling 0.55 miles. Said highways lying and being within the incorporate limits of Vienna, Maryland, and;

WHEREAS, the Commissioners of Vienna, Maryland, feel that it would be advantageous to the Town of Vienna, Maryland, for the State Roads Commission of Maryland, to permit the said Commissioners of Vienna, Maryland, to take over, maintain and have absolute jurisdiction over the aforementioned three sections of state highways situated within the incorporate limits of Vienna, Maryland, and;

WHEREAS, the said Commissioners of Vienna, Maryland, have been advised by the State Roads Commission of Maryland, that said Commission is agreeable for the transfer of the three pieces of state highways south of U. S. Route No. 50, which lies within the Town limits of Vienna, Maryland, namely Item 18-Md. 750, Md. 750K and Md. 331, all south of U. S. Route No. 50, in Vienna, total 0.55 miles to the said Commissioners of Vienna, Maryland. This action is hereby being taken by the said Town Commissioners.

NOW, THEREFORE, BE IT AND IT IS HEREBY RESOLVED that the Commissioners of Vienna, Maryland, in special session this date

accepts the aforementioned three pieces of said state highways lying south of U. S. Route No. 50 and situated, lying and being within the incorporate limits of Vienna, Maryland, from the said State Roads Commission of Maryland. The said Commissioners of Vienna, Maryland, to maintain said highways and have full jurisdiction over the same.

Motion made by Commissioner Harold Richardson, seconded by Commissioner Russell Lewis and unamiously passed by the said Commissioners of Vienna, Maryland, this 21st day of June, 1955.

COMMISSIONERS OF VIENNA.

(Seal)

W. R. Phillips
Walton H. Phillips,
President

Russell Lewis
Russell Lewis
Commissioner

ATTESTED BY:

Wilsie Reddish
Clerk to the Commissioners
of Vienna, Maryland.

Harold L. Richardson
Harold L. Richardson
Commissioner

Dorchester Co

Mr. Caswell

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
THURSDAY, MAY 5, 1955
******

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

On request of the County Commissioners of Dorchester County, forwarded to the Commission with letter dated May 3, 1955 from Chief Engineer Norman M. Pritchett, by Assistant to Chief Engineer Austin F. Shure, the Commission approved the use of Federal-Aid Funds to the extent of $4,900.00 for the surface treatment of four projects, referred to as; 1. Woodpecker Road, 2. Hubbard Road, 3. Hynson Road, and 4. Courseys Bridge Road.

Mr. Shure's letter states in part:

"The total cost of the work involved amounts to $13,357.20, of which Federal participation will be to the extent of approximately 50% with the exception of the Courseys Bridge Road, Item No.4, which was programmed on a former date; however, revisions are now necessary which will involve additional funds.

"The amount available to the credit of the County is placed at $5,360.00, which is adequate for the proposed improvement. A map is included with the County's recommendation, showing the location of the roads, all of which are on the County Secondary Road System."

Copy: Messrs McCain, Pritchett, Hopkins, Morison, Goldeisen, Shure, Skirven, DiDomenico, Clawson, Scrivener, Lewis, Grubb, Moser, Wannen, Bowers; Mrs. G. S. Rice
Co. Commrs. of Dorchester Co.
SRC-Dorchester Co.

D

EXCERPT FROM MINUTES OF MEETING OF THE STATE LOANS COMMISSION
THURSDAY, MAY 5, 1955
*****

Present: Mr. Purcell E. McCain, Chairman, Senator Oliver T. Bennett and Mr. Brewster Kelly.

On request of the County Commissioners of Dorchester County, forwarded to the Commission with letter dated May 3, 1955 from Chief Engineer Norman M. Pritchett, by Assistant to Chief Engineer Martin S. Evans, the Commission approved the use of Federal-aid funds to the extent of $4,500.00 for the surface treatment of four projects, referred to as: 1. Woodpecker Road, 2. Hubbard Road, 3. Hudson Road, and 4. Cooper's Bridge Road.

Mr. Evans's letter reads in part:

"The total cost of the work involved amounts to $13,537.80, of which Federal participation will be to the extent of approximately 50% with the exception of the Cooper's Bridge Road, Item No.4, which was programed on a former date; however, revisions are now necessary which will involve additional funds.

"The amount available to the credit of the County is placed at $5,300.00, which is adequate for the proposed improvement. A map is included with the County's recommendation, showing the location of the roads, all of which are on the County Secondary Road System."

Copy: Messrs McCain, Pritchett, Hopkins, Morrison, Tolliver, Shere, Skirven, Bishop-Wilson, Gibson, Fortkamp, Lewis, Cross, Moser, Hannon, Powers; Mrs. G. P. Giles
Co. Commrs. of Dorchester Co.
Sec-Dorchester Co.

Dorchester Co
Mr Russell

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, APRIL 6, 1955
******

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

With a letter to the Commission, dated March 26, 1955, Chief Engineer Norman M. Pritchett transmitted copy of letter from The County Commissioners of Dorchester County to Mr. C. Albert Skirven, District Engineer, dated January 27, 1955, and a copy of letter dated February 8, 1955 from C. A. Goldeisen, Assistant Chief Engineer-Construction to Mr. Pritchett, all relative to a change in design of pavement in connection with Route 16 Relocation, Hurlock-East New Market, Contract D-238-1-115, which project is covered by an agreement between the State Roads Commission of Maryland and the County Commissioners of Dorchester County, dated December 2, 1953.

In their letter of January 27, 1953, as referred to above, the County Commissioners of Dorchester County advise that at their regular meeting on January 25, 1955:-

> "The following resolution was passed in regards to construction, provided cost of same did not exceed cost of original plan:
> 'To change the type of surface construction from present design, which is 5" macadam base course and 2" of #10 "screenings" course to two - 4" compacted layers, constructed of a mixture of sand and #3 aggregate to a total depth of 8" that will be surface treated in same manner as described in formerly proposed 5" base course. The presently proposed 3" penetration for specification "B" macadam which is at present proposed to be placed at a future time will be changed so as to eliminate the use of 3" penetration macadam. The "specification" "B" to be used will consist of "leveling" course, approximately 1" thick, on top of this will be placed a wearing course 1½" thick!"

In his letter of March 26, 1955, Chief Engineer Pritchett indicated his agreement to the change as authorized. Accordingly, the Commission concurred in such change and directed that the agreement between the State Roads Commission and County Commissioners of Dorchester County be amended as provided by the said resolution of Dorchester County.

Copy: Messrs McCain, Hopkins, Goldeisen, Wannen, Clawson, Shure, Lewis, Mrs.G.Rice.
Messrs Pritchett, Morison, Skirven, DiDomenico, Bowers, Moser, Scrivener.
Secretary's File #19681
Contract #D-238-1-115
SRC-Dorchester County

D

MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, APRIL 6, 1955

Present: Mr. Russell H. McCann, Chairman, Senator Edgar T. Warren and Mr. Brewster Kelly.

With a letter to the Commission, dated March 30, 1955, Chief Engineer Norman M. Pritchett transmitted copy of letter from the County Commissioners of Dorchester County to R. C. Albert Stevens, Chief Engineer, dated January 27, 1955, and a copy of letter dated January 6, 1955 from C. A. Goldstein, Assistant Chief Engineer-Construction to Mr. Pritchett, all relative to a change in design of pavement in connection with Route 16 Relocation, Hurlock-East New Market, Contract 2-238-1-115, which project is covered by an Agreement between the State Roads Commission of Maryland and the County Commissioners of Dorchester County, dated December 2, 1953.

In their letter of January 27, 1955, as referred to above, the County Commissioners of Dorchester County advise that at their regular meeting on January 25, 1955:-

> "The following resolution was passed in regards to construction, provided cost of same did not exceed cost of original plans
>
> 'To change the type of surface construction from rigid design, which is 5" macadam base course and 1" of #10 "Asphaltic" course to two - 1" composed layers, constructed of a mixture of sand and #7 aggregate to a total depth of 8" that will be surface treated in same manner as described in formerly proposed 5" base course. The previously proposed 3" penetration for specification "B" macadam which is at present proposed to be placed at a future time will be changed so as to eliminate the use of 3" penetration macadam. The "specification" "B" to be used will consist of "levelling" course, approximately 3" thick, on top of this will be placed a wearing course 1" thick."

In his letter of March 30, 1955, Chief Engineer Pritchett indicated his agreement to the change as authorized. Accordingly, the Commission moved in such change and directed that the Agreement between the State Roads Commission and County Commissioners of Dorchester County be executed as provided by the said resolution of Dorchester County.

Copy Messrs Stokes, Hopkins, Nicholson, Hanson, Dawson, Dawson, Lewis, Kirk, C. Hoe.

Messrs Pritchett, Heritage, Skirven, Di'Comanico, Powers, Moser, Fritz.
Secretary's File #18651
Contract D-238-1-115
Dorchester County

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, JANUARY 20, 1954
*****

Present: Senator Edgar T. Bennett and Mr. David M. Nichols.

On recommendation of Chief Engineer Norman M. Pritchett, the Commission executed agreement, in triplicate, dated December 17, 1953, by and between the State Roads Commission of Maryland, acting for the State of Maryland, party of the firt part, and the Delaware Railroad Company, a corporation and the Pennsylvania Railroad Company, a corporation, operating as Lessee of The Philadelphia, Baltimore and Washington Railroad Company the railroad of the Delaware Railroad Company, party of the second part, said agreement having been approved as to form and legal sufficiency by Henry L. Rogers, Special Assistant Attorney General.

The said agreement provides for the installation and maintenance of flashing light signals of the automatic electric type at the railroad grade crossing on U.S. Route 50 at Linkwood, in Dorchester County, the Railroad to obtain the materials and to do and perform with its own employees and force, and work equipment, for account of and at the cost and expense of the State, the work of installing said flashing light signals at said crossing, and after said flashing light signals have been installed and are in working order satisfactory to the parties thereto, the Railroad shall immediately put the same into service and operation, and said flashing light signals, and all their appurtenances, shall thereupon be maintained by the Railroad, at its expense.

Copy Messrs Pritchett
Morison (2)
Skirven
Lewis, Jr.,
Clawson,
SRC- Dorchester County

Messrs Bowers
Wannen
Md. Traffic Safety Commission
Major R.M. Ridgely (2)
Secretary's File

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, DECEMBER 2, 1953
***

Present: Mr. Russell H. McCain, Chairman, Senator Edgar T. Bennett and Mr. David M. Nichols.

Following review by representatives of the Engineering Division and on recommendation of Chief Engineer W. F. Childs, Jr., Chairman Russell H. McCain executed for and on behalf of the Commission, agreement dated the 2nd day of December, 1953, by and between the State Roads Commission of Maryland and the County Commissioners of Dorchester County, providing for the cost participation, construction and maintenance of a new highway leading from the point of intersection of the new Finchville Road and Maryland Route 331 in Hurlock, Maryland, generally west and southwestwardly to intersect with Maryland Route 16 south and west of East New Market, Maryland, said highway to be constructed as a Federal Aid secondary project, and providing for the acceptance by the County Commissioners of Dorchester County from the Commission the transfer of the following section of present State Highway, to the end that from and after the said transfer, the County will maintain and repair said section of road at its sole cost and expense:

> "That approximate 3.79 mile section of Maryland Route 14 extending northerly from its intersection with Maryland Route 16 southwest of East New Market, to the town of Secretary, thence southeasterly through East New Market to its intersection with the new road above described."

The Commission directed that said agreement, which has been approved as to form and legal sufficiency by Special Attorney W. Warren Stultz, be forwarded to the County Commissioners of Dorchester County for execution on their part.

Copy: Mr. R. H. McCain
Mr. W. F. Childs, Jr.
Mr. W. C. Hopkins
Mr. F. A. Morison
Mr. C. A. Goldeisen
Mr. C. A. Skirven
Mr. C. L. Wannen
Mr. A. F. DiDomenico
Mr. Allan Lee
Mr. H. C. Bowers
Mr. A. F. Shure
Mr. L. C. Moser
Mr. G. N. Lewis, Jr.
Mr. F. P. Scrivener
Mrs. G. S. Rice
Secretary's File
SRC-Dorchester Co.
Cont. D-238-115

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, DECEMBER 2, 1953
****

Present: Mr. Russell H. McCain, Chairman, Senator Edgar T. Bennett and Mr. David M. Nichols.

Following review by representatives of the Engineering Division and on recommendation of Chief Engineer W.F. Childs, Jr., Chairman Russell H. McCain executed for and on behalf of the Commission, agreement dated the 2nd day of December, 1953, by and between the State Roads Commission of Maryland and the County Commissioners of Dorchester County, providing for the cost participation, construction and maintenance of a new highway leading from the point of intersection of the new Finchville Road and Maryland Route 331 in Hurlock, Maryland, generally west and southwestwardly to intersect with Maryland Route 16 south and west of East New Market, Maryland, said highway to be constructed as a Federal Aid secondary project, and providing for the acceptance by the County Commissioners of Dorchester County from the Commission the transfer of the following section of present State Highway, to the end that from and after the said transfer, the County will maintain and repair said section of road at its sole cost and expense:

"That approximate 3.79 mile section of Maryland Route 14 extending northerly from its intersection with Maryland Route 16 southwest of East New Market, to the town of Secretary, thence southeasterly through East New Market to its intersection with the new road above described."

The Commission directed that said agreement which has been approved as to form and legal sufficiency by Special Attorney W. Warren Stultz, be forwarded to the County Commissioners of Dorchester County for execution on their part.

Copy Messrs McCain,
Childs
Hopkins
Morison
Goldeisen
Skirven
Wannen
DiDomenico
Allan Lee

Messrs Bowers
Shure
Moser
Lewis
Scrivener
Rice
Secretary's File
SRC-Dorchester Co.
Cont. D-238-115

THIS AGREEMENT executed in duplicate and made this 2nd day of December, 1953, by and between the State Roads Commission of Maryland hereinafter sometimes called the "Commission", and the County Commissioners of Dorchester County, hereinafter sometimes called the "County", witnesseth:

WHEREAS the parties hereto have mutually agreed upon a plan for the construction of a new highway leading from the point of intersection of the new Finchville Road and Maryland Route 331 in Hurlock, Maryland, generally west and southwestwardly to intersect with Maryland Route 16 south and west of East New Market, Maryland, all as hereinafter described, as a Federal Aid secondary project, and

WHEREAS, said plan includes a transfer by the Commission to the said County of a section of present state highway as hereinafter described, and

WHEREAS the parties hereto are desirous of executing this agreement in order to fully state their respective rights and obligations, with respect to said plan.

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

1. The Commission hereby agrees to construct or have constructed, to minimum State standards, as the first stage of construction of said road, a twenty-four foot roadway of five (5) inch compacted macadam pavement, graded to proper cross section and profile over the following route:

> Beginning in Hurlock, Dorchester County, Maryland, at the point of intersection of the new Finchville Road and Maryland Route 331, near the south town limits of Hurlock, and running in a westwardly direction to intersect the existing county road leading from Hurlock to East New Market, thence with said county road in a southwestwardly direction, generally parallel to and west of the Cambridge Branch of the Pennsylvania Railroad, to Maryland Route 14 at East New Market, thence by relocation southwesterly to intersect with Maryland Route 16, south and west of said East New Market.

2. The Commission hereby agrees to acquire, at its sole cost and expense but subject to the County's obligation to repay a part thereof as hereinafter set forth, an 80-foot wide right of way along the course of said

roadway; said right of way, where the same parallels the tracks of the Railroad, shall be contiguous to and west of the said Railroad's right of way; no reduction in said width shall be permitted except with the written approval of the Commission's Engineering Department.

3. The parties hereto mutually agree to take all the necessary steps on their respective parts to be done, in order that said new road shall comply with all requirements of the Federal Government with respect to aid for secondary roads, to the end that said road shall be set up as a part of the Federal Aid Secondary System and share in the federal funds provided for such projects.

4. The Commission hereby agrees to contribute toward the cost of said first stage of construction and toward the acquisition of said right of way, the following amounts:

a. The sum of One Hundred Twenty-five Thousand ($125,000.00) Dollars toward the cost of said first stage of construction.

b. One-half of the consideration and expenses incurred in the acquisition of said right of way.

In addition, the Commission agrees to accept said new road, upon satisfactory completion of the first stage of its construction, as a part of its state system of roads, to be maintained and repaired by it at its sole cost and expense.

5. The County hereby agrees to contribute toward the cost of said first stage of construction and toward the acquisition of said right of way, the following amounts in the following manner:

a. The remainder of the total cost of said first stage of construction after the Commission's said contribution and such Federal Aid Secondary money as may be allocated for said road are subtracted from said total cost.

b. One half of the consideration and expenses incurred in the acquisition of said right of way.

c. The above payments shall be made by the County by periodic deductions from its share of county road maintenance funds, at such times and in such amounts as may hereafter be mutually agreed upon by the parties hereto.

In addition, the County agrees to accept from the Commission the

transfer of the following section of present State Highway, to the end that from and after the said transfer, the County will maintain and repair said section of road at its sole cost and expense:

> That approximate 3.79 mile section of Maryland Route 14 extending northerly from its intersection with Maryland Route 16 southwest of East New Market, to the town of Secretary, thence southeasterly through East New Market to its intersection with the new road above described.

6. The parties hereto mutually covenant and agree as follows with respect to the second stage of construction of said roadway:

a. That the same will consist of a three (3) inch penetration macadam or asphaltic concrete wearing surface (at the election of the Commission), to be constructed at such time and in such manner as may hereafter be determined by the Commission.

b. That the same will be paid for by the parties hereto as follows: the County will contribute the sum of Fifty Thousand ($50,000.00) Dollars and the Commission will pay the balance of the cost thereof.

c. That the County's said contribution toward the cost of said second stage shall be made by periodic deductions from its share of county road maintenance funds, at such times and in such amounts as may hereafter be mutually agreed upon by the parties hereto.

7. The cost of said road including the second stage thereof shall be determined by the Commission using therefor the unit price and final quantity of each item of the construction thereof plus the actual cost to the Commission of engineering and overhead expenses, and the construction thereof shall be under the sole charge and supervision of the Commission and shall be performed, in compliance with Commission plans as approved by the Federal Government where necessary by the contractor submitting the lowest acceptable bid to the Commission after advertisement for the same by the Commission.

8. This agreement shall inure to and be binding upon the parties hereto and their respective successors.

WITNESS the hands and seals of the parties hereto the day and date first above written.

STATE ROADS COMMISSION OF MARYLAND

WITNESS:

By Russell H. McCain (SEAL)
Chairman

Secretary

COUNTY COMMISSIONERS OF DORCHESTER COUNTY

By M. Baker Robson (SEAL)
Chairman

Emma Lee Henry
Clerk

Recommended for Approval

11/30/53
Date Chief Engineer

Approved as to form and legality

Nov. 18, 53

Special Attorney

Mr Cassell

D

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
THURSDAY, AUGUST 9, 1951
***

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

As referred to in letter of July 24 from Chief Engineer W. F. Childs, Jr., the Commission authorized the Chief Engineer to program with the Bureau of Public Roads for improvement with Federal Aid Urban and Federal Aid Secondary Funds -

(1) Widening and resurfacing Washington Street, Md. 551 and Md. 343, from Race Street to the western urban limits in the Town of Cambridge, a distance of 0.429 mile, as set up by the Transportation Study, as a Federal Aid Urban Project, and

(2) Widening and resurfacing section of Md. 343, from the western urban limits of Cambridge westerly toward Lloyds, for a distance of 2.92 miles, as a Federal Aid Secondary project.

Both of the above referred to sections are to be improved under Contract D-224, and upon completion to remain in the State Road System.

In approving the programming of this work, it is contemplated that the Commission will match the Town of Cambridge's share of the Federal Aid Urban Funds as well as the County's share of Federal Aid Secondary Fundson the respective sections, with the Town of Cambridge providing funds in the amount of $18,500.00, and Dorchester County providing funds in the amount of $12,000.00, to cover their respective interests in storm sewer construction to be involved in the project.

Copy: Messts. McCain, Childs, Hopkins, Morison, Goldeisen, Shure, Skirven, Scrivener, DiDomenico, Lewis, Lee, Grubb, Wannen, Bowers, Rice, Co. Commrs. of Dorchester Co. and City of Cambridge.

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, JULY 25, 1951
***

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

The Commission approved recommendation of Chief Engineer W. F. Childs, Jr. in letter dated July 20, covering request of the County Commissioners of Dorchester County that the following roads be programmed with the Bureau of Public Roads for utilization of Federal Aid Secondary Funds:

"Egypt Road, from the end of existing surface treatment south, for a distance of 1,00 mile.
16' double Bituminous Surface Treatment.
Estimated Cost $3,500.00.

Ravenswood Road, from Middletown Branch Road to Drawbridge Road. Length 4.20 miles.
16' - 3" Penetration Macadam Surface Course.
Estimated Cost $40,000.00.

This work is to be performed on a force account basis with County forces which is agreeable to the Bureau of Public Roads.

The two projects when completed will be maintained by the County."

Copy: Messrs. McCain, Childs, Hopkins, Morison, Goldeisen, Shure, Skirven, Scrivener, DiDomenico, Lewis, Lee, Grubb, Wannen, Bowers and Rice. Also Co. Commrs. of Dorchester Co.

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
THURSDAY, FEBRUARY 8, 1951
***

Present: Mr. Russell H. McCain, Chairman, Messrs. Avery W. Hall and Leonard E. Kolmer.

On recommendation of Chief Engineer W. F. Childs, Jr., as set forth in his letter of February 6, 1951 to the State Roads Commission, the following final estimate was approved for payment and this bridge accepted into the State Highway System for maintenance. Detail of the cost of this contract will be submitted by the Comptroller and recorded in the minutes at a subsequent meeting of the Commission.

Final estimate of $21,577.18 for completion of construction of a treated timber pile bridge over Slaughter Creek connecting Taylor's Island with State Route #16 on the Mainland, our Contract #D-102-1-115 FAP#S-183 (1), The John D. Sheetz Construction Company, contractor. The contract for this work was awarded on July 20, 1949 and was completed on July 25, 1950. The total amount of this contract is $191,069.12.

Copy: Mr. W. F. Childs, Jr.
Mr. W. C. Hopkins
Mr. P. A. Morison
Mr. C. A. Goldeisen
Mr. C. A. Skirven
Mr. A. F. DiDomenico
Mr. F. P. Scrivener
Co. Commrs. of Dorchester Co.
Mr. C. L. Wannen
Mr. Allan Lee
Mr. A. L. Grubb
Mr. G. N. Lewis, Jr.
Mr. W. A. Friend
Mr. W. O. Robins
Mrs. G. S. Rice

State Roads Commission
TRAFFIC DIVISION

FEB 19 1951

Geo. N. Lewis Jr.
Director

MINUTES FROM MEETING OF MEMBERS OF THE STATE ROADS COMMISSION
THURSDAY, FEBRUARY 8, 1951

Present: Mr. Russell E. Martin, Chairman, Messrs. Avery R. Bell and Leonard J. Heiner.

On recommendation of Chief Engineer F. T. Dalton, Mr. Martin in his letter of February 6, 1951 to the State Roads Commission, the following final estimate was approved for payment and this bridge accepted into the State highway system for maintenance. Detail of the work of this contract will be submitted by the Co-operator and recorded in the minutes at a subsequent meeting of the Commission.

Final estimate on Job 377, for completion of construction of a prestressed concrete pile bridge over Shaughnessy Creek approaches Taylor's Island with State Route 335 in the Taylors Island District (Dorchester County), Co-operator, Jos. Lowndes Construction Company, Contractor. The completed roadway was opened to traffic and was completed on July 31, 1950. The total amount of this contract is $38,040.14.

COPY TO:

Mr. R. F. Dalton, Jr.
Mr. E. O. Moyers
Mr. J. A. Bentley
Mr. C. A. Brandson
Mr. C. A. Brown
Mr. A. E. Greenberg
Mr. F. P. Hoffmann
Mr. R. E. Martin
Mr. J. Wallace Lee
Mr. A. A. Brown
Mr. C. S. Lewis, Jr.
Mr. E. A. Hyland
Mr. A. B. Robins
Mrs. E. S. Wise
Co. Commr. of Dorchester Co.

October 20, 1950

Col. Frank J. Atwood,
315 Fourth Avenue
New York 10, N.Y.

Dear Colonel Atwood: Roads Accepted into County System

Thank you very much for your letter of October 17 relative to your application for the taking over of a private road as a county road by the County Commissioners of Dorchester County.

Effective July 1, 1947 the County Commissioners of Dorchester County elected to maintain their county system of highways, therefore, the State Roads Commission has no authority as to which road will be accepted into the county system or to the extent of work done on any of the county roads.

The Form HPS 39 is merely a form sent to this office by the County Commissioners of Dorchester County indicating when they have taken into the county system additional mileage for which they are given credit in the distribution of their share of the gasoline tax and motor vehicle revenue.

I would, therefore, suggest that you make your wishes known in regard to the acceptance of the private road and county maintenance to the County Commissioners of Dorchester County, Cambridge, Maryland.

Very truly yours,

Geo. N. Lewis, Jr.,
Director

GNLjr-d

cc: Mr. Henry Weir,
County Roads Engineer, Dorchester County
Cambridge, Md.

Mr. C. Albert Skirven

COLONEL FRANK J. ATWOOD
315 FOURTH AVENUE
NEW YORK 10, N. Y.

October 17, 1950

State Road Commission
108 East Lexington Avenue
Baltimore 3, Maryland

Attention: Mr. George Lewis

Dear Mr. Lewis:

Recently I visited the office of Henry Weir, County Engineer of Dorchester County, in regard to the application which was made on Form HPS 39 Dorchester County for the taking over of a private Road by Dorchester County as a County Road. This application was filed on January 5, 1949 by the Road Commissioners of Dorchester County.

The Road in question is in Election District No. 9 of Dorchester County and goes by the name of "Plantation Road" which extends in a Northwesterly direction from State Road No. 16 at a point approximately six miles Southwest of Cambridge. The application Form HPS 39 showed this State Road No. 16 as Route 335. The Road which has been requested be approved as a County Road is approximately one-half mile in length and is as shown on the attached aerial map as extending from Point A to Point B. It now appears that it would be very desirable to have included in that approval an extension to Point C as shown on the attached map. This section also is a private Road at the present time, however, both Mr. Wilbur Dashiell who owns a part of it and Mr. W. C. Dickerson who owns the other part have expressed their approval to make this a County Road. The reason for the extension to Point C is that as shown on the map it is proposed to build a house between my house and Mr. Dickerson's house facing on Fishing Creek. Also Mr. Dickerson has for sale a part of his land where, when sold, there would be a house built facing on Fishing Creek. This would make a total of

four properties extending to the end of what is proposed for a County Road to Point C. The total length from the State Road to Point C is approximately three quarters of a mile.

It appears that the commissioners have heard nothing from their application since January 1949 and with the County engineers concurrence I am writing to you in connection with the giving approval to the making of this Road a County Road. Your action in this connection will be appreciated very greatly indeed.

Yours very truly,

F. J. Atwood

Enclosure

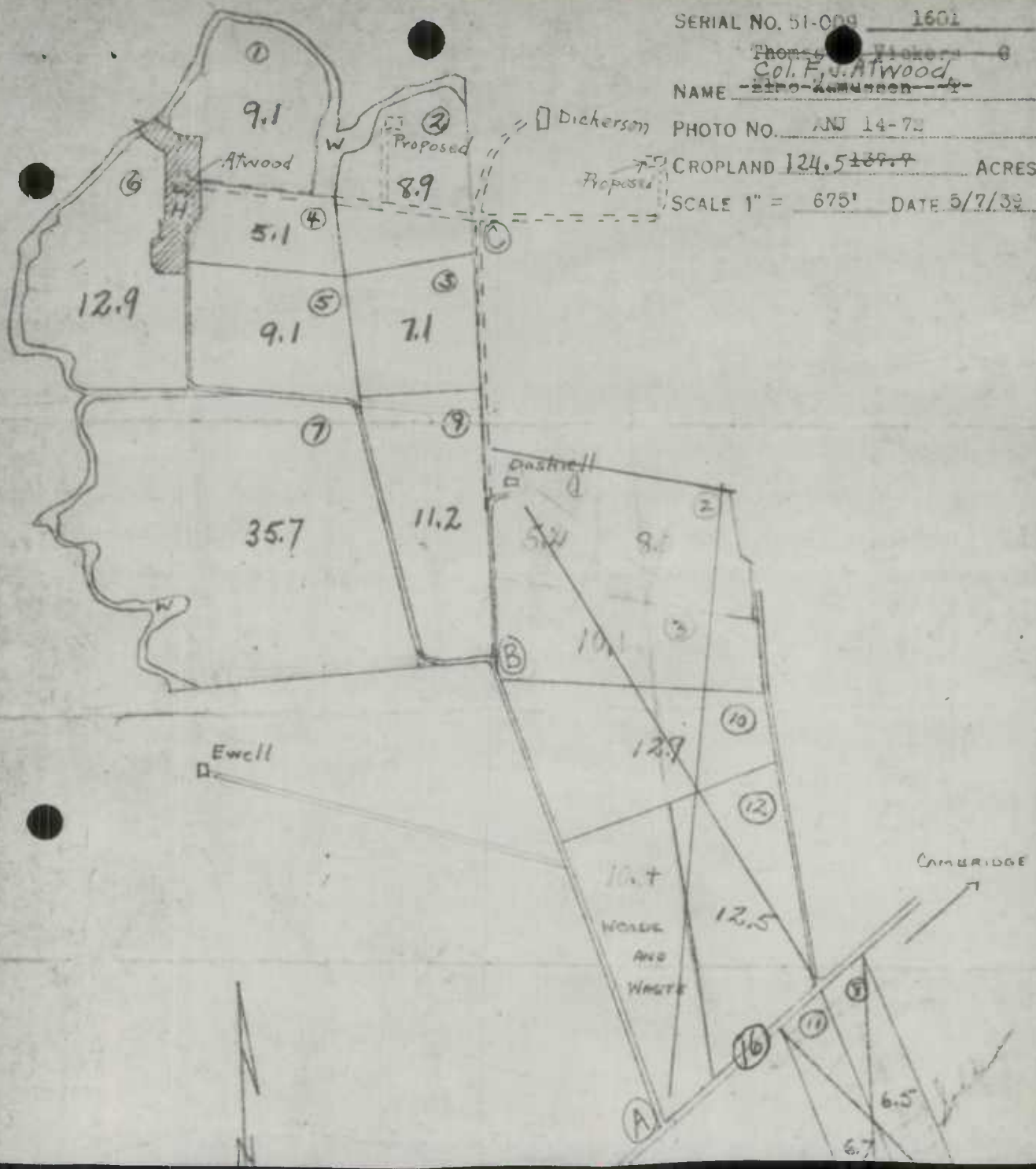
SERIAL NO. 51-009 1601

NAME ~~Thomas Dickerson~~ ~~Eliza Ammerson~~ Col. F. J. Atwood

PHOTO NO. ANJ 14-72

CROPLAND 124.5 ~~139.4~~ ACRES

SCALE 1" = 675' DATE 5/7/39



SRC Minutes

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, OCTOBER 11, 1950
***

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

Upon motion duly made and seconded, the following Resolution was formally adopted by the Commission:

WHEREAS, the State Roads Commission found it necessary to replace Taylor's Island Bridge, and

WHEREAS, the State Roads Commission has determined that the approach road to the old bridge is no longer necessary, and

WHEREAS, the State Roads Commission has determined to abandon the approach road to the old bridge.

NOW, THEREFORE, BE IT RESOLVED: That the State Roads Commission has officially closed and by these presents does hereby abandon the approach road to the old Taylor's Island Bridge, said road more particularly described as follows:

"All that portion of the bed of the old roadway leading to the former bridge over Slaughter Creek in Dorchester County, Maryland, and described as follows:

Beginning for the same at the point where the old roadway leading to the old bridge over Slaughter Creek is intersected by the Northernmost right of way line of the new State Highway leading to the new bridge over Slaughter Creek as shown on the State Roads Commission's Plat No. 7502 and running thence in a Westerly direction a distance of approximately 330 feet more or less to the waters of Slaughter Creek.

Saving and Excepting from this abandonment whatever slopes and drainage rights as shall, in the opinion of the State Roads Commission of Maryland, be required to support and protect the new State Highway within the area of the land, easements and rights shown on the Commission's Plat No. 7502."

Dorchester

Copy: Mr. W. F. Childs, Jr.
Mr. P. A. Morison
Mr. C. A. Skirven
Mr. F. P. Scrivener
Mr. C. L. Wannen
Mr. A. L. Grubb
Mr. Clarke Murphy, Jr.
Mr. W. C. Hopkins
Mr. A. F. DiDomenico
Mr. A. F. Shure
Mr. L. W. Kern
Mr. Allen Lee
Mr. G. N. Lewis, Jr.

C
O
P
Y

September 19, 1947

Mr. P. A. Morison
Assistant Chief Engineer
Office

Dear Mr. Morison:

I am submitting for your approval, the attached sketch reviewing the present State Roads set-up at Vienna, Maryland.

The old U. S. 213 from the new road intersection west will be known as Md. 750 and the continuation of this same road toward the river, which was Md. 487 and the connection between U. S. 213 and old 487 (now Md. 750) which was Md. 485, will be known as Md. 750.

The connection between Md. 331 (Bethal Rd.) crossing U. S. 213 and terminating at Md. 750 in Vienna, which was Md. 486, will change to Md. 331 as indicated on the sketch. These changes will eliminate #485, #486 and #487 as assigned route numbers.

The District Engineer and Resident Engineer will be notified immediately upon notice of approval.

Very truly yours,

T. H. McNulty
Maintenance Division

Dorchester County

C
O
P
Y

October 6, 1947

Mr. Thomas H. McNulty
Maintenance Division
Office

Dear Mr. McNulty:

This is to advise that the change in route numbers at Vienna as set up in your letter of September 19th, with sketch attached, is satisfactory.

Therefore, please notify the proper departments of this change.

Very truly yours,

P. A. Morison
Asst. Chief Engineer

PAM:ef

Dorchester County

Mr Cassell

For your records

Sly 10/9/47

Mrs D
Should be filed with additions
to the State Hwy System
Also State Hwy. Route Changes.

DEPARTMENT OF PUBLIC WORKS
STATE OF MARYLAND
STATE ROADS COMMISSION
108 E. LEXINGTON STREET
BALTIMORE - 3, MD.

October 9, 1947

Mr. C. A. Skirven,
District Engineer
State Roads Commission
Salisbury, Maryland

Dear Mr. Skirven:

The following changes have been made to the State Road set-up in the vicinity of Vienna.

Index

	Old Number	New Number
#1	U.S. 213, Section 19	Md. 750, Section 7
#2	Md. 487, Section 1	Md. 750, Section 8
#3	Md. 485, Section 1	Md. 750, Section 9
#4	Md. 486, Section 1	Md. 331, Section 12
#5	---	U.S. 213, Section 19

Description

#1 - Md. 750, Section 7, Old Road from Big Mill Pond to Vienna, 16' bit. penetration, 1.01 miles.

#2 - Md. 750, Section 8, in Vienna twd. Nanticoke River, 16' bit. penetration, 0.45 miles.

#3 - Md. 750, Section 9, connection thru Vienna from U.S. 213 to Md. 750, Section 8, 16' concrete, 0.06 miles.

#4 - Md. 331, Section 12, Spur thru Vienna from Bethel Road to Md. 750, Section 8, 15' concrete, 0.17 miles.

#5 - U.S. 213, Section 19, from Big Mill Pond to Vienna, 24' bit. penetration, 0.10 miles, 24' concrete & 2 - 8.0' bituminous treated shoulders, 3.18 miles.

Please revise your records according to the above to take effect immediately.

Very truly yours,

Thos. H. McRulty

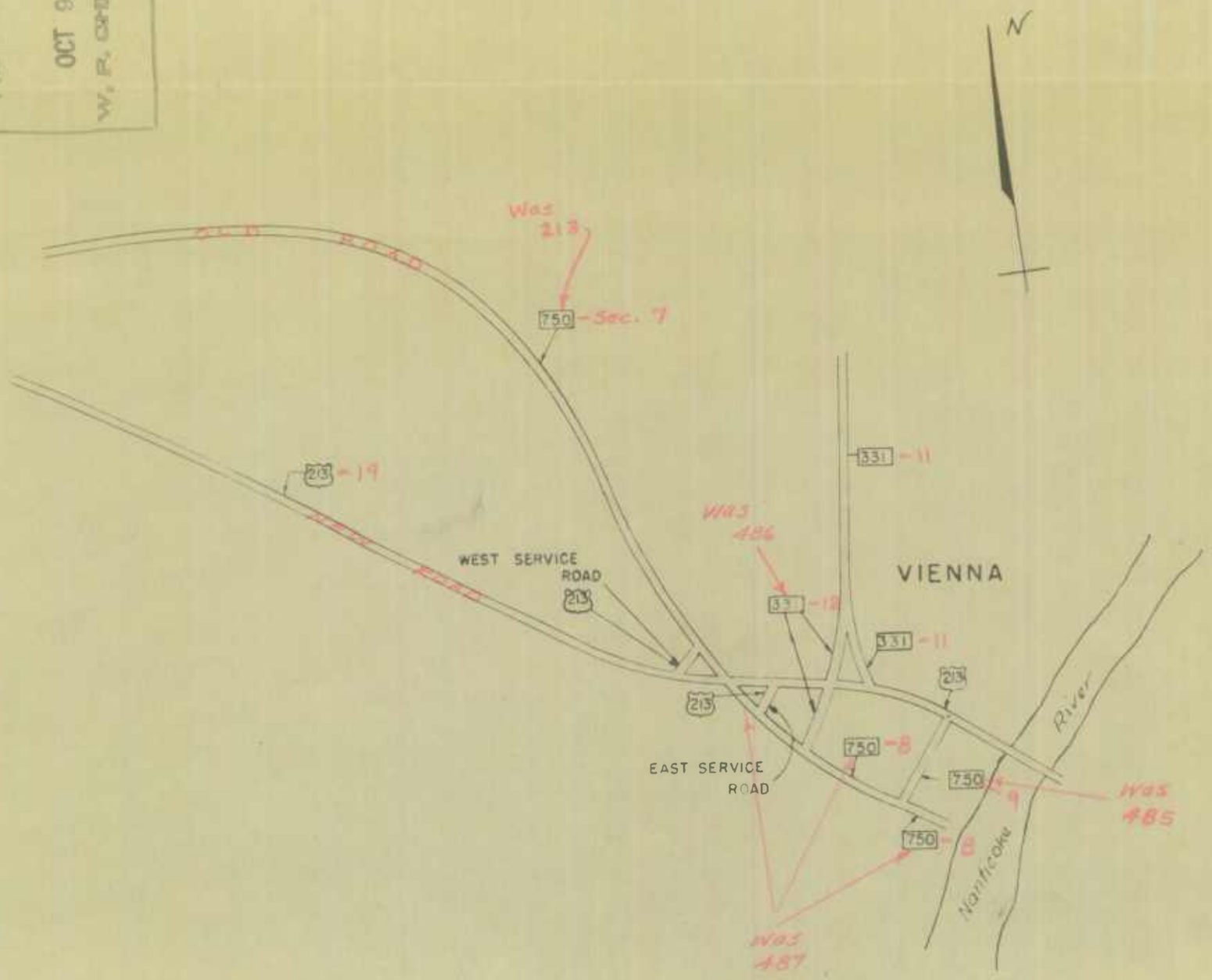
T. H. McRulty
Maintenance Division

c.c. Mr. Morison, Mr. Lewis
Mr. Kahn, Mr. Gordon
Mr. Moore

Dorchester County

DEPARTMENT OF PUBLIC WORKS
STATE OF MARYLAND
STATE ROADS COMMISSION
105 W. MADISON STREET
BALTIMORE 3, MD.

COMMISSION
R. D. MOLLAN, CHAIRMAN
R. WATSON KING
BURTON H. MOGAN



NOT TO SCALE

INTERDEPARTMENTAL

DEPARTMENT OF PUBLIC WORKS
STATE OF MARYLAND

STATE ROADS COMMISSION

DISTRICT OR
DIVISION_____

May 27, 1946.

To: Mr. Cassell

From: Mr. Childs

Subject: S.R.C. Minutes

For your information, there is transmitted herewith copy of excerpt from minutes of meeting of the State Roads Commission on Tuesday, May 7, 1946, at which time a program was set up to absorb funds to be derived from the Federal Highway Act of 1944, in reference to Dorchester County's program for secondary highway construction covering the three-year post-war period.

Wm. F. Childs Jr.

Wm. F. Childs, Jr.,
Director

jw

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

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

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

At the meeting of February 6, 1946, Dorchester County's program for secondary highway construction covering the three-year post-war period, was again considered, and, based on recommendations made by the County Commissioners of said County, a program was set up to absorb funds to be derived from the Federal Highway Act of 1944.

The County Commissioners of Dorchester County, by appointment, conferred with the State Roads Commission at its office on March 21, and as the result of that conference certain revisions were approved and made in the program adopted at the meeting of February 6. In explanation of this action, as well as to cover the changes in the financial set-up, Chairman Reindollar wrote to Mr. Charles E. Brohawn, President of the Board of County Commissioners of Dorchester County, on March 27, as follows:

"Dear Mr. Brohawn:

On May 29, 1945 the State Roads Commission adopted a secondary post-war highway and bridge construction program, which had been selected after conference between representatives of this Commission and your Board.

This program was revised by the Commission on February 6, 1946.

Your Board appeared before this Commission on March 21, at which time further revisions in connection with this program were discussed and the following program adopted:

First Year

Bestpitch Ferry Bridge		$ 10,250.00
Bucktown Road	7.2 mi.	90,000.00
Indiantown Road, Brookview to Vienna	3.1 mi.	36,000.00
Steeles Neck Road	2.0 mi.	24,000.00
Total		$160,250.00

Second Year

Hunting Creek Bridge (Dorchester County, one-half cost)	$ 16,000.00
Back Landing Bridge (Dorchester County, one-half cost)	7,000.00
Taylor's Island Bridge	65,000.00
Total	$ 88,000.00

Third Year

Harrison Ferry Bridge	$105,000.00

Copy: Mr. A. N. Hainsfurter Mr. C. L. Shirven Mr. H. A. Dodd
Mr. A. J. Halford Mr. R. E. Childs, Jr. County Surveyor
Mr. F. A. Dotson Mr. L. L. Ham
Mr. A. V. Shure Mr. R. O. Bowling

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

Present: Mr. Robert H. Hainsfurter, Chairman, Messrs. P. Hinton Webb and Dunbar H. McCain.

At the meeting of February 6, 1946, Dorchester County's program for secondary highway construction covering the three-year post-war period, was again considered, and, based on recommendations made by the County Commissioners of said County, a program was set up to absorb funds to be derived from the Federal Highway Act of 1944.

The County Commissioners of Dorchester County, by resolution, conferred with the State Roads Commission at its office on March 21, and as the result of that conference certain revisions were approved and made in the program adopted at the meeting of February 6. In explanation of this action, as well as to cover the changes in the financial set-up, Chairman Hainsfurter wrote to Mr. Charles G. Brohawn, President of the Board of County Commissioners of Dorchester County, on March 27, as follows:

"Dear Mr. Brohawn:

On May 20, 1945 the State Roads Commission adopted a secondary post-war highway and bridge construction program, which had been selected after conference between representatives of this Commission and your Board.

This program was revised by the Commission on February 6, 1946.

Your Board appeared before this Commission on March 21, at which time further revisions in connection with this program were discussed and the following program adopted:

First Year

Eastpoint Ferry Bridge		$ 10,250.00
Buckstown Road	7.5 mi.	90,000.00
Indiantown Road, Brookview to Vienna	3.1 mi.	16,000.00
Stoplem Neck Road	2.0 mi.	24,000.00
Total		$140,250.00

Second Year

Hunting Creek Bridge (Dorchester County, one-half cost)		$ 16,000.00
Race Landing Bridge (Dorchester County, one-half cost)		7,000.00
Taylor's Island Bridge		65,000.00
Total		$ 88,000.00

Third Year

Harrison Ferry Bridge		$105,000.00

Summary

First Year	$160,250.00
Second Year	88,000.00
Third Year	105,000.00
Total	$353,250.00

The Federal Highway Act of 1944 will make available to Dorchester County $48,108.17 annually, or a total in three years of $144,324.51. These funds must be matched with a like amount by the County, in order to make them available to the County.

The County has available in its construction account at the present time, $108,964.36 for matching purposes, making it necessary for the County to raise approximately $35,360.00 in order to obtain the total Federal allocation plus matching funds, making available for construction a total of $288,649.02.

The program recommended is for a total of $353,252.00, or $64,603.00 in excess of the amount available thru the application of Federal funds and the necessary matching monies; so that in order to complete the entire program as proposed, it will be necessary for the county to raise $64,603.00 plus $35,360.00, or a total of $99,963.00.

Will you please advise if you are prepared to do this, and if you will make these monies available to the Commission as they become necessary, prior to the award of the contracts contemplated.

It is anticipated that no additional funds will be necessary for the first year's program as adopted."

In acknowledgment of this letter, the County Commissioners replied under date of April 18, as follows:

"The contents of your letter dated March 27th, 1946 regarding the financing of road construction between the County Commissioners of Dorchester County and the State Roads Commission, was favorably acted upon by the County Commissioners, Tuesday, April 16, 1946, and they are in full accord with the program as therein set forth."

C
O
P
Y

Summary

First Year	$150,250.00
Second Year	88,000.00
Third Year	105,000.00
Total	$343,250.00

The Federal Highway Act of 1944 will make available to Dorchester County $48,318.17 annually, or a total in three years of $144,954.51. These funds must be matched with a like amount by the County, in order to make them available to the County.

The County has available in its construction account at the present time, $128,954.34 for matching purposes, making it necessary for the County to raise approximately $75,360.00 in order to obtain the total Federal allocation plus matching funds, making available for construction a total of $258,649.02.

The program recommended is for a total of $353,452.00, or $64,802.00 in excess of the amount available from the application of Federal funds and the necessary matching monies; so that in order to complete the entire program as proposed, it will be necessary for the county to raise $64,802.00 plus $75,360.00, or a total of $140,162.00.

Will you please advise if you are prepared to do this, and if you will make these monies available to the Commission as they become necessary, prior to the award of the contracts contemplated.

It is anticipated that no additional funds will be necessary for the first year's program as adopted."

In acknowledgment of this letter, the County Commissioners replied under date of April 18, as follows:

"The contents of your letter dated March 27th, 1946 regarding the financing of road construction between the County Commissioners of Dorchester County and the State Roads Commission, was favorably acted upon by the County Commissioners, Monday, April 15, 1946, and they are in full accord with the program as therein set forth."

INTERDEPARTMENTAL

DEPARTMENT OF PUBLIC WORKS
STATE OF MARYLAND

STATE ROADS COMMISSION

DISTRICT OR DIVISION Traffic

February 25, 1946.

To: Mr. Cassell

From: Mr. Childs

Subject: S.R.C. Minutes

For your information, there is transmitted herewith copy of excerpt from minutes of meeting of the State Roads Commission on Wednesday, February 6, 1946, covering the recommendations for Dorchester County's post-war highway and bridge construction program, which recommendations were approved as submitted, in the order of priority as listed .....

Wm. F. Childs, Jr.

Wm. F. Childs, Jr.,
Director

jw

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

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, FEBRUARY 6, 1946
***

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

The Commission, at its meeting of May 29, 1945, considered the recommendations for Dorchester County's post-war highway and bridge construction program, which were submitted through Chief Engineer Wilson T. Ballard, and formally approved same, giving due regard to the recommendations for the first, second and third years, and authorized, by this formal acceptance, its Engineering Department to proceed with the making of surveys, preparation of plans and specifications, etc.

At the meeting of January 23, 1946, a letter from Chief Engineer Ballard, dated January 16, 1946, was considered, which letter supplements his letter to the Commission of May 21, 1945, "wherein the proposed secondary highway program of Dorchester County was presented, and from which action was taken by the Commission under date of May 29, 1945 approving the Dorchester County System, the order of priority, and each year's recommendation covering the three-year post-war period."

Mr. Ballard then sets forth a program which has been revised at the request of the County Commissioners of Dorchester County, which revision added as No. 3, Bucktown Road Extension, 18' Sand Asphalt Surfacing, 2.2 miles, $41,800.00, and as No. 4, Indianbone Road, 16' Sand Asphalt Surfacing, 1.9 miles $17,800.00. The project number and order of priority therefore, with respect to the rest of the program, changes beginning with the Taylor's Island Bridge, which is now No. 5, the other items following in numerical sequence, and the total estimated cost, by the inclusion of Items 3 and 4, increases to $444,350.00. The following order of construction was recommended:

"Recommendation - First Year	Mileage	Est. Cost
1 - Bestpitch Ferry Bridge		$ 10,250.00
2 - Bucktown Road	5	95,000.00
3 - Bucktown Road Extended	2.2	41,800.00
4 - Indianbone Road	1.9	17,800.00
		$164,850.00

The program for the first construction year is the greater and exceeds the amount which would ordinarily be made available by the Federal Government under the Federal-aid Act. However, there will be free monies of approximately $107,000.00 available and the projects in contemplation for the first year of construction are important ones and should be given immediate consideration.

Copy: Mr. T. H. Reinhiller Mr. A. J. Mullins, Jr. Mr. A. C. Hopkins
Mr. W. T. Bullard Mr. A. J. Shaw Mr. W. W. Cook
Mr. D. A. Sexton Mr. L. A. Lane County Auditor's Office

MINUTES OF MEETING OF BOARD OF THE WATER BOARD DIRECTORS
MEMORIAL, FEBRUARY 6, 1945

Present: Mr. Robert M. Reinhiller, Chairman, Presiding. A. Mayor and and Kenneth R. Mullin.

The Commission, at its meeting of May 23, 1945, considered the recommendations for Cordwater County's post-war highway and bridge construction program, which were found and through Chief Engineer Hilton T. Bullard, and formally approved same, giving the report to the recommendations for the first, second and third years, authorizing, by unanimous acceptance, the Engineering Department to proceed with the of surveys, preparation of plans and specifications, etc.

At the meeting of January 23, 1946, a letter from Chief Engineer Bullard, dated January 23, 1946, was considered, which letter supplements the letter to the Commission of May 23, 1945, "wherein the proposed secondary highway program of Cordwater County was presented, and from which action was taken by the Commission under date of Jan. 29, 1945 approving the Cordwater County system, the order of priority, and each year's recommendation covering the three-year post-war period."

Mr. Bullard then sets forth a program which has been reviewed at the request of the County Commissioners of Cordwater County, and in relation added on Jan. 3, Buckman Road extension, 1.1 miles, Agnes Airport, 2.2 miles, $41,800.00, and Jo. 6, Indianhome road, 1.4 miles, Ashbie Interline, 1.9 miles $17,800.00. The program number and order of priority therefore, with respect to the rest of the program, changes beginning with the Taylor's Island Bridge, which is now No. 5, the subsequent items following in numerical sequence, and the total estimated cost, by the inclusion of Items 3 and 4, increases to $44,750.00. The following order of construction was recommended:

"Recommendation - First Year	Mileage	Est. Cost
1 - Destrich Ferry Bridge		$10,250.00
2 - Buckman Road	1.5	6,000.00
3 - Indian Head Extended	1.5	6,800.00
4 - Indianhome Road	1.	17,000.00
		$40,050.00

The program for the first construction year is the Destrich Ferry Bridge, which should ordinarily be some variable by the Federal Government under its Reconstruction Act. However, it was noted that expenditure of approximately $10,000.00 available and the projects in contemplation for the first year of construction are important ones and should be given immediate consideration.

Recommendation - Second Year	Mileage	Est. Cost
5 - Taylor's Island Bridge		$ 65,000.00

Recommendation - Third Year	Mileage	Est. Cost
6 - Harrison Ferry Bridge		$105,000.00

Summary

First Year - -	$ 164,850.00
Second Year- -	65,000.00
Third Year - -	105,000.00
Total-	$334,850.00

It will be noted, therefore, that the three-year period will exceed the probable available funds in the County to the extent of $46,200.98, and the revision eliminates from the program as formerly approved by the Commission the following projects:

Shorters Wharf Bridge	-	$ 20,000.00
Vienna to Brookview (incl. timber bridge)	-	21,500.00
Airey Road (incl. timber bridge)	-	53,000.00
Bunting Creek & Back Landing Bridges (bet. Caroline and Dorchester Cos.)		15,000.00
	Total -	$109,500.00

In order to complete the entire program as proposed by the County at this time, funds would be necessary aggregating $444,350.00, of which $144,324.51 will be available from Federal funds."

No action was taken by the Commission with respect to the amended program above referred to, as the estimated costs of projects 2 and 3 were questioned by the Commission, and Chief Engineer Ballard asked to review same, to determine whether adjustments can be made in these projects to reduce the construction costs to approximately $60,000.00 and $30,000.00 respectively.

In accordance with this request, Mr. Ballard submitted, under date of February 5, a letter to the Chairman, to which is attached a letter dated February 1 from L. A. Kahn, Engineer of Surveys to Chief Engineer Ballard, from which the following is quoted:

"To build this project within the limit of $90,000, as set up in Mr. Reindollar's letter, we have, after conferring with Mr. Morison, prepared an estimate for the following construction:

Recommendation - Second Year	Mileage	Est. Cost
5 - Leyland Island Bridge		$ 65,300.00

Recommendation - Third Year	Mileage	Est. Cost
6 - Hamilton Ferry Bridge		$105,300.00

SUMMARY

First Year -	-	$ 164,850.00
Second Year -	-	65,300.00
Third Year -	-	105,300.00
Total -		$335,450.00

It will be noted, therefore, that the three-year period will exceed the probable available funds in the County to the extent of $18,200.95, and the revision eliminates from the program as formally approved by the commission the following projects:

Dorchester Hart bridge	-	$ 4,900.00
Widens to approaches (incl. timber bridge)	-	21,300.00
Airey road (incl. timber bridge)	-	53,000.00
Widening Creek & Back Lane-bar Bridges (bet. Dorchester and Dorchester Con.)		15,000.00
Total -		$104,500.00

In order to complete the entire program as proposed by the County at this time, funds would be needed to supplement $44,350.00, of which $14,341.51 will be available from Federal funds."

No action was taken by the commission with respect to the amended program above referred to, as the estimated costs of projects 4 and 5 were questioned by the Commission, and chief engineer Ballard asked to review same, to determine whether adjustments can be made in these projects to reduce the construction costs to approximately $50,000.00 and $30,000.00 respectively.

In accordance with this request, r. Ballard submitted, under date of February 5, a letter to the Commission, to which is attached a letter dated February 1 from K. A. Cann, Jr. Inspr of Survey to Chief Engr Ballard, from which the following is quoted:

"To build this project within the limits of $50,000, as see up in Mr. Reinholland's letter, we have, after conferring with r. Hodson, prepared an estimate for the following construction:

A 16 foot wide run of bank gravel surfacing, 6 inches in depth, with 2 - 7 foot gravel shoulders, following the center-line of the existing highway, in order to utilize considerable existing stabilized material as part of the road metal, and surface treat for a width of 16 feet. This is estimated to cost approximately $89,800, including overhead."

Mr. Ballard, in his letter of February 5, makes the following comment:

"The cost of the two items can be reduced to approximately $90,000 at a sacrifice of good alignment by substituting run-of-bank gravel surfacing six inches in depth with bituminous surface treatment for the sand fill and sand asphalt surfacing as originally proposed; also a reduction of two feet in the width of the paved surface will be necessary. The lower cost road will closely follow the alignment of the existing highway.

The average daily traffic during the year 1941 on this highway between U.S. Route 213 and Bucktown was 138 vehicles per day.

I feel that a 16 foot width is satisfactory, and that the alignment that will result from following the old highway, while not as desirable as that which is planned, may be accepted, but wish to call attention to the fact that the lowering of the grade in this region of difficult drainage will probably result in somewhat higher annual maintenance costs than would be necessary if the road were constructed as planned."

Following some discussion on the part of the Commission, it was decided that the reduced estimate as submitted will provide a roadway of sufficient width and durability to take care of the traffic, and it was thereupon voted to adjust the program for Items 2 and 3 to meet the specifications as above set forth, thus effecting the total reduction of $46,800.00 in the total program, and since the revised estimates of Projects Nos. 2 and 3 apply to the first year recommendation for construction, it therefore reduces the first year construction estimated cost from $164,850.00 to $118,050.00.

COPY

A 10 foot wide removal lane gravel surfacing, 6 inches in depth, with 2 - 7 foot gravel shoulders, following the center-line of the existing highway, in order to utilize remainder of the existing material as part of the road metal, and surface test for a width of 16 feet. This is anticipated to cost approximately $50,000 depending overhead."

Mr. Sullivan, in his letter of February 7, gives the following comment:

"Two-thirds of the two miles can be reduced to approximately $70,000 at a cost of good alignment by substituting two-way paved surfaced air lanes in lieu with widening surface treatment for the sand fill and sand asphalt surfacing as originally proposed. Also a reduction of the fill in the place of the paved surface will be necessary. The lower cost road will closely follow the alignment of the existing highway.

The average daily traffic during the year 1941 on this highway between O.K. Junction and Buckhorn was 138 vehicles per day.

I feel that a 16 foot width is satisfactory, and that the alignment that will result from following the old highway, while not as desirable as that which is planned, may be accepted, but with a well acquainted to the fact that the lowering of the grade in this region of difficult grading will probably result in somewhat higher annual maintenance costs than would be necessary if the road were constructed as planned."

Following some discussion on the part of the Commission, it was noticed that the reduced estimate as submitted will provide a roadway of sufficient width and durability to take care of the traffic, and it was therefore moved by Mr. Kane the motion for items 1 and 2 be made effective as above set forth, the effective date of the reduction in the total amount, and since the revised estimates of [illegible] are [illegible] to the first year expenditure for construction, the adjustment reduces the first year construction expenditure from $[illegible] to $[illegible].

INTERDEPARTMENTAL

DEPARTMENT OF PUBLIC WORKS
STATE OF MARYLAND

STATE ROADS COMMISSION

DISTRICT OR
DIVISION _____

June 12, 1945.

To: Mr. Cassell

From: Mr. Childs

Subject: S.R.C. Minutes

For your information, there is transmitted herewith copy of Excerpt from Minutes of Meeting of the State Roads Commission of Tuesday, May 29, 1945, covering the recommendations for Dorchester County's post-war highway and bridge construction program, which recommendations were approved as submitted, in the order of priority as noted...

W. F. Childs Jr.

Wm. F. Childs, Jr.,
Director

d

cc: County Post-war Program
County Road Projects - Dorchester
Additions to State highway system
Bridges
Road Inv. Rev. Data

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

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
TUESDAY, MAY 29, 1945.

Present: Mr. Ezra B. Whitman, Chairman, and Mr. P. Watson Webb

The following letter addressed to the State Roads Commission, and dated May 21, 1945, from Wilson T. Ballard, Chief Engineer, covers the recommendations for Dorchester County's post-war highway and bridge construction program, which recommendations were approved as submitted, in the order of priority as noted:

"The County Commissioners of Dorchester County, in their letter of November 29, 1944 and which is attached hereto, listed a number of projects to be considered as the County's post-war highway and bridge construction program.

The program has been reviewed by District Engineer Morison, the Traffic Division, and the several engineering departments of this office, and it is listed hereunder in the order of construction priority, type of construction involved, the mileage, and the estimated cost:

Proj. No. and Order of Priority	Location	Type of Bridge	Mileage	Estimated Cost
1	Bestpitch Ferry	Timber Bridge		$ 10,250
2	Bucktown Road	18' Sand asphalt surfacing	5	95,000
3	Taylor's Island Bridge	Timber Bridge		65,000
4	Harrison Ferry Bridge	Timber Bridge gravel stabil.	1/2	105,000
5	Shorters Wharf Bridge	Timber Bridge		20,000
6	Vienna to Brookview	Timber Bridge gravel surfac.	2	21,500
7	Airey Road	Timber Bridge bit. stabilization	2	53,000
8	Hunting Creek and Back Landing Bridges	(Bet. Caroline and Dorchester Cos.)		15,000
			TOTAL -	$ 384,750

The Federal Aid Highway Act of 1944 will make available for Dorchester County $48,108.17 annually, and if these funds are matched with a like amount, the County will have from these sources a total of $288,649.02 over a three-year period.

Supervisors: C. Gallard, B. A. Cook, R. J. Chiles, Jr.
L. Neighbors, L. A. Dean, A. Jordan
A. J. Burns, R. C. Hayden

Minutes of the regular meeting of the State Roads Commission
Tuesday, Oct. 5, 1965.

Present: Mr. Jesse T. Stevens, Chairman, and Mr. L. Hayes Smith

The following letter addressed to the State Roads Commission, and dated May 21, 1965, from William C. Hallard, Chief Engineer, covers the recommendations for Dorchester County in post-war highway and bridge construction programs, which recommendations were approved as submitted, in the order of priority as noted:

"The County Commissioners of Dorchester County, in their letter of November 27, 1964, and which is attached hereto, listed a number of projects to be considered in the Dorchester post-war highway and bridge construction programs.

The program has been reviewed in the light of present traffic volumes, the Variable Deviation, and the general and special characteristics of the roads, and is in Limited accordance to the order of construction priority, type of construction involved, the difficulty, and the estimated costs:

Order of Priority	Location	Type of Construction	Miles	Estimated Cost
1	Bucktown Ferry	Timber Deck		$ 40,000
2	Hughes Road	18" sand on soil subbasing	1	22,000
3	Taylor's Island Bridge	Timber Deck		50,000
4	Harrison Ferry Bridge	Plank Bridge gravel surfaced.	1/4	105,000
5	Shortess Wharf Bridge	Timber Bridge		20,000
6	Vienna to Crocadore	Plank Bridge gravel surface.		12,000
7	Alvey road	Timber surface Bit. stabilization	2	30,000
8	Building Grant and Rock Hall Bridges	(Rock Hall is and Bridge Construction Co.)		15,000
		Total		$ 294,000

The Federal Aid Highway Act of 1964 will be made available for Dorchester County $63,000.00 annually, and of these funds are matched with a 1:00 amount, the County will have from these sources a total of $252,000.00 over a three-year period.

In addition thereto, the County has an unexpended balance of $67,909.36, which has been set aside by this Commission for post-war construction. Furthermore, s special fund of $39,809.58 has been set aside for work on the Bucktown Road - a project which has been made a part of the post-war program.

It is in order, therefore, to consider in preparing for post-war construction a total amount of $396,367.96.

The following order of construction, which follows the order of priority established by the County Commissioners, is presented for your approval:

Recommendation - First Year	Mileage	Est. Cost
1 - Bestpitch Ferry Bridge		$ 10,250
2 - Bucktown Road	5	95,000
3 - Taylor's Island Bridge		65,000
		$170,250

The program as proposed for the first construction year is the greater and exceeds the amount which would ordinarily be made available by the Federal Government under the Federal Aid Act. However, there will be free monies of approximately $107,000 available and the projects in contemplation for the first year of construction are important ones and should be given immediate consideration.

Recommendation - Second Year	Mileage	Est. Cost
4 - Harrison Ferry Bridge		$ 105,000
8 - Hunting Creek and Back Landing Bridges (Between Caroline and Dorchester Cos.)		15,000
		$ 120,000

The County line bridges are listed as a part of the construction for the second year, as it is possible that Caroline County and Dorchester County may desire to have these projects disposed of during the second construction year. In any event, Dorchester County has expressed its willingness to proceed with the building of these bridges in cooperation with Caroline County, and it is entirely possible that they will arrange to do the work at a mutually agreeable time.

Recommendation - Third Year	Mileage	Est. Cost
5 - Shorters Wharf Bridge		$ 20,000
6 - Vienna to Brookview, inclusive of timber bridge	2	21,500
7 - Airey Road, inclusive of timber bridge	2	53,000
		$ 94,500

It will be noted that the aggregate estimated construction cost for the three years is $384,750 and which is within the possible total available funds, the latter amounting to $396,367.96.

Based upon the recommendation of the Traffic Division, there are three jobs which will be continuations of State highways and could, therefore, be considered as Becoming a part of the State system; namely, Nos. 3, 4, and 7 - the Taylor's Island Bridge, the Harrison Ferry Bridge, and the Airey Road. The remainder of the projects will remain in the County Highway system.

In addition thereto, there remains in the unexpended balance of $27,000.00, which has been set aside by the Commission for construction. Furthermore, a special fund of $9,000.00 has been set aside for work on the Quakertown Road - a project which has been made a part of the post-war program.

It is in order, therefore, to consider in preparing for post-war construction a total amount of $296,267.00.

The following order of construction, which follows the order of priority established by the County Commissioners, is presented for your approval:

Recommendation - First Year	Miles	Est. Cost
1 - Hartsville Ferry Bridge		$ 12,250
2 - Buckman Road	3	93,000
3 - Taylorsville Island Bridge		65,000
		$170,250

The projects as proposed for the first construction year is the greater and exceeds the amount which would ordinarily be made available by the Federal Government under the Federal Aid Act. However, there will be from monies of approximately $100,000 available and the projects in anticipation for the first year of construction are important ones and should be given favorable consideration.

Recommendation - Second Year	Miles	Est. Cost
4 - Harrison Ferry Bridge		$ 105,000
5 - Bunting Creek and Beer Landing Bridges (Between Carolina and Bertie Co.)		15,000
		$ 120,000

The County line bridges are listed as a part of the construction for the second year, as it is possible that Carolina County and Northampton County may desire to have these projects displaced or during the second construction year. In any event, Northampton County has expressed the willingness to proceed with the building of these bridges in cooperation with Carolina County, and it is entirely possible that they will arrange to do the work at a mutually agreeable time.

Recommendation - Third Year	Miles	Est. Cost
6 - Sharpers Ferry Bridge		$ 20,000
8 - Vinson to Brooklyn, including of timber bridge		11,000
7 - Ahoy Road, including of timber bridge		55,000
		$ 86,000

It will be noted that the aggregate estimated construction cost for the three years is $296,250 and which is within the possible total available funds, the latter amounting to $296,267.00.

Based upon the recommendation of the Engineer, there are three jobs which will be continuous efforts throughout and could, therefore, be considered as constituting a part of the State System; namely, Jobs 2, 3, and 7 - the Taylorsville Island Bridge, the Harrison Ferry Bridge, and the Ahoy Road. The remainder of the projects will remain in the County Highway System.

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

orchester'

INTERDEPARTMENTAL

DEPARTMENT OF PUBLIC WORKS
STATE OF MARYLAND

STATE ROADS COMMISSION

DISTRICT OR
DIVISION _____

May 21, 1945.

To: Mr. J. T. Gorsuch

From: Mr. W. F. Childs, Jr.

Subject: S. R. C. Minutes.

We transmit herewith for your information and guidance copy of excerpts from minutes of meeting of the State Roads Commission of Tuesday, May 8, 1945, together with copy of letter of May 15th to Mr. L. H. Steuart and copy of his reply of May 17th, regarding the improvement of a section of road near the property of Mr. Noah Webster in Dorchester County at "Cordtown in District # 7 or Cambridge...."

Very truly yours,

Wm. F. Childs, Jr.,
Director

d

cc: Road Inv. Rev. Data
County Road Projects - Dorchester
Roads Accepted into County System

Noted in 1945 Road imp. folder
not included in LM forms for 1945

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

May 17, 1945.

Mr. Wm. F. Childs, Jr., Director
Traffic Division, S.R.C.
Office.

re: S.R.C. Minutes

Dear Mr. Childs:

In reference to your letter of May 15, Mr. Webb has just advised me that the road referred to, and on which the County Commissioners of Dorchester County have approved an expenditure of $150.00, is part of the County Road System of Dorchester County and will be maintained as a county road.

Very truly yours,

(signed) L. H. Steuart

Secretary

C
O
P
Y

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

May 15, 1945.

Mr. L. H. Steuart,
Secretary
State Roads Commission
Office.

Dear Mr. Steuart: re: S.R.C. Minutes

We acknowledge receipt of "Excerpt from Minutes of Meeting of the State Roads Commission, Tuesday, May 8, 1945" when the Commission approved the request of the County Commissioners of Dorchester County to expend the sum of $150.00 to improve section of road on the property of Mr. Noah Webster, Cordtown in District #7.

There is nothing in the minutes to indicate whether this road, after improvement, is to be considered part of the county road system of Dorchester County. Is this the intent? We have to have this information so as to properly classify this section of road.

Very truly yours,

Wm. F. Childs, Jr.,
Director

jw.
C
O
P
Y

May 15, 1942.

Mr. L. E. Gehnert,
Secretary
State Roads Commission
Office.

Dear Mr. Gehnert: re: S.R.C. Minutes

We acknowledge receipt of "Excerpt from Minutes of Meeting of the State Roads Commission, Tuesday, May 5, 1942" when the Commission approved the request of the County Commissioners of Dorchester County to expend the sum of $250.00 to improve section of road on the property of Mr. Noah Roberts, Cambridge, in District #7.

There is nothing in the minutes to indicate whether this road, after improvement, is to be constituted part of the county road system of Dorchester County. Is this the intent? Is here to have this information so as to properly classify this section of road.

Very truly yours,

Wm. P. Cullen, Jr.,
Director

By:
D
D
E

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
TUESDAY, MAY 8, 1945.

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

A letter from the office of the County Commissioners of Dorchester County, Cambridge, Maryland, dated May 1, 1945, and addressed to the State Roads Commission, was read. This letter stated that Mr. Noah Webster was in contact with the County Commissioners regarding the improvement of a section of road near his property at "Cordtown in District #7 or Cambridge."

"The Commissioners were presented with a copy of letter Mr. Webster had received from Mr. Webb, stating that if the Commissioners would authorize the work as a charge against Dorchester County road acct., and setting forth the amount of work they wanted done, that the Commission would authorize the work being done.

"On date of Tuesday, May 1, 1945, Mr. Webster was before the Commissioners regarding said road. The Commissioners asked their road engineer if he had figured the cost of improving the road as requested by Mr. Webster and our engineer advised it would cost $150.00, to improve road a distance of 900 to 1000 feet, and to widen same to 30 feet.

"The action of the County Commissioners is as follows:

"Motion made, seconded and unanimously passed, authorizing improvements be made to Cordtown road in the vicinity of Mr. Noah Webster's property, as outlined by resident road engineer and not to exceed the sum of $150.00 for said road improvement."

In view of this action by the County Board, the Commission directed that the work as outlined be undertaken by the Engineering Department of the Commission at a cost not to exceed the sum of $150.00, in accordance with the action of the said County Board, such expenditure to be charged against the "Dorchester County Road Account."

Copy: Mr. W. T. Ballard
Mr. P. A. Morison
Mr. W. A. Codd
Mr. L. A. Kahn
Mr. W. F. Childs, Jr.
County Commissioners

REGULAR TERM MEETING OF MEMBERS OF THE STATE ROADS COMMISSION
TUESDAY, MAY 6, 1965.

Present Mr. Hans S. Mattson, Chairman and Mr. F. Frank Dunne.

A letter from the office of the County Commissioners of Dorchester County, Cambridge, Maryland, dated May 1, 1965, and addressed to the State Roads Commission, was read. This letter stated that Mr. Noah Taylor was in contact with the County Commissioners regarding the improvement of a section of road near his property on "Dorchester in District 2" or Cambridge."

"The Commissioners were presented with a copy of letter Mr. Taylor had received from Mr. Frank, stating that the Commissioners could authorize the State to change against Dorchester County road, and upon being told the amount of work they wanted done, that the Commission would authorize the work being done."

Upon motion made, seconded and unanimously passed, the Commissioners requesting said road. The Commission in added their road engineer to be had figured the cost of improving the road as requested by Mr. Taylor and our engineer advised it would cost $150.00, to improve road at least 20 to 22'0" feet, and to widen area to 30 feet.

The action of the County Commissioners is as follows:

"Motion made, seconded and unanimously passed, authorizing improvements to made to Dorchester road in the vicinity of Mr. Noah Taylorís property, as outlined by resident road engineer and not to exceed the sum of $150.00, for said road improvements."

In view of this action by the County Board, the Commission directed that the work be outlined by the Maintenance Department of the Commission at a cost not to exceed the sum of $150.00, in accordance with the action of the said County Board, such expenditure to be charged against the Dorchester County Road Account."

Copy: Mr. W. T. Ballard
Mr. F. A. Kirkham
Mr. W. A. Cole
Mr. L. A. Kahn
Mr. S. T. Dalton, Jr.
County Commissioners

AUG. 14 1941

EXCERPT FROM MINUTES OF MEETING OF STATE ROADS COMMISSION
TUESDAY, AUGUST 5, 1941

)***)

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

Upon motion duly made and seconded, the Commission voted to take over for maintenance, as part of the State Roads System, the Fishing Creek Bridge, located on the Cambridge-Church Creek to Hooper's Island Road in Dorchester County.

CC: W.T. Ballard
W.A. Codd
A.F. Shure
W.F. Childs, Jr.
P.A. Morison

Recopied
7/27/44
T.L.

See Mr. Gorsuch for notes added.

Dorchester

Md 335

County Rd. Sys

NOV 29, 1943

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, NOVEMBER 17, 1943
*****

Present: Mr. P. Watson Webb, Acting Chairman, and Mr. W. Frank Thomas.

Acting on the recommendation of the County Commissioners of Dorchester County, which recommendation was concurred in by Chief Engineer Ballard, the Commission voted to accept for maintenance as a part of the County Road System of said County the following named County Roads:

Alms House Road, Election District Salem #17, 0.3 mile. from Fork Neck Road toward Almshouse

Cabin Creek toward East New Market, Election District East New Market #2, length 0.9 mile.

District Engineer Morison's Condition Survey Report indicated the cost of conditioning the Alms House Road at $50.00; the cost of conditioning the Cabin Creek toward East New Market Road, $75.00.

Copy: Mr. W. T. Ballard
Mr. P. A. Morison
Mr. W. A. Codd
Mr. L. A. Kahn
Mr. W. F. Childs, Jr.

Re-copidd by M. B. ---- 8/10/44

See Mr. Gorsuch for notes added

Dorchester

OCT 22, 1940

Copied type

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION

THURSDAY, OCTOBER 10, 1940

+++++

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

On recommendation of the County Commissioners of Dorchester County, supported by the recommendation of Chief Engineer Ballard, the Commission voted to take over for maintenance as part of the County Road System of Dorchester County the following three sections of road:

1- Chelsea Drive, from Cambridge Boulevard to property line of Lee Newbrey, length o.15 mile

2- Smith Road, from Secretary Bridge to property of Mr. D. H. Butts, length of 0.7 mile

3- Road from Horns Point Roads Extension of Fred Wright, length of 0.1 mile. (This is an extension of road which was taken over into county system June 21, 1937.)

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

Copied by M.B. - 7/27/44

See Mr. Gorsuch for notes added

County Rd. Sys.

MAY 14 1940

EXCERPT FROM MINUTES OF MEETING OF STATE ROADS COMMISSION
APRIL 30, MAY 1-2, 1940
***

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

Agreeable to the action of the Board of County Commissioners of Dorchester County, at their regular meeting Tuesday, December 5th, 1939, which action is fully set forth in a letter dated December 13, 1939, addressed to District Engineer P.A. Morison, that the State Road Commission take over as part of the County Road System of said County the "road leading from the state highway which runs from Cambridgeto East New Market, back to the property of Charles G. Lang. on a part of the development commonly known as Beach Haven, Linkwood Election District, Dorchester County Maryland, (said road better known as "Snug Harbor Road")," the Commission, being advised by Chief Engineer Ballard that the County Commissioners of Dorchester County have signed right of way deeds for this road, voted its concurrence in the recommendation of the County Board, and further in accordance with the recommendation of the said County Board, votedm to expend at this time the amount of $60.00 for necessary improvements to this section of roadway, chargeable to the County Road Maintenance Account of Dorchester County.

According to the Condition Survey Report submitted by District Engineer Morison, the section of road referred to above and recommended bt the County Commissioners of Dorchester County to be accepted as part of the County Road System, is 0.5 mile in length.

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

Recopied
7/28/44
T.L.

See Mr. Gorsuch for notes added.

MAY 14, 1940

EXTRACT FROM MINUTES OF MEETING OF STATE HIGH. COMMISSIONER
ANNIE MO, MAY 1-2, 1940

***

Present: Mr. Dave S. Thomson, Chairman, Masury, O. Barnes Webb
and W. Frank Thomas.

Agreeably to the action of the Board of County Commissioners of Crawford County, at their regular meeting Tuesday, December 12, 1939, which action is duly set forth in a letter dated December 13, 1939, addressed to District Engineer Mr. Nelson, that the State Road commission take over as part of the County Road System of said county the "road leading from the State Highway Route 1 from Bucyrus to Galion, Ohio, to the property of Charles G. Lang, on a part of the Crawford County Children's Home at Beach Street, Linwood Elevation Highway, Crawford County Maryland, (said road being known as "Long Street Road")," the Commission, being advised by District Engineer Nelson that the County Commissioners of Crawford County have clear right of way needs for this road, voted the concurrence in the recommendation of said County Board, and further in accordance with the recommendation of the said County Board, voted to expend at this time the amount of $50.00 for necessary improvements to this section of roadway, chargeable to the County Road Maintenance Account of Crawford County.

According to the Condition Survey Report submitted by District Engineer Nelson, the section of road referred to above and recommended by the County Commissioners of Crawford County to be accepted as part of the County Road System, is O.K. with in length.

Copy to: O.T. Nelson
O.A. Good
A.J. Shaw
E.T. Collins, Jr.

Approved
_____

_____

Reply: Reason for zone added.

County Rd. Sys

DEC 12, 1938

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION

TUESDAY, DECEMBER 5, 1939

+++++

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

Acting on the recommendation of the County Commissioners of Dorchester County, set forth in letters dated September 15, September 20 and December 2, which recommendation was concurred in by the Chief Engineer, the Commission voted to take over for maintenance as a part of the County Road System the Rumbley Road, from the road that runs from Pig Neck to Deilsville Road to Fishing Creek, a length of .6 mile, and in accordance with the wishes of the said County Board, authorized an expenditure of $[illegible] to improve this section of roadway, this expenditure to be charged to the Dorchester County Maintenance Account.

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

RE-COPIED BY M.B. - 7/26/44

See Mr. Gorsuch for notes added

County Rd. Sys.

DEC. 1. 1938

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
TUESDAY, NOVEMBER 21, 1939

***

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

On recommendation of the County Commissioners of Dorchester County, which recommendation was concurred in by Chief Engineer Ballard, the Commission voted to accept for maintenance as a part of the County Road System of said County the Hooperstown Road, on Taylors Island, from Byron Willeys Store to Hooperstown, length .65 mile, and to expend for repairs to this road the estimated total cost of $400.00, which expenditure will be chargeable to the County Road Account of Dorchester County.

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

RECOPIED
7/28/44
T.L.

See Mr. Gorsuch for notes added.

County Rd. Sys (?)

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION

WEDNESDAY, SEPTEMBER 13, 1939

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

By letter dated July 27th, 1939, the City of Cambridge, through the Mayor and Commissioners of Cambridge, "request the State Road Commission to take over the maintenance of that part of Maryland Avenue between curbs and the center stretch now maintained by you. This is a narrow strip on either side of this street and that section of Maryland Avenue between Dorchester Avenue and the dual highway."

With reference to this request, Chief Engineer Smith, by letter dated September 11 addressed to the Commission, states:

With further reference to the attached request of the City of Cambridge, District Engineer Morison advises that what the request really covers is the surface treatment of the shoulders along Maryland Avenue from Dorchester Avenue to the Cambridge Creek Bridge. For several years we have maintained Maryland Avenue for a width of 30 feet and the City has stabilized and maintained the 6½ foot shoulder on each side."

The recommendation is then made that the Commission comply with the request of the Mayor and Council of Cambridge since "I feel that it would be a proper procedure for us to take over this area so that there will be no division of responsibility." This recommendation, and the views expressed by Mr. Smith with reference to the Commission taking over the area referred to, were both fully concurred in by the Commission and approved.

Copy to: Mr. N. L. Smith
Mr. Wm. A. Codd
Mr. A. F. Shure
Mr. W. F. Childs, Jr.

re-copied by M.B. - 7/28/44

See Mr. Gorsuch for notes added

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION

WEDNESDAY, NOVEMBER 13, 1929

Present: Mr. Fred S. Whitman, Chairman, Harry. F. Watson and F. Frank Jones.

By letter dated July 27th, 1929, the City of Cambridge, through the Mayor and Commissioner of Cambridge, request the State Road Commission to take over the maintenance of that part of Maryland Avenue between Bruce and the center street now maintained by you. This is a narrow strip on either side of this street and that portion of Maryland Avenue between Cambridge Avenue and the dual highway.

With reference to this request, Chief Engineer Smith, by letter dated September 11 addressed to the Commission, states

With further reference to the attached request of the City of Cambridge, District Engineer Morgan advises that when the request really covers is the surface treatment of the structure along Maryland Avenue from Dorchester Avenue to the Cambridge Creek Bridge. For several years an area maintained Maryland Avenue for a width of 30 feet and the City has established and maintained the 6½ foot shoulder on each side."

The recommendation is then made that the Commission comply with the request of the Mayor and Council of Cambridge alone "I feel that it would be a proper procedure for us to take over only that area so that there will be no division of responsibility." This recommendation, and the views expressed by Mr. Smith with reference to the Commission taking over the area referred to, were both fully concurred in by Mr. Chesnutt and approved.

Copy to: Mr. A. E. Smith
Mr. Wm. A. Todd
Mr. F. Frank Jones
Mr. W. L. Chesnutt, Jr.

Prepared by A.E.S. - [illegible]

See Mr. Morgan for note book

SEPT. 20, 1939

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
TUESDAY, SEPTEMBER 7, 1939
******

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

Following consideration of copies of resolutions passed by the County Commissioners of Dorchester County, dated July 28, 1939, requesting that the State Roads Commission take over for maintenance as part of the County Road System, two sections of roadway, namely Queen Anne Avenue, in Cambridge, and the James Point Road, the Commission voted its approval to comply with the request of the said County Board following a report received from Chief Engineer Smith setting forth the estimated cost of both sections. The roads are as follows:

Queen Anne Avenue, Cambridge, from Cambridge Boulevard to River Shore, length of 0.1 mile.
James Point Road, from Bay Shore Road to Oyster Creek, length of 0.1 mile.

The estimated cost of improvement of each of these sections, respectively, is $65.00 and $125.00, and this expenditure was authorized, chargeable to the County Road Account of Dorchester County.

Copy to: Mr. N.L. Smith
Mr. W.A. Codd
Mr. A.F. Shure
Mr. W.F. Childs, Jr.

Recopied
7/28/44
T.L.

--- ---

See Mr. Gorsuch for notes added.

AUGT. 20, 1935

MINUTES OF THE REGULAR MEETING OF THE BOARD OF COUNTY COMMISSIONERS
TUESDAY, AUGUST 6, 1935

******

Present: Mr. Frank E. Wilkins, Chairman, and Mr. H. Frank Thomas.

Following consideration of copies of resolutions passed by the County Commissioners of Worcester County, dated July 23, 1935, requesting that the State Roads Commission take over for maintenance as part of the County Road System, two sections of roadway, namely Queen Anne Avenue, in Cambridge, and the Jones Point Road, the Commission voted its approval to comply with the request of the said County Board following a report received from Chief Engineer Welch setting forth the estimated cost of both sections. The roads are as follows:

Queen Anne Avenue, Cambridge, from Cambridge Boulevard to River Shore, length of 0.1 mile.
Jones Point Road, from Bay Shore Road to Oyster Creek, length of 0.1 mile.

The estimated cost of improvement of each of these sections, respectively, is $65.00 and $125.00, and this expenditure was authorized, chargeable to the County Road Account of Worcester County.

Copy to: Mr. T.L. Smith
Mr. W.A. Cole
Mr. A.F. Shore
Mr. E.F. Collins, Jr.

Respected
T.E.
T.L.

See M. Journal for total added.

County Rds

SEPT. 19, 1939

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
TUESDAY, SEPTEMBER 5, 1939
***

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

Acting on the recommendation of the County Commissioners of Dorchester County, set forth in their letter of August 30,1939 addressed to Mr. P.A. Morison, District Engineer, the Commission voted, on the recommendation of its Chief Engineer, Nathan L. Smith, to accept for maintenance as a part of the County Road System of said County a 30-foot roadway leading from State Route 313 to Wroten's Landing, a distance of 0.8 mile, and, as further requested by the said Board of County Commissioners, voted authority for the expenditure of a $150.00 necessary to widen and reshape this road to make it suitable for traffic. According to a Condition Survey Report submitted by District Engineer Morison, the road is very narrow, with several large holes existing which hold surface water.

Copy to: Mr. N.L. Smith
Mr. W.A. Codd
Mr. A.F. Shure
Mr. W.F. Childs, Jr.

Recopied
7/29/44
T.L.

See Mr. Gorsuch for notes added.

County Rd. Sys

AUG 3, 1939

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION

JULY 18-19, 1939

+++++

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

Under date of June 27th, 1939, the County Commissioners of Dorchester County recommended "that the thoroughfare that intersects the Cambridge and Lloyds state road on the northward side going in a generally northerly direction for approximately one-half mile towards Travers Wharf, be maintained as a county road and the cost of same be taken from the lateral road 1-1/2¢ gasoline tax."

A condition report submitted by District Engineer Morison indicates that this road is 0.5 mile in length and the estimated cost for grading, bushing, pipe and installation amounts to $100.00. The Commission voted to comply with the request of the County Commissioners of Dorchester County that this section of road be taken over as a part of the County road system and maintained as such; also, through the recommendation of the said Board of County Commissioners for the expenditure of $100.00 for the purpose of making improvements to this roadway.

Copies to: M. L. Smith
W. A. Codd
A. F. Shure
W. F. Childs, Jr.

RE-COPIED BY M.B. - 7/28/44

See Mr. Gorsuch for notes added

County Rd. Sys.

JUN 14, 1939

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION

THURSDAY, JUNE 1, 1939

+++++

Present: Mr. Ezra B. Whitman, Chairman, Mr. P. Watson Webb and Senator J. Glenn Beall.

Agreeable to the request of the County Commissioners of Dorchester County, which request was supported by the recommendation of the Chief Engineer, the Commission voted to take over for maintenance as part of the County Road System of said County the following named roads, and to expend the amounts indicated with respect to each particular road for its improvement, the amounts so expended to be charged against the county Road Maintnance Account of Dorchester County.

Wesley Church-Wheatleysburg Road - 2.25 miles.....$	550.00
Grape to Beach Ground - 1.00 mile	500.00
Red Hill Farm to Lankford's Store - 1.8 miles	350.00

Copy to Mr. N. L. Smith
Mr. W. A. Codd
Mr. A. F. Shure
Mr. W. F. Childs, Jr.

RE-COPIED BY W.B. - 7/28/44

See Mr. Gorsuch for notes added

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION

WEDNESDAY, MARCH 2nd., 1939

+++++

Present: Dr. H. E. Tebler, Chairman, and Mr. Frank F. Luthardt.

At the request of the County Commissioners of Dorchester County, and on the recommendation of Chief Engineer Smith, the Commission voted to take over and maintain as a part of the County Road System of said County, section of road leading from Crocheron in Straits District to a point near Joseph Bennett's gate, an estimated length of 850 feet, the improvement of which, according to District Engineer Morison's estimate, will involve an expenditure of $750.00.

Mr. Smith, in his letter addressed to the Commission under date of February 28, states in part:

"I hand you herewith a letter from the Clerk to the County Commissioners advising that their Board authorizes the State Roads Commission to expend that amount for the improvement of this so-called Bennett Lane between the limits specified.

I, therefore, recommend the acceptance of the road and request authority to comply with the County Commissioners' authorization."

Both the recommendation for the acceptance of the road by the Commission as part of the County Road System, and request by the Chief Engineer for authority to comply with the authorization of the Board of County Commissioners of Dorchester County to expend $750.00 on this particular section of roadway, were approved.

Copy to: Mr. N. L. Smith
Mr. W. A. Codd
Mr. A. F. Shure
Mr. W. F. Childs, Jr.

RE-COPIED BY N.B. - 7/28/44

See Mr. Gorsuch for notes added

County Rd Sys

C O P Y
****

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
TUESDAY, AUGUST 23,1938.
***

Present: Senator J. Glenn Beall, Chairman, Messrs. Elmer R. Jarboe and Frank F. Luthardt.

On recommendation of the County Commissioners of Dorchester County, supported by the recommendation of Chief Engineer Smith, who submitted to the Commission a condition report from District Engineer Morison, it was voted that the Horse Point Road on Hooper's Island, be taken over as a part of the County Road System of Dorchester County, and an expenditure of approximately $200.00 made to grade this road and stablize it with oyster shells.

Copy to: Mr. N.L. Smith
Mr. W.A. Codd
Mr. A.F. Shure
Mr. W.F. Childs, Jr.

RECOPIED
7/28/44
T.L.

See Mr. Gorsuch for notes added.

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
FRIDAY, AUGUST 25,1944.

...

Present: Senator G. Glenn Beall, Chairman, Messrs. Albert S. Dorsey and Frank F. Lothardt.

On recommendation of the County Commissioners of Worcester County, supported by the recommendation of Chief Engineer Smith, was submitted to the Commission a modified report from District Engineer Downes. It was noted that the Ocean Road on Cooper's Island, be taken over as a part of the County road system of Dorchester County, and an expenditure of approximately $200.00 made to grade this road and establish it with oyster shells.

Copy to: Mr. M.L. Smith
Mr. W.S. Cole
Mr. A.T. Dorsey
Mr. F.F. Lothardt, Jr.

RECEIVED
7/20/44
T.J.

See Mr. Dorsey for minute added.

County Rd. Sys.

COPY

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
TUESDAY, AUGUST 2, 1938
****

Present: Senator J. Glenn Beall, Chairman, and Messrs. Elmer R. Jarboe and Frank F. Luthardt.

On recommendation of the County Commissioners of Dorchester County, which recommendation was concurred in by Chief Engineer Smith, the Commission voted to take over as a part of the County Road System of said County the following named roads, an authorized an expenditure to be made for the repair of these roads of the amount as indicated with respect to each road.

Lewis Wharf Road from Henry's Cross Roads to Lewis Wharf - 1.1 miles
Scarifying, reshaping, and patching with gravel - $150.00

Lover's Lane from Cambridge Blvd. - 1 mile
Patching with gravel and reshaping - $100.00

Back Creek Road from State Rt. 16 to Back Creek - 0.8 mile
Cleaning side ditches, patching, surfacing, reshaping-$200.00

Copy to: Mr. N.L. Smith
Mr. W.A. Codd
Mr. A.F. Shure
Mr W.F. Childs, Jr.

Recopied
7/28/44
T.L.

See Mr.Gorsuch for notes added.

EXCERPT FROM MINUTES OF MEETING OF THE STATE FARMS COMMISSION
TUESDAY, AUGUST 6, 1946

Present: Messrs. Lewis, Neill, Simmons, Wallace, Wyer &
Before the Board, Lewis.

In recommendation of the County Commissioners of Monongalia County, which recommendation was concurred in by Chief Engineer Smith, the Commission votes to take over as a part of the County Road System of said County the following named roads, as authorized and expenditure to be made for the repair of these roads of the amount as indicated with respect to each road.

Lewis, Ward Road from Harry's Cross Roads to Lewis Ghost - 2.1 miles
Scarifying, resharping, and patching with gravel - $350.00

Lover's Lane from Dorsey Blvd. - 1 mile
Patching with gravel and resharping - $100.00

Cook Creek Road from Shale Rd. to Sam Creek - 0.0 mile
Cleaning side ditches, patching, surfacing, resharping-$200.00

Copy to: Mr. R.J. Smith
Mr. W.A. Neid
Mr. A.T. Simms
Mr. W.E. Collins, Jr.

Respectfully
J.M.Wyer
T.L.

See Mr.Gorrell for notes added.